



Department of Public Works

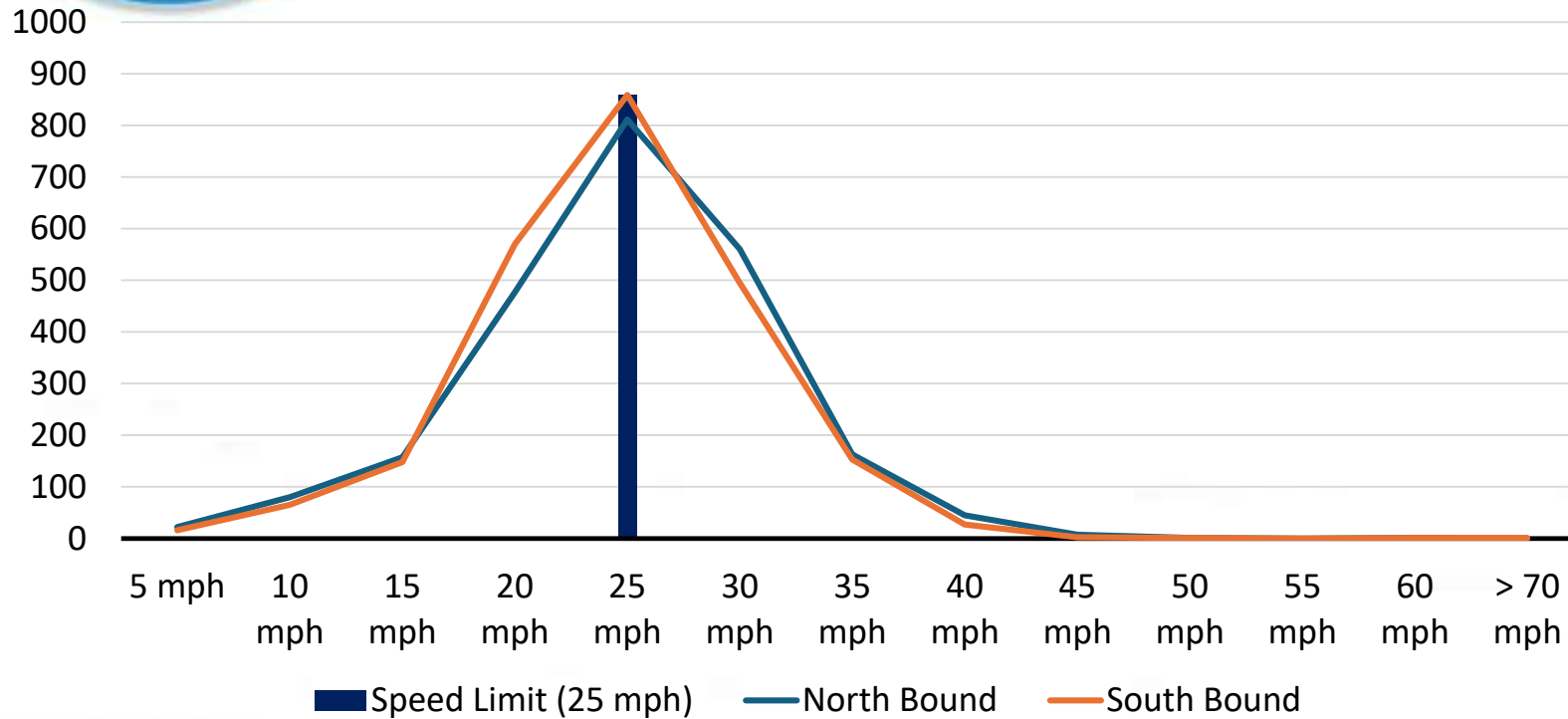
Traffic Count Analysis

2nd Street and Greenbriar Drive



2nd Street Travel Speed Analysis

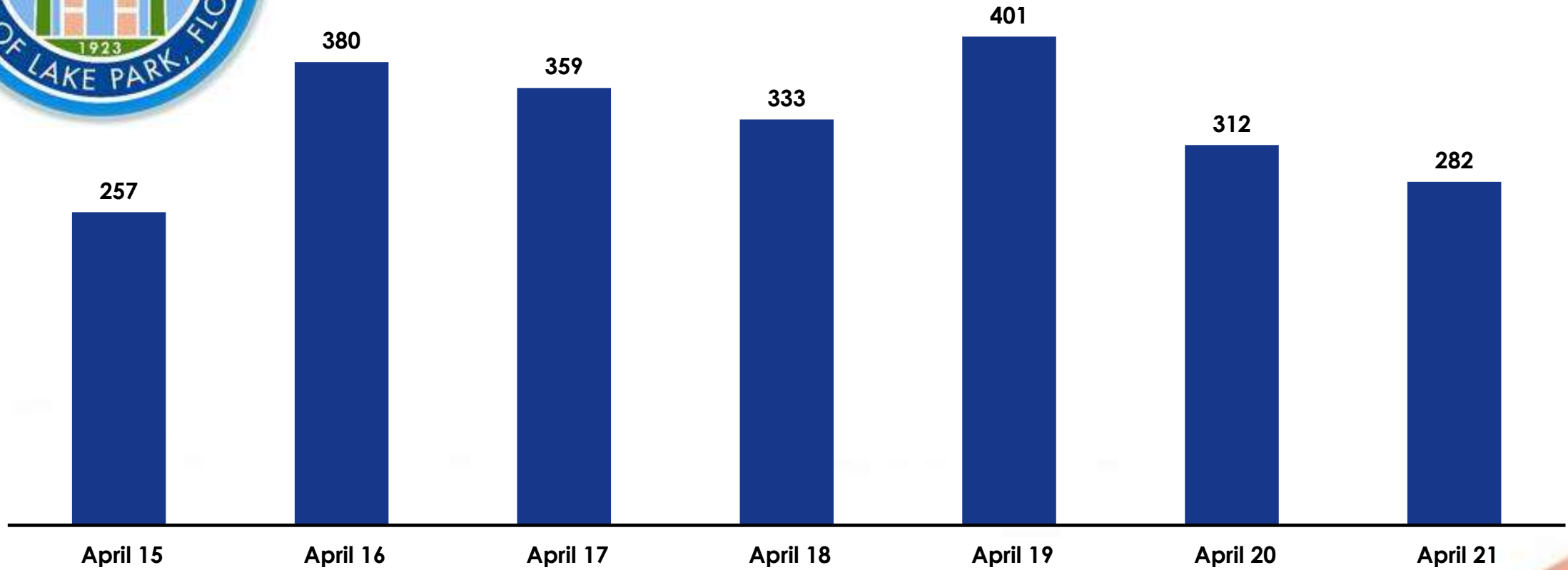
from April 15, 2024, to April 21, 2024



Travel Speed	North Bound	South Bound
5 mph	22	16
10 mph	80	65
15 mph	157	148
20 mph	477	570
25 mph	811	859
30 mph	560	495
35 mph	163	153
40 mph	45	27
45 mph	7	2
50 mph	1	1
55 mph	0	0
60 mph	1	1
> 70 mph	0	1

