Traffic Calming Study

Lansdale, Pennsylvania

Submitted To:

Lansdale Borough
One Vine Street, Suite 201
Lansdale, PA 19446

Traffic Calming Study
LNSDL23006
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Pennoni

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Executive Summary

1. Pennoni has worked with the Borough of Lansdale, Montgomery County, Pennsylvania to evaluate three areas of the borough for traffic calming needs and appropriate countermeasures. Study area 1 is the Norway Drive neighborhood in the eastern part of the borough. Study area 2 is Hancock Street and Oakland Avenue in the southern part of the borough. Study area 3 is the west ward. These areas were identified by the Public Safety Committee as the areas with the greatest perceived speed or cut through traffic issues. The study areas are shown in **Figure 1**.
2. Pennoni, in coordination with borough and police staff, evaluated the physical characteristics of the roadways, along with speed, traffic volume, and crash data to determine if traffic calming measures were justified and which measures would be most effective and appropriate to the context of the street and neighborhood. South Valley Forge Road (SR 363) and Main Street (SR 63) are state owned roadways under PennDOT's jurisdiction. All other roadways evaluated are borough roads.
3. The existing Average Daily Traffic (ADT) volumes and speed data are based on data collected via Automated Traffic Recorder (ATR) counts performed by the Lansdale Police Department. Pennoni reviewed, tabulated and analyzed the data.
4. A public meeting was held at Lansdale Borough Hall on October 30th, 2024 to present the findings and recommendations of the traffic calming study and solicit input from Borough residents. Between survey forms completed at the meeting and forms provided after the meeting via email, online surveys and mailed forms, over 100 residents provided valuable feedback and opinions on traffic calming needs and requests.
5. Based on the speed, volume, and crash data, conversations with the borough staff, and field observations, Pennoni recommends the following traffic calming measures be considered for installation based on available funding. Exact locations and geometry should be based on detailed field survey and detailed design.

    a) A curb extension at the intersection of Lakeview Drive and Main Street (SR 0063) which will require a Highway Occupancy Permit (HOP) from PennDOT.

    b) Install three speed humps spaced approximately 300 feet apart on Norway Drive.

    c) Install signs on North Wales Road at Sycamore Drive and Lombardy Drive restricting right turns during the PM peak hour. Supplement the signage with additional enforcement from the Borough Police Department.

    d) Install three speeds humps at key points along East Hancock Street to slow traffic approaching the existing Rectangular Rapid Flashing Beacons (RRFBs) designated pedestrian crossings.

    e) Install bump outs on Laurel Lane at the intersection with Wissahickon Avenue and Oakland Avenue. Evaluate pavement markings, flexible delineators and/or physical curb extensions with consideration for drainage needs.

    f) Provide one speed hump between Salford Avenue and Mitchell Avenue on each of the following roadways: Derstine Avenue, Columbia Avenue, York Avenue, Mt Vernon Street, Delaware Avenue, and Perkiomen Avenue.

    g) Collect current traffic volume data at critical signalized intersections in the borough and evaluate the existing traffic signal phasing and timings. Outdated signal timings or poor signal operations can result in cut-through traffic.

Introduction / Project Summary

Pennoni has worked with the Borough of Lansdale, Montgomery County, Pennsylvania to evaluate three areas of the borough for traffic calming needs and appropriate countermeasures. Study area 1 is the Norway Drive neighborhood in the eastern part of the borough. Study area 2 is Hancock Street and Oakland Avenue in the southern part of the borough. Study area 3 is the west ward. These areas were identified by the Public Safety Committee as the areas with the greatest perceived speed or cut through traffic issues. The study areas are shown in **Figure 1**.

Pennoni, in coordination with borough and police staff, evaluated the physical characteristics of the roadways, along with speed, traffic volume, and crash data to determine if traffic calming measures were justified and which measures would be most effective and appropriate to the context of the street and neighborhood. South Valley Forge Road (SR 363) and Main Street (SR 63) are state owned roadways under PennDOT's jurisdiction. All other roadways evaluated are borough roads.

Existing Study Area Characteristics

A field review of the existing roadway system in the study area was conducted. The existing roadway characteristics within the study area are summarized in **Table 1**. Current speed limits are indicated on **Figure 1**, and intersection traffic control type at the intersections on study roads are shown on **Figure 2**.

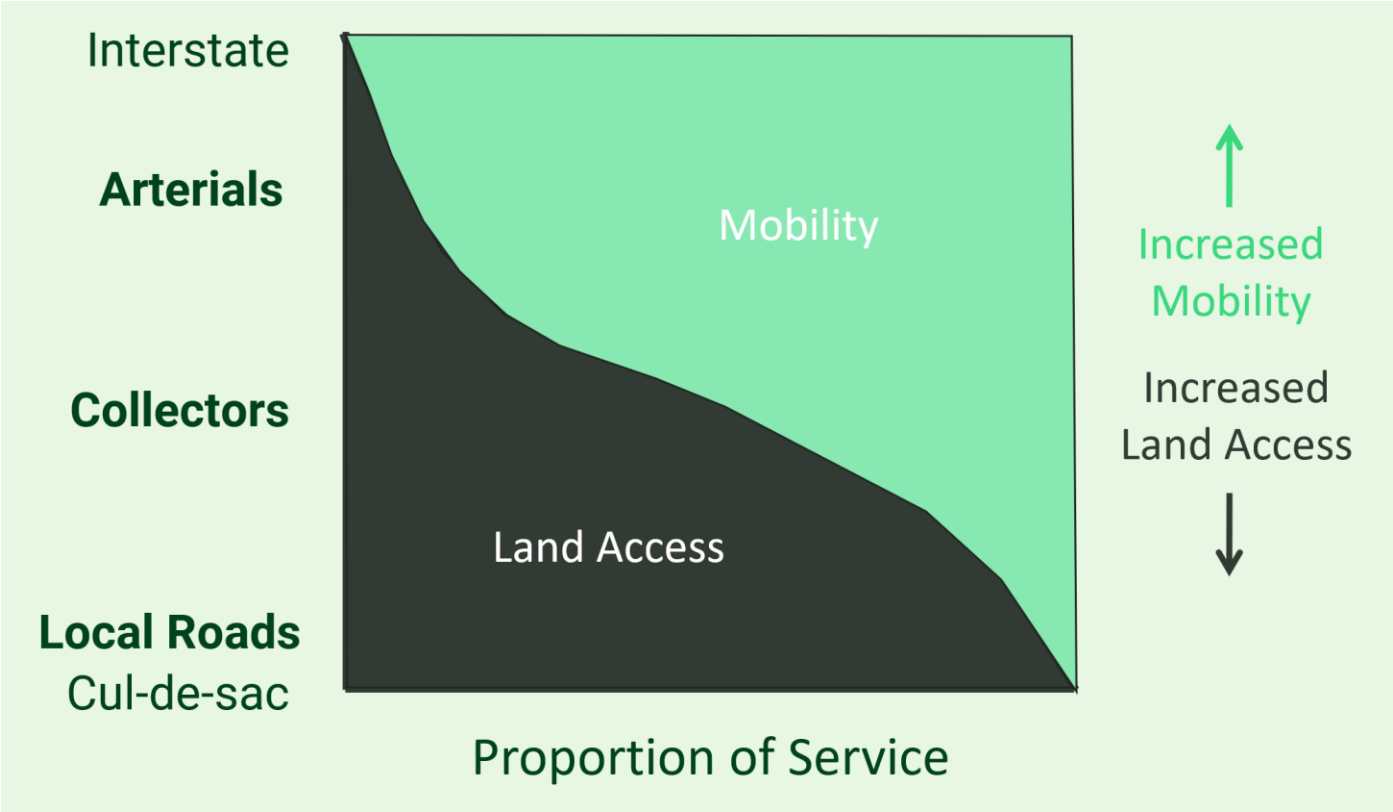
Table 1 – Roadway Characteristics Within Study Area

ROADWAY	OWNERSHIP	FUNCTIONAL CLASSIFICATION	LAND USE CONTEXT	DIRECTION	AVERAGE DAILY TRAFFIC	POSTED SPEED LIMIT
Main Street (SR 63)	State	Principal Arterial	Town Center	East-West	12169*	25-35 mph
South Valley Forge Road (SR 363)	State	Principal Arterial	Suburban Neighborhood	North-South	9278	35 mph
Norway Drive	Borough	Local Road	Suburban Neighborhood	North-South	1854	25 mph
Sycamore Drive Lombardy Drive	Borough	Local Road	Suburban Neighborhood	East-West	232 223	25 mph
Lakeview Drive	Borough	Local Road	Suburban Neighborhood	North-South	2198	25 mph
Hancock Street	Borough	Major Collector	Suburban Corridor	East-West	11140	25 mph
Laurel Lane Oakland Avenue	Borough	Local Road	Suburban Neighborhood	North-South	896 995	25 mph
Derstine Avenue Columbia Avenue	Borough	Local Road	Town/Village Neighborhood	East-West	894 541	25 mph
Mount Vernon Street Delaware Avenue	Borough	Local Road	Suburban Neighborhood	East-West	527 688	25 mph
Whites Road	Borough	Major Collector	Rural	East-West	7068	25 mph

* From PennDOT Traffic Information Repository (TIRe)

Functional Class

The functional class of a roadway defines the purpose of the roadway. A cul-de-sac is at one end of the scale with a purpose almost entirely dedicated to land access because there is no through traffic it only contributes to travel to and from other locations for the properties with frontage on the cul-de-sac. An Interstate highway is at the other end of the scale. The right-of-way on an Interstate is restricted so that you can only access the road from a very limited number of ramps that allow traffic to match speeds. It is entirely dedicated to moving traffic from one place to another, with no direct access to land uses. Local roads, collectors and arterials fall in between with increasing mobility and decreasing access, as illustrated below.



Land Use Context

In Appendix B of Design Manual 10X, there is guidance pertaining to defining the land use context(s) for a given area. Based upon review of this information, the land uses in the study area best fits the context listed in Table 3, as described below. The purpose of determining the context is to assess the most appropriate design features for the street to coordinate with the context. Drivers are more likely to adjust their behavior to match the context when the design features are matched to the context.

Rural - Consists of a few houses/structures dotting a farm or forested landscape. Most land is undeveloped or cultivated. Small commercial establishments are often located at intersections of arterial or collector road.

Suburban Neighborhood - Predominantly low density residential communities with houses typically arranged along a curvilinear system of streets with limited connectivity to regional road networks. Neighborhoods can include community facilities (schools, churches, recreation) and some small businesses or offices.

Suburban Corridor - Characterized by big box stores, commercial strip centers, restaurants, auto dealers, office parks, and gas stations, sometimes interspersed with natural areas and occasional home clusters. Buildings are usually set back from the road behind surface parking.

Suburban Center - Often a mixed-use, cohesive collection of land uses that include commercial businesses serving surrounding neighborhoods. Typically designed to be accessible by car, these areas may include large parking areas/garages and are less accommodating to pedestrians than town centers with limited opportunities to cross the primary roadway.

Town/Village Neighborhood - Predominantly residential neighborhoods, sometimes mixed with small retail establishments. Residential buildings tend to be close to the street with rowhouses fronting the sidewalk and houses sitting back behind a front lawn. On-street parking is common and typically well used.

Town Center - A mixed use, high density area with buildings (typically two to four stories with retail operations on the bottom and office space on top floors) adjacent to the sidewalk. Parallel parking usually occupies both sides of the street with parking lots behind the buildings. Important public buildings, such as town hall or library, are prominent.

Bicycle and Pedestrian Facilities

Based on observation during field visits at the study roadways sidewalks currently accommodate pedestrians except on certain sections of Whites Road. Bicycle traffic is mixed with vehicular traffic. The roadways are generally curbed with on-street parking adjacent to the curb.

Mass Transit Facilities

The study area is served by one SEPTA regional rail line and three SEPTA bus routes as shown on the map below.

Existing Traffic Conditions

Average Daily Traffic and Speed Counts

The existing Average Daily Traffic (ADT) volumes and speed data are based on data collected via Automated Traffic Recorder (ATR) counts performed by the Lansdale Police Department. Pennoni reviewed, tabulated and analyzed the data.

The ATR counts are summarized in **Table 2**, and ATR data is included in **Appendix A**.

Table 2 – Average Daily Traffic and Speed Count Information

Count Location	Count Start	Count End
Norway Drive – near Monticello Place	April 29, 2024	May 6, 2024
Sycamore Drive – near Norway Drive	April 22, 2024	April 29, 2024
Lombardy Drive – near Norway Drive	April 22, 2024	April 29, 2024
Lakeview Drive – between Norway Drive and Main Street	April 29, 2024	May 6, 2024
Hancock Street – near Almond Drive	May 6, 2024 June 10, 2024	May 13, 2024 June 17, 2024
Laurel Lane – near Wissahickon Avenue	May 6, 2024	May 13, 2024
Derstine Avenue – near Mitchell Avenue	May 27, 2024	June 3, 2024
Columbia Avenue – near Towamencin Avenue	May 20, 2024	May 27, 2024
Mount Vernon Street – near Mitchell Avenue	May 27, 2024	June 3, 2024
Delaware Avenue – near Mitchell Avenue	May 20, 2024	May 27, 2024
Whites Road – near Richardson Avenue	July 8, 2024	July 15, 2024
South Valley Forge Road – near Mount Vernon Street	July 8, 2024	July 15, 2024
Oakland Avenue – near Main Street	June 17, 2024	June 24, 2024

Crash Analysis

Pennoni reviewed crash data provided by the Lansdale Police Department and PennDOT. A crash analysis is provided under separate cover due to crash data confidentiality requirements in Pennsylvania.

Trip Generation

Land uses in the area surrounding each of the roadways in the study were quantified and trip generation for the uses was prepared to estimate the amount of local traffic expected on the study roadway. The trip generation equations for the uses were obtained from the Trip Generation Manual, 11th Edition, an Institute of Transportation Engineers (ITE) Informational Report. The data are categorized by Land Use Codes, with total vehicular trips for a given land use estimated using an independent variable and statistically generated equations or average rates. The land use assumption maps and trip generation calculations are provided in **Appendix B**.

The weekday daily volumes from the ATR count data were averaged for each study road to calculate an Average Weekday Traffic Volume.

The calculated local trip generation was compared to the counted average weekday traffic volume observed on the study roadway. When the counted volume is larger than the calculated local trip generation that is an indication that there may be cut-through traffic. The trip generation is a typical value for similar land uses. If the land uses in Lansdale are more busy or less busy than a typical use studied by ITE, that would be an alternative explanation for why there could be a difference between the trip generation and count data. The average weekday traffic volumes and trip generation are summarized in **Table 3** along with the estimated excess traffic (ie. cut-through).

Table 3 – Trip Generation Versus Count Data Summary

STUDY ROADWAY	DIRECTION	AVERAGE WEEKDAY TRAFFIC VOLUME	ESTIMATED LOCAL TRIP GENERATION	ESTIMATED EXCESS (SURPLUS) TRAFFIC
Norway Drive	NB	980	354	626
	SB	1035	354	681
Sycamore Drive	EB	95	94	1
	WB	150	93	57
Lombardy Drive	EB	62	88	-26
	WB	174	88	86
Lakeview Drive	NB	952	420	532
	SB	1395	420	975
Hancock Street	EB	6005	5392	613
	WB	5663	5390	273
Hancock Street**	EB	5770	5392	378
	WB	5468	5390	78
Laurel Lane	NB	466	305	161
	SB	475	306	169
Derstine Avenue	EB	348	521	-173
	WB	473	521	-48
Columbia Avenue	EB	345	345	0
	WB	263	345	-82
Mount Veron Street	EB	244	194	50
	WB	314	193	121
Delaware Avenue	EB	335	201	134
	WB	438	201	237
Whites Road	EB	3978	*	*
	WB	3544	*	*
Valley Forge Road	NB	4983	*	*
	SB	4765	*	*
Oakland Avenue	NB	469	305	164
	SB	541	306	235

* Not calculated because contributing area is too large.
** Recount

Speed Analysis

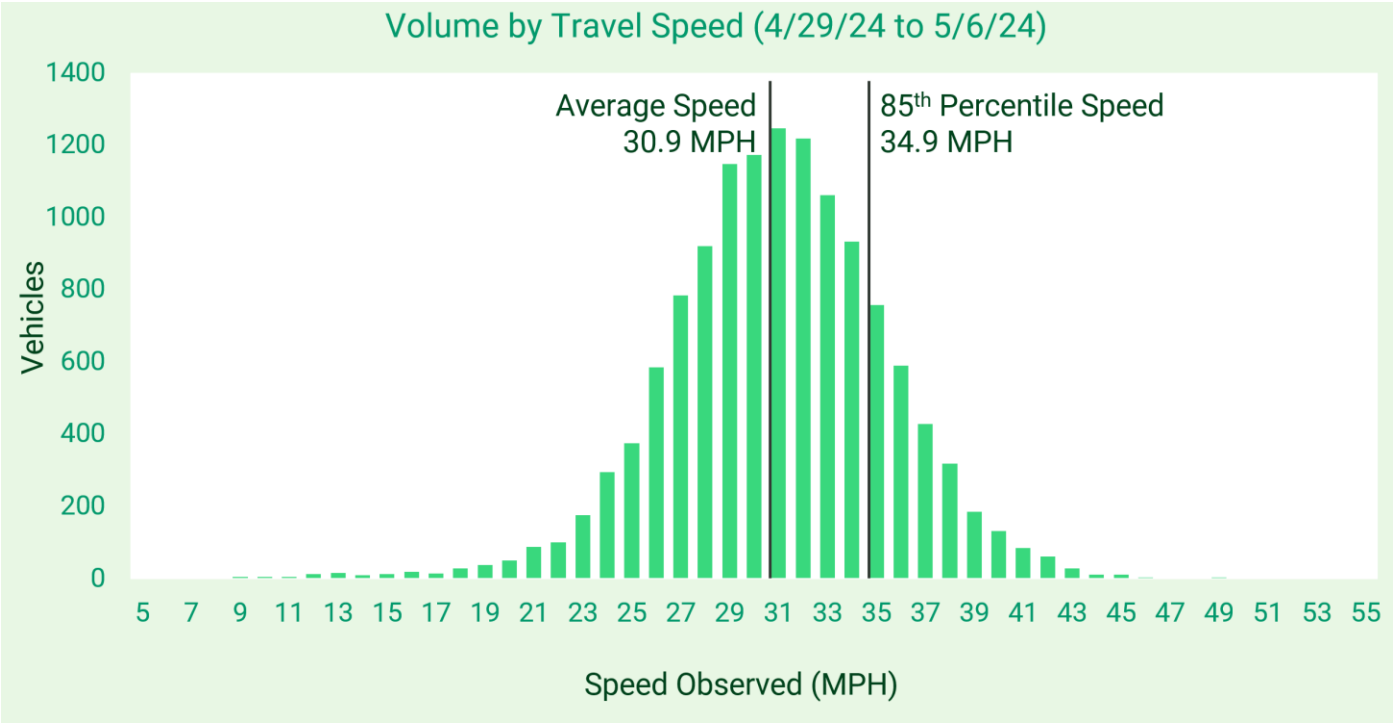
A speed analysis was conducted that evaluated the data collected on the study roadways. The average speed was calculated and is summarized in **Table 4**. The 85th percentile speed is the speed under which a majority of observed traffic was traveling, only 15 percent of traffic was traveling faster. The 85th percentile speed is the legal standard used in many situations to set speed limits. The 85th percentile speed and highest recorded speed is also shown in **Table 4**. **Exhibit 1** below graphically shows the distribution of travel speeds on Norway Drive as an example and shows the calculated average and 85th percentile speeds. Traffic volume and speed data is included in **Appendix A**.

Table 4 – Speed Data Summary

STUDY ROADWAY	DIRECTION	SPEED LIMIT	AVERAGE SPEED	85TH PERCENTILE SPEED	HIGHEST RECORDED SPEED
Norway Drive	NB	25	31	34	52
	SB	25	31	34	49
Sycamore Drive	EB	25	22	29	43
	WB	25	25	29	54
Lombardy Drive	EB	25	24	30	46
	WB	25	27	33	51
Lakeview Drive	NB	25	22	24	46
	SB	25	23	24	43
Hancock Street	EB	25	31	35	55
	WB	25	30	33	55
Hancock Street**	EB	25	31	35	54
	WB	25	30	33	55
Laurel Lane	NB	25	25	29	43
	SB	25	26	30	47
Derstine Avenue	EB	25	25	29	42
	WB	25	27	31	50
Columbia Avenue	EB	25	23	28	44
	WB	25	22	26	40
Mount Veron Street	EB	25	19	23	40
	WB	25	21	26	41
Delaware Avenue	EB	25	22	25	37
	WB	25	24	28	47
Whites Road	EB	25	34	38	58
	WB	25	33	36	55
Valley Forge Road	NB	35	35	38	58
	SB	35	36	39	59
Oakland Avenue	NB	25	20	24	40
	SB	25	24	27	44

** Recount

Exhibit 1 – Norway Drive Speed Distribution Example



Speed enforceability data was also calculated. Pennsylvania state law limits the equipment that local police departments can use to measure speeds for the purpose of speed enforcement. With those measurement types, drivers must be at least 10 miles per hour over the posted speed limit to be ticketed for an enforceable offence. The percentage and average number of vehicles per week of traffic traveling more than 10 miles per hour over the speed limit are summarized in **Table 5**. Traffic volume and speed data is included in **Appendix A**.

Table 5 – Speed Enforceability Data Summary

STUDY ROADWAY	DIRECTION	SPEED LIMIT	PERCENT OF VEHICLES >10 MPH OVER SPEED LIMIT	AVERAGE DAILY VEHICLES >10 MPH OVER SPEED LIMIT	PERCENT OF VEHICLES >15 MPH OVER SPEED LIMIT	AVERAGE DAILY VEHICLES >15 MPH OVER SPEED LIMIT
Norway Drive	NB	25	15%	132	2%	17
	SB	25	14%	136	2%	15
Sycamore Drive	EB	25	3%	3	1%	1
	WB	25	5%	7	1%	2
Lombardy Drive	EB	25	4%	2	0%	0
	WB	25	9%	14	2%	4
Lakeview Drive	NB	25	0%	2	0%	1
	SB	25	0%	3	0%	1
Hancock Street	EB	25	18%	1007	2%	142
	WB	25	9%	504	1%	50
Hancock Street**	EB	25	20%	1105	3%	160
	WB	25	10%	536	1%	56
Laurel Lane	NB	25	1%	5	0%	0
	SB	25	3%	13	1%	2
Derstine Avenue	EB	25	1%	4	0%	0
	WB	25	4%	23	0%	2
Columbia Avenue	EB	25	1%	3	0%	1
	WB	25	0%	1	0%	0
Mount Veron Street	EB	25	0%	0	0%	0
	WB	25	0%	1	0%	0
Delaware Avenue	EB	25	0%	0	0%	0
	WB	25	1%	3	0%	1
Whites Road	EB	25	40%	1517	7%	280
	WB	25	25%	829	4%	143
Valley Forge Road	NB	35	1%	56	0%	9
	SB	35	3%	146	1%	26
Oakland Avenue	NB	25	0%	1	0%	0
	SB	25	1%	4	0%	0

** Recount

Traffic Calming Countermeasures

Pennoni considered the following traffic calming countermeasures for the study roadways as possible ways to reduce speeding and cut through traffic within the study area. For additional information on the design, description and effectiveness of the traffic calming techniques see PennDOT Publication 383, Pennsylvania's Traffic Calming Handbook, which is available as a PDF online.

Signs and pavement markings:

- Painted crosswalks
- Textured crosswalks
- Turn restriction signs
- One-way roadways

Horizontal deflection:

- Bump Outs – also called curb extensions or daylighting
- Roadway width and on street parking
- Chicanes
- Modern roundabouts

Vertical deflection:

- Speed humps
- Speed tables
- Raised crosswalks
- Raised intersections

Physical Restrictions/Access Management:

- Diverters
- Right-in-right-out islands
- Medians
- Diagonal diverters
- Road Closures
- Cul-de-sacs

Generally speaking, the countermeasures lower on the list are more effective, while countermeasures higher on the list have fewer impacts on the neighborhood.

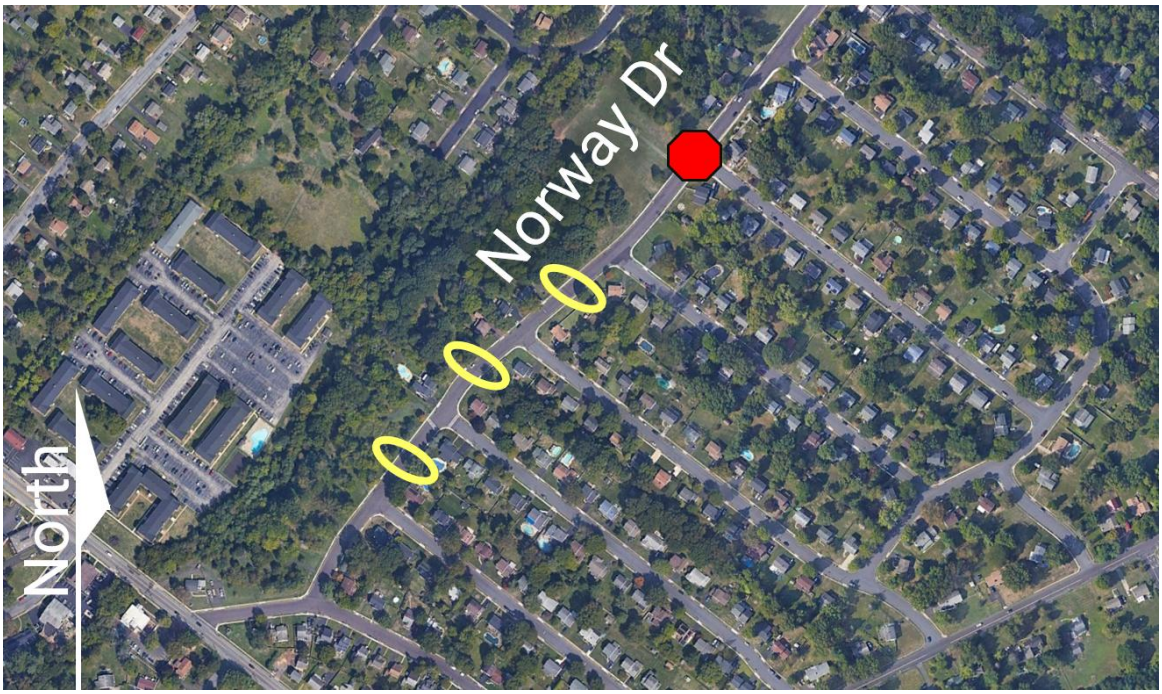
Traffic Calming Recommendations

Study Area 1 – Norway Drive Neighborhood

The following traffic calming countermeasures are recommended in Study Area 1:

- Provide a curb extension at the intersection of Lakeview Drive and Main Street. The improvements would occur on the borough owned Lakeview Drive, but would require a Highway Occupancy Permit (HOP) from the Pennsylvania Department of Transportation.
  - This improves the approach angle of Lakeview Drive with improved sight lines for motorists.
  - This reduces the radius of the westbound Main Street to Lakeview Drive left turn, which will likely result in reduced turning speeds.
  - This reduces the crossing distance for pedestrians and may make the pedestrians more visible to drivers.

- Install speed humps on Norway Drive.
  - Three speed humps spaced approximately 300 feet apart from each other are proposed.
  - Exact locations would be based on a field investigation to avoid drainage, hydrants, driveways, and any other features that would conflict with the speed humps.
  - The humps are tentatively proposed between Lombardy Street and Monticello Place. There are existing stop signs on Norway Drive at Lakeview Drive and Gettysburg Drive.
  - This should reduce speeds and make Norway Drive less appealing for cut-through traffic.

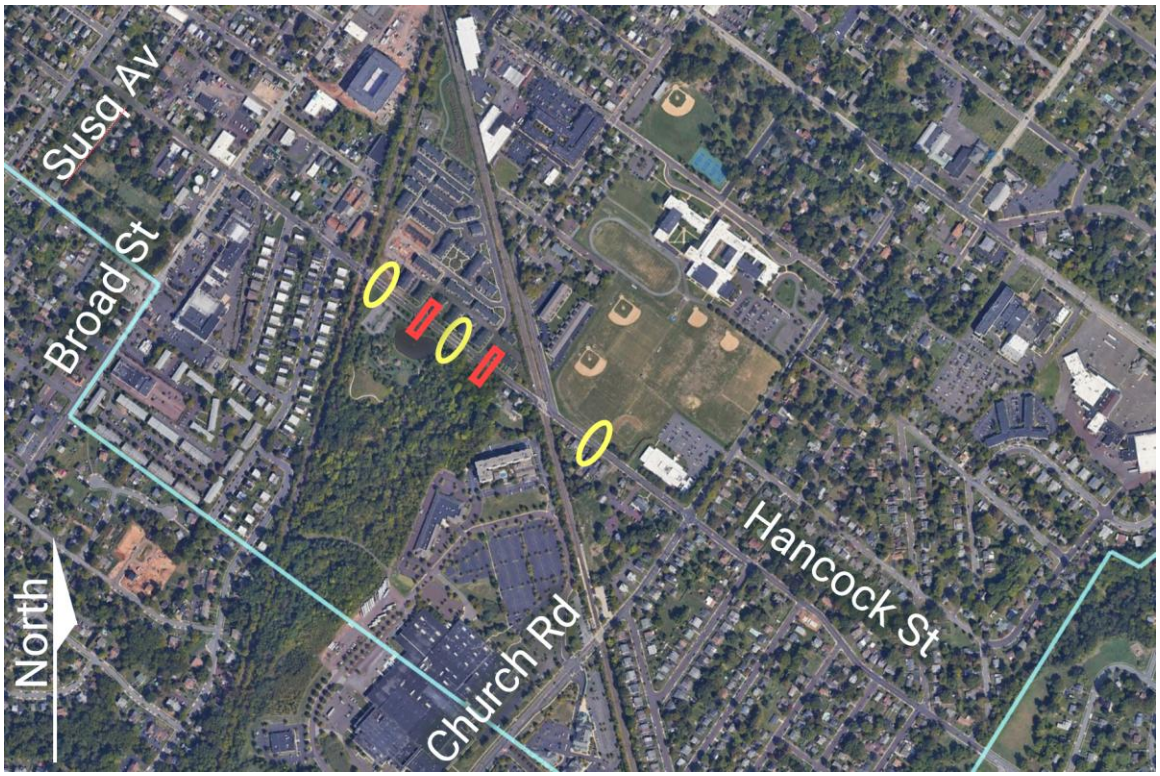


- Install signs on North Wales Road at Sycamore Drive and Lombardy Drive restricting right turns during the PM peak hour.
  - This is proposed to reduce cut through traffic on Sycamore Drive and Lombardy Drive that currently avoids the traffic signal at Main Street and North Wales Road.
  - This minimizes restrictions for residents living on Sycamore Drive and Lombardy Drive, but is not as effective as a physical, full time turn restriction.
  - Additional police presence and enforcement of the turn restriction is recommended.

Study Area 2 – East Hancock Street, Laurel Lane and Oakland Avenue

The following traffic calming countermeasures are recommended in Study Area 2:

- Install three speeds humps at key locations along East Hancock Street to reduce vehicle speeds approaching the existing Rectangular Rapid Flashing Beacons (RRFBs) designated pedestrian crossings.
    - Exact locations would be based on a field investigation to avoid drainage, hydrants, driveways, and any other features that would conflict with the speed humps.
    - This should reduce the speed of vehicles in the areas where the most pedestrian are present.
    - The spacing to the eastern most speed hump is greater due to the intersection with Line Street and the railroad crossing, which also provides some level of vertical deflection.



- Install bump outs on Laurel Lane at the intersection with Wissahickon Avenue and Oakland Avenue.
  - This narrows the roadway in a wider straight section of Laurel Lane.
  - This reduces the radii for turning movements resulting in reduced travel speeds.
  - This should improve sight lines for vehicles on the stopped approach to the intersection by physically restricting where vehicles can park near the intersections.
  - This would reduce crossing distances for pedestrians and improve their visibility to drivers.

Study Area 3 – West Ward

The following traffic calming countermeasures are recommended in Study Area 3:

- Provide one speed hump between Salford Avenue and Mitchell Avenue on each of the following roadways: Derstine Avenue, Columbia Avenue, York Avenue, Mt Vernon Street, Delaware Avenue, and Perkiomen Avenue.
    - Exact locations would be based on a field investigation to avoid drainage, hydrants, driveways, and any other features that would conflict with the speed humps.

Funding

As noted in PennDOT Publication 383, the Traffic Calming Handbook, a critical consideration with traffic calming is funding. This includes the costs for engineering, permitting, construction and future maintenance of traffic calming measures. As presented at the October 30th public meeting, traffic calming measures can be funding locally by the municipality, through grants, or partially/fully funded by the residents.

Once traffic calming measures are implemented in the Borough, there is an expectation that additional requests will be received for other areas of the Borough. Future studies and additional traffic calming measures should be planned for.

We recommend that the Borough evaluate alternatives to funding traffic calming measures and develop a plan for implementation and future maintenance.

To provide an order of magnitude costs including engineering, construction and construction inspection, the following estimated costs are provided. Please note the costs will vary depending upon exact location, final designs, and drainage impacts.

Traffic Calming Measure	Estimated cost
Curb bump out (pavement markings only)	$1,500 - $2,500 per intersection
Curb bump out (pavement markings and delineators)	$2,500 - $4,000 per intersection
Curb bump out (curb and sidewalk/ADA ramps)	$10,000-$20,000 per corner (drainage considerations)
Asphalt Speed Hump (contractor install)	$7,500-$10,000 Each
Asphalt Speed Hump (Borough install)	$2,000-$3,000 Each

Conclusions

6. Based on the speed, volume, and crash data, conversations with the borough staff, and field observations, Pennoni recommends the following traffic calming measures be considered for installation based on available funding. Exact locations and geometry should be based on detailed field survey and detailed design.

    - Provide a curb extension at the intersection of Lakeview Drive and Main Street (SR 0063) which will require a Highway Occupancy Permit (HOP) from PennDOT.
    - Install three speed humps spaced approximately 300 feet apart on Norway Drive.
    - Install signs on North Wales Road at Sycamore Drive and Lombardy Drive restricting right turns during the PM peak hour. Supplement the signage with additional enforcement from the Borough Police Department.
    - Install three speeds humps at key points along East Hancock Street to slow traffic approaching the existing Rectangular Rapid Flashing Beacons (RRFBs) designated pedestrian crossings.
    - Install bump outs on Laurel Lane at the intersection with Wissahickon Avenue and Oakland Avenue. Evaluate pavement markings, flexible delineators and/or physical curb extensions with consideration for drainage needs.
    - Provide one speed hump between Salford Avenue and Mitchell Avenue on each of the following roadways: Derstine Avenue, Columbia Avenue, York Avenue, Mt Vernon Street, Delaware Avenue, and Perkiomen Avenue.
    - Collect current traffic volume data at critical signalized intersections in the borough and evaluate the existing traffic signal phasing and timings. Outdated signal timings or poor signal operations can result in cut-through traffic.

Appendix

Appendix A:
Volume and Speed Count Data

Lansdale Police Department
Speed Analysis

SPEED DATA ANALYSIS

Location

400 block Norway Drive
Monticello Place
Latitude: 40.234188
Longitude: -75.263489

Analysis Time Period

Start	End
4/29/2024	5/6/2024
7:51 AM	6:19 AM

Vehicles Analyzed

12,974

Speed Limit

25

Total Enforceable Violations

1,876

Average Speed

31

% Enforceable Violations

14%

Fastest Speed

58

Enforcement Rating

MEDIUM

Slowest Speed

7

Lansdale Police Department
Speed Analysis

SPEED DATA ANALYSIS

85th Percentile Speed

35

Lansdale Police Department
Speed Analysis

Speed Enforcement Evaluator

Location
400 block Norway Drive

Closest Cross Street
Monticello Place

Analysis Dates
Start: 4/29/2024
End: 5/6/2024

Installed By
Sgt. J. Mallozzi # 25

Requested By
Chief Trail

Total Percentage of Enforceable Violations

Posted Speed Limit	25 MPH
Enforcement Tolerance	10 MPH
Enforcement Limit	Greater than 35 MPH

Percent Speeding: 14%
Rating: Medium Low

Percent Speeding: 14%
Rating: Medium Low

Percent Speeding: 15%
Rating: Medium Low

Lansdale Police Department
Speed Analysis

00082022
400 block Norway
Drive
Monticello Place

0.000000
0.000000

Averaged Daily Totals

Combined

	<= 15	>15 to 20	>20 to 25	>25 to 30	>30 to 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	> 70	Total
Sunday	5	11	66	413	600	186	28	4	0	0	0	0	0	1,313
Monday	12	33	171	666	730	229	34	1	2	1	0	0	0	1,879
Tuesday	9	25	168	718	771	236	27	4	0	0	0	0	0	1,958
Wednesday	22	25	186	715	811	268	32	0	0	0	0	0	0	2,059
Thursday	3	20	151	736	859	280	25	3	0	0	0	0	0	2,077
Friday	14	28	201	841	790	200	23	2	0	0	0	0	0	2,099
Saturday	9	10	95	523	661	258	30	2	1	0	0	0	0	1,589
Total	74	152	1,038	4,612	5,222	1,657	199	16	3	1	0	0	0	12,974

South, 1

	<= 15	>15 to 20	>20 to 25	>25 to 30	>30 to 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	> 70	Total
Sunday	1	7	40	208	289	103	9	3	0	0	0	0	0	660
Monday	5	20	96	333	357	111	16	1	0	0	0	0	0	939
Tuesday	2	14	85	386	401	130	10	3	0	0	0	0	0	1,031
Wednesday	10	13	102	347	440	141	14	0	0	0	0	0	0	1,067
Thursday	1	7	83	375	434	134	17	1	0	0	0	0	0	1,052
Friday	11	19	107	437	406	94	10	1	0	0	0	0	0	1,085
Saturday	3	3	53	272	332	134	16	1	0	0	0	0	0	814
Total	33	83	566	2,358	2,659	847	92	10	0	0	0	0	0	6,648

North, 2

	<= 15	>15 to 20	>20 to 25	>25 to 30	>30 to 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	> 70	Total
Sunday	4	4	26	205	311	83	19	1	0	0	0	0	0	653
Monday	7	13	75	333	373	118	18	0	2	1	0	0	0	940
Tuesday	7	11	83	332	370	106	17	1	0	0	0	0	0	927
Wednesday	12	12	84	368	371	127	18	0	0	0	0	0	0	992
Thursday	2	13	68	361	425	146	8	2	0	0	0	0	0	1,025
Friday	3	9	94	404	384	106	13	1	0	0	0	0	0	1,014
Saturday	6	7	42	251	329	124	14	1	1	0	0	0	0	775
Total	41	69	472	2,254	2,563	810	107	6	3	1	0	0	0	6,326

Lansdale Police Department
Speed Analysis
00082022
400 block Norway Drive
Monticello Place

0.000000
0.000000

Combined Lanes 4/29/2024 to 5/6/2024

Pace Speed - MPH

Classes Excluded From Pace: None

Speed	**Number**	**Percent**
27 - 36	9,840	75.8%

Percentile Speeds

Percentile	**5th**	**10th**	**15th**	**20th**	**25th**	**30th**	**35th**	**40th**	**45th**	**50th**	**55th**	**60th**	**65th**	**70th**	**75th**	**80th**	**85th**	**90th**	**95th**	**100th**
Speed - MPH	23	25	26	26	27	28	28	29	29	30	31	31	32	32	33	34	34	35	37	58

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	12,974
Total Greater Than 50.0	4
Percent Greater Than 50.0	0.0%

Mean, Median, and Mode Averages

Mean:	30.9
Median (50th %):	30.0
Mode:	31.0

Lansdale Police Department
Speed Analysis
00082022
400 block Norway Drive
Monticello Place

0.000000
0.000000

South, 1 4/29/2024 to 5/6/2024

Pace Speed - MPH
Classes Excluded From Pace: None

Speed	Number	Percent
26 - 35	5,017	75.5%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th	95th	100th
Speed - MPH	23	24	26	26	27	28	28	29	29	30	31	31	32	32	33	34	34	35	37	49

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	6,648
Total Greater Than 50.0	0
Percent Greater Than 50.0	0.0%

Mean, Median, and Mode Averages

Mean:	30.9
Median (50th %):	30.0
Mode:	32.0

Lansdale Police Department
Speed Analysis
00082022
400 block Norway Drive
Monticello Place

0.000000
0.000000

North, 2 4/29/2024 to 5/6/2024

Pace Speed - MPH

Classes Excluded From Pace: None

Speed	Number	Percent
27 - 36	4,833	76.4%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th	95th	100th
Speed - MPH	23	25	26	27	27	28	28	29	30	30	30	31	32	32	33	34	34	36	37	58

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	6,326
Total Greater Than 50.0	4
Percent Greater Than 50.0	0.1%

Mean, Median, and Mode Averages

Mean:	31.0
Median (50th %):	30.0
Mode:	31.0

Lansdale Police Department
Speed Analysis

00082022
400 block
Norway Drive
Monticello
Place

0.000000
0.000000

Volume Sorted by Speed for 4/29/2024 to 5/6/2024

Combined

Speed (MPH)	Volume
5	0
6	0
7	1
8	1
9	5
10	6
11	6
12	14
13	17
14	10
15	14
16	19
17	15
18	29
19	38
20	51
21	89
22	101
23	177
24	296
25	375
26	585
27	785
28	921
29	1148
30	1173
31	1248
32	1219
33	1063
34	934
35	758
36	591
37	428
38	319
39	186
40	133
41	86
42	62
43	29
44	11
45	11
46	4
47	3
48	3
49	4
50	2
51	2
52	1
53	0
54	0
55	0

Lansdale Police Department
Speed Analysis

00082022
400 block
Norway Drive
Monticello
Place

0.000000
0.000000

Volume Sorted by Speed for 4/29/2024 to 5/6/2024

South, 1

Speed (MPH)	Volume
5	0
6	0
7	0
8	1
9	4
10	4
11	4
12	6
13	7
14	3
15	4
16	6
17	8
18	17
19	18
20	34
21	48
22	51
23	101
24	165
25	201
26	313
27	402
28	433
29	590
30	620
31	602
32	643
33	554
34	459
35	401
36	303
37	229
38	159
39	96
40	60
41	39
42	31
43	13
44	3
45	6
46	2
47	3
48	3
49	2
50	0
51	0
52	0
53	0
54	0
55	0

Lansdale Police Department
Speed Analysis

00082022
400 block
Norway Drive
Monticello
Place

0.000000
0.000000

Volume Sorted by Speed for 4/29/2024 to 5/6/2024

North, 2

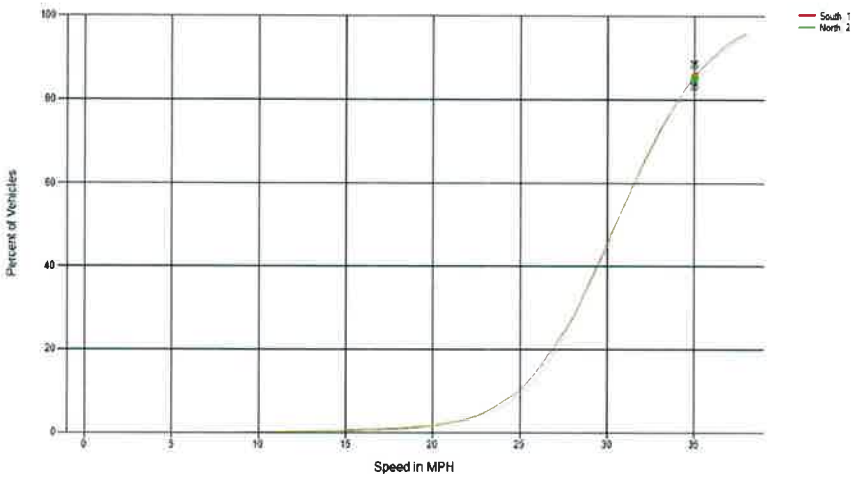
Speed (MPH)	Volume
5	0
6	0
7	1
8	0
9	1
10	2
11	2
12	8
13	10
14	7
15	10
16	13
17	7
18	12
19	20
20	17
21	41
22	50
23	76
24	131
25	174
26	272
27	383
28	488
29	558
30	553
31	646
32	576
33	509
34	475
35	357
36	288
37	199
38	160
39	90
40	73
41	47
42	31
43	16
44	8
45	5
46	2
47	0
48	0
49	2
50	2
51	2
52	1
53	0
54	0
55	0

Lansdale Police Department
Speed Analysis

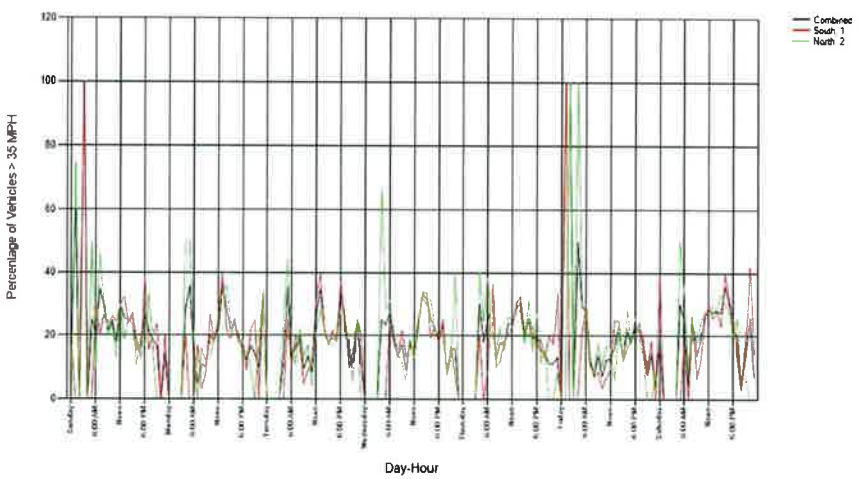
00082022
400 block Norway Drive
Monticello Place

0.000000
0.000000

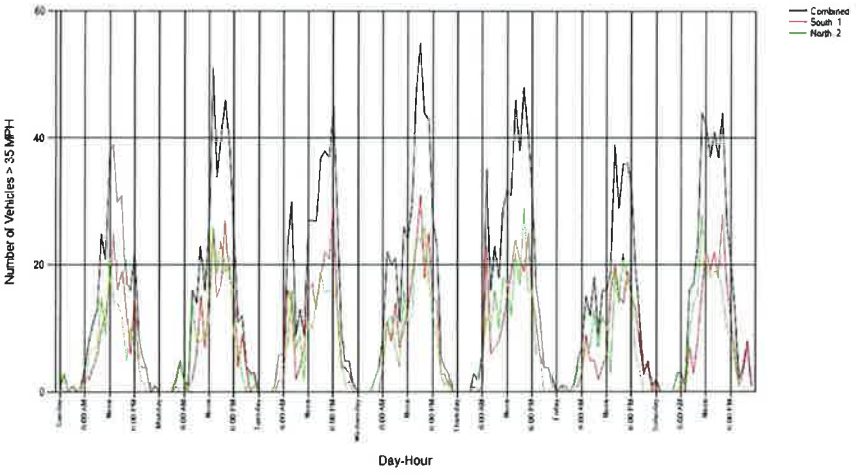
Cumulative Speed (in MPH)



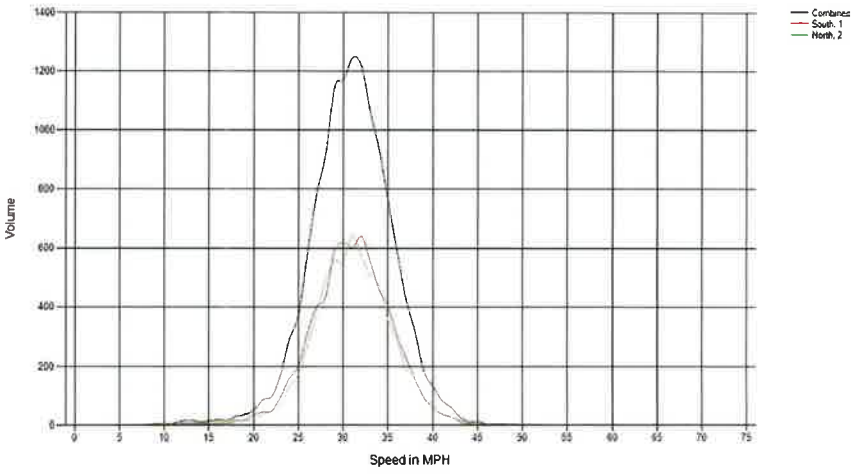
Percentage of Vehicles Traveling Greater Than 35 MPH



