

# CITY OF MARLBOROUGH MEETING POSTING

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CITY OF MARLBOROUGH

2023 JUL 24 AM 9:07

Meeting Name: Traffic Commission

Date: July 26, 2023

Time: 10:00 am

Location: 3<sup>rd</sup> Floor City Hall – Memorial Hall

Agenda Items to be addressed:

**1) MINUTES OF LAST MEETING**

- a) Review draft from 6-28-23

**2) NEW BUSINESS**

- a) Speed Complaints on Bigelow Street, Western View Drive, Valley Street

**3) OLD BUSINESS**

- a) Review of unwarranted stop sign locations
- b) Mt Pleasant Street Traffic Concerns

THE LISTING OF TOPICS THAT THE CHAIR REASONABLY ANTICIPATES WILL BE DISCUSSED AT THE MEETING IS NOT INTENDED AS A GUARANTEE OF THE TOPICS THAT WILL HAVE BEEN DISCUSSED. NOT ALL TOPICS LISTED MAY IN FACT BE DISCUSSED, AND OTHER TOPICS NOT LISTED MAY ALSO BE BROUGHT UP FOR DISCUSSION TO THE EXTENT PERMITTED BY LAW.



**CITY OF MARLBOROUGH  
OFFICE OF TRAFFIC COMMISSION  
140 MAIN STREET  
MARLBOROUGH, MASSACHUSETTS 01752**

**DRAFT**

**Traffic Commission Minutes**

The Regular Meeting of the Traffic Commission was held on Wednesday, June 28, 2023, at 10:00 am. (The meeting was also recorded and is available to view online at the City of Marlborough's website ([www.marlborough-ma.gov](http://www.marlborough-ma.gov)). Members present: Chairman - Police Chief David Giorgi, Fire Chief Kevin Breen, Commissioner of Works Sean Divoll and City Clerk Steve Kerrigan. Also present: City Engineer Tom DiPersio, Assistant Civil Engineer Ashley Miller, Sgt, Ronald Ney from the MPD Traffic Services Unit and City Councilor Christian Dumais.

Minutes taken by Karen Lambert, MPD - Public Safety Administrative Assistant.

Chief Giorgi started recording the meeting at 10:00 a.m. and began by welcoming everyone and making introductions.

**1- Minutes**

Review of the minutes of the Traffic Commission meeting of Wednesday, May 31, 2023.

VOTE TO APPROVE. All in Favor - Accept and Place on File.

**2 - New Business**

**2a) Mt. Pleasant Street Traffic Concerns**

Councilor Oram sent an email to Chief Giorgi and Councilor Dumais on this issue. Councilor Dumais was in attendance for the discussion. Councilor Oram said that he has received complaints from constituents about traffic on Mt. Pleasant Street. This road is used as a bypass with some of this bypass traffic speeding. The main problem time is between 3:00 pm and 5:00 pm on weekdays. He is asking what can be done to address



this concern. The mayor's office also forwarded a similar complaint from Ed Silva, a resident of Mt. Pleasant. Mr. Silva said in his email that he witnessed a young person crossing the street between two parked cars almost get hit by a speeding car. He included a photo and video with his email showing the traffic all backed up. He asked about the possibility of making a No Left Turn off South Street between 3:00 pm and 5:00 pm.

Sgt. Ney said that Officer Connors has been out there and said he didn't see it as a speed issue when he was there, but definitely a volume issue. Officer Larose was going to put the electronic speed sign out to collect data. Chief Giorgi said that he has also heard from the City Council on this issue as it also exists in other areas like on Chandler Street and State Street. We did add signage to Steven's Street for No Left Turn during a specific time.

We would not be able to do No Left Turn – Residents Only, as there would be no way for the police department to enforce this. "No thru traffic" was also discussed but directional apps send you this way. The app would need to be notified if there was no left turn allowed here.

All agreed that the best first step was to get the data from the speed signs, but a No Left Turn during a specific timeframe seems to make sense. Sgt. Ney also commented that the video Mr. Silva forwarded does not appear to be a normal day. He said that there must have been a specific issue on South Street or West Main Street that was causing a problem. The speed sign data will help to determine the impacted timeframe, whether that is 5:00 pm to 7:00 pm or 3:00 to 6:00 pm etc. Fire Chief Breen asked if anyone knows how to notify the directional apps. Engineering (Tom DiPersio and Ashley Miller) said that the city has a contact for Waze. They need to be notified so that the app won't suggest this specific route if it is no longer an option.

Sgt. Ney said that many people probably aren't even following directions anymore. They just know that this is the way they always go. Councilor Dumais asked if we could take a look at the timing of the lights on South Street. He lives in this area and can see the traffic. People are waiting for the light to turn green, and they can't move. Ashley Miller said that this would mean taking time away from traffic traveling on South Street. They can't take time away from the East/West movement. Steve Kerrigan asked if there was a dedicated arrow for a left turn when traveling up South Street toward West Main Street. Most people seem to be turning left onto West Main Street. Ashley Miller said that the timing is very limited and that maybe three cars can turn with the arrow. Councilor Dumais said that he doesn't think the signs will be enforced and that a timing change would be a better solution. Chief Giorgi suggested that we hold the discussion until we have the data from the speed signs. All agreed.

MOTION was made, seconded, duly VOTED to REFER to the Police Department to put out the speed signs and collect data and to Engineering to get more information on the timing of the lights.

### **3-Old Business**

#### **3a) Review of unwarranted stop sign locations**

**Update:** Engineering sent an update this morning, but no one had the opportunity to review it yet. Hold for the next meeting for further discussion.

**3b) Parking/bus stop concerns at Upland Road and Stevens Street**

**Update:** Chief Giorgi advised that he had reached out to Doug Dias regarding the concerns discussed at the last meeting. Upon further review, the school department determined that the current bus stop is located in the safest spot given the other available options. Mr. Dias asked for the contact information for the reporter so they could contact her directly regarding the concerns. Chief Giorgi gave them her email address. It was noted that they occasionally receive bus stop complaints from nearby residents and generally have success in resolving the matter.

Officer Larose had provided the Speed Summary Reports for Upland Road. The Chief reviewed the basic data:

**Upland Road NB,** Speed Limit – 30 mph, Min Speed – 5, Max Speed – 35, Average Speed - 17.21, 85<sup>th</sup> Percentile – 21.81, Average Volume per Day – 242.3 Vehicles.

**Upland Road SB** – Speed Limit – 30 mph, Min Speed – 5, Max Speed – 36, Average Speed – 20.61, 85<sup>th</sup> Percentile – 25.08, Average Daily Volume 195.2 Vehicles.

Similar findings in both directions. Speed does not appear to be a problem.

***Update on a previous agenda item (from the May meeting):***

The Chief also reviewed the Speed Summary Reports for **Cullinane Drive.**

**Cullinane Drive SB** – Speed Limit – 30 mph, Max Speed – 22, Min Speed – 8, Average Speed – 11.28, 85<sup>th</sup> Percentile – 12.9, Average Daily Volume – 63 Vehicles

**Cullinane Drive ND** – Speed Limit – 30 mph, Max Speed – 29, Min Speed – 8, Average Speed – 16.69, 85<sup>th</sup> Percentile – 20.19, Average Daily Volume – 66.8 Vehicles

Again, similar findings, the data does not show that speed is an issue.

The Chief asked if there were any additional questions or concerns. None noted.

That there being no further business of the Traffic Commission held on this date, the meeting adjourned at 10:21 am.

Respectfully submitted,

Karen L. Lambert  
Records Clerk  
Marlborough Police Department



**List of documents and other exhibits used at the meeting:**

- City of Marlborough Meeting Posting for the Traffic Commission Meeting on June 28, 2023, including meeting agenda.
- Draft of Traffic Commission Minutes from Wednesday, May 31, 2023.
- Email from Councilor Oram to Chief Giorgi, dated 6/7/23, re: Mt. Pleasant Street traffic, bypass, and speeding.
- Email chain between Chief Giorgi and Doug Dias, dated 5/31/23 to 6/2/23, re: Stevens St./Upland Rd. bus stop.

**Additional Handouts**

- Email from Ed Silva (forwarded to Chief Giorgi by Jailyn Bratica), dated 6/26/23, re: Traffic Concern on Mt. Pleasant
- Speed Summary Reports from Upland Road, NB & SB
- Speed Summary Reports from Cullinane Drive, NB & SB

**Karen Lambert**

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**From:** Andrew Larose  
**Sent:** Thursday, July 20, 2023 1:57 PM  
**To:** David Giorgi; Ronald Ney  
**Subject:** Speed reports  
**Attachments:** Valley.pdf; volume\_by\_time\_day Mt Pleasant.pdf; Mt. Pleasant.pdf; Westernview.pdf; Bigelow 340 SB.pdf; Bigelow 437 NB.pdf

Chief,

I am on a cruise next week, I put together several reports for traffic commission.

Bigelow Street NB and SB reports if the elderly gentlemen shows up.

Westernview was an additional speed complaint from the Cullinaire/Upland complaint.

Mt. Pleasant speed report and volume by time.

There was a complaint from Valley St for speeding. I put the trailer out heading down the hill and added this report. The RP was angry it was placed facing downhill because the alleged speeders are going uphill. When I return, I will place a sign on a utility pole for that direction.

Let me know if you need anything else.

Thanks,  
Andy

Officer Andrew LaRose  
Traffic Services Division  
Marlborough Police  
355 Bolton Street  
Marlborough, Ma. 01752  
508-485-1212

