

SMARTstat™ Analysis Report

North Main Street

Mon Feb 24, 2025 15:02
to Wed Mar 5, 2025 10:20

File: 02270005.csv

Date Created: Monday, March 24, 2025

Generator: 1.00.005 (01700106)

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Summary

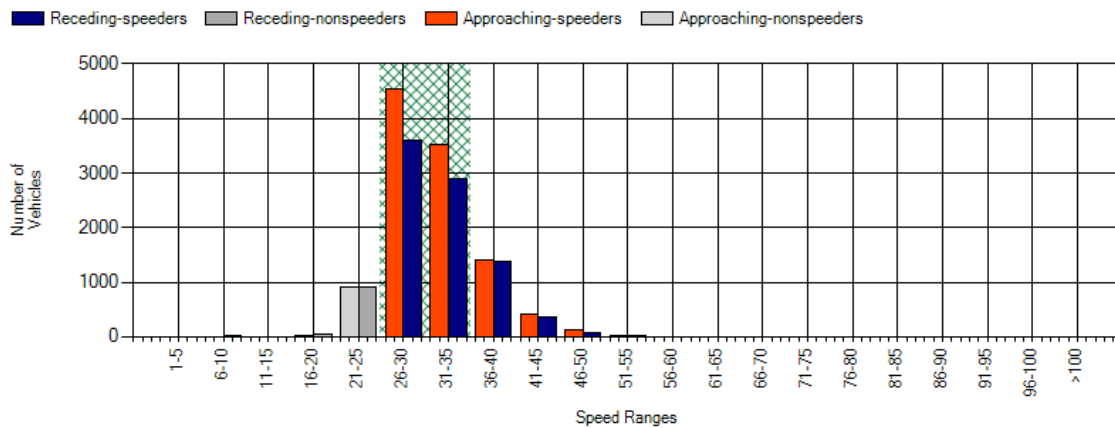
Study Summary for file 02270005.csv

Traffic Analysis Report

Result Description		
File:	02270005.csv	
Study Title:	North Main Street	
Study Run Dates:	2025/02/24 15:02:11 to 2025/03/05 10:20:00	
Total Study Time:	8 Days 19 Hours 17 Minutes	
Study Download Time:	2025/03/11 12:11:33	
Study Location:	North Main Street at Walnut Street	
Study GPS Location:	Unknown	
Study Timing Interval:	5 minute blocks	
Study Total # of Vehicles:	20311	
Study Posted Speed Limit:	25 mph	
Study Total # of Speeders:	18386	
Approaching Traffic	# of Vehicles:	10971
	# of Speeders:	10023
	Maximum Speed:	62 mph
	Average Speed:	31 mph
	Median Speed:	31 mph
	85th Percentile Speed:	36 mph
	10 MPH Pace:	26 to 35 mph
Receding Traffic	# of Vehicles:	9340
	# of Speeders:	8363
	Maximum Speed:	67 mph
	Average Speed:	31 mph
	Median Speed:	31 mph
	85th Percentile Speed:	36 mph
	10 MPH Pace:	26 to 35 mph

Volume - Total Vehicles

The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into incrementing speed buckets of 5 mph with the resulting count of vehicles residing within those speeds being displayed as the corresponding volume on the vertical axis.