Number of Vehicles Traveling Greater Than 35 MPH



Number of Vehicles Traveling At A Given Speed - Total



Lansdale Police Department
Speed Analysis

SPEED DATA ANALYSIS

Location

838 Sycamore Drive
Norway Drive
Latitude: 40.232140
Longitude: -75.262970

Analysis Time Period

Start	End
4/22/2024	4/29/2024
8:02 AM	6:50 AM

Vehicles Analyzed

1,624

Speed Limit

25

Total Enforceable Violations

68

Average Speed

24

% Enforceable Violations

4%

Fastest Speed

54

Enforcement Rating

LOW

Slowest Speed

7

SPEED DATA ANALYSIS

85th Percentile Speed

30

Lansdale Police Department
Speed Analysis

Speed Enforcement Evaluator

Location
838 Sycamore Drive

Closest Cross Street
Norway Drive

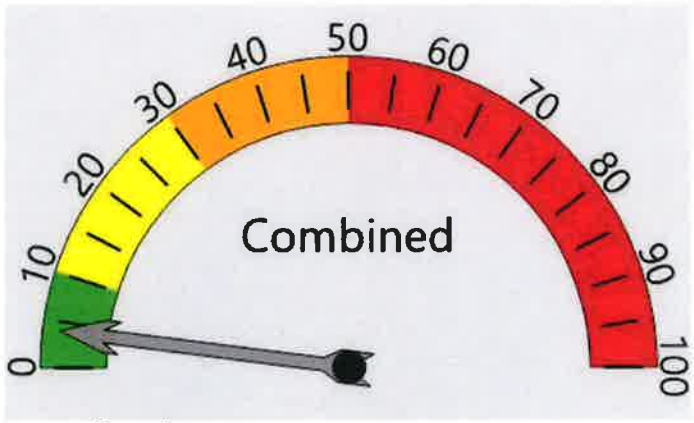
Analysis Dates
Start: 4/22/2024
End: 4/29/2024

Installed By
Sgt. J. Mallozzi #25

Requested By
Chief Trail

Total Percentage of Enforceable Violations

Posted Speed Limit	25 MPH
Enforcement Tolerance	10 MPH
Enforcement Limit	Greater than 35 MPH



Percent Speeding: 4%
Rating: Low

Percent Speeding: 3%
Rating: Low

Percent Speeding: 5%
Rating: Low

Lansdale Police Department
Speed Analysis

0
838 Sycamore Drive
Norway Drive

40.232140
-75.262970

Averaged Daily Totals

Combined

	<= 15	>15 to 20	>20 to 25	>25 to 30	>30 to 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	> 70	Total
Sunday	24	33	52	37	18	5	0	0	0	0	0	0	0	169
Monday	19	31	63	53	31	8	2	0	0	0	0	0	0	207
Tuesday	35	53	84	71	32	2	3	0	0	0	0	0	0	280
Wednesday	29	38	72	54	27	9	0	1	0	0	0	0	0	230
Thursday	28	33	72	54	18	13	2	2	1	0	0	0	0	223
Friday	35	43	83	74	36	8	2	2	2	0	0	0	0	285
Saturday	29	38	53	70	34	4	2	0	0	0	0	0	0	230
Total	199	269	479	413	196	49	11	5	3	0	0	0	0	1,624

East, Lane 1

	<= 15	>15 to 20	>20 to 25	>25 to 30	>30 to 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	> 70	Total
Sunday	18	14	19	13	7	1	0	0	0	0	0	0	0	72
Monday	13	13	25	16	10	2	1	0	0	0	0	0	0	80
Tuesday	20	22	28	14	6	1	1	0	0	0	0	0	0	92
Wednesday	21	15	27	21	10	2	0	0	0	0	0	0	0	96
Thursday	17	11	28	21	5	4	1	0	0	0	0	0	0	87
Friday	20	22	35	25	14	1	2	0	0	0	0	0	0	119
Saturday	16	19	20	21	11	3	1	0	0	0	0	0	0	91
Total	125	116	182	131	63	14	6	0	0	0	0	0	0	637

West, Lane 2

	<= 15	>15 to 20	>20 to 25	>25 to 30	>30 to 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	> 70	Total
Sunday	6	19	33	24	11	4	0	0	0	0	0	0	0	97
Monday	6	18	38	37	21	6	1	0	0	0	0	0	0	127
Tuesday	15	31	56	57	26	1	2	0	0	0	0	0	0	188
Wednesday	8	23	45	33	17	7	0	1	0	0	0	0	0	134
Thursday	11	22	44	33	13	9	1	2	1	0	0	0	0	136
Friday	15	21	48	49	22	7	0	2	2	0	0	0	0	166
Saturday	13	19	33	49	23	1	1	0	0	0	0	0	0	139
Total	74	153	297	282	133	35	5	5	3	0	0	0	0	987

Lansdale Police Department
Speed Analysis
0
838 Sycamore Drive
Norway Drive

40.232140
-75.262970

Combined Lanes 4/22/2024 to 4/29/2024

Pace Speed - MPH

Classes Excluded From Pace:

Speed	Number	Percent
21 - 30	942	58.0%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th	95th	100th
Speed - MPH	10	13	16	17	18	20	20	21	22	23	24	24	25	26	27	28	29	31	33	54

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	1,624
Total Greater Than 50.0	3
Percent Greater Than 50.0	0.2%

Mean, Median, and Mode Averages

Mean:	23.6
Median (50th %):	23.0
Mode:	23.0

Lansdale Police Department
Speed Analysis
0
838 Sycamore Drive
Norway Drive

40.232140
-75.262970

East, Lane 1 4/22/2024 to 4/29/2024

Pace Speed - MPH

Classes Excluded From Pace:

Speed	Number	Percent
18 - 27	334	52.4%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th	95th	100th
Speed - MPH	8	11	13	15	16	18	19	20	21	21	22	23	24	25	26	28	29	30	33	43

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	637
Total Greater Than 50.0	0
Percent Greater Than 50.0	0.0%

Mean, Median, and Mode Averages

Mean:	22.1
Median (50th %):	21.7
Mode:	23.0

Lansdale Police Department
Speed Analysis
0
838 Sycamore Drive
Norway Drive

40.232140
-75.262970

West, Lane 2 4/22/2024 to 4/29/2024

Pace Speed - MPH

Classes Excluded From Pace:

Speed	**Number**	**Percent**
21 - 30	615	62.3%

Percentile Speeds

Percentile	**5th**	**10th**	**15th**	**20th**	**25th**	**30th**	**35th**	**40th**	**45th**	**50th**	**55th**	**60th**	**65th**	**70th**	**75th**	**80th**	**85th**	**90th**	**95th**	**100th**
Speed - MPH	12	16	17	18	20	20	21	22	23	24	24	25	26	27	28	29	29	31	34	54

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	987
Total Greater Than 50.0	3
Percent Greater Than 50.0	0.3%

Mean, Median, and Mode Averages

Mean:	24.5
Median (50th %):	24.2
Mode:	26.7

Lansdale Police Department
Speed Analysis

0
838 Sycamore Drive
Norway Drive

40.232140
-75.262970

Volume Sorted by Speed for 4/22/2024 to 4/29/2024

Combined

Speed (MPH)	Volume
0	0
1	0
2	0
3	0
4	0
5	0
6	0
7	36
8	8
9	15
10	14
11	17
12	33
13	13
14	42
15	21
16	43
17	51
18	34
19	92
20	49
21	121
22	107
23	80
24	103
25	127
26	56
27	116
28	49
29	83
30	100
31	34
32	46
33	24
34	33
35	21
36	17
37	7
38	6
39	6
40	3
41	2
42	5
43	2
44	0
45	3
46	1
47	1
48	0
49	0
50	1
51	0
52	0
53	1
54	1

Lansdale Police Department
Speed Analysis

0
838 Sycamore Drive
Norway Drive

40.232140
-75.262970

Volume Sorted by Speed for 4/22/2024 to 4/29/2024

East, Lane 1

Speed (MPH)	Volume
0	0
1	0
2	0
3	0
4	0
5	0
6	0
7	21
8	2
9	12
10	9
11	11
12	20
13	9
14	28
15	13
16	18
17	18
18	17
19	43
20	20
21	43
22	41
23	40
24	39
25	35
26	20
27	36
28	13
29	28
30	32
31	8
32	15
33	5
34	18
35	5
36	4
37	2
38	2
39	3
40	1
41	0
42	5
43	1
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0

Lansdale Police Department
Speed Analysis

0
838 Sycamore Drive
Norway Drive

40.232140
-75.262970

Volume Sorted by Speed for 4/22/2024 to 4/29/2024

West, Lane 2

Speed (MPH)	Volume
0	0
1	0
2	0
3	0
4	0
5	0
6	0
7	15
8	6
9	3
10	5
11	6
12	13
13	4
14	14
15	8
16	25
17	33
18	17
19	49
20	29
21	78
22	66
23	40
24	64
25	92
26	36
27	80
28	36
29	55
30	68
31	26
32	31
33	19
34	15
35	16
36	13
37	5
38	4
39	3
40	2
41	2
42	0
43	1
44	0
45	3
46	1
47	1
48	0
49	0
50	1
51	0
52	0
53	1
54	1

Lansdale Police Department
Speed Analysis

SPEED DATA ANALYSIS

Location

800 Block Lombardy Drive
Norway Drive
Latitude: 40.231541
Longitude: -75.263786

Analysis Time Period

Start	End
4/22/2024 7:46 AM	4/29/2024 6:34 AM

Vehicles Analyzed

1,560

Speed Limit

25

Total Enforceable Violations

118

Average Speed

26

% Enforceable Violations

8%

Fastest Speed

61

Enforcement Rating

LOW

Slowest Speed

7

SPEED DATA ANALYSIS

85th Percentile Speed

33

Lansdale Police Department
Speed Analysis

Speed Enforcement Evaluator

Location
800 Block Lombardy Drive

Closest Cross Street
Norway Drive

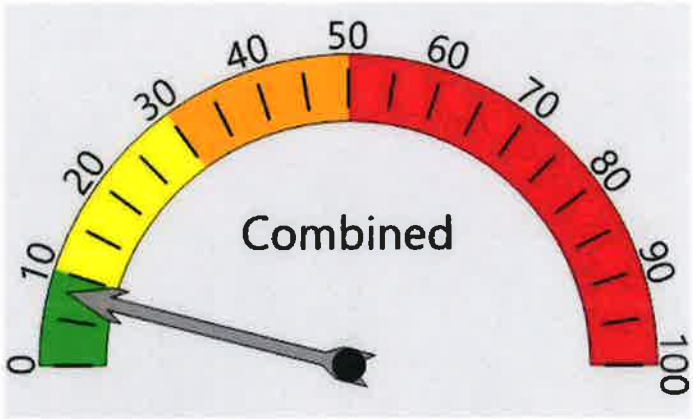
Analysis Dates
Start: 4/22/2024
End: 4/29/2024

Installed By
Sgt. J. Mallozzi # 25

Requested By
Chief Trail

Total Percentage of Enforceable Violations

Posted Speed Limit	25 MPH
Enforcement Tolerance	10 MPH
Enforcement Limit	Greater than 35 MPH



Percent Speeding: 8%
Rating: Low

Percent Speeding: 4%
Rating: Low

Percent Speeding: 9%
Rating: Low

Lansdale Police Department
Speed Analysis

00082022
800 Block Lombardy
Drive
Norway Drive

40.231541
-75.263786

Averaged Daily Totals

Combined

	<= 15	>15 to 20	>20 to 25	>25 to 30	>30 to 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	> 70	Total
Sunday	20	10	36	61	39	9	2	0	0	0	0	0	0	177
Monday	22	22	56	47	47	11	4	0	0	0	0	0	0	209
Tuesday	18	23	54	57	44	11	3	1	0	0	0	0	0	211
Wednesday	29	31	53	81	36	10	6	1	1	0	0	0	0	248
Thursday	20	32	41	72	41	18	3	2	0	0	0	0	0	229
Friday	45	30	63	75	49	14	2	1	0	0	1	0	0	280
Saturday	13	23	51	65	36	16	2	0	0	0	0	0	0	206
Total	167	171	354	458	292	89	22	5	1	0	1	0	0	1,560

East, 1

	<= 15	>15 to 20	>20 to 25	>25 to 30	>30 to 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	> 70	Total
Sunday	11	4	12	11	4	1	0	0	0	0	0	0	0	43
Monday	7	9	16	13	13	1	0	0	0	0	0	0	0	59
Tuesday	9	11	18	10	9	0	1	1	0	0	0	0	0	59
Wednesday	13	10	20	14	13	3	0	0	0	0	0	0	0	73
Thursday	6	10	14	16	8	5	0	0	0	0	0	0	0	59
Friday	11	10	17	10	7	3	0	0	0	0	0	0	0	58
Saturday	8	8	17	19	5	2	0	0	0	0	0	0	0	59
Total	65	62	114	93	59	15	1	1	0	0	0	0	0	410

West, 2

	<= 15	>15 to 20	>20 to 25	>25 to 30	>30 to 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	> 70	Total
Sunday	9	6	24	50	35	8	2	0	0	0	0	0	0	134
Monday	15	13	40	34	34	10	4	0	0	0	0	0	0	150
Tuesday	9	12	36	47	35	11	2	0	0	0	0	0	0	152
Wednesday	16	21	33	67	23	7	6	1	1	0	0	0	0	175
Thursday	14	22	27	56	33	13	3	2	0	0	0	0	0	170
Friday	34	20	46	65	42	11	2	1	0	0	1	0	0	222
Saturday	5	15	34	46	31	14	2	0	0	0	0	0	0	147
Total	102	109	240	365	233	74	21	4	1	0	1	0	0	1,150

Lansdale Police Department
Speed Analysis
00082022
800 Block Lombardy Drive
Norway Drive

0.000000
0.000000

Combined Lanes 4/22/2024 to 4/29/2024

Pace Speed - MPH
Classes Excluded From Pace: None

Speed	Number	Percent
23 - 32	843	54.0%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th	95th	100th
Speed - MPH	12	14	17	19	20	22	23	24	25	26	26	27	28	29	30	31	32	33	36	70

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	1,561
Total Greater Than 50.0	3
Percent Greater Than 50.0	0.2%

Mean, Median, and Mode Averages

Mean:	25.9
Median (50th %):	26.0
Mode:	29.0

Lansdale Police Department
Speed Analysis
00082022
800 Block Lombardy Drive
Norway Drive

0.000000
0.000000

East, 1 4/22/2024 to 4/29/2024

Pace Speed - MPH

Classes Excluded From Pace: None

Speed	Number	Percent
21 - 30	207	50.5%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th	95th	100th
Speed - MPH	11	13	14	16	18	19	20	21	22	23	24	25	26	27	28	29	30	32	34	46

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	410
Total Greater Than 50.0	0
Percent Greater Than 50.0	0.0%

Mean, Median, and Mode Averages

Mean:	23.8
Median (50th %):	23.0
Mode:	25.0

Lansdale Police Department
Speed Analysis
00082022
800 Block Lombardy Drive
Norway Drive

0.000000
0.000000

West, 2 4/22/2024 to 4/29/2024

Pace Speed - MPH

Classes Excluded From Pace: None

Speed	Number	Percent
24 - 33	650	56.5%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th	95th	100th
Speed - MPH	13	15	18	20	21	23	24	25	26	26	27	28	28	29	30	31	33	34	37	70

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	1,151
Total Greater Than 50.0	3
Percent Greater Than 50.0	0.3%

Mean, Median, and Mode Averages

Mean:	26.7
Median (50th %):	26.0
Mode:	29.0

Lansdale Police Department
Speed Analysis

00082022
800 Block
Lombardy
Drive
Norway Drive

40.231541
-75.263786

Volume Sorted by Speed for 4/22/2024 to 4/29/2024

Combined

Speed (MPH)	Volume
1	0
2	0
3	0
4	0
5	0
6	0
7	1
8	2
9	7
10	24
11	21
12	17
13	23
14	35
15	37
16	25
17	29
18	38
19	33
20	46
21	57
22	59
23	64
24	78
25	96
26	84
27	89
28	99
29	102
30	84
31	82
32	65
33	58
34	53
35	34
36	30
37	23
38	19
39	14
40	3
41	8
42	8
43	1
44	3
45	2
46	2
47	1
48	1
49	0
50	1
51	1
52	0
53	0
54	0

Lansdale Police Department
Speed Analysis

00082022
800 Block
Lombardy
Drive
Norway Drive

40.231541
-75.263786

Volume Sorted by Speed for 4/22/2024 to 4/29/2024

55	0
56	0
57	0
58	0
59	0
60	0
61	1

Lansdale Police Department
Speed Analysis

00082022
800 Block
Lombardy
Drive
Norway Drive

40.231541
-75.263786

Volume Sorted by Speed for 4/22/2024 to 4/29/2024

East, 1

Speed (MPH)	Volume
1	0
2	0
3	0
4	0
5	0
6	0
7	1
8	2
9	2
10	8
11	7
12	4
13	13
14	15
15	13
16	8
17	10
18	18
19	11
20	15
21	20
22	18
23	26
24	18
25	32
26	21
27	16
28	19
29	19
30	18
31	18
32	17
33	9
34	9
35	6
36	7
37	5
38	2
39	1
40	0
41	0
42	0
43	0
44	0
45	1
46	1
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0

Lansdale Police Department
Speed Analysis

00082022
800 Block
Lombardy
Drive
Norway Drive

40.231541
-75.263786

Volume Sorted by Speed for 4/22/2024 to 4/29/2024

55	0
56	0
57	0
58	0
59	0
60	0
61	0

Lansdale Police Department
Speed Analysis

00082022
800 Block
Lombardy
Drive
Norway Drive

40.231541
-75.263786

Volume Sorted by Speed for 4/22/2024 to 4/29/2024

West, 2

Speed (MPH)	Volume
1	0
2	0
3	0
4	0
5	0
6	0
7	0
8	0
9	5
10	16
11	14
12	13
13	10
14	20
15	24
16	17
17	19
18	20
19	22
20	31
21	37
22	41
23	38
24	60
25	64
26	63
27	73
28	80
29	83
30	66
31	64
32	48
33	49
34	44
35	28
36	23
37	18
38	17
39	13
40	3
41	8
42	8
43	1
44	3
45	1
46	1
47	1
48	1
49	0
50	1
51	1
52	0
53	0
54	0

Lansdale Police Department
Speed Analysis

00082022
800 Block
Lombardy
Drive
Norway Drive

40.231541
-75.263786

Volume Sorted by Speed for 4/22/2024 to 4/29/2024

55	0
56	0
57	0
58	0
59	0
60	0
61	1

Lansdale Police Department
Speed Analysis

SPEED DATA ANALYSIS

Location

Lakeview Dr
Norway Drive
Latitude: 40.231739
Longitude: -75.265694

Analysis Time Period

Start	End
4/29/2024	5/6/2024
8:11 AM	6:20 AM

Vehicles Analyzed

15,386

Speed Limit

25

Total Enforceable Violations

32

Average Speed

22

% Enforceable Violations

0%

Fastest Speed

46

Enforcement Rating

LOW

Slowest Speed

2

Lansdale Police Department
Speed Analysis

SPEED DATA ANALYSIS

85th Percentile Speed

25

Lansdale Police Department
Speed Analysis

Speed Enforcement Evaluator

Location
Lakeview Dr

Closest Cross Street
Norway Drive

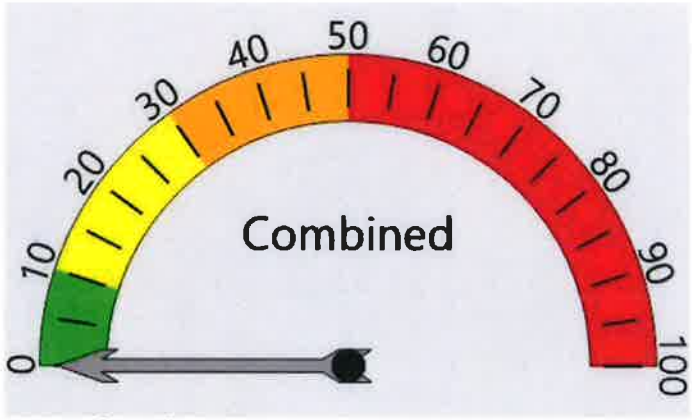
Analysis Dates
Start: 4/29/2024
End: 5/6/2024

Installed By
Sgt. J. Mallozzi # 25

Requested By
Chief Trail

Total Percentage of Enforceable Violations

Posted Speed Limit	25 MPH
Enforcement Tolerance	10 MPH
Enforcement Limit	Greater than 35 MPH



Percent Speeding: 0%
Rating: Low

Percent Speeding: 0%
Rating: Low

Percent Speeding: 0%
Rating: Low

Lansdale Police Department
Speed Analysis

0
Lakeview Dr Norway

0.000000
0.000000

Averaged Daily Totals

Combined

	<= 15	>15 to 20	>20 to 25	>25 to 30	>30 to 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	> 70	Total
Sunday	16	327	991	264	34	5	1	0	0	0	0	0	0	1,638
Monday	62	510	1,165	293	31	2	1	1	0	0	0	0	0	2,065
Tuesday	84	513	1,384	359	36	3	0	0	0	0	0	0	0	2,379
Wednesday	79	600	1,353	338	46	3	4	0	0	0	0	0	0	2,423
Thursday	62	525	1,390	392	42	5	1	0	0	0	0	0	0	2,417
Friday	54	561	1,385	399	45	4	1	0	0	0	0	0	0	2,449
Saturday	39	445	1,180	308	42	1	0	0	0	0	0	0	0	2,015
Total	396	3,481	8,848	2,353	276	23	8	1	0	0	0	0	0	15,386

South, Lane 1

	<= 15	>15 to 20	>20 to 25	>25 to 30	>30 to 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	> 70	Total
Sunday	6	146	601	176	30	5	1	0	0	0	0	0	0	965
Monday	35	290	697	171	20	2	1	0	0	0	0	0	0	1,216
Tuesday	46	265	874	236	32	1	0	0	0	0	0	0	0	1,454
Wednesday	46	297	837	227	27	2	0	0	0	0	0	0	0	1,436
Thursday	28	268	838	245	28	4	1	0	0	0	0	0	0	1,412
Friday	27	273	857	259	38	2	1	0	0	0	0	0	0	1,457
Saturday	23	226	745	217	29	1	0	0	0	0	0	0	0	1,241
Total	211	1,765	5,449	1,531	204	17	4	0	0	0	0	0	0	9,181

North, Lane 2

	<= 15	>15 to 20	>20 to 25	>25 to 30	>30 to 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	> 70	Total
Sunday	10	181	390	88	4	0	0	0	0	0	0	0	0	673
Monday	27	220	468	122	11	0	0	1	0	0	0	0	0	849
Tuesday	38	248	510	123	4	2	0	0	0	0	0	0	0	925
Wednesday	33	303	516	111	19	1	4	0	0	0	0	0	0	987
Thursday	34	257	552	147	14	1	0	0	0	0	0	0	0	1,005
Friday	27	288	528	140	7	2	0	0	0	0	0	0	0	992
Saturday	16	219	435	91	13	0	0	0	0	0	0	0	0	774
Total	185	1,716	3,399	822	72	6	4	1	0	0	0	0	0	6,205

Lansdale Police Department
Speed Analysis
0
Lakeview Dr
Norway Drive

0.000000
0.000000

Combined Lanes 4/29/2024 to 5/6/2024

Pace Speed - MPH

Classes Excluded From Pace:

Speed	Number	Percent
18 - 27	13,369	86.9%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th	95th	100th
Speed - MPH	16	18	18	19	19	20	20	21	21	21	21	22	23	23	23	24	24	25	27	46

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	15,386
Total Greater Than 50.0	0
Percent Greater Than 50.0	0.0%

Mean, Median, and Mode Averages

Mean:	22.3
Median (50th %):	21.7
Mode:	22.4

Lansdale Police Department
Speed Analysis
0
Lakeview Dr
Norway Drive

0.000000
0.000000

South, Lane 1 4/29/2024 to 5/6/2024

Pace Speed - MPH

Classes Excluded From Pace:

Speed	Number	Percent
18 - 27	7,977	86.9%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th	95th	100th
Speed - MPH	16	18	18	19	20	20	20	21	21	21	22	23	23	23	24	24	24	26	28	43

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	9,181
Total Greater Than 50.0	0
Percent Greater Than 50.0	0.0%

Mean, Median, and Mode Averages

Mean:	22.6
Median (50th %):	21.7
Mode:	23.0

Lansdale Police Department
Speed Analysis
0
Lakeview Dr
Norway Drive

0.000000
0.000000

North, Lane 2 4/29/2024 to 5/6/2024

Pace Speed - MPH

Classes Excluded From Pace:

Speed	**Number**	**Percent**
17 - 26	5,411	87.2%

Percentile Speeds

Percentile	**5th**	**10th**	**15th**	**20th**	**25th**	**30th**	**35th**	**40th**	**45th**	**50th**	**55th**	**60th**	**65th**	**70th**	**75th**	**80th**	**85th**	**90th**	**95th**	**100th**
Speed - MPH	16	17	18	18	19	19	20	20	20	21	21	21	22	23	23	23	24	25	26	46

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	6,205
Total Greater Than 50.0	0
Percent Greater Than 50.0	0.0%

Mean, Median, and Mode Averages

Mean:	21.8
Median (50th %):	21.1
Mode:	21.1

Lansdale Police Department
Speed Analysis

0
Lakeview Dr
Norway Drive

0.000000
0.000000

Volume Sorted by Speed for 4/29/2024 to 5/6/2024

Combined

Speed (MPH)	Volume
0	0
1	0
2	1
3	0
4	0
5	0
6	0
7	44
8	6
9	21
10	8
11	37
12	40
13	37
14	116
15	86
16	231
17	492
18	386
19	1403
20	969
21	2244
22	2423
23	1244
24	2108
25	1494
26	490
27	608
28	204
29	259
30	208
31	57
32	66
33	22
34	38
35	16
36	7
37	5
38	4
39	3
40	1
41	1
42	1
43	2
44	2
45	1
46	1

Lansdale Police Department
Speed Analysis

0
Lakeview Dr
Norway Drive

0.000000
0.000000

Volume Sorted by Speed for 4/29/2024 to 5/6/2024

South, Lane 1

Speed (MPH)	Volume
0	0
1	0
2	1
3	0
4	0
5	0
6	0
7	30
8	2
9	10
10	5
11	22
12	23
13	16
14	64
15	38
16	110
17	260
18	182
19	720
20	493
21	1254
22	1466
23	810
24	1366
25	964
26	327
27	395
28	134
29	172
30	149
31	44
32	51
33	14
34	30
35	11
36	4
37	3
38	4
39	3
40	1
41	1
42	0
43	2
44	0
45	0
46	0

Lansdale Police Department
Speed Analysis

0
Lakeview Dr
Norway Drive

0.000000
0.000000

Volume Sorted by Speed for 4/29/2024 to 5/6/2024

North, Lane 2

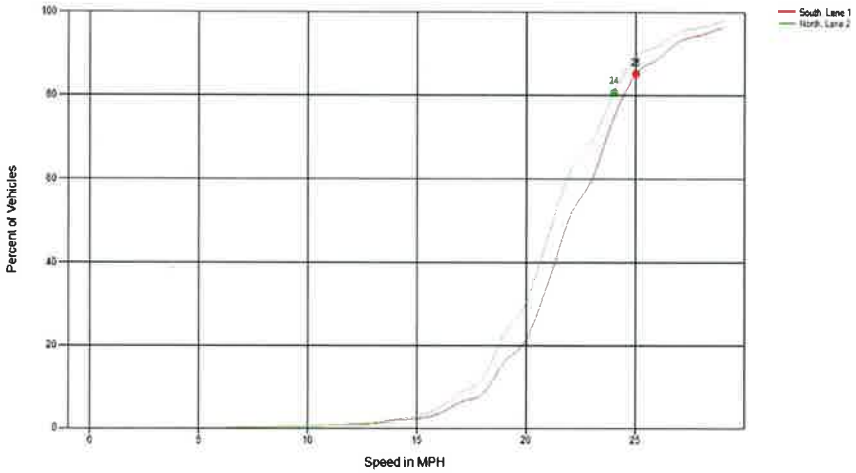
Speed (MPH)	Volume
0	0
1	0
2	0
3	0
4	0
5	0
6	0
7	14
8	4
9	11
10	3
11	15
12	17
13	21
14	52
15	48
16	121
17	232
18	204
19	683
20	476
21	990
22	957
23	434
24	742
25	530
26	163
27	213
28	70
29	87
30	59
31	13
32	15
33	8
34	8
35	5
36	3
37	2
38	0
39	0
40	0
41	0
42	1
43	0
44	2
45	1
46	1

Lansdale Police Department
Speed Analysis

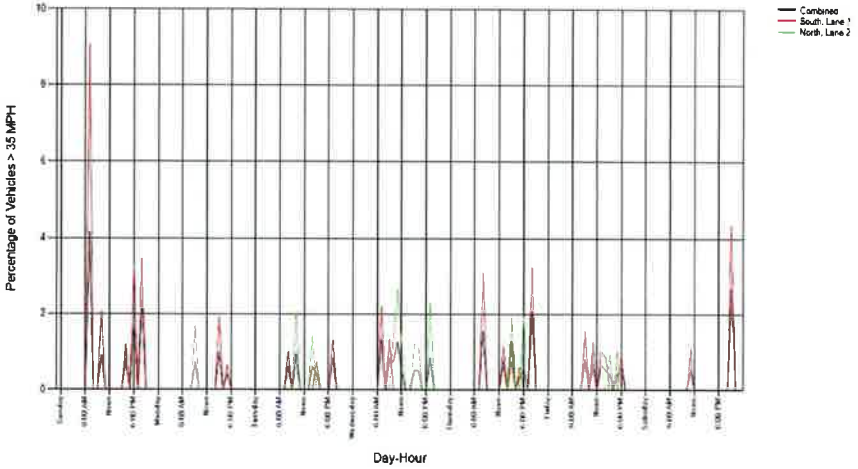
0
Lakeview Dr
Norway Drive

0.000000
0.000000

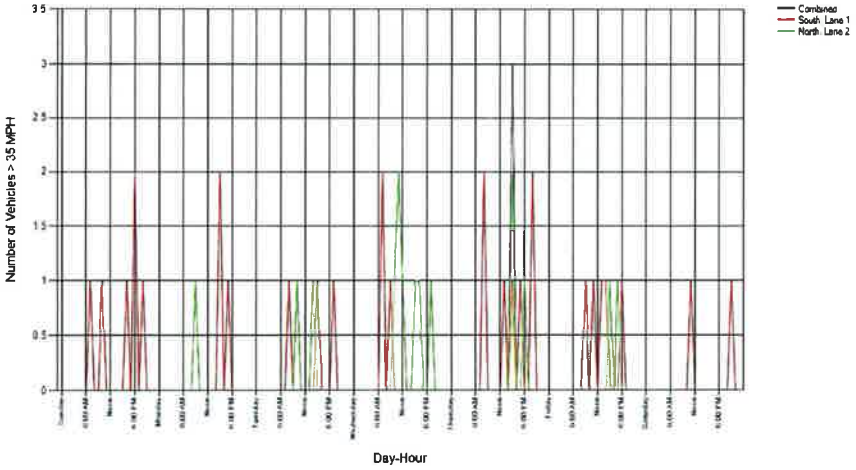
Cumulative Speed (in MPH)



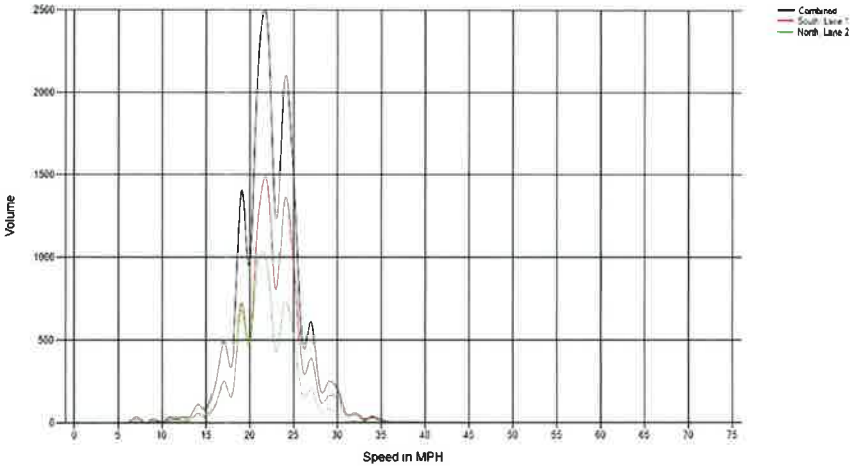
Percentage of Vehicles Traveling Greater Than 35 MPH



Number of Vehicles Traveling Greater Than 35 MPH



Number of Vehicles Traveling At A Given Speed - Total

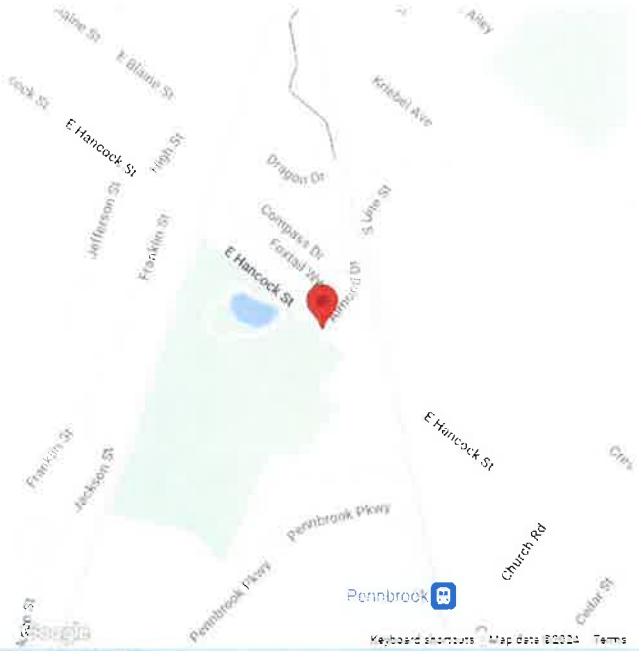


Lansdale Police Department
Speed Analysis

SPEED DATA ANALYSIS

Location

E. Hancock Street
Almond Drive
Latitude: 40.233871
Longitude: -75.283806



Analysis Time Period

Start	End
5/6/2024 7:27 AM	5/13/2024 7:40 AM

Vehicles Analyzed

84,195

Speed Limit

SPEED LIMIT 25

25

Total Enforceable Violations

11,361

Average Speed

30

% Enforceable Violations

13%

Fastest Speed

63

Enforcement Rating

MEDIUM

Slowest Speed

7

Lansdale Police Department
Speed Analysis

SPEED DATA ANALYSIS

85th Percentile Speed

35

Lansdale Police Department
Speed Analysis

Speed Enforcement Evaluator

Location
E. Hancock Street

Closest Cross Street
Almond Drive

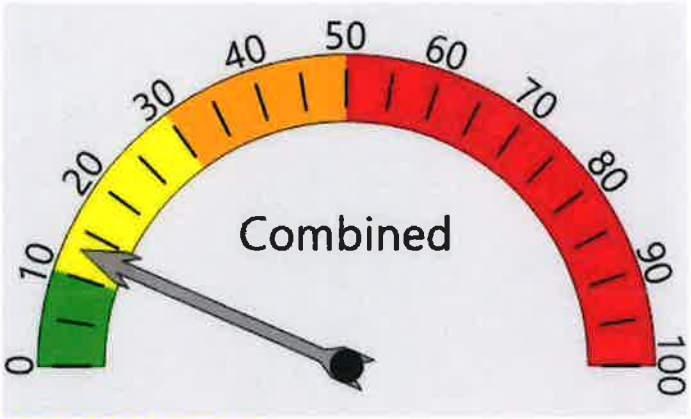
Analysis Dates
Start: 5/6/2024
End: 5/13/2024

Installed By
Sgt. J. Mallozzi # 25

Requested By
Chief Trail

Total Percentage of Enforceable Violations

Posted Speed Limit	25 MPH
Enforcement Tolerance	10 MPH
Enforcement Limit	Greater than 35 MPH



Percent Speeding: 13%
Rating: Medium Low

Percent Speeding: 9%
Rating: Low

Percent Speeding: 18%
Rating: Medium Low

Lansdale Police Department
Speed Analysis

00082022
E. Hancock Street
Almond Drive

0.000000
0.000000

Averaged Daily Totals

Combined

	<= 15	>15 to 20	>20 to 25	>25 to 30	>30 to 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	> 70	Total
Sunday	59	87	388	2,134	3,587	1,478	207	33	4	0	0	0	0	7,977
Monday	148	262	795	2,095	2,142	682	85	13	1	0	0	0	0	6,223
Tuesday	336	624	1,620	4,242	4,705	1,335	163	19	3	2	0	0	0	13,049
Wednesday	338	585	1,673	4,523	4,708	1,290	146	13	4	1	0	0	0	13,281
Thursday	317	525	1,645	4,427	4,601	1,256	176	27	4	0	1	0	0	12,979
Friday	272	525	1,414	4,253	4,723	1,424	176	17	3	0	0	0	0	12,807
Saturday	126	268	924	3,455	4,869	1,771	217	24	6	0	0	0	0	11,660
Total	1,596	2,876	8,459	25,129	29,335	9,236	1,170	146	25	3	1	0	0	77,976

West, 1

	<= 15	>15 to 20	>20 to 25	>25 to 30	>30 to 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	> 70	Total
Sunday	34	44	244	1,303	1,733	509	63	9	3	0	0	0	0	3,942
Monday	54	91	427	1,227	973	210	23	2	0	0	0	0	0	3,007
Tuesday	105	209	908	2,439	2,162	468	35	6	1	0	0	0	0	6,333
Wednesday	84	168	879	2,589	2,221	481	31	5	1	0	0	0	0	6,459
Thursday	121	221	928	2,483	2,060	420	47	4	2	0	1	0	0	6,287
Friday	88	164	731	2,505	2,202	487	45	5	1	0	0	0	0	6,228
Saturday	29	88	597	2,086	2,214	604	60	6	1	0	0	0	0	5,685
Total	515	985	4,714	14,632	13,565	3,179	304	37	9	0	1	0	0	37,941

East, 2

	<= 15	>15 to 20	>20 to 25	>25 to 30	>30 to 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	> 70	Total
Sunday	25	43	144	831	1,854	969	144	24	1	0	0	0	0	4,035
Monday	94	171	368	868	1,170	472	62	11	1	0	0	0	0	3,217
Tuesday	231	415	712	1,803	2,543	867	128	13	2	2	0	0	0	6,716
Wednesday	254	417	794	1,934	2,487	809	115	8	3	1	0	0	0	6,822
Thursday	196	304	717	1,944	2,541	836	129	23	2	0	0	0	0	6,692
Friday	184	361	683	1,748	2,521	937	131	12	2	0	0	0	0	6,579
Saturday	97	180	327	1,369	2,655	1,167	157	18	5	0	0	0	0	5,975
Total	1,081	1,891	3,745	10,497	15,771	6,057	866	109	16	3	0	0	0	40,036

Lansdale Police Department
Speed Analysis
00082022
E. Hancock Street
Almond Drive

0.000000
0.000000

Combined Lanes 5/6/2024 to 5/13/2024

Pace Speed - MPH

Classes Excluded From Pace: None

Speed	Number	Percent
26 - 35	58,700	69.7%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th	95th	100th
Speed - MPH	19	22	24	25	26	27	28	28	29	30	30	31	31	32	33	33	34	35	37	63

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	84,195
Total Greater Than 50.0	29
Percent Greater Than 50.0	0.0%

Mean, Median, and Mode Averages

Mean:	30.1
Median (50th %):	30.0
Mode:	31.0

Lansdale Police Department
Speed Analysis
00082022
E. Hancock Street
Almond Drive

0.000000
0.000000

West, 1 5/6/2024 to 5/13/2024

Pace Speed - MPH

Classes Excluded From Pace: None

Speed	Number	Percent
26 - 35	30,396	74.2%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th	95th	100th
Speed - MPH	20	23	24	25	26	27	27	28	28	29	29	30	30	31	32	32	33	34	36	63

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	40,946
Total Greater Than 50.0	10
Percent Greater Than 50.0	0.0%

Mean, Median, and Mode Averages

Mean:	29.6
Median (50th %):	29.0
Mode:	31.0

Lansdale Police Department
Speed Analysis
00082022
E. Hancock Street
Almond Drive

0.000000
0.000000

East, 2 5/6/2024 to 5/13/2024

Pace Speed - MPH

Classes Excluded From Pace: None

Speed	Number	Percent
28 - 37	29,147	67.4%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th	95th	100th
Speed - MPH	17	21	24	25	27	28	28	29	30	30	31	31	32	33	33	34	35	36	38	56

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	43,249
Total Greater Than 50.0	19
Percent Greater Than 50.0	0.0%

Mean, Median, and Mode Averages

Mean:	30.5
Median (50th %):	30.0
Mode:	31.0

Lansdale Police Department
Speed Analysis

00082022
E. Hancock
Street
Almond Drive

40.233871
-75.283806

Volume Sorted by Speed for 5/6/2024 to 5/13/2024

Combined

Speed (MPH)	Volume
5	0
6	0
7	3
8	16
9	31
10	76
11	145
12	246
13	361
14	418
15	447
16	516
17	510
18	586
19	671
20	855
21	1117
22	1406
23	1775
24	2262
25	2693
26	3493
27	4517
28	5684
29	6328
30	7201
31	7657
32	7049
33	6696
34	5688
35	4387
36	3482
37	2543
38	1831
39	1241
40	821
41	478
42	348
43	202
44	132
45	95
46	65
47	36
48	16
49	24
50	18
51	11
52	7
53	3
54	1
55	3

Lansdale Police Department
Speed Analysis

00082022
E. Hancock
Street
Almond Drive

40.233871
-75.283806

Volume Sorted by Speed for 5/6/2024 to 5/13/2024

West, 1

Speed (MPH)	Volume
5	0
6	0
7	2
8	13
9	23
10	41
11	45
12	53
13	90
14	139
15	163
16	168
17	161
18	185
19	231
20	331
21	493
22	691
23	1007
24	1320
25	1629
26	2129
27	2875
28	3440
29	3481
30	3934
31	3991
32	3385
33	3065
34	2422
35	1674
36	1284
37	892
38	596
39	375
40	242
41	134
42	92
43	44
44	33
45	24
46	19
47	7
48	5
49	6
50	2
51	5
52	1
53	2
54	0
55	1

Lansdale Police Department
Speed Analysis

00082022
E. Hancock
Street
Almond Drive

40.233871
-75.283806

Volume Sorted by Speed for 5/6/2024 to 5/13/2024

East, 2

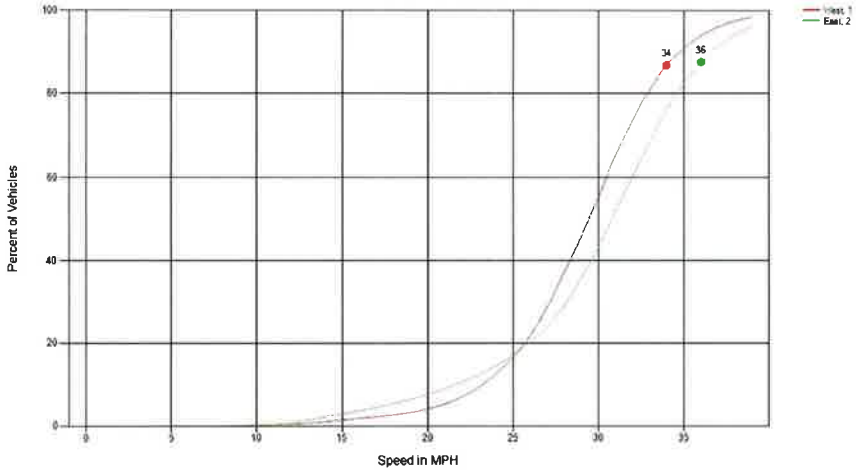
Speed (MPH)	Volume
5	0
6	0
7	1
8	3
9	8
10	35
11	100
12	193
13	271
14	279
15	284
16	348
17	349
18	401
19	440
20	524
21	624
22	715
23	768
24	942
25	1064
26	1364
27	1642
28	2244
29	2847
30	3267
31	3666
32	3664
33	3631
34	3266
35	2713
36	2198
37	1651
38	1235
39	866
40	579
41	344
42	256
43	158
44	99
45	71
46	46
47	29
48	11
49	18
50	16
51	6
52	6
53	1
54	1
55	2

Lansdale Police Department
Speed Analysis

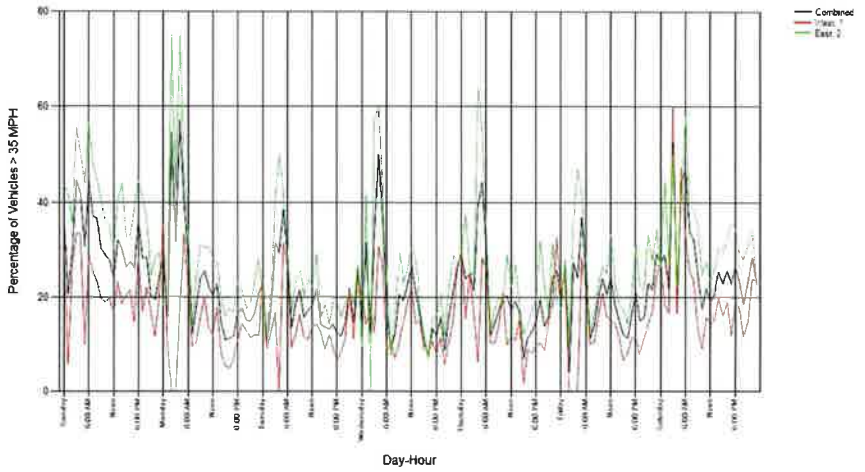
00082022
E. Hancock Street
Almond Drive

0.000000
0.000000

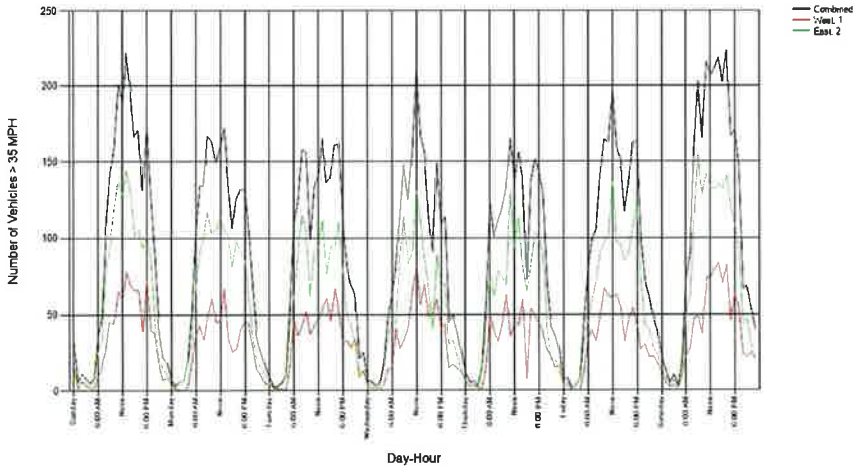
Cumulative Speed (in MPH)