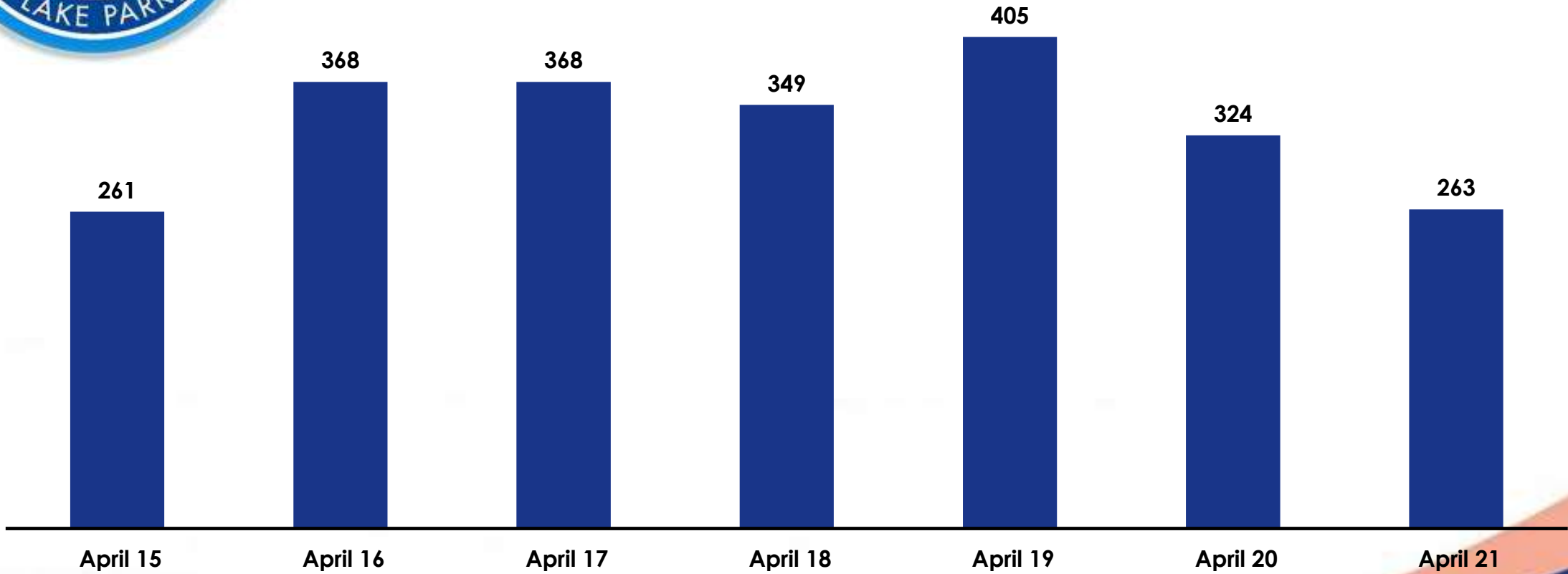


2nd Street (North Bound) Traffic Count





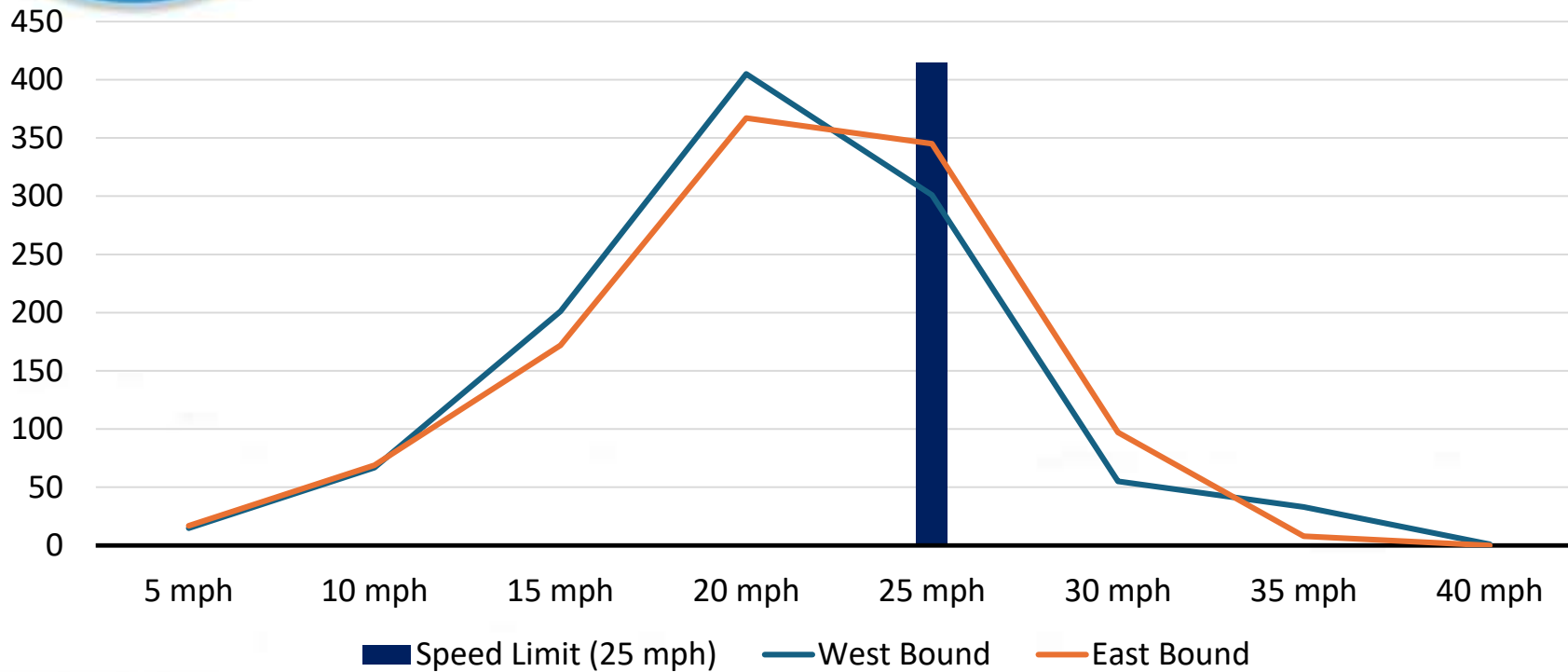
2nd Street (South Bound) Traffic Count





Greenbriar Drive Travel Speed Analysis