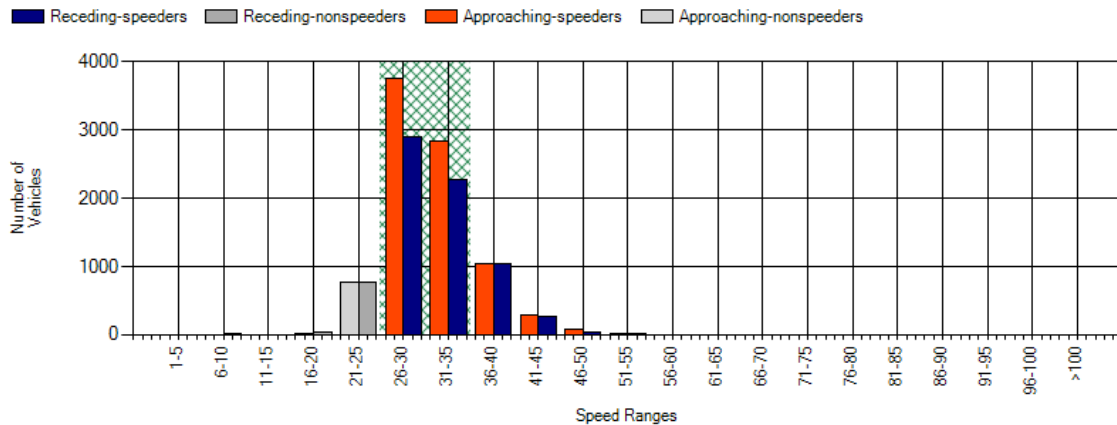


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Total Volume	3	6	4	27	908	4534	3516	1410	415	121	21
% of Total Approaching	0.03%	0.05%	0.04%	0.25%	8.28%	41.33%	32.05%	12.85%	3.78%	1.10%	0.19%
Receding Total Volume	7	11	6	37	916	3606	2897	1388	372	70	15
% of Total Receding	0.07%	0.12%	0.06%	0.40%	9.81%	38.61%	31.02%	14.86%	3.98%	0.75%	0.16%
Total Volume	10	17	10	64	1824	8140	6413	2798	787	191	36
% of Total Volume	0.05%	0.08%	0.05%	0.32%	8.98%	40.08%	31.57%	13.78%	3.87%	0.94%	0.18%

Speed (continued) [mph]	56-60	61-65	66-70	71-75	76-80	81-85	86-90	91-95	96-100	100+	Totals
Approaching Total Volume	4	2	0	0	0	0	0	0	0	0	10971
% of Total Approaching	0.04%	0.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Receding Total Volume	6	6	3	0	0	0	0	0	0	0	9340
% of Total Receding	0.06%	0.06%	0.03%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Total Volume	10	8	3	0	0	0	0	0	0	0	20311
% of Total Volume	0.05%	0.04%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--

Volume - Weekday Total Vehicles

The following graph shows the breakdown of all vehicles tracked in this study for weekdays. The horizontal axis is broken down into incrementing speed buckets of 5 mph with the resulting count of vehicles residing within those speeds being displayed as the corresponding volume on the vertical axis.

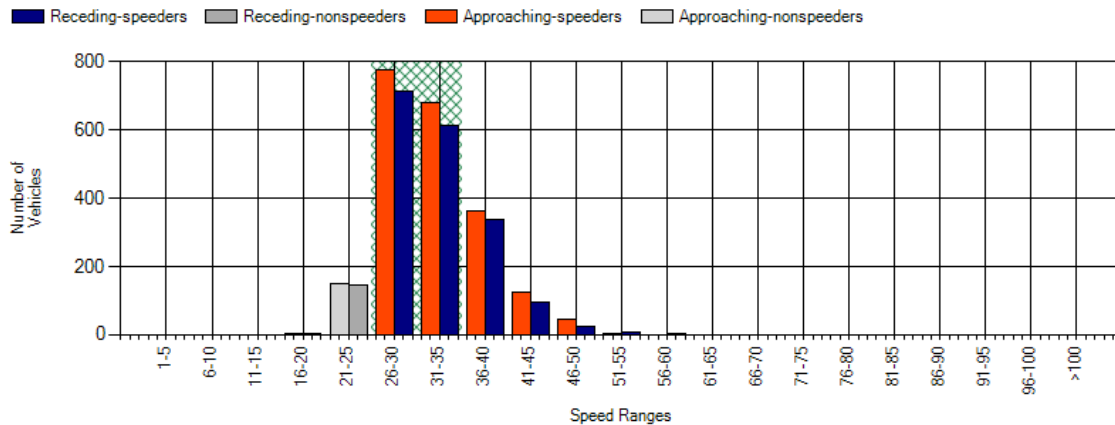


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Weekday Volume	3	5	3	22	760	3756	2835	1046	290	77	17
% of Weekday Approaching	0.03%	0.06%	0.03%	0.25%	8.62%	42.59%	32.15%	11.86%	3.29%	0.87%	0.19%
% of Total Weekday	0.02%	0.03%	0.02%	0.14%	4.69%	23.17%	17.48%	6.45%	1.79%	0.47%	0.10%
% of Total Approaching	0.03%	0.05%	0.03%	0.20%	6.93%	34.24%	25.84%	9.53%	2.64%	0.70%	0.15%
Receding Weekday Volume	7	11	6	33	771	2891	2284	1051	278	44	9
% of Weekday Receding	0.09%	0.15%	0.08%	0.45%	10.42%	39.09%	30.88%	14.21%	3.76%	0.59%	0.12%
% of Total Weekday	0.04%	0.07%	0.04%	0.20%	4.76%	17.83%	14.09%	6.48%	1.71%	0.27%	0.06%
% of Total Receding	0.07%	0.12%	0.06%	0.35%	8.25%	30.95%	24.45%	11.25%	2.98%	0.47%	0.10%
Weekday Volume	10	16	9	55	1531	6647	5119	2097	568	121	26
% of Weekday Volume	0.06%	0.10%	0.06%	0.34%	9.44%	41.00%	31.57%	12.93%	3.50%	0.75%	0.16%
% of Total Volume	0.05%	0.08%	0.04%	0.27%	7.54%	32.73%	25.20%	10.32%	2.80%	0.60%	0.13%