Special Olympics Law Enforcement Torch Run (LETR) Liaison

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# ALL TRAFFIC SOLUTIONS



Start: 2023-06-14  
End: 2023-07-14  
Times: 0:00:00-23:59:59

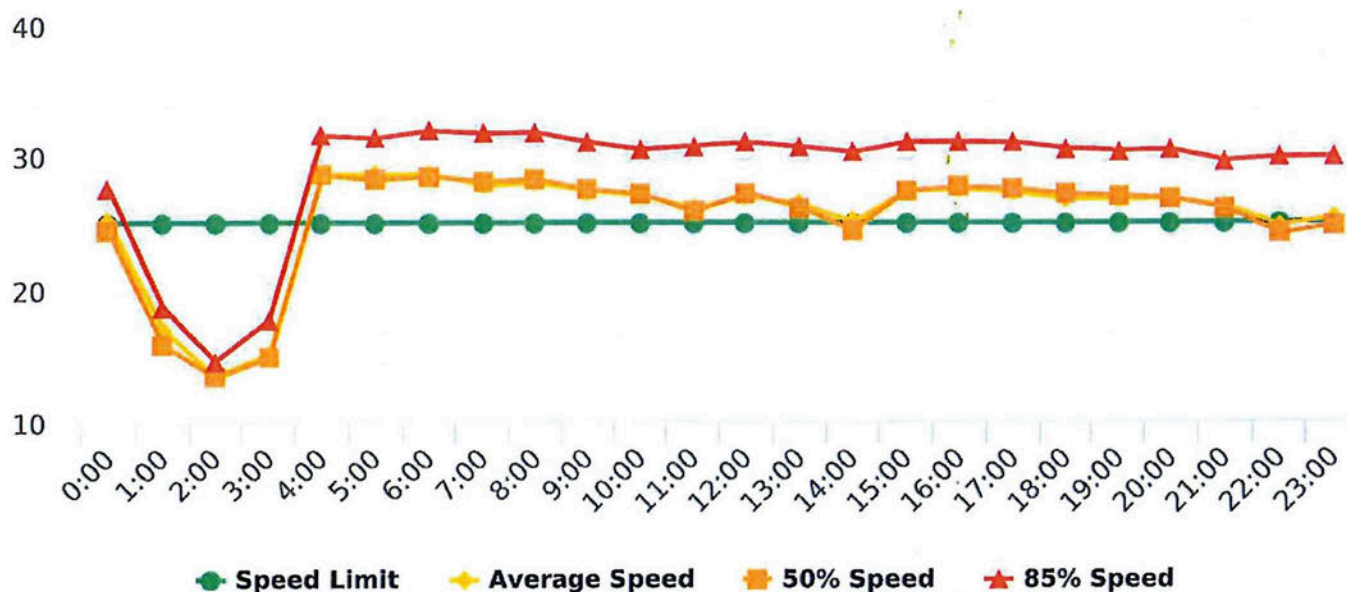
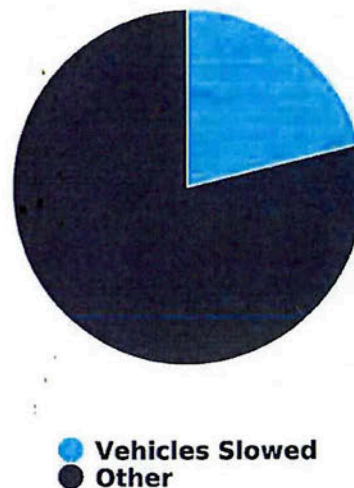
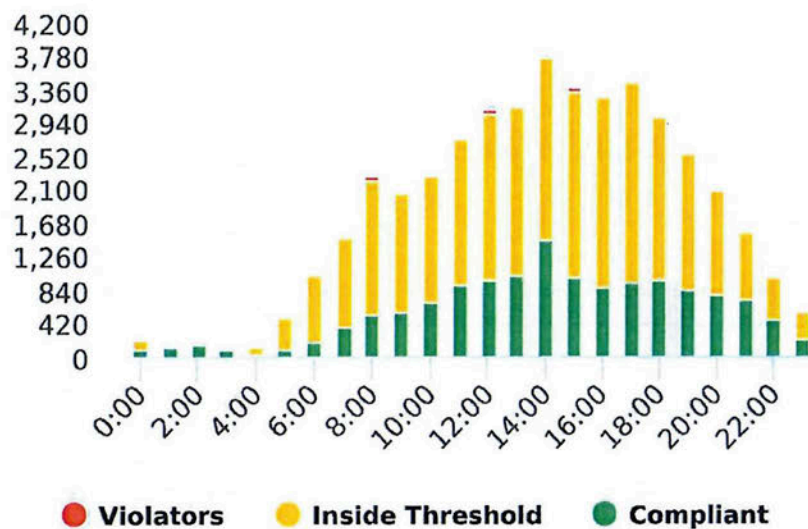
## Extended Speed Summary Bigelow St 340, SB

Violation Threshold: Speed Limit + 10  
Speed Range: 1 to 150

### Overall Summary

Total Days of Data: 31  
Speed Limit: 25  
Average Speed: 26.69  
50th Percentile Speed: 26.67  
85th Percentile Speed: 30.63  
Pace Speed Range: 22-32

Minimum Speed: 5  
Maximum Speed: 48  
Display Mode: Speed Display  
Average Volume per Day: 1438.2  
Total Volume: 44583



**ALL TRAFFIC**  
**SOLUTIONS**


# Extended Speed Summary

  
**Bigelow St 340, SB**

Start: 2023-06-14

End: 2023-07-14

Times: 0:00:00-23:59:59

Violation Threshold: Speed Limit + 10

Speed Range: 1 to 150

| Time                   | Sign Mode     | Speed Limit | Total # Vehicles | Total # Violator | % Violator | Avg # Vehicles | Avg # Violators | Min Speed | Max Speed | Avg Speed | 50% Speed | 85% Speed | Sign Effectiveness |
|------------------------|---------------|-------------|------------------|------------------|------------|----------------|-----------------|-----------|-----------|-----------|-----------|-----------|--------------------|
| 0:00                   | Speed Display | 25          | 216              | 4                | 1.9%       | 7.2            | 0.1             | 8         | 39        | 25.0      | 24.3      | 27.6      | 25.9%              |
| 1:00                   | Speed Display | 25          | 169              | 1                | 0.6%       | 5.6            | 0.0             | 5         | 37        | 17.0      | 15.8      | 18.6      | 23.7%              |
| 2:00                   | Speed Display | 25          | 180              | 0                | 0.0%       | 6.0            | 0.0             | 5         | 35        | 13.4      | 13.3      | 14.6      | 29.7%              |
| 3:00                   | Speed Display | 25          | 133              | 2                | 1.5%       | 4.4            | 0.1             | 5         | 37        | 15.1      | 14.8      | 17.7      | 26.4%              |
| 4:00                   | Speed Display | 25          | 130              | 3                | 2.3%       | 4.3            | 0.1             | 7         | 37        | 28.7      | 28.6      | 31.5      | 19.3%              |
| 5:00                   | Speed Display | 25          | 518              | 9                | 1.7%       | 17.3           | 0.3             | 11        | 38        | 28.6      | 28.2      | 31.4      | 12.8%              |
| 6:00                   | Speed Display | 25          | 1065             | 25               | 2.3%       | 35.5           | 0.8             | 6         | 41        | 28.7      | 28.5      | 31.9      | 14.2%              |
| 7:00                   | Speed Display | 25          | 1525             | 40               | 2.6%       | 50.8           | 1.3             | 5         | 42        | 27.8      | 28.1      | 31.7      | 16.1%              |
| 8:00                   | Speed Display | 25          | 2271             | 52               | 2.3%       | 75.7           | 1.7             | 5         | 42        | 28.0      | 28.3      | 31.8      | 17.2%              |
| 9:00                   | Speed Display | 25          | 2092             | 38               | 1.8%       | 69.7           | 1.3             | 5         | 48        | 27.4      | 27.5      | 31.1      | 20.9%              |
| 10:00                  | Speed Display | 25          | 2309             | 32               | 1.4%       | 74.5           | 1.0             | 5         | 48        | 27.1      | 27.2      | 30.5      | 21.6%              |
| 11:00                  | Speed Display | 25          | 2774             | 46               | 1.7%       | 89.5           | 1.5             | 5         | 40        | 26.0      | 25.8      | 30.8      | 21.2%              |
| 12:00                  | Speed Display | 25          | 3104             | 54               | 1.7%       | 100.1          | 1.7             | 5         | 46        | 26.9      | 27.2      | 31.0      | 21.6%              |
| 13:00                  | Speed Display | 25          | 3176             | 44               | 1.4%       | 102.5          | 1.4             | 5         | 43        | 26.4      | 26.1      | 30.7      | 21.8%              |
| 14:00                  | Speed Display | 25          | 3809             | 51               | 1.3%       | 122.9          | 1.6             | 5         | 43        | 25.0      | 24.4      | 30.3      | 23.1%              |
| 15:00                  | Speed Display | 25          | 3384             | 56               | 1.7%       | 109.2          | 1.8             | 5         | 43        | 27.3      | 27.3      | 31.0      | 21.2%              |
| 16:00                  | Speed Display | 25          | 3299             | 44               | 1.3%       | 106.4          | 1.4             | 5         | 41        | 27.5      | 27.6      | 31.0      | 19.2%              |
| 17:00                  | Speed Display | 25          | 3482             | 37               | 1.1%       | 112.3          | 1.2             | 5         | 43        | 27.3      | 27.5      | 31.0      | 19.6%              |
| 18:00                  | Speed Display | 25          | 3056             | 43               | 1.4%       | 98.6           | 1.4             | 5         | 43        | 26.8      | 27.1      | 30.6      | 23.3%              |
| 19:00                  | Speed Display | 25          | 2589             | 35               | 1.4%       | 83.5           | 1.1             | 5         | 47        | 26.8      | 27.0      | 30.4      | 23.1%              |
| 20:00                  | Speed Display | 25          | 2123             | 29               | 1.4%       | 68.5           | 0.9             | 6         | 44        | 26.7      | 26.8      | 30.5      | 23.3%              |
| 21:00                  | Speed Display | 25          | 1599             | 30               | 1.9%       | 51.6           | 1.0             | 5         | 43        | 26.2      | 26.1      | 29.6      | 24.2%              |
| 22:00                  | Speed Display | 25          | 1000             | 17               | 1.7%       | 32.3           | 0.5             | 5         | 41        | 24.8      | 24.1      | 29.9      | 24.0%              |
| 23:00                  | Speed Display | 25          | 580              | 14               | 2.4%       | 18.7           | 0.5             | 5         | 44        | 25.3      | 24.7      | 29.9      | 25.4%              |
| Total Volumes/ Avg     |               |             | 44583            | 706              | 1.6%       | 1447.1         | 22.7            | 5         | 48        | 25.4      | 25.3      | 29.0      | 21.6%              |
| Total/Avg w/o Feedback |               |             | 0                | 0                | 0          | 0.0            | 0.0             | n/a       | n/a       | n/a       | n/a       | n/a       | n/a                |
| Total/Avg w/ Feedback  |               |             | 44583            | 706              | 1.6%       | 1447.1         | 22.7            | 5         | 48        | 25.4      | 25.3      | 29.0      | 21.6%              |



# ALL TRAFFIC SOLUTIONS



Start: 2023-06-05  
End: 2023-06-14  
Times: 0:00:00-23:59:59

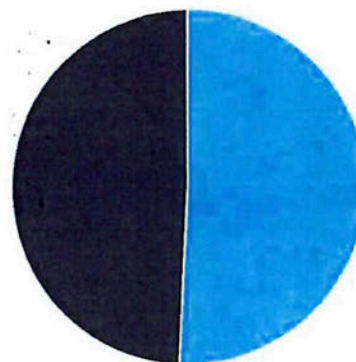
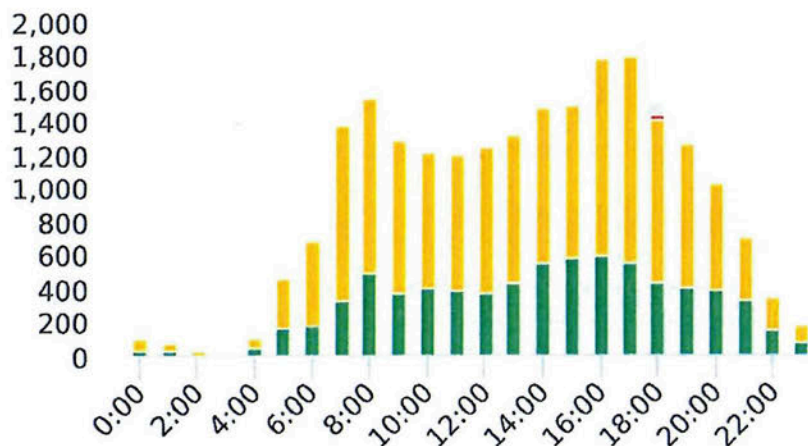
## Extended Speed Summary Bigelow 437, NB