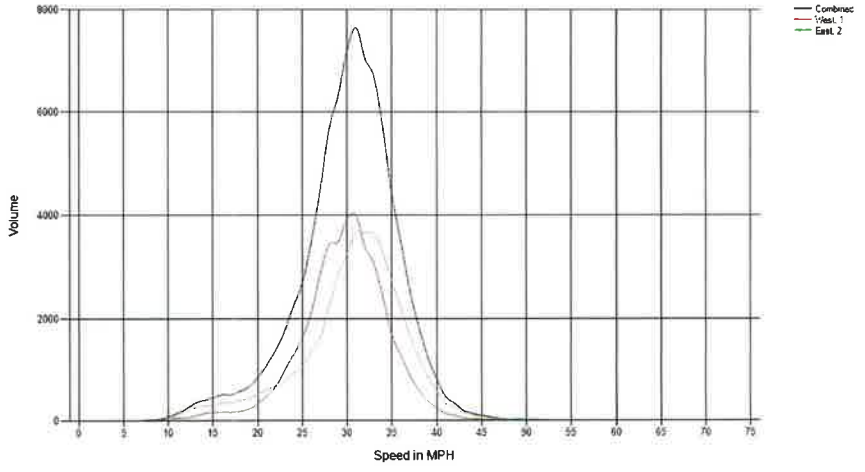
Percentage of Vehicles Traveling Greater Than 35 MPH



Number of Vehicles Traveling Greater Than 35 MPH



Number of Vehicles Traveling At A Given Speed - Total

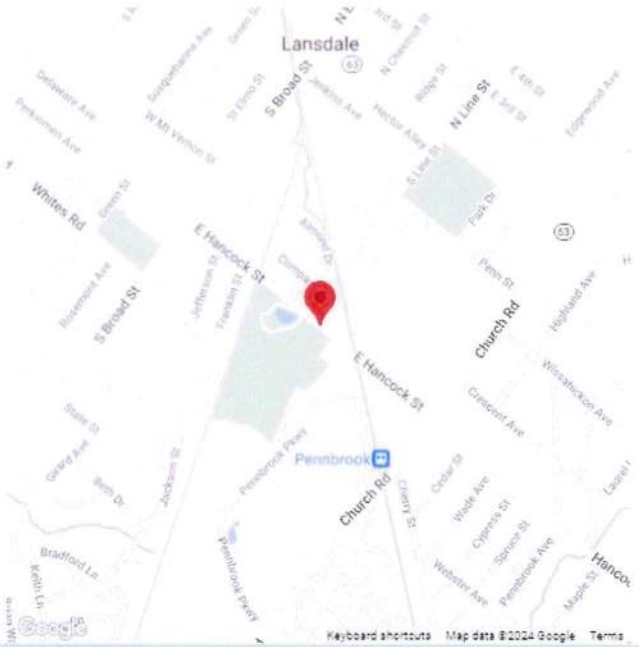


Lansdale Police Department
Speed Analysis

SPEED DATA ANALYSIS

Location

E. Hancock Street
Almond Drive
Latitude: 40.233871
Longitude: -75.283806



Analysis Time Period

Start	End
6/10/2024 7:51 AM	6/17/2024 7:55 AM

Vehicles Analyzed

82,367

Speed Limit

25

Total Enforceable Violations

12,305

Average Speed

31

% Enforceable Violations

15%

Fastest Speed

64

Enforcement Rating

MEDIUM

Slowest Speed

7

Lansdale Police Department
Speed Analysis

SPEED DATA ANALYSIS

85th Percentile Speed

35

Lansdale Police Department
Speed Analysis

Speed Enforcement Evaluator

Location
E. Hancock Street

Closest Cross Street
Almond Drive

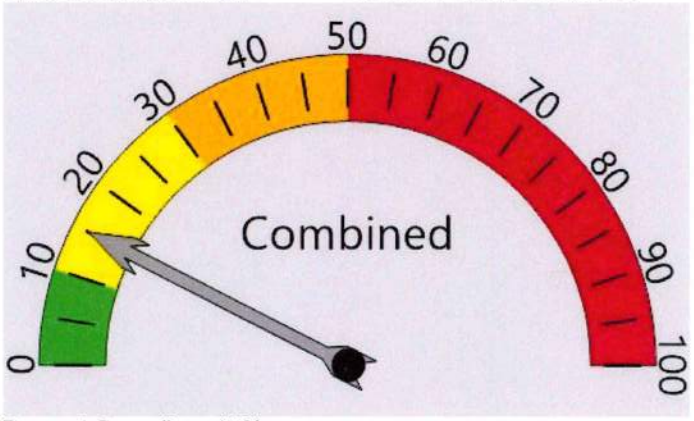
Analysis Dates
Start: 6/10/2024
End: 6/17/2024

Installed By
Sgt. J. Mallozzi # 25

Requested By
Chief Trail

Total Percentage of Enforceable Violations

Posted Speed Limit	25 MPH
Enforcement Tolerance	10 MPH
Enforcement Limit	Greater than 35 MPH



Percent Speeding: 15%
Rating: Medium Low

Percent Speeding: 10%
Rating: Medium Low

Percent Speeding: 20%
Rating: Medium Low

Lansdale Police Department
Speed Analysis

00082022
E. Hancock Street
Almond Drive

40.233871
-75.283806

Averaged Daily Totals

Combined

	<= 15	>15 to 20	>20 to 25	>25 to 30	>30 to 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	> 70	Total
Sunday	31	49	412	2,464	3,637	1,439	221	29	4	0	1	0	0	8,287
Monday	93	120	565	2,168	2,491	707	96	13	2	0	0	0	0	6,255
Tuesday	211	370	1,290	4,868	4,962	1,350	167	18	3	1	0	0	0	13,240
Wednesday	126	261	1,078	4,346	5,173	1,612	181	28	4	0	0	0	0	12,809
Thursday	115	277	968	4,054	5,093	1,714	209	33	4	3	0	0	0	12,470
Friday	199	325	938	3,690	4,517	1,491	218	27	7	0	1	0	0	11,413
Saturday	55	153	785	3,716	5,026	1,662	215	21	5	1	1	0	0	11,640
Total	830	1,555	6,036	25,306	30,899	9,975	1,307	169	29	5	3	0	0	76,114

West, 1

	<= 15	>15 to 20	>20 to 25	>25 to 30	>30 to 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	> 70	Total
Sunday	11	14	245	1,412	1,723	539	60	6	1	0	0	0	0	4,011
Monday	33	42	319	1,293	1,118	217	27	3	1	0	0	0	0	3,053
Tuesday	79	143	748	2,795	2,180	429	41	5	1	0	0	0	0	6,421
Wednesday	32	70	624	2,589	2,357	535	52	7	2	0	0	0	0	6,268
Thursday	31	71	540	2,493	2,338	563	55	6	0	1	0	0	0	6,098
Friday	20	44	531	2,305	2,046	492	57	4	3	0	0	0	0	5,502
Saturday	15	28	445	2,094	2,292	585	53	5	1	0	1	0	0	5,519
Total	221	412	3,452	14,981	14,054	3,360	345	36	9	1	1	0	0	36,872

East, 2

	<= 15	>15 to 20	>20 to 25	>25 to 30	>30 to 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	> 70	Total
Sunday	20	35	167	1,052	1,914	900	161	23	3	0	1	0	0	4,276
Monday	60	78	247	876	1,374	490	70	11	1	0	0	0	0	3,207
Tuesday	132	227	542	2,073	2,782	921	126	13	2	1	0	0	0	6,819
Wednesday	94	191	454	1,757	2,816	1,077	129	21	2	0	0	0	0	6,541
Thursday	84	206	428	1,561	2,755	1,151	154	27	4	2	0	0	0	6,372
Friday	179	281	407	1,385	2,471	999	161	23	4	0	1	0	0	5,911
Saturday	40	125	340	1,622	2,734	1,077	162	16	4	1	0	0	0	6,121
Total	609	1,143	2,585	10,326	16,846	6,615	963	134	20	4	2	0	0	39,247

Lansdale Police Department
Speed Analysis
00082022
E. Hancock Street
Almond Drive

40.233871
-75.283806

Combined Lanes 6/10/2024 to 6/17/2024

Pace Speed - MPH

Classes Excluded From Pace:

Speed	**Number**	**Percent**
26 - 35	60,877	75.1%

Percentile Speeds

Percentile	**5th**	**10th**	**15th**	**20th**	**25th**	**30th**	**35th**	**40th**	**45th**	**50th**	**55th**	**60th**	**65th**	**70th**	**75th**	**80th**	**85th**	**90th**	**95th**	**100th**
Speed - MPH	22	24	25	26	27	28	28	29	30	30	31	31	32	32	33	34	34	36	37	64

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	82,367
Total Greater Than 50.0	39
Percent Greater Than 50.0	0.0%

Mean, Median, and Mode Averages

Mean:	30.9
Median (50th %):	30.0
Mode:	31.0

Lansdale Police Department
Speed Analysis
00082022
E. Hancock Street
Almond Drive

40.233871
-75.283806

West, 1 6/10/2024 to 6/17/2024

Pace Speed - MPH

Classes Excluded From Pace:

Speed	Number	Percent
25 - 34	31,044	78.2%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th	95th	100th
Speed - MPH	23	24	25	26	27	27	28	28	29	29	30	30	31	31	32	33	33	35	36	61

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	39,919
Total Greater Than 50.0	12
Percent Greater Than 50.0	0.0%

Mean, Median, and Mode Averages

Mean:	30.3
Median (50th %):	29.0
Mode:	30.0

Lansdale Police Department
Speed Analysis
00082022
E. Hancock Street
Almond Drive

40.233871
-75.283806

East, 2 6/10/2024 to 6/17/2024

Pace Speed - MPH

Classes Excluded From Pace:

Speed	**Number**	**Percent**
27 - 36	30,647	74.1%

Percentile Speeds

Percentile	**5th**	**10th**	**15th**	**20th**	**25th**	**30th**	**35th**	**40th**	**45th**	**50th**	**55th**	**60th**	**65th**	**70th**	**75th**	**80th**	**85th**	**90th**	**95th**	**100th**
Speed - MPH	20	24	26	27	28	29	29	30	30	31	31	32	33	33	34	34	35	36	38	64

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	42,448
Total Greater Than 50.0	27
Percent Greater Than 50.0	0.1%

Mean, Median, and Mode Averages

Mean:	31.4
Median (50th %):	31.0
Mode:	32.0

Lansdale Police Department
Speed Analysis

00082022
E. Hancock
Street
Almond Drive

40.233871
-75.283806

Volume Sorted by Speed for 6/10/2024 to 6/17/2024

Combined

Speed (MPH)	Volume
5	0
6	0
7	1
8	12
9	33
10	59
11	103
12	149
13	186
14	196
15	183
16	214
17	261
18	314
19	379
20	507
21	573
22	811
23	1141
24	1730
25	2346
26	3299
27	4611
28	5542
29	6520
30	7502
31	7788
32	7553
33	7137
34	6114
35	4798
36	3739
37	2785
38	1956
39	1297
40	904
41	561
42	358
43	243
44	147
45	94
46	68
47	52
48	34
49	20
50	8
51	13
52	5
53	7
54	3
55	3

Lansdale Police Department
Speed Analysis

00082022
E. Hancock Street
Almond Drive

40.233871
-75.283806

Volume Sorted by Speed for 6/10/2024 to 6/17/2024

West, 1

Speed (MPH)	Volume
5	0
6	0
7	1
8	10
9	22
10	37
11	26
12	32
13	43
14	44
15	39
16	57
17	52
18	83
19	97
20	165
21	261
22	380
23	634
24	1038
25	1457
26	2094
27	2933
28	3344
29	3754
30	4148
31	4046
32	3523
33	3263
34	2577
35	1762
36	1363
37	952
38	582
39	405
40	274
41	143
42	111
43	57
44	33
45	27
46	14
47	9
48	10
49	4
50	1
51	3
52	2
53	2
54	0
55	3

Lansdale Police Department
Speed Analysis

00082022
E. Hancock
Street
Almond Drive

40.233871
-75.283806

Volume Sorted by Speed for 6/10/2024 to 6/17/2024

East, 2

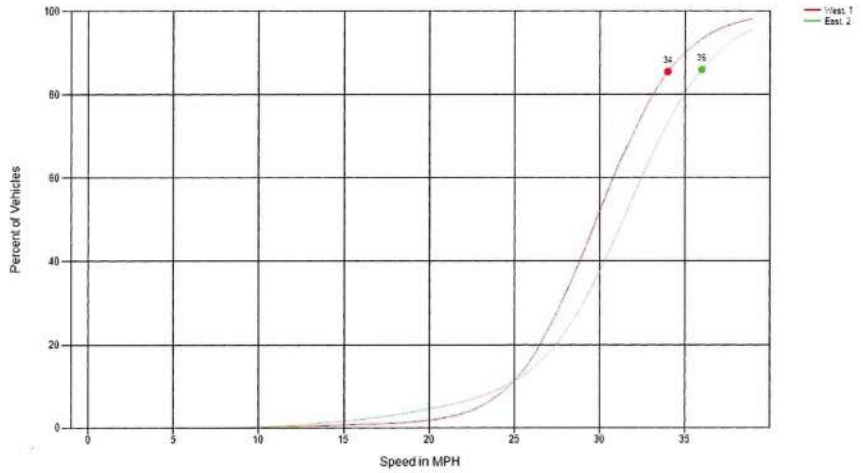
Speed (MPH)	Volume
5	0
6	0
7	0
8	2
9	11
10	22
11	77
12	117
13	143
14	152
15	144
16	157
17	209
18	231
19	282
20	342
21	312
22	431
23	507
24	692
25	889
26	1205
27	1678
28	2198
29	2766
30	3354
31	3742
32	4030
33	3874
34	3537
35	3036
36	2376
37	1833
38	1374
39	892
40	630
41	418
42	247
43	186
44	114
45	67
46	54
47	43
48	24
49	16
50	7
51	10
52	3
53	5
54	3
55	0

Lansdale Police Department
Speed Analysis

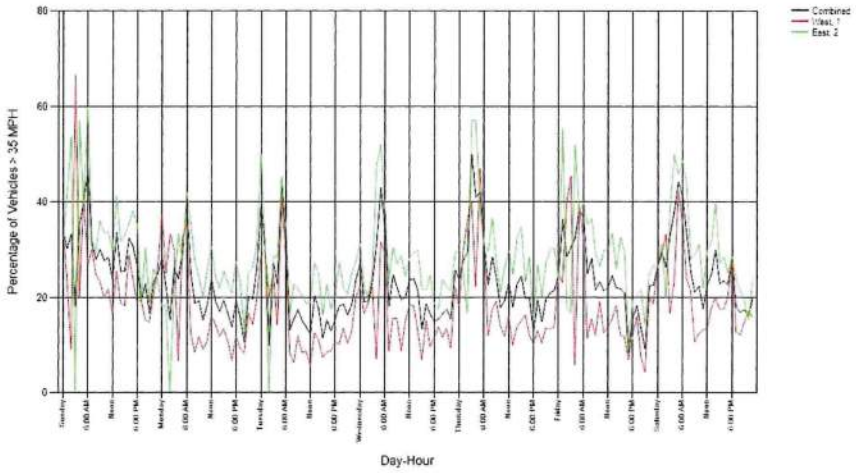
00082022
E. Hancock Street
Almond Drive

40.233871
-75.283806

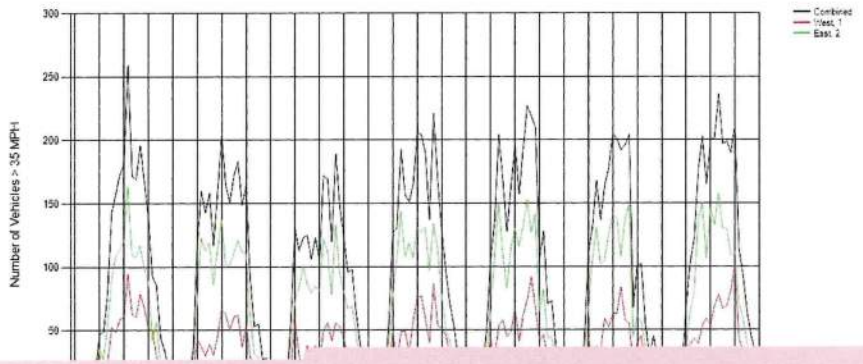
Cumulative Speed (in MPH)



Percentage of Vehicles Traveling Greater Than 35 MPH



Number of Vehicles Traveling Greater Than 35 MPH

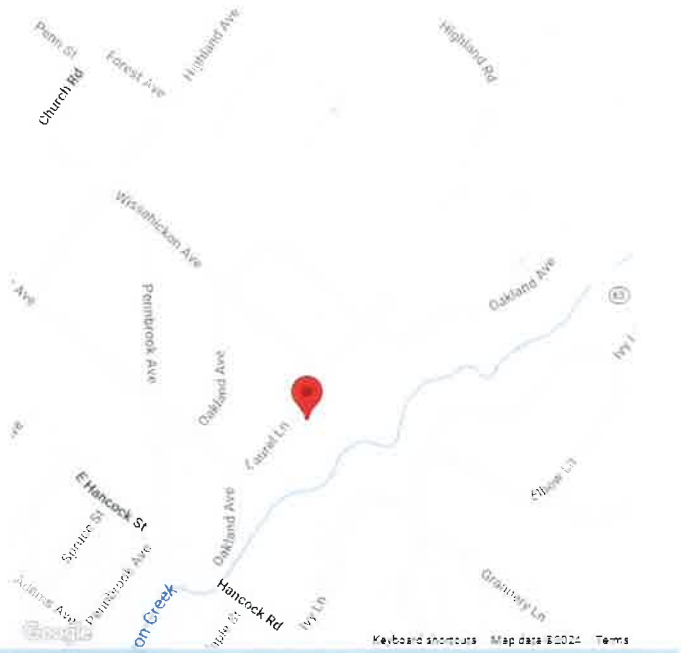


Lansdale Police Department
Speed Analysis

SPEED DATA ANALYSIS

Location

200 blk Laurel Ln
Wissahickon Ave
Latitude: 40.229946
Longitude: -75.272614



Analysis Time Period

Start	End
5/6/2024 7:51 AM	5/13/2024 7:20 AM

Vehicles Analyzed

6,730

Speed Limit

25

Total Enforceable Violations

134

Average Speed

26

% Enforceable Violations

2%

Fastest Speed

47

Enforcement Rating

LOW

Slowest Speed

7

Lansdale Police Department
Speed Analysis

SPEED DATA ANALYSIS

85th Percentile Speed

30

Lansdale Police Department
Speed Analysis

Speed Enforcement Evaluator

Location
200 blk Laurel Ln

Closest Cross Street
Wissahickon Ave

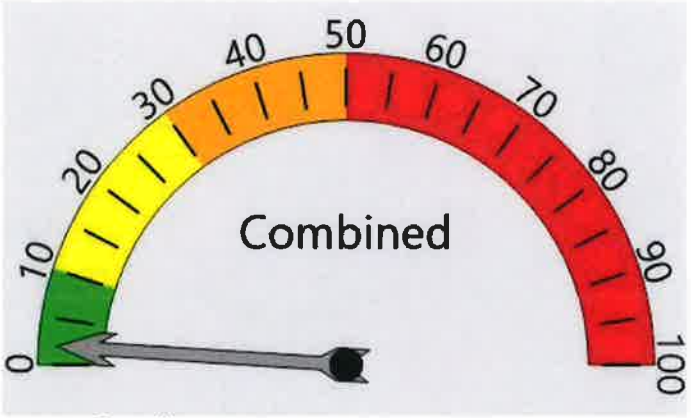
Analysis Dates
Start: 5/6/2024
End: 5/13/2024

Installed By
Sgt. J. Mallozzi #25

Requested By
Chief Trail

Total Percentage of Enforceable Violations

Posted Speed Limit	25 MPH
Enforcement Tolerance	10 MPH
Enforcement Limit	Greater than 35 MPH



Percent Speeding: 2%
Rating: Low

Percent Speeding: 1%
Rating: Low

Percent Speeding: 3%
Rating: Low

Lansdale Police Department
Speed Analysis

0
200 blk Laurel Ln
Wissahickon Ave

0.000000
0.000000

Averaged Daily Totals

Combined

	<= 15	>15 to 20	>20 to 25	>25 to 30	>30 to 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	> 70	Total
Sunday	21	30	178	266	110	10	2	1	0	0	0	0	0	618
Monday	21	44	132	187	71	11	0	0	0	0	0	0	0	466
Tuesday	35	88	317	416	142	19	2	0	0	0	0	0	0	1,019
Wednesday	43	99	343	420	160	13	1	0	0	0	0	0	0	1,079
Thursday	37	71	319	452	157	19	3	0	0	0	0	0	0	1,058
Friday	42	61	271	473	209	23	5	0	0	0	0	0	0	1,084
Saturday	34	66	290	409	131	9	5	0	0	0	0	0	0	944
Total	233	459	1,850	2,623	980	104	18	1	0	0	0	0	0	6,268

North, Lane 1

	<= 15	>15 to 20	>20 to 25	>25 to 30	>30 to 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	> 70	Total
Sunday	10	16	110	131	43	4	1	0	0	0	0	0	0	315
Monday	11	23	70	100	25	5	0	0	0	0	0	0	0	234
Tuesday	14	53	178	200	57	8	1	0	0	0	0	0	0	511
Wednesday	21	56	189	200	67	2	0	0	0	0	0	0	0	535
Thursday	19	37	180	226	61	4	0	0	0	0	0	0	0	527
Friday	26	30	152	210	97	7	0	0	0	0	0	0	0	522
Saturday	17	33	170	192	47	1	1	0	0	0	0	0	0	461
Total	118	248	1,049	1,259	397	31	3	0	0	0	0	0	0	3,105

South, Lane 2

	<= 15	>15 to 20	>20 to 25	>25 to 30	>30 to 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	> 70	Total
Sunday	11	14	68	135	67	6	1	1	0	0	0	0	0	303
Monday	10	21	62	87	46	6	0	0	0	0	0	0	0	232
Tuesday	21	35	139	216	85	11	1	0	0	0	0	0	0	508
Wednesday	22	43	154	220	93	11	1	0	0	0	0	0	0	544
Thursday	18	34	139	226	96	15	3	0	0	0	0	0	0	531
Friday	16	31	119	263	112	16	5	0	0	0	0	0	0	562
Saturday	17	33	120	217	84	8	4	0	0	0	0	0	0	483
Total	115	211	801	1,364	583	73	15	1	0	0	0	0	0	3,163

Lansdale Police Department
Speed Analysis
0
200 blk Laurel Ln
Wissahickon Ave

0.000000
0.000000

Combined Lanes 5/6/2024 to 5/13/2024

Pace Speed - MPH

Classes Excluded From Pace:

Speed	**Number**	**Percent**
21 - 30	5,060	75.2%

Percentile Speeds

Percentile	**5th**	**10th**	**15th**	**20th**	**25th**	**30th**	**35th**	**40th**	**45th**	**50th**	**55th**	**60th**	**65th**	**70th**	**75th**	**80th**	**85th**	**90th**	**95th**	**100th**
Speed - MPH	16	19	20	21	22	23	24	24	24	25	26	26	27	28	28	29	29	31	32	47

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	6,730
Total Greater Than 50.0	0
Percent Greater Than 50.0	0.0%

Mean, Median, and Mode Averages

Mean:	25.8
Median (50th %):	25.5
Mode:	24.9

Lansdale Police Department
Speed Analysis
0
200 blk Laurel Ln
Wissahickon Ave

0.000000
0.000000

North, Lane 1 5/6/2024 to 5/13/2024

Pace Speed - MPH

Classes Excluded From Pace:

Speed	Number	Percent
21 - 30	2,584	77.5%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th	95th	100th
Speed - MPH	15	18	20	21	22	23	23	24	24	24	25	26	26	27	28	28	29	30	31	43

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	3,336
Total Greater Than 50.0	0
Percent Greater Than 50.0	0.0%

Mean, Median, and Mode Averages

Mean:	25.3
Median (50th %):	24.9
Mode:	25.5

Lansdale Police Department
Speed Analysis
0
200 blk Laurel Ln
Wissahickon Ave

0.000000
0.000000

South, Lane 2 5/6/2024 to 5/13/2024

Pace Speed - MPH

Classes Excluded From Pace:

Speed	Number	Percent
22 - 31	2,488	73.3%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th	95th	100th
Speed - MPH	16	19	21	22	23	24	24	24	25	26	26	27	28	28	29	29	30	31	33	47

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	3,394
Total Greater Than 50.0	0
Percent Greater Than 50.0	0.0%

Mean, Median, and Mode Averages

Mean:	26.4
Median (50th %):	26.1
Mode:	28.0

Lansdale Police Department
Speed Analysis

0
200 blk Laurel Ln
Wissahickon Ave

40.229946
-75.272614

Volume Sorted by Speed for 5/6/2024 to 5/13/2024

Combined

Speed (MPH)	Volume
0	0
1	0
2	0
3	0
4	0
5	0
6	0
7	57
8	5
9	18
10	13
11	30
12	34
13	22
14	42
15	32
16	69
17	82
18	58
19	181
20	113
21	289
22	397
23	262
24	617
25	820
26	379
27	732
28	395
29	618
30	551
31	210
32	270
33	110
34	149
35	71
36	36
37	23
38	12
39	9
40	13
41	2
42	4
43	3
44	1
45	0
46	0
47	1
48	0
49	0
50	0

Lansdale Police Department
Speed Analysis

0
200 blk Laurel Ln
Wissahickon Ave

40.229946
-75.272614

Volume Sorted by Speed for 5/6/2024 to 5/13/2024

North, Lane 1

Speed (MPH)	Volume
0	0
1	0
2	0
3	0
4	0
5	0
6	0
7	37
8	4
9	8
10	6
11	19
12	12
13	5
14	19
15	18
16	41
17	46
18	36
19	91
20	57
21	173
22	229
23	156
24	358
25	413
26	198
27	377
28	173
29	291
30	216
31	82
32	109
33	49
34	60
35	25
36	10
37	6
38	4
39	4
40	2
41	0
42	1
43	1
44	0
45	0
46	0
47	0
48	0
49	0
50	0

Lansdale Police Department
Speed Analysis

0
200 blk Laurel Ln
Wissahickon Ave

40.229946
-75.272614

Volume Sorted by Speed for 5/6/2024 to 5/13/2024

South, Lane 2

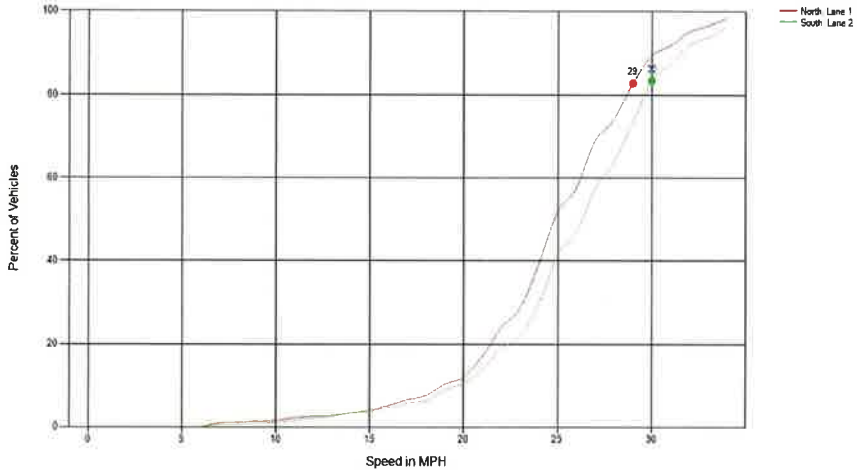
Speed (MPH)	Volume
0	0
1	0
2	0
3	0
4	0
5	0
6	0
7	20
8	1
9	10
10	7
11	11
12	22
13	17
14	23
15	14
16	28
17	36
18	22
19	90
20	56
21	116
22	168
23	106
24	259
25	407
26	181
27	355
28	222
29	327
30	335
31	128
32	161
33	61
34	89
35	46
36	26
37	17
38	8
39	5
40	11
41	2
42	3
43	2
44	1
45	0
46	0
47	1
48	0
49	0
50	0

Lansdale Police Department
Speed Analysis

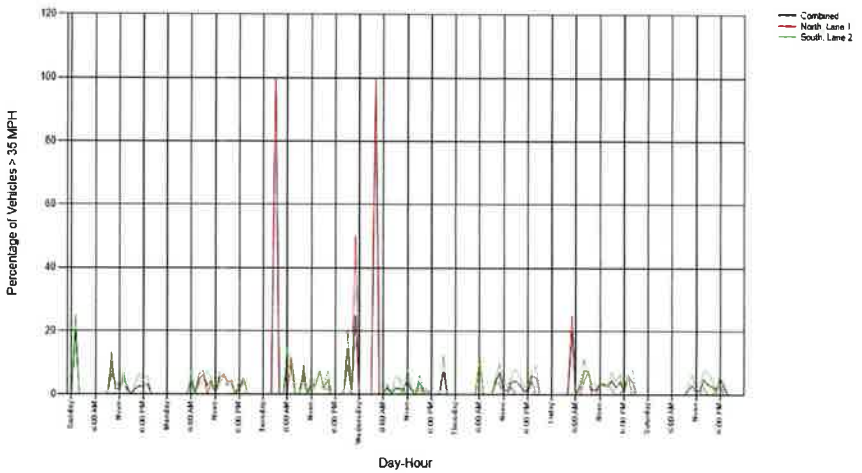
0
200 blk Laurel Ln
Wissahickon Ave

0.000000
0.000000

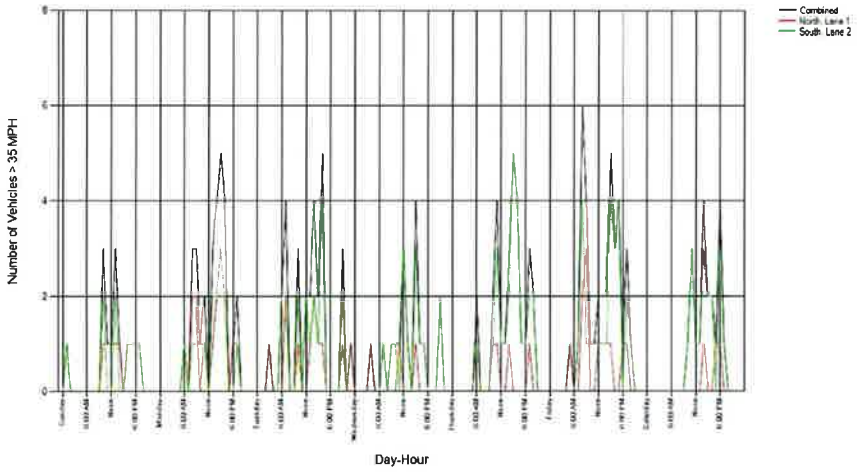
Cumulative Speed (in MPH)



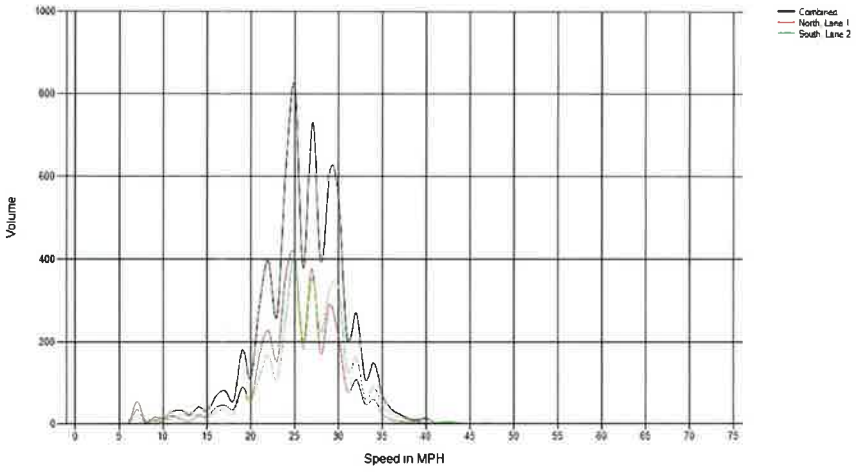
Percentage of Vehicles Traveling Greater Than 35 MPH



Number of Vehicles Traveling Greater Than 35 MPH



Number of Vehicles Traveling At A Given Speed - Total

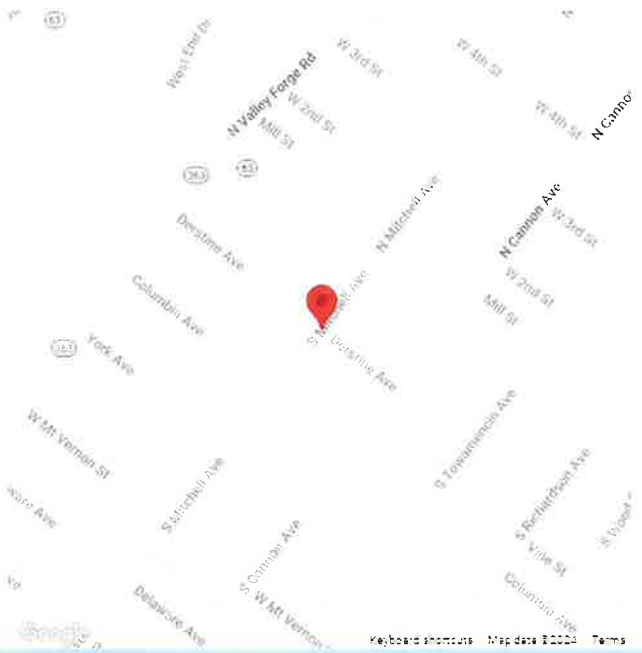


Lansdale Police Department
Speed Analysis

SPEED DATA ANALYSIS

Location

Derstine Avenue
S. Mitchell Avenue
Latitude: 40.245892
Longitude: -75.293358



Analysis Time Period

Start	End
5/27/2024 7:48 AM	6/3/2024 8:19 AM

Vehicles Analyzed

6,594

Speed Limit

25

Total Enforceable Violations

195

Average Speed

26

% Enforceable Violations

3%

Fastest Speed

50

Enforcement Rating

LOW

Slowest Speed

8

Lansdale Police Department
Speed Analysis

SPEED DATA ANALYSIS

85th Percentile Speed

31

Lansdale Police Department
Speed Analysis

Speed Enforcement Evaluator

Location
Derstine Avenue

Closest Cross Street
S. Mitchell Avenue

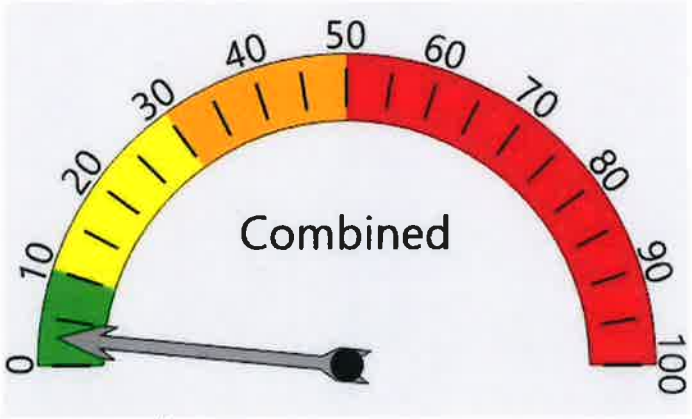
Analysis Dates
Start: 5/27/2024
End: 6/3/2024

Installed By
Sgt. J. Mallozzi # 25

Requested By
Chief Trail

Total Percentage of Enforceable Violations

Posted Speed Limit	25 MPH
Enforcement Tolerance	10 MPH
Enforcement Limit	Greater than 35 MPH



Percent Speeding: 3%
Rating: Low

Percent Speeding: 1%
Rating: Low

Percent Speeding: 4%
Rating: Low

Lansdale Police Department
Speed Analysis

00082022
Derstine Avenue
S. Mitchell Avenue

0.000000
0.000000

Averaged Daily Totals

Combined

	<= 15	>15 to 20	>20 to 25	>25 to 30	>30 to 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	> 70	Total
Sunday	27	51	160	292	95	21	0	0	0	0	0	0	0	646
Monday	60	29	91	111	42	5	0	0	0	0	0	0	0	338
Tuesday	24	62	231	340	157	32	2	1	0	0	0	0	0	849
Wednesday	51	55	261	401	159	27	4	1	0	0	0	0	0	959
Thursday	29	65	298	394	149	20	2	1	0	0	0	0	0	958
Friday	19	67	301	412	172	21	2	0	0	0	0	0	0	994
Saturday	27	102	387	675	273	48	3	0	0	0	0	0	0	1,515
Total	237	431	1,729	2,625	1,047	174	13	3	0	0	0	0	0	6,259

East, 1

	<= 15	>15 to 20	>20 to 25	>25 to 30	>30 to 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	> 70	Total
Sunday	12	35	86	110	21	1	0	0	0	0	0	0	0	265
Monday	5	14	58	54	10	2	0	0	0	0	0	0	0	143
Tuesday	10	47	123	126	45	4	0	0	0	0	0	0	0	355
Wednesday	17	39	148	167	41	5	0	0	0	0	0	0	0	417
Thursday	13	41	173	148	41	4	1	0	0	0	0	0	0	421
Friday	11	43	142	155	46	4	1	0	0	0	0	0	0	402
Saturday	16	73	191	170	50	5	1	0	0	0	0	0	0	506
Total	84	292	921	930	254	25	3	0	0	0	0	0	0	2,509

West, 2

	<= 15	>15 to 20	>20 to 25	>25 to 30	>30 to 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	> 70	Total
Sunday	15	16	74	182	74	20	0	0	0	0	0	0	0	381
Monday	56	15	33	58	32	4	0	0	0	0	0	0	0	198
Tuesday	14	15	108	214	112	28	2	1	0	0	0	0	0	494
Wednesday	34	16	113	234	118	22	4	1	0	0	0	0	0	542
Thursday	16	24	125	246	108	16	1	1	0	0	0	0	0	537
Friday	8	24	159	257	126	17	1	0	0	0	0	0	0	592
Saturday	11	29	196	505	223	43	2	0	0	0	0	0	0	1,009
Total	154	139	808	1,696	793	150	10	3	0	0	0	0	0	3,753

Lansdale Police Department
Speed Analysis
00082022
Derstine Avenue
S. Mitchell Avenue

0.000000
0.000000

Combined Lanes 5/27/2024 to 6/3/2024

Pace Speed - MPH
Classes Excluded From Pace: None

Speed	Number	Percent
22 - 31	4,716	71.5%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th	95th	100th
Speed - MPH	15	19	21	22	23	23	24	25	25	26	26	27	27	28	29	29	30	32	33	50

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	6,594
Total Greater Than 50.0	0
Percent Greater Than 50.0	0.0%

Mean, Median, and Mode Averages

Mean:	26.4
Median (50th %):	26.0
Mode:	27.0

Lansdale Police Department
Speed Analysis
00082022
Derstine Avenue
S. Mitchell Avenue

0.000000
0.000000

East, 1 5/27/2024 to 6/3/2024

Pace Speed - MPH

Classes Excluded From Pace: None

Speed	Number	Percent
20 - 29	1,963	74.1%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th	95th	100th
Speed - MPH	16	18	20	21	21	22	23	23	24	24	25	25	26	26	27	28	29	30	31	42

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	2,648
Total Greater Than 50.0	0
Percent Greater Than 50.0	0.0%

Mean, Median, and Mode Averages

Mean:	25.1
Median (50th %):	24.0
Mode:	25.0

Lansdale Police Department
Speed Analysis
00082022
Derstine Avenue
S. Mitchell Avenue

0.000000
0.000000

West, 2 5/27/2024 to 6/3/2024

Pace Speed - MPH

Classes Excluded From Pace: None

Speed	Number	Percent
24 - 33	2,854	72.3%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th	95th	100th
Speed - MPH	14	20	22	23	24	24	25	26	26	27	27	28	28	29	30	30	31	32	34	50

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	3,946
Total Greater Than 50.0	0
Percent Greater Than 50.0	0.0%

Mean, Median, and Mode Averages

Mean:	27.2
Median (50th %):	27.0
Mode:	28.0

Lansdale Police Department
Speed Analysis

00082022
Derstine Avenue
S. Mitchell Avenue

40.245892
-75.293358

Volume Sorted by Speed for 5/27/2024 to 6/3/2024

Combined

Speed (MPH)	Volume
1	0
2	0
3	0
4	0
5	0
6	0
7	0
8	4
9	9
10	24
11	49
12	69
13	37
14	58
15	47
16	50
17	63
18	74
19	100
20	172
21	184
22	298
23	374
24	445
25	518
26	556
27	617
28	581
29	541
30	441
31	345
32	272
33	214
34	153
35	104
36	72
37	51
38	26
39	19
40	11
41	6
42	6
43	0
44	1
45	0
46	2
47	0
48	0
49	0
50	1
51	0

Lansdale Police Department
Speed Analysis

00082022
Derstine Avenue
S. Mitchell Avenue

40.245892
-75.293358

Volume Sorted by Speed for 5/27/2024 to 6/3/2024

East, 1

Speed (MPH)	Volume
1	0
2	0
3	0
4	0
5	0
6	0
7	0
8	1
9	3
10	5
11	13
12	14
13	6
14	22
15	24
16	30
17	39
18	49
19	63
20	125
21	110
22	173
23	212
24	230
25	253
26	245
27	242
28	203
29	170
30	123
31	100
32	66
33	44
34	33
35	21
36	6
37	10
38	7
39	3
40	0
41	2
42	1
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0

Lansdale Police Department
Speed Analysis

00082022
Derstine Avenue
S. Mitchell Avenue

40.245892
-75.293358

Volume Sorted by Speed for 5/27/2024 to 6/3/2024

West, 2

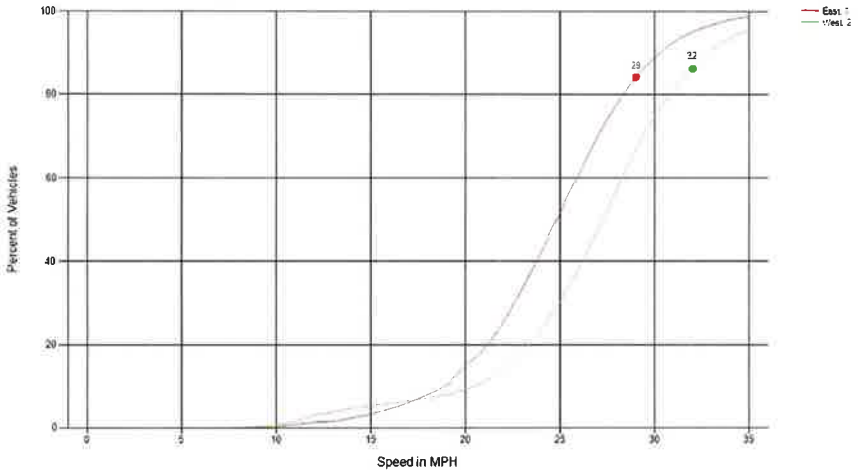
Speed (MPH)	Volume
1	0
2	0
3	0
4	0
5	0
6	0
7	0
8	3
9	6
10	19
11	36
12	55
13	31
14	36
15	23
16	20
17	24
18	25
19	37
20	47
21	74
22	125
23	162
24	215
25	265
26	311
27	375
28	378
29	371
30	318
31	245
32	206
33	170
34	120
35	83
36	66
37	41
38	19
39	16
40	11
41	4
42	5
43	0
44	1
45	0
46	2
47	0
48	0
49	0
50	1
51	0

Lansdale Police Department
Speed Analysis

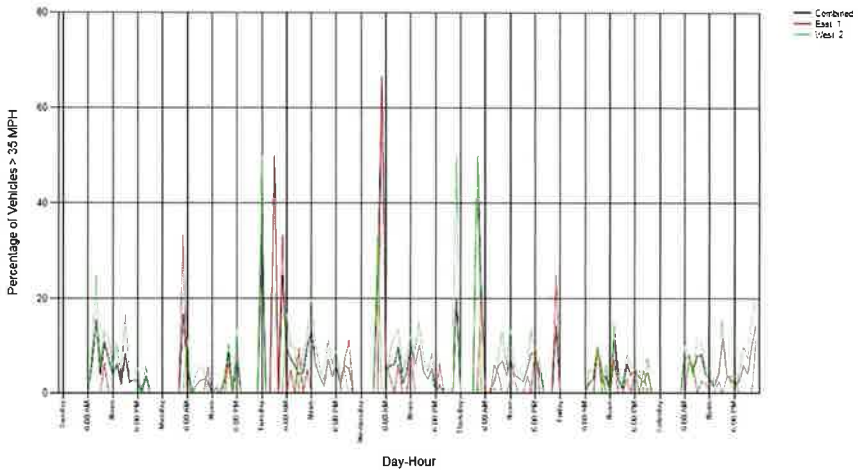
00082022
Derstine Avenue
S. Mitchell Avenue

0.000000
0.000000

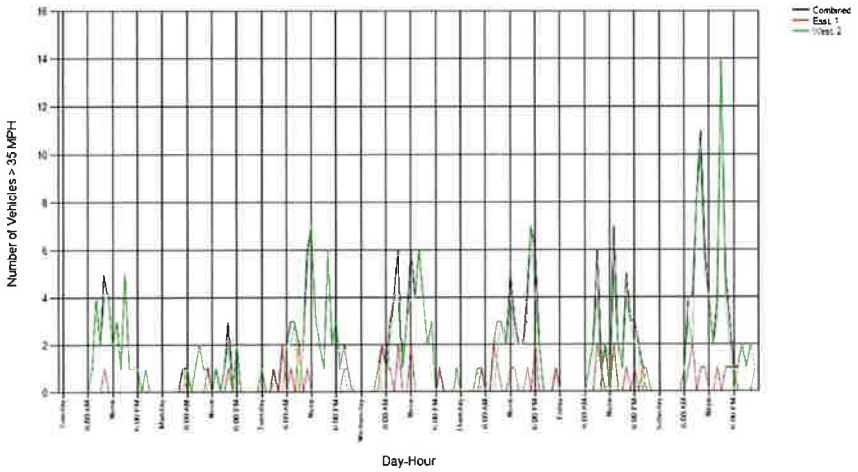
Cumulative Speed (in MPH)



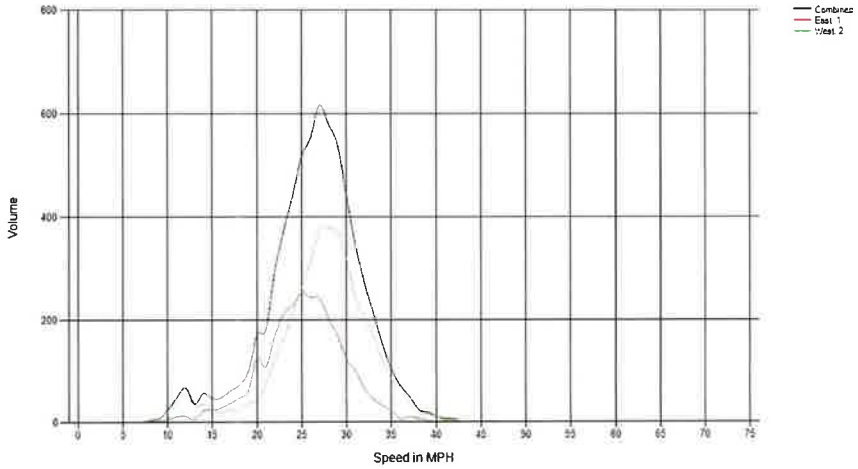
Percentage of Vehicles Traveling Greater Than 35 MPH



