

# TOWN OF WOODWAY COUNCIL MEETING AGENDA

MONDAY, JULY 15, 2024  
6:00 P.M.

Woodway Town Hall | 23920 113<sup>th</sup> Place W. | Woodway, WA

6:00 P.M.		Call to Order, Flag Salute, & Roll Call
6:00 P.M.		Public Comments*
6:05 P.M.	I	Approval of Payments – <i>July 15, 2024 Claims</i>
6:10 P.M.	II	Approval of Minutes – <i>July 1, 2024</i>
6:15 P.M.	III	Council Reports
6:20 P.M.	IV	Mayor’s Report
6:25 P.M.	V	Town Administrator’s Report
6:30 P.M.	VI	Town Fair Update
6:35 P.M.	VII	Traffic Calming
7:15 P.M.		Public Comments*
7:20 P.M.		General Council Discussion – Choice of Subjects
7:25 P.M.		Meeting Ends

*Council agendas are subject to change before or during the council meetings upon motion. All times are approximate.*

*\*Anyone with a disability requiring special accommodations or anyone wishing to make a public comment for this meeting via video or audio connection should contact the Town Clerk's Office at Town Hall or call (206)542-4443 before 1:00 p.m. the Thursday preceding the Council Meeting. For TDD relay service, call (206)587-5500, or outside the Seattle area #1-800-833-6388.*



TOWN OF WOODWAY  
CLAIMS APPROVAL

“I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered, or the labor performed as described herein and that the claim is a just, due, and unpaid obligation against the Town of Woodway, Snohomish County, Washington, and that I am authorized to authenticate and certify to said claims.”

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Clerk Treasurer

The following transactions are approved for 2024 payment:

Claims checks #15040 through 15054.....\$269,695.15

This 15<sup>th</sup> day of July 2024.

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Mayor

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Councilmember

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Councilmember

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Councilmember

\*Note: four large items are being paid

- \$5,525.00 – Microflex – Online sales tax and business license database setup
- \$39,360.00 – J.B. Asphalt – Catch basin (4) and pothole (4) repairs throughout Town
- \$61,035.22 – City of Edmonds – 3rd quarter 2024 police services contract
- \$157,270.47 – Shoreline Fire Department – 3rd quarter 2024 Fire/Emergency Medical Services

# TOWN OF WOODWAY COUNCIL MEETING MINUTES

MONDAY, JULY 1, 2024  
6:00 P.M.

Woodway Town Hall | 23920 113<sup>th</sup> Place W. | Woodway, WA

<b>Members Present</b>	<input checked="" type="checkbox"/> Mayor Mike Quinn	<input type="checkbox"/> Councilmember Rajeev Thakur
	<input checked="" type="checkbox"/> Councilmember Elizabeth Mitchell	<input type="checkbox"/> Councilmember Jim Willett
	<input checked="" type="checkbox"/> Councilmember John Brock	<input checked="" type="checkbox"/> Councilmember Steve Mitchell
<b>Staff &amp; Guests Present</b>	<input type="checkbox"/> Town Administrator Eric Faison	<input checked="" type="checkbox"/> Clerk-Treasurer Heidi Napolitano
	<input checked="" type="checkbox"/> Public Works Director Collin Harlow*	<input type="checkbox"/> Town Engineer John Forba
	<input type="checkbox"/> Police Chief Jason Valentine	<input type="checkbox"/> Fire Chief Matt Cowan
	<input checked="" type="checkbox"/> Town Planner Bill Trimm*	<input type="checkbox"/> Building Official Tom Phillips

\*Attended virtually

## CALL TO ORDER, FLAG SALUTE, ROLL CALL

Mayor Quinn called the meeting to order at 5:59 p.m. Councilmembers Thakur and Willett had excused absences.

## PUBLIC COMMENTS

The following people commented:

- Buck Jorgensen
- Steve Gunn
- Joe Scordino
- Theresa Hollis

## II - SHORT-TERM RENTAL DISCUSSION

Town Planner Trimm presented background information on the history of short-term rental regulation in the Town. Discussion followed. The consensus of the Council was to request an updated staff report from Mr. Trimm and reconsider the previous resolution that would have disallowed short-term rentals.

## III - APPROVAL OF PAYMENTS – JULY 1, 2024 CLAIMS

*Councilmember E. Mitchell* moved to approve the July 1, 2024 claims checks #15030 through 15039 and EFTs #825 through 828 totaling \$24,466.66. *Councilmember S. Mitchell* seconded the motion. The motion passed unanimously.

## **II - APPROVAL OF PAYMENTS – JUNE 2024 PAYROLL**

*Councilmember Brock* moved to approve the June 2024 payroll EFT transactions #796 through 819 totaling \$72,964.55. *Councilmember E. Mitchell* seconded the motion. The motion passed unanimously.

