

# SCHOOL SPEED CAMERA

## PROGRAM EVALUATION



**VISION ZERO**

SAFER STREETS FOR ALEXANDRIA

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## EXECUTIVE SUMMARY

This report provides an evaluation of the City of Alexandria's first school speed camera safety program, which was launched in 2023 as part of the City's [Vision Zero](#) initiative to end traffic fatalities and severe injuries.

To determine the locations of the City's first speed cameras, a multi-departmental working group of City staff evaluated crash history, vehicle speeds, vehicle volumes, student ages, and equity around each school zone citywide, which resulted in the installation of speed cameras on Seminary Road, North Beauregard Street, and Mount Vernon Avenue. After two warning periods, the speed cameras began issuing citations on September 18, 2023. Drivers exceeding the 15 MPH school zone speed limit by at least 10 MPH while school zone signs are flashing receive a \$100 citation in the mail that is reviewed by the Alexandria Police Department (APD) prior to issuance.

Speed data at each camera location was collected in Fall 2022 and Spring 2024 to assess if, and how, driver behavior changed after the speed cameras were installed. At each location, driver speeds either decreased or remained unchanged during school zone hours after the speed camera program went live. From October 2023 through March 2024, the City's Speed Camera Program issued 28,747 citations, reflecting a decline in the number of citations issued monthly during that period. In those six months, 50 citations were dismissed, with dismissed citations decreasing on average month after month, ending with zero dismissed citations in March 2024. A total of over \$3 million in speed camera-related fines have been paid between August 2023 and July 2024, while \$1.5 million in fines remain unpaid. APD is in the process of hiring additional officers to absorb a portion of the speed camera-related work if the program expands.

City staff continue to coordinate the maintenance of the speed camera-related infrastructure and collect feedback from the community about the location, effectiveness, and visibility of each camera to improve the program as needed.

Next steps include an evaluation of crash data at each location, infrastructure design changes, additional countermeasures in specific locations, and program expansion as requested by the

## BACKGROUND

In 2017, the Alexandria City Council adopted a Vision Zero Policy and Vision Zero Action Plan (Plan), which charted a path for ending traffic fatalities and severe injuries by 2028. Among the strategies included in the Plan is to pursue an automated enforcement program for capturing speed violations.

Alexandria's Safe Routes to School Program strives to make it easier and safer for students to walk and bike to school and encourage more families to choose sustainable methods for getting to and from school. Alexandria City Public Schools (ACPS) periodically performs parent travel surveys to understand how students get to school and what factors contribute to that choice. Vehicle speed is consistently one of the top concerns among parents that discourage them from allowing their children to walk or bike.

Speed is widely recognized by industry experts as a primary factor in how often crashes occur and how severe they are. Higher speeds result in a reduced field of vision for drivers, longer stopping distances, and greater impact to the human body. For example, a person who is struck by a vehicle at 35 MPH has a much greater likelihood of suffering death or severe injury than someone struck at 25 MPH. Children are also especially vulnerable in the event of a crash. A 2022 Citywide Crash Analysis for Alexandria found that of all crashes involving children under the age of 12, 12% resulted in fatal or severe injury, compared to 3% for teens, and 1% for adults aged 35-50. Because children are more susceptible to severe injury, it's crucial that drivers are operating at safe speeds in school zones.

In 2020, the Commonwealth of Virginia authorized jurisdictions to deploy speed cameras in school zones and work zones. In 2022, the Alexandria City Council adopted an ordinance authorizing the use of speed cameras in school zones and work zones and approved funding for five cameras. Alexandria joined several communities across Virginia in implementing a speed camera program, including Arlington County, Fairfax County, and the City of Fairfax. Speed cameras are also widely used in Washington, D.C. and Maryland.

The City formed a multi-departmental working group consisting of staff from the Alexandria Police Department (APD), Alexandria City Public Schools (ACPS), Department of Transportation & Environmental Services (T&ES), Office of Communications and Community Engagement (OCCE), and City Attorney's Office, to develop the program and identify camera locations. There are over a dozen public schools in Alexandria, and the working group used a data-driven process to identify priority locations for cameras. Considerations included crash history, vehicle speeds, vehicle volumes, student ages, and equity. Ultimately, the working group recommended installation of speed cameras in the following locations:

- **Francis Hammond Middle School** (Seminary Road, between Kenmore Avenue and North Jordan Street)
- **John Adams Elementary School** (North Beauregard Street, between North Highview Lane and Reading Avenue)
- **George Washington Middle School** (Mount Vernon Avenue, between Braddock Road and Luray Avenue)

The City installed the cameras in Spring 2023 and conducted a warning period at the end of the 2022-2023 academic year. The City conducted an additional four-week warning period at the start of the 2023-2024 academic year, and the program went live and began issuing citations on September 18, 2023.