Speed (continued) [mph]	56-60	61-65	66-70	71-75	76-80	81-85	86-90	91-95	96-100	100+	Totals
Approaching Weekday Volume	3	1	0	0	0	0	0	0	0	0	8818
% of Weekday Approaching	0.03%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Weekday	0.02%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Approaching	0.03%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Receding Weekday Volume	3	6	2	0	0	0	0	0	0	0	7396
% of Weekday Receding	0.04%	0.08%	0.03%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Weekday	0.02%	0.04%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Receding	0.03%	0.06%	0.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Weekday Volume	6	7	2	0	0	0	0	0	0	0	16214
% of Weekday Volume	0.04%	0.04%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Volume	0.03%	0.03%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--

Volume - Weekend Total Vehicles

The following graph shows the breakdown of all vehicles tracked in this study for weekends. The horizontal axis is broken down into incrementing speed buckets of 5 mph with the resulting count of vehicles residing within those speeds being displayed as the corresponding volume on the vertical axis.

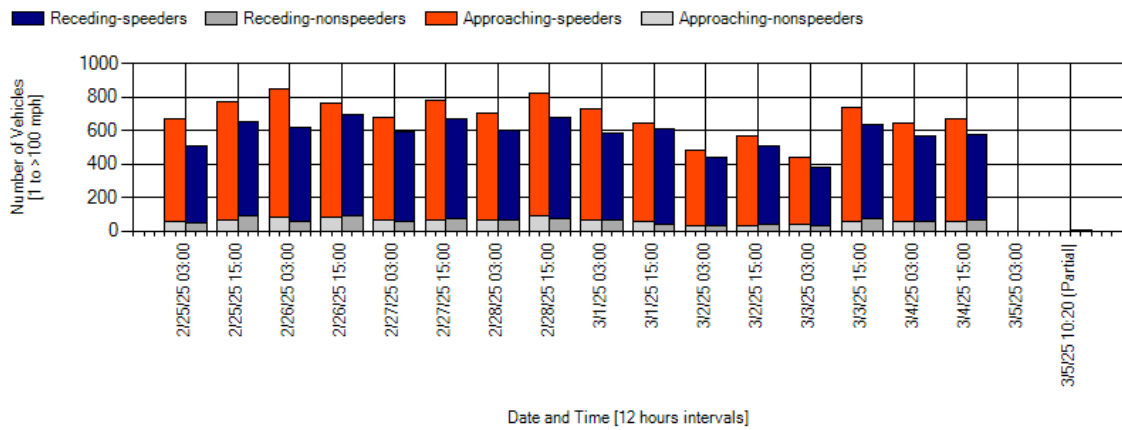


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Weekend Volume	0	1	1	5	148	778	681	364	125	44	4
% of Weekend Approaching	0.00%	0.05%	0.05%	0.23%	6.87%	36.14%	31.63%	16.91%	5.81%	2.04%	0.19%
% of Total Weekend	0.00%	0.02%	0.02%	0.12%	3.61%	18.99%	16.62%	8.88%	3.05%	1.07%	0.10%
% of Total Approaching	0.00%	0.01%	0.01%	0.05%	1.35%	7.09%	6.21%	3.32%	1.14%	0.40%	0.04%
Receding Weekend Volume	0	0	0	4	145	715	613	337	94	26	6
% of Weekend Receding	0.00%	0.00%	0.00%	0.21%	7.46%	36.78%	31.53%	17.34%	4.84%	1.34%	0.31%
% of Total Weekend	0.00%	0.00%	0.00%	0.10%	3.54%	17.45%	14.96%	8.23%	2.29%	0.63%	0.15%
% of Total Receding	0.00%	0.00%	0.00%	0.04%	1.55%	7.66%	6.56%	3.61%	1.01%	0.28%	0.06%
Weekend Volume	0	1	1	9	293	1493	1294	701	219	70	10
% of Weekend Volume	0.00%	0.02%	0.02%	0.22%	7.15%	36.44%	31.58%	17.11%	5.35%	1.71%	0.24%
% of Total Volume	0.00%	0.00%	0.00%	0.04%	1.44%	7.35%	6.37%	3.45%	1.08%	0.34%	0.05%