## **III - APPROVAL OF MINUTES – MAY 6, 2024 MINUTES**

*Councilmember Brock* moved to approve the minutes from the following meetings:

- May 6, 2024
- May 18, 2024 Special Meeting
- May 20, 2024
- June 3, 2024
- June 15, 2024 Special Meeting
- June 17, 2024
- June 29, 2024 Special Meeting

*Councilmember S. Mitchell* seconded the motion. The motion passed unanimously.

## **IV - COUNCIL REPORTS**

None.

## **V - MAYOR'S REPORT**

- Reported on the recent e-newsletter.
- Public Works Director Harlow presented information on six proposed new speed signs. Discussion followed. The consensus of the Council was to move forward with six or seven signs, and further discuss locations

## **VI - AFFORDABLE HOUSING FUNDING INTERLOCAL AGREEMENT**

Council reviewed and discussed the interlocal agreement.

### **ACTION:**

*Councilmember E. Mitchell* moved to authorize the Mayor to execute the affordable housing funding interlocal agreement between Snohomish County and several Snohomish County cities. *Councilmember S. Mitchell* seconded the motion. The motion passed unanimously.

## **PUBLIC COMMENTS**

The following people commented:

- Cat Kennedy
- Mike Okasinski

## **GENERAL COUNCIL DISCUSSION – CHOICE OF SUBJECTS**

None.

**MEETING ENDS**

*Councilmember Brock* moved to end the meeting. *Councilmember S. Mitchell* seconded the motion. The motion passed unanimously. The meeting ended at 6:58 p.m.

Respectfully Submitted,

Approved by the Town Council

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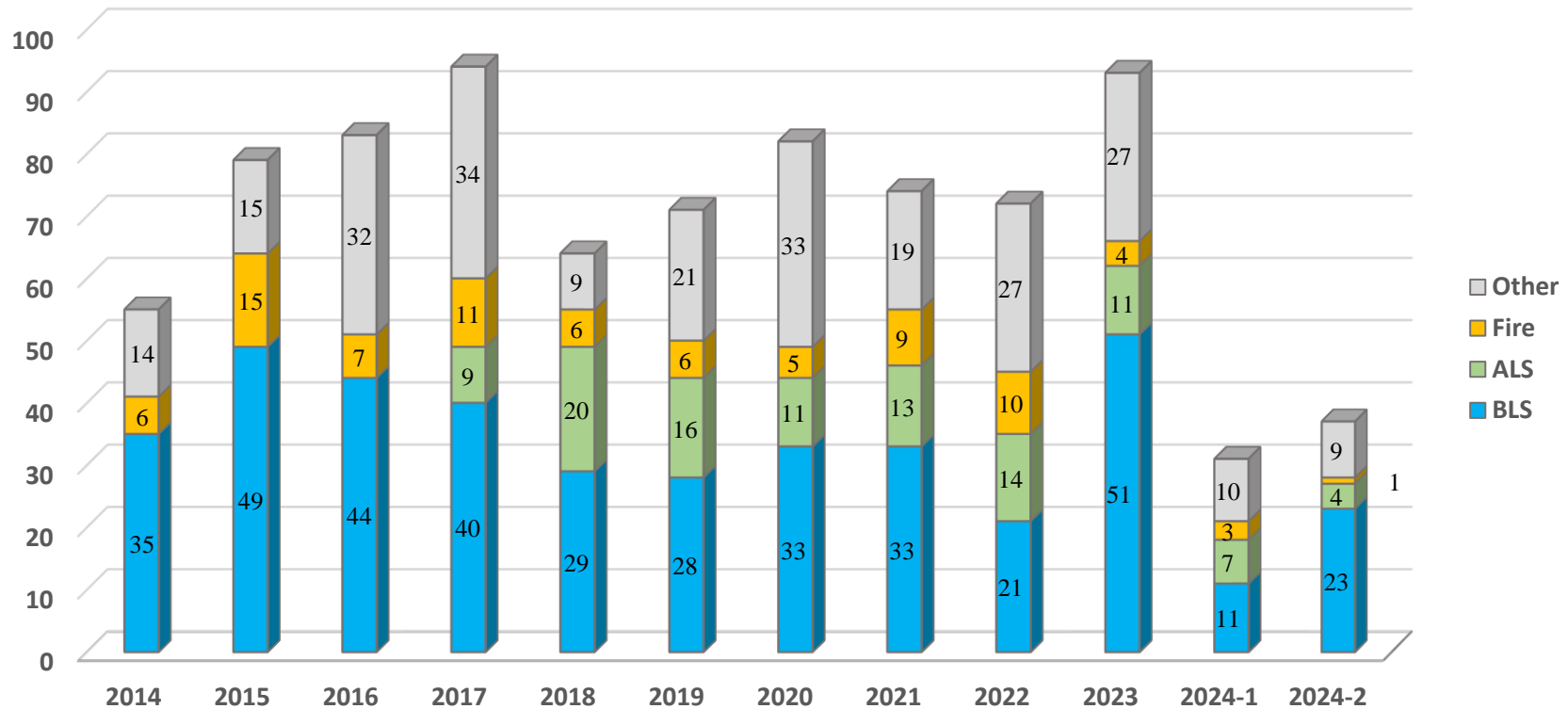
Heidi K. S. Napolitano, Clerk-Treasurer

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Michael S. Quinn, Mayor

(These minutes accurately reflect what was said at the Council Meeting. Publication does not vouch for the veracity of these statements.)