Number of Vehicles Traveling Greater Than 35 MPH



Number of Vehicles Traveling At A Given Speed - Total

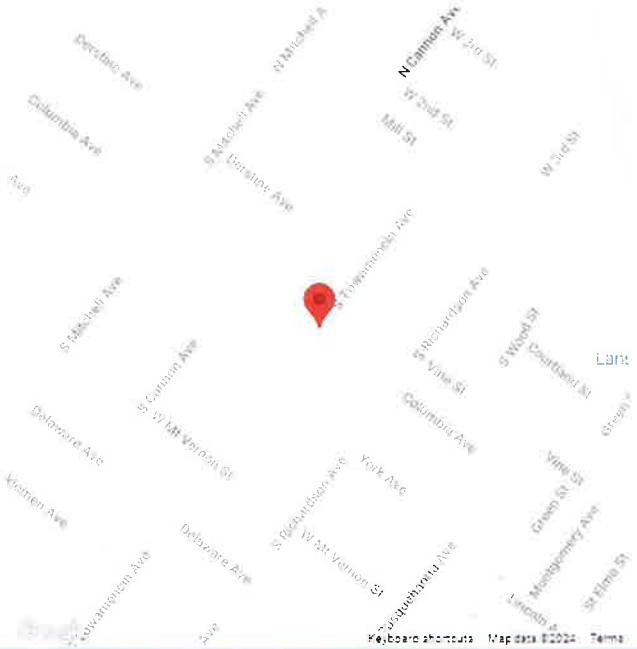


Lansdale Police Department
Speed Analysis

SPEED DATA ANALYSIS

Location

Columbia Avenue
S. Towamencin Avenue
Latitude: 40.243488
Longitude: -75.291550



Analysis Time Period

Start	End
5/20/2024 7:12 AM	5/27/2024 6:07 AM

Vehicles Analyzed

3,787

Speed Limit

25

Total Enforceable Violations

32

Average Speed

22

% Enforceable Violations

1%

Fastest Speed

47

Enforcement Rating

LOW

Slowest Speed

7

Lansdale Police Department
Speed Analysis

SPEED DATA ANALYSIS

85th Percentile Speed

28

Lansdale Police Department
Speed Analysis

Speed Enforcement Evaluator

Location
Columbia Avenue

Closest Cross Street
S. Towamencin Avenue

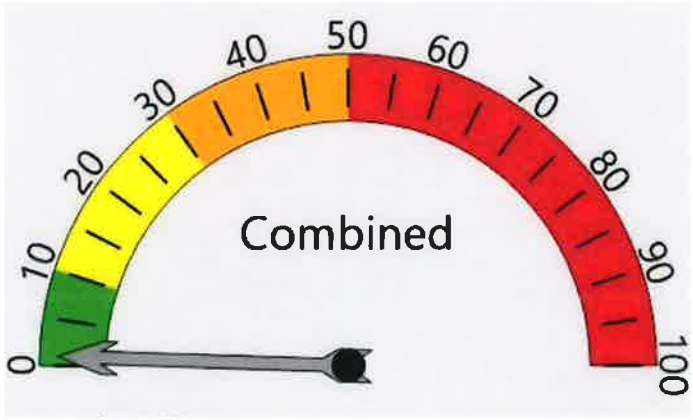
Analysis Dates
Start: 5/20/2024
End: 5/27/2024

Installed By
Sgt. J. Mallozzi # 25

Requested By
Chief Trail

Total Percentage of Enforceable Violations

Posted Speed Limit	25 MPH
Enforcement Tolerance	10 MPH
Enforcement Limit	Greater than 35 MPH



Percent Speeding: 1%
Rating: Low

Percent Speeding: 0%
Rating: Low

Percent Speeding: 1%
Rating: Low

Lansdale Police Department
Speed Analysis

00082022
Columbia Avenue
S. Towamencin
Avenue

0.000000
0.000000

Averaged Daily Totals

Combined

	<= 15	>15 to 20	>20 to 25	>25 to 30	>30 to 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	> 70	Total
Sunday	52	112	86	84	23	4	1	0	0	0	0	0	0	362
Monday	84	149	208	160	45	8	0	0	0	0	0	0	0	654
Tuesday	64	139	211	156	36	4	1	0	0	0	0	0	0	611
Wednesday	103	157	179	129	39	5	0	1	0	0	0	0	0	613
Thursday	79	149	168	118	36	2	1	0	0	0	0	0	0	553
Friday	77	144	203	146	35	3	1	0	0	0	0	0	0	609
Saturday	49	94	141	81	19	0	1	0	0	0	0	0	0	385
Total	508	944	1,196	874	233	26	5	1	0	0	0	0	0	3,787

West, 1

	<= 15	>15 to 20	>20 to 25	>25 to 30	>30 to 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	> 70	Total
Sunday	19	73	41	34	4	1	0	0	0	0	0	0	0	172
Monday	31	78	101	63	17	4	0	0	0	0	0	0	0	294
Tuesday	34	74	89	60	9	0	0	0	0	0	0	0	0	266
Wednesday	40	74	82	50	8	2	0	0	0	0	0	0	0	256
Thursday	34	78	64	50	9	0	0	0	0	0	0	0	0	235
Friday	36	66	92	57	14	1	0	0	0	0	0	0	0	266
Saturday	23	48	72	33	5	0	0	0	0	0	0	0	0	181
Total	217	491	541	347	66	8	0	0	0	0	0	0	0	1,670

East, 2

	<= 15	>15 to 20	>20 to 25	>25 to 30	>30 to 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	> 70	Total
Sunday	33	39	45	50	19	3	1	0	0	0	0	0	0	190
Monday	53	71	107	97	28	4	0	0	0	0	0	0	0	360
Tuesday	30	65	122	96	27	4	1	0	0	0	0	0	0	345
Wednesday	63	83	97	79	31	3	0	1	0	0	0	0	0	357
Thursday	45	71	104	68	27	2	1	0	0	0	0	0	0	318
Friday	41	78	111	89	21	2	1	0	0	0	0	0	0	343
Saturday	26	46	69	48	14	0	1	0	0	0	0	0	0	204
Total	291	453	655	527	167	18	5	1	0	0	0	0	0	2,117

Lansdale Police Department
Speed Analysis
00082022
Columbia Avenue
S. Towamencin Avenue

0.000000
0.000000

Combined Lanes 5/20/2024 to 5/27/2024

Pace Speed - MPH
Classes Excluded From Pace: None

Speed	Number	Percent
18 - 27	2,262	59.7%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th	95th	100th
Speed - MPH	12	14	15	16	17	18	19	20	21	21	22	23	24	25	25	26	27	28	30	47

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	3,787
Total Greater Than 50.0	0
Percent Greater Than 50.0	0.0%

Mean, Median, and Mode Averages

Mean:	22.3
Median (50th %):	21.0
Mode:	25.0

Lansdale Police Department
Speed Analysis
00082022
Columbia Avenue
S. Towamencin Avenue

0.000000
0.000000

West, 1 5/20/2024 to 5/27/2024

Pace Speed - MPH

Classes Excluded From Pace: None

Speed	Number	Percent
16 - 25	1,032	61.8%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th	95th	100th
Speed - MPH	12	14	15	16	16	17	18	19	20	21	22	22	23	24	25	25	26	27	29	40

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	1,670
Total Greater Than 50.0	0
Percent Greater Than 50.0	0.0%

Mean, Median, and Mode Averages

Mean:	21.6
Median (50th %):	21.0
Mode:	25.0

Lansdale Police Department
Speed Analysis
00082022
Columbia Avenue
S. Towamencin Avenue

0.000000
0.000000

East, 2 5/20/2024 to 5/27/2024

Pace Speed - MPH

Classes Excluded From Pace: None

Speed	Number	Percent
19 - 28	1,251	59.1%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th	95th	100th
Speed - MPH	12	14	15	16	18	19	19	20	21	22	23	24	24	25	26	27	28	29	31	47

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	2,117
Total Greater Than 50.0	0
Percent Greater Than 50.0	0.0%

Mean, Median, and Mode Averages

Mean:	22.8
Median (50th %):	22.0
Mode:	25.0

Lansdale Police Department
Speed Analysis

00082022
Columbia Avenue
S. Towamencin Avenue

40.243488
-75.291550

Volume Sorted by Speed for 5/20/2024 to 5/27/2024

East, 2

Speed (MPH)	Volume
0	0
1	0
2	0
3	0
4	0
5	0
6	0
7	0
8	0
9	5
10	17
11	28
12	36
13	61
14	62
15	82
16	78
17	62
18	96
19	96
20	121
21	105
22	127
23	130
24	140
25	153
26	136
27	139
28	104
29	85
30	63
31	56
32	41
33	34
34	21
35	15
36	12
37	2
38	2
39	1
40	1
41	1
42	2
43	1
44	1
45	0
46	0

Lansdale Police Department
Speed Analysis

00082022
Columbia Avenue
S. Towamencin Avenue

40.243488
-75.291550

Volume Sorted by Speed for 5/20/2024 to 5/27/2024

West, 1

Speed (MPH)	Volume
0	0
1	0
2	0
3	0
4	0
5	0
6	0
7	1
8	2
9	6
10	13
11	21
12	18
13	43
14	63
15	50
16	103
17	100
18	102
19	84
20	102
21	112
22	99
23	109
24	98
25	123
26	98
27	92
28	77
29	52
30	28
31	28
32	20
33	5
34	6
35	7
36	4
37	0
38	0
39	2
40	2
41	0
42	0
43	0
44	0
45	0
46	0

Lansdale Police Department
Speed Analysis

00082022
Columbia Avenue
S. Towamencin Avenue

40.243488
-75.291550

Volume Sorted by Speed for 5/20/2024 to 5/27/2024

Combined

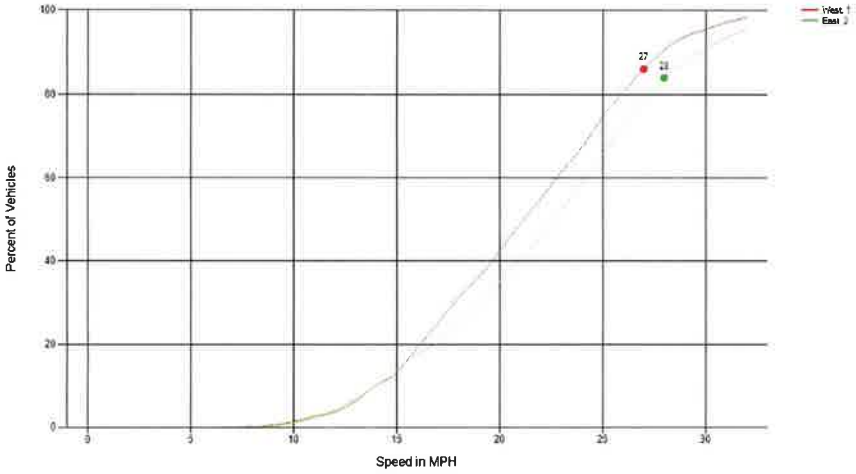
Speed (MPH)	Volume
0	0
1	0
2	0
3	0
4	0
5	0
6	0
7	1
8	2
9	11
10	30
11	49
12	54
13	104
14	125
15	132
16	181
17	162
18	198
19	180
20	223
21	217
22	226
23	239
24	238
25	276
26	234
27	231
28	181
29	137
30	91
31	84
32	61
33	39
34	27
35	22
36	16
37	2
38	2
39	3
40	3
41	1
42	2
43	1
44	1
45	0
46	0

Lansdale Police Department
Speed Analysis

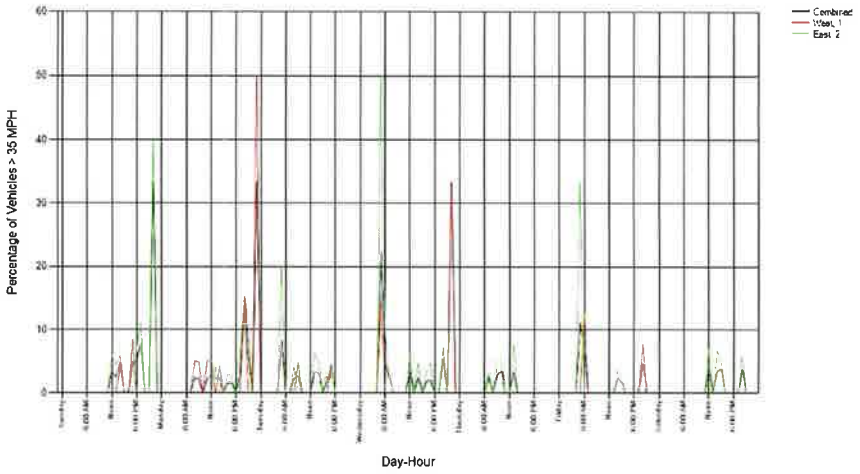
00082022
Columbia Avenue
S. Towamencin Avenue

0.000000
0.000000

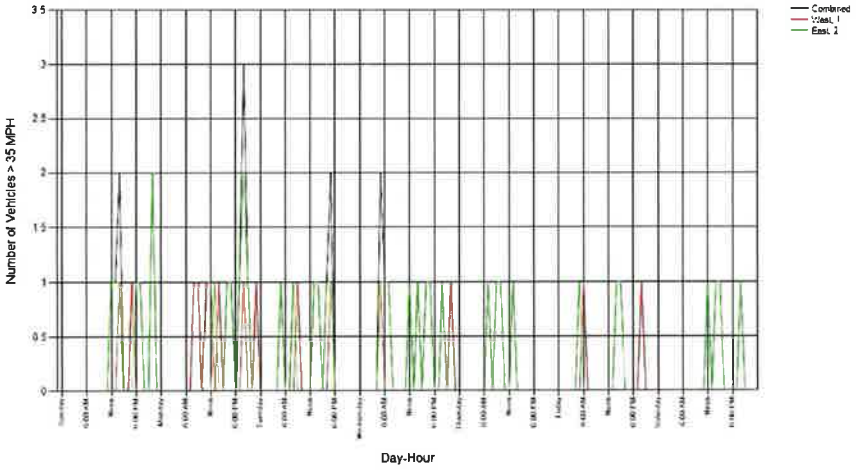
Cumulative Speed (in MPH)



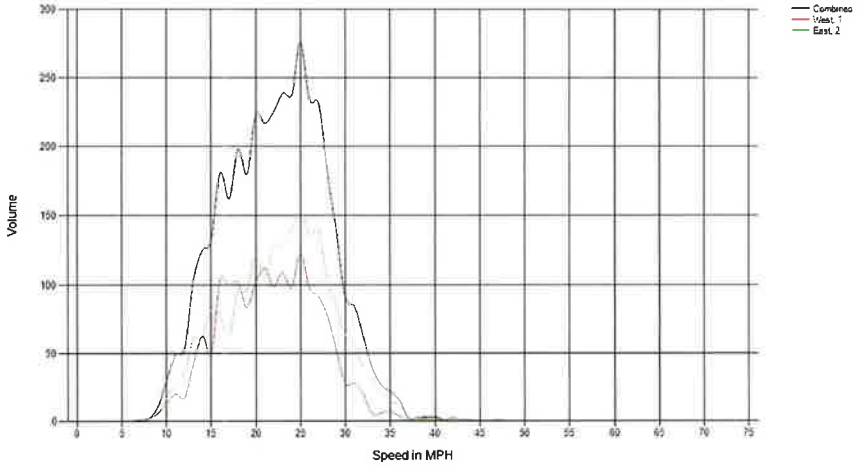
Percentage of Vehicles Traveling Greater Than 35 MPH



Number of Vehicles Traveling Greater Than 35 MPH



Number of Vehicles Traveling At A Given Speed - Total



Lansdale Police Department
Speed Analysis

SPEED DATA ANALYSIS

Location

W. Mt. Vernon Street
S. Mitchell Avenue
Latitude: 40.243259
Longitude: -75.296082

Analysis Time Period

Start	End
5/27/2024	6/3/2024
7:48 AM	8:20 AM

Vehicles Analyzed

3,874

Speed Limit

25

Total Enforceable Violations

11

Average Speed

20

% Enforceable Violations

0%

Fastest Speed

41

Enforcement Rating

LOW

Slowest Speed

7

Lansdale Police Department
Speed Analysis

SPEED DATA ANALYSIS

85th Percentile Speed

25

Lansdale Police Department
Speed Analysis

Speed Enforcement Evaluator

Location
W. Mt. Vernon Street

Closest Cross Street
S. Mitchell Avenue

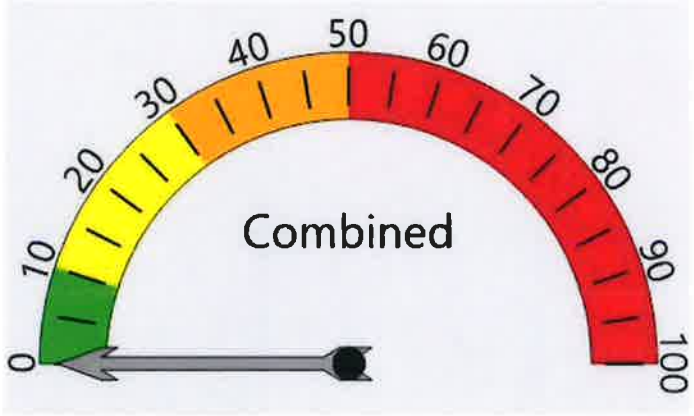
Analysis Dates
Start: 5/27/2024
End: 6/3/2024

Installed By
Sgt. J. Mallozzi # 25

Requested By
Chief Trail

Total Percentage of Enforceable Violations

Posted Speed Limit	25 MPH
Enforcement Tolerance	10 MPH
Enforcement Limit	Greater than 35 MPH



Percent Speeding: 0%
Rating: Low

Percent Speeding: 0%
Rating: Low

Percent Speeding: 0%
Rating: Low

Lansdale Police Department
Speed Analysis

0
W. Mt. Vernon Street
S. Mitchell Avenue

0.000000
0.000000

Averaged Daily Totals

Combined

	<= 15	>15 to 20	>20 to 25	>25 to 30	>30 to 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	> 70	Total
Sunday	73	109	138	50	8	1	0	0	0	0	0	0	0	379
Monday	32	49	77	28	5	0	0	0	0	0	0	0	0	191
Tuesday	139	183	224	92	19	1	1	0	0	0	0	0	0	659
Wednesday	126	176	210	84	9	3	0	0	0	0	0	0	0	608
Thursday	156	205	218	90	11	3	0	0	0	0	0	0	0	683
Friday	125	183	238	84	18	1	0	0	0	0	0	0	0	649
Saturday	85	141	188	90	12	1	0	0	0	0	0	0	0	517
Total	736	1,046	1,293	518	82	10	1	0	0	0	0	0	0	3,686

East, Lane 1

	<= 15	>15 to 20	>20 to 25	>25 to 30	>30 to 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	> 70	Total
Sunday	45	68	59	9	2	0	0	0	0	0	0	0	0	183
Monday	19	25	36	9	1	0	0	0	0	0	0	0	0	90
Tuesday	79	88	86	24	4	1	0	0	0	0	0	0	0	282
Wednesday	73	80	101	19	0	0	0	0	0	0	0	0	0	273
Thursday	87	93	87	19	1	1	0	0	0	0	0	0	0	288
Friday	69	102	101	15	1	0	0	0	0	0	0	0	0	288
Saturday	46	86	77	16	1	0	0	0	0	0	0	0	0	226
Total	418	542	547	111	10	2	0	0	0	0	0	0	0	1,630

West, Lane 2

	<= 15	>15 to 20	>20 to 25	>25 to 30	>30 to 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	> 70	Total
Sunday	28	41	79	41	6	1	0	0	0	0	0	0	0	196
Monday	14	24	41	19	5	0	0	0	0	0	0	0	0	103
Tuesday	60	95	138	68	15	0	1	0	0	0	0	0	0	377
Wednesday	53	96	109	65	9	3	0	0	0	0	0	0	0	335
Thursday	69	112	131	71	10	2	0	0	0	0	0	0	0	395
Friday	56	81	137	69	17	1	0	0	0	0	0	0	0	361
Saturday	39	55	111	74	11	1	0	0	0	0	0	0	0	291
Total	319	504	746	407	73	8	1	0	0	0	0	0	0	2,058

Lansdale Police Department
Speed Analysis
0
W. Mt. Vernon Street
S. Mitchell Avenue

0.000000
0.000000

Combined Lanes 5/27/2024 to 6/3/2024

Pace Speed - MPH

Classes Excluded From Pace:

Speed	**Number**	**Percent**
16 - 25	2,577	66.5%

Percentile Speeds

Percentile	**5th**	**10th**	**15th**	**20th**	**25th**	**30th**	**35th**	**40th**	**45th**	**50th**	**55th**	**60th**	**65th**	**70th**	**75th**	**80th**	**85th**	**90th**	**95th**	**100th**
Speed - MPH	10	12	13	15	15	16	17	18	19	20	20	21	21	22	23	24	24	26	28	41

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	3,874
Total Greater Than 50.0	0
Percent Greater Than 50.0	0.0%

Mean, Median, and Mode Averages

Mean:	20.1
Median (50th %):	19.9
Mode:	21.1

Lansdale Police Department
Speed Analysis
0
W. Mt. Vernon Street
S. Mitchell Avenue

0.000000
0.000000

East, Lane 1 5/27/2024 to 6/3/2024

Pace Speed - MPH

Classes Excluded From Pace:

Speed	Number	Percent
16 - 25	1,183	68.9%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th	95th	100th
Speed - MPH	9	11	12	13	14	15	16	16	17	18	19	20	20	21	21	22	23	24	25	40

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	1,716
Total Greater Than 50.0	0
Percent Greater Than 50.0	0.0%

Mean, Median, and Mode Averages

Mean:	18.6
Median (50th %):	18.6
Mode:	20.5

Lansdale Police Department
Speed Analysis
0
W. Mt. Vernon Street
S. Mitchell Avenue

0.000000
0.000000

West, Lane 2 5/27/2024 to 6/3/2024

Pace Speed - MPH

Classes Excluded From Pace:

Speed	Number	Percent
16 - 25	1,394	64.6%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th	95th	100th
Speed - MPH	10	13	14	15	16	18	18	20	20	21	21	22	23	24	24	25	26	27	29	41

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	2,158
Total Greater Than 50.0	0
Percent Greater Than 50.0	0.0%

Mean, Median, and Mode Averages

Mean:	21.2
Median (50th %):	21.1
Mode:	24.9

Lansdale Police Department
Speed Analysis

0
W. Mt. Vernon Street
S. Mitchell Avenue

40.243259
-75.296082

Volume Sorted by Speed for 5/27/2024 to 6/3/2024

Combined

Speed (MPH)	Volume
0	0
1	0
2	0
3	0
4	0
5	0
6	0
7	72
8	21
9	48
10	42
11	73
12	109
13	100
14	186
15	117
16	244
17	247
18	134
19	320
20	149
21	371
22	335
23	164
24	312
25	301
26	88
27	152
28	56
29	90
30	79
31	17
32	24
33	5
34	5
35	3
36	3
37	3
38	0
39	1
40	2
41	1
42	0
43	0
44	0
45	0

Lansdale Police Department
Speed Analysis

0
W. Mt. Vernon Street
S. Mitchell Avenue

40.243259
-75.296082

Volume Sorted by Speed for 5/27/2024 to 6/3/2024

East, Lane 1

Speed (MPH)	Volume
0	0
1	0
2	0
3	0
4	0
5	0
6	0
7	31
8	13
9	21
10	24
11	52
12	64
13	60
14	107
15	64
16	126
17	130
18	85
19	150
20	76
21	196
22	160
23	67
24	116
25	77
26	25
27	34
28	11
29	10
30	9
31	1
32	3
33	1
34	1
35	0
36	0
37	1
38	0
39	0
40	1
41	0
42	0
43	0
44	0
45	0

Lansdale Police Department
Speed Analysis

0
W. Mt. Vernon Street
S. Mitchell Avenue

40.243259
-75.296082

Volume Sorted by Speed for 5/27/2024 to 6/3/2024

West, Lane 2

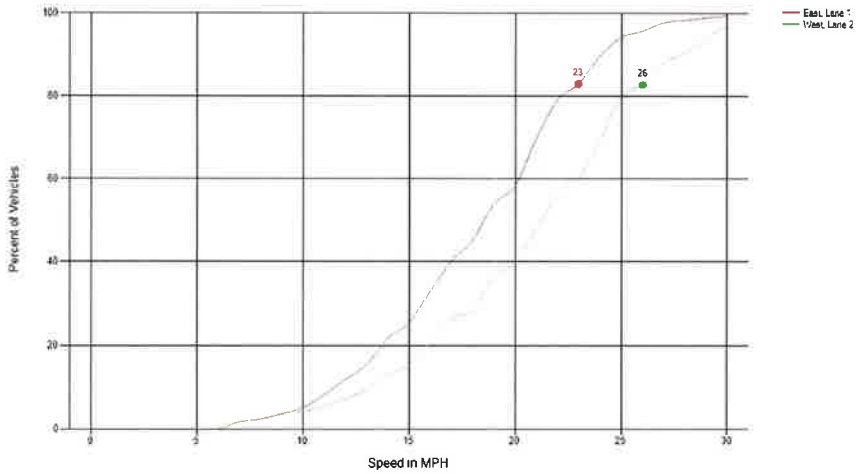
Speed (MPH)	Volume
0	0
1	0
2	0
3	0
4	0
5	0
6	0
7	41
8	8
9	27
10	18
11	21
12	45
13	40
14	79
15	53
16	118
17	117
18	49
19	170
20	73
21	175
22	175
23	97
24	196
25	224
26	63
27	118
28	45
29	80
30	70
31	16
32	21
33	4
34	4
35	3
36	3
37	2
38	0
39	1
40	1
41	1
42	0
43	0
44	0
45	0

Lansdale Police Department
Speed Analysis

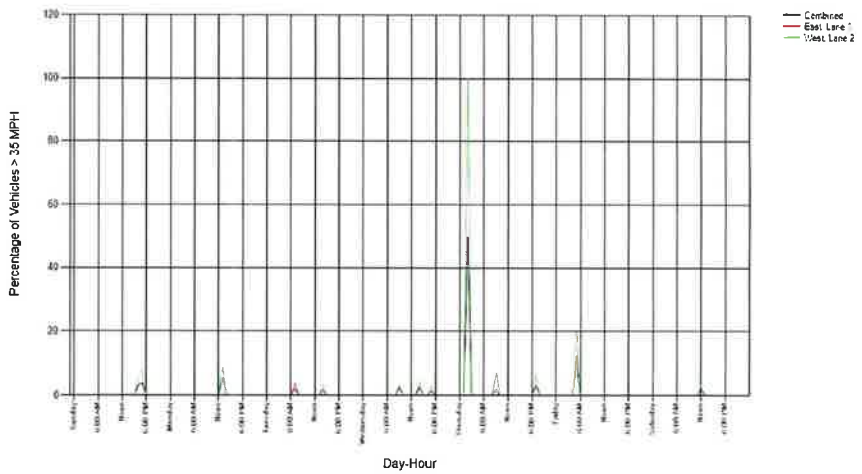
0
W. Mt. Vernon Street
S. Mitchell Avenue

0.000000
0.000000

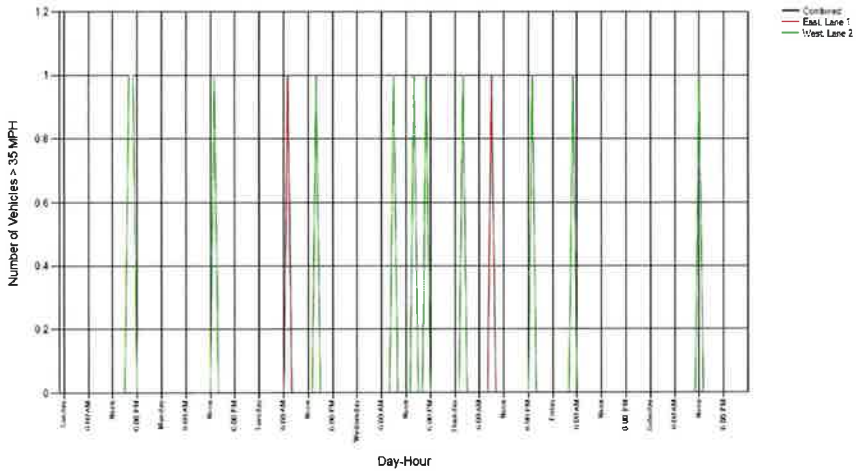
Cumulative Speed (in MPH)



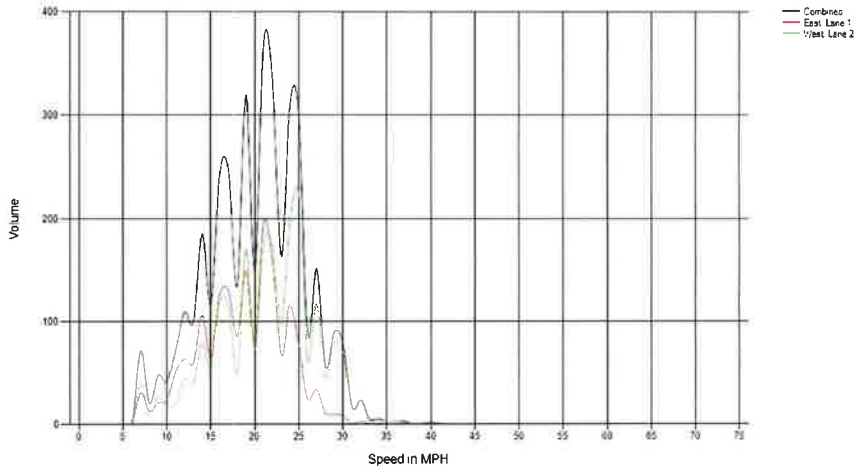
Percentage of Vehicles Traveling Greater Than 35 MPH



Number of Vehicles Traveling Greater Than 35 MPH



Number of Vehicles Traveling At A Given Speed - Total

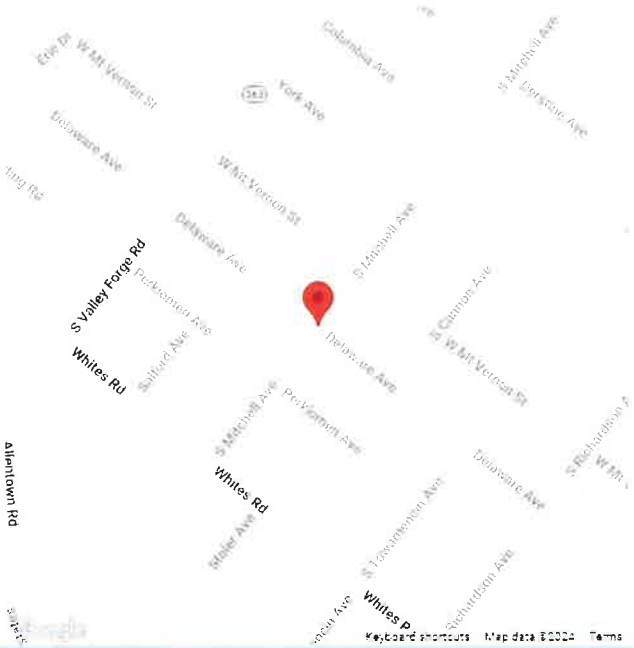


Lansdale Police Department
Speed Analysis

SPEED DATA ANALYSIS

Location

700 blk Delaware Avenue
S. Mitchell Avenue
Latitude: 40.242519
Longitude: -75.296844



Analysis Time Period

Start	End
5/20/2024 7:35 AM	5/27/2024 6:05 AM

Vehicles Analyzed

4,816

Speed Limit

25

Total Enforceable Violations

24

Average Speed

23

% Enforceable Violations

0%

Fastest Speed

63

Enforcement Rating

LOW

Slowest Speed

7

Lansdale Police Department
Speed Analysis

SPEED DATA ANALYSIS

85th Percentile Speed

27

Lansdale Police Department
Speed Analysis

Speed Enforcement Evaluator

Location
700 blk Delaware Avenue

Closest Cross Street
S. Mitchell Avenue

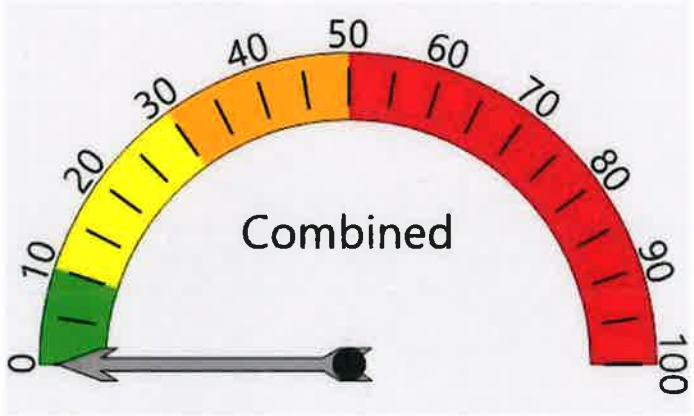
Analysis Dates
Start: 5/20/2024
End: 5/27/2024

Installed By
Sgt. J. Mallozzi # 25

Requested By
Chief Trail

Total Percentage of Enforceable Violations

Posted Speed Limit	25 MPH
Enforcement Tolerance	10 MPH
Enforcement Limit	Greater than 35 MPH



Percent Speeding: 0%
Rating: Low

Percent Speeding: 0%
Rating: Low

Percent Speeding: 1%
Rating: Low

Lansdale Police Department
Speed Analysis

0
700 blk Delaware
Avenue
S. Mitchell Avenue

0.000000
0.000000

Averaged Daily Totals

Combined

	<= 15	>15 to 20	>20 to 25	>25 to 30	>30 to 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	> 70	Total
Sunday	20	81	211	123	22	4	0	0	0	0	0	0	0	461
Monday	36	158	322	193	41	5	1	1	0	0	0	0	0	757
Tuesday	28	159	365	206	35	2	0	1	0	0	0	0	0	796
Wednesday	30	136	406	203	37	0	0	0	0	0	1	0	0	813
Thursday	29	117	380	208	37	1	0	0	0	0	0	0	0	772
Friday	28	120	315	233	26	5	0	1	0	0	0	0	0	728
Saturday	28	77	238	122	22	2	0	0	0	0	0	0	0	489
Total	199	848	2,237	1,288	220	19	1	3	0	0	1	0	0	4,816

East, Lane 1

	<= 15	>15 to 20	>20 to 25	>25 to 30	>30 to 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	> 70	Total
Sunday	11	53	112	39	5	1	0	0	0	0	0	0	0	221
Monday	18	98	166	49	6	0	0	0	0	0	0	0	0	337
Tuesday	13	101	165	52	6	0	0	0	0	0	0	0	0	337
Wednesday	14	73	176	77	5	0	0	0	0	0	0	0	0	345
Thursday	10	67	180	68	7	1	0	0	0	0	0	0	0	333
Friday	12	61	159	86	6	1	0	0	0	0	0	0	0	325
Saturday	12	44	120	39	4	0	0	0	0	0	0	0	0	219
Total	90	497	1,078	410	39	3	0	0	0	0	0	0	0	2,117

West, Lane 2

	<= 15	>15 to 20	>20 to 25	>25 to 30	>30 to 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	> 70	Total
Sunday	9	28	99	84	17	3	0	0	0	0	0	0	0	240
Monday	18	60	156	144	35	5	1	1	0	0	0	0	0	420
Tuesday	15	58	200	154	29	2	0	1	0	0	0	0	0	459
Wednesday	16	63	230	126	32	0	0	0	0	0	1	0	0	468
Thursday	19	50	200	140	30	0	0	0	0	0	0	0	0	439
Friday	16	59	156	147	20	4	0	1	0	0	0	0	0	403
Saturday	16	33	118	83	18	2	0	0	0	0	0	0	0	270
Total	109	351	1,159	878	181	16	1	3	0	0	1	0	0	2,699

Lansdale Police Department
Speed Analysis
0
700 blk Delaware Avenue
S. Mitchell Avenue

0.000000
0.000000

Combined Lanes 5/20/2024 to 5/27/2024

Pace Speed - MPH

Classes Excluded From Pace:

Speed	Number	Percent
19 - 28	3,742	77.7%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th	95th	100th
Speed - MPH	15	17	18	19	20	20	21	21	22	23	23	24	24	24	25	26	26	28	29	63

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	4,816
Total Greater Than 50.0	1
Percent Greater Than 50.0	0.0%

Mean, Median, and Mode Averages

Mean:	23.3
Median (50th %):	23.0
Mode:	24.9

Lansdale Police Department
Speed Analysis
0
700 blk Delaware Avenue
S. Mitchell Avenue

0.000000
0.000000

East, Lane 1 5/20/2024 to 5/27/2024

Pace Speed - MPH

Classes Excluded From Pace:

Speed	Number	Percent
18 - 27	1,720	81.2%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th	95th	100th
Speed - MPH	15	16	18	18	19	20	20	20	21	21	22	22	23	23	24	24	25	26	28	37

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	2,117
Total Greater Than 50.0	0
Percent Greater Than 50.0	0.0%

Mean, Median, and Mode Averages

Mean:	22.2
Median (50th %):	21.7
Mode:	21.1

Lansdale Police Department
Speed Analysis
0
700 blk Delaware Avenue
S. Mitchell Avenue

0.000000
0.000000

West, Lane 2 5/20/2024 to 5/27/2024

Pace Speed - MPH

Classes Excluded From Pace:

Speed	**Number**	**Percent**
21 - 30	2,105	78.0%

Percentile Speeds

Percentile	**5th**	**10th**	**15th**	**20th**	**25th**	**30th**	**35th**	**40th**	**45th**	**50th**	**55th**	**60th**	**65th**	**70th**	**75th**	**80th**	**85th**	**90th**	**95th**	**100th**
Speed - MPH	15	18	19	20	21	21	22	23	23	24	24	24	24	25	26	26	28	28	29	63

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	2,699
Total Greater Than 50.0	1
Percent Greater Than 50.0	0.0%

Mean, Median, and Mode Averages

Mean:	24.1
Median (50th %):	24.2
Mode:	24.9

Lansdale Police Department
Speed Analysis

0
700 blk
Delaware
Avenue
S. Mitchell
Avenue

40.242519
-75.296844

Volume Sorted by Speed for 5/20/2024 to 5/27/2024

West, Lane 2

Speed (MPH)	Volume
0	0
1	0
2	0
3	0
4	0
5	0
6	0
7	11
8	3
9	2
10	7
11	10
12	13
13	14
14	35
15	14
16	38
17	47
18	55
19	143
20	68
21	181
22	212
23	144
24	350
25	475
26	117
27	250
28	92
29	155
30	129
31	32
32	44
33	12
34	20
35	10
36	3
37	4
38	1
39	2
40	2
41	0
42	0
43	0
44	0
45	1
46	0
47	1
48	0

Lansdale Police Department
Speed Analysis

0
700 blk
Delaware
Avenue
S. Mitchell
Avenue

40.242519
-75.296844

Volume Sorted by Speed for 5/20/2024 to 5/27/2024

East, Lane 1

Speed (MPH)	Volume
0	0
1	0
2	0
3	0
4	0
5	0
6	0
7	16
8	2
9	7
10	1
11	9
12	9
13	9
14	21
15	16
16	58
17	85
18	53
19	178
20	123
21	301
22	275
23	131
24	243
25	227
26	74
27	115
28	43
29	49
30	38
31	14
32	13
33	2
34	2
35	1
36	1
37	1
38	0
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0

Lansdale Police Department
Speed Analysis

0
700 blk
Delaware
Avenue
S. Mitchell
Avenue

40.242519
-75.296844

Volume Sorted by Speed for 5/20/2024 to 5/27/2024

Combined

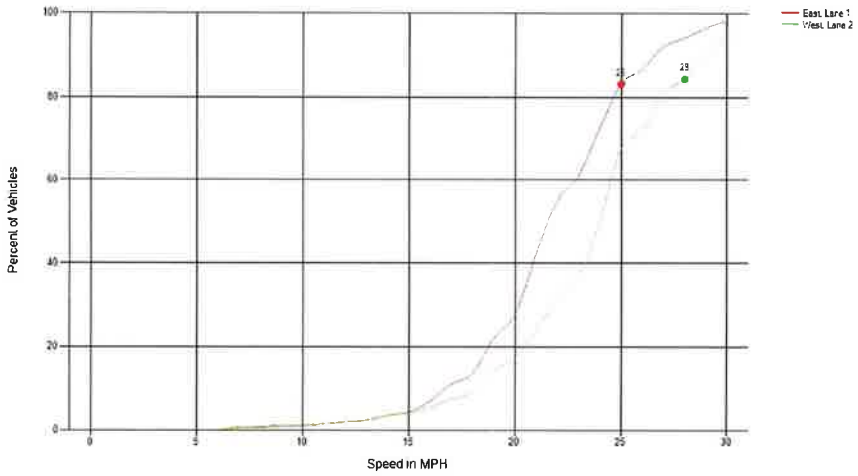
Speed (MPH)	Volume
0	0
1	0
2	0
3	0
4	0
5	0
6	0
7	27
8	5
9	9
10	8
11	19
12	22
13	23
14	56
15	30
16	96
17	132
18	108
19	321
20	191
21	482
22	487
23	275
24	593
25	702
26	191
27	365
28	135
29	204
30	167
31	46
32	57
33	14
34	22
35	11
36	4
37	5
38	1
39	2
40	2
41	0
42	0
43	0
44	0
45	1
46	0
47	1
48	0

Lansdale Police Department
Speed Analysis

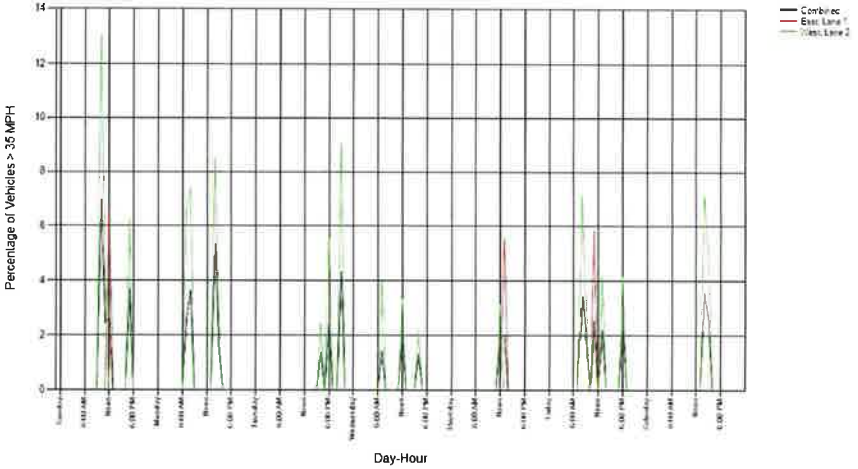
0
700 blk Delaware Avenue
S. Mitchell Avenue

0.000000
0.000000

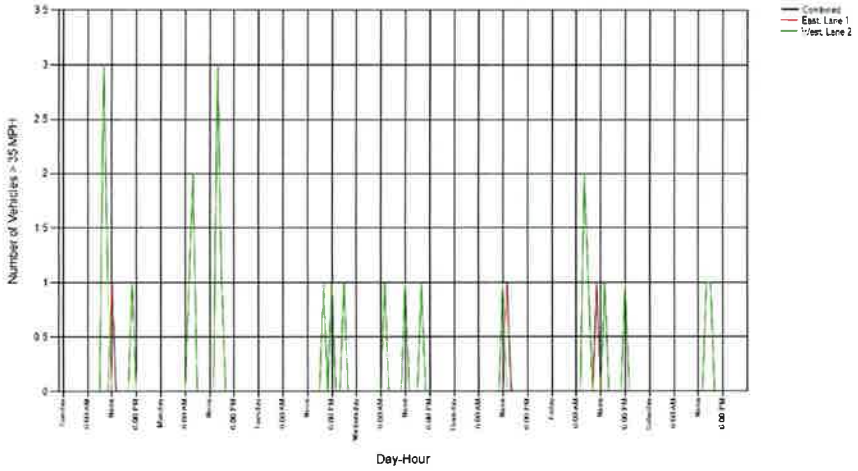
Cumulative Speed (in MPH)



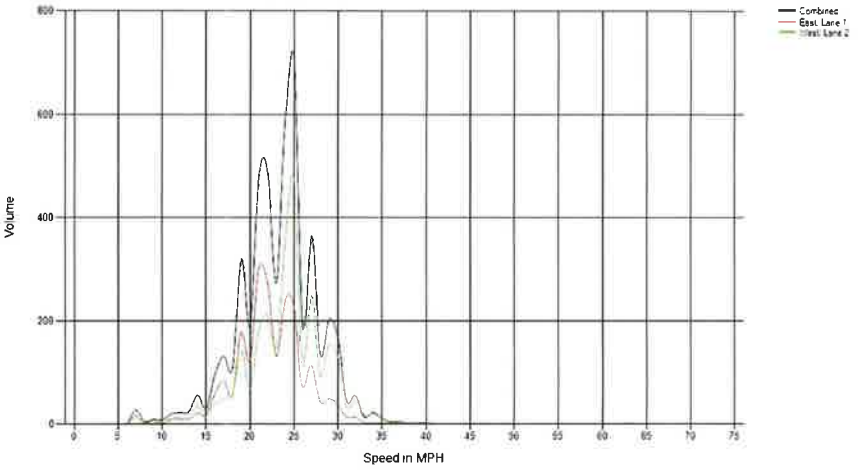
Percentage of Vehicles Traveling Greater Than 35 MPH



Number of Vehicles Traveling Greater Than 35 MPH



Number of Vehicles Traveling At A Given Speed - Total



Lansdale Police Department
Speed Analysis

SPEED DATA ANALYSIS

Location

400 blk Whites Road
S. Richardson Avenue
Latitude: 40.237141
Longitude: -75.293922

Analysis Time Period

Start	End
7/8/2024 6:57 AM	7/15/2024 6:38 AM

Vehicles Analyzed

53,468

Speed Limit

25

Total Enforceable Violations

17,609

Average Speed

34

% Enforceable Violations

33%

Fastest Speed

62

Enforcement Rating

HIGH

Slowest Speed

8

Lansdale Police Department
Speed Analysis

SPEED DATA ANALYSIS

85th Percentile Speed

38

Lansdale Police Department
Speed Analysis

Speed Enforcement Evaluator

Location
400 blk Whites Road

Closest Cross Street
S. Richardson Avenue

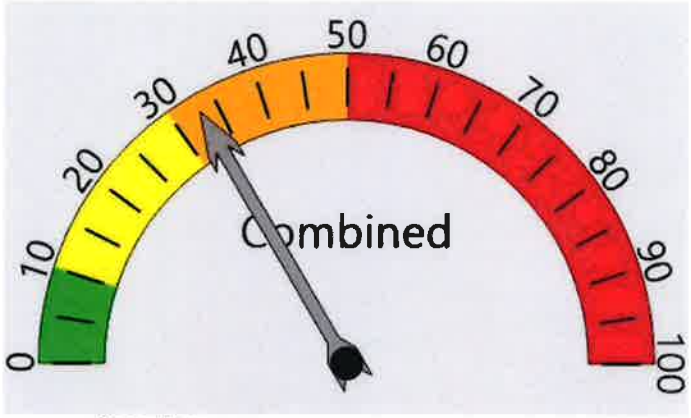
Analysis Dates
Start: 7/8/2024
End: 7/15/2024

Installed By
Sgt. J. Mallozzi # 25

Requested By
Chief Trail

Total Percentage of Enforceable Violations

Posted Speed Limit	25 MPH
Enforcement Tolerance	10 MPH
Enforcement Limit	Greater than 35 MPH



Percent Speeding: 33%
Rating: Medium

Percent Speeding: 25%
Rating: Medium Low

Percent Speeding: 40%
Rating: Medium

Lansdale Police Department
Speed Analysis

Best Times for Speed Enforcement

Location
400 blk Whites Road

Closest Cross Street
S. Richardson Avenue

Analysis Dates
Start: 7/8/2024
End: 7/15/2024

Installed By
Sgt. J. Mallozzi # 25

Requested By
Chief Trail

	Combined		West, 1		East, 2	
	AM	PM	AM	PM	AM	PM
Monday	10:00 - 12:00	5:00 - 7:00	10:00 - 12:00	4:00 - 6:00	9:00 - 11:00	5:00 - 7:00
Tuesday	8:00 - 10:00	4:00 - 6:00	10:00 - 12:00	4:00 - 6:00	8:00 - 10:00	3:00 - 5:00
Wednesday	10:00 - 12:00	4:00 - 6:00	10:00 - 12:00	4:00 - 6:00	9:00 - 11:00	4:00 - 6:00
Thursday	9:00 - 11:00	4:00 - 6:00	9:00 - 11:00	4:00 - 6:00	9:00 - 11:00	4:00 - 6:00
Friday	10:00 - 12:00	4:00 - 6:00	8:00 - 10:00	4:00 - 6:00	10:00 - 12:00	4:00 - 6:00
Saturday	10:00 - 12:00	1:00 - 3:00	10:00 - 12:00	1:00 - 3:00	10:00 - 12:00	12:00 - 2:00
Sunday	9:00 - 11:00	12:00 - 2:00	10:00 - 12:00	4:00 - 6:00	9:00 - 11:00	12:00 - 2:00