• Violation Threshold: Speed Limit + 10  
Speed Range: 1 to 150

### Overall Summary

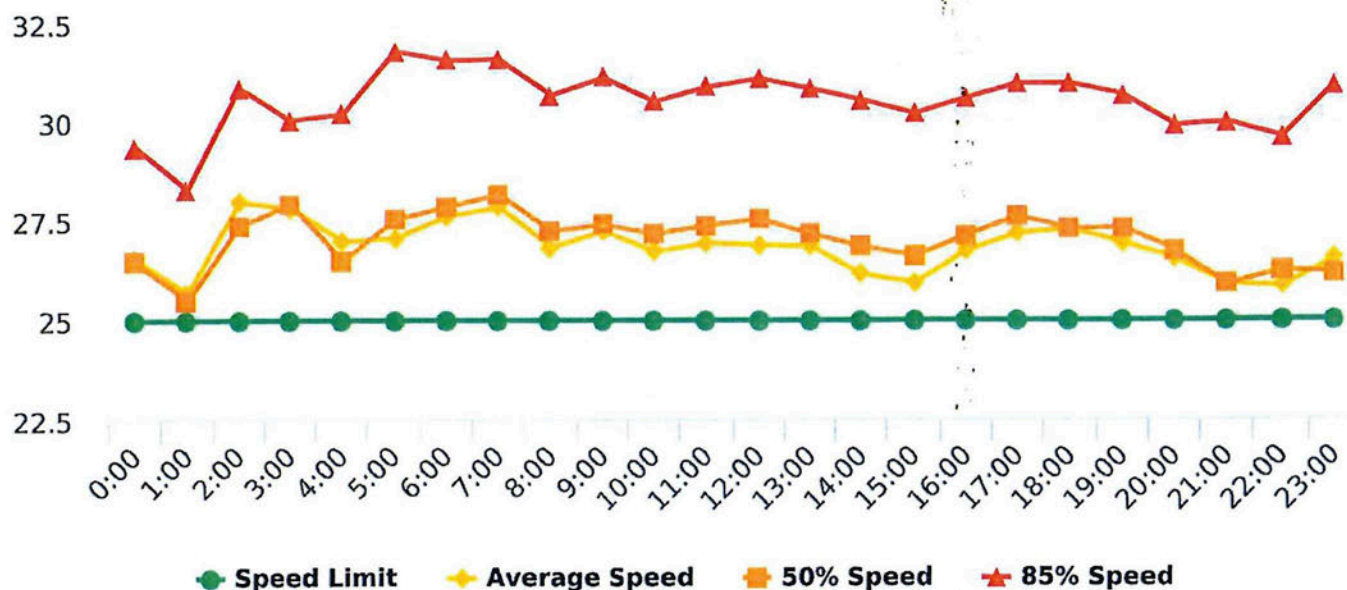
Total Days of Data: 10  
Speed Limit: 25  
Average Speed: 26.82  
50th Percentile Speed: 27.19  
85th Percentile Speed: 30.73  
Pace Speed Range: 22-32

Minimum Speed: 5  
Maximum Speed: 52  
Display Mode: Speed Display  
Average Volume per Day: 2237.2  
Total Volume: 22372



● Violators ● Inside Threshold ● Compliant

● Vehicles Slowed  
● Other



**ALL TRAFFIC  
SOLUTIONS**


# Extended Speed Summary

Bigelow 437, NB

Start: 2023-06-05

End: 2023-06-14

Times: 0:00:00-23:59:59

Violation Threshold: Speed Limit + 10

Speed Range: 1 to 150

| Time                         | Sign Mode     | Speed Limit | Total # Vehicles | Total # Violator | % Violator | Avg # Vehicles | Avg # Violators | Min Speed | Max Speed | Avg Speed | 50% Speed | 85% Speed | Sign Effectiveness |
|------------------------------|---------------|-------------|------------------|------------------|------------|----------------|-----------------|-----------|-----------|-----------|-----------|-----------|--------------------|
| 0:00                         | Speed Display | 25          | 100              | 3                | 3.0%       | 11.1           | 0.3             | 5         | 37        | 26.5      | 26.5      | 29.4      | 47.9%              |
| 1:00                         | Speed Display | 25          | 67               | 0                | 0.0%       | 7.4            | 0.0             | 9         | 35        | 25.7      | 25.5      | 28.3      | 53.7%              |
| 2:00                         | Speed Display | 25          | 26               | 3                | 11.5%      | 2.9            | 0.3             | 19        | 39        | 28.0      | 27.3      | 30.8      | 38.4%              |
| 3:00                         | Speed Display | 25          | 36               | 0                | 0.0%       | 4.0            | 0.0             | 6         | 34        | 27.8      | 27.9      | 30.0      | 41.6%              |
| 4:00                         | Speed Display | 25          | 106              | 1                | 0.9%       | 11.8           | 0.1             | 14        | 36        | 27.0      | 26.5      | 30.2      | 44.3%              |
| 5:00                         | Speed Display | 25          | 476              | 11               | 2.3%       | 52.9           | 1.2             | 5         | 40        | 27.0      | 27.5      | 31.8      | 49.4%              |
| 6:00                         | Speed Display | 25          | 699              | 15               | 2.1%       | 77.7           | 1.7             | 5         | 47        | 27.6      | 27.8      | 31.5      | 48.9%              |
| 7:00                         | Speed Display | 25          | 1390             | 14               | 1.0%       | 139.0          | 1.4             | 6         | 47        | 27.8      | 28.2      | 31.6      | 46.9%              |
| 8:00                         | Speed Display | 25          | 1562             | 16               | 1.0%       | 156.2          | 1.6             | 5         | 47        | 26.8      | 27.2      | 30.7      | 51.3%              |
| 9:00                         | Speed Display | 25          | 1294             | 11               | 0.9%       | 129.4          | 1.1             | 5         | 41        | 27.2      | 27.4      | 31.1      | 50.2%              |
| 10:00                        | Speed Display | 25          | 1236             | 16               | 1.3%       | 123.6          | 1.6             | 5         | 47        | 26.7      | 27.1      | 30.5      | 52.5%              |
| 11:00                        | Speed Display | 25          | 1204             | 11               | 0.9%       | 133.8          | 1.2             | 5         | 44        | 26.9      | 27.4      | 30.9      | 50.9%              |
| 12:00                        | Speed Display | 25          | 1261             | 23               | 1.8%       | 140.1          | 2.6             | 5         | 41        | 26.9      | 27.5      | 31.1      | 52.2%              |
| 13:00                        | Speed Display | 25          | 1333             | 15               | 1.1%       | 148.1          | 1.7             | 5         | 39        | 26.8      | 27.1      | 30.8      | 50.2%              |
| 14:00                        | Speed Display | 25          | 1495             | 18               | 1.2%       | 166.1          | 2.0             | 5         | 39        | 26.1      | 26.8      | 30.5      | 51.0%              |
| 15:00                        | Speed Display | 25          | 1514             | 13               | 0.9%       | 168.2          | 1.4             | 5         | 41        | 25.9      | 26.6      | 30.2      | 51.2%              |
| 16:00                        | Speed Display | 25          | 1798             | 13               | 0.7%       | 199.8          | 1.4             | 5         | 49        | 26.7      | 27.1      | 30.6      | 52.4%              |
| 17:00                        | Speed Display | 25          | 1807             | 18               | 1.0%       | 200.8          | 2.0             | 5         | 39        | 27.2      | 27.6      | 30.9      | 52.7%              |
| 18:00                        | Speed Display | 25          | 1441             | 30               | 2.1%       | 160.1          | 3.3             | 5         | 52        | 27.3      | 27.3      | 30.9      | 52.6%              |
| 19:00                        | Speed Display | 25          | 1268             | 16               | 1.3%       | 140.9          | 1.8             | 5         | 42        | 26.9      | 27.3      | 30.7      | 49.5%              |
| 20:00                        | Speed Display | 25          | 1028             | 11               | 1.1%       | 114.2          | 1.2             | 5         | 47        | 26.5      | 26.7      | 29.9      | 51.9%              |
| 21:00                        | Speed Display | 25          | 706              | 8                | 1.1%       | 78.4           | 0.9             | 5         | 40        | 25.9      | 25.9      | 30.0      | 46.8%              |
| 22:00                        | Speed Display | 25          | 337              | 1                | 0.3%       | 37.4           | 0.1             | 7         | 36        | 25.8      | 26.2      | 29.6      | 46.6%              |
| 23:00                        | Speed Display | 25          | 188              | 4                | 2.1%       | 20.9           | 0.4             | 5         | 42        | 26.5      | 26.2      | 30.9      | 45.2%              |
| Total Volumes/<br>Avg        |               |             | 22372            | 271              | 1.2%       | 2424.9         | 29.3            | 5         | 52        | 26.8      | 27.0      | 30.5      | 49.1%              |
| Total/Avg<br>w/o<br>Feedback |               |             | 0                | 0                | 0          | 0.0            | 0.0             | n/a       | n/a       | n/a       | n/a       | n/a       | n/a                |
| Total/Avg<br>w/<br>Feedback  |               |             | 22372            | 271              | 1.2%       | 2424.9         | 29.3            | 5         | 52        | 26.8      | 27.0      | 30.5      | 49.1%              |



**ALL TRAFFIC  
SOLUTIONS**

# Extended Speed Summary

## Westernview, NB

Start: 2023-07-13

End: 2023-07-19

Times: 0:00:00-23:59:59

Violation Threshold: Speed Limit + 10

Speed Range: 1 to 150

### Overall Summary

Total Days of Data: 6

Speed Limit: 30

Average Speed: 16.86

50th Percentile Speed: 16.09

85th Percentile Speed: 21.15

Pace Speed Range: 12-22

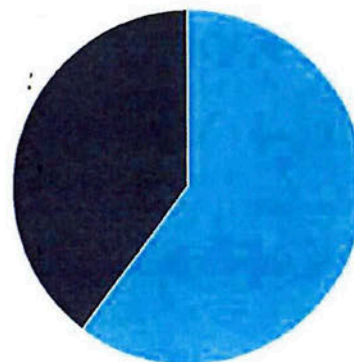
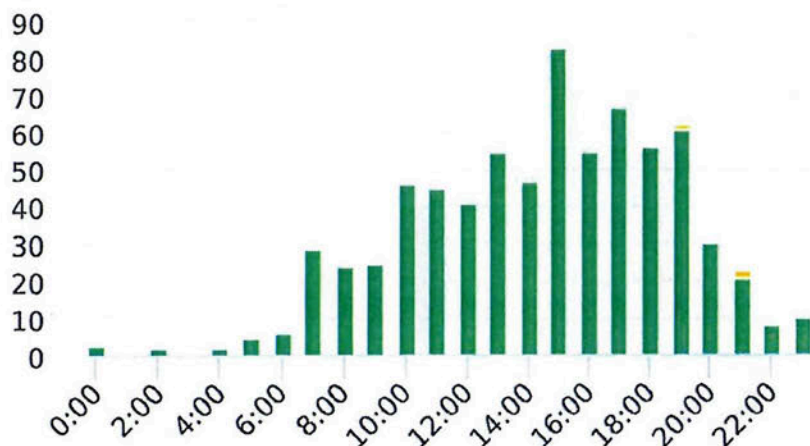
Minimum Speed: 8