## Annual Fire Department Incidents by Call Type



*EMS calls include assistance calls.*

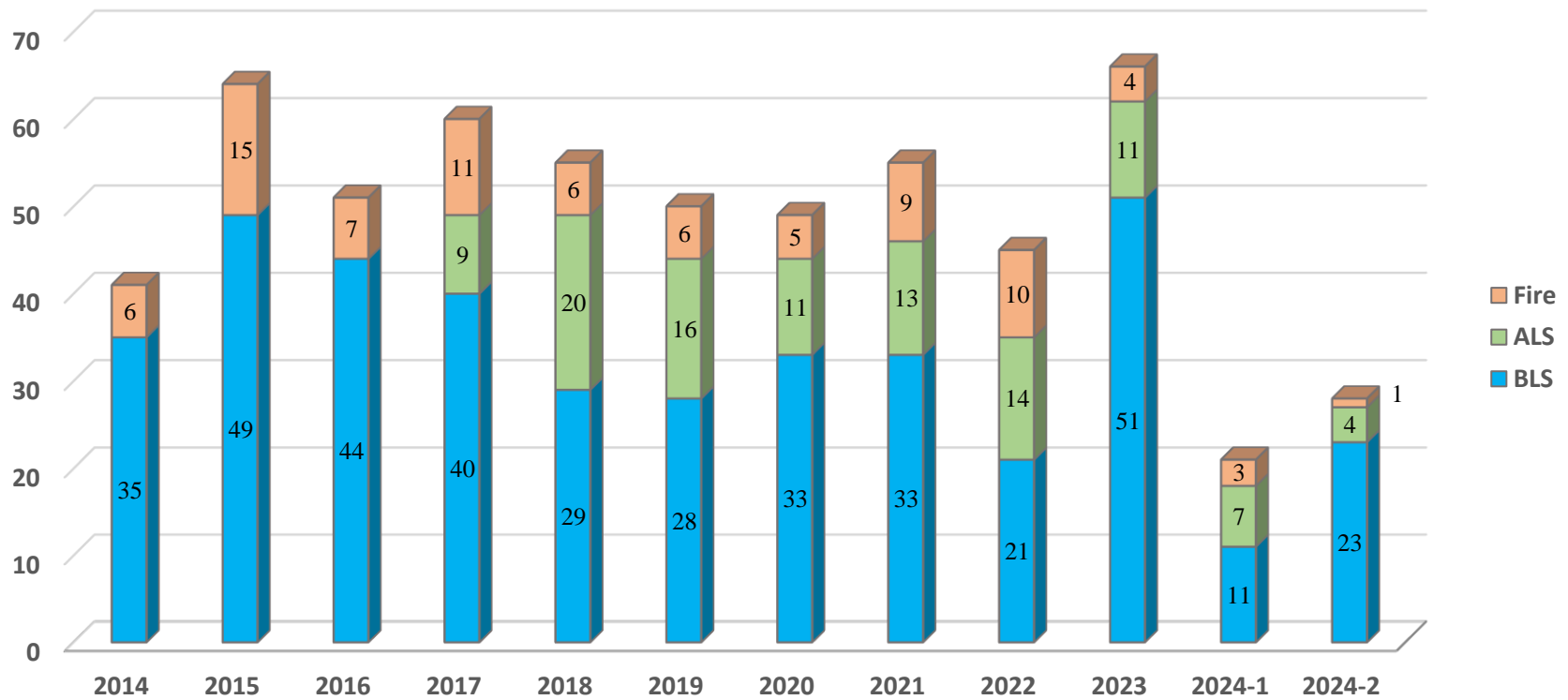
*ALS calls include incidents that a Medic unit was dispatched on, but doesn't necessarily mean it was a critical incident.*

*Fire calls include incidents that a suppression unit was dispatched on, and that there was "something". This includes AFA, and illegal burning.*