	Combined	West, 1	East, 2
Monday	5:00PM - 9:00PM	4:00PM - 8:00PM	5:00PM - 9:00PM
Tuesday	4:00PM - 8:00PM	4:00PM - 8:00PM	8:00AM - 12:00PM
Wednesday	4:00PM - 8:00PM	4:00PM - 8:00PM	4:00PM - 8:00PM
Thursday	4:00PM - 8:00PM	4:00PM - 8:00PM	4:00PM - 8:00PM
Friday	4:00PM - 8:00PM	4:00PM - 8:00PM	4:00PM - 8:00PM
Saturday	1:00PM - 5:00PM	1:00PM - 5:00PM	11:00AM - 3:00PM
Sunday	12:00PM - 4:00PM	4:00PM - 8:00PM	12:00PM - 4:00PM

Lansdale Police Department
Speed Analysis

00082022
400 blk Whites Road
S. Richardson Avenue

0.000000
0.000000

Averaged Daily Totals

Combined

	<= 15	>15 to 20	>20 to 25	>25 to 30	>30 to 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	> 70	Total
Sunday	101	50	175	863	2,234	1,459	316	29	5	0	1	0	0	5,233
Monday	33	72	184	737	1,746	1,004	197	23	2	0	1	0	0	3,999
Tuesday	15	53	262	1,546	3,690	2,224	434	43	4	1	0	0	0	8,272
Wednesday	25	77	223	1,527	3,904	2,413	431	38	4	3	1	0	0	8,646
Thursday	37	93	369	1,677	3,848	2,153	397	59	4	1	1	0	0	8,639
Friday	28	33	182	1,279	3,557	2,455	468	44	9	0	0	0	0	8,055
Saturday	26	44	189	1,232	2,978	1,752	376	28	4	0	1	0	0	6,630
Total	265	422	1,584	8,861	21,957	13,460	2,619	264	32	5	5	0	0	49,474

West, 1

	<= 15	>15 to 20	>20 to 25	>25 to 30	>30 to 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	> 70	Total
Sunday	59	26	110	546	1,070	505	91	9	1	0	0	0	0	2,417
Monday	28	52	112	428	813	372	71	7	1	0	1	0	0	1,885
Tuesday	11	34	171	988	1,725	809	131	16	2	1	0	0	0	3,888
Wednesday	22	37	131	929	1,859	864	143	12	3	0	0	0	0	4,000
Thursday	16	60	263	1,027	1,863	769	135	20	3	0	0	0	0	4,156
Friday	17	19	118	847	1,749	872	154	13	3	0	0	0	0	3,792
Saturday	15	25	119	762	1,421	612	138	12	0	0	1	0	0	3,105
Total	168	253	1,024	5,527	10,500	4,803	863	89	13	1	2	0	0	23,243

East, 2

	<= 15	>15 to 20	>20 to 25	>25 to 30	>30 to 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	> 70	Total
Sunday	42	24	65	317	1,164	954	225	20	4	0	1	0	0	2,816
Monday	5	20	72	309	933	633	126	17	1	0	0	0	0	2,116
Tuesday	4	19	91	558	1,965	1,415	303	27	2	0	0	0	0	4,384
Wednesday	3	40	92	598	2,045	1,549	288	26	1	3	1	0	0	4,646
Thursday	21	33	106	650	1,985	1,384	262	39	1	1	1	0	0	4,483
Friday	11	14	64	432	1,808	1,583	314	31	6	0	0	0	0	4,263
Saturday	11	19	70	470	1,557	1,140	238	16	4	0	0	0	0	3,525
Total	97	169	560	3,334	11,457	8,658	1,756	176	19	4	3	0	0	26,233

Lansdale Police Department
Speed Analysis
00082022
400 blk Whites Road
S. Richardson Avenue

0.000000
0.000000

Combined Lanes 7/8/2024 to 7/15/2024

Pace Speed - MPH

Classes Excluded From Pace: None

Speed	Number	Percent
29 - 38	40,063	74.9%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th	95th	100th
Speed - MPH	25	27	28	29	30	30	31	32	32	33	33	34	34	35	36	36	37	38	40	62

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	53,468
Total Greater Than 50.0	43
Percent Greater Than 50.0	0.1%

Mean, Median, and Mode Averages

Mean:	33.5
Median (50th %):	33.0
Mode:	34.0

Lansdale Police Department
Speed Analysis
00082022
400 blk Whites Road
S. Richardson Avenue

0.000000
0.000000

West, 1 7/8/2024 to 7/15/2024

Pace Speed - MPH
Classes Excluded From Pace: None

Speed	Number	Percent
28 - 37	18,764	74.7%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th	95th	100th
Speed - MPH	24	26	27	28	29	29	30	31	31	32	32	33	33	34	34	35	36	37	39	61

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	25,122
Total Greater Than 50.0	17
Percent Greater Than 50.0	0.1%

Mean, Median, and Mode Averages

Mean:	32.5
Median (50th %):	32.0
Mode:	32.0

Lansdale Police Department
Speed Analysis
00082022
400 blk Whites Road
S. Richardson Avenue

0.000000
0.000000

East, 2 7/8/2024 to 7/15/2024

Pace Speed - MPH
Classes Excluded From Pace: None

Speed	Number	Percent
30 - 39	21,964	77.5%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th	95th	100th
Speed - MPH	26	28	29	30	31	31	32	33	33	34	34	35	35	36	36	37	38	39	40	62

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	28,346
Total Greater Than 50.0	26
Percent Greater Than 50.0	0.1%

Mean, Median, and Mode Averages

Mean:	34.4
Median (50th %):	34.0
Mode:	35.0

Lansdale Police Department
Speed Analysis

00082022
400 blk Whites Road
S. Richardson Avenue

40.237141
-75.293922

Volume Sorted by Speed for 7/8/2024 to 7/15/2024

East, 2

Speed (MPH)	Volume
8	0
9	2
10	8
11	13
12	16
13	11
14	19
15	33
16	29
17	30
18	40
19	37
20	53
21	61
22	86
23	109
24	164
25	212
26	307
27	453
28	638
29	910
30	1335
31	1794
32	2176
33	2586
34	2892
35	2942
36	2633
37	2281
38	1904
39	1421
40	1051
41	709
42	476
43	349
44	231
45	117
46	84
47	47
48	30
49	18
50	13
51	8
52	6
53	3
54	1
55	1
56	2
57	1
58	1

Lansdale Police Department
Speed Analysis

00082022
400 blk Whites Road
S. Richardson Avenue

40.237141
-75.293922

Volume Sorted by Speed for 7/8/2024 to 7/15/2024

West, 1

Speed (MPH)	Volume
8	5
9	12
10	14
11	19
12	31
13	28
14	47
15	39
16	41
17	37
18	49
19	74
20	104
21	113
22	150
23	189
24	279
25	405
26	568
27	833
28	1163
29	1558
30	1832
31	2192
32	2444
33	2388
34	2291
35	1998
36	1586
37	1312
38	1009
39	731
40	536
41	359
42	222
43	176
44	106
45	70
46	38
47	24
48	15
49	14
50	4
51	4
52	4
53	2
54	2
55	2
56	0
57	0
58	0

Lansdale Police Department
Speed Analysis

00082022
400 blk Whites Road
S. Richardson Avenue

40.237141
-75.293922

Volume Sorted by Speed for 7/8/2024 to 7/15/2024

Combined

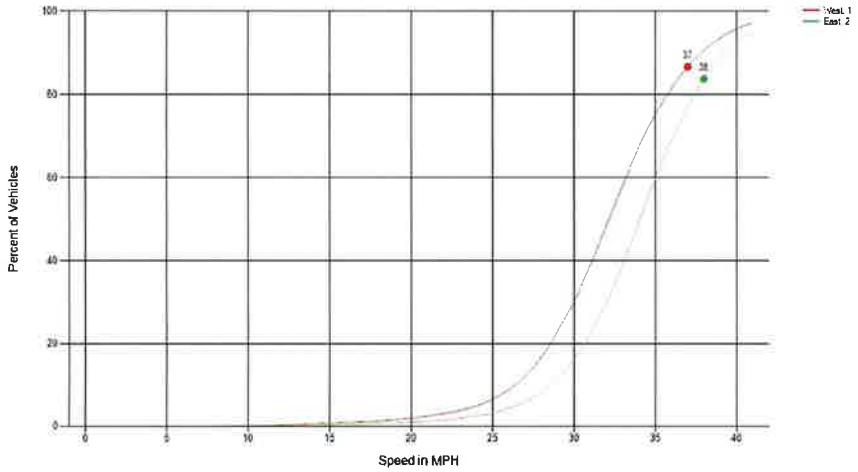
Speed (MPH)	Volume
8	5
9	14
10	22
11	32
12	47
13	39
14	66
15	72
16	70
17	67
18	89
19	111
20	157
21	174
22	236
23	298
24	443
25	617
26	875
27	1286
28	1801
29	2468
30	3167
31	3986
32	4620
33	4974
34	5183
35	4940
36	4219
37	3593
38	2913
39	2152
40	1587
41	1068
42	698
43	525
44	337
45	187
46	122
47	71
48	45
49	32
50	17
51	12
52	10
53	5
54	3
55	3
56	2
57	1
58	1

Lansdale Police Department
Speed Analysis

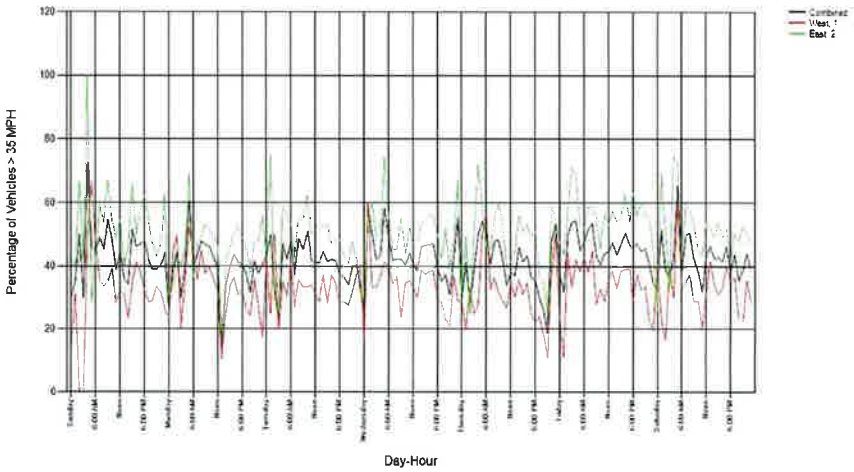
00082022
400 blk Whites Road
S. Richardson Avenue

0.000000
0.000000

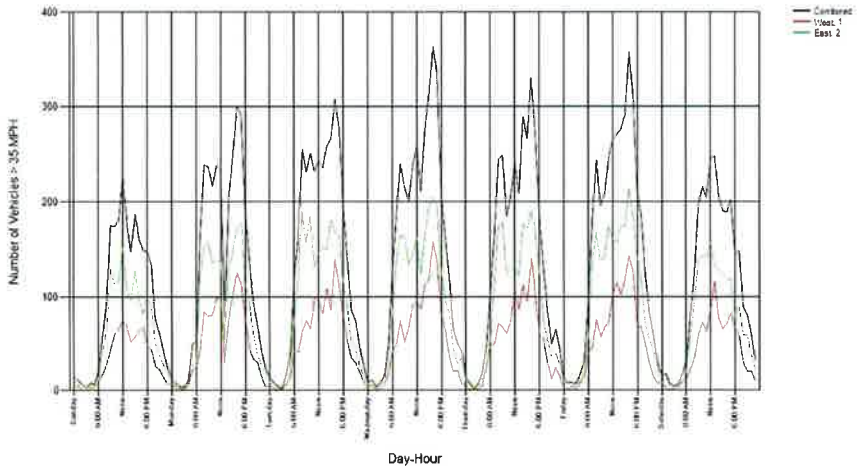
Cumulative Speed (in MPH)



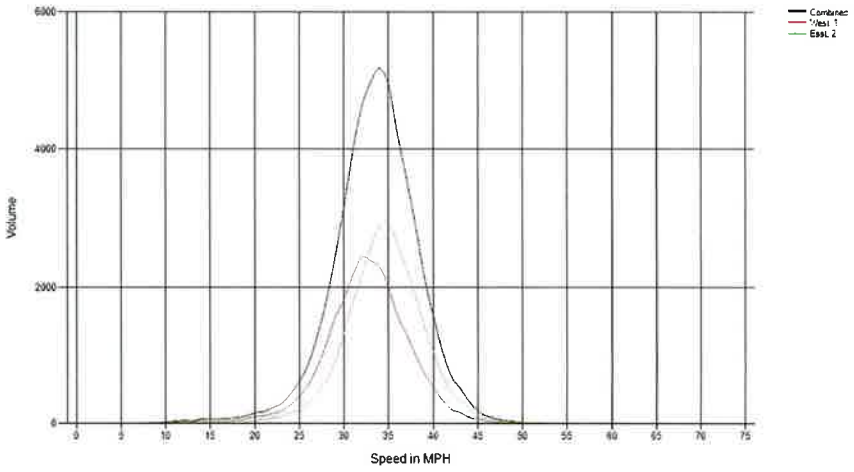
Percentage of Vehicles Traveling Greater Than 35 MPH



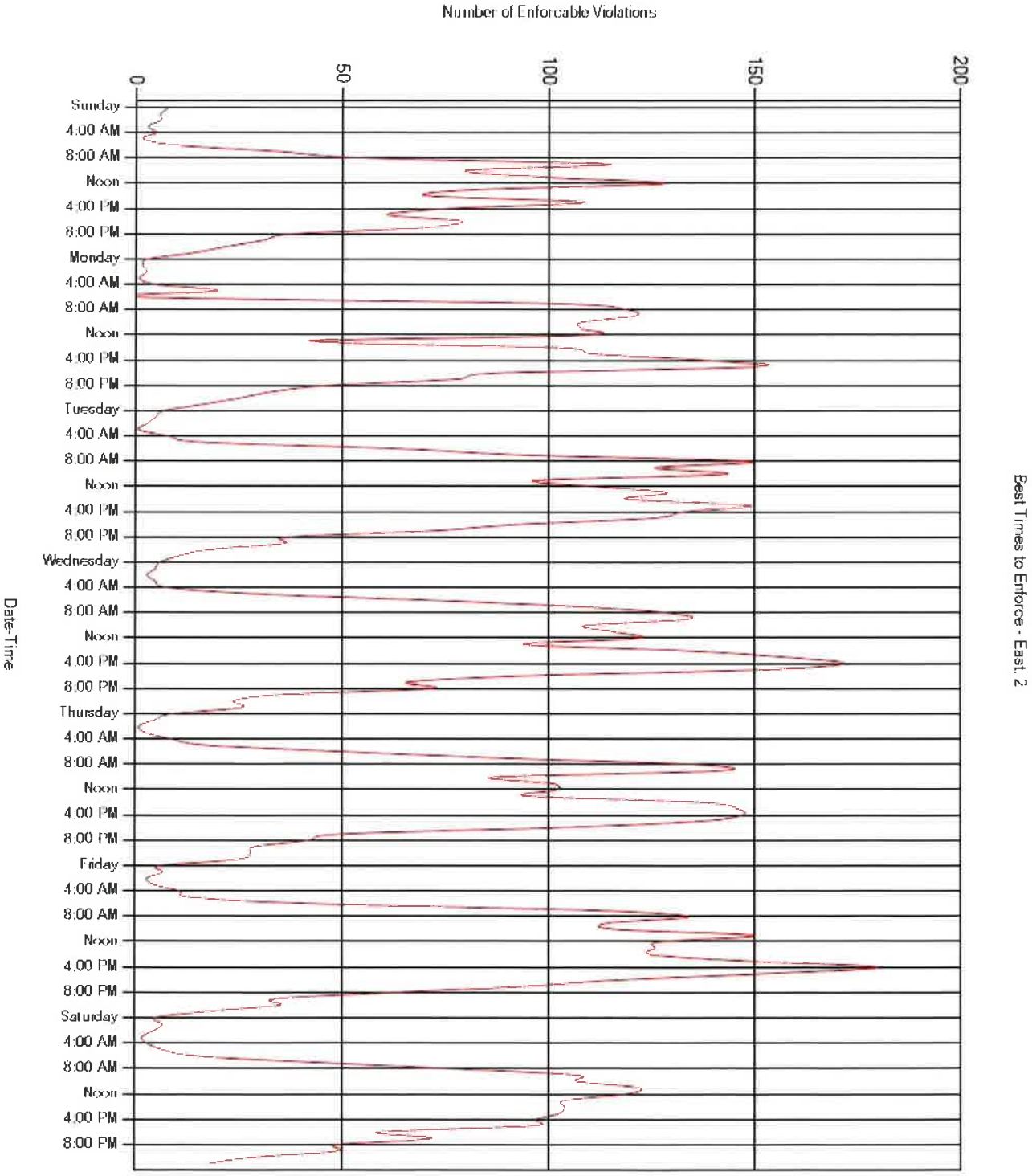
Number of Vehicles Traveling Greater Than 35 MPH



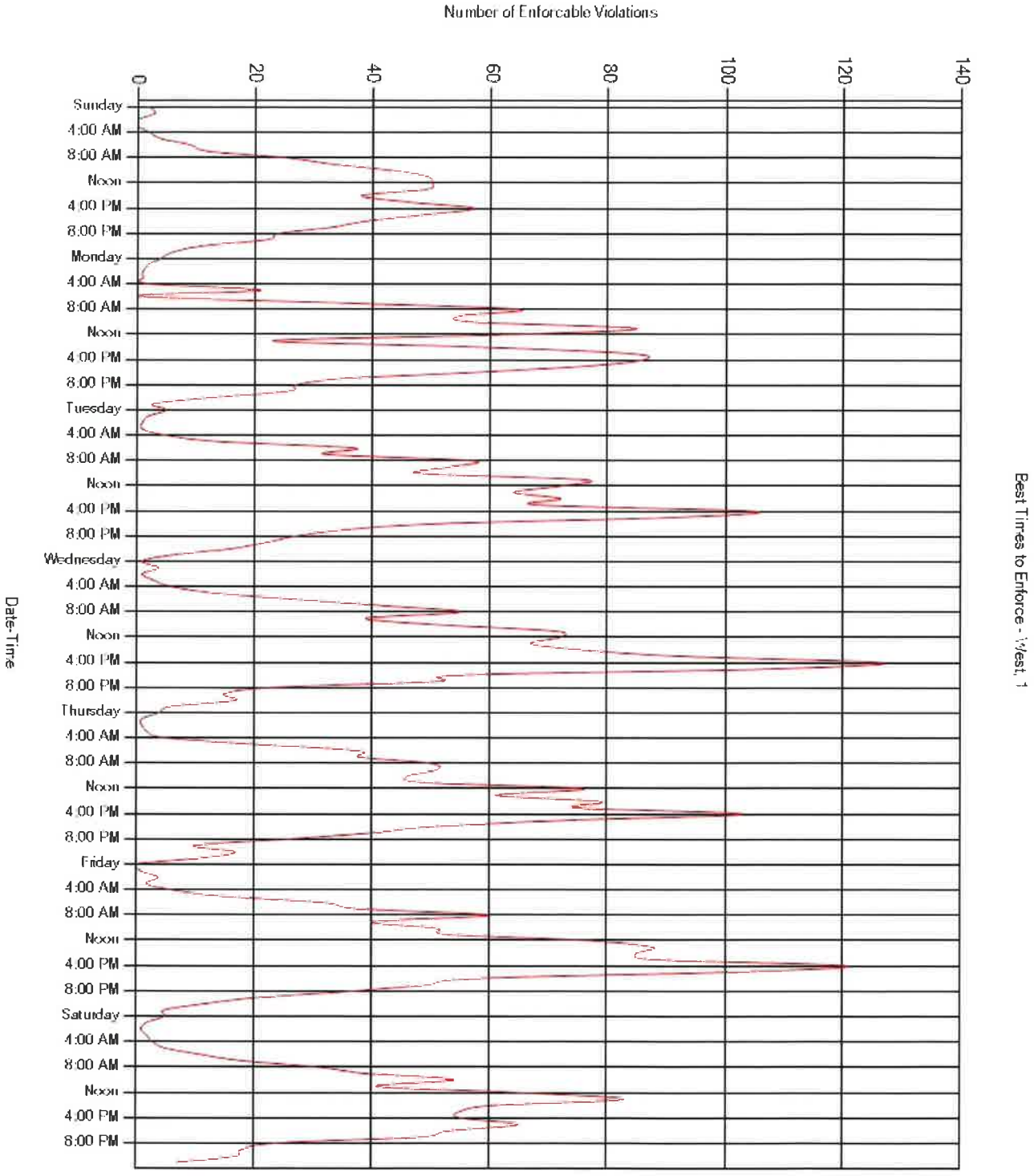
Number of Vehicles Traveling At A Given Speed - Total



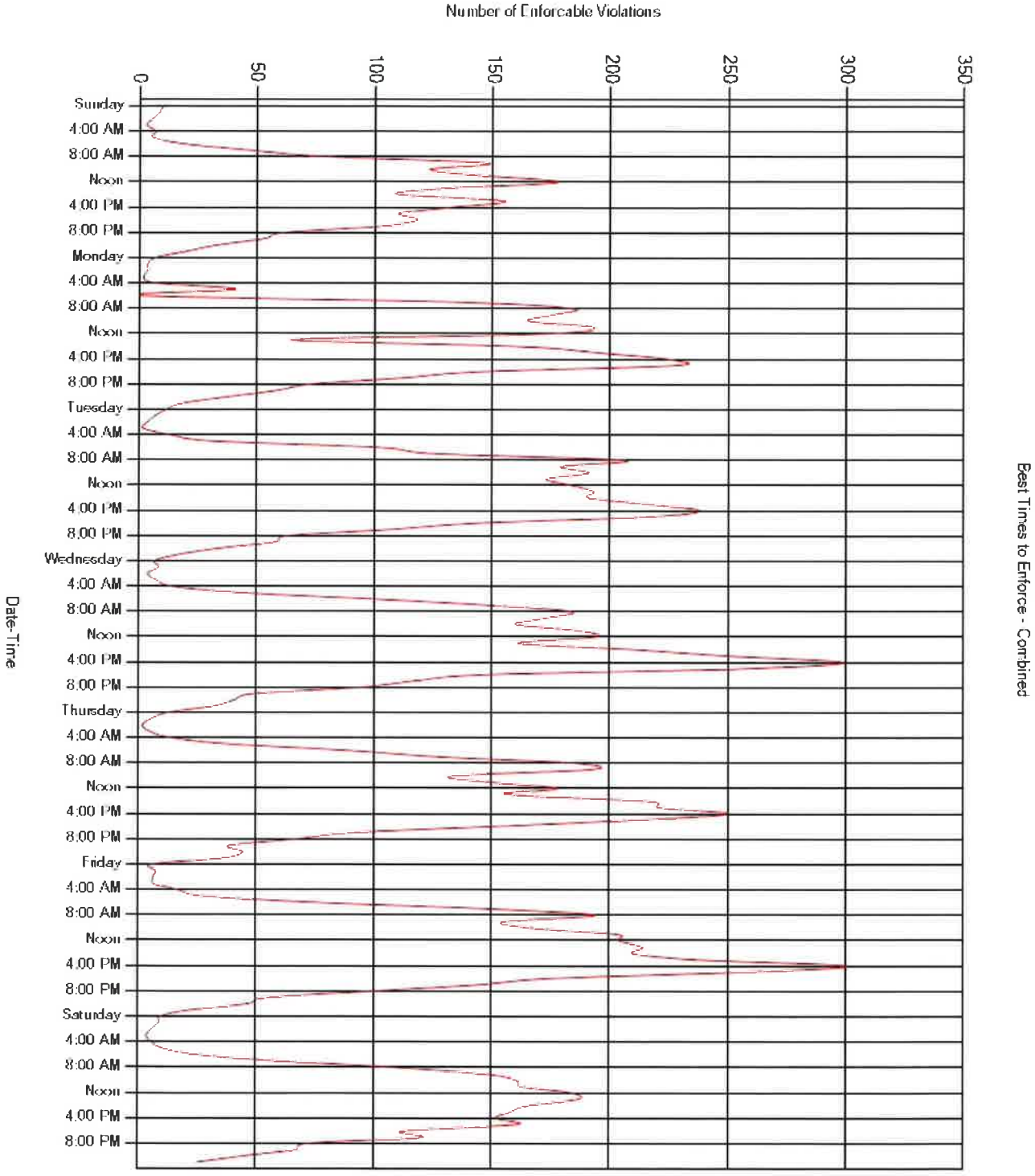
Lansdale Police Department
Speed Analysis



Lansdale Police Department
Speed Analysis



Lansdale Police Department
Speed Analysis

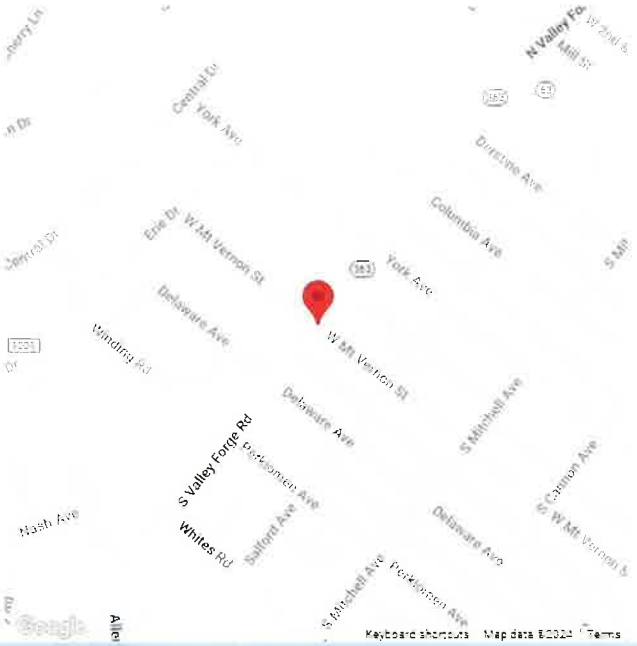


Lansdale Police Department
Speed Analysis

SPEED DATA ANALYSIS

Location

S Valley Forge Rd
W. Mt. Vernon St
Latitude: 40.244888
Longitude: -75.298744



Analysis Time Period

Start	End
7/8/2024 10:38 AM	7/15/2024 11:20 AM

Vehicles Analyzed

70,138

Speed Limit

35

Total Enforceable Violations

1,529

Average Speed

35

% Enforceable Violations

2%

Fastest Speed

86

Enforcement Rating

LOW

Slowest Speed

7

Lansdale Police Department
Speed Analysis

SPEED DATA ANALYSIS

85th Percentile Speed

40

Lansdale Police Department
Speed Analysis

Speed Enforcement Evaluator

Location
S Valley Forge Rd

Closest Cross Street
W. Mt. Vernon St

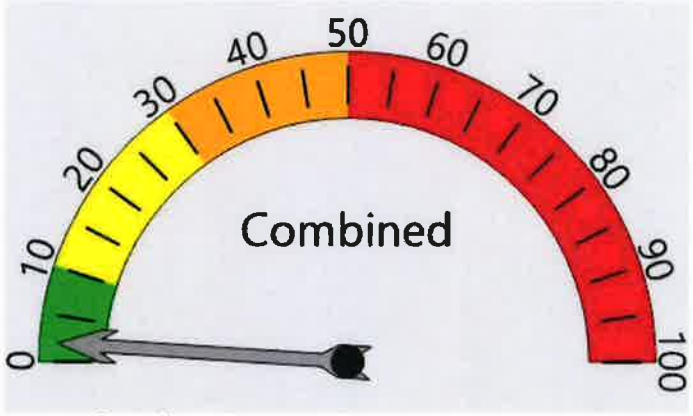
Analysis Dates
Start: 7/8/2024
End: 7/15/2024

Installed By
Sgt. J. Mallozzi # 25

Requested By
Chief Trail

Total Percentage of Enforceable Violations

Posted Speed Limit	35 MPH
Enforcement Tolerance	10 MPH
Enforcement Limit	Greater than 45 MPH



Percent Speeding: 2%
Rating: Low

Percent Speeding: 1%
Rating: Low

Percent Speeding: 3%
Rating: Low

Lansdale Police Department
Speed Analysis

0
S Valley Forge Rd
W. Mt. Vernon St

0.000000
0.000000

Averaged Daily Totals

Combined

	<= 15	>15 to 20	>20 to 25	>25 to 30	>30 to 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	> 70	Total
Sunday	40	214	111	498	2,147	3,049	1,046	163	27	7	0	1	0	7,303
Monday	46	163	102	342	1,682	2,084	669	99	11	2	1	1	2	5,204
Tuesday	105	347	216	728	3,312	4,340	1,267	185	21	1	2	0	7	10,531
Wednesday	111	379	220	814	3,630	4,397	1,303	172	21	3	0	0	12	11,062
Thursday	111	337	240	858	3,769	4,351	1,204	164	36	4	3	2	7	11,086
Friday	106	283	173	901	3,710	4,187	1,271	186	19	2	4	1	8	10,851
Saturday	60	235	167	558	2,621	3,697	1,324	204	23	10	1	1	4	8,905
Total	579	1,958	1,229	4,699	20,871	26,105	8,084	1,173	158	29	11	6	40	64,942

North, Lane 1

	<= 15	>15 to 20	>20 to 25	>25 to 30	>30 to 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	> 70	Total
Sunday	9	120	66	315	1,254	1,376	390	42	9	3	0	0	0	3,584
Monday	11	105	57	203	963	1,033	266	30	3	1	0	0	0	2,672
Tuesday	35	184	130	426	1,862	2,156	535	61	5	0	1	0	0	5,395
Wednesday	22	198	116	495	2,026	2,190	547	47	7	3	0	0	0	5,651
Thursday	17	202	124	473	2,093	2,172	516	45	12	0	1	0	0	5,655
Friday	20	155	87	583	2,140	2,001	498	50	3	1	2	0	0	5,540
Saturday	12	137	94	378	1,499	1,711	519	58	7	3	0	1	0	4,419
Total	126	1,101	674	2,873	11,837	12,639	3,271	333	46	11	4	1	0	32,916

South, Lane 2

	<= 15	>15 to 20	>20 to 25	>25 to 30	>30 to 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	> 70	Total
Sunday	31	94	45	183	893	1,673	656	121	18	4	0	1	0	3,719
Monday	36	59	45	139	719	1,051	403	69	8	2	1	1	2	2,535
Tuesday	70	163	86	302	1,450	2,184	732	124	16	1	1	0	7	5,136
Wednesday	89	181	104	319	1,604	2,207	756	125	14	0	0	0	12	5,411
Thursday	94	135	116	385	1,676	2,179	688	119	24	4	2	2	7	5,431
Friday	86	128	86	318	1,570	2,186	773	136	16	1	2	1	8	5,311
Saturday	48	98	73	180	1,122	1,986	805	146	16	7	1	0	4	4,486
Total	454	858	555	1,826	9,034	13,466	4,813	840	112	19	7	5	40	32,029

Lansdale Police Department
Speed Analysis
0
S Valley Forge Rd
W. Mt. Vernon St

0.000000
0.000000

South, Lane 2 7/8/2024 to 7/15/2024

Pace Speed - MPH

Classes Excluded From Pace:

Speed	Number	Percent
32 - 41	24,547	71.0%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th	95th	100th
Speed - MPH	22	28	30	31	32	33	34	34	34	35	36	36	36	37	38	39	40	41	42	86

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	34,557
Total Greater Than 50.0	194
Percent Greater Than 50.0	0.6%

Mean, Median, and Mode Averages

Mean:	35.5
Median (50th %):	35.4
Mode:	36.0

Lansdale Police Department
Speed Analysis
0
S Valley Forge Rd
W. Mt. Vernon St

0.000000
0.000000

North, Lane 1 7/8/2024 to 7/15/2024

Pace Speed - MPH

Classes Excluded From Pace:

Speed	Number	Percent
31 - 40	26,371	74.1%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th	95th	100th
Speed - MPH	22	28	29	30	31	32	33	33	34	34	34	35	36	36	37	38	38	39	41	67

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	35,581
Total Greater Than 50.0	64
Percent Greater Than 50.0	0.2%

Mean, Median, and Mode Averages

Mean:	34.5
Median (50th %):	34.2
Mode:	35.4

Lansdale Police Department
Speed Analysis
0
S Valley Forge Rd
W. Mt. Vernon St

0.000000
0.000000

Combined Lanes 7/8/2024 to 7/15/2024

Pace Speed - MPH

Classes Excluded From Pace:

Speed	Number	Percent
31 - 40	50,722	72.3%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th	95th	100th
Speed - MPH	22	28	29	31	31	33	33	34	34	34	35	36	36	36	38	38	39	40	42	86

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	70,138
Total Greater Than 50.0	258
Percent Greater Than 50.0	0.4%

Mean, Median, and Mode Averages

Mean:	35.0
Median (50th %):	34.8
Mode:	36.0

Lansdale Police Department
Speed Analysis

0
S Valley Forge Rd
W. Mt. Vernon St

40.244888
-75.298744

Volume Sorted by Speed for 7/8/2024 to 7/15/2024

South, Lane 2

Speed (MPH)	Volume
9	38
10	19
11	48
12	70
13	47
14	144
15	73
16	188
17	272
18	137
19	229
20	90
21	139
22	146
23	52
24	157
25	212
26	120
27	334
28	211
29	698
30	1431
31	850
32	2088
33	1278
34	2953
35	3711
36	2988
37	3824
38	1609
39	2821
40	2229
41	1046
42	1751
43	853
44	299
45	459
46	183
47	302
48	144
49	37
50	60
51	14
52	33
53	27
54	12
55	11
56	1
57	7
58	3
59	4

Lansdale Police Department
Speed Analysis

0
S Valley Forge Rd
W. Mt. Vernon St

40.244888
-75.298744

Volume Sorted by Speed for 7/8/2024 to 7/15/2024

North, Lane 1

Speed (MPH)	Volume
9	11
10	4
11	17
12	13
13	8
14	35
15	36
16	122
17	283
18	192
19	421
20	187
21	236
22	150
23	60
24	162
25	281
26	202
27	543
28	376
29	1030
30	1748
31	1179
32	2942
33	1577
34	3960
35	4466
36	2300
37	3949
38	1570
39	2543
40	1885
41	751
42	1042
43	533
44	172
45	266
46	73
47	105
48	47
49	13
50	28
51	15
52	16
53	4
54	0
55	1
56	2
57	3
58	5
59	0

Lansdale Police Department
Speed Analysis

0
S Valley Forge Rd
W. Mt. Vernon St

40.244888
-75.298744

Volume Sorted by Speed for 7/8/2024 to 7/15/2024

Combined

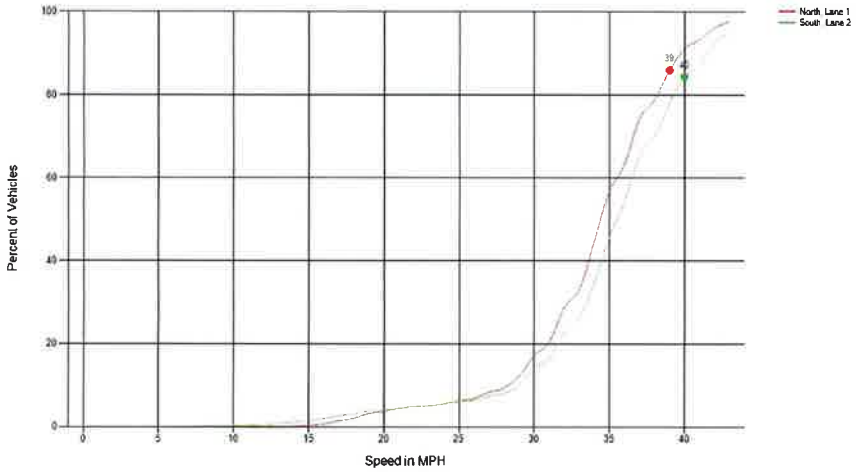
Speed (MPH)	Volume
9	49
10	23
11	65
12	83
13	55
14	179
15	109
16	310
17	555
18	329
19	650
20	277
21	375
22	296
23	112
24	319
25	493
26	322
27	877
28	587
29	1728
30	3179
31	2029
32	5030
33	2855
34	6913
35	8177
36	5288
37	7773
38	3179
39	5364
40	4114
41	1797
42	2793
43	1386
44	471
45	725
46	256
47	407
48	191
49	50
50	88
51	29
52	49
53	31
54	12
55	12
56	3
57	10
58	8
59	4

Lansdale Police Department
Speed Analysis

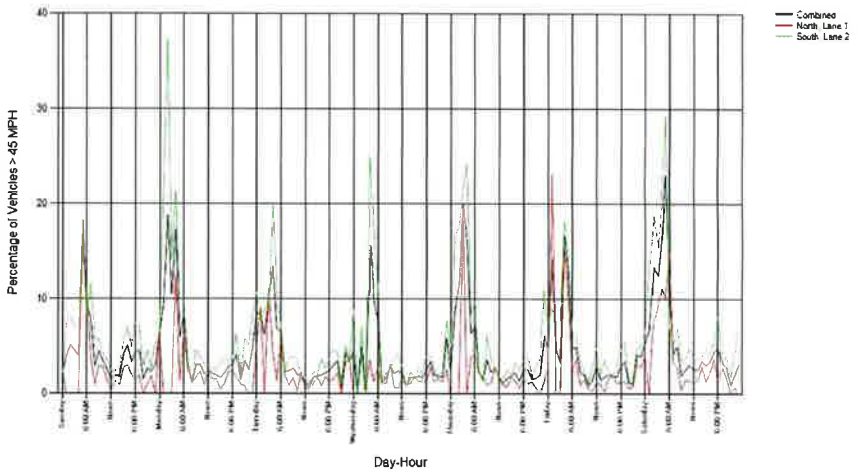
0
S Valley Forge Rd
W. Mt. Vernon St

0.000000
0.000000

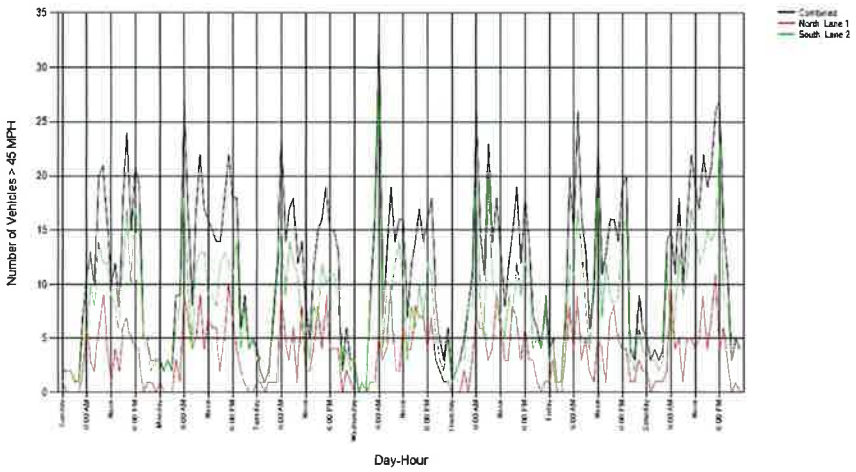
Cumulative Speed (in MPH)



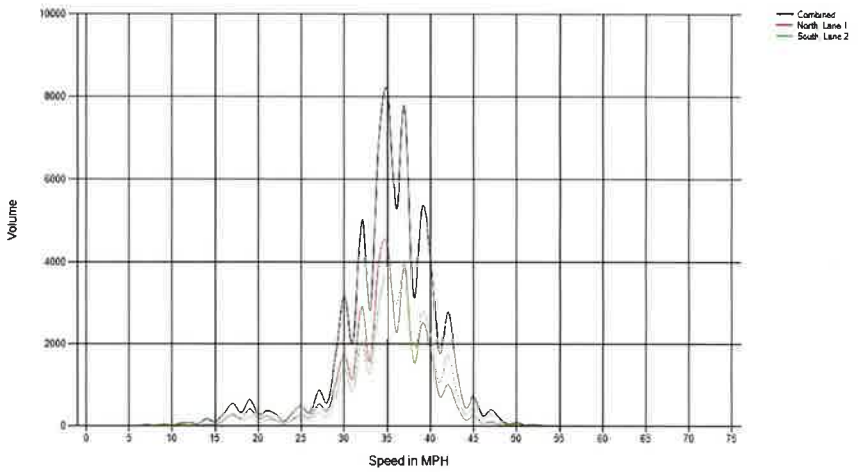
Percentage of Vehicles Traveling Greater Than 45 MPH



Number of Vehicles Traveling Greater Than 45 MPH



Number of Vehicles Traveling At A Given Speed - Total

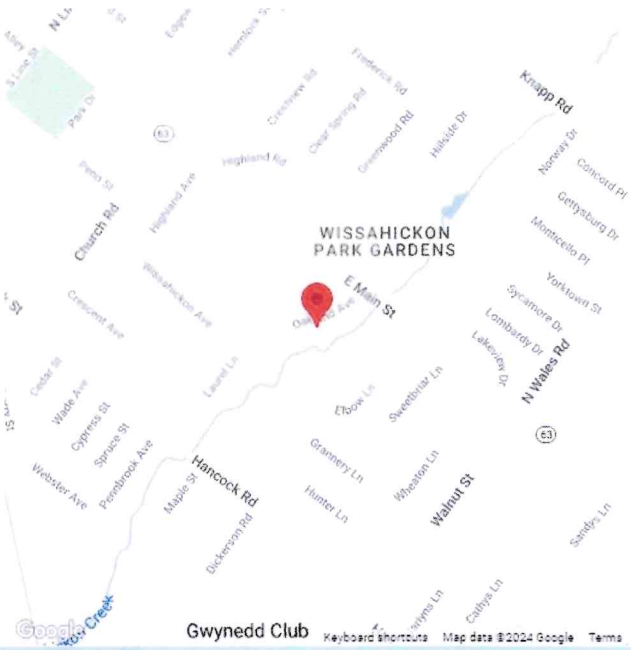


Lansdale Police Department
Speed Analysis

SPEED DATA ANALYSIS

Location

Oakland Avenue
E. Main Street
Latitude: 40.231186
Longitude: -75.269592



Analysis Time Period

Start	End
6/17/2024 12:25 PM	6/24/2024 1:28 PM

Vehicles Analyzed

7,523

Speed Limit

25

Total Enforceable Violations

31

Average Speed

22

% Enforceable Violations

0%

Fastest Speed

44

Enforcement Rating

LOW

Slowest Speed

8

Lansdale Police Department
Speed Analysis

SPEED DATA ANALYSIS

85th Percentile Speed

27

Lansdale Police Department
Speed Analysis

Speed Enforcement Evaluator

Location
Oakland Avenue

Closest Cross Street
E. Main Street

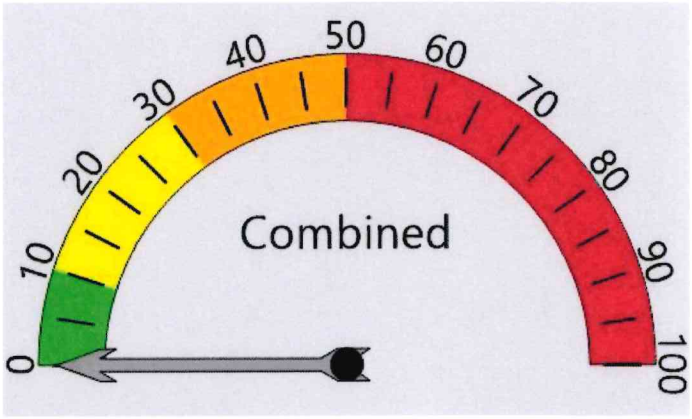
Analysis Dates
Start: 6/17/2024
End: 6/24/2024

Installed By
Sgt. J. Mallozzi # 25

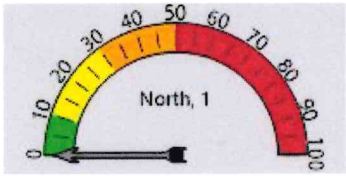
Requested By
Chief Trail

Total Percentage of Enforceable Violations

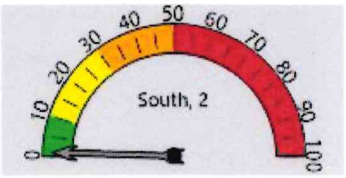
Posted Speed Limit	25 MPH
Enforcement Tolerance	10 MPH
Enforcement Limit	Greater than 35 MPH



Percent Speeding: 0%
Rating: Low



Percent Speeding: 0%
Rating: Low



Percent Speeding: 1%
Rating: Low

Lansdale Police Department
Speed Analysis

00082022
Oakland Avenue
E. Main Street

0.000000
0.000000

Averaged Daily Totals

Combined

	<= 15	>15 to 20	>20 to 25	>25 to 30	>30 to 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	> 70	Total
Sunday	116	331	272	126	33	3	0	0	0	0	0	0	0	881
Monday	27	142	243	127	17	1	0	0	0	0	0	0	0	557
Tuesday	68	247	434	259	41	5	1	0	0	0	0	0	0	1,055
Wednesday	62	280	494	218	43	3	0	0	0	0	0	0	0	1,100
Thursday	70	273	509	238	36	5	0	0	0	0	0	0	0	1,131
Friday	77	310	482	288	44	4	0	0	0	0	0	0	0	1,205
Saturday	141	402	285	160	42	9	0	0	0	0	0	0	0	1,039
Total	561	1,985	2,719	1,416	256	30	1	0	0	0	0	0	0	6,968

North, 1

	<= 15	>15 to 20	>20 to 25	>25 to 30	>30 to 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	> 70	Total
Sunday	101	236	51	14	4	0	0	0	0	0	0	0	0	406
Monday	20	75	110	45	4	0	0	0	0	0	0	0	0	254
Tuesday	55	145	213	86	5	1	0	0	0	0	0	0	0	505
Wednesday	49	162	210	68	8	0	0	0	0	0	0	0	0	497
Thursday	53	160	228	81	7	3	0	0	0	0	0	0	0	532
Friday	60	187	212	89	8	0	0	0	0	0	0	0	0	556
Saturday	123	283	45	10	4	0	0	0	0	0	0	0	0	465
Total	461	1,248	1,069	393	40	4	0	0	0	0	0	0	0	3,215

South, 2

	<= 15	>15 to 20	>20 to 25	>25 to 30	>30 to 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	> 70	Total
Sunday	15	95	221	112	29	3	0	0	0	0	0	0	0	475
Monday	7	67	133	82	14	1	0	0	0	0	0	0	0	304
Tuesday	13	102	221	173	36	4	1	0	0	0	0	0	0	550
Wednesday	13	118	284	150	35	3	0	0	0	0	0	0	0	603
Thursday	17	113	281	157	29	2	0	0	0	0	0	0	0	599
Friday	17	123	270	199	36	4	0	0	0	0	0	0	0	649
Saturday	18	119	240	150	38	9	0	0	0	0	0	0	0	574
Total	100	737	1,650	1,023	217	26	1	0	0	0	0	0	0	3,754

Lansdale Police Department
Speed Analysis
00082022
Oakland Avenue
E. Main Street

0.000000
0.000000

Combined Lanes 6/17/2024 to 6/24/2024

Pace Speed - MPH

Classes Excluded From Pace: None

Speed	Number	Percent
17 - 26	5,264	70.0%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th	95th	100th
Speed - MPH	13	15	16	17	18	19	19	20	21	21	22	22	23	24	24	25	26	27	29	44

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	7,523
Total Greater Than 50.0	0
Percent Greater Than 50.0	0.0%

Mean, Median, and Mode Averages

Mean:	22.2
Median (50th %):	21.0
Mode:	23.0

Lansdale Police Department
Speed Analysis
00082022
Oakland Avenue
E. Main Street

0.000000
0.000000

North, 1 6/17/2024 to 6/24/2024

Pace Speed - MPH

Classes Excluded From Pace: None

Speed	Number	Percent
16 - 25	2,502	72.2%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th	95th	100th
Speed - MPH	12	14	15	15	16	17	17	18	18	19	20	21	21	22	23	23	24	25	27	40

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	3,467
Total Greater Than 50.0	0
Percent Greater Than 50.0	0.0%