The speed cameras are active during school zone hours only, which are dictated by flashing signs indicating a lower speed limit during school arrival and dismissal. The school zone signs flash for the 30-minute period prior to and following school arrival and dismissal at each location. Drivers exceeding the school zone speed limit by at least 10 MPH while the school zone signs are flashing receive a \$100 citation in the mail. Each violation event is reviewed by the Alexandria Police Department prior to a citation being issued.

# EVALUATION

## TRAFFIC SPEEDS

The City evaluated traffic speeds before and after the program launch to determine the efficacy of the program. The goal is for traffic speeds to decline, indicating greater compliance with the posted speed limits. Speed data was collected in Fall 2022, prior to the program launch, and Spring 2024, approximately 7 months after the program launched.

Crash data is also an important metric but is not recommended for evaluation at this time. A minimum of one full year of crash data following the program launch is needed to compare the post-project crash history to the pre-project crash history. This will be explored later.

The summarized findings for each site are provided below and the detailed data for each can be found in Appendix A.

### *Francis Hammond Middle School (Seminary Road)*

Initial traffic data was collected in September 2022. At that time, Seminary Road had a 25 MPH posted speed limit, as well as a 25 MPH school zone speed limit. Later in 2022, the City reduced the school zone speed limit to 15 MPH, consistent with most schools across Alexandria. Post-project data was collected in April 2024.

Major findings include:

- During AM school zone hours, the **percentage of people driving more than 25 MPH decreased from 45% to 30%**.
- During PM school zone hours, the **percentage of people driving more than 25 MPH decreased from 37% to 23%**.
- Across the entire day, the 85<sup>th</sup> percentile speed **reduced from 34 MPH to 32 MPH**.
- Across the entire day, the **percentage of drivers traveling over 35 MPH reduced from 12% to 7%**.
- Speed reduction efforts were **more pronounced in the eastbound direction** than the westbound direction.

### *John Adams Elementary and Ferdinand T. Day Elementary Schools (North Beauregard Street)*

Initial traffic data was collected in September 2022. At that time, North Beauregard Street had a 35 MPH posted speed limit, as well as a 25 MPH school zone speed limit. Later in 2022, the City reduced both the posted speed limit and the school zone speed limit by 10 MPH, to 25 MPH and 15 MPH respectively. Post-project data was collected in April 2024.

Major findings include:

- During AM school zone hours, the **percentage of people driving more than 25 MPH decreased from 43% to 14%**.
- During PM school zone hours, the **percentage of people driving more than 25 MPH decreased from 37% to 29%**.
- Across the entire day, the 85<sup>th</sup> percentile speed **reduced from 35 MPH to 32 MPH**.

- Across the entire day, the **percentage of drivers traveling over 35 MPH reduced from 16% to 6%**.
- Speed reduction efforts were **more pronounced in the northbound direction** than the southbound direction.

### ***George Washington Middle School (Mount Vernon Avenue)***

Initial traffic data was collected in November 2022, and post-project data was collected in April 2024. The only change during that time was the installation of the school zone speed cameras. Speeds slightly decreased during school hours but slightly increased overall, while driver speeds decreased during school hours as well as overall at the other two speed camera locations. This could be due to the Mount Vernon Avenue data being collected in November instead of September, but there are many different reasons for an increase in driver speeds. There is no indication that the speed cameras resulted in the increased speeds.

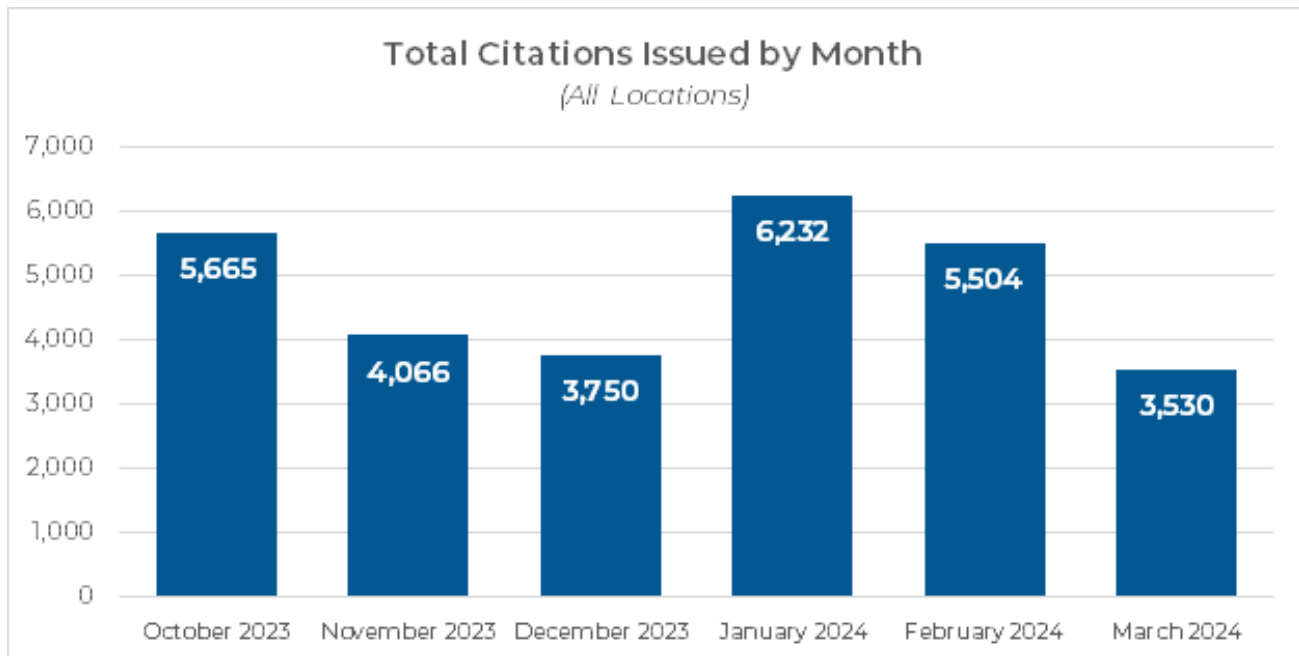
Major findings include:

- During AM school zone hours, the **percentage of people driving more than 25 MPH decreased from 27% to 21%**.
- During PM school zone hours, the **percentage of people driving more than 25 MPH increased from 19% to 20%**.
- Across the entire day, the 85<sup>th</sup> percentile speed **increased from 29 MPH to 31 MPH**.
- Across the entire day, the **percentage of drivers traveling over 35 MPH increased from 1% to 3%**.
- Speed reduction effects were typically **more pronounced in the southbound direction** than the northbound direction.

Speeds slightly decreased during school hours but slightly increased overall, while driver speeds decreased during school hours as well as overall at the other two speed camera locations. This could be an indication of different vehicle speeds at different times of year (the pre-project data was collected in November instead of September, like at the other two speed camera locations). There could also be seasonal differences between driver behavior in the fall versus the spring. Mount Vernon Avenue also did not have the compounded effect of a speed limit reduction alongside the introduction of speed cameras. In short, there are many different factors that could have contributed to a slight increase in driver speeds during certain hours, and while there is no indication that the speed cameras resulted in the increased speeds, this is something the City will continue to monitor.

## **SPEED CAMERA CITATIONS**

From October 2023 through March 2024, the City issued 28,747 citations across all three speed camera locations. Overall, there appear to be seasonal trends. The number of citations issued declined from October 2023 to December 2023. In January 2024, citations increased, only to decrease again through March 2024. The reasons for the reduction in compliance with school speed limits are unknown but could be attributed to fewer active speed camera days and drivers not adhering to speed limits during school vacations.



The proportion of citations relative to vehicle volumes varied at each location, but at all locations, **fewer than 1% of drivers using these roadways each day receive a speeding citation.**

Citation Data by Location October 2023-March 2024			
Location	Number of Citations	% of Citations Issued Relative to Daily Traffic Volume	Proportion of Citations at All Locations
Seminary Road (Eastbound)	6,9771	0.30%	24%
Seminary Road (Westbound)	5,914	0.29%	20%
North Beauregard Street (Northbound)	3,910	0.31%	14%
North Beauregard Street (Southbound)	8,173	0.55%	28%
Mount Vernon Avenue (Northbound)	2,271	0.45%	8%
Mount Vernon Avenue (Southbound)	1,612	0.40%	6%

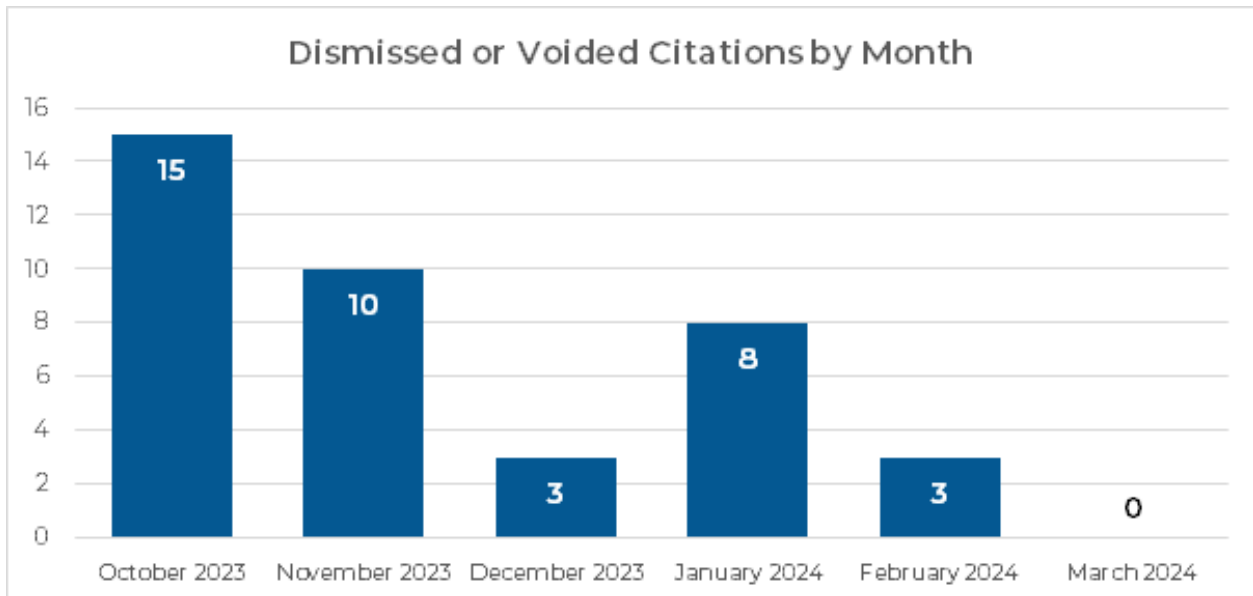
The proportion of citations also varied among residents of Alexandria versus residents of other jurisdictions. **Over 80 percent of citations in 2023 and 2024 were issued to non-Alexandria residents.**