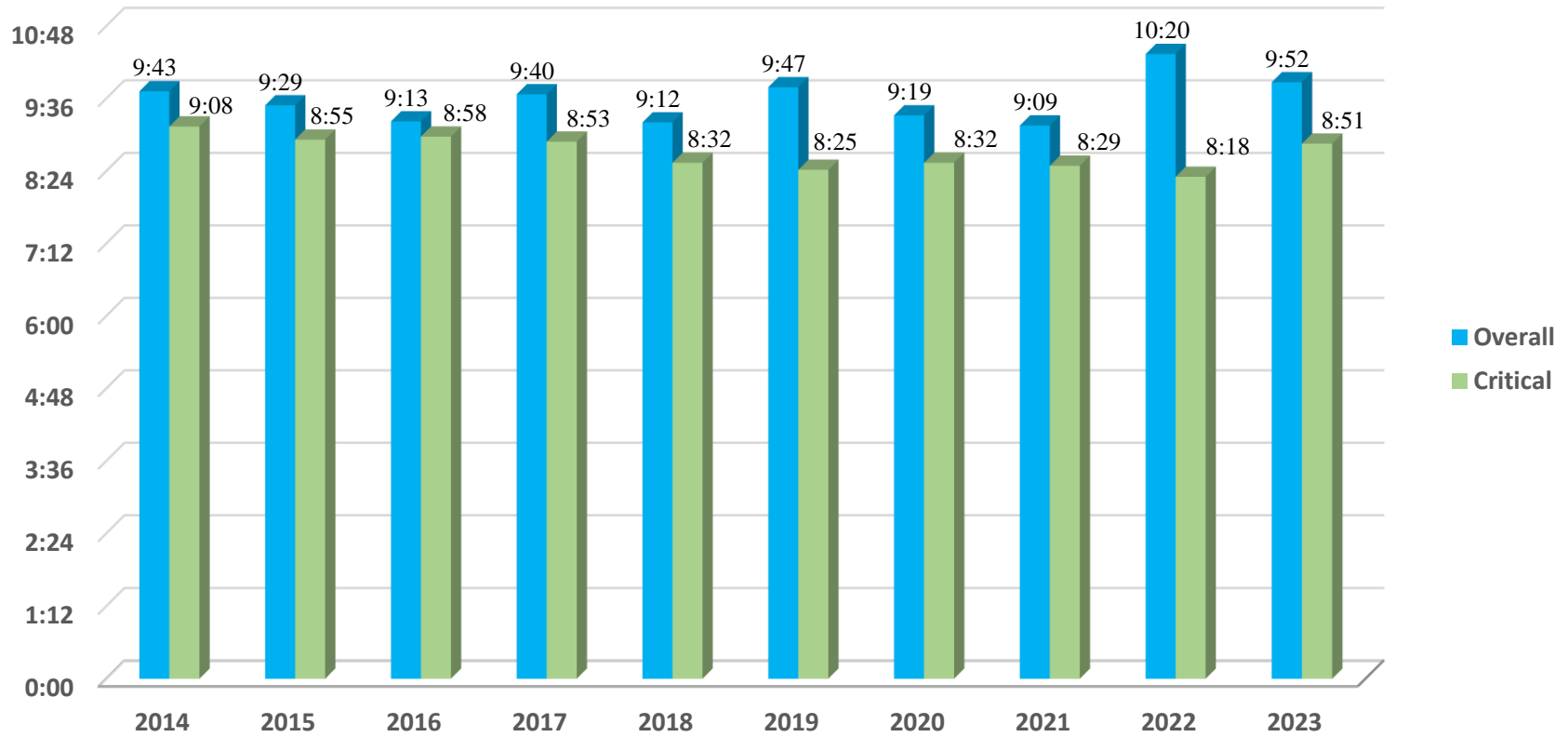
*Other calls include any other types of calls such as; good intent, canceled, false alarm, system/detector malfunction, and unintentional*

# Annual Fire Department Incidents by Call Type

("Other" call types are not included)



## *Annual Fire Department Response Times*





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## MEMORANDUM

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**TO:** Town Council  
**FROM:** Collin Harlow, Public Works Director  
**SUBJECT:** Traffic Calming  
**DATE:** July 15, 2024  
**CC:** Mike Quinn, Mayor

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### Background

The issue of speeding, pedestrian safety and traffic calming has been a long-standing concern for the Town and its residents. We have records dating back to the early 2000s that include consultant reports and presentations discussing the problem and identifying options. Not much has changed since then.

More recently, staff has collected traffic data that identifies Woodway Park Road and Timberlane as the primary areas of concern. In several presentations over the past year, staff has shared with Council that there is a speeding problem on these two roads – with areas in which over half of drivers are speeding. I have attached the latest report on these areas. Please note that, while there are substantial instances of speeding, in most cases, approximately 90% of drivers are traveling less than 30 miles per hour.

In April, we presented Council with a list of traffic calming ideas submitted by Mayor, Council, and Terry for discussion. I have included additional information on all of the options on the list. In a relatively short discussion, Council expressed the highest degree of interest in additional police staffing for enforcement, lowering the speed limit, speed cushions, and additional radar speed signs. As a result, while not limiting the conversation, I will focus on these ideas in my presentation at the Council meeting.

