

COLLEGE TERRACE SPEED AND VOLUME DATA

Roadway	From	To	Before Volumes (2005-2006)	After Volumes 2007	% Change in Volume	85% Speed Before (2005)	85% Speed after (2007)	% Change in Speed
Stanford	El Camino Real	Yale	9,963	8,852	-13%	NA	28.5	NA
Stanford	Wellesley	Oberlin	8,842	8,233	-7%	33.5	31	-8%
Stanford	Dartmouth	Bowdoin	8,687	7,733	-12%	32	29	-10%
Cambridge	El Camino Real	Yale	1,369	1,441	5%	24	23.8	-1%
California	El Camino Real	Yale	5,154	6,237	17%	24.5	24	-2%
California	Cornell	Princeton	4,006	4,292	7%	34	31	-10%
California	Oberlin	Harvard	4,158	4,634	10%	34	31.5	-8%
California	Dartmouth	Columbia	1,724	1,641	-5%	NA	27.5	NA
Yale	California	Cambridge	1,456	912	-60%	24	23	-4%
Princeton	College	California	508	525	3%	NA	27.3	NA
Oberlin	Stanford	College	703	755	7%	28.5	27.8	-3%
Harvard	Stanford	College	387	304	-27%	NA	26.8	NA
Hanover	Stanford	College	1,012	960	-5%	26.5	26.3	-1%
Columbia	College	California	518	586	12%	27.5	26.8	-3%
Bowdoin	College	California	210	193	-9%	NA	24.8	NA
Amherst	College	California	232	210	-11%	NA	24	NA
College	Yale	Williams	2,155	1,744	-24%	26	24	-8%
College	Princeton	Oberlin	1,716	1,691	-2%	27.5	26	-6%
College	Hanover	Columbia	932	871	-7%	24.5	25.5	4%

Before and after data has been collected for both speeds and traffic volumes. Results are shown in the table above for the before and after volumes and the 85 (%) percentile speeds (speed at which 85% of the drivers are driving). Overall numbers show that there have been significant decreases in both speed and volume, with some increases at various locations throughout the neighborhood.

- Number of speeders over 25 mph down on all streets (based on available before and after data).
- Number of speeders over 35 mph down on California and Stanford. Mixed results interior to the neighborhood.
- Volume drop on nearly all streets (with available before and after data) except for segment of California and Princeton.
- More than 1100 fewer vehicles cutting thru N/S streets