Lastly, while only some data is available on recidivism rates due to Virginia Code requirements on purging personal data within 60 days after collection of civil penalties, the data that is currently available indicates that **the vast majority of drivers cited under the program received only a single citation.**



## CITATION ACCURACY

School zone speed violations captured by speed camera are first identified by the City's automated enforcement vendor. However, APD reviews all violations to confirm legitimacy before a citation is issued. Based on the initial data, the violations identified by the vendor are largely accurate, resulting in fewer than 50 citations being dismissed by APD between October 2023 and March 2024. **The data also indicate that accuracy has largely improved as the program matured.**



A citation may get dismissed for various reasons. These reasons are categorized as either Controllable Rejections, Non-Controllable Rejections, or Non-Violations.

Controllable Rejections include issues such as camera malfunctions, poor video, sun glare on the license plate or camera lens, the license plate being blocked by another vehicle, or missing data.

Non-Controllable Rejections include issues such as the license plate not being registered with the DMV, the absence of a license plate, the state of the license plate not being verifiable, the license plate being unreadable, or the flashing signal being out of order.

Non-Violations result from lane changes, school not being in session, vehicles stopping, emergency vehicles responding to a call for service, or no vehicle being present.

## ALEXANDRIA POLICE DEPARTMENT STAFFING CAPACITY

Virginia law requires that all citations be verified by a law enforcement officer prior to a citation being issued. All citations must be executed within 30 days of the date the violation occurred. APD has assumed responsibility for reviewing automated speed citations alongside reviewing citations issued under the City's automated red-light enforcement program.

APD is currently operating at full capacity with its existing staffing levels. The department manages the present workload by utilizing two full-time Special Conservators of the Peace (SCOPs) and supplementing their efforts with three to four Sworn Police Officers working overtime to review violations. APD is in the process of hiring additional SCOPs to absorb some of the speed camera and

red-light camera citation administration and mitigate or eliminate the need to engage Sworn Police Officers for this work. APD cannot engage a contractor for this work because the citations must be issued by law enforcement personnel.

It is essential that the program continue to be fully staffed to avoid citations expiring and to minimize lag time between a violation occurring and a citation being issued. According to the [U.S. Department of Transportation](#), “an important element of speed enforcement is the connection that drivers make between their speeding behavior and the penalty for that behavior.” Timely feedback can help to “maintain the cause-and-effect relationship between speeding and its penalties, alert drivers to the possibility they will receive a violation notice and deter future speeding.” Thus, reliable and timely citations can increase the success of the program and improve compliance.

## ADJUDICATION

Only one of seven speed camera-related citations that have gone to court has been dismissed. This was due to the presiding judge not acknowledging the calibration sheet because it was not titled ‘Calibration’, but rather ‘Event Log’, which showed the self-calibration. This issue has been addressed and should not be a concern moving forward.

## FINES & COLLECTIONS

A total of \$3,126,800 in speed camera-related fines have been paid between August 2023 and July 2024, while \$1,460,500 in fines are still unpaid. The fines are paid directly to the City’s automated enforcement vendor, who then verifies the funds and sends the funds to the City.

The cost to APD for administering this program is largely equivalent to the salaries of the two current SCOPs assigned to this program and any additional SCOPs that are eventually hired. APD has spent approximately \$50,000 on overtime pay to the Sworn Officers assisting with the violations since the beginning of the program (August 2023), bringing the total cost of administering the program thus far to just under \$200,000.

Citation revenue from this program is deposited into the City’s general fund. Per [VA Code 46.2-882.1 \(C\)](#) which governs the use of Speed Safety Cameras, “Civil penalties collected under this section resulting from a summons issued by a local law-enforcement officer shall be paid to the locality in which such violation occurred.”

## EQUIPMENT MAINTENANCE

In the initial months after the program launched, the City faced occasional difficulties in synchronizing the speed cameras with the flashing school zone speed limit signs. Since the equipment cannot be linked to activate simultaneously, each device must be individually programmed with the exact same operating hours.