### Traffic Calming Options

#### 1. Installation of Stop Signs at Additional Intersections

*Pro:* Additional stop signs would require full stops at more locations, eliminating long stretches of uninterrupted travel. Response times for emergencies would be minimally affected. Pedestrians may have increased safety at crosswalks with all-way stop sign intersections.

*Con:* Adding multi-stop sign intersections can build in delays and negatively impact the level of service for the Town's comprehensive plan, Chapter 4.

*Estimated Cost:* Adding stop signs will require an engineering study for each intersection. The cost for engineering will be approximately \$2,000-\$4,000 per intersection. The cost of signs is approximately \$100 per sign.



*Recommendation:* The amount of traffic from the minor road must be similar to the amount of traffic from the major road to warrant a multi-stop sign intersection. I recommend pursuing a warrant analysis with the Town's engineer to determine if a 3-way stop is appropriate at Woodway Park Road and North Deer as that intersection has the most traffic on our connector streets.

## **2. Lowering Speed Limit to 20MPH**

*Pro:* Lowering the speed limit could give law enforcement a lower speed at which to start issuing tickets. It can be relatively cheap to do.

*Con:* The lowering of the speed limit alone is not enough to get most drivers to comply. According to engineering studies in the Bellevue's Residential traffic guidebook, reasonable and prudent drivers will drive at the speed suggested by roadway and traffic conditions. Additional traffic calming measures may be needed.



*Estimated Cost:* Replacement of speed limit signs would cost around \$2,000 in supplies.

*Recommendation:* Council has the authority to lower the speed limit without an engineering study. But there must be procedures developed before lowering the speed limit. I would only recommend doing so if there are other traffic calming actions taken in tandem, such as adding speed humps, significant increase in speed enforcement, and other ways of forcing cars to slow. I am concerned that solely focusing on lowering the speed limit will result in frustration for drivers.

## **3. Speed Cushions/Crosswalk Humps**

*Pro:* The installation of speed cushions in appropriate collector streets in Town could result in as much as a 9-mph reduction in average speeds according to the US Department of Transportation. Speed cushions allow for easier access for bicyclists and are better than speed humps for emergency response vehicles, crosswalk humps slow down response times in a similar way to speed humps. A study in Austin, Texas concluded each speed cushion only added one second to response times.



*Con:* Residents who drive through town may dislike them. Snow removal is an issue that would need special attention for speed cushions and crosswalk humps. The final cost for installing multiple speed cushions would be an expensive option.

*Estimated Cost:* Additional signage will cost \$400 per speed cushion if done by Public Works. The cost of installing each asphalt speed cushion would be around \$5,000-\$10,000. Rubber speed cushions have a similar cost but aren't as durable as asphalt ones. There also is an engineering

cost, which will depend on the number of speed humps installed. The installation of rubber Twin Maples speed cushions would have cost \$5,500 per speed cushion, not including engineering costs or Public Works time to install ourselves.

*Recommendation:* The Shoreline Fire Department said that they have no policy regarding traffic calming measures like speed cushions. The City of Edmonds Public Works Department has said that speed humps work well, but drivers and emergency responders hate them, while pedestrians love them. Based on the engineering recommended distances for the southern half of town, six speed cushions could be installed on Woodway Park Road and it wouldn't be advised to install speed cushions on Timberlane. However, that doesn't mean they can't go there. Simply that not every speed cushion would meet the recommended distances from intersection by the Federal Highway Administration or ITE guidelines. I would recommend permanent speed cushions to slow traffic through Town in a meaningful way. Installing 12 to 18 between Woodway Park Road, Timberlane, and North Deer would do the most to slow traffic. They'll have the largest impact on speeds through Town than any other option.

#### **4. Radar Speed Signs/Flash Driving Speed Signs**

*Pro:* Additional radar signs that stay in place may be an effective way to reduce speeds in Town on a long-term basis. Adding speed signs is a less intrusive way of reducing speeds than other methods. Average speed reduction of 3 mph. Radar speed signs will have no impact on emergency response times.



*Con:* The City of Edmonds said their radar signs are effective, but they have seen a slow increase in speeds the longer they are in the same place. Increased time taken from Public Works to manage, move, and replace batteries.

*Estimated Cost:* The most cost-effective way to operate radar signs will be to manually change batteries as opposed to relying on solar power. Each additional sign may cost \$2,000-\$3,000.

*Recommendation:* Currently looking at adding 6 additional signs, that would help cover much of Woodway Park Road, Timberlane, and North Deer. Rotating sign locations might avoid a numbing to their presence. On approaching curved sections of road, speed signs are more effective than on straight sections. We intend to order six signs this year.

#### **5. Speed Limit Enforcement**

*Pro:* Increasing enforcement of traffic laws with additional police officers enhances road safety and reduces traffic violations. This helps lower the likelihood of accidents and injuries caused by reckless driving. There also is a deterrent effect on



criminal activity as routine stops can lead to the discovery of more serious offenses.

*Con:* Higher costs for having more police hours.