Maximum Speed: 34

Display Mode: Speed Display

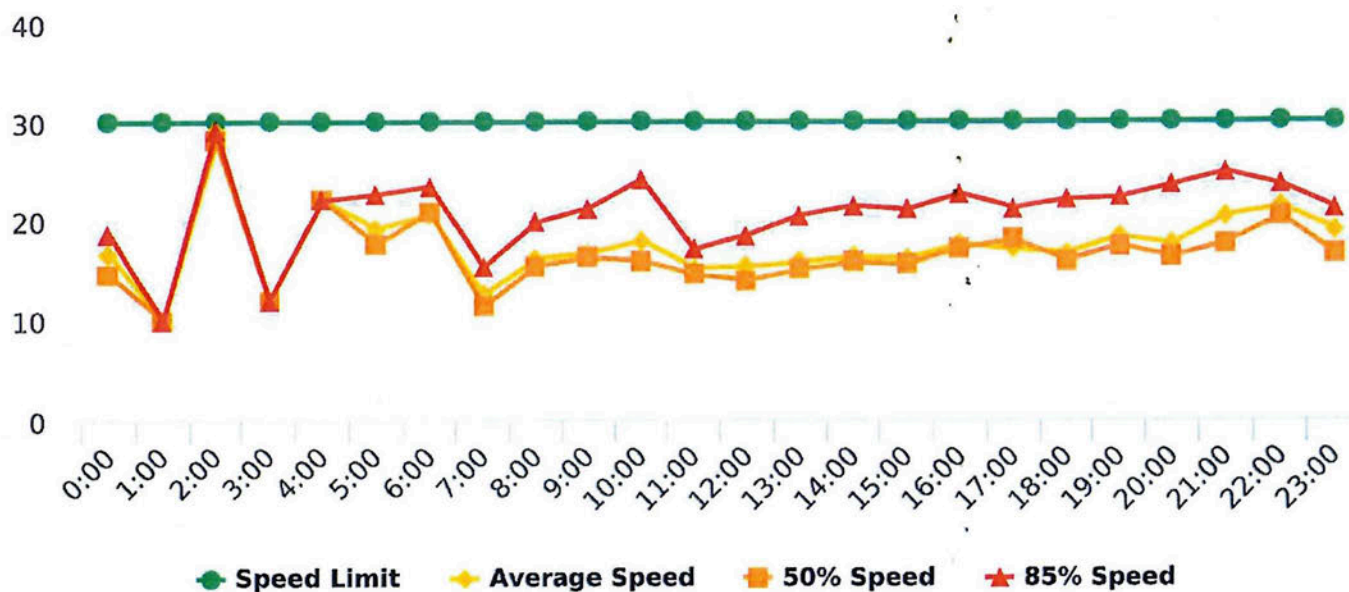
Average Volume per Day: 121.3

Total Volume: 728



● Violators    ● Inside Threshold    ● Compliant

● Vehicles Slowed  
● Other



**ALL TRAFFIC  
SOLUTIONS**


# Extended Speed Summary

## Westernview, NB

Start: 2023-07-13

End: 2023-07-19

Times: 0:00:00-23:59:59

Violation Threshold: Speed Limit + 10

Speed Range: 1 to 150

| Time                         | Sign Mode     | Speed Limit | Total # Vehicles | Total # Violator | % Violator | Avg # Vehicles | Avg # Violators | Min Speed | Max Speed | Avg Speed | 50% Speed | 85% Speed | Sign Effectiveness |
|------------------------------|---------------|-------------|------------------|------------------|------------|----------------|-----------------|-----------|-----------|-----------|-----------|-----------|--------------------|
| 0:00                         | Speed Display | 30          | 3                | 0                | 0.0%       | 0.6            | 0.0             | 14        | 21        | 16.7      | 14.7      | 18.7      | 66.7%              |
| 1:00                         | Speed Display | 30          | 1                | 0                | 0.0%       | 0.2            | 0.0             | 10        | 10        | 10.0      | 10.0      | 10.0      | 0.0%               |
| 2:00                         | Speed Display | 30          | 2                | 0                | 0.0%       | 0.4            | 0.0             | 28        | 29        | 29.0      | 28.0      | 29.0      | 0.0%               |
| 3:00                         | Speed Display | 30          | 1                | 0                | 0.0%       | 0.2            | 0.0             | 12        | 12        | 12.0      | 12.0      | 12.0      | 100.0%             |
| 4:00                         | Speed Display | 30          | 2                | 0                | 0.0%       | 0.4            | 0.0             | 14        | 30        | 22.0      | 22.0      | 22.0      | 50.0%              |
| 5:00                         | Speed Display | 30          | 5                | 0                | 0.0%       | 1.0            | 0.0             | 12        | 28        | 19.2      | 17.6      | 22.6      | 60.2%              |
| 6:00                         | Speed Display | 30          | 7                | 0                | 0.0%       | 1.4            | 0.0             | 8         | 31        | 20.6      | 20.9      | 23.4      | 57.3%              |
| 7:00                         | Speed Display | 30          | 29               | 0                | 0.0%       | 5.8            | 0.0             | 8         | 24        | 12.6      | 11.4      | 15.4      | 38.1%              |
| 8:00                         | Speed Display | 30          | 24               | 0                | 0.0%       | 4.8            | 0.0             | 8         | 28        | 16.2      | 15.5      | 19.8      | 54.5%              |
| 9:00                         | Speed Display | 30          | 25               | 0                | 0.0%       | 5.0            | 0.0             | 8         | 26        | 16.8      | 16.3      | 21.2      | 60.0%              |
| 10:00                        | Speed Display | 30          | 46               | 0                | 0.0%       | 9.2            | 0.0             | 8         | 30        | 18.0      | 16.0      | 24.1      | 52.4%              |
| 11:00                        | Speed Display | 30          | 45               | 0                | 0.0%       | 9.0            | 0.0             | 8         | 27        | 15.3      | 14.6      | 17.0      | 62.4%              |
| 12:00                        | Speed Display | 30          | 41               | 0                | 0.0%       | 6.8            | 0.0             | 8         | 25        | 15.4      | 14.0      | 18.5      | 48.7%              |
| 13:00                        | Speed Display | 30          | 55               | 0                | 0.0%       | 9.2            | 0.0             | 8         | 27        | 15.8      | 15.1      | 20.4      | 58.3%              |
| 14:00                        | Speed Display | 30          | 47               | 0                | 0.0%       | 7.8            | 0.0             | 8         | 27        | 16.4      | 15.8      | 21.4      | 70.3%              |
| 15:00                        | Speed Display | 30          | 83               | 0                | 0.0%       | 13.8           | 0.0             | 8         | 28        | 16.2      | 15.6      | 21.0      | 65.3%              |
| 16:00                        | Speed Display | 30          | 55               | 0                | 0.0%       | 9.2            | 0.0             | 8         | 27        | 17.6      | 17.2      | 22.6      | 65.7%              |
| 17:00                        | Speed Display | 30          | 67               | 0                | 0.0%       | 11.2           | 0.0             | 8         | 27        | 17.0      | 18.0      | 21.2      | 70.3%              |
| 18:00                        | Speed Display | 30          | 57               | 0                | 0.0%       | 9.5            | 0.0             | 8         | 34        | 16.8      | 16.0      | 22.1      | 63.4%              |
| 19:00                        | Speed Display | 30          | 62               | 0                | 0.0%       | 10.3           | 0.0             | 8         | 31        | 18.4      | 17.5      | 22.3      | 62.9%              |
| 20:00                        | Speed Display | 30          | 30               | 0                | 0.0%       | 5.0            | 0.0             | 8         | 29        | 17.6      | 16.3      | 23.5      | 43.3%              |
| 21:00                        | Speed Display | 30          | 23               | 0                | 0.0%       | 3.8            | 0.0             | 11        | 34        | 20.4      | 17.7      | 24.9      | 65.3%              |
| 22:00                        | Speed Display | 30          | 8                | 0                | 0.0%       | 1.3            | 0.0             | 17        | 25        | 21.3      | 20.3      | 23.5      | 37.5%              |
| 23:00                        | Speed Display | 30          | 10               | 0                | 0.0%       | 1.7            | 0.0             | 12        | 25        | 19.0      | 16.6      | 21.2      | 80.0%              |
| Total Volumes/<br>Avg        |               |             | 728              | 0                | 0.0%       | 127.7          | 0.0             | 8         | 34        | 17.5      | 16.6      | 20.7      | 55.5%              |
| Total/Avg<br>w/o<br>Feedback |               |             | 0                | 0                | 0          | 0.0            | 0.0             | n/a       | n/a       | n/a       | n/a       | n/a       | n/a                |
| Total/Avg<br>w/<br>Feedback  |               |             | 728              | 0                | 0.0%       | 127.7          | 0.0             | 8         | 34        | 17.5      | 16.6      | 20.7      | 55.5%              |



# ALL TRAFFIC SOLUTIONS



## Extended Speed Summary Westernview, NB

Start: 2023-07-13

End: 2023-07-19

Times: 0:00:00-23:59:59

Violation Threshold: Speed Limit + 10

Speed Range: 1 to 150

### Overall Summary

Total Days of Data: 6

Speed Limit: 30

Average Speed: 16.86

50th Percentile Speed: 16.09

85th Percentile Speed: 21.15

Pace Speed Range: 12-22

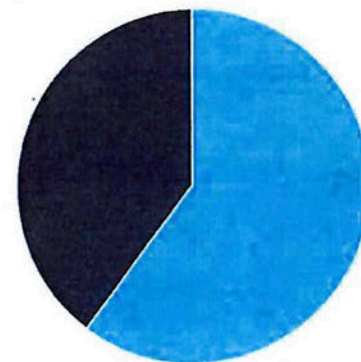
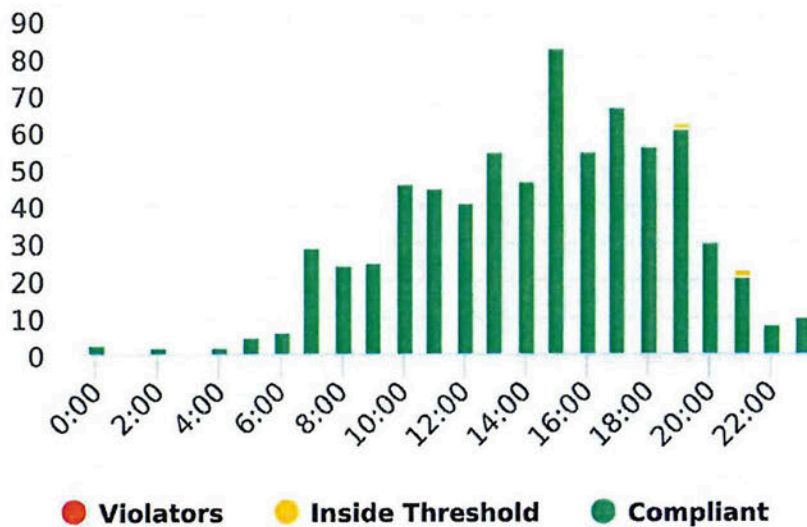
Minimum Speed: 8