Due to these early equipment coordination issues, some residents experienced the camera flash (indicating a violation), while the flashing school zone signs were not active. While the program’s quality control process accounts for these incidents and no citations are ultimately issued, this created some confusion among drivers who felt they would be wrongfully issued a citation.

Staff performed additional maintenance on the flashing school zone signs and reprogrammed them in Fall 2023 to ensure they were operating as intended. Since then, the issue has largely been resolved, though ongoing maintenance is something to be mindful of as the program continues. It is

important that drivers can trust that, if they experience the camera flash, it means they committed a violation and will receive a citation in the mail. This accuracy and timeliness enhance public confidence in the program and can improve driver compliance.

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## COMMUNITY FEEDBACK

Since the City began citing drivers for speed camera-related violations in October 2023, the City has received public inquiries about various aspects of the program via 311, email, phone, and public meetings. Common issues include:

- Visibility of and advanced warning for school zones with automated enforcement.
- The fine amount and payment process.
- The established school speed limit.
- The hours of camera operation.

City staff strived to investigate and be responsive to each resident request or concern. With respect to visibility and advance warning of school zones, staff performed site audits and found that the locations comply with both City Code and the Code of Virginia regarding placement of signs and advance warning. However, the City recognizes that the character of certain roadways may make it more difficult for drivers to detect the school zone and advance warning signs. Therefore, the following improvements are recommended:

- **Short-Term:** Install additional advance warning signs on multi-lane roadways with speed cameras.
- **Long-Term:** Mount school zone speed limit signs on overhead mast arms for improved visibility for drivers on multi-lane roadways, or install additional signs in the median, where available.
- **Long-Term:** Explore roadway design improvements that naturally encourage slower speeds.

The maximum fine amount is determined by the Virginia Code. The City has opted not to implement a graduated fine structure since speed camera citation amounts are already lower than what they would be if issued in person by a police officer.

Staff also considered complaints about the posted school speed limit and hours of operation and does not recommend increasing the school zone speed limit. Studies show that higher speed limits result in higher speeds, which is contrary to the City's adopted goal of improving traffic safety, especially near schools. 15 MPH is the school speed limit for all school zones in Alexandria, so implementing higher speed limits in certain areas would not be equitable for Alexandria residents and may lead to confusion among motorists.

Additionally, the school zone speed limits in Alexandria have been effective for the 30 minutes prior and following the first and last school bell since before the launch of the school speed camera program. The hours were agreed upon by both City and ACPS staff and were selected to account for students traveling to/from school. Some students arrive late, school buses are sometimes late dropping off students, and school crossing guards are onsite during these times. These hours are not uncommon in other areas, and in some jurisdictions, the school speed limit is in effect for a longer period. Therefore, changes to the hours of operation are not recommended at this time.

## CONCLUSION

Based on the information gathered thus far, it appears that the City is largely meeting its stated goals of encouraging safe speeds in these school zones. The City will continue to monitor both speeds and crashes over time.

The City has identified several next steps for the program:

- Implement signage improvements at select locations to improve driver awareness of the school zone speed limit and automated enforcement.
- Explore longer-term design treatments to naturally encourage slower speeds through engineering as well as enforcement.
- Continue to dedicate appropriate staffing to reviewing violations to provide reliable and timely feedback to drivers who violate the school speed limit.
- Evaluate crash data, when available, to determine whether crash trends have changed since the launch of the school speed camera program.
- Identify additional priority locations for school speed cameras as requested by City Council in the Fiscal Year 2024 Approved Budget.
- Continue to consider and respond to community feedback.

# APPENDICES

## APPENDIX A: SPEED DATA TABLES

### *Seminary Road*

Seminary Road, between Kenmore Avenue/Library Lane and North Pickett Street			
All Day Data			
	Before	After	Difference
	September 6-8, 2022	April 9-11, 2024	
	25 MPH Speed Limit + 25 MPH School Zone Speed Limit	25 MPH Speed Limit + 15 MPH School Zone Speed Limit + Speed Cameras	
Average Speed Eastbound	27	24	-12.35%
Average Speed Westbound	24	25	7.04%
<b>Average Speed (Both Directions)</b>	25	25	-3.29%
85th Percentile Speed EB	35	31	-11.43%
85th Percentile Speed WB	34	33	-1.98%
<b>85th Percentile Speed (Both Directions)</b>	34	32	-6.80%
95th Percentile Speed EB	39	35	-10.26%
95th Percentile Speed WB	38	38	0.00%
<b>95th Percentile Speed (Both Directions)</b>	39	37	-5.19%
% Driving 45+ MPH EB	1	0	-100.00%
% Driving 45+ MPH WB	0	0	0.00%
<b>% Driving 45+ MPH (Both Directions)</b>	1	0	-66.67%
% Driving 35+ MPH EB	14	5	67.44%
% Driving 35+ MPH WB	10	9	-6.90%
<b>% Driving 35+ MPH (Both Directions)</b>	12	7	-43.06%
Average Daily Volumes EB	11,360	11,881	4.59%
Average Daily Volumes WB	12,607	12,966	3.01%
<b>Total Average Daily Volumes</b>	23,966	24,866	3.76%