*Estimated Cost:* Varied based on the addition of police hours. As identified in information shared by the Town related to a potential levy, the cost for each additional officer is approximately \$20,000.

*Recommendation:* Overall, more frequent and effective traffic stops contribute significantly to traffic calming and the overall security of Woodway. Combining enforcement with other traffic calming strategies might be the most effective way of addressing speeding. I recommend adding officers in addition to another strategy.

## 6. Reflective Candle Sticks and Other Lane Delineations

*Pro:* Lane delineators are a good way to make drivers more aware of the lanes and may make pedestrians feel more secure walking alongside traffic.

*Con:* They are unattractive and difficult to clean/maintain.

*Estimated Cost:* Candle stick lane delineators are a very inexpensive way of adding clearer guidelines for cars and pedestrians, typically costing between \$20-\$50 for each candle stick.



*Recommendation:* I do not recommend lane delineators for traffic calming but I would recommend trying them along walkways in town that don't have a raised walkway. They may have only an incidental impact on speeding – that is not their primary function.

## 7. Painting Speed Limits on the Road

*Pro:* Painting the speed limit on the road is a great way to emphasize the speed limit to drivers, especially in an area where the limit has changed.

*Con:* Woodway has a history of minimal signage. This would disrupt that.

*Estimated Cost:* Each installation would cost around \$1,000.



*Recommendation:* This would pair well with the lowering of our speed limit to 20 mph.

## 8. Transverse Highway Rumble Strips

*Pro:* Transverse rumble strips can help alert drivers to changes in road conditions (stop signs, curve, crosswalks).

*Con:* Edmonds noted no effect on speeds and decided to not pursue these in other locations. There may be an increase in noise from the roadway.





*Estimated Cost:* The cost of installation is around \$1,000-\$3,000.

*Recommendation:* Based on price and the feedback from Edmonds, this is not a solution I would recommend. However, if these are selected, the ideal locations to install are as follows: down the hill on Wachusett, going north on Woodway Park Road toward the bridge, and going south on Woodway Park Road toward the bridge. Speed might not be affected by them, but they do alert the driver to changes in the road.

## 9. Small Traffic Circle

*Pro:* Traffic circles are good way to effectively lower approach speeds and reduce the number and severity of collisions.

*Con:* Traffic circles may negatively affect response times and make it harder for larger vehicles to make left hand turns. Shoreline Fire would need to confirm that these wouldn't limit their access to a road. In early talks with Shoreline Fire, they expressed reservations. We would need a roadway survey to determine where traffic circles can be installed.



*Estimated Cost:* There would need to be a full topographic survey and boundary survey, which could cost \$6,000 for each intersection. Construction cost estimates are around \$8,000-\$15,000 for each installed circle. (However, the City of Seattle estimates the cost at \$20,000 for doing the job in-house.)

*Recommendation:* These would only be appropriate at intersections such as Woodway Park Road and North Deer or Woodway Park Road and Algonquin. These could end up being very expensive and, for that reason, I wouldn't recommend them for traffic calming.

## 10. Pinch Points

*Pro:* One-way pinch points, like we have on Wachusett, can slow drivers and force cars to yield and take turns going through the one-way.

*Con:* Visibility is necessary for these one-way pinch points – they can't be installed on curves in the road. There appear to be few studies on their effectiveness.

*Estimated Cost:* As pinch points aren't commonly installed, the costs involved can vary. I estimated the cost to be similar to a traffic circle – \$6,000 for studies and \$8,000-\$15,000 for planning and construction.



*Recommendation:* Engineering practices don't recommend these for traffic calming on collector streets. I don't recommend these as a traffic calming measure. There isn't enough data to show these safe and effective.

## 11. Traffic Cameras

*Pro:* There is significant evidence suggesting that ticket issuing speed cameras have a positive effect on speeders in getting them to go slower.

*Con:* Upfront costs are high and there are other ongoing legal costs associated with giving out tickets at a high volume.



*Estimated Cost:* Installing speeding cameras would cost around \$25,000 for the equipment plus the cost of an electrician to connect to power. There are also high operating and maintenance costs. There would be additional legal fees as people would fight tickets.

*Recommendation:* The spots that would make the most sense for placement of traffic cameras would be on Timberlane as cars enter Woodway, as cars approach the bridge from the north and the South on Woodway Park Road, and on Woodway Park Road headed north down the hill towards Edmonds. At this time, I don't recommend them as I don't have enough data on how operations of the cameras in Washington would unfold.

## 12. Pavement Color/Texture/Surface Treatment

*Pro:* Aesthetically, it would provide a distinct path for pedestrians. They also would alert drivers as they drove over them that may increase the driver's awareness of their surroundings.



*Con:* Very little data exists to show these are an effective way of slowing traffic down. The main reasons for using them are aesthetic in nature. Adding texture or colors to the existing white crosswalks won't add any additional safety than the white crosswalk bars are already promoting. Typically used in more urban settings with higher pedestrian volumes. There can be high maintenance costs.