Mean, Median, and Mode Averages

Mean:	20.4
Median (50th %):	19.0
Mode:	19.0

Lansdale Police Department
Speed Analysis
00082022
Oakland Avenue
E. Main Street

0.000000
0.000000

South, 2 6/17/2024 to 6/24/2024

Pace Speed - MPH

Classes Excluded From Pace: None

Speed	Number	Percent
19 - 28	3,065	75.6%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th	95th	100th
Speed - MPH	16	17	18	19	20	20	21	22	22	23	23	24	24	25	26	26	27	28	30	44

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	4,056
Total Greater Than 50.0	0
Percent Greater Than 50.0	0.0%

Mean, Median, and Mode Averages

Mean:	23.7
Median (50th %):	23.0
Mode:	23.0

Lansdale Police Department
Speed Analysis

00082022
Oakland
Avenue
E. Main Street

40.231186
-75.269592

Volume Sorted by Speed for 6/17/2024 to 6/24/2024

Combined

Speed (MPH)	Volume
0	0
1	0
2	0
3	0
4	0
5	0
6	0
7	0
8	4
9	13
10	32
11	41
12	57
13	107
14	148
15	185
16	298
17	405
18	436
19	512
20	476
21	543
22	628
23	653
24	618
25	520
26	473
27	387
28	293
29	229
30	161
31	98
32	75
33	60
34	18
35	22
36	12
37	7
38	5
39	1
40	5
41	0
42	0
43	0
44	1
45	0
46	0

Lansdale Police Department
Speed Analysis

00082022
Oakland
Avenue
E. Main Street

40.231186
-75.269592

Volume Sorted by Speed for 6/17/2024 to 6/24/2024

North, 1

Speed (MPH)	Volume
0	0
1	0
2	0
3	0
4	0
5	0
6	0
7	0
8	3
9	9
10	26
11	35
12	43
13	88
14	126
15	150
16	237
17	281
18	291
19	295
20	219
21	228
22	254
23	264
24	233
25	200
26	157
27	116
28	72
29	58
30	35
31	19
32	6
33	14
34	2
35	2
36	1
37	1
38	1
39	0
40	1
41	0
42	0
43	0
44	0
45	0
46	0

Lansdale Police Department
Speed Analysis

00082022
Oakland
Avenue
E. Main Street

40.231186
-75.269592

Volume Sorted by Speed for 6/17/2024 to 6/24/2024

South, 2

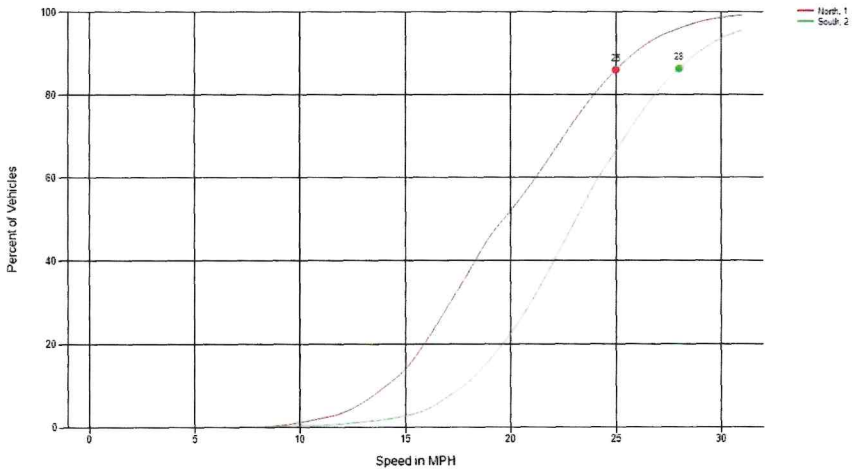
Speed (MPH)	Volume
0	0
1	0
2	0
3	0
4	0
5	0
6	0
7	0
8	1
9	4
10	6
11	6
12	14
13	19
14	22
15	35
16	61
17	124
18	145
19	217
20	257
21	315
22	374
23	389
24	385
25	320
26	316
27	271
28	221
29	171
30	126
31	79
32	69
33	46
34	16
35	20
36	11
37	6
38	4
39	1
40	4
41	0
42	0
43	0
44	1
45	0
46	0

Lansdale Police Department
Speed Analysis

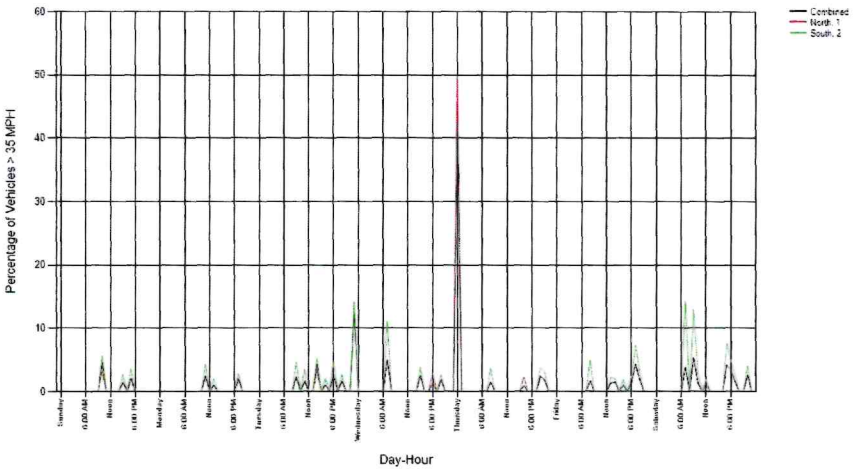
00082022
Oakland Avenue
E. Main Street

0.000000
0.000000

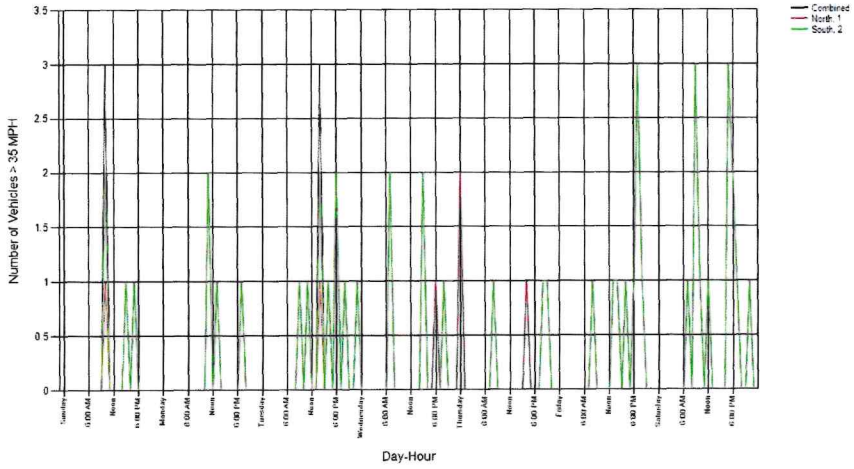
Cumulative Speed (in MPH)



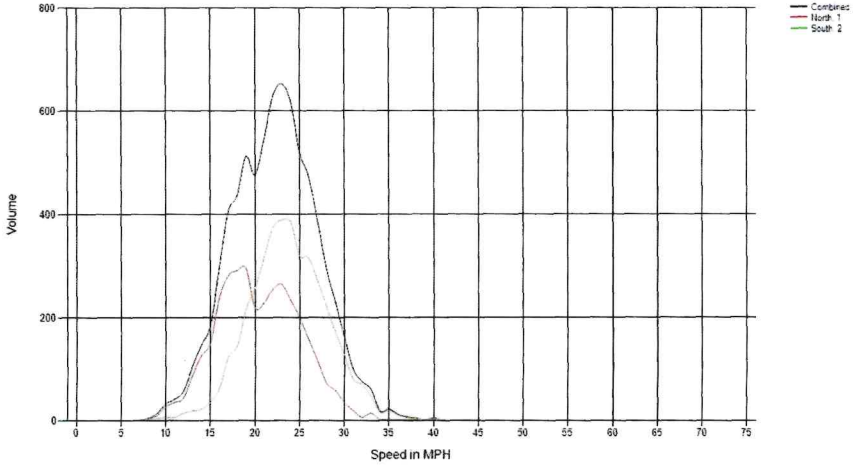
Percentage of Vehicles Traveling Greater Than 35 MPH



Number of Vehicles Traveling Greater Than 35 MPH

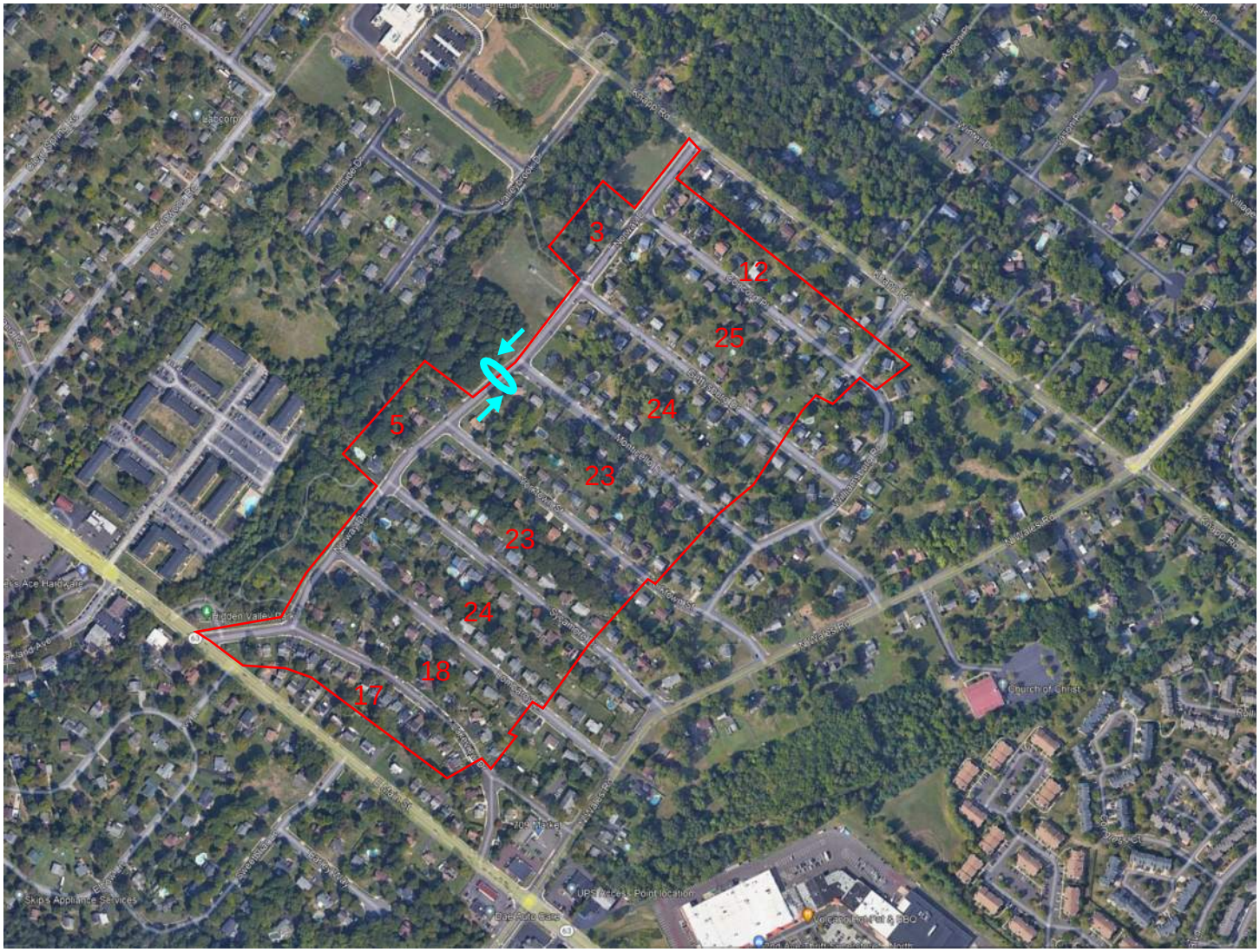


Number of Vehicles Traveling At A Given Speed - Total



Appendix B:
Trip Generation Calculations

Norway Drive



Norway Drive - Trip Generation

Single-Family Detached Residential North of Counter

ITE Land Use Code 210 **X = 64** **Dwelling Units** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	Ln(T) = 0.92 Ln(X) + 2.68	0.95	669	9.43	2.13	604	174	50%	50%	669	335	334	Regression Equation

Single-Family Detached Residential South of Counter

ITE Land Use Code 210 **X = 110** **Dwelling Units** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	Ln(T) = 0.92 Ln(X) + 2.68	0.95	1102	9.43	2.13	1037	174	50%	50%	1102	551	551	Regression Equation

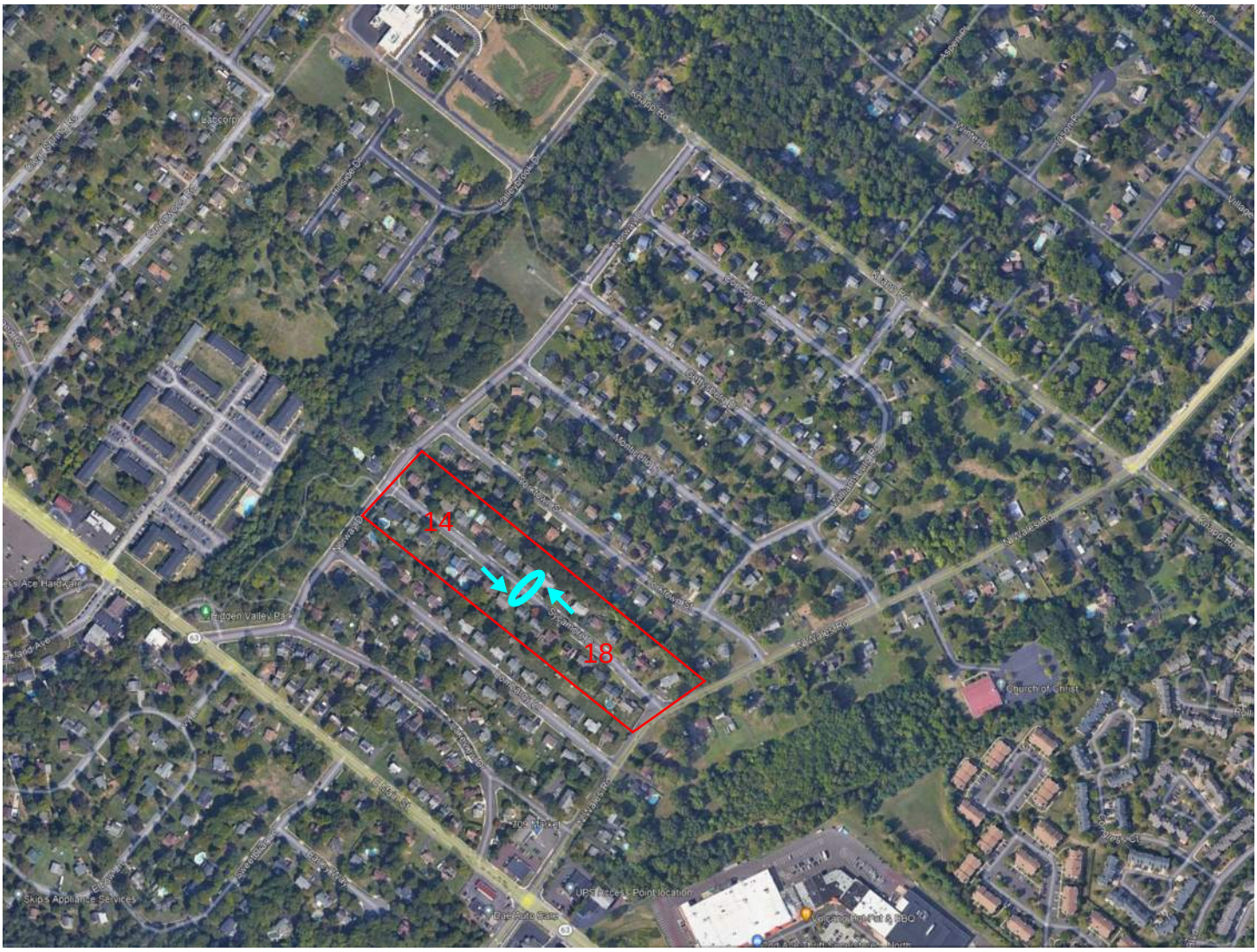
TOTAL TRIPS

	Vehicle Trips		
	Total	Entering	Exiting
WEEKDAY	1771	886	885

	% Enter	% Exit	Enter	Exit	
Trips Generated North of Counter					
To/From Counter	40%	40%	134	134	NB/SB
To/From Knapp Rd	60%	60%	201	200	
Total	100%	100%	335	334	
Trips Generated South of Counter					
To/From Counter	40%	40%	220	220	SB/NB
To/From Lakeview Dr	60%	60%	331	331	
Total	100%	100%	551	551	

	Predicted Trips	Actual Trips	Excess Trips
Northbound trips	354	980	626
Southbound trips	354	1035	681
ADT	708	2015	1307

Sycamore Drive



Sycamore Drive - Trip Generation

Single-Family Detached Residential West of Counter

ITE Land Use Code 210 **X = 14** **Dwelling Units** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	Ln(T) = 0.92 Ln(X) + 2.68	0.95	165	9.43	2.13	132	174	50%	50%	165	83	82	Regression Equation

Single-Family Detached Residential East of Counter

ITE Land Use Code 210 **X = 18** **Dwelling Units** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	Ln(T) = 0.92 Ln(X) + 2.68	0.95	208	9.43	2.13	170	174	50%	50%	208	104	104	Regression Equation

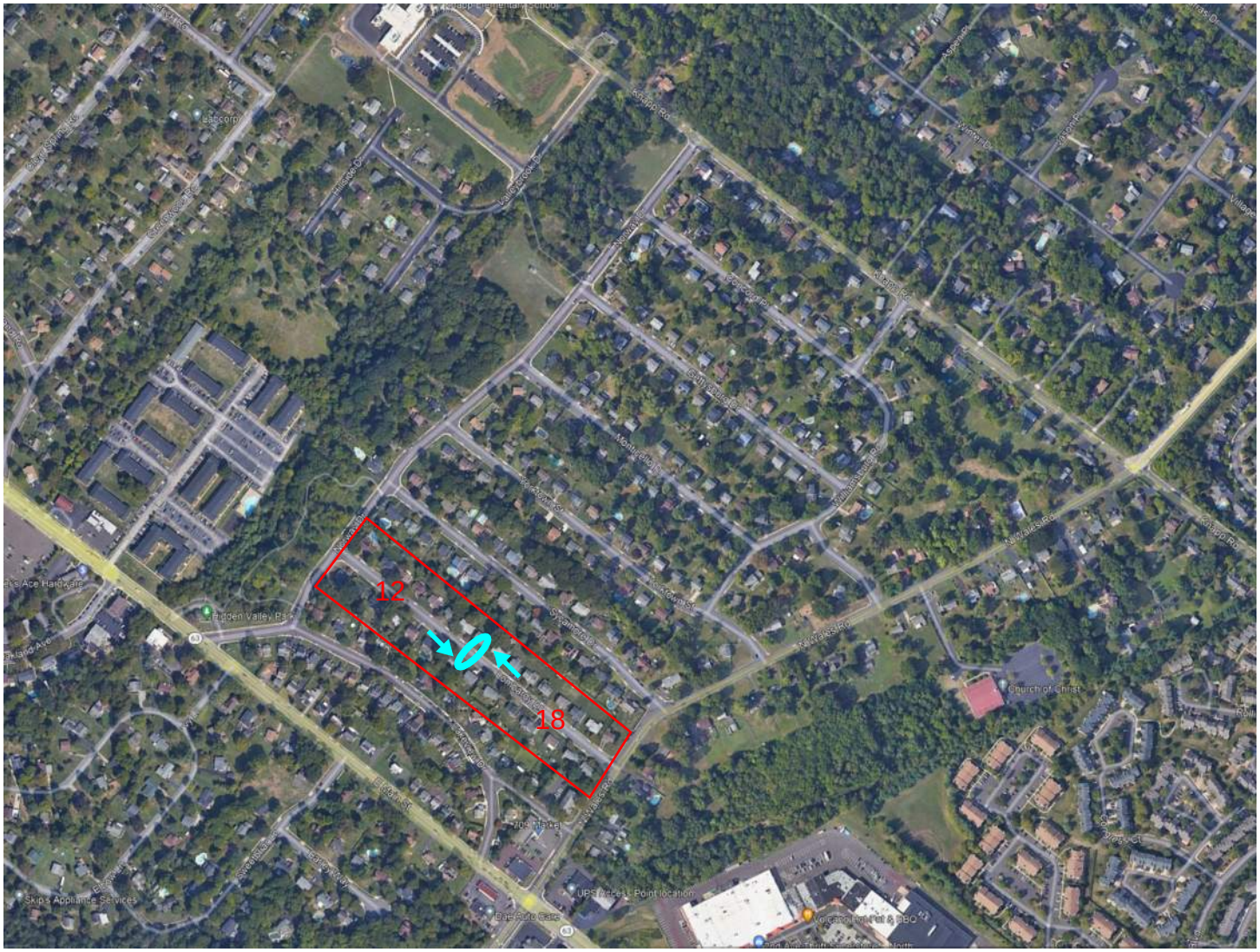
TOTAL TRIPS

	Vehicle Trips		
	Total	Entering	Exiting
WEEKDAY	373	187	186

	% Enter	% Exit	Enter	Exit	
Trips Generated West of Counter					
To/From Counter	50%	50%	42	41	EB/WB
To/From Norway	50%	50%	41	41	
Total	100%	100%	83	82	
Trips Generated East of Counter					
To/From Counter	50%	50%	52	52	WB/EB
To/From North Wales	50%	50%	52	52	
Total	100%	100%	104	104	

	Predicted Trips	Actual Trips	Excess Trips
Eastbound trips	94	95	1
Westbound trips	93	150	57
ADT	187	245	58

Lombardy Drive



Lombardy Drive - Trip Generation

Single-Family Detached Residential West of Counter

ITE Land Use Code 210 **X = 12** **Dwelling Units** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	Ln(T) = 0.92 Ln(X) + 2.68	0.95	143	9.43	2.13	113	174	50%	50%	143	72	71	Regression Equation

Single-Family Detached Residential East of Counter

ITE Land Use Code 210 **X = 18** **Dwelling Units** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	Ln(T) = 0.92 Ln(X) + 2.68	0.95	208	9.43	2.13	170	174	50%	50%	208	104	104	Regression Equation

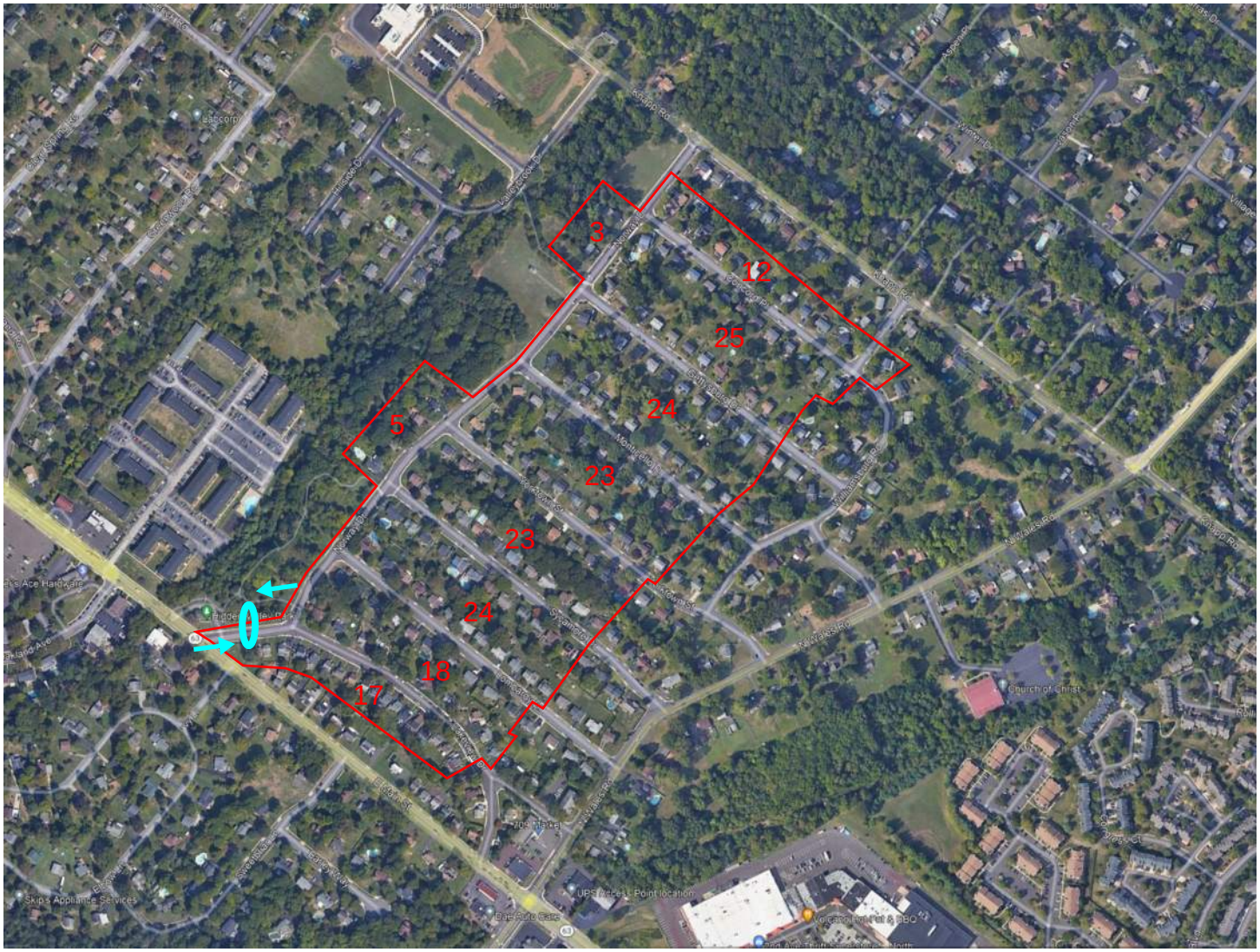
TOTAL TRIPS

	Vehicle Trips		
	Total	Entering	Exiting
WEEKDAY	351	176	175

	% Enter	% Exit	Enter	Exit	
Trips Generated West of Counter					
To/From Counter	50%	50%	36	36	EB/WB
To/From Norway	50%	50%	36	35	
Total	100%	100%	72	71	
Trips Generated East of Counter					
To/From Counter	50%	50%	52	52	WB/EB
To/From North Wales	50%	50%	52	52	
Total	100%	100%	104	104	

	Predicted Trips	Actual Trips	Excess Trips
Eastbound trips	88	62	-26
Westbound trips	88	174	86
ADT	176	236	60

Lakeview Drive



Lakeview Drive - Trip Generation

Single-Family Detached Residential North of Counter

ITE Land Use Code 210 **X = 174** **Dwelling Units** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	Ln(T) = 0.92 Ln(X) + 2.68	0.95	1680	9.43	2.13	1641	174	50%	50%	1680	840	840	Regression Equation

Single-Family Detached Residential South of Counter

ITE Land Use Code 210 **X = 0** **Dwelling Units** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	Ln(T) = 0.92 Ln(X) + 2.68	0.95	0	9.43	2.13	0	174	50%	50%	0	0	0	Average Rate

TOTAL TRIPS

	Vehicle Trips		
	Total	Entering	Exiting
WEEKDAY	1680	840	840

	% Enter	% Exit	Enter	Exit	
Trips Generated North of Counter					
To/From Counter	50%	50%	420	420	NB/SB
To/From Knapp Rd/N Wales Rd	50%	50%	420	420	
Total	100%	100%	840	840	
Trips Generated South of Counter					
To/From Counter	50%	50%	0	0	SB/NB
To/From Main Street	50%	50%	0	0	
Total	100%	100%	0	0	

	Predicted Trips	Actual Trips	Excess Trips
Northbound trips	420	952	532
Southbound trips	420	1395	975
ADT	840	2347	1507

Hancock Street

Hancock Street - Trip Generation

General Light Industrial West of Counter

ITE Land Use Code 110 **X = 4.70 1000 SF GFA** *ITE Trip Generation 11th Edition*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	T = 3.76(X) + 50.47	0.61	68	4.87	4.08	23	37	50%	50%	68	34	34	Regression Equation

Specialty Trade Contractor West of Counter

ITE Land Use Code 180 **X = 8.50 1000 SF GFA** *ITE Trip Generation 11th Edition*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday				9.82	8.56	83	20	50%	50%	83	42	41	Average Rate

Single-Family Detached Residential West of Counter

ITE Land Use Code 210 **X = 16 Dwelling Units** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	Ln(T) = 0.92 Ln(X) + 2.68	0.95	187	9.43	2.13	151	174	50%	50%	187	94	93	Regression Equation

Single-Family Attached Residential West of Counter

ITE Land Use Code 210 **X = 174 Dwelling Units** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	T = 7.62(X) - 50.48	0.94	1275	7.20	1.61	1253	22	50%	50%	1275	638	637	Regression Equation

Single-Family Attached Residential West of Counter

ITE Land Use Code 210 **X = 110 Dwelling Units** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	T = 7.62(X) - 50.48	0.94	788	7.20	1.61	792	22	50%	50%	788	394	394	Regression Equation

Single-Family Attached Residential West of Counter

ITE Land Use Code 210 **X = 49 Dwelling Units** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	T = 7.62(X) - 50.48	0.94	323	7.20	1.61	353	22	50%	50%	323	162	161	Regression Equation

Church West of Counter

ITE Land Use Code 560 **X = 3 Gross Floor Area 1000 SF** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	T = 5.40(X) + 50.83	0.69	67	7.60	3.01	23	5	50%	50%	23	12	11	Average Rate

Hancock Street - Trip Generation

Day Care Center West of Counter

ITE Land Use Code 565 **X = 16.5** **Gross Floor Area 1000 SF** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	T = 3.56(X) + 47.23	0.72	106	4.09	1.21	67	14	50%	50%	67	34	33	Average Rate

Strip Retail Plaza (<40k) West of Counter

ITE Land Use Code 822 **X = 13.5** **Gross Leasable Area 1000 SF** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	T = 42.20(X) + 229.68	0.96	799	54.45	7.81	735	4	50%	50%	735	368	367	Average Rate

Retail Plaza (40-150k) - Supermarket - Yes West of Counter

ITE Land Use Code 821 **X = 109** **Gross Leasable Area 1000 SF** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	T = 76.96(X) + 1412.79	0.50	9801	94.49	26.55	10299	17	50%	50%	10299	5150	5149	Average Rate

Strip Retail Plaza (<40k) West of Counter

ITE Land Use Code 822 **X = 28.6** **Gross Leasable Area 1000 SF** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	T = 42.20(X) + 229.68	0.96	1437	54.45	7.81	1557	4	50%	50%	1557	779	778	Average Rate

Furniture Store West of Counter

ITE Land Use Code 890 **X = 14** **Gross Leasable Area 1000 SF** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	T = 5.17(X) + 46.56	0.67	119	6.30	3.46	88	19	50%	50%	88	44	44	Average Rate

Drive-In Bank West of Counter

ITE Land Use Code 912 **X = 2.7** **Gross Leasable Area 1000 SF** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday				100.35	68.62	271	19	50%	50%	271	136	135	Average Rate

Automobile Care Center West of Counter

ITE Land Use Code 942 **X = 32.4** **Gross Leasable Area 1000 SF** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday				31.10		1008		50%	50%	1008	504	504	Average Rate

Hancock Street - Trip Generation

Park-and-Ride Lot with Bus or Light Rail East of Counter

ITE Land Use Code 90 **X = 84 Occupied Parking Spaces** *ITE Trip Generation 11th Edition*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	T = 3.78(X) + 44.13	0.92	362	3.88	1.09	326	43	50%	50%	362	181	181	Regression Equation

Warehouse East of Counter

ITE Land Use Code 150 **X = 250.00 1000 SF GFA** *ITE Trip Generation 11th Edition*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	T = 1.58(X) + 38.29	0.92	433	1.71	1.48	428	31	50%	50%	433	217	216	Regression Equation

Single-Family Detached Residential East of Counter

ITE Land Use Code 210 **X = 149 Dwelling Units** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	Ln(T) = 0.92 Ln(X) + 2.68	0.95	1456	9.43	2.13	1405	174	50%	50%	1456	728	728	Regression Equation

Single-Family Detached Residential East of Counter

ITE Land Use Code 210 **X = 183 Dwelling Units** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	Ln(T) = 0.92 Ln(X) + 2.68	0.95	1759	9.43	2.13	1726	174	50%	50%	1759	880	879	Regression Equation

Single-Family Attached Residential East of Counter

ITE Land Use Code 210 **X = 166 Dwelling Units** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	T = 7.62(X) - 50.48	0.94	1214	7.20	1.61	1195	22	50%	50%	1214	607	607	Regression Equation

Multifamily Housing (Low-Rise 2-3 floors) - Close to rail transit East of Counter

ITE Land Use Code 220 **X = 118 Dwelling Units** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	T = 6.13(X) - 550.73	0.93	173	4.72	1.27	557	9	50%	50%	557	279	278	Average Rate

Hotel East of Counter

ITE Land Use Code 310 **X = 110 Rooms** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	T = 10.84(X) - 423.51	0.85	769	7.99	1.92	879	7	50%	50%	879	440	439	Average Rate

Hancock Street - Trip Generation

Middle School/Junior High School East of Counter

ITE Land Use Code 522 **X = 1210** **Students** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	Ln(T) = 0.97 Ln(X) + 0.95	0.83	2529	2.10	0.42	2541	14	50%	50%	2541	1271	1270	Average Rate

General Office East of Counter

ITE Land Use Code 710 **X = 76.4** **Gross Floor Area 1000 SF** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	Ln(T) = 0.87 Ln(X) + 3.05	0.78	918	10.84	4.76	828	59	50%	50%	918	459	459	Regression Equation

Medical-Dental Office Building East of Counter

ITE Land Use Code 720 **X = 4** **Gross Floor Area 1000 SF** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	T = 38.42(X) - 87.62	0.95	66.06	34.80	9.79	139.20	28.00	50%	50%	66	33	33	Regression Equation

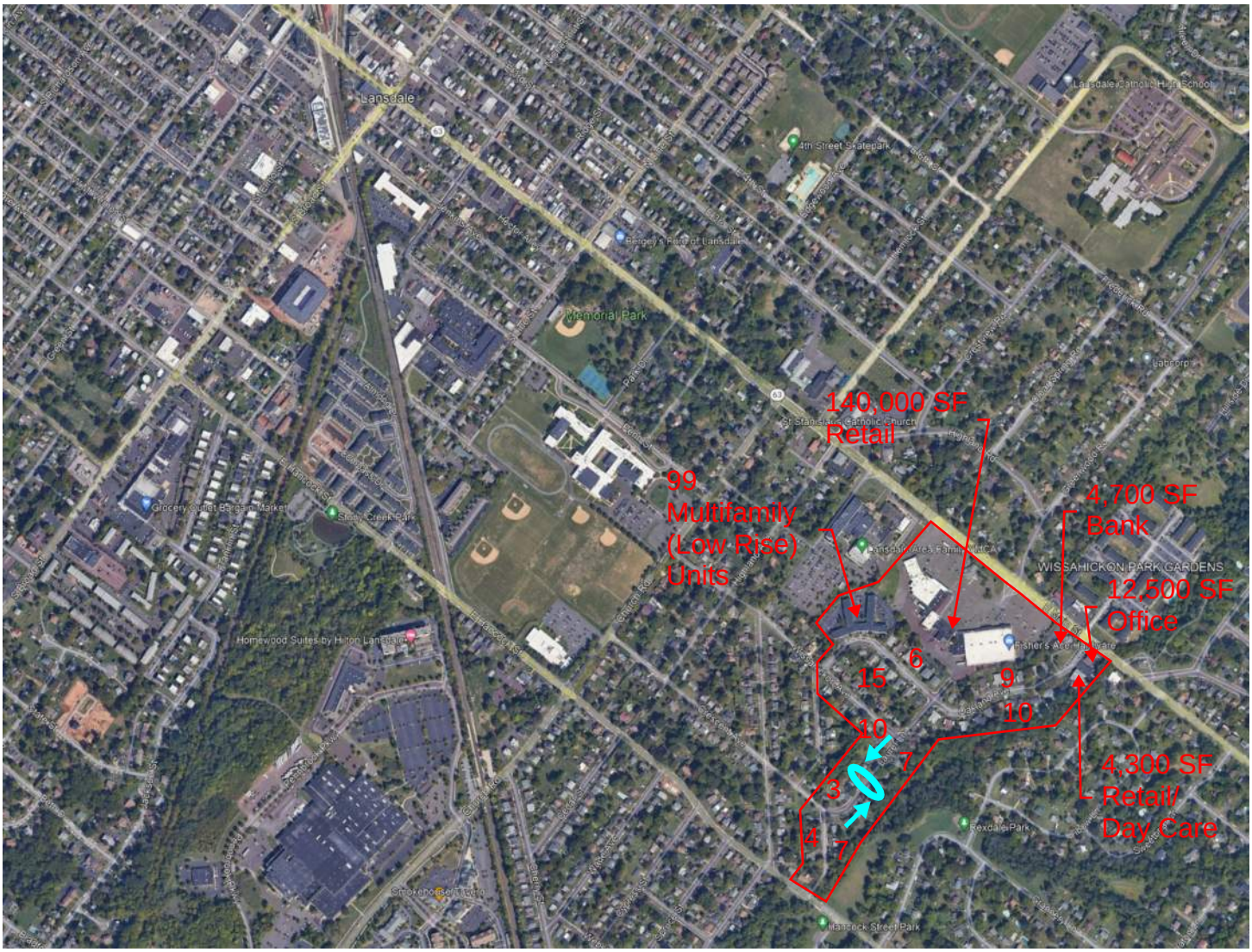
TOTAL TRIPS

	Vehicle Trips		
	Total	Entering	Exiting
WEEKDAY	26957	13486	13471

	% Enter	% Exit	Enter	Exit	
Trips Generated West of Counter					
To/From Counter	40%	40%	3356	3352	EB/WB
To/From Broad	60%	60%	5035	5029	
Total	100%	100%	8391	8381	
Trips Generated East of Counter					
To/From Counter	40%	40%	2038	2036	WB/EB
To/From Oakland and East	60%	60%	3057	3054	
Total	100%	100%	5095	5090	

	Predicted Trips	Actual Trips	Excess Trips
Eastbound trips	5392	6005	613
Westbound trips	5390	5663	273
ADT	10782	11668	886

Laurel Lane


140,000 SF
Retail
99
Multifamily
(Low Rise)
Units
4,700 SF
Bank
12,500 SF
Office
4,300 SF
Retail/
Day Care
6
15
9
10
10
7
3
4
7
Lansdale
Memorial Park
WISSAHICKON PARK GARDENS

Laurel Lane/Oakland Avenue - Trip Generation

Single-Family Detached Residential North of Counter

ITE Land Use Code 210 **X = 57** **Dwelling Units** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	h	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	Ln(T) = 0.92 Ln(X) + 2.68	0.95	602	9.43	2.13	538	174	50%	50%	602	301	301	Regression Equation

Multifamily Housing (Low-Rise 2-3 floors) - Close to rail transit North of Counter

ITE Land Use Code 220 **X = 99** **Dwelling Units** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	T = 6.13(X) - 550.73	0.93	56	4.72	1.27	467	9	50%	50%	467	234	233	Average Rate

Day Care Center North of Counter

ITE Land Use Code 565 **X = 4.3** **Gross Floor Area 1000 SF** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	T = 3.56(X) + 47.23	0.72	63	4.09	1.21	18	14	50%	50%	18	9	9	Average Rate

General Office North of Counter

ITE Land Use Code 710 **X = 12.5** **Gross Floor Area 1000 SF** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	Ln(T) = 0.87 Ln(X) + 3.05	0.78	190	10.84	4.76	136	59	50%	50%	190	95	95	Regression Equation

Retail Plaza (40-150k) - Supermarket - No North of Counter

ITE Land Use Code 821 **X = 140** **Gross Leasable Area 1000 SF** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday				67.52	19.25	9453	7	50%	50%	9453	4727	4726	Average Rate

Drive-In Bank North of Counter

ITE Land Use Code 912 **X = 4.7** **Gross Leasable Area 1000 SF** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	

Laurel Lane/Oakland Avenue - Trip Generation

Single-Family Detached Residential South of Counter

ITE Land Use Code 210 **X = 14** **Dwelling Units** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	Ln(T) = 0.92 Ln(X) + 2.68	0.95	165	9.43	2.13	132	174	50%	50%	165	83	82	Regression Equation

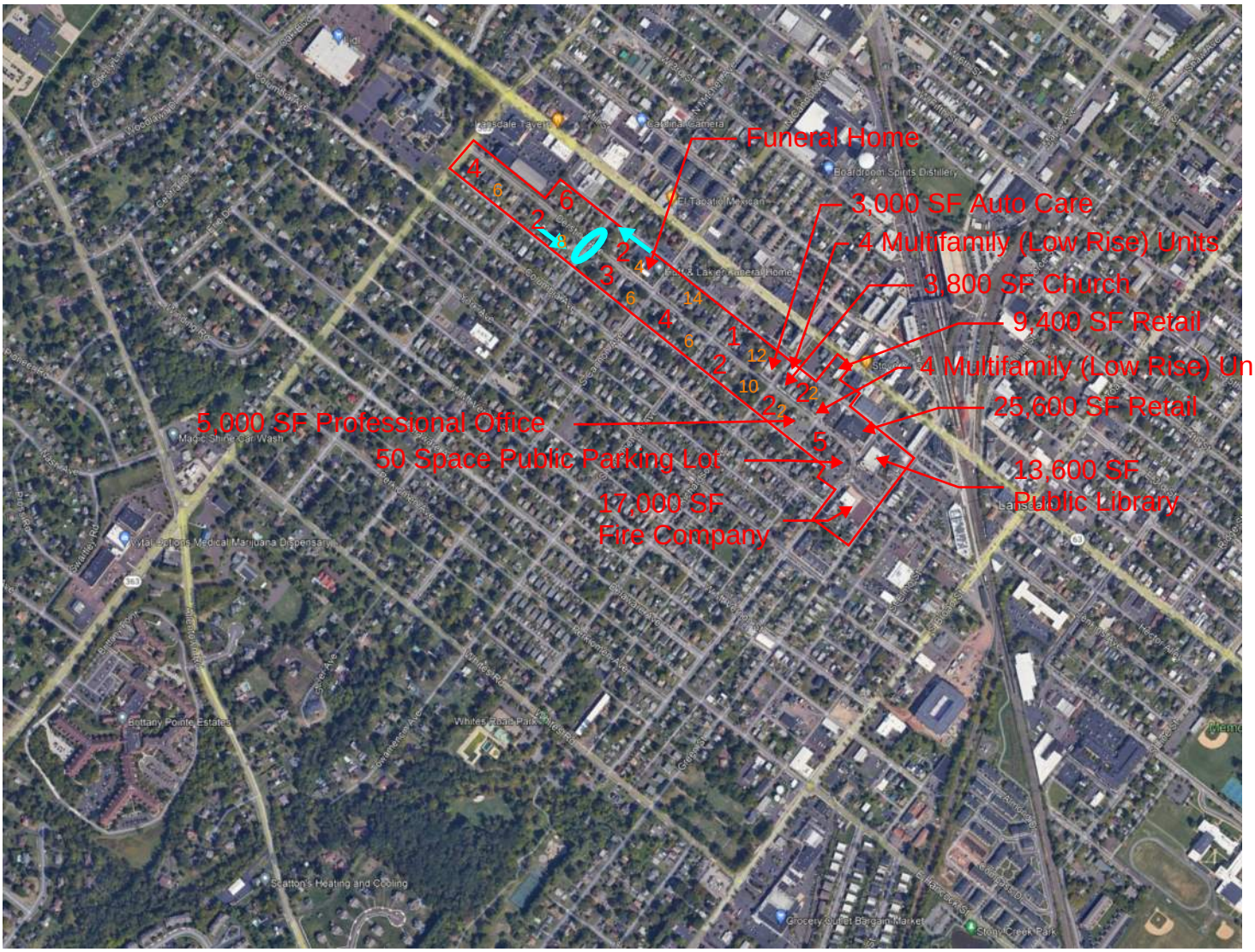
TOTAL TRIPS

	Vehicle Trips		
	Total	Entering	Exiting
WEEKDAY	1447	724	723
AM PEAK HOUR OF ADJACENT STREET			
PM PEAK HOUR OF ADJACENT STREET			
SAT PEAK HOUR OF ADJACENT STREET			

	% Enter	% Exit	Enter	Exit	
Trips Generated North of Counter					
To/From Counter	40%	40%	256	256	EB/WB
To/From Main	60%	60%	385	385	
Total	100%	100%	641	641	
Trips Generated South of Counter					
To/From Counter	60%	60%	50	49	WB/EB
To/From Hancock	40%	40%	33	33	
Total	100%	100%	83	82	

	Predicted Trips	Actual Trips	Excess Trips
Eastbound trips	305	466	161
Westbound trips	306	475	169
ADT	611	941	330

Derstine Avenue



Derstine Avenue - Trip Generation

Single-Family Detached Residential West of Counter

ITE Land Use Code 210 **X = 12** **Dwelling Units** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	Ln(T) = 0.92 Ln(X) + 2.68	0.95	143	9.43	2.13	113	174	50%	50%	143	72	71	Regression Equation

Single-Family Attached Residential West of Counter

ITE Land Use Code 210 **X = 14** **Dwelling Units** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	T = 7.62(X) - 50.48	0.94	56	7.20	1.61	101	22	50%	50%	56	28	28	Regression Equation

Single-Family Detached Residential East of Counter

ITE Land Use Code 210 **X = 21** **Dwelling Units** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	Ln(T) = 0.92 Ln(X) + 2.68	0.95	240	9.43	2.13	198	174	50%	50%	240	120	120	Regression Equation

Single-Family Attached Residential East of Counter

ITE Land Use Code 210 **X = 56** **Dwelling Units** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	T = 7.62(X) - 50.48	0.94	376	7.20	1.61	403	22	50%	50%	376	188	188	Regression Equation

Multifamily Housing (Low-Rise 2-3 floors) - Close to rail transit East of Counter

ITE Land Use Code 220 **X = 8** **Dwelling Units** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	T = 6.13(X) - 550.73	0.93	-502	4.72	1.27	38	9	50%	50%	38	19	19	Average Rate

Church East of Counter

ITE Land Use Code 560 **X = 3.8** **Gross Floor Area 1000 SF** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	T = 5.40(X) + 50.83	0.69	71	7.60	3.01	29	5	50%	50%	29	15	14	Average Rate

Derstine Avenue - Trip Generation

Strip Retail Plaza (<40k) East of Counter

ITE Land Use Code 822 **X = 35** **Gross Leasable Area 1000 SF** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	T = 42.20(X) + 229.68	0.96	1707	54.45	7.81	1906	4	50%	50%	1906	953	953	Average Rate

Automobile Care Center East of Counter

ITE Land Use Code 942 **X = 3** **Gross Leasable Area 1000 SF** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday				31.10		93		50%	50%	93	47	46	Average Rate

Fire and Rescue Station South of Counter

ITE Land Use Code 575 **X = 17** **Gross Floor Area 1000 SF** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday (10x PM Peak)				4.80	4.80	82	3	50%	50%	82	41	41	Average Rate

Library South of Counter

ITE Land Use Code 590 **X = 13.6** **Dwelling Units** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	Ln(T) = 0.99 Ln(X) + 4.28	0.97	957	72.05	7.34	980	6	50%	50%	980	490	490	Average Rate

Small Offfice South of Counter

ITE Land Use Code 712 **X = 5** **Gross Floor Area 1000 SF** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday				14.39	10.16	72	21	50%	50%	72	36	36	Average Rate

Parking Garage

X = 50 **Parking Stalls** *New Street Parking Garage TIS*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday (10x PM Peak)				3.00		150		50%	50%	150	75	75	Assumed, Not ITE