Maximum Speed: 34

Display Mode: Speed Display

Average Volume per Day: 121.3

Total Volume: 728



**ALL TRAFFIC**  
**SOLUTIONS**


# Extended Speed Summary

  
**Westernview, NB**

Start: 2023-07-13

End: 2023-07-19

Times: 0:00:00-23:59:59

Violation Threshold: Speed Limit + 10

Speed Range: 1 to 150

| Time                   | Sign Mode     | Speed Limit | Total # Vehicles | Total # Violator | % Violator | Avg # Vehicles | Avg # Violators | Min Speed | Max Speed | Avg Speed | 50% Speed | 85% Speed | Sign Effectiveness |
|------------------------|---------------|-------------|------------------|------------------|------------|----------------|-----------------|-----------|-----------|-----------|-----------|-----------|--------------------|
| 0:00                   | Speed Display | 30          | 3                | 0                | 0.0%       | 0.6            | 0.0             | 14        | 21        | 16.7      | 14.7      | 18.7      | 66.7%              |
| 1:00                   | Speed Display | 30          | 1                | 0                | 0.0%       | 0.2            | 0.0             | 10        | 10        | 10.0      | 10.0      | 10.0      | 0.0%               |
| 2:00                   | Speed Display | 30          | 2                | 0                | 0.0%       | 0.4            | 0.0             | 28        | 29        | 29.0      | 28.0      | 29.0      | 0.0%               |
| 3:00                   | Speed Display | 30          | 1                | 0                | 0.0%       | 0.2            | 0.0             | 12        | 12        | 12.0      | 12.0      | 12.0      | 100.0%             |
| 4:00                   | Speed Display | 30          | 2                | 0                | 0.0%       | 0.4            | 0.0             | 14        | 30        | 22.0      | 22.0      | 22.0      | 50.0%              |
| 5:00                   | Speed Display | 30          | 5                | 0                | 0.0%       | 1.0            | 0.0             | 12        | 28        | 19.2      | 17.6      | 22.6      | 60.2%              |
| 6:00                   | Speed Display | 30          | 7                | 0                | 0.0%       | 1.4            | 0.0             | 8         | 31        | 20.6      | 20.9      | 23.4      | 57.3%              |
| 7:00                   | Speed Display | 30          | 29               | 0                | 0.0%       | 5.8            | 0.0             | 8         | 24        | 12.6      | 11.4      | 15.4      | 38.1%              |
| 8:00                   | Speed Display | 30          | 24               | 0                | 0.0%       | 4.8            | 0.0             | 8         | 28        | 16.2      | 15.5      | 19.8      | 54.5%              |
| 9:00                   | Speed Display | 30          | 25               | 0                | 0.0%       | 5.0            | 0.0             | 8         | 26        | 16.8      | 16.3      | 21.2      | 60.0%              |
| 10:00                  | Speed Display | 30          | 46               | 0                | 0.0%       | 9.2            | 0.0             | 8         | 30        | 18.0      | 16.0      | 24.1      | 52.4%              |
| 11:00                  | Speed Display | 30          | 45               | 0                | 0.0%       | 9.0            | 0.0             | 8         | 27        | 15.3      | 14.6      | 17.0      | 62.4%              |
| 12:00                  | Speed Display | 30          | 41               | 0                | 0.0%       | 6.8            | 0.0             | 8         | 25        | 15.4      | 14.0      | 18.5      | 48.7%              |
| 13:00                  | Speed Display | 30          | 55               | 0                | 0.0%       | 9.2            | 0.0             | 8         | 27        | 15.8      | 15.1      | 20.4      | 58.3%              |
| 14:00                  | Speed Display | 30          | 47               | 0                | 0.0%       | 7.8            | 0.0             | 8         | 27        | 16.4      | 15.8      | 21.4      | 70.3%              |
| 15:00                  | Speed Display | 30          | 83               | 0                | 0.0%       | 13.8           | 0.0             | 8         | 28        | 16.2      | 15.6      | 21.0      | 65.3%              |
| 16:00                  | Speed Display | 30          | 55               | 0                | 0.0%       | 9.2            | 0.0             | 8         | 27        | 17.6      | 17.2      | 22.6      | 65.7%              |
| 17:00                  | Speed Display | 30          | 67               | 0                | 0.0%       | 11.2           | 0.0             | 8         | 27        | 17.0      | 18.0      | 21.2      | 70.3%              |
| 18:00                  | Speed Display | 30          | 57               | 0                | 0.0%       | 9.5            | 0.0             | 8         | 34        | 16.8      | 16.0      | 22.1      | 63.4%              |
| 19:00                  | Speed Display | 30          | 62               | 0                | 0.0%       | 10.3           | 0.0             | 8         | 31        | 18.4      | 17.5      | 22.3      | 62.9%              |
| 20:00                  | Speed Display | 30          | 30               | 0                | 0.0%       | 5.0            | 0.0             | 8         | 29        | 17.6      | 16.3      | 23.5      | 43.3%              |
| 21:00                  | Speed Display | 30          | 23               | 0                | 0.0%       | 3.8            | 0.0             | 11        | 34        | 20.4      | 17.7      | 24.9      | 65.3%              |
| 22:00                  | Speed Display | 30          | 8                | 0                | 0.0%       | 1.3            | 0.0             | 17        | 25        | 21.3      | 20.3      | 23.5      | 37.5%              |
| 23:00                  | Speed Display | 30          | 10               | 0                | 0.0%       | 1.7            | 0.0             | 12        | 25        | 19.0      | 16.6      | 21.2      | 80.0%              |
| Total Volumes/ Avg     |               |             | 728              | 0                | 0.0%       | 127.7          | 0.0             | 8         | 34        | 17.5      | 16.6      | 20.7      | 55.5%              |
| Total/Avg w/o Feedback |               |             | 0                | 0                | 0          | 0.0            | 0.0             | n/a       | n/a       | n/a       | n/a       | n/a       | n/a                |
| Total/Avg w/ Feedback  |               |             | 728              | 0                | 0.0%       | 127.7          | 0.0             | 8         | 34        | 17.5      | 16.6      | 20.7      | 55.5%              |



# ALL TRAFFIC SOLUTIONS



## Extended Speed Summary Valley, EB

Start: 2023-07-13

End: 2023-07-20

Times: 0:00:00-23:59:59

Violation Threshold: Speed Limit + 10

Speed Range: 1 to 150

### Overall Summary

Total Days of Data: 8

Speed Limit: 30

Average Speed: 21.07

50th Percentile Speed: 21.54

85th Percentile Speed: 25.82

Pace Speed Range: 17-27

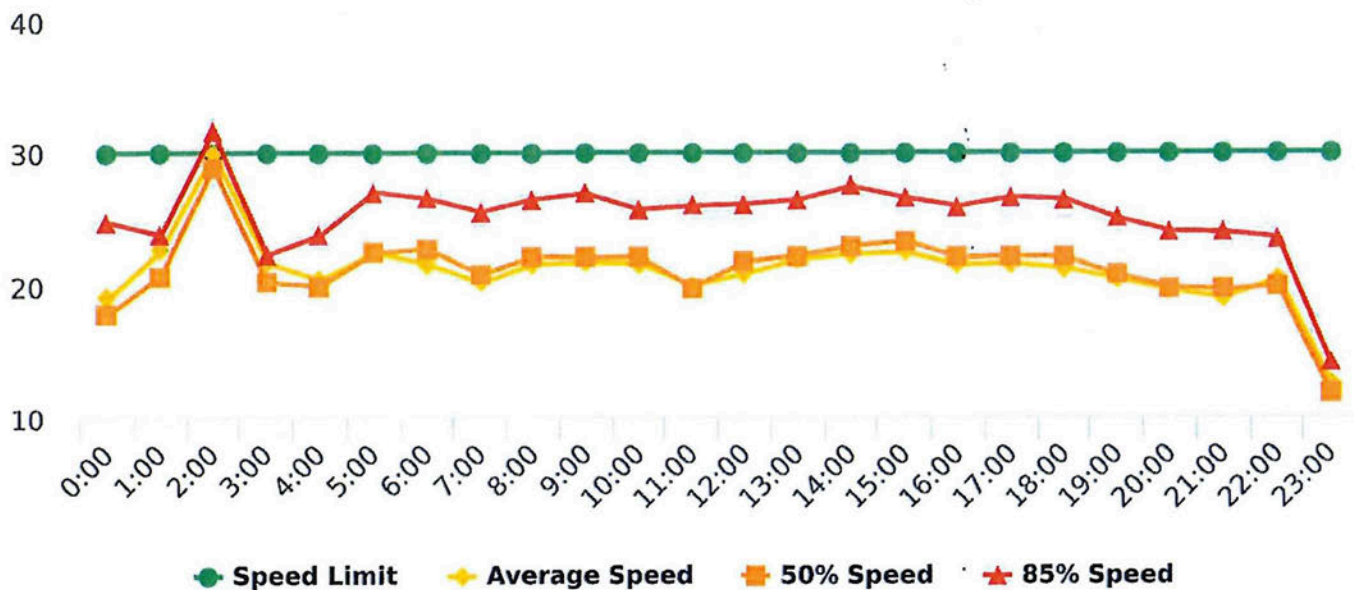
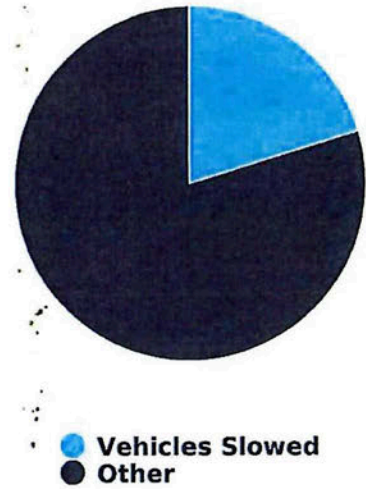
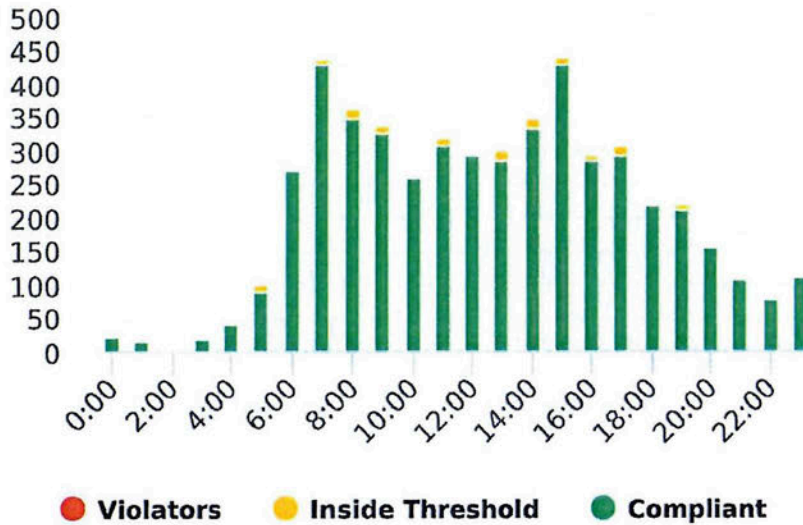
Minimum Speed: 5