*Estimated Cost:* Costs can vary dramatically depending on scale – \$2,500 to \$5,000 for each crosswalk.

*Recommendation:* Intersections and crosswalks are the most appropriate locations for placement. On either end of the bridge would also stand out as a place to focus on. These should only be used for aesthetic reasons and not for traffic calming. I wouldn't recommend them at this time.

### 13. Curbing

*Pro:* Installing curbing in locations may help separate pedestrians from vehicle traffic which would increase pedestrian safety. They do provide added safety while looking nicer than candle stick reflectors.

*Con:* The price involved is higher than other more temporary options. The ends of any curbs are vulnerable to breaking when larger vehicles hit them. The effect on storm water also must be studied to ensure there are no negative effects.



*Estimated Cost:* Costs can vary widely based on how much is needed. For 175 feet, the cost was \$12,000.

*Recommendation:* Curbing in locations where there is no raised walkway would provide some safety for pedestrians. However, I wouldn't recommend using them due to the cost and lack of durability.

## 2024 Speed Counts

### 1 Woodway Park Road, facing south, Just South Deer Creek Bridge Speed Limi 25 MPH

Date	Vehicle Count	Speeder Count	Speeder Count %	26-30 MPH	26-30 MPH %	31+ MPH	31+ MPH %	Fastest Time Period	Daily Average Speed
10-Jan	924	434	47%	359	39%	75	8%	4:00p	25
11-Jan	880	406	46%	331	38%	75	9%	12:30a	25
12-Jan	865	495	57%	381	44%	114	13%	5:00p	26
13-Jan	737	403	55%	280	38%	123	17%	5:00p	26
14-Jan	707	363	51%	257	36%	106	15%	4:00p	26
15-Jan	815	398	49%	303	37%	95	12%	12:00a	26
16-Jan	271	141	52%	115	42%	26	10%	5:30p	26
Averages	743	377	51%	289	39%	88	12%		26

### 2 Woodway Park Road, facing north, Just South Deer Creek Bridge Speed Limi 25 MPH

Date	Vehicle Count	Speeder Count	Speeder Count %	26-30 MPH	26-30 MPH %	31+ MPH	31+ MPH %	Fastest Time Period	Daily Average Speed
10-Jan	924	338	37%	294	32%	44	5%	12:30a	23
11-Jan	995	369	37%	324	33%	45	5%	11:00p	24
12-Jan	968	440	45%	379	39%	61	6%	2:00p	25
13-Jan	961	404	42%	311	32%	93	10%	1:00p	25
14-Jan	871	344	39%	276	32%	68	8%	4:00p	24
15-Jan	953	400	42%	330	35%	70	7%	12:30a	24
16-Jan	266	116	44%	98	37%	18	7%	4:00p	24
Averages	848	344	41%	287	34%	57	7%		24



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**South End of Timberlane, facing south****Speed Limi 25 MPH**

Date	Vehicle Count	Speeder Count	Speeder Count %	26-30 MPH	26-30 MPH %	31+ MPH	31+ MPH %	Fastest Time Period	Daily Average Speed
29-Jan	908	409	45%	321	35%	88	10%	2:30p	24
30-Jan	893	385	43%	294	33%	91	10%	11:00p	25
31-Jan	888	393	44%	302	34%	91	10%	4:00p	25
1-Feb	922	410	44%	326	35%	84	9%	4:30p	24
2-Feb	979	434	44%	349	36%	85	9%	12:00a	24
3-Feb	1077	465	43%	347	32%	118	11%	1:00p	25
4-Feb	799	355	44%	263	33%	92	12%	2:00p	24
Averages	924	407	44%	315	34%	93	10%		24

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**South End of Timberlane, facing north****Speed Limi 25 MPH**

Date	Vehicle Count	Speeder Count	Speeder Count %	26-30 MPH	26-30 MPH %	31+ MPH	31+ MPH %	Fastest Time Period	Daily Average Speed
29-Jan	927	353	38%	307	33%	46	5%	10:30p	24
30-Jan	884	308	35%	271	31%	37	4%	10:00p	24
1-Feb	913	369	40%	313	34%	56	6%	1:00p	24
2-Feb	1016	411	40%	354	35%	57	6%	1:30p	24
3-Feb	909	354	39%	291	32%	63	7%	5:00p	24
4-Feb	786	285	36%	246	31%	39	5%	4:00p	24
Averages	906	347	38%	297	33%	50	5%		24

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**Woodway Park Road, facing north near Makah intersection****Speed Limi 25 MPH**