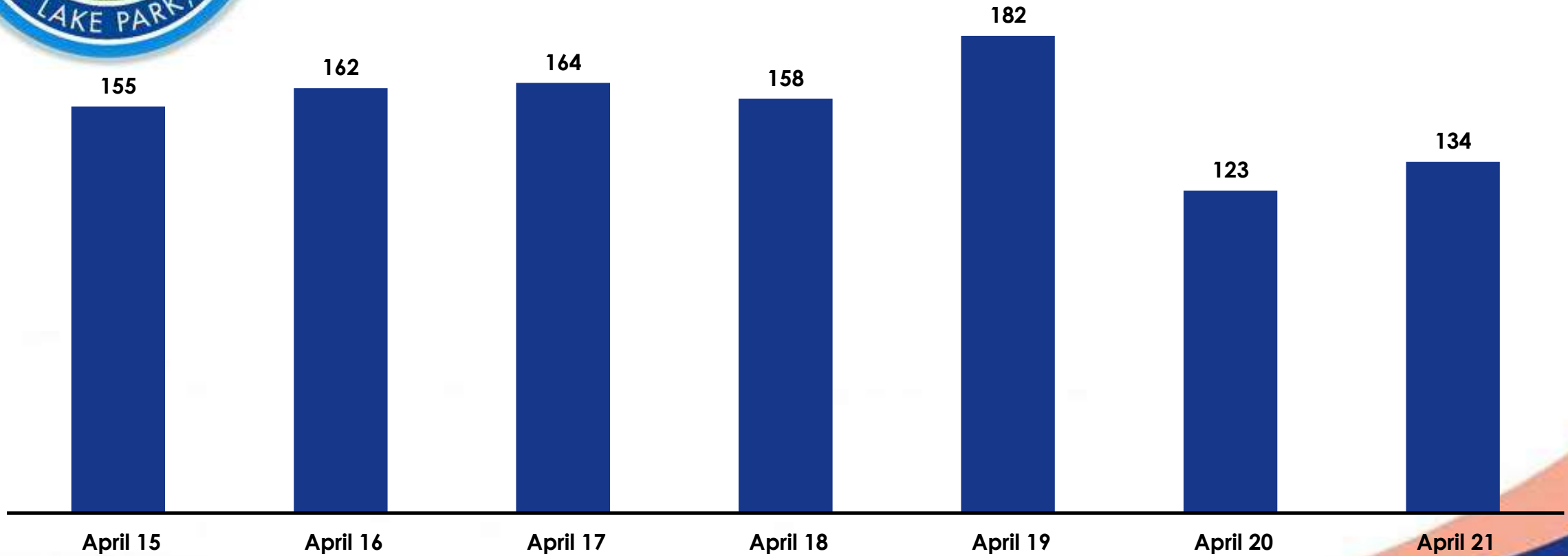
from April 15, 2024, to April 21, 2024



Travel Speed	West Bound	East Bound
5 mph	15	17
10 mph	67	69
15 mph	201	172
20 mph	405	367
25 mph	301	345
30 mph	55	97
35 mph	33	8
40 mph	1	0