Maximum Speed: 39

Display Mode: Speed Display

Average Volume per Day: 636.1

Total Volume: 5089



**ALL TRAFFIC  
SOLUTIONS**


# Extended Speed Summary

## Valley, EB

Start: 2023-07-13

End: 2023-07-20

Times: 0:00:00-23:59:59

Violation Threshold: Speed Limit + 10

Speed Range: 1 to 150

| Time                         | Sign Mode     | Speed Limit | Total # Vehicles | Total # Violator | % Violator | Avg # Vehicles | Avg # Violators | Min Speed | Max Speed | Avg Speed | 50% Speed | 85% Speed | Sign Effectiveness |
|------------------------------|---------------|-------------|------------------|------------------|------------|----------------|-----------------|-----------|-----------|-----------|-----------|-----------|--------------------|
| 0:00                         | Speed Display | 30          | 23               | 0                | 0.0%       | 3.3            | 0.0             | 7         | 34        | 19.0      | 17.8      | 24.7      | 30.7%              |
| 1:00                         | Speed Display | 30          | 16               | 0                | 0.0%       | 2.3            | 0.0             | 16        | 32        | 22.6      | 20.7      | 23.8      | 31.2%              |
| 2:00                         | Speed Display | 30          | 8                | 0                | 0.0%       | 1.1            | 0.0             | 26        | 35        | 30.0      | 28.9      | 31.6      | 25.0%              |
| 3:00                         | Speed Display | 30          | 20               | 0                | 0.0%       | 2.9            | 0.0             | 5         | 27        | 21.7      | 20.2      | 22.3      | 10.0%              |
| 4:00                         | Speed Display | 30          | 40               | 0                | 0.0%       | 5.7            | 0.0             | 7         | 33        | 20.4      | 20.0      | 23.7      | 20.1%              |
| 5:00                         | Speed Display | 30          | 100              | 0                | 0.0%       | 14.3           | 0.0             | 7         | 35        | 22.5      | 22.4      | 27.0      | 17.3%              |
| 6:00                         | Speed Display | 30          | 275              | 0                | 0.0%       | 39.3           | 0.0             | 5         | 32        | 21.6      | 22.7      | 26.5      | 12.5%              |
| 7:00                         | Speed Display | 30          | 436              | 0                | 0.0%       | 62.3           | 0.0             | 5         | 34        | 20.2      | 20.8      | 25.5      | 19.1%              |
| 8:00                         | Speed Display | 30          | 364              | 0                | 0.0%       | 52.0           | 0.0             | 5         | 37        | 21.6      | 22.1      | 26.5      | 22.8%              |
| 9:00                         | Speed Display | 30          | 336              | 0                | 0.0%       | 48.0           | 0.0             | 5         | 37        | 21.7      | 22.1      | 26.9      | 23.3%              |
| 10:00                        | Speed Display | 30          | 264              | 0                | 0.0%       | 44.0           | 0.0             | 5         | 34        | 21.6      | 22.1      | 25.7      | 23.5%              |
| 11:00                        | Speed Display | 30          | 320              | 0                | 0.0%       | 53.3           | 0.0             | 5         | 35        | 19.9      | 19.8      | 26.0      | 24.1%              |
| 12:00                        | Speed Display | 30          | 298              | 0                | 0.0%       | 49.7           | 0.0             | 5         | 33        | 20.8      | 21.7      | 26.1      | 24.0%              |
| 13:00                        | Speed Display | 30          | 299              | 0                | 0.0%       | 42.7           | 0.0             | 5         | 37        | 21.9      | 22.2      | 26.4      | 20.4%              |
| 14:00                        | Speed Display | 30          | 349              | 0                | 0.0%       | 49.9           | 0.0             | 5         | 38        | 22.3      | 22.9      | 27.4      | 18.4%              |
| 15:00                        | Speed Display | 30          | 442              | 0                | 0.0%       | 63.1           | 0.0             | 5         | 39        | 22.4      | 23.3      | 26.6      | 18.2%              |
| 16:00                        | Speed Display | 30          | 294              | 0                | 0.0%       | 42.0           | 0.0             | 5         | 36        | 21.5      | 22.0      | 25.9      | 15.1%              |
| 17:00                        | Speed Display | 30          | 307              | 0                | 0.0%       | 43.9           | 0.0             | 5         | 37        | 21.6      | 22.1      | 26.6      | 19.4%              |
| 18:00                        | Speed Display | 30          | 224              | 0                | 0.0%       | 32.0           | 0.0             | 5         | 39        | 21.2      | 22.1      | 26.5      | 14.3%              |
| 19:00                        | Speed Display | 30          | 217              | 0                | 0.0%       | 31.0           | 0.0             | 5         | 33        | 20.5      | 20.8      | 25.0      | 15.8%              |
| 20:00                        | Speed Display | 30          | 157              | 0                | 0.0%       | 22.4           | 0.0             | 5         | 31        | 19.5      | 19.8      | 24.0      | 21.7%              |
| 21:00                        | Speed Display | 30          | 108              | 0                | 0.0%       | 15.4           | 0.0             | 5         | 31        | 19.0      | 19.6      | 23.9      | 26.8%              |
| 22:00                        | Speed Display | 30          | 78               | 0                | 0.0%       | 11.1           | 0.0             | 7         | 33        | 20.4      | 19.8      | 23.5      | 20.5%              |
| 23:00                        | Speed Display | 30          | 114              | 0                | 0.0%       | 16.3           | 0.0             | 5         | 35        | 12.5      | 11.7      | 14.0      | 38.6%              |
| Total Volumes/<br>Avg        |               |             | 5089             | 0                | 0.0%       | 748.0          | 0.0             | 5         | 39        | 21.1      | 21.2      | 25.3      | 21.4%              |
| Total/Avg<br>w/o<br>Feedback |               |             | 0                | 0                | 0          | 0.0            | 0.0             | n/a       | n/a       | n/a       | n/a       | n/a       | n/a                |
| Total/Avg<br>w/<br>Feedback  |               |             | 5089             | 0                | 0.0%       | 748.0          | 0.0             | 5         | 39        | 21.1      | 21.2      | 25.3      | 21.4%              |



**Karen Lambert**

---

**From:** Ashley Miller  
**Sent:** Wednesday, June 28, 2023 8:11 AM  
**To:** Thomas DiPersio; David Giorgi; Sean Divoll  
**Cc:** Karen Lambert  
**Subject:** RE: Stop Signs - Engineering Studies - Final - Beach Street - Clinton Street  
**Attachments:** Memo - Beach Street at Clover Hill and Clinton Street - Stop Signs.pdf

All,

Please see attached updated memo. This includes the background documents mentioned in the memo.

Thank you,

**Ashley Miller**  
Assistant Civil Engineer  
Department of Public Works  
Engineering Division  
135 Neil Street  
Marlborough, MA 01752  
P: 508.624.6910

---

**From:** Thomas DiPersio  
**Sent:** Wednesday, June 28, 2023 7:18 AM  
**To:** David Giorgi; Sean Divoll  
**Cc:** Karen Lambert; Ashley Miller  
**Subject:** FW: Stop Signs - Engineering Studies - Final - Beach Street - Clinton Street

All,  
Attached are memos relating to the Engineering Division's study of the existing stop signs on Beach and Clinton Streets. We can report on these at the meeting this morning (old business item "a").

-Tom

**Thomas DiPersio, Jr., PE, PLS**  
City Engineer  
Department of Public Works  
135 Neil Street  
Marlborough, MA 01752  
Phone:(508)624-6910x33200



**From:** Ashley Miller  
**Sent:** Wednesday, June 28, 2023 7:15 AM  
**To:** Thomas DiPersio  
**Subject:** Stop Signs - Engineering Studies - Final - Beach Street - Clinton Street

Tom,

Attached are the final memos for the stop signs on Clinton Street and Beach Street.

Thank you,

**Ashley Miller**  
Assistant Civil Engineer  
Department of Public Works  
Engineering Division  
135 Neil Street  
Marlborough, MA 01752  
P: 508.624.6910





*City of Marlborough*  
**Department of Public Works**

135 NEIL STREET  
 MARLBOROUGH, MASSACHUSETTS 01752  
 TEL. 508-624-6910  
 \*TDD 508-460-3610

SEAN M. DIVOLL, P.E.  
 COMMISSIONER

**MEMORANDUM**

To: Thomas DiPersio, Jr., PE, PLS – City Engineer

CC: Chief David Giorgi – Chairman, Marlborough Traffic Commission  
 Sean M. Divoll, PE – DPW Commissioner

From: Ashley Miller – Assistant Civil Engineer

Date: June 6, 2023

RE: Background on existing stop signs Beach Street at Clover Hill Street, Clinton Street at Auburn Street, Clinton Street at Old Charter Road, and Old Charter Road at Clinton Street.

The Engineering Division has been tasked by the Traffic Commission with performing warrant analyses for existing stop signs at the above referenced locations. This memo presents some historical background on the initial installation of these signs.

While completing the warrant analyses I was interested to see if there were any records that would give some background information as to when these stop signs were installed and on what basis. In our files here in Engineering I was able to find traffic counts that were completed at the locations listed above. There were traffic counts for Beach Street from September 1999 and May 2002, and counts for Clinton Street from August 1998, and October 1998. There was no count information for the side streets off Clinton Street – Auburn Street and Old Charter Road. This information led me to contacting the City Clerk office for any Traffic Commission meeting minutes they may have on record for this timeframe. I was able to find some information there.

There were several meetings in which Beach Street was on the agenda to discuss traffic issues. Some concerns being speeding, traffic volume and lack of sidewalks. At the June 9, 1998 TC meeting the 'all way stop' sign at Beach Street and Clover Hill Street was voted on and approved through an EMERGENCY REGULATION. Also noted is the City Engineer (LaFreniere) wished to be recorded in opposition. At this meeting it was also stated there were preliminary proposals for (3) way stops for the Clinton Street intersections listed above. I did not find the meeting where those three stop signs were approved. Concerns on Clinton Street were traffic volume and speed (this was discussing in a previous meeting; I did not grab a copy of that meeting).

In minutes from the November 17, 1998 meeting Councilor Vigeant spoke of the signs and how he felt the Commission "might be trying to keep everyone happy", Public Works Commissioner Mr. Sharon was in agreement with that.

In minutes from the November 21, 2000 meeting it was brought to the Commission that new regulations were needed after the reconstruction of Beach Street. During the reconstruction project the roadway was narrowed, sidewalks were installed on one side of the roadway (from West Main to Clover Hill Street on the north side,

THEODORE L. SCOTT, P.E.  
 ASST. COMMISSIONER, OPERATIONS

CHRISTOPHER S. LAFRENIERE  
 ASST. COMMISSIONER, UTILITIES

THOMAS DIPERSIO, JR. P.E., P.L.S.  
 CITY ENGINEER

from Clover Hill Street to South Street on the South side). Mr. Lafreniere (I believe he was DPW Commissioner at this time) was asked if the stop sign at Cloverhill was still necessary and he said "it was not, wait and see how it works".

The traffic counts from 1998 (Clinton Street), 1999 and 2002 (Beach Street) also provide some good insight. While the traffic counts for Beach Street show similar traffic volume in 1998, 2002 and 2023, the counts on Clinton Street show there was significantly more traffic in 1998 than now.

I have included pages from the Traffic Commission meetings in this memo and the traffic counts from 1998, 1999 and 2002. Traffic counts from April 2023, and May 2023 can be found in the corresponding warrant analyses.

In 1999 the average daily vehicle count for Beach Street over 6 days was 2,620. In 2002 it was 1,726. The most recent 2023 traffic count shows an average of 1,927 over 4 days.

On Clinton Street in August 1998, the total count was 585 vehicles (between Old Charter Road and East Main Street), in October 1999 the count was 660 vehicles in the same stretch. The count that was just completed has an average of 178 vehicles per day over a 3-day period.

The warrant analyses for the studies recently completed on Beach Street and Clinton Street are attached as separate memos.

THEODORE L. SCOTT, P.E.  
ASST. COMMISSIONER, OPERATIONS

CHRISTOPHER S. LAFRENIERE  
ASST. COMMISSIONER, UTILITIES

THOMAS DIPERSIO, JR. P.E., P.L.S.  
CITY ENGINEER



## TRAFFIC COMMISSION

JUNE 9, 1998

PAGE 3

**1B - PARMENTER ST - Parking:**

A MOTION was made, seconded, duly VOTED:

A regulation to amend the Rules and Regulations of the Traffic Commission of the City of Marlborough, as amended, thereof entitled Vehicles and Traffic,

BE IT ENACTED BY THE TRAFFIC COMMISSION OF THE CITY OF MARLBOROUGH AS FOLLOWS:

Schedule VIII of Section 52 of the Rules and Regulations of the Traffic Commission is hereby amended by ADDING to said Schedule the following:

| <u>STREET</u>    | <u>HOURS</u> | <u>SIDE</u> | <u>LIMITS</u>  |
|------------------|--------------|-------------|--|
| Parmenter Street | All          | Both        | Beginning at a point 265 feet west of the westerly edge of the driveway to the Harvard University Primate Center and thence easterly for a distance of 675 feet. |

**2D - BEACH STREET - Traffic:**

Mr. LaFreniere informed of the estimates that he has come up with for construction solutions to the traffic problem on Beach Street: (1) full reconstruction, \$500,000±; (2) elevated intersection, \$10,000± per intersection. Chief Barry discussed the 'all way stop' sign at Beach and Clover Hill St. A MOTION was made, seconded, duly VOTED: (City Engineer LaFreniere wished to be recorded in opposition.)