Derstine Avenue - Trip Generation

TOTAL TRIPS

	Vehicle Trips		
	Total	Entering	Exiting
WEEKDAY	4165	2084	2081
AM PEAK HOUR OF ADJACENT STREET			
PM PEAK HOUR OF ADJACENT STREET			
SAT PEAK HOUR OF ADJACENT STREET			

	% Enter	% Exit	Enter	Exit	
Trips Generated West of Counter					
To/From Counter	25%	25%	25	25	EB/WB
To/From Valley Forge Road	75%	75%	75	74	
Total	100%	100%	100	99	
Trips Generated East of Counter					
To/From Counter	25%	25%	496	496	WB/EB
To/From Broad	75%	75%	1488	1486	
Total	100%	100%	1984	1982	

	Predicted Trips	Actual Trips	Excess Trips
Eastbound trips	521	348	-173
Westbound trips	521	473	-48
ADT	1042	821	-221

Columbia Avenue

Columbia Avenue - Trip Generation

Single-Family Detached Residential West of Counter

ITE Land Use Code 210 **X = 55** **Dwelling Units** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	Ln(T) = 0.92 Ln(X) + 2.68	0.95	582	9.43	2.13	519	174	50%	50%	582	291	291	Regression Equation

Single-Family Attached Residential West of Counter

ITE Land Use Code 210 **X = 44** **Dwelling Units** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	T = 7.62(X) - 50.48	0.94	285	7.20	1.61	317	22	50%	50%	285	143	142	Regression Equation

Multifamily Housing (Low-Rise 2-3 floors) - Not close to rail transit West of Counter

ITE Land Use Code 220 **X = 32** **Dwelling Units** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	T = 6.41(X) + 75.31	0.86	280	6.74	1.79	216	22	50%	50%	280	140	140	Regression Equation

Church West of Counter

ITE Land Use Code 560 **X = 80** **Gross Floor Area 1000 SF** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	T = 5.40(X) + 50.83	0.69	483	7.60	3.01	608	5	50%	50%	608	304	304	Average Rate

Single-Family Detached Residential East of Counter

ITE Land Use Code 210 **X = 14** **Dwelling Units** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	Ln(T) = 0.92 Ln(X) + 2.68	0.95	165	9.43	2.13	132	174	50%	50%	165	83	82	Regression Equation

Single-Family Attached Residential East of Counter

ITE Land Use Code 210 **X = 56** **Dwelling Units** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	T = 7.62(X) - 50.48	0.94	376	7.20	1.61	403	22	50%	50%	376	188	188	Regression Equation

Columbia Avenue - Trip Generation

Multifamily Housing (Low-Rise 2-3 floors) - Close to rail transit East of Counter

ITE Land Use Code 220 **X = 49** **Dwelling Units** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	T = 6.13(X) - 550.73	0.93	-250	4.72	1.27	231	9	50%	50%	231	116	115	Average Rate

Fire and Rescue Station South of Counter

ITE Land Use Code 575 **X = 17** **Gross Floor Area 1000 SF** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday (10x PM Peak)				4.80	4.80	82	3	50%	50%	82	41	41	Average Rate

Parking Garage

X = 50 **Parking Stalls** *New Street Parking Garage TIS*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday (10x PM Peak)				3.00		150		50%	50%	150	75	75	Assumed, Not ITE

TOTAL TRIPS

	Vehicle Trips		
	Total	Entering	Exiting
WEEKDAY	1871	1381	1378
AM PEAK HOUR OF ADJACENT STREET			
PM PEAK HOUR OF ADJACENT STREET			
SAT PEAK HOUR OF ADJACENT STREET			

	% Enter	% Exit	Enter	Exit	
Trips Generated West of Counter					
To/From Counter	25%	25%	220	219	EB/WB
To/From Valley Forge Road	75%	75%	658	658	
Total	100%	100%	878	877	
Trips Generated East of Counter					
To/From Counter	25%	25%	126	125	WB/EB
To/From Broad	75%	75%	377	376	
Total	100%	100%	503	501	

	Predicted Trips	Actual Trips	Excess Trips
Eastbound trips	345	345	0
Westbound trips	345	263	-82
ADT	690	608	-82

Mount Vernon Street

Mount Vernon Avenue - Trip Generation

Single-Family Detached Residential West of Counter

ITE Land Use Code 210 **X = 32** **Dwelling Units** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	Ln(T) = 0.92 Ln(X) + 2.68	0.95	354	9.43	2.13	302	174	50%	50%	354	177	177	Regression Equation

Single-Family Attached Residential West of Counter

ITE Land Use Code 210 **X = 12** **Dwelling Units** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	T = 7.62(X) - 50.48	0.94	41	7.20	1.61	86	22	50%	50%	41	21	20	Regression Equation

General Light Industrial East of Counter

ITE Land Use Code 110 **X = 9.70** **1000 SF GFA** *ITE Trip Generation 11th Edition*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	T = 3.76(X) + 50.47	0.61	87	4.87	4.08	47	37	50%	50%	87	44	43	Regression Equation

Single-Family Detached Residential East of Counter

ITE Land Use Code 210 **X = 45** **Dwelling Units** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	Ln(T) = 0.92 Ln(X) + 2.68	0.95	484	9.43	2.13	424	174	50%	50%	484	242	242	Regression Equation

Single-Family Attached Residential East of Counter

ITE Land Use Code 210 **X = 94** **Dwelling Units** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	T = 7.62(X) - 50.48	0.94	666	7.20	1.61	677	22	50%	50%	666	333	333	Regression Equation

Church East of Counter

ITE Land Use Code 560 **X = 3** **Gross Floor Area 1000 SF** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	T = 5.40(X) + 50.83	0.69	67	7.60	3.01	23	5	50%	50%	23	12	11	Average Rate

Mount Vernon Avenue - Trip Generation

Strip Retail Plaza (<40k) East of Counter

ITE Land Use Code 822 **X = 13.5** **Gross Leasable Area 1000 SF** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	T = 42.20(X) + 229.68	0.96	799	54.45	7.81	735	4	50%	50%	735	368	367	Average Rate

Automobile Care Center East of Counter

ITE Land Use Code 942 **X = 5.8** **Gross Leasable Area 1000 SF** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday				31.10		180		50%	50%	180	90	90	Average Rate

Small Offfice South of Counter

ITE Land Use Code 712 **X = 6.5** **Gross Floor Area 1000 SF** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday				14.39	10.16	94	21	50%	50%	94	47	47	Average Rate

TOTAL TRIPS

	Vehicle Trips		
	Total	Entering	Exiting
WEEKDAY	2577	1334	1330
AM PEAK HOUR OF ADJACENT STREET			
PM PEAK HOUR OF ADJACENT STREET			
SAT PEAK HOUR OF ADJACENT STREET			

	% Enter	% Exit	Enter	Exit	
Trips Generated West of Counter					
To/From Counter	25%	25%	50	49	EB/WB
To/From Valley Forge Road	75%	75%	148	148	
Total	100%	100%	198	197	
Trips Generated East of Counter					
To/From Counter	25%	25%	144	144	WB/EB
To/From Broad	75%	75%	431	431	
Total	100%	100%	575	575	

	Predicted Trips	Actual Trips	Excess Trips
Eastbound trips	194	244	50
Westbound trips	193	314	121
ADT	387	558	171

Delaware Avenue

Delaware Avenue - Trip Generation

Single-Family Detached Residential West of Counter

ITE Land Use Code 210 **X = 86** **Dwelling Units** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	Ln(T) = 0.92 Ln(X) + 2.68	0.95	878	9.43	2.13	811	174	50%	50%	878	439	439	Regression Equation

Single-Family Detached Residential East of Counter

ITE Land Use Code 210 **X = 55** **Dwelling Units** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	Ln(T) = 0.92 Ln(X) + 2.68	0.95	582	9.43	2.13	519	174	50%	50%	582	291	291	Regression Equation

Single-Family Attached Residential East of Counter

ITE Land Use Code 210 **X = 26** **Dwelling Units** *ITE Trip Generation, 11th Ed*

Time Period	Regression Equation (T = Trips)	R^2	Total Trips (Equation)	Average Rate	Std. Dev.	Total Trips (Rate)	# of Studies	% Enter	% Exit	Vehicle Trips			Notes
										Total	Entering	Exiting	
Weekday	T = 7.62(X) - 50.48	0.94	148	7.20	1.61	187	22	50%	50%	148	74	74	Regression Equation

TOTAL TRIPS

	Vehicle Trips		
	Total	Entering	Exiting
WEEKDAY	1608	804	804
AM PEAK HOUR OF ADJACENT STREET			
PM PEAK HOUR OF ADJACENT STREET			
SAT PEAK HOUR OF ADJACENT STREET			

	% Enter	% Exit	Enter	Exit	
Trips Generated West of Counter					
To/From Counter	25%	25%	110	110	EB/WB
To/From Valley Forge Road	75%	75%	329	329	
Total	100%	100%	439	439	
Trips Generated East of Counter					
To/From Counter	25%	25%	91	91	WB/EB
To/From Broad	75%	75%	274	274	
Total	100%	100%	365	365	

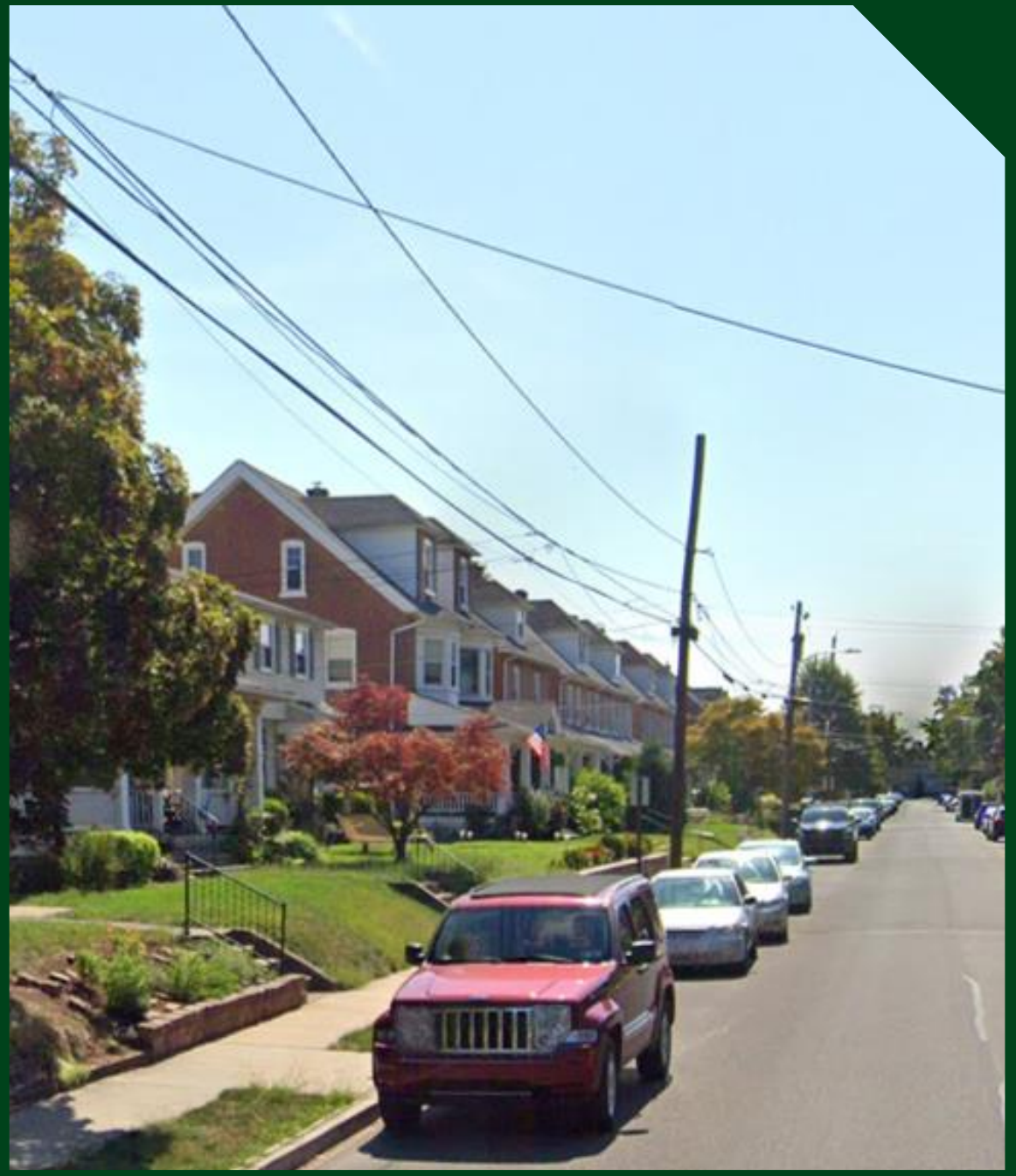
	Predicted Trips	Actual Trips	Excess Trips
Eastbound trips	201	335	134
Westbound trips	201	438	237
ADT	402	773	371

Appendix C:
Public Meeting Presentation

Presented 10/30/2024 at public meeting

LANSDALE BOROUGH TRAFFIC CALMING

October 30, 2024



AGENDA / GOALS

- ✓ First Traffic Calming Study in Lansdale Borough!
  - Collaboration with Borough Council, Mayor, Borough staff, Police Department, Public Safety Committee
- ✓ Significant review of three items:
  - Crash data
  - Speed data
  - Volume data
- ✓ Focus tonight’s meeting on recommendations and public input
  - Please complete traffic calming questionnaire

WHAT IS TRAFFIC CALMING?

“The combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users.”

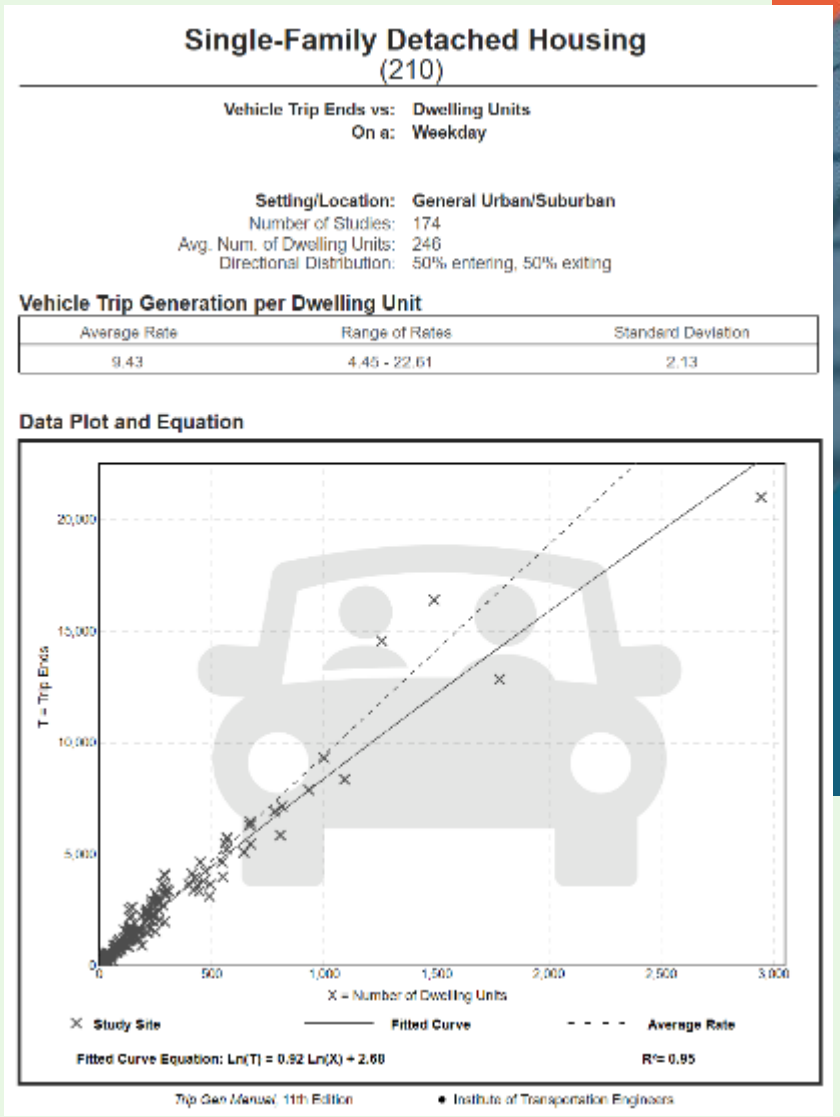
- Institute of Transportation Engineers (ITE)

Traffic Calming Objectives

- Encourage slower motor vehicle speeds
- Reduce crash frequency and severity
- Increase the safety and perception of safety
- Reduce need for police enforcement
- Enhance the street environment
- Increase access for all modes of transportation
- Reduce cut-through traffic (maintain functional class)

Trip Generation

- Estimate amount of traffic from various land uses
- National data set
- Used to calculate the expected number of vehicles on a street



Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

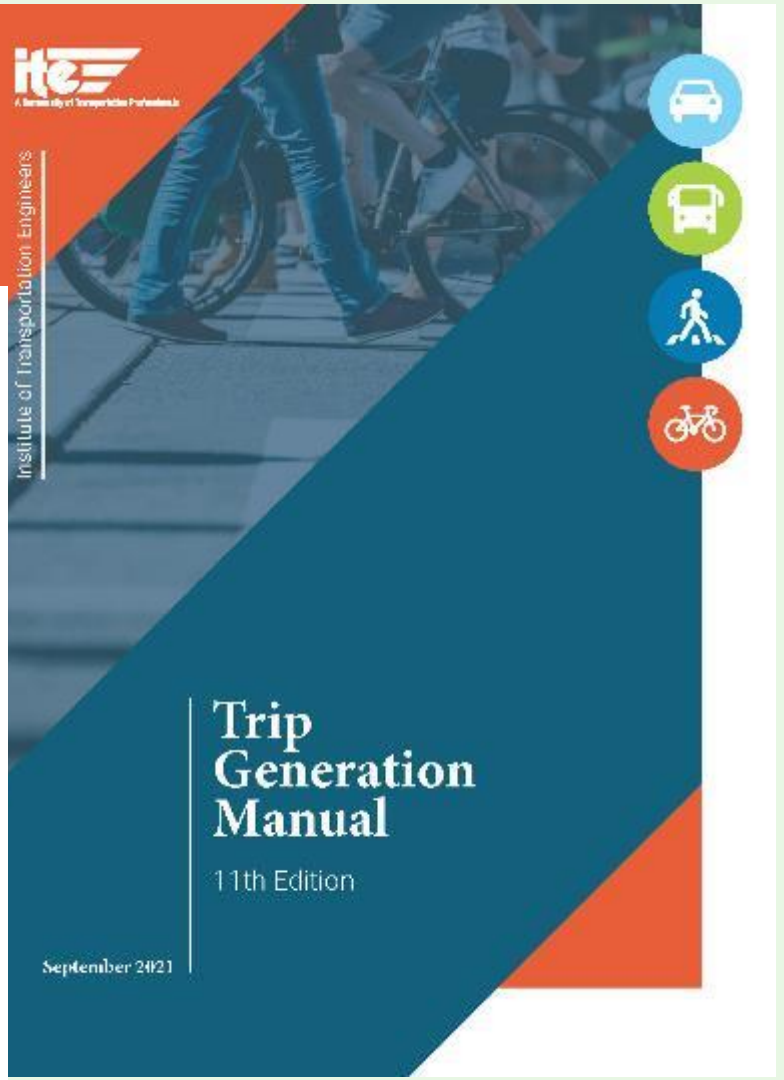
Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation

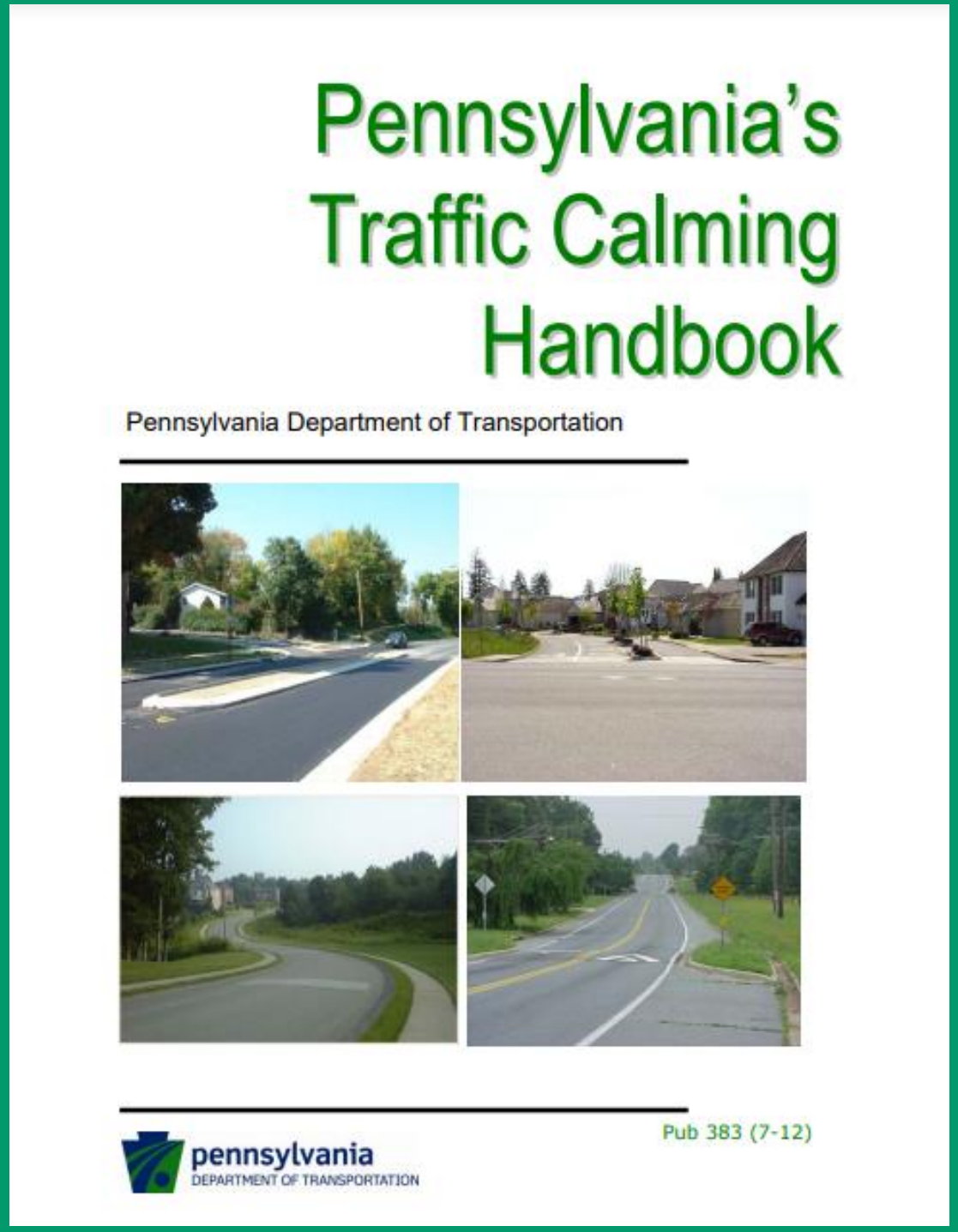
T = Trip Ends
X = Number of Dwelling Units
Study Site — Fitted Curve - - - - Average Rate
Fitted Curve Equation: Ln(T) = 0.92 Ln(X) + 2.68 R²= 0.95

Trip Gen Manual, 11th Edition • Institute of Transportation Engineers



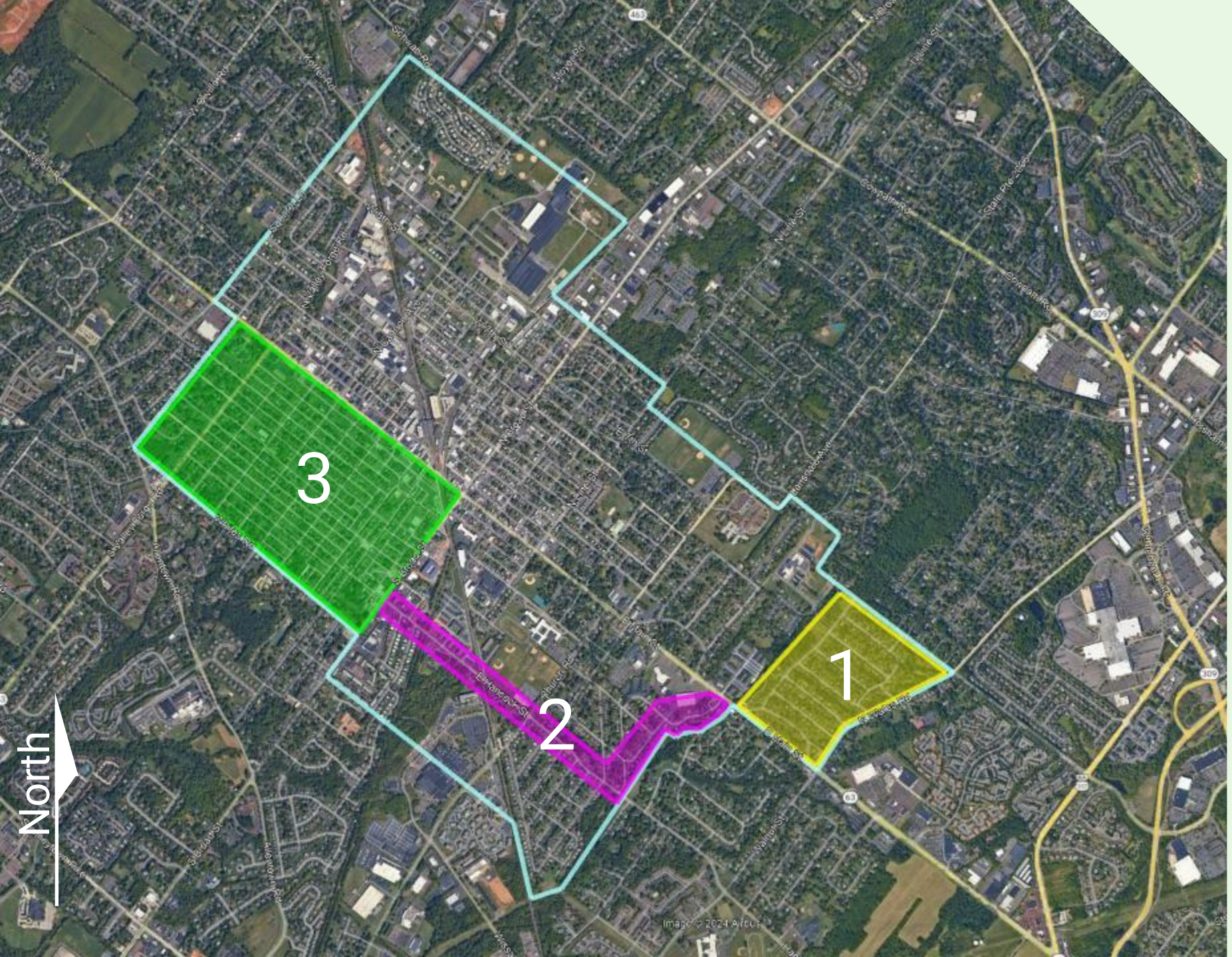
COUNTER-MEASURES

Possible Solutions to address speed and/or cut-through traffic



COMMONLY USED TRAFFIC CALMING MEASURES

Horizontal Deflection	
Curb extension / bulb-out	Areas of expanded curbing that extend across a parking lane and may narrow a travel lane.
Chicane	Series of 3 bulb-outs, staggered at mid-block locations on alternating sides of the street.
Gateway	Entrance treatment, typically using physical and textural changes, that provides identity to an area.
On-street parking	Provision of on-street parking that reduces roadway width.
Raised median island / pedestrian refuge	Narrow islands, at mid-block or intersections, between travel lanes with breaks in landscaping and curbing for pedestrians.
Traffic circle	Raised island in the center of an intersection that requires vehicles to travel counterclockwise around the circle.
Vertical Deflection	
Speed hump	Raised humps in the roadway, typically 3 inches high with a 12 or 22-foot travel length.
Speed Cushion	Series of three to four cushions spaced across the roadway width that permits wide axle emergency vehicles to pass without slowing down.
Raised crosswalk	Marked pedestrian crossings elevated 3 to 6 inches above street grade at intersections or mid-block.
Raised intersection	Intersections, including crosswalks, raised 3 to 6 inches above street grade.
Physical Obstruction	
Semi-diverter	Directional closure created by physically blocking half the street.
Diagonal diverter	Physical barrier placed diagonally across a four-way intersection to create two unconnected intersections.
Right-in / right-out island	The use of raised islands to prevent left turns and through movements, to and from side streets, at intersections with major streets.
Raised median through intersection	Median barrier through an intersection that discourages through traffic in a residential area by restricting movements.
Street closure	The use of a cul-de-sac to close a roadway by extending a physical barrier across the entire width, obstructing all traffic movements.



Lansdale

3 Study Areas

3 Metrics

- Crash History
- Speed
- Traffic Volume

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CRASH ANALYSIS

- ✓ Police Department provided past 5 years of crash reports along study roadways.
- ✓ Generally, the number of crashes were in line with expectations.
- ✓ Main Street and Norway Drive: Number of crashes exceeded expected average.

CRASH ANALYSIS

- 2023 became the first year in Pennsylvania's history where more roadway fatalities occurred as a result of distracted driving than driving while intoxicated.

Crash Heat Map

- 2019-2023
- Reportable crashes
  - Injury
  - Vehicle needs to be towed
- Most crashes occur at intersections
- Most crashes are along Main St and Broad St
- Source: PCIT

(Pennsylvania Crash Information Tool)

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Crash Summary

Most of the crashes studied:

- Did not result in injuries
- Occurred at intersections
- Did not involve pedestrians or bicycles

Critical to review the crash reports to determine the likely cause of the crash.

NOTE: Traffic Calming measures to reduce vehicle speeds and 'cut-through' volume could reduce the number and severity of crashes.

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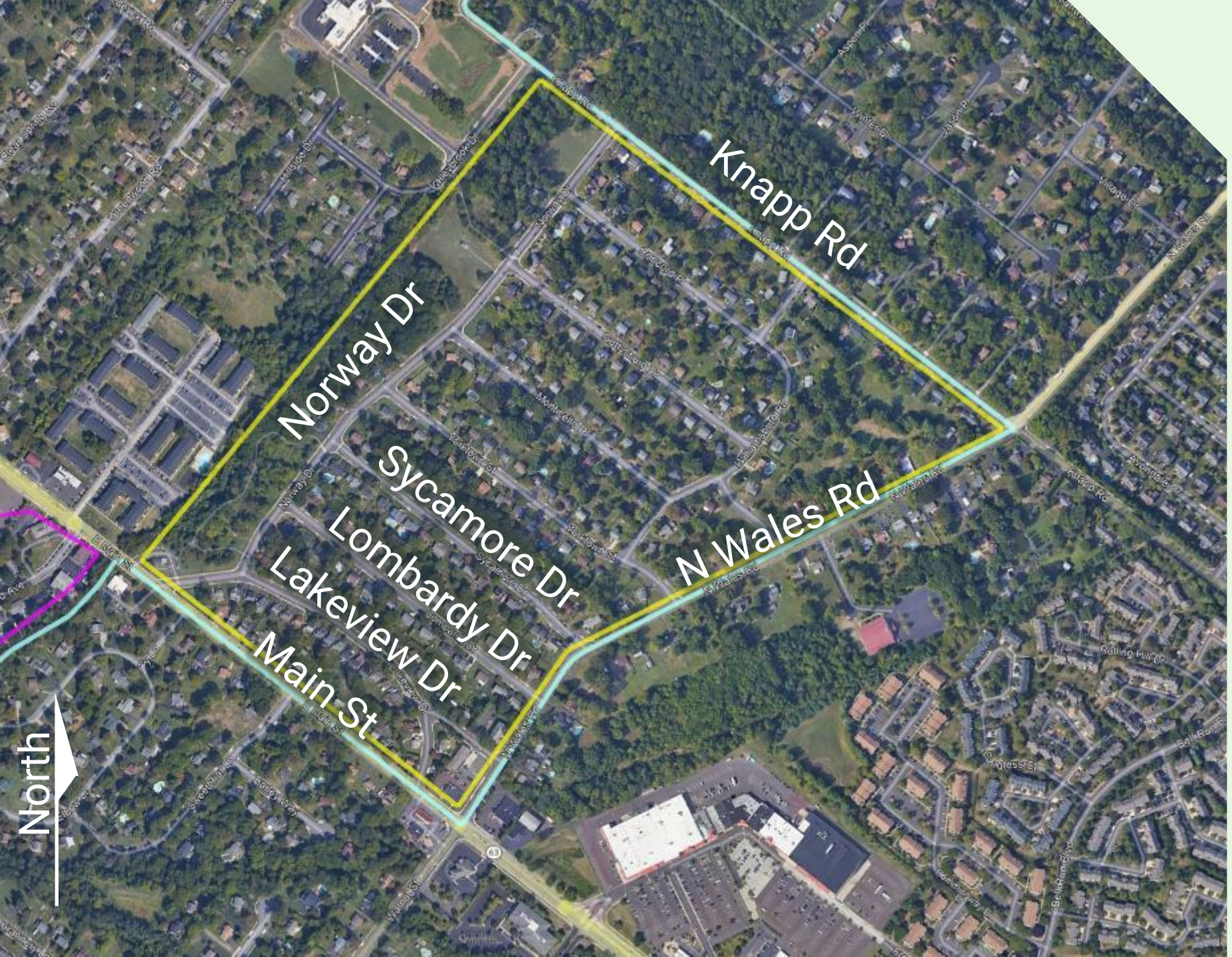
STUDY AREA 1

- Norway Drive
- Lakeview Drive
- Lombardy Drive
- Sycamore Drive



Study Area 1

- Norway Dr
- Sycamore Dr
- Lombardy Dr
- Lakeview Dr

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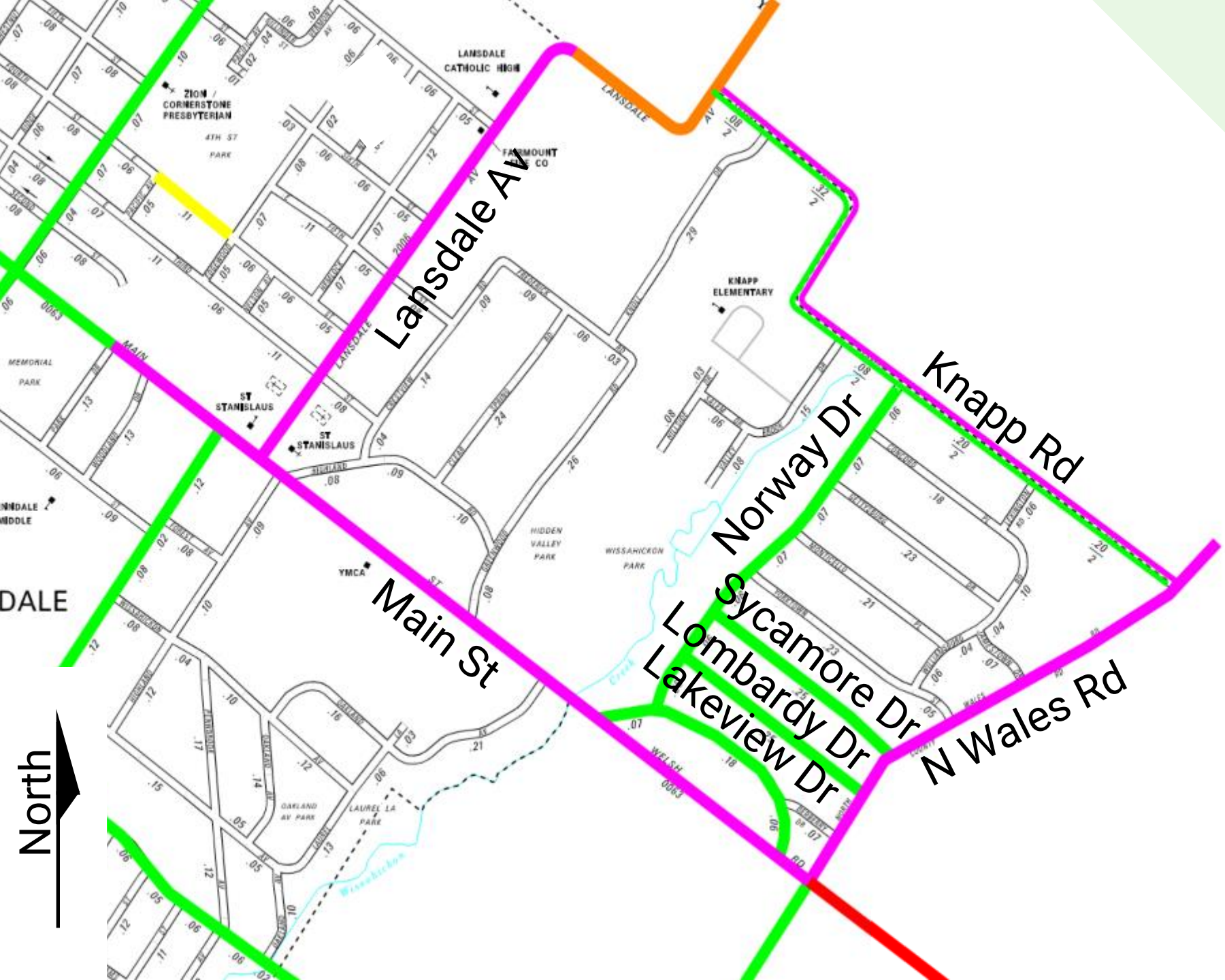

Posted Speed Limit (MPH)

25 MPH
35 MPH
40 MPH
45 MPH

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Traffic Control

LANSDALE

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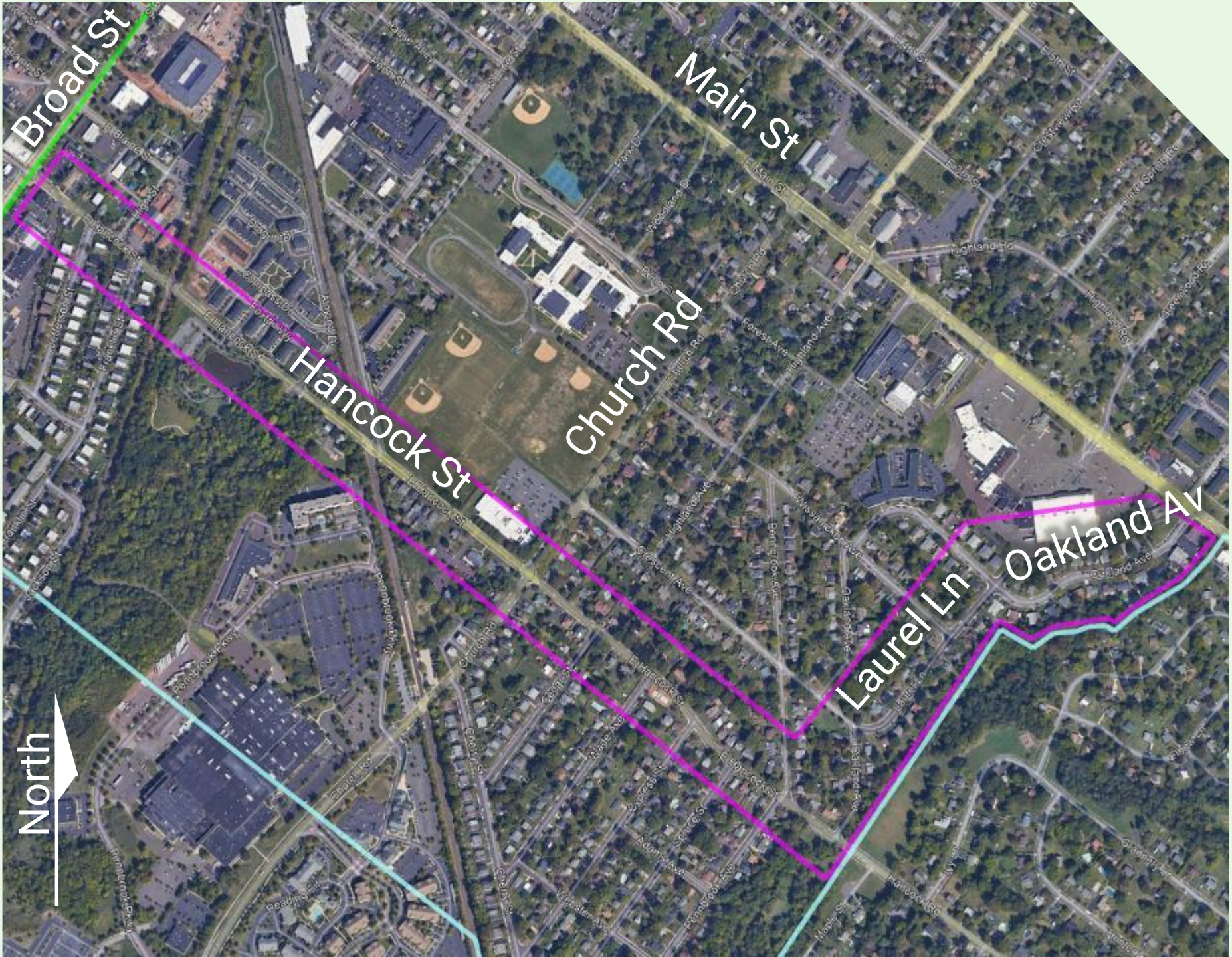
STUDY AREA 1 FINDINGS

- Cut-through traffic on Lakeview Drive and Lombardy Drive to avoid vehicle queues from the traffic signal at Main Street and North Wales Road in PM Peak hours
- Crash history at Lakeview Drive and East Main Street
- Higher speeds on Norway Drive
  - 14-15% were enforceable (motorist exceeded posted speed limit by 10 MPH or greater

STUDY AREA 2

- East Hancock Street
- Laurel Lane
- Oakland Avenue



Study Area 2

- Hancock St
- Oakland Av
- Laurel Ln

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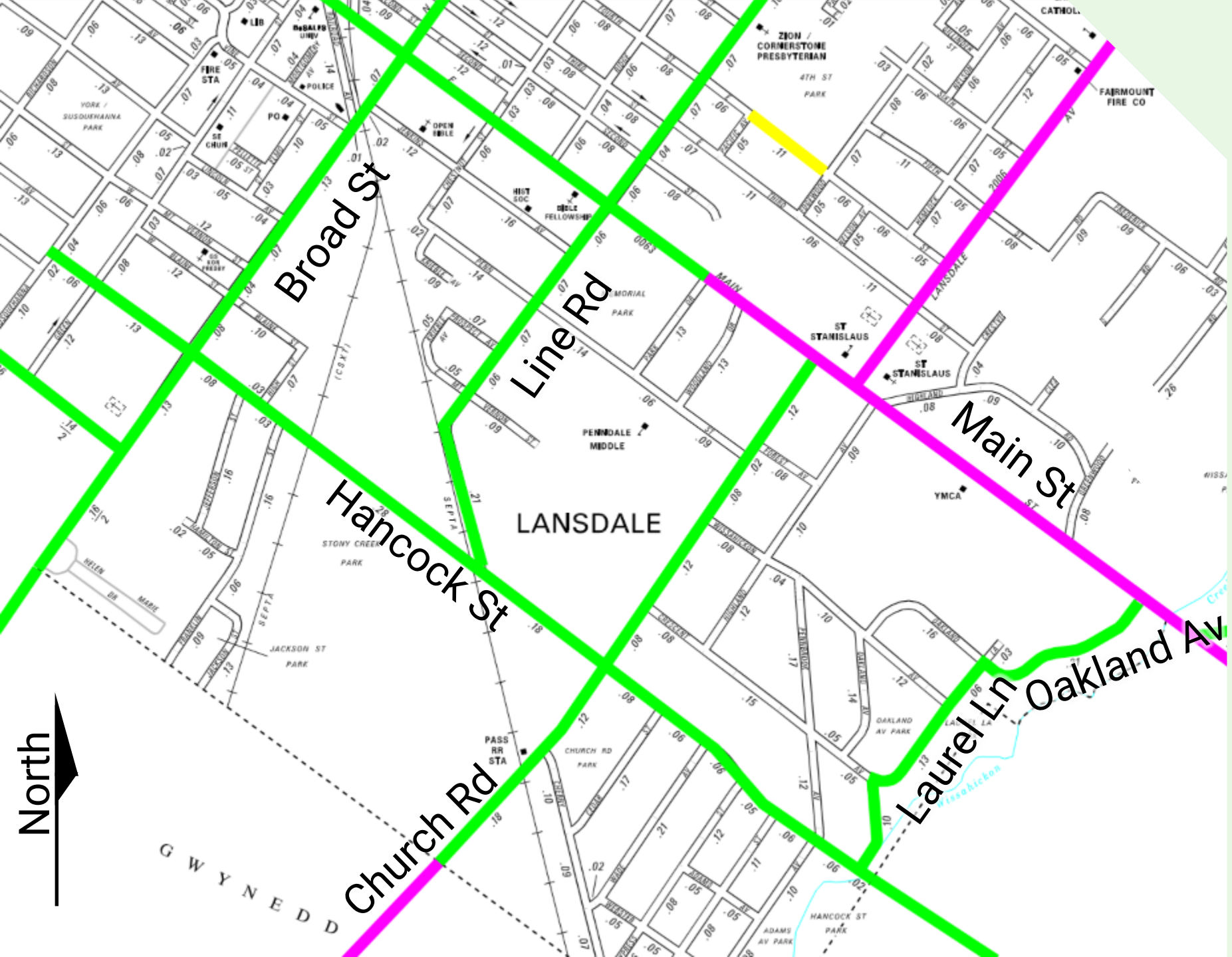

Posted Speed Limit (MPH)

15 MPH
25 MPH
35 MPH

LANSDALE

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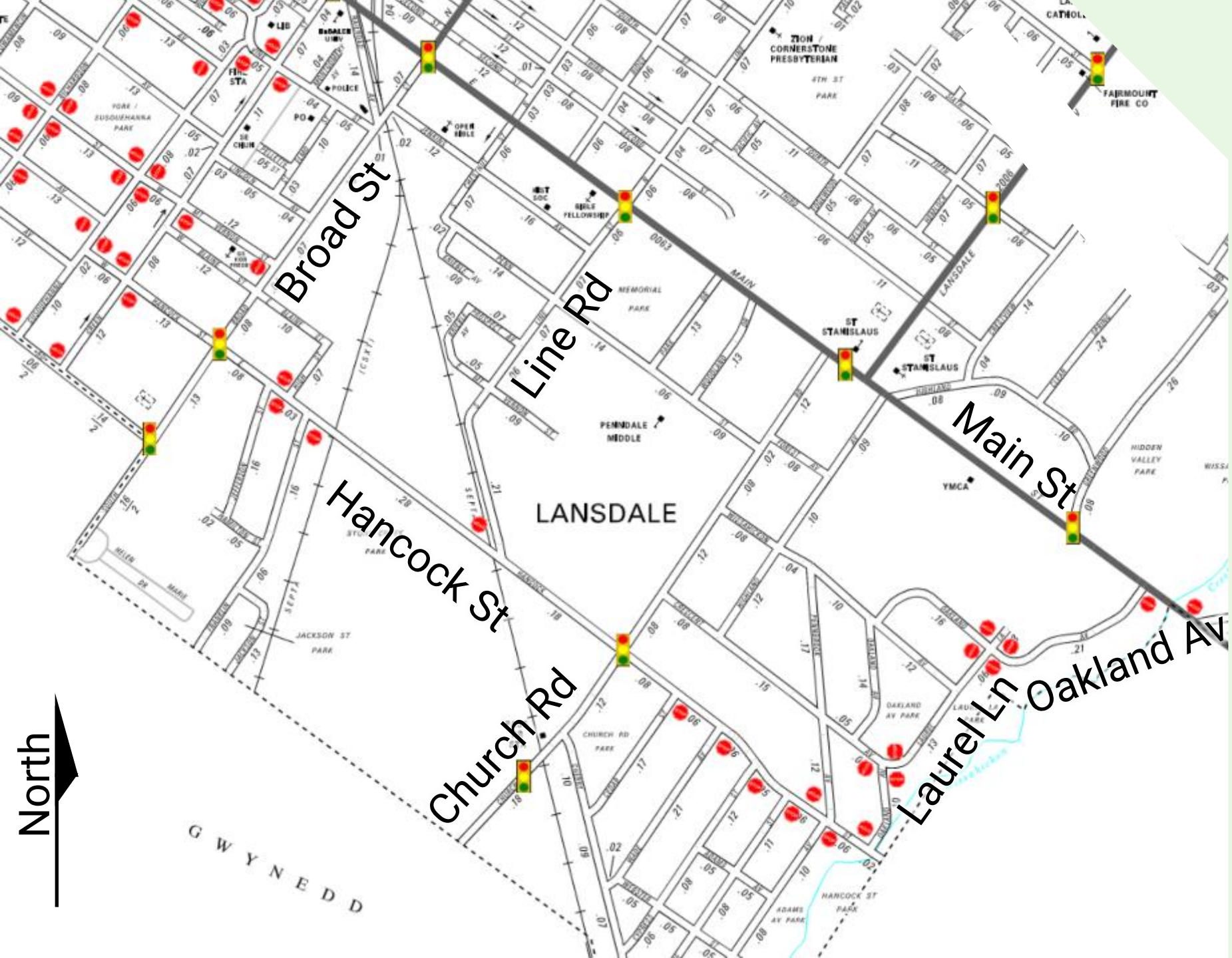

