











**Table 3.** Data of side friction elements during the morning period (08:00 to 10:00 AM) for 40 Street – from Abu Khamra Intersection to Bab Al-Hussein Intersection.

Time	On-street parking	Parking vehicle (Ni) (Event/hr)	Pedestrian	Pedestrian (NP) (Event/hr)	NPSPU (Event/hr)
08:00 - 08:05	15	180	24	288	2903
08:05 - 08:10	12	144	20	240	2332
08:10 - 08:15	20	240	18	216	3703
08:15 - 08:20	13	156	23	276	2542
08:20 - 08:25	17	204	20	240	3204
08:25 - 08:30	21	252	18	216	3877
08:30 - 08:35	24	264	23	276	4111
08:35 - 08:40	21	276	29	348	4358
08:40 - 08:45	23	276	26	312	4322
08:45 - 08:50	25	300	33	396	4755
08:50 - 08:55	27	324	31	372	5079
08:55 - 09:00	21	252	35	420	4081
09:00 - 09:05	29	348	13	156	5212
09:05 - 09:10	21	252	16	192	3853
09:10 - 09:15	23	276	14	168	4178
09:15 - 09:20	32	384	16	192	5771
09:20 - 09:25	28	336	13	156	5038
09:25 - 09:30	34	408	16	192	6120
09:30 - 09:35	28	336	19	228	5110
09:35 - 09:40	24	288	15	180	4364
09:40 - 09:45	25	300	16	192	4551
09:45 - 09:50	24	288	18	216	4400
09:50 - 09:55	26	312	14	168	4701
09:55 - 10:00	23	276	13	156	4166

**Table 4.** Data of side friction elements during the (15:00 to 17:00) for 40 Street – from Abu Khamra Intersection to Bab Al-Hussein Intersection.

Time	On-street parking	Parking vehicle (Ni) (Event/hr)	Pedestrian	Pedestrian (NP) (Event/hr)	NPSPU (Event/hr)
15:00 - 15:05	32	384	16	192	5771
15:05 - 15:10	31	372	15	180	5585
15:10 - 15:15	35	420	15	180	6282
15:15 - 15:20	32	384	17	204	5783
15:20 - 15:25	26	312	25	300	4833
15:25 - 15:30	29	348	22	264	5320
15:30 - 15:35	27	324	21	252	4959
15:35 - 15:40	23	276	15	180	4190
15:40 - 15:45	28	336	14	168	5050
15:45 - 15:50	25	300	13	156	4515
15:50 - 15:55	22	264	17	204	4039
15:55 - 16:00	24	288	13	156	4340
16:00 - 16:05	29	348	09	108	5164
16:05 - 16:10	35	420	11	132	6234
16:10 - 16:15	30	360	10	120	5350
16:15 - 16:20	25	300	13	156	4515
16:20 - 16:25	23	276	14	168	4178
16:25 - 16:30	20	240	12	144	3631
16:30 - 16:35	21	252	10	120	3781
16:35 - 16:40	26	312	15	180	4713
16:40 - 16:45	30	360	13	156	5386
16:45 - 16:50	24	288	12	144	4328
16:50 - 16:55	27	324	10	120	4827
16:55 - 17:00	26	312	11	132	4665

**Table 5.** Regression Analysis and Derived Equations Demonstrating the Influence of Side Friction Elements on Vehicle Speed Across Selected Urban Streets.

Street	Regression Coefficients	t-value	p-value	Relative Weights Coefficient	Side Friction Equation.
Doctors	Constant	74.008	77.112	< 00.001	$SF = (1 \times NPSPU) + (0.02 \times NWN)$
	PSPU	-0.901	-40.332	< 00.001	
	Opposite NWN	00.03	00.673	00.361	
Almahkamh	(Constant)	58.331	52.770	< 00.001	$SF = (1 \times NPSPU) + (0.402 \times NEE)$
	PSPU	-00.601	-07.361	< 00.001	
	Entry_Exit NEE	-00.141	-03.011	00.004	
Adam	(Constant)	94.683	12.711	< 00.001	$SF = (1 \times NPSPU) + (0.461 \times NEE)$
	PSPU	-00.583	-04.71	< 00.001	
	Entry_Exit NEE	-00.374	-03.041	00.041	