-continued-

## TRAFFIC COMMISSION

JUNE 9, 1998

PAGE 4

A regulation to amend the Rules and Regulations of the Traffic Commission of the City of Marlborough, as amended, thereof entitled "Vehicles and Traffic, Section 50, Schedule VI: Stop Intersections", to add a two-way stop intersection in said Schedule.

BE IT ENACTED BY THE TRAFFIC COMMISSION OF THE CITY OF MARLBOROUGH AS FOLLOWS: OK

Section 50 of the Rules and Regulations of the Traffic Commission of the City of Marlborough is hereby amended by adding to the said Schedule the following locations for STOP SIGNS for a two way stop intersection:

| <u>STOP SIGN ON</u> | <u>DIRECTION OF TRAVEL</u> | <u>AT INTERSECTION</u> |
|---------------------|----------------------------|------------------------|
|---------------------|----------------------------|------------------------|

|                      |               |                      |
|----------------------|---------------|----------------------|
| ✓ Beach Street       | Southeasterly | Clover Hill Street ✓ |
| ✓ Clover Hill Street | Northeasterly | Beach Street         |

WHEREAS, the deferred operation of this amendment would tend to defeat its purpose, which is to make effective as soon as possible the provisions thereof, therefore, it is hereby declared to be an EMERGENCY REGULATION, necessary to the health or safety of the people of their property.

A MOTION was made, seconded, duly VOTED:

Barry letter to Nawrocki

**2C - CLINTON ST/OLD CHARTER RD - Traffic:**

A MOTION was made, seconded, duly VOTED:

That the City Engineer will get the traffic counts for this area.

A MOTION was made, seconded, duly VOTED:

That Chief Barry will inform Councilor Oram of preliminary proposals re: proposed traffic solutions as follows (1) 3-way stop, Clinton & Auburn Streets; (2) 3-way stop (south intersection) Clinton & Old Charter Rd. and (3) 3-way stop (north intersection) of Clinton St & Old Charter Rd.

There being no further business, the regular meeting of the Traffic Commission held on this date, adjourned at 11:40 a.m.

Respectfully submitted,

Jo-Ann E. Reynolds, Clerk  
City Clerk



**OFFICE OF CITY CLERK  
TRAFFIC COMMISSION**

Regular meeting of the Traffic Commission held on Tuesday, November 17, 1998 in City Hall at 11:00 a.m. Members Present: Chairman Police Chief Joseph Barry, Vice Chairman DPW Commissioner Paul Sharon, Fire Chief John Kyle, City Engineer Ronald LaFreniere and City Clerk Jo-Ann Reynolds. Also present: Councilors Vigeant and Pope. Meeting adjourned at 12:25 p.m.

**1 - MINUTES:**

A MOTION was made, seconded, duly VOTED:

To accept and place on file the minutes of Traffic Commission meetings of September 30 and October 5, 1998.

Councilor Vigeant spoke of the recently approved Stop Signs on Bigelow St, Clinton St, Stevens and Beach St; he feels that the Commission might be trying to keep everyone happy; the residents of Beach St feel the Stop Sign defeats the purpose; people stop and then speed up; Councilor Vigeant gets calls regarding Clinton St; asks that the Traffic Commission keep in mind that the Commission was set up to take political pressure of these issues; need to do what is best for the entire community; they are popping up everywhere.

Mr. Sharon expressed his agreement with Councilor Vigeant; he agreed to the Bigelow St Stop signs for one reason; it was based on traffic data; he won't do it again until we analyze the after effects; if they work as a deterrent; before he votes on any new ones, need to see the effect on Bigelow Street; if not, would look to repealing them.

Dennis Demers, 49 Northboro Rd expressed his concern of traffic conditions during bad weather; spent last twelve years plowing and sanding Evelina & Shea; cars cannot stop and start; cars stopping at the bottom of a hill and then try to make the hill; realizes the Commission is trying to take care of speeding; that traffic comes from the Skating Rink, not from the Mall.

Councilor Pope informed she has received many phonecalls re: Evelina; they are worried; Councilor Pope requested warning signs on the top of the hill.

**OAKCREST AVE @ STEVENS ST:**

Chief Barry informed that there is a serious problem at this intersection; we may need to post oversized warning signs. A resident informed that the problem is due to speeding down that hill. Gail Wilson, 353 Stevens St informed she has lived there for 38 years and you take your life in your hands just going for the mail.

Chief Barry informed that until May, 1996, we had a seven officer Traffic Division; due to budget cuts, that does not exist anymore; we can have traffic enforcement now only after we have met minimum manning levels; the schools needed significant amounts of money and he agrees they needed it; nobody is angrier than himself that something we worked on for nine solid years couldn't continue.



## TRAFFIC COMMISSION

-3-

NOVEMBER 21, 2000

**2H - LOCKE DR - Parking:**

The Commission discussed a communication from Gerard Anderson, Harrison Conference Center re: cars parking up to entrance/exit driveways of business west of the Corning Optics building. After discussion, a MOTION was made, seconded, duly VOTED:

To refer this matter to Fire Chief Kyle for follow-up investigation with a report back to the Traffic Commission's December meeting.

**2J - STEVENS ST - Student/pedestrian safety:**

Chief Barry informed this concern came up two months ago with School Dept. officials re: concern for student walkers; the School Dept. has now informed him that anyone on Stevens Street will be bussed; they will give us the proposed walking routes for next year; may drastically change the cross walk situation. A MOTION was made, seconded, duly VOTED:

To TABLE this matter until new bus route information is received AND TABLE until the December meeting.

**2K - BEACH ST - Regulations:**

Mr. LaFreniere informed that new regulations are needed since reconstruction; stop sign from West Main; no parking on west side of street (restriction should be on the entire east end of the roadway and; a Stop at South since changed. Chief Kyle questioned if the Stop at Cloverhill is still necessary to which Mr. LaFreniere informed it is not; wait and see how it works. Chief Barry questioned the time frame to which Mr. LaFreniere responded immediately and that he will send regulations to Chief Barry (we must repeal existing regulations). A MOTION was made, seconded, duly VOTED:

To TABLE this matter which may require a Special Meeting.

**2A & 2B - Schedule of Crosswalks & Harmony Lane:**

Chief Barry informed that both of these items are still pending.

**2L - BOYS/GIRLS CLUB - Pedestrian Safety:**

Chief Barry informed he has spoken to Club's representative. A MOTION was made, seconded, duly VOTED:

That Chief Barry will send a communication to The Club.

There being no further business, the regular meeting of the Traffic Commission held on this date, adjourned at 11:35 a.m.

Respectfully submitted,

Jo-Ann E. Reynolds, Clerk  
City Clerk

NOVEMBER 21, 2000



## TRAFFIC COMMISSION

-3-

MARCH 27, 2001

A regulation to amend the Rules and Regulations of the Traffic Commission of the City of Marlborough, as amended, thereof entitled Vehicles and Traffic, Section 50, Schedule VI: Stop Intersections", to add a street in said schedule.

BE IT ENACTED BY THE TRAFFIC COMMISSION OF THE CITY OF MARLBOROUGH AS FOLLOWS:

Section 50 of the Rules and Regulations of the Traffic Commission of the City of Marlborough is hereby amended by adding to the said schedule the following location for a Stop Sign:

| <u>STOP SIGN ON</u> | <u>DIRECTION OF TRAVEL</u>                          | <u>AT INTERSECTION OF</u> |
|---------------------|---|---------------------------|
| ✓ Beach Street      | Southbound (for eastbound traffic off West Main St) | Beach Street              |

A regulation to amend the Rules and Regulations of the Traffic Commission of the City of Marlborough, as amended, thereof entitled Vehicles and Traffic, Article VII, Section 53, Schedule IX: "No Parking at Any Time".

BE IT ENACTED BY THE TRAFFIC COMMISSION OF THE CITY OF MARLBOROUGH AS FOLLOWS: ✓

Section 53 of the Rules and Regulations of the Traffic Commission is hereby amended by ADDING to said Schedule the following:

| <u>NAME OF STREET</u> | <u>SIDE</u> | <u>LOCATION</u>   |
|-----------------------|-------------|---|
| ✓ Beach Street        | Northerly   | Entire length of street   |
| ✓ Beach Street        | Southerly   | Commencing at West Main Street and extending 125 feet; commencing at a point 650 feet from West Main St. and extending 150 feet; commencing at a point 900 feet from West Main St. and extending 200 feet; commencing at a point 1,380 feet from West Main St. and extending 300 feet; commencing at a point 1,900 feet from West Main St. and extending 400 feet; commencing at a point 2,600 feet from West Main St. and extending to South St. |

An Act to amend the Rules and Regulations of the Traffic Commission of the City of Marlborough, as amended, by deleting therefrom an existing regulation or regulations.

BE IT ENACTED BY THE TRAFFIC COMMISSION OF THE CITY OF MARLBOROUGH AS FOLLOWS:

That the Stop Sign regulation eastbound on Beach Street at South Street, south of the Piave Square Monument, is hereby repealed. ✓

Location: Beach Street  
North of Clover Hill Street

Lane: Southbound

Start: 09/16/99  
Finish: 09/20/99  
Raw Count 10956  
AADT Count 2191

|          | DATE      | TIME  | VEHICLES |             |         |
|----------|-----------|-------|----------|-------------|---------|
| Thursday | 16-Sep-99 | 06:00 | 163      |             |         |
| Thursday | 16-Sep-99 | 07:00 | 353      |             |         |
| Thursday | 16-Sep-99 | 08:00 | 255      |             |         |
| Thursday | 16-Sep-99 | 09:00 | 137      |             |         |
| Thursday | 16-Sep-99 | 10:00 | 117      |             |         |
| Thursday | 16-Sep-99 | 11:00 | 116      |             |         |
| Thursday | 16-Sep-99 | 12:00 | 151      |             |         |
| Thursday | 16-Sep-99 | 13:00 | 140      |             |         |
| Thursday | 16-Sep-99 | 14:00 | 153      |             |         |
| Thursday | 16-Sep-99 | 15:00 | 178      |             |         |
| Thursday | 16-Sep-99 | 16:00 | 211      |             |         |
| Thursday | 16-Sep-99 | 17:00 | 216      |             |         |
| Thursday | 16-Sep-99 | 18:00 | 174      |             |         |
| Thursday | 16-Sep-99 | 19:00 | 104      |             |         |
| Thursday | 16-Sep-99 | 20:00 | 73       |             |         |
| Thursday | 16-Sep-99 | 21:00 | 69       |             |         |
| Thursday | 16-Sep-99 | 22:00 | 40       |             |         |
| Thursday | 16-Sep-99 | 23:00 | 27       |             |         |
| Friday   | 17-Sep-99 | 00:00 | 6        |             |         |
| Friday   | 17-Sep-99 | 01:00 | 6        |             |         |
| Friday   | 17-Sep-99 | 02:00 | 5        |             |         |
| Friday   | 17-Sep-99 | 03:00 | 4        |             |         |
| Friday   | 17-Sep-99 | 04:00 | 9        | Daily Count | Average |
| Friday   | 17-Sep-99 | 05:00 | 47       | 2754        | 115     |
| Friday   | 17-Sep-99 | 06:00 | 179      |             |         |
| Friday   | 17-Sep-99 | 07:00 | 319      |             |         |
| Friday   | 17-Sep-99 | 08:00 | 284      |             |         |
| Friday   | 17-Sep-99 | 09:00 | 139      |             |         |
| Friday   | 17-Sep-99 | 10:00 | 129      |             |         |
| Friday   | 17-Sep-99 | 11:00 | 152      |             |         |
| Friday   | 17-Sep-99 | 12:00 | 142      |             |         |
| Friday   | 17-Sep-99 | 13:00 | 131      |             |         |
| Friday   | 17-Sep-99 | 14:00 | 163      |             |         |
| Friday   | 17-Sep-99 | 15:00 | 194      |             |         |
| Friday   | 17-Sep-99 | 16:00 | 201      |             |         |
| Friday   | 17-Sep-99 | 17:00 | 192      |             |         |
| Friday   | 17-Sep-99 | 18:00 | 160      |             |         |
| Friday   | 17-Sep-99 | 19:00 | 116      |             |         |
| Friday   | 17-Sep-99 | 20:00 | 97       |             |         |
| Friday   | 17-Sep-99 | 21:00 | 48       |             |         |
| Friday   | 17-Sep-99 | 22:00 | 45       |             |         |
| Friday   | 17-Sep-99 | 23:00 | 19       |             |         |
| Saturday | 18-Sep-99 | 00:00 | 12       |             |         |
| Saturday | 18-Sep-99 | 01:00 | 2        |             |         |
| Saturday | 18-Sep-99 | 02:00 | 7        |             |         |
| Saturday | 18-Sep-99 | 03:00 | 0        |             |         |
| Saturday | 18-Sep-99 | 04:00 | 8        | Daily Count | Average |
| Saturday | 18-Sep-99 | 05:00 | 42       | 2781        | 116     |