Speed (continued) [mph]	56-60	61-65	66-70	71-75	76-80	81-85	86-90	91-95	96-100	100+	Totals
Approaching Weekend Volume	1	1	0	0	0	0	0	0	0	0	2153
% of Weekend Approaching	0.05%	0.05%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Weekend	0.02%	0.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Approaching	0.01%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Receding Weekend Volume	3	0	1	0	0	0	0	0	0	0	1944
% of Weekend Receding	0.15%	0.00%	0.05%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Weekend	0.07%	0.00%	0.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Receding	0.03%	0.00%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Weekend Volume	4	1	1	0	0	0	0	0	0	0	4097
% of Weekend Volume	0.10%	0.02%	0.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Volume	0.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--

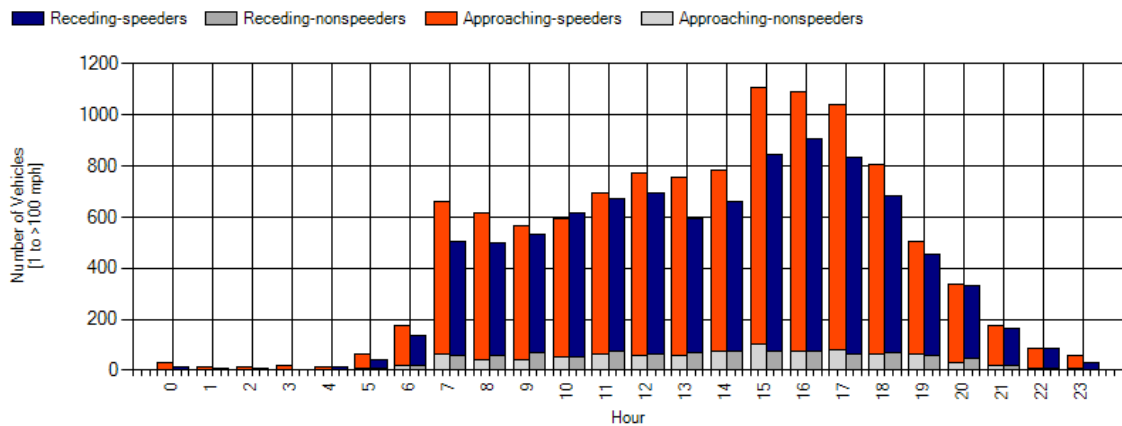
Volume - By Time

The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Volume - By Hour

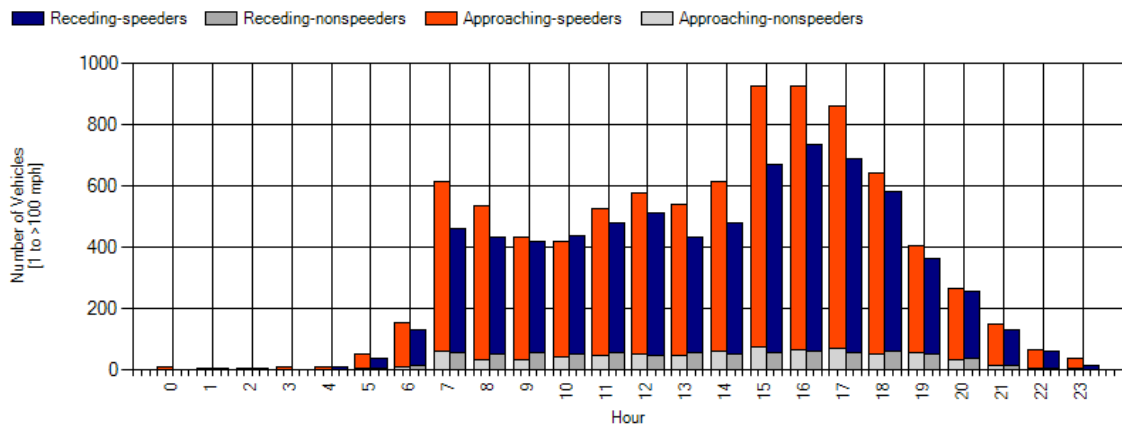
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	28	27	32	54	32	32
0	Receding	14	13	37	49	37	38
1	Approaching	14	13	31	51	31	31
1	Receding	10	9	33	40	33	34
2	Approaching	12	10	30	42	30	31
2	Receding	9	8	33	45	33	33
3	Approaching	18	18	33	42	33	34
3	Receding	4	4	35	51	35	35
4	Approaching	12	12	34	39	34	34
4	Receding	15	13	32	48	32	34
5	Approaching	62	52	31	61	31	34
5	Receding	42	33	30	40	30	31
6	Approaching	178	160	31	53	31	36
6	Receding	135	118	30	65	31	37
7	Approaching	661	596	30	50	30	36
7	Receding	505	446	30	52	30	35
8	Approaching	616	572	31	51	31	37
8	Receding	501	443	30	52	30	36
9	Approaching	565	524	31	50	31	36
9	Receding	535	467	31	60	31	37
10	Approaching	592	538	31	51	31	36
10	Receding	619	565	31	50	32	38
11	Approaching	692	630	31	49	31	36
11	Receding	670	597	31	52	31	37
12	Approaching	773	714	31	55	31	37
12	Receding	693	630	31	56	31	37
13	Approaching	756	697	31	51	31	37
13	Receding	592	522	31	67	31	37
14	Approaching	782	707	31	48	31	36
14	Receding	660	585	31	64	31	37
15	Approaching	1108	1005	30	53	30	35
15	Receding	846	769	31	67	31	37
16	Approaching	1093	1020	30	51	31	36
16	Receding	904	828	31	54	31	37
17	Approaching	1039	957	31	53	31	36
17	Receding	835	770	31	51	31	36
18	Approaching	807	745	31	55	31	36
18	Receding	684	615	30	47	30	35
19	Approaching	506	441	30	54	30	36
19	Receding	453	392	30	55	30	35
20	Approaching	338	305	31	62	31	35
20	Receding	333	286	30	66	30	35
21	Approaching	178	159	30	58	31	36
21	Receding	165	148	31	54	31	35
22	Approaching	85	75	31	50	31	32
22	Receding	84	74	31	52	31	33
23	Approaching	56	46	30	45	30	31
23	Receding	32	28	31	48	30	32