## Seminary Road, between Kenmore Avenue/Library Lane and North Pickett Street

*School Hours Data (8:00 am - 9:00 am)*

	Before September 6-8, 2022	After April 9-11, 2024	Difference Before/After
	<i>25 MPH Speed Limit + 25 MPH School Zone Speed Limit</i>	<i>25 MPH Speed Limit + 15 MPH School Zone Speed Limit + Speed Cameras</i>	
Average Volumes Eastbound	631	620	-1.85%
Average Volumes Westbound	1,101	1,085	-1.51%
<b>Total Average Volumes (Both Directions)</b>	23,966	24,866	-1.64%
# Driving 35+ MPH EB	53	14	-72.8%
# Driving 35+ MPH WB	369	31	-91.59%
<b>Total # Driving 35+ MPH (Both Directions)</b>	421	45	-89.24%
# Driving 25+ MPH EB	369	150	-59.31%
# Driving 25+ MPH WB	409	357	-12.87%
<b>Total # Driving 25+ MPH (Both Directions)</b>	778	507	-34.88%
# Driving 15+ MPH EB	572	489	-14.50%
# Driving 15+ MPH WB	839	904	7.71%
<b># Driving 15+ MPH (Both Directions)</b>	1411	1393	-1.30%
% Driving 35+ MPH EB	8%	2%	-72.27%
% Driving 35+ MPH WB	33%	3%	-91.46%
<b>% Driving 35+ MPH (Both Directions)</b>	24%	3%	-89.06%
% Driving 25+ MPH EB	58%	24%	-58.55%
% Driving 25+ MPH WB	37%	33%	-11.53%
<b>% Driving 25+ MPH (Both Directions)</b>	45%	30%	-33.79%
% Driving 15+ MPH EB	91%	79%	-12.89%
% Driving 15+ MPH WB	76%	83%	9.36%
<b>% Driving 15+ MPH (Both Directions)</b>	81%	82%	0.34%

## Seminary Road, between Kenmore Avenue/Library Lane and North Pickett Street

*School Hours Data (2:45pm - 3:45 pm)*

	Before September 6-8, 2022	After April 9-11, 2024	Difference Before/After
	<i>25 MPH Speed Limit + 25 MPH School Zone Speed Limit</i>	<i>25 MPH Speed Limit + 15 MPH School Zone Speed Limit + Speed Cameras</i>	
Average Volumes Eastbound	792	796	0.51%
Average Volumes Westbound	921	859	-6.70%
<b>Total Average Volumes (Both Directions)</b>	1,712	1,655	-3.37%
# Driving 35+ MPH EB	39	7	-82.76%
# Driving 35+ MPH WB	69	21	-69.90%
<b>Total # Driving 35+ MPH (Both Directions)</b>	107	27	-74.53%
# Driving 25+ MPH EB	257	133	-48.18%
# Driving 25+ MPH WB	376	250	-33.57%
<b>Total # Driving 25+ MPH (Both Directions)</b>	633	383	-39.39%
# Driving 15+ MPH EB	620	561	-9.47%
# Driving 15+ MPH WB	706	702	-0.47%
<b># Driving 15+ MPH (Both Directions)</b>	1326	1263	-4.68%
% Driving 35+ MPH EB	5%	1%	-82.85%
% Driving 35+ MPH WB	7%	2%	-67.74%
<b>% Driving 35+ MPH (Both Directions)</b>	6%	2%	-73.65%
% Driving 25+ MPH EB	32%	17%	-48.44%
% Driving 25+ MPH WB	41%	29%	-28.80%
<b>% Driving 25+ MPH (Both Directions)</b>	37%	23%	37.39%
% Driving 15+ MPH EB	36%	34%	-6.31%
% Driving 15+ MPH WB	77%	82%	6.67%
<b>% Driving 15+ MPH (Both Directions)</b>	77%	76%	-1.36%