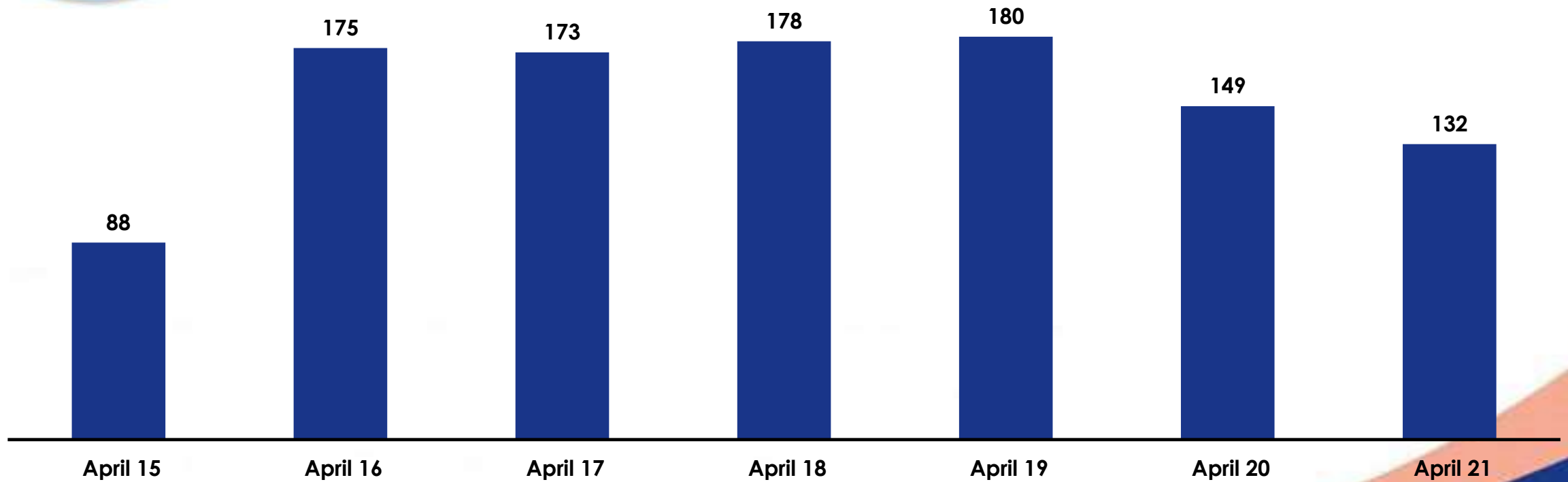
Greenbriar (West Bound) Traffic Count





Greenbriar (East Bound) Traffic Count

East Bound





Stop Signs Analysis

Based on the travel speed data for 2nd Street, the distribution of vehicle speeds is heavily skewed towards 20-30 mph, with the highest concentration of vehicles traveling at 25 mph. This suggests that most traffic flows at or slightly above typical residential speed limits, which commonly range from 25-30 mph.

Given that speeds decrease significantly above 30 mph, with only a small percentage of vehicles exceeding this limit, considering the current speed patterns, and that only 3 accidents have occurred from 2019 to 2023, installing an additional stop sign for speed control purposes might not be immediately necessary.



Stop Signs Analysis

Stop signs are typically used to address safety concerns at intersections, manage right-of-way conflicts, or where there's a proven history of accidents or near-misses.

However, a stop sign could be a proactive measure if the goal is to further reduce average speeds or manage pedestrian safety, especially in areas with schools, parks, or a high foot traffic volume. It could serve to break up long stretches where drivers might otherwise be tempted to speed up, contributing to a safer overall street environment.



Stop Signs Analysis

In rendering a final decision on this matter, it is critical to consider various factors, including potential disruptions to traffic flow, impacts on local neighborhoods, and findings from comprehensive traffic studies. These studies should encompass accident statistics and pedestrian traffic volumes.



Stop Signs Recommendation

Based on the data presented, there is no current justification for installing an additional stop sign at this location. Consequently, we recommend deferring this request. We propose a reevaluation of the intersection at 2nd Street and Greenbriar Drive in 12 months to assess whether evolving traffic patterns or conditions necessitate the placement of additional stop signs.



Community and Law Enforcement Collaboration

The success of these strategic measures hinges on the active collaboration and support of Lake Park's **citizens** and the vigilant enforcement by local law enforcement agencies. Engaging with the community through educational outreach and regular communication will foster a sense of ownership and responsibility toward maintaining traffic safety. Concurrently, the role of law enforcement in upholding traffic regulations and monitoring compliance is crucial in reinforcing the effectiveness of the new traffic controls.