Volume - By Weekday Hour

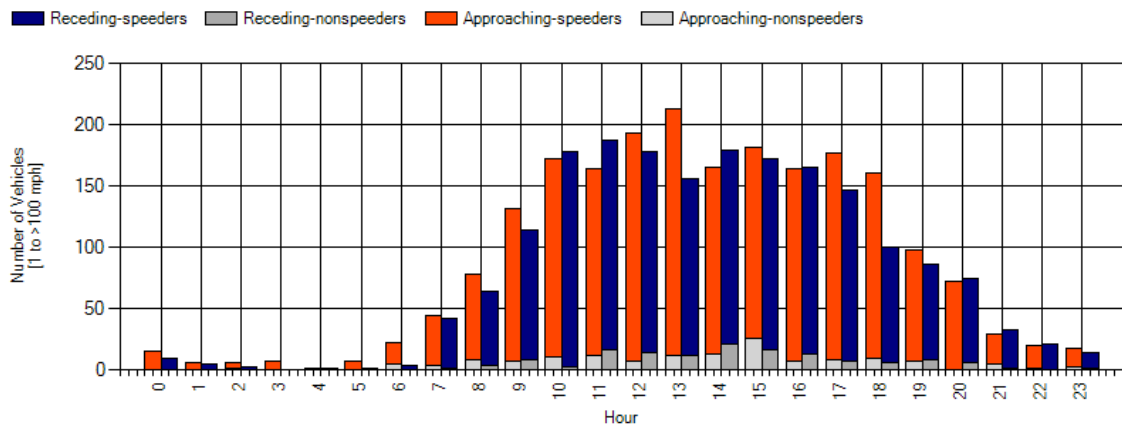
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Weekday Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	12	11	30	36	30	30
0	Receding	4	4	34	42	34	34
1	Approaching	8	8	32	51	32	32
1	Receding	5	4	32	40	32	32
2	Approaching	6	6	32	42	32	32
2	Receding	6	6	34	37	34	34
3	Approaching	11	11	32	42	32	32
3	Receding	3	3	37	51	37	37
4	Approaching	10	10	34	39	34	34
4	Receding	13	11	32	48	32	34
5	Approaching	54	45	31	61	31	34
5	Receding	40	31	30	40	30	31
6	Approaching	155	142	31	53	31	36
6	Receding	131	115	30	65	31	37
7	Approaching	616	555	30	49	30	36
7	Receding	463	406	30	52	30	35
8	Approaching	538	503	31	51	31	37
8	Receding	436	382	30	52	30	36
9	Approaching	433	400	30	47	30	35
9	Receding	421	362	30	47	30	36
10	Approaching	419	376	30	51	30	36
10	Receding	441	390	31	49	31	37
11	Approaching	528	478	30	49	31	36
11	Receding	482	426	31	46	31	37
12	Approaching	580	528	31	55	31	37
12	Receding	515	466	31	48	31	36
13	Approaching	543	496	31	51	31	36
13	Receding	436	378	31	62	31	36
14	Approaching	617	555	30	48	30	36
14	Receding	480	426	31	64	31	37
15	Approaching	926	849	30	53	30	35
15	Receding	673	613	31	67	31	37
16	Approaching	929	863	30	51	30	35
16	Receding	739	676	31	54	31	37
17	Approaching	862	789	30	53	31	36
17	Receding	688	631	31	51	31	36
18	Approaching	646	594	30	55	30	36
18	Receding	583	520	29	47	30	35
19	Approaching	408	351	29	54	30	35
19	Receding	367	315	30	47	30	34
20	Approaching	265	232	30	44	30	34
20	Receding	258	217	30	66	30	34
21	Approaching	149	135	30	58	31	37
21	Receding	132	117	31	54	31	35
22	Approaching	65	57	30	48	30	32
22	Receding	63	54	31	52	31	33
23	Approaching	38	31	29	44	29	31
23	Receding	17	15	30	44	30	31