## North Beauregard Street

North Beauregard Street between Rayburn Avenue and Reading Avenue			
All Day Data			
	Before	After	Difference Before/After
	September 6-8, 2022	April 9-11, 2024	
	25 MPH Speed Limit + 25 MPH School Zone Speed Limit	25 MPH Speed Limit + 15 MPH School Zone Speed Limit + Speed Cameras	
Average Speed Northbound	28	24	-13.25%
Average Speed Southbound	30	28	-6.67%
<b>Average Speed (Both Directions)</b>	29	26	<b>-9.83%</b>
85th Percentile Speed NB	34	31	-10.68%
85th Percentile Speed SB	36	34	-6.48%
<b>85th Percentile Speed (Both Directions)</b>	35	32	<b>-8.53%</b>
95th Percentile Speed NB	39	35	-10.34%
95th Percentile Speed SB	39	37	-5.08%
<b>95th Percentile Speed (Both Directions)</b>	39	36	<b>-7.69%</b>
% Driving 45+ MPH NB	0	0	0.00%
% Driving 45+ MPH SB	1	0	-100.00%
<b>% Driving 45+ MPH (Both Directions)</b>	1	0	<b>-100.00%</b>
% Driving 35+ MPH NB	12	4	-69.44%
% Driving 35+ MPH SB	19	9	-54.39%
<b>% Driving 35+ MPH (Both Directions)</b>	16	6	<b>-60.22%</b>
Average Daily Volumes NB	8,060	7,710	-4.34%
Average Daily Volumes SB	7,487	6,945	-7.23%
<b>Total Average Daily Volumes</b>	15,547	14,655	<b>-5.74%</b>

## North Beauregard Street between Rayburn Avenue and Reading Avenue

School Hours Data (7:30 am - 8:30 am)

	Before September 6-8, 2022	After April 9-11, 2024	Difference Before/After
	<i>25 MPH Speed Limit + 25 MPH School Zone Speed Limit</i>	<i>25 MPH Speed Limit + 15 MPH School Zone Speed Limit + Speed Cameras</i>	
Average Volumes Northbound	824	743	-9.87%
Average Volumes Southbound	363	271	-25.50%
<b>Total Average Volumes (Both Directions)</b>	1,187	1,013	-14.65%
# Driving 35+ MPH NB	29	2	-91.86%
# Driving 35+ MPH SB	27	10	-61.73%
<b>Total # Driving 35+ MPH (Both Directions)</b>	56	13	-77.25%
# Driving 25+ MPH NB	245	42	-82.83%
# Driving 25+ MPH SB	262	96	-63.41%
<b>Total # Driving 25+ MPH (Both Directions)</b>	507	138	-72.78%
# Driving 15+ MPH NB	615	340	-44.80%
# Driving 15+ MPH SB	355	246	-30.61%
<b># Driving 15+ MPH (Both Directions)</b>	970	586	-39.61%
% Driving 35+ MPH NB	3%	0%	-90.97%
% Driving 35+ MPH SB	7%	4%	-48.63%
<b>% Driving 35+ MPH (Both Directions)</b>	5%	1%	-73.34%
% Driving 25+ MPH NB	30%	6%	-80.95%
% Driving 25+ MPH SB	72%	35%	-50.88%
<b>% Driving 25+ MPH (Both Directions)</b>	43%	14%	-68.11%
% Driving 15+ MPH NB	75%	46%	-38.75%
% Driving 15+ MPH SB	98%	91%	-6.85%
<b>% Driving 15+ MPH (Both Directions)</b>	82%	58%	-29.24%

## North Beauregard Street between Rayburn Avenue and Reading Avenue

School Hours Data (2:00 pm - 3:00 pm)

	Before September 6-8, 2022	After April 9-11, 2024	Difference Before/After
	<i>25 MPH Speed Limit + 25 MPH School Zone Speed Limit</i>	<i>25 MPH Speed Limit + 15 MPH School Zone Speed Limit + Speed Cameras</i>	
Average Volumes Northbound	824	532	-35.44%
Average Volumes Southbound	363	480	32.29%
<b>Total Average Volumes (Both Directions)</b>	1,187	1,012	-14.74%
# Driving 35+ MPH NB	29	6	-77.91%
# Driving 35+ MPH SB	27	21	-22.22%
<b>Total # Driving 35+ MPH (Both Directions)</b>	56	27	-50.90%
# Driving 25+ MPH NB	245	95	-61.31%
# Driving 25+ MPH SB	262	198	-24.52%
<b>Total # Driving 25+ MPH (Both Directions)</b>	507	293	-42.27%
# Driving 15+ MPH NB	615	369	-39.98%
# Driving 15+ MPH SB	355	438	23.38%
<b># Driving 15+ MPH (Both Directions)</b>	970	807	-16.80%
% Driving 35+ MPH NB	3%	1%	-65.78%
% Driving 35+ MPH SB	7%	4%	-41.17%
<b>% Driving 35+ MPH (Both Directions)</b>	5%	3%	-42.41%
% Driving 25+ MPH NB	30%	18%	-40.07%
% Driving 25+ MPH SB	72%	41%	-42.91%
<b>% Driving 25+ MPH (Both Directions)</b>	43%	29%	-32.30%
% Driving 15+ MPH NB	75%	69%	-7.03%
% Driving 15+ MPH SB	98%	91%	-6.67%
<b>% Driving 15+ MPH (Both Directions)</b>	82%	80%	-2.42%