Traffic Control

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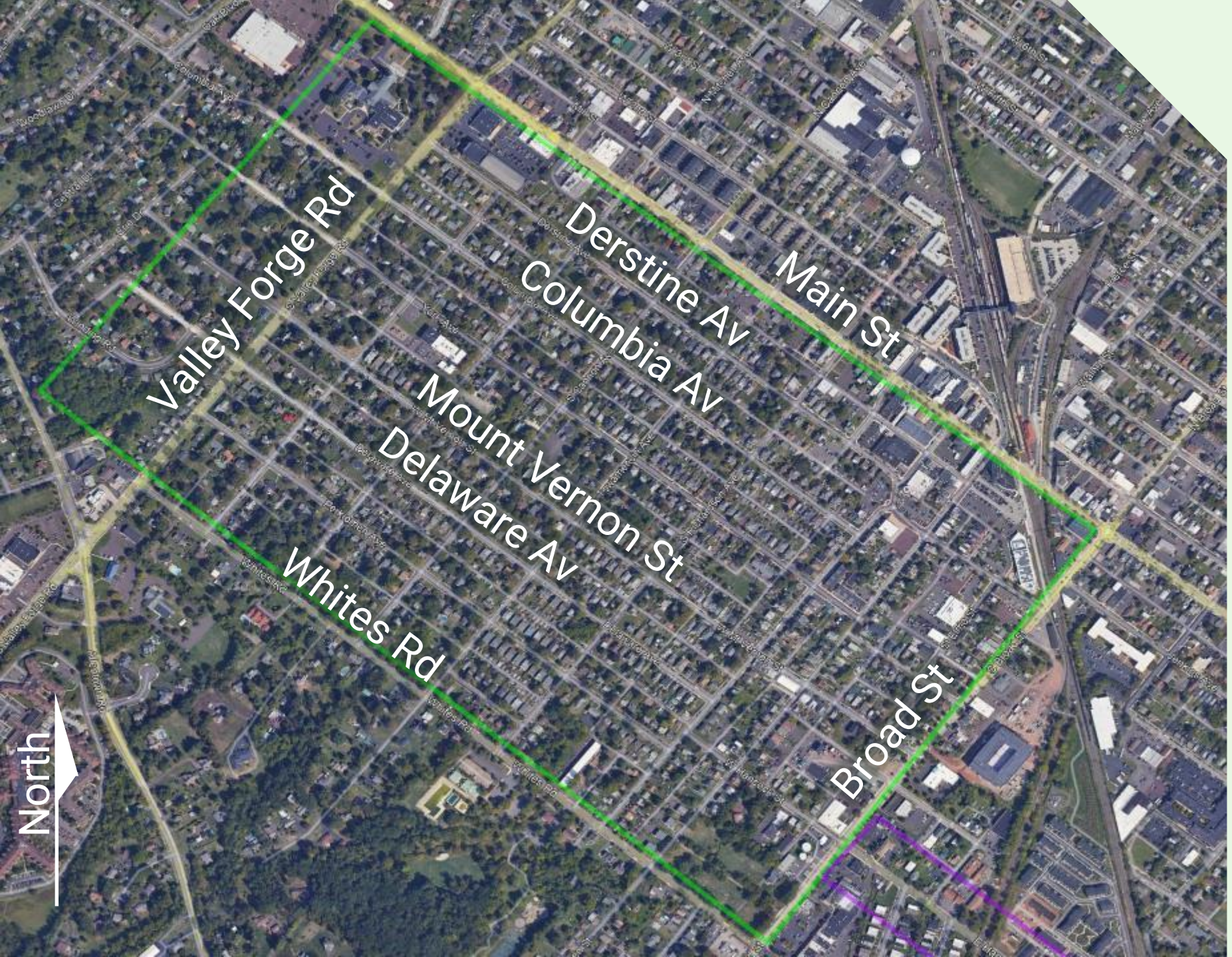
STUDY AREA 2 FINDINGS

- Wide roadway sections of Laurel Lane and Oakland Avenue with minimal on-street parking results in higher speeds.
- East Hancock Street operates as a collector roadway, not a local road.
- Higher speeds on East Hancock Street
  - 9-18% were enforceable (motorist exceeded posted speed limit by 10 MPH or greater

STUDY AREA 3

- West Ward
  - Derstine Avenue
  - Columbia Avenue
  - Mount Vernon Street
  - Delaware Avenue



Study Area 3

- Derstine Av
- Columbia Av
- Mount Vernon St
- Delaware Av

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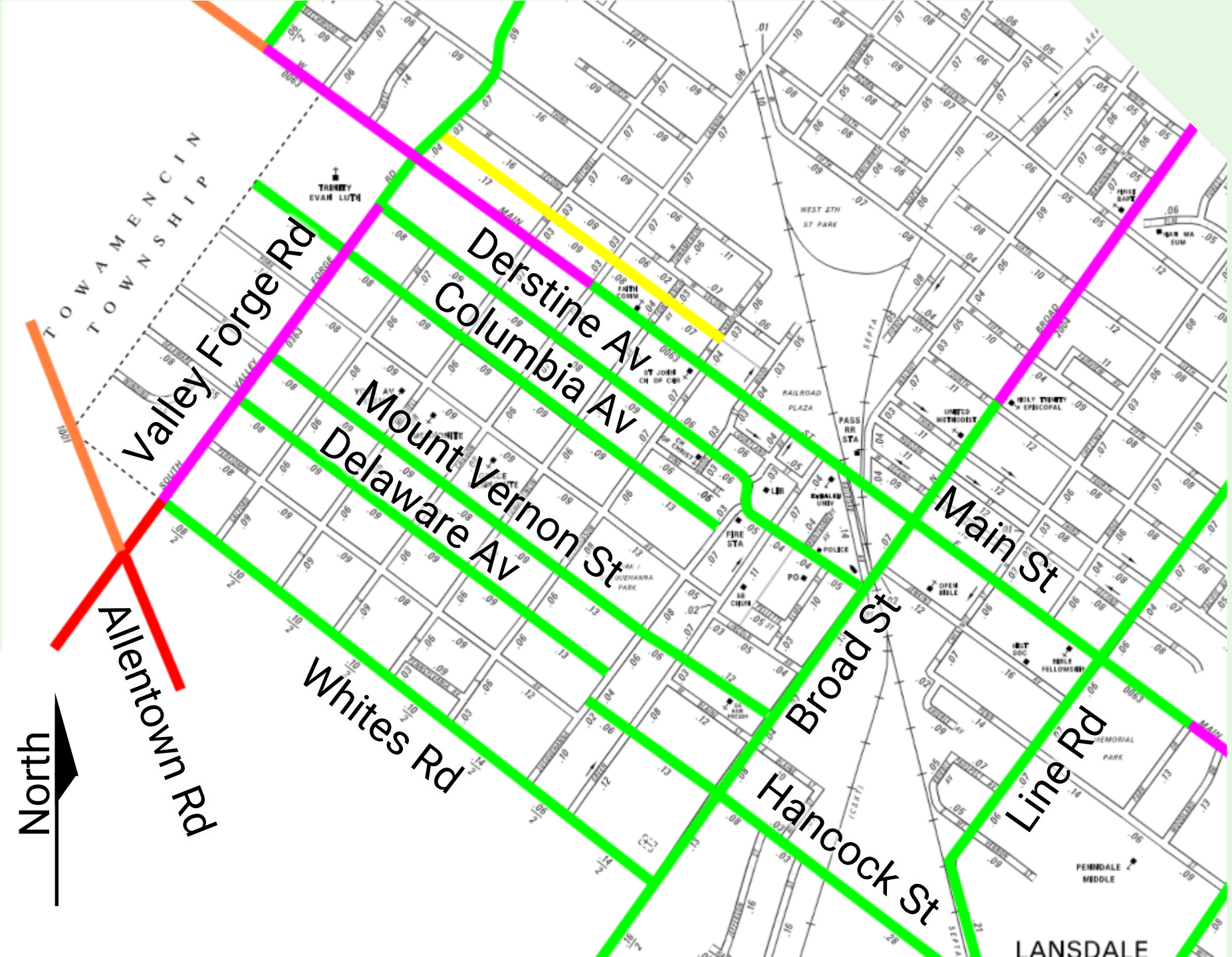

Posted Speed Limit (MPH)

- 15 MPH
- 25 MPH
- 35 MPH
- 40 MPH
- 45 MPH

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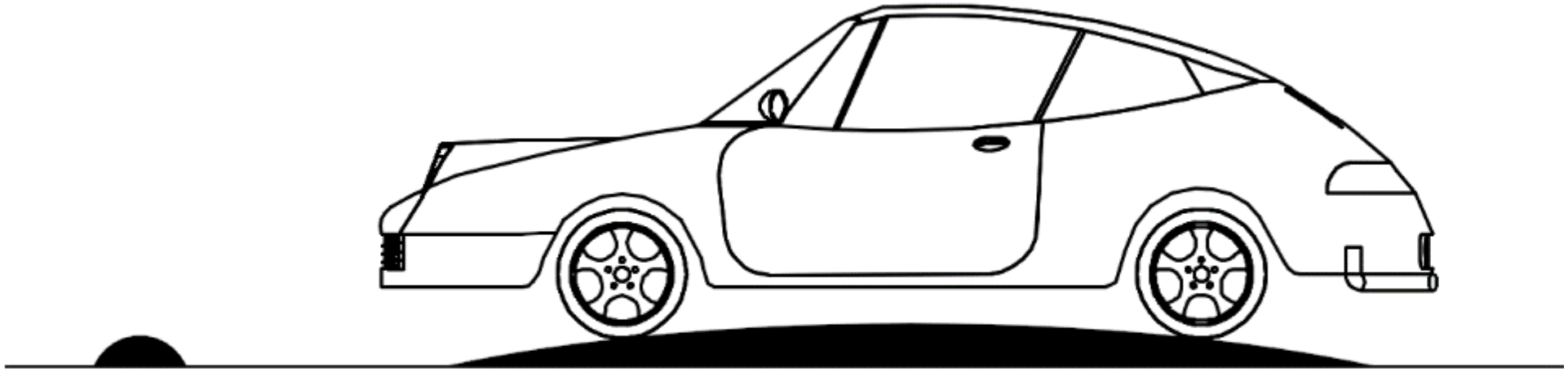
STUDY AREA 3 FINDINGS

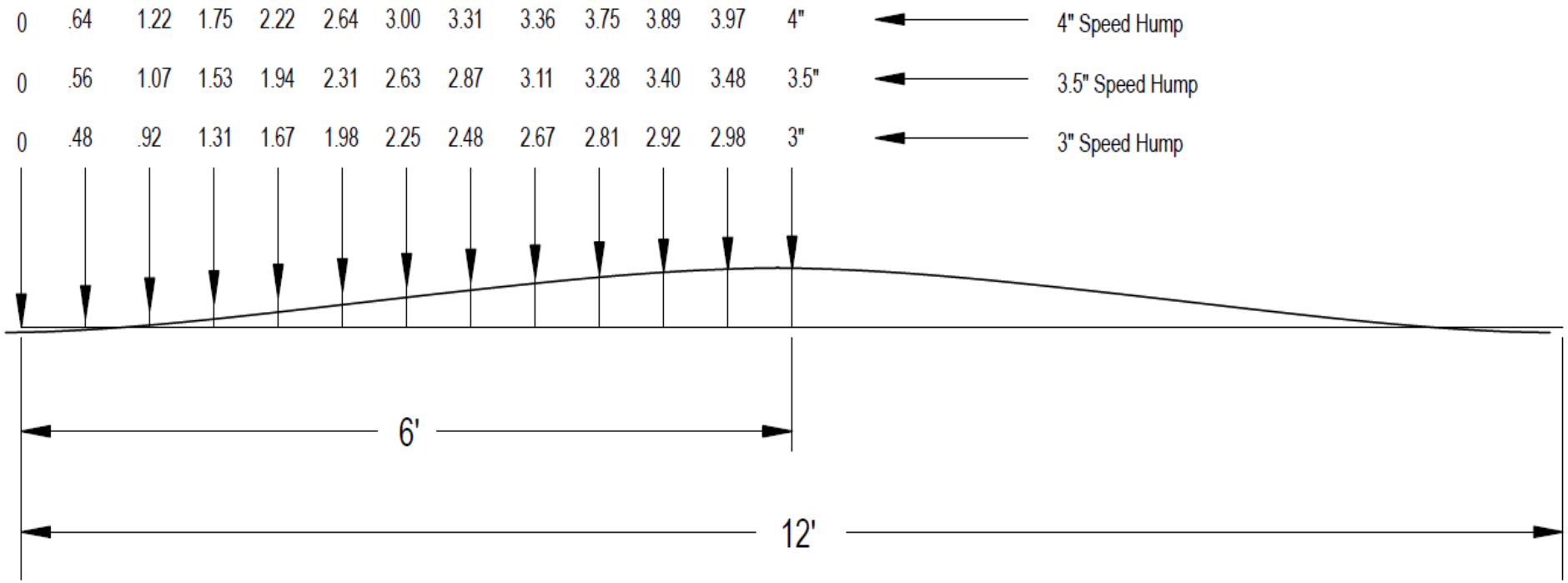
- Did not see significant cut-through volumes
  - Dense residential area
  - Most Traffic on Main Street and Whites Road
- Potential for higher speeds Valley Forge Road to South Cannon Avenue
  - Majority of motorists within 10 MPH of posted speed limit
  - There are infrequent speeders in excess of 40 MPH
  - Whites Road had greatest number of enforceable speeds
    - 25-40% were enforceable (motorist exceeded posted speed limit by 10 MPH or greater)

Speed Humps and Speed Cushions

- Create a vertical acceleration difference for motor vehicles
- Raised pavement constructed in, on, or across existing roadway.
- Used for motor vehicle speed reduction
- Guidelines exist for this device (ITE and Pub 383)



12’ Speed Hump Profile



- 12 feet long (dir. of travel), 3 to 3.5 inches high
- 4 inch height --ride too harsh for U.S. vehicles,
- 85th percentile speed at hump- 15 to 20 mph, depending on height

Speed Hump

- Signs
- Pavement markings
- Drainage

Speed Cushion
Source: City of Mesa, Arizona

TRAFFIC CALMING RECOMMENDATIONS

Proposed Measures

Study Area 1 Recommendations

- Curb extension at Lakeview Drive and Main Street
- Norway Drive Speed Humps
- Lombardy Drive / Sycamore Drive PM Peak Turn Restrictions

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Lakeview Drive/Main Street Intersection

- Align Lakeview Dr to 90º
  - Slow turns
  - Improve sight lines
- Curb extension
  - Reduce ped. crossing distance
  - Improve visibility of pedestrians

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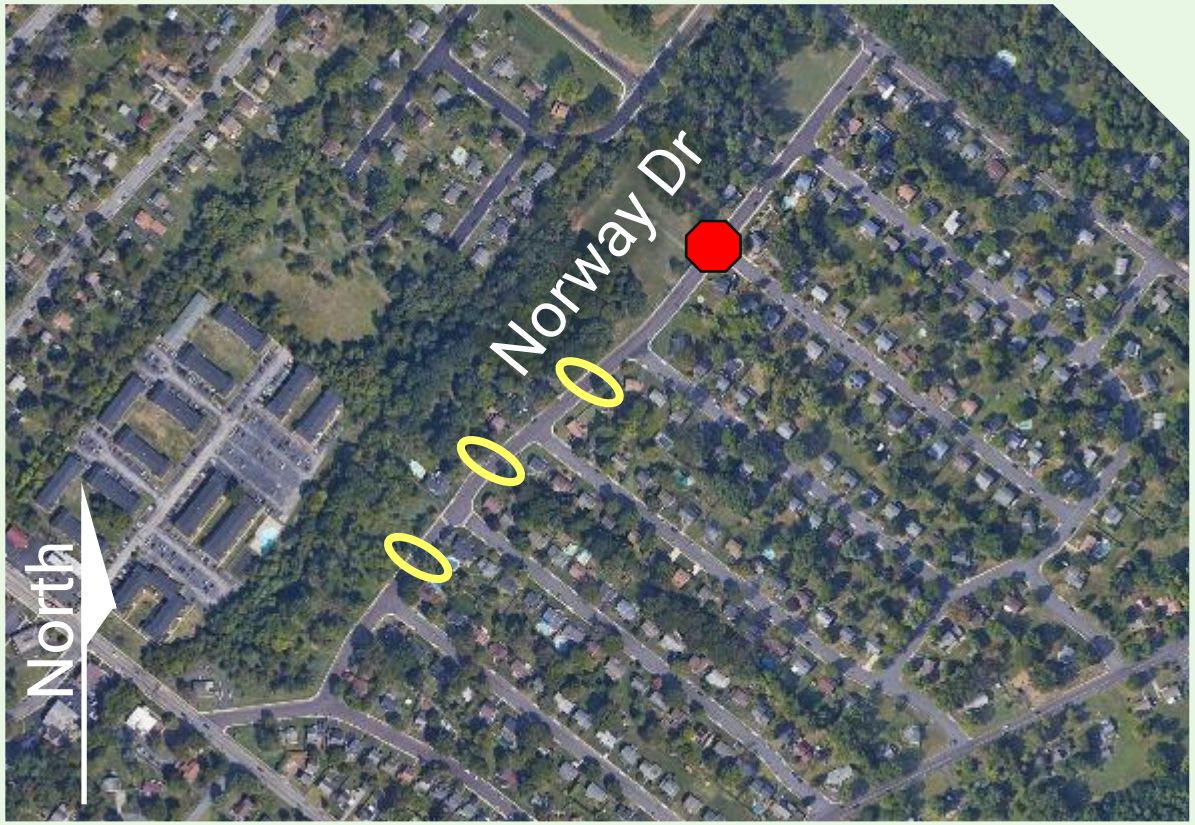
Norway Drive Speed Humps



- 2 - 3 Speed Humps
- 300’ spacing
  - Reduced speeds
  - Less appealing cut-through
- Exact locations to be determined

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Lombardy Drive / Sycamore Drive – Peak Turn Restrictions

- No right turn signs
- Facing southbound N Wales Rd

Sycamore Drive – Peak Turn Restrictions

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Study Area 2 Recommendations

- Evaluate posted speed limit on East Hancock Street
  - Currently 25 MPH, potentially 30-35 MPH based on functional classification of roadway.
- Strategically placed speed humps on East Hancock Street
  - Approaching 2 RRFB pedestrian/trail crossings
- Oakland Av/Laurel Ln
  - Bump outs and/or bulb-outs
    - Narrows travelway
    - Shortens pedestrian crossings/improves pedestrian visibility
  - Speed hump potential

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East Hancock Street

- Functional Class
  - Fewer access points
  - Parallel/alternative route to Main Street
  - Adjacent to Stony Creek Park/Hancock Street Park

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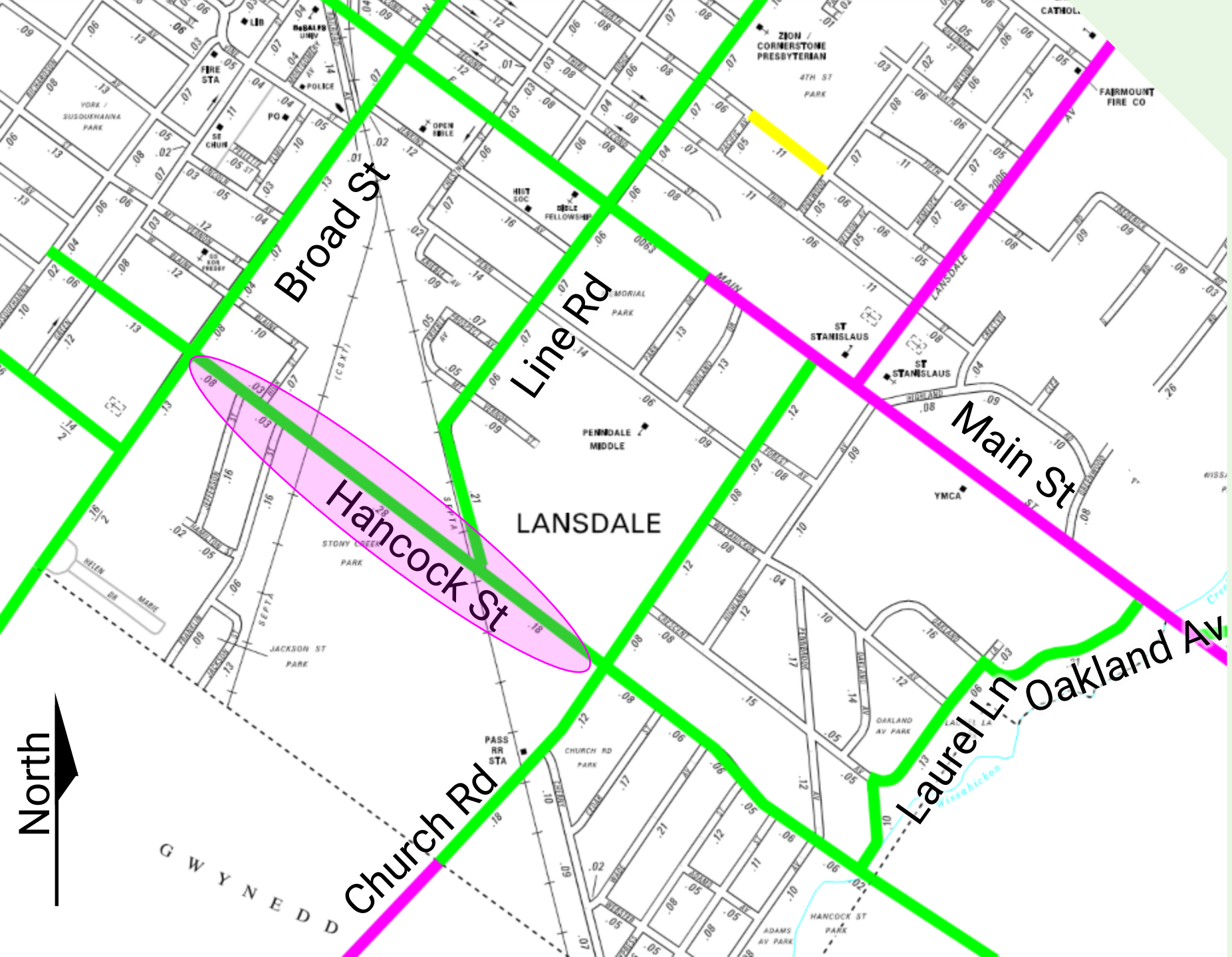

Posted Speed Limit (MPH)

15 MPH
25 MPH
35 MPH

LANSDALE LIFE IN MOTION

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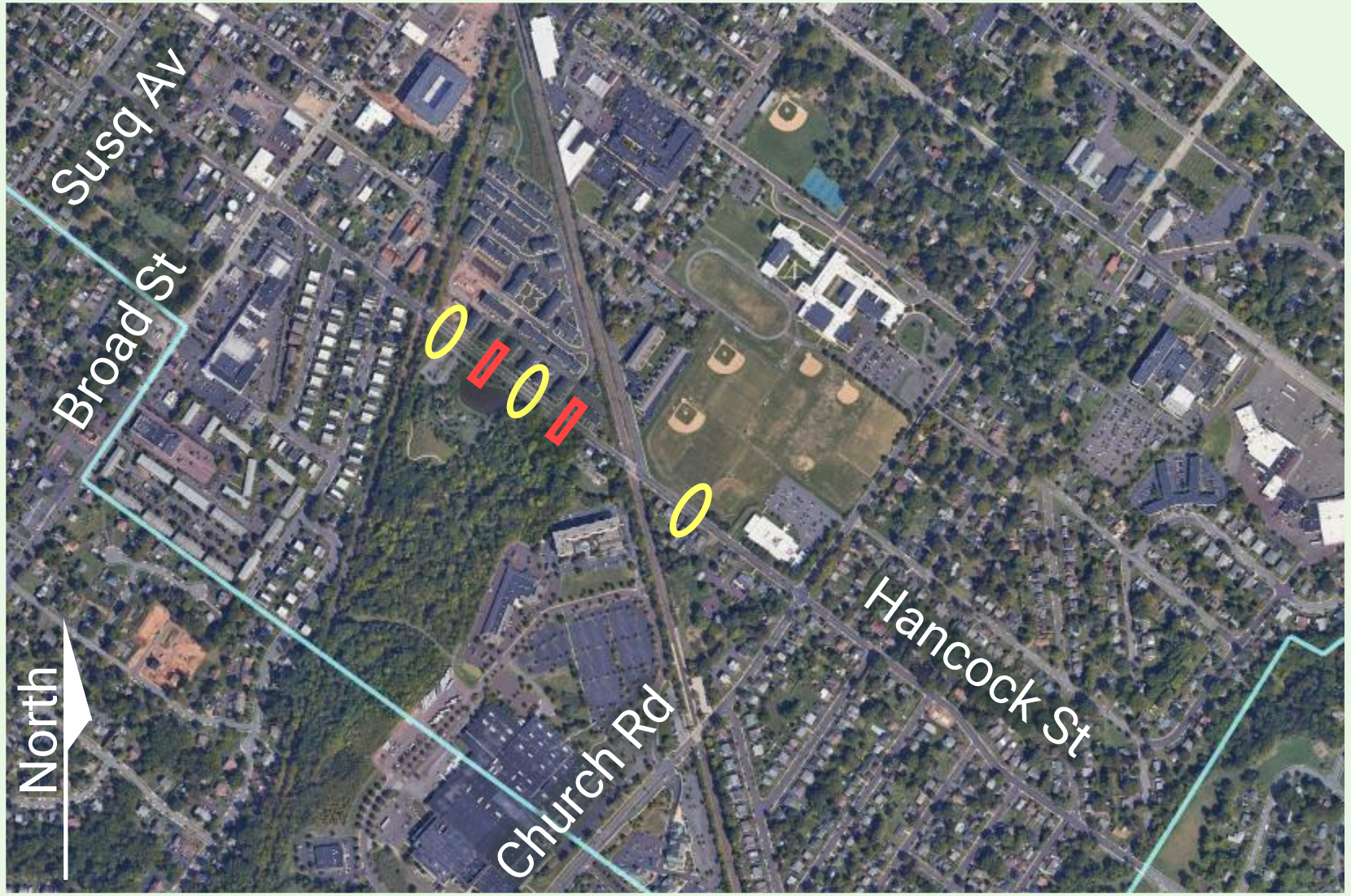
Hancock Street – Pedestrian Improvements



- 2 - 3 Speed Humps
  - Reduced speeds
- Existing RRFBs
- Exact locations to be determined

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Laurel Lane Bump Outs

- Bump Outs
  - Narrows roadway (speed reduction)
  - Reduces pedestrian crossing distance
  - Improves pedestrian visibility
  - No impact to parking beyond intersection
  - Drainage can be difficult

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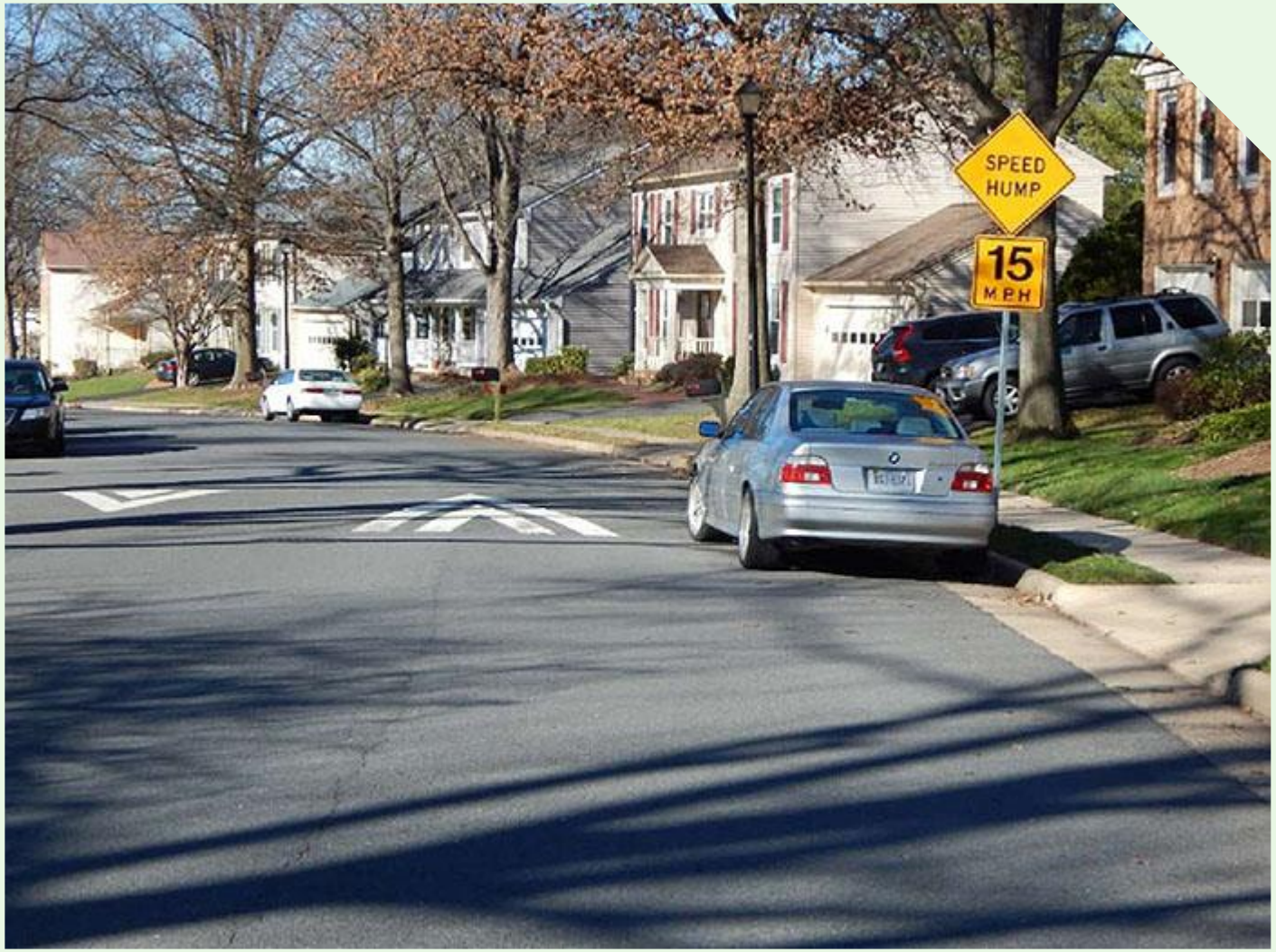
Study Area 3 (West Ward) Recommendations



- 1 speed hump on each study roadway
  - Midway between Valley Forge Road and Cannon Avenue
  - Reduced vehicle speeds
  - Less appealing cut-through
  - Exact locations to be determined

(Photo: FHWA Traffic Calming ePrimer, Lewis Grimm)

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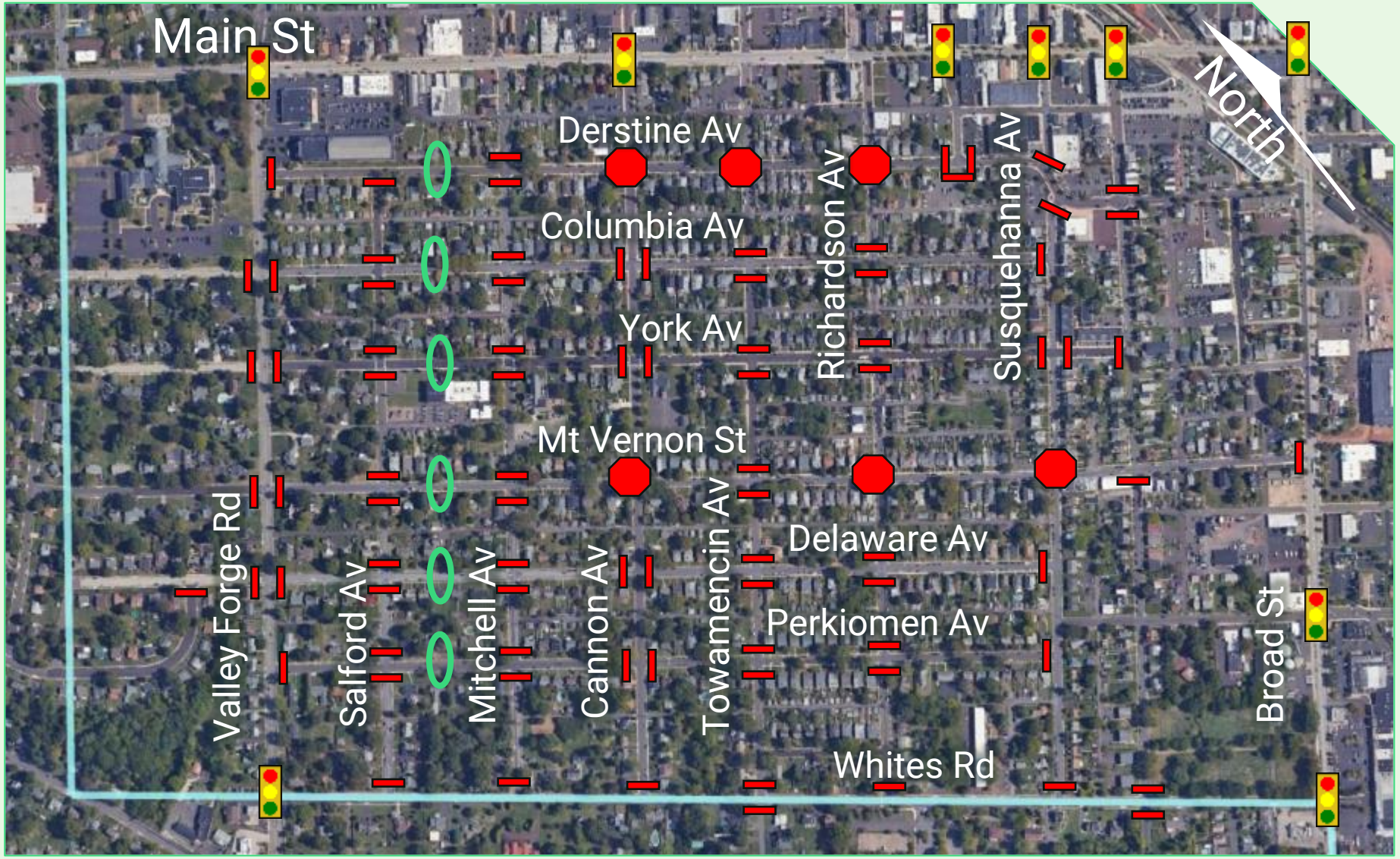
Study Area 3 (West Ward) Recommendations



All Way Stop

Approach Stopped

Proposed Speed Hump

Traffic Signal

LANSDALE LIFE IN MOTION

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PRELIMINARY COSTS

- ✓ Speed Hump/Speed Cushion ($3,000 – $5,000 per location)

- ✓ Curb Extensions/Bulb Outs
  - $7,000 - $10,000 per corner with concrete curb and ADA
    (drainage needs to be considered)
  - $1,500 - $3,000 per corner with pavement markings/delineators

Speed Cushion
Source: City of Mesa, Arizona

NEXT STEPS

- ✓ Summarize feedback from tonight's meeting and Finalize Report
- ✓ Evaluate Funding alternates – Grants options
- ✓ Develop Implementation Plan
- ✓ Will require additional traffic calming studies and evaluation of effectiveness.
  - Impacts to adjacent streets

Appendix D:
Traffic Calming Survey Form Summary

Public Feedback

Lansdale Borough Traffic Calming Study: Resident Survey Results

Study Area 1 - Norway Dr, Lakeview Dr, Lombardy Dr, Sycamore Dr.

	Block and Street Name	Attended Traffic Calming Meeting 1 October 30, 2024	Support Traffic Calming? (Yes or No)	Summary of Concerns
1	800 Lombardy Dr	Yes	Yes and No	Speed and cut through on Lombardy.
2	800 Sycamore Dr	Yes	Yes	Speed and cut-through on Sycamore.
3	800 Sycamore Dr	Yes	No	Traffic calming might slow down emeregency vehicles and limit access to their roads.
4	1000 Lakeview Dr	Yes	Yes	Speed at pedestrian safety at the intersection of Lakeview/Norway.
5	800 Sycamore Dr	Yes	No	Speeding on Sycamore.
6	800 Monricello Pl	Yes	Yes	Speed on Norway. Near misses & sight distance at Lakeview/Norway.
7	800 Monticello Pl	Yes	No	Traffic backed up on North Wales Rd.
8	400 Norway Dr	No	Yes	Speeding on Norway Dr.
9	800 Concord Pl	Yes	Yes	Cut-through traffic, speeding, pedestrian safety.
10	800 Sycamore Dr	Yes	No	Concerned about the turning restriction.
11	800 Sycamore Dr	Yes	No	Speeding on Sycamore and Norway.
12	800 Sycamore Dr	Yes	Yes	Speeding on Sycamore and Norway. Pedestrian safety.
13	(Unspecified) Sycamore Dr	Yes	No	Speeding and cut through. Sight distance at Sycamore Dr and Norway.
14	800 Gettysburg Dr	No	Yes	Cut through and speeding on Norway.
15	800 Yorktown St	No	Yes	Speeding on Norway.
16	800 Yorktown St	Yes	No	No problems. Concerned with inconvience of speed humps.
17	(Unspecified) Yorktown St	Yes	Yes	Speeding on Yorktown.
18	800 Monticello Pl	Yes	No	Concerned with inconvience of speed humps.
19	800 Lombardy Dr	Yes	Yes and No	Speeding & cuthrough.

Lansdale Borough Traffic Calming Study: Resident Survey Results

Study Area 2 - East Hancock St, Laurel Lane, Oakland Ave

	Block and Street Name	Attended Traffic Calming Meeting 1 October 30, 2024	Support Traffic Calming? (Yes or No)	Summary of Concerns
1	(Unspecified) Laurel Ln	Yes	Yes	Increase of traffic and speed on Oakland, Laurel and Wissahickon.
2	500 E Hancock St	Yes	Yes	Speeding on Hancock from Oakland to Church. Pedestrain safety crossing Hancock.
3	700 E Hancock St	Yes	Yes	Speeding on Hancock. Pedestrian safety crossing Hancock.
4	600 E Hancock St	Yes	No	Inconvenience of speed humps.
5	600 Spruce St	Yes	Yes	Truck traffic. Safety of pedestrians.
6	100 Foxtail Way	Yes	No	Pedestrian Safety when crossing East Hancock.
7	700 Spruce St	Yes	Yes	Pedestrian safety at Hancock/Oakland/Laurel and Handcock/Pennbrook.
8	500 Crescent Ave	Yes	Yes	Speeding on Oakland Ave from Church to North Wales Rd. Pedestrain safety on Oakland Ave.
9	200 Susquehenna Ave	Yes	Yes	Speeding on Susquehenna and Main Street. Pedestrain crossing Hancock and signalized intersections. Sight distance at intersections. (This Comment applies to both Study Areas 2 & 3)

Lansdale Borough Traffic Calming Study: Resident Survey Results

Study Area 3 (West Ward) - Derstine Ave, Columbia Ave, Mount Vernon St, Delaware Ave

	Block and Street Name	Attended Traffic Calming Meeting 1 October 30, 2024	Support Traffic Calming? (Yes or No)	Summary of Concerns
1	(Unspecified) S Cannon Ave	Yes	Yes	Speeding on S Cannon Ave and Colombia Ave
2	Cannon Ave & Colombia Ave	No	Yes	Sight distances at intersections.
3	(Unspecified) W Mt. Vernon	Yes	Yes	Speeding on Mt. Vernon. Sight Distance at Richardson/York
4	300 Perkiomen Ave	Yes	Yes	Speeding. Cut through from White Road. Parking blocking sight at stop signs.
5	300 York Ave	Yes	Yes	Parking restricting sight distance at stop signs. Speeding on Cannon.
6	500 Delaware Ave	No	Yes	Speeding on Delaware Ave.
7	400 Delaware Ave	Yes	Yes	Speeding on Delaware Ave.
8	600 Columbia Ave	Yes	Yes	Speeding on Cannon Ave and Columbia Ave.
9	600 Columbia Ave	Yes	Unsure	Crashes at Columbia & Cannon. Speeding.
10	100 S Cannon Ave	Yes	"Needs additional measures"	Crashes at Cannon and Columbia. Speed.
11	700 Columbia Ave	Yes	Yes	2 accidents at Cannon and Columbia in 3 weeks.
12	700 Perkiomen Ave	Yes	Yes	Speeding. Sight distance blocked from parking, bushes & trees
13	400 Delaware Ave	Yes	Yes	Accidents & Near-misses on Deleware. Speeding on Deleware. Sight distance from parking.
14	600 York Ave	Yes	Yes	Sight distance blocked by parked vehicles on York/Susquehenna and York/Mitchell
15	600 York Ave	Yes	Yes	Speeding on Cannon.
16	600 York Ave	Yes	Yes	Speeding on Cannon. Crashes at Columbia/Cannon.
17	600 York Ave	Yes	Yes	Cut through on Cannon.
18	500 Mt. Vernon St.	Yes	Yes	Speeding. Sight distance at Towamencia/Mt. Vernon
19	500 Mt. Vernon	Yes	Yes	Speeding on Cannon. Sight distance at Deleware/Cannon and Towamencin/Mt. Vernon from parking.
20	400 Perkiomen Ave	Yes	No	Speeding and cut through traffic.
21	500 Delaware Ave	No	Undisclosed	Speeding on Delaware Ave. Crashes at Cannon/Delaware.
22	600 Delaware Ave	Yes	Yes	Speeding on Delaware Ave. Cut-through on Delaware Ave.
23	600 Mt. Vernon	N/A	Undisclosed	Sight distance on Richardson/ York.
24	(Unspecified) Columbia Ave	Yes	Undisclosed	Speeding. Concerned the traffic calming will eliminate parking & cause accidents.
25	900 Delaware Ave	Yes	Yes	Speeding.
26	100 Cannon Ave	Yes	Yes	Accidents at the intersection of S. Cannon and Columbia
27	600 Perkiomen Ave	Yes	Undisclosed	Sight distance from bushes. Sight distance from parking on Cannon Ave intersections.

Study Area 3 (West Ward) - Derstine Ave, Columbia Ave, Mount Vernon St, Delaware Ave

	Block and Street Name	Attended Traffic Calming Meeting 1 October 30, 2024	Support Traffic Calming? (Yes or No)	Summary of Concerns
28	700 W. Main Street	Yes	Yes	Speeding.
29	500 Derstine Ave	Yes	"More needs to be done"	Speeding and cut-through.
30	(Unspecified) Delaware Ave	Yes	Yes	Speeding, cut through, sight distance at delaware/richardson
31	50 Montgomery Ave	Yes	Yes	Accident, speeding and cut through in the west ward.
32	100 E Mt. Vernon St	Yes	Yes	Speeding.
33	500 Green Street	Yes	No	Accidents at Green/Hancock. Speeding on Hancock.
34	400 W Mt. Vernon St	Yes	Yes	Safety and lack of vision.
35	800 Columbia Ave	Yes	Yes	Speeding.
36	800 Derstine Ave	Yes	No	Concerned about the inconvience.
37	500 Delaware Ave	Yes	No	Stop sign visability. Visibility at intersections.
38	20 W Hancock St	No	No	Cut through and speed on West Hancock.
39	900 Columbia Ave	Yes	No	Speeding on Columbia.
40	20 S Valley Forge Rd	Yes	Yes	Speeding and pedestrain safety on Main Street.
41	900 Columbia Ave	Yes	Yes	Speeding on Valley Forge. Drivers not following stop signs.
42	500 Delaware Ave	Yes	Yes	Speeding. Sight distance at intersections.
43	200 S Richardson Ave	Yes	Yes	Sight distance at intersection of York/Richardson.
44	700 Derstine Ave	Yes	Yes	Speeding on Whites Road and on Derstine.
45	900 Delaware Ave	Yes	Yes	Speeding in the West Ward.
46	(Unspecified) Columbia Ave	Yes	No	No need for traffic calming.
47	700 Delaware Ave	Yes	Yes	Speeding on Delaware Ave
48	400 Pennsylvania Ave	Yes	Yes	Speeding, vehicles not following signs, pedestrian safety.
49	Undisclosed	Undisclosed	Undisclosed	Speeding on Whites Road. Prefers 4-way stop at Whites/Towamencin Ave and Whites/Canon
50	400 W. 8th St	Yes	No	Fear of crossing at West Main Street.
51	800 W 2nd St	No	Yes	Sight distance at Richardson/Perkiomen and Richardson/Delaware.
52	600 Susquehanna Ave	Yes	Yes	Pedestrian Safety. Accidents at Whites Rd/Susquehanna Ave
53	300 York Avenue	Yes	Yes	Speeding on York Ave. Sight distance at corners.
54	40 N Richardson Ave	Yes	Yes	Drivers not following stop signs. Pedestrain safety crossing Richardson & St. Johns.
55	200 Susquehenna Ave	Yes	Yes	Speeding on Susquehenna and Main Street. Pedestrain crossing Hancock and signalized intersections. Sight distance at intersections. (This Comment applies to both Study Areas 2 & 3)
56	(Unspecified) Richardson Ave	Yes	Yes	Sight distance when crossing traffic due to parking at corners.

Lansdale Borough Traffic Calming Study: Resident Survey Results

Public Feedback Outside of Study Areas

	Block and Street Name	Attended Traffic Calming Meeting 1 October 30, 2024	Support Traffic Calming? (Yes or No)	Summary of Concerns
1	Undisclosed	N	Unsure	Speeding & passing on Lansdale Ave.
2	Undisclosed	Undisclosed	Undisclosed	Cars running the red light at Main and Broad.
3	Undisclosed	Undisclosed	Undisclosed	Traffic backs up at Cherry St and Church Rd.
4	200 E 5th St	Y	N	Speed cushions damage to cars. Concerned about stacking at intersections.
5	500 Lansdale Ave	Y	Y	Speeding on Lansdale Ave. Parking and traffic on 6th street.
6	300 East Main St	Y	Y	Speeding.
7	(Unspecified) Oak Dr	Y	Y	Non concerning these items.
8	600 Lansdale Ave	Y	Y	Truck traffic on Lansdale and 7th Street.
9	200 W 7th St	Y	Y	Speeding on 7th Street.
10	E 4th St and Line St	Y	Y	Drivers not following stop signs.
11	800 W 2nd St	Y	Y	Drivers not following stop signs at Mitchell and W 2nd St.
12	(Unspecified) Line St	Y	N	Drivers running the stop sign at Line/Penn.
13	1000 Elm Ave	Y	Undisclosed	Speeding and cut through on Elm.
14	100 N Cannon Ave	Y	Y	Speeding and pedestrian safety on N Cannon. Many accidents on Cannon.
15	400 Lansdale Ave	Y	Y	Speeding and cut through.
16	20 E 6th St	Y	Y	Sight distance at N. Broad St/E 6th St.
17	Undisclosed	Undisclosed	Undisclosed	Speeding on Walnut St.