Volume - By Weekend Hour

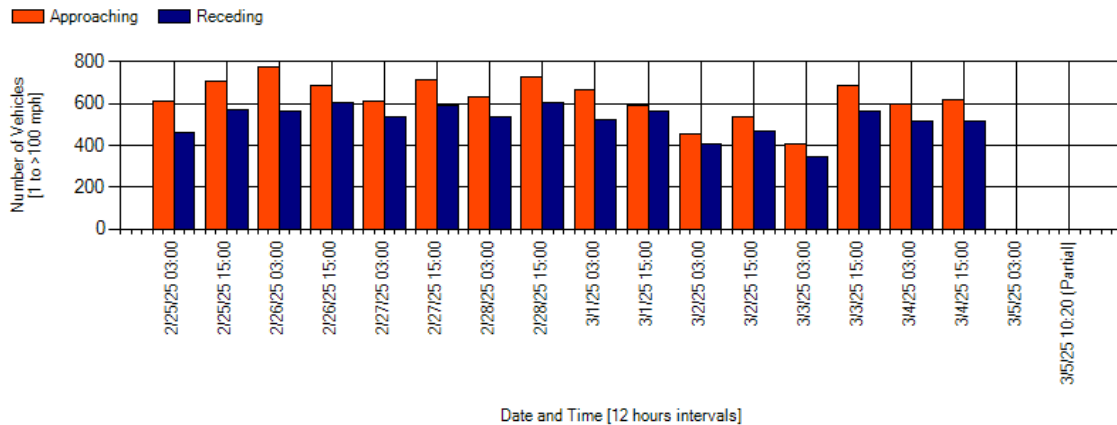
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Weekend Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	16	16	33	54	33	33
0	Receding	10	9	38	49	38	39
1	Approaching	6	5	30	35	30	30
1	Receding	5	5	34	38	34	36
2	Approaching	6	4	29	38	29	31
2	Receding	3	2	33	45	33	33
3	Approaching	7	7	35	40	35	36
3	Receding	1	1	29	29	29	29
4	Approaching	2	2	32	32	32	32
4	Receding	2	2	34	37	34	34
5	Approaching	8	7	32	46	32	32
5	Receding	2	2	33	39	33	33
6	Approaching	23	18	31	44	32	35
6	Receding	4	3	29	35	29	32
7	Approaching	45	41	32	50	32	36
7	Receding	42	40	31	51	31	34
8	Approaching	78	69	32	48	32	39
8	Receding	65	61	31	47	31	37
9	Approaching	132	124	32	50	32	36
9	Receding	114	105	32	60	33	40
10	Approaching	173	162	33	48	33	37
10	Receding	178	175	32	50	33	39
11	Approaching	164	152	31	47	31	37
11	Receding	188	171	31	52	32	37
12	Approaching	193	186	31	47	32	38
12	Receding	178	164	32	56	32	39
13	Approaching	213	201	32	50	32	38
13	Receding	156	144	31	67	31	38
14	Approaching	165	152	33	48	32	39
14	Receding	180	159	30	45	31	37
15	Approaching	182	156	30	47	30	36
15	Receding	173	156	31	46	31	37
16	Approaching	164	157	32	45	32	38
16	Receding	165	152	33	46	32	37
17	Approaching	177	168	32	51	32	38
17	Receding	147	139	32	46	31	36
18	Approaching	161	151	31	48	31	38
18	Receding	101	95	31	41	31	36
19	Approaching	98	90	32	51	32	37
19	Receding	86	77	31	55	31	37
20	Approaching	73	73	32	62	33	39
20	Receding	75	69	32	59	32	36
21	Approaching	29	24	30	48	31	33
21	Receding	33	31	31	51	31	35
22	Approaching	20	18	33	50	33	33
22	Receding	21	20	32	46	32	34
23	Approaching	18	15	31	45	31	32
23	Receding	15	13	32	48	31	34