Date	Vehicle Count	Speeder Count	Speeder Count %	26-30 MPH	26-30 MPH %	31+ MPH	31+ MPH %	Fastest Time Period	Daily Average Speed
9-Feb	940	357	38%	259	28%	98	10%	6:00p	24
10-Feb	826	350	42%	257	31%	93	11%	6:30p	24
11-Feb	626	261	42%	191	31%	70	11%	7:00p	24
12-Feb	798	346	43%	254	32%	92	12%	12:00a	24
13-Feb	917	376	41%	295	32%	81	9%	2:30p	24
14-Feb	974	423	43%	333	34%	90	9%	12:30a	24
15-Feb	850	361	42%	285	34%	76	9%	10:00p	24
Averages	847	353	42%	268	32%	86	10%		24

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**Woodway Park Road, facing south near Makah intersection****Speed Limi 25 MPH**

Date	Vehicle Count	Speeder Count	Speeder Count %	26-30 MPH	26-30 MPH %	31+ MPH	31+ MPH %	Fastest Time Period	Daily Average Speed
9-Feb	1114	554	50%	413	37%	141	13%	2:30p	26
10-Feb	1010	557	55%	426	42%	131	13%	1:00p	26
11-Feb	717	410	57%	313	44%	97	14%	1:00p	26
12-Feb	1011	537	53%	411	41%	126	12%	4:30p	26
13-Feb	1151	629	55%	517	45%	112	10%	11:30p	26
14-Feb	1194	660	55%	521	44%	139	12%	4:30p	26
15-Feb	973	495	51%	406	42%	89	9%	9:30p	26
Averages	1024	549	54%	430	42%	119	12%		26

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**Woodway Park Road, facing north near Noth Deer intersection****Speed Limi 25 MPH**

Date	Vehicle Count	Speeder Count	Speeder Count %	26-30 MPH	26-30 MPH %	31+ MPH	31+ MPH %	Fastest Time Period	Daily Average Speed
23-Feb	940	446	47%	317	34%	129	14%	1:00p	25
24-Feb	826	466	56%	332	40%	134	16%	12:00a	25
25-Feb	626	363	58%	264	42%	99	16%	2:30a	25
26-Feb	798	401	50%	297	37%	104	13%	10:00p	25
27-Feb	917	420	46%	315	34%	105	11%	6:00p	25
28-Feb	974	386	40%	301	31%	85	9%	1:30p	22
29-Feb	850	428	50%	330	39%	98	12%	7:00p	25
Averages	847	416	50%	308	37%	108	13%		25

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**Woodway Park Road, facing south near North Deer intersection****Speed Limi 25 MPH**

Date	Vehicle Count	Speeder Count	Speeder Count %	26-30 MPH	26-30 MPH %	31+ MPH	31+ MPH %	Fastest Time Period	Daily Average Speed
23-Feb	886	355	40%	282	32%	73	8%	6:00p	24
24-Feb	840	355	42%	308	37%	47	6%	6:30p	24
25-Feb	688	299	43%	253	37%	46	7%	7:00p	24
26-Feb	816	343	42%	282	35%	61	7%	12:00a	24
27-Feb	843	329	39%	273	32%	56	7%	2:30p	24
28-Feb	890	282	32%	249	28%	33	4%	12:30a	24
29-Feb	828	354	43%	290	35%	64	8%	10:00p	24
Averages	827	331	40%	277	34%	54	7%		24

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## Northend of Timberlane facing north toward Wachusett

Speed Limi 25 MPH

Date	Vehicle Count	Speeder Count	Speeder Count %	26-30 MPH	26-30 MPH %	31+ MPH	31+ MPH %	Fastest Time Period	Daily Average Speed
7-Mar	592	185	31%	152	26%	30	5%	2:30p	23
8-Mar	659	184	28%	144	22%	40	6%	12:00a	23
9-Mar	509	154	30%	124	24%	30	6%	11:30p	23
10-Mar	458	146	32%	132	29%	14	3%	10:30p	22
11-Mar	506	146	29%	121	24%	25	5%	10:30p	23
12-Mar	578	159	28%	137	24%	22	4%	9:30p	23
13-Mar	609	166	27%	133	22%	30	5%	12:00a	23
Averages	559	163	29%	135	24%	27	5%		23

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## Northend of Timberlane facing south

Speed Limi 25 MPH

Date	Vehicle Count	Speeder Count	Speeder Count %	26-30 MPH	26-30 MPH %	31+ MPH	31+ MPH %	Fastest Time Period	Daily Average Speed
7-Mar	479	154	32%	128	27%	26	5%	6:30p	23
8-Mar	540	146	27%	121	22%	25	5%	11:30p	23
9-Mar	518	134	26%	113	22%	21	4%	11:30p	22
10-Mar	405	90	22%	85	21%	5	1%	11:30p	22
11-Mar	441	97	22%	83	19%	14	3%	1:00p	22
12-Mar	490	128	26%	112	23%	16	3%	5:00p	23
13-Mar	473	139	29%	120	25%	19	4%	6:30p	23
Averages	478	127	26%	109	23%	18	4%		23