## Mount Vernon Avenue

Mount Vernon Avenue between Spring Street and Adams Avenue			
All Day Data			
	Before	After	Difference Before/After
	November 15-17, 2022	May 7-9, 2024	
	25 MPH Speed Limit + 25 MPH School Zone Speed Limit	25 MPH Speed Limit + 15 MPH School Zone Speed Limit + Speed Cameras	
Average Speed Northbound	24	25	4.11%
Average Speed Southbound	24	25	4.11%
<b>Average Speed (Both Directions)</b>	24	25	4.11%
85th Percentile Speed NB	29	31	8.05%
85th Percentile Speed SB	29	31	6.82%
<b>85th Percentile Speed (Both Directions)</b>	29	31	7.43%
95th Percentile Speed NB	32	34	6.19%
95th Percentile Speed SB	33	35	6.12%
<b>95th Percentile Speed (Both Directions)</b>	33	35	6.15%
% Driving 45+ MPH NB	0	0	0.00%
% Driving 45+ MPH SB	0	0	0.00%
<b>% Driving 45+ MPH (Both Directions)</b>	0	0	0.00%
% Driving 35+ MPH NB	1	3	344.44%
% Driving 35+ MPH SB	1	3	233.33%
<b>% Driving 35+ MPH (Both Directions)</b>	1	3	280.95%
Average Daily Volumes NB	2,987	3,071	2.83%
Average Daily Volumes SB	3,606	3,417	-5.20%
<b>Total Average Daily Volumes</b>	6,593	6,490	-1.56

## Mount Vernon Avenue between Spring Street and Adams Avenue

*School Hours Data (8:00 am - 9:00 am)*

	Before November 15-17, 2022	After May 7-9, 2024	Difference Before/After
	<i>25 MPH Speed Limit + 25 MPH School Zone Speed Limit</i>	<i>25 MPH Speed Limit + 15 MPH School Zone Speed Limit + Speed Cameras</i>	
Average Volumes Northbound	237	241	1.40%
Average Volumes Southbound	302	280	-7.07%
<b>Total Average Volumes (Both Directions)</b>	539	521	-3.34%
# Driving 35+ MPH NB	0	2	500.00%
# Driving 35+ MPH SB	1	1	0.00%
<b>Total # Driving 35+ MPH (Both Directions)</b>	1	3	125%
# Driving 25+ MPH NB	54	51	-4.94%
# Driving 25+ MPH SB	91	57	-37.59%
<b>Total # Driving 25+ MPH (Both Directions)</b>	145	108	-25.46%
# Driving 15+ MPH NB	226	219	-2.95%
# Driving 15+ MPH SB	260	238	-8.71%
<b># Driving 15+ MPH (Both Directions)</b>	486	457	-6.04%
% Driving 35+ MPH NB	0%	1%	491.69%
% Driving 35+ MPH SB	0%	0%	7.61%
<b>% Driving 35+ MPH (Both Directions)</b>	0%	1%	132.77%
% Driving 25+ MPH NB	23%	21%	-6.25%
% Driving 25+ MPH SB	30%	20%	-32.84%
<b>% Driving 25+ MPH (Both Directions)</b>	27%	21%	-22.88%
% Driving 15+ MPH NB	95%	91%	-4.30%
% Driving 15+ MPH SB	86%	85%	-1.76%
<b>% Driving 15+ MPH (Both Directions)</b>	90%	88%	-2.79%

## Mount Vernon Avenue between Spring Street and Adams Avenue

School Hours Data (2:45 pm - 3:45 pm)

	Before November 15-17, 2022	After May 7-9, 2024	Difference Before/After
	25 MPH Speed Limit + 25 MPH School Zone Speed Limit	25 MPH Speed Limit + 15 MPH School Zone Speed Limit + Speed Cameras	
Average Volumes Northbound	259	231	-10.57%
Average Volumes Southbound	316	259	-18.23%
<b>Total Average Volumes (Both Directions)</b>	575	490	-14.78%
# Driving 35+ MPH NB	0	0	0.00%
# Driving 35+ MPH SB	1	2	150.00%
<b>Total # Driving 35+ MPH (Both Directions)</b>	1	2	200.00%
# Driving 25+ MPH NB	50	38	-23.84%
# Driving 25+ MPH SB	56	57	1.78%
<b>Total # Driving 25+ MPH (Both Directions)</b>	107	96	-10.31%
# Driving 15+ MPH NB	234	193	-17.38%
# Driving 15+ MPH SB	268	226	-15.57%
<b># Driving 15+ MPH (Both Directions)</b>	502	419	-16.41%
% Driving 35+ MPH NB	0%	0%	0.00%
% Driving 35+ MPH SB	0%	1%	205.73%
<b>% Driving 35+ MPH (Both Directions)</b>	0%	0%	252.04%
% Driving 25+ MPH NB	19%	17%	-14.84%
% Driving 25+ MPH SB	18%	22%	24.46%
<b>% Driving 25+ MPH (Both Directions)</b>	19%	20%	5.25%
% Driving 15+ MPH NB	90%	84%	-7.62%
% Driving 15+ MPH SB	85%	86%	3.26%
<b>% Driving 15+ MPH (Both Directions)</b>	87%	86%	-1.91%