Volume - Total Speeders

The following graph shows the breakdown of all speeding vehicles tracked in this study based on the posted speed limit entered (25 mph). The horizontal axis is broken down into incrementing speed buckets of 5 mph with the resulting count of vehicles residing within those speeds being displayed as the corresponding volume on the vertical axis.



Approaching Breakdown

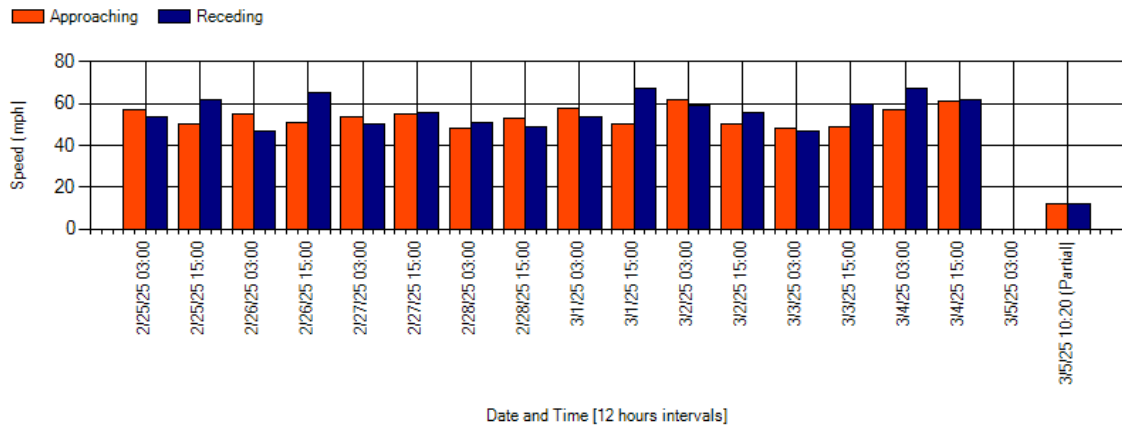
Speeding Statistics		10 MPH Pace		# Exceeding Limit				
Posted Limit	25 mph	Pace Speed	26 to 35 mph	Speed	26 to 35 mph	36 to 45 mph	46+ mph	Total
# At/Under Limit	948	# In Pace	10	Volume	8050	1825	148	10023
# Over Limit	10023	% In Pace	0.09%	Percent	73.38%	16.63%	1.35%	91.36%
Average Speed	31 mph							
85th % Speed (weighted)	36 mph							

Receding Breakdown

Speeding Statistics		10 MPH Pace		# Exceeding Limit				
Posted Limit	25 mph	Pace Speed	26 to 35 mph	Speed	26 to 35 mph	36 to 45 mph	46+ mph	Total
# At/Under Limit	977	# In Pace	9	Volume	6503	1760	100	8363
# Over Limit	8363	% In Pace	0.10%	Percent	69.63%	18.84%	1.07%	89.54%
Average Speed	31 mph							
85th % Speed (weighted)	36 mph							

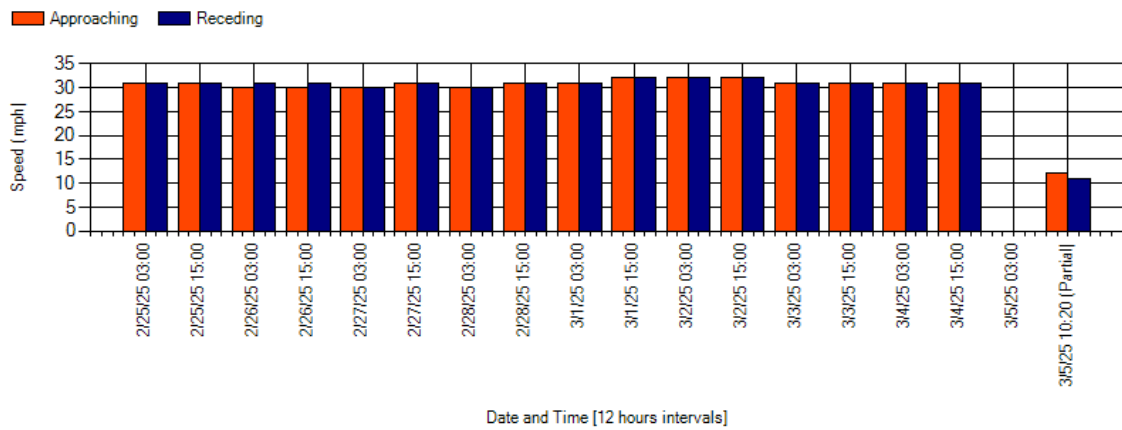
Speed - Maximum Speed

The following graph shows the maximum speeds captured in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting maximum vehicle speed captured during those time intervals being displayed as the corresponding speed value on the vertical axis.



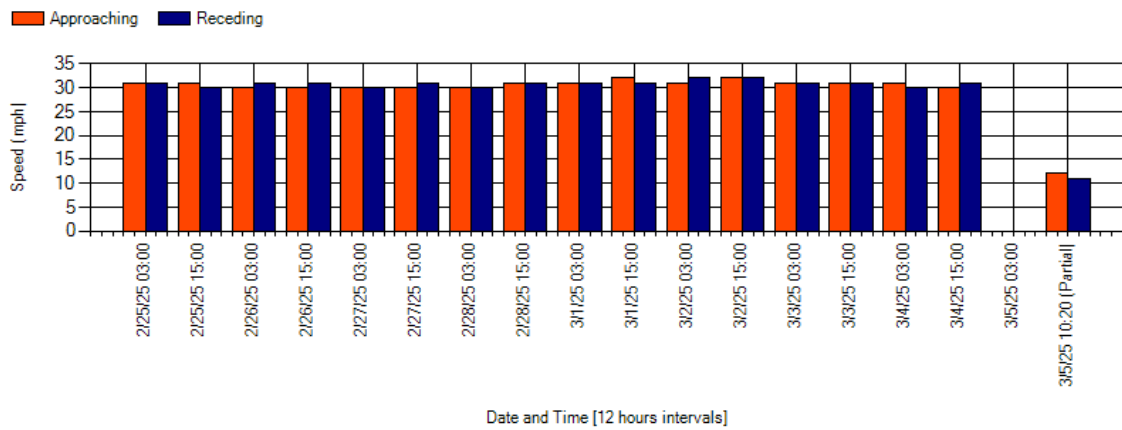
Speed - Average Speed

The following graph shows the average speeds captured in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting average vehicle speed captured during those time intervals being displayed as the corresponding speed value on the vertical axis.



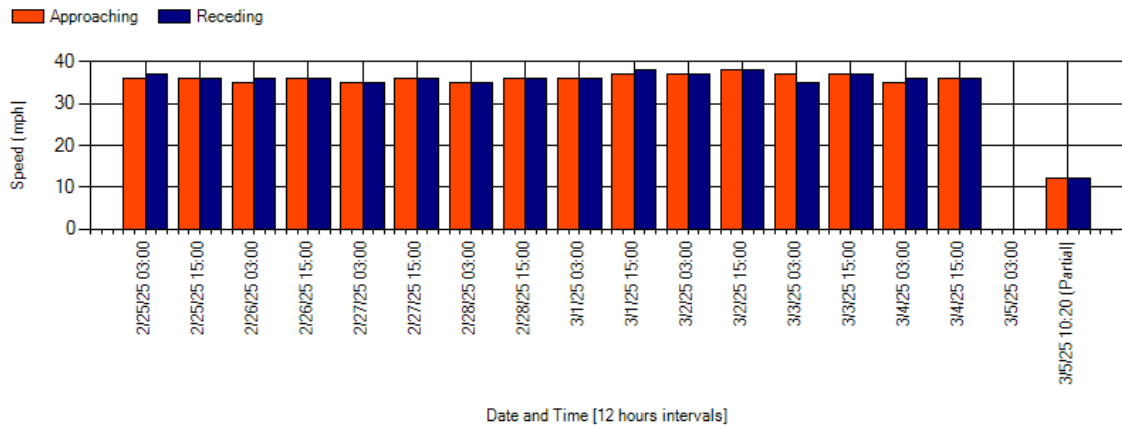
Speed - Median Speed

The following graph shows the median speeds captured in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting median vehicle speed captured during those time intervals being displayed as the corresponding speed value on the vertical axis.



Speed - 85th Percentile Speed

The following graph shows the 85th percentile speeds captured in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting 85th percentile vehicle speed captured during those time intervals being displayed as the corresponding speed value on the vertical axis.



Contact Us

For questions or comments about this product, please contact us at the following:

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