Location: Beach Street  
North of Clover Hill Street

Lane: Southbound

Start: 09/16/99  
Finish: 09/20/99  
Raw Count 10956  
AADT Count 2191

|          | DATE      | TIME  | VEHICLES |             |         |
|----------|-----------|-------|----------|-------------|---------|
| Saturday | 18-Sep-99 | 06:00 | 196      |             |         |
| Saturday | 18-Sep-99 | 07:00 | 338      |             |         |
| Saturday | 18-Sep-99 | 08:00 | 289      |             |         |
| Saturday | 18-Sep-99 | 09:00 | 151      |             |         |
| Saturday | 18-Sep-99 | 10:00 | 130      |             |         |
| Saturday | 18-Sep-99 | 11:00 | 141      |             |         |
| Saturday | 18-Sep-99 | 12:00 | 154      |             |         |
| Saturday | 18-Sep-99 | 13:00 | 146      |             |         |
| Saturday | 18-Sep-99 | 14:00 | 146      |             |         |
| Saturday | 18-Sep-99 | 15:00 | 184      |             |         |
| Saturday | 18-Sep-99 | 16:00 | 203      |             |         |
| Saturday | 18-Sep-99 | 17:00 | 184      |             |         |
| Saturday | 18-Sep-99 | 18:00 | 82       |             |         |
| Saturday | 18-Sep-99 | 19:00 | 65       |             |         |
| Saturday | 18-Sep-99 | 20:00 | 31       |             |         |
| Saturday | 18-Sep-99 | 21:00 | 35       |             |         |
| Saturday | 18-Sep-99 | 22:00 | 23       |             |         |
| Saturday | 18-Sep-99 | 23:00 | 17       |             |         |
| Sunday   | 19-Sep-99 | 00:00 | 13       |             |         |
| Sunday   | 19-Sep-99 | 01:00 | 8        |             |         |
| Sunday   | 19-Sep-99 | 02:00 | 5        |             |         |
| Sunday   | 19-Sep-99 | 03:00 | 2        |             |         |
| Sunday   | 19-Sep-99 | 04:00 | 7        | Daily Count | Average |
| Sunday   | 19-Sep-99 | 05:00 | 29       | 2579        | 107     |
| Sunday   | 19-Sep-99 | 06:00 | 161      |             |         |
| Sunday   | 19-Sep-99 | 07:00 | 330      |             |         |
| Sunday   | 19-Sep-99 | 08:00 | 250      |             |         |
| Sunday   | 19-Sep-99 | 09:00 | 148      |             |         |
| Sunday   | 19-Sep-99 | 10:00 | 119      |             |         |
| Sunday   | 19-Sep-99 | 11:00 | 154      |             |         |
| Sunday   | 19-Sep-99 | 12:00 | 153      |             |         |
| Sunday   | 19-Sep-99 | 13:00 | 137      |             |         |
| Sunday   | 19-Sep-99 | 14:00 | 194      |             |         |
| Sunday   | 19-Sep-99 | 15:00 | 180      |             |         |
| Sunday   | 19-Sep-99 | 16:00 | 208      |             |         |
| Sunday   | 19-Sep-99 | 17:00 | 219      |             |         |
| Sunday   | 19-Sep-99 | 18:00 | 172      |             |         |
| Sunday   | 19-Sep-99 | 19:00 | 126      |             |         |
| Sunday   | 19-Sep-99 | 20:00 | 83       |             |         |
| Sunday   | 19-Sep-99 | 21:00 | 73       |             |         |
| Sunday   | 19-Sep-99 | 22:00 | 50       |             |         |
| Sunday   | 19-Sep-99 | 23:00 | 34       |             |         |
| Monday   | 20-Sep-99 | 00:00 | 13       |             |         |
| Monday   | 20-Sep-99 | 01:00 | 12       |             |         |
| Monday   | 20-Sep-99 | 02:00 | 15       |             |         |
| Monday   | 20-Sep-99 | 03:00 | 2        |             |         |
| Monday   | 20-Sep-99 | 04:00 | 2        | Daily Count | Average |
| Monday   | 20-Sep-99 | 05:00 | 7        | 2842        | 118     |

Location: Beach Street  
South of Clover Hill Street

Lane: Southbound

Start: 09/16/99  
Finish: 09/20/99  
Raw Count 10119  
AADT Count 2530

|          | DATE      | TIME  | VEHICLES |             |         |
|----------|-----------|-------|----------|-------------|---------|
| Thursday | 16-Sep-99 | 06:00 | 155      |             |         |
| Thursday | 16-Sep-99 | 07:00 | 316      |             |         |
| Thursday | 16-Sep-99 | 08:00 | 202      |             |         |
| Thursday | 16-Sep-99 | 09:00 | 120      |             |         |
| Thursday | 16-Sep-99 | 10:00 | 105      |             |         |
| Thursday | 16-Sep-99 | 11:00 | 122      |             |         |
| Thursday | 16-Sep-99 | 12:00 | 140      |             |         |
| Thursday | 16-Sep-99 | 13:00 | 117      |             |         |
| Thursday | 16-Sep-99 | 14:00 | 131      |             |         |
| Thursday | 16-Sep-99 | 15:00 | 169      |             |         |
| Thursday | 16-Sep-99 | 16:00 | 212      |             |         |
| Thursday | 16-Sep-99 | 17:00 | 280      |             |         |
| Thursday | 16-Sep-99 | 18:00 | 159      |             |         |
| Thursday | 16-Sep-99 | 19:00 | 91       |             |         |
| Thursday | 16-Sep-99 | 20:00 | 51       |             |         |
| Thursday | 16-Sep-99 | 21:00 | 41       |             |         |
| Thursday | 16-Sep-99 | 22:00 | 36       |             |         |
| Thursday | 16-Sep-99 | 23:00 | 21       |             |         |
| Friday   | 17-Sep-99 | 00:00 | 4        |             |         |
| Friday   | 17-Sep-99 | 01:00 | 6        |             |         |
| Friday   | 17-Sep-99 | 02:00 | 5        |             |         |
| Friday   | 17-Sep-99 | 03:00 | 3        |             |         |
| Friday   | 17-Sep-99 | 04:00 | 10       | Daily Count | Average |
| Friday   | 17-Sep-99 | 05:00 | 45       | 2541        | 106     |
| Friday   | 17-Sep-99 | 06:00 | 174      |             |         |
| Friday   | 17-Sep-99 | 07:00 | 284      |             |         |
| Friday   | 17-Sep-99 | 08:00 | 218      |             |         |
| Friday   | 17-Sep-99 | 09:00 | 129      |             |         |
| Friday   | 17-Sep-99 | 10:00 | 107      |             |         |
| Friday   | 17-Sep-99 | 11:00 | 145      |             |         |
| Friday   | 17-Sep-99 | 12:00 | 132      |             |         |
| Friday   | 17-Sep-99 | 13:00 | 121      |             |         |
| Friday   | 17-Sep-99 | 14:00 | 136      |             |         |
| Friday   | 17-Sep-99 | 15:00 | 183      |             |         |
| Friday   | 17-Sep-99 | 16:00 | 192      |             |         |
| Friday   | 17-Sep-99 | 17:00 | 300      |             |         |
| Friday   | 17-Sep-99 | 18:00 | 165      |             |         |
| Friday   | 17-Sep-99 | 19:00 | 104      |             |         |
| Friday   | 17-Sep-99 | 20:00 | 76       |             |         |
| Friday   | 17-Sep-99 | 21:00 | 41       |             |         |
| Friday   | 17-Sep-99 | 22:00 | 39       |             |         |
| Friday   | 17-Sep-99 | 23:00 | 14       |             |         |
| Saturday | 18-Sep-99 | 00:00 | 10       |             |         |
| Saturday | 18-Sep-99 | 01:00 | 8        |             |         |
| Saturday | 18-Sep-99 | 02:00 | 6        |             |         |
| Saturday | 18-Sep-99 | 03:00 | 0        |             |         |
| Saturday | 18-Sep-99 | 04:00 | 6        | Daily Count | Average |
| Saturday | 18-Sep-99 | 05:00 | 40       | 2630        | 110     |



Location: Beach Street  
South of Clover Hill Street

Lane: Southbound

Start: 09/16/99  
Finish: 09/20/99  
Raw Count 10119  
AADT Count 2530

|          | DATE      | TIME  | VEHICLES |             |         |
|----------|-----------|-------|----------|-------------|---------|
| Saturday | 18-Sep-99 | 06:00 | 179      |             |         |
| Saturday | 18-Sep-99 | 07:00 | 297      |             |         |
| Saturday | 18-Sep-99 | 08:00 | 209      |             |         |
| Saturday | 18-Sep-99 | 09:00 | 125      |             |         |
| Saturday | 18-Sep-99 | 10:00 | 110      |             |         |
| Saturday | 18-Sep-99 | 11:00 | 128      |             |         |
| Saturday | 18-Sep-99 | 12:00 | 135      |             |         |
| Saturday | 18-Sep-99 | 13:00 | 131      |             |         |
| Saturday | 18-Sep-99 | 14:00 | 135      |             |         |
| Saturday | 18-Sep-99 | 15:00 | 168      |             |         |
| Saturday | 18-Sep-99 | 16:00 | 257      |             |         |
| Saturday | 18-Sep-99 | 17:00 | 190      |             |         |
| Saturday | 18-Sep-99 | 18:00 | 86       |             |         |
| Saturday | 18-Sep-99 | 19:00 | 54       |             |         |
| Saturday | 18-Sep-99 | 20:00 | 30       |             |         |
| Saturday | 18-Sep-99 | 21:00 | 27       |             |         |
| Saturday | 18-Sep-99 | 22:00 | 20       |             |         |
| Saturday | 18-Sep-99 | 23:00 | 12       |             |         |
| Sunday   | 19-Sep-99 | 00:00 | 12       |             |         |
| Sunday   | 19-Sep-99 | 01:00 | 8        |             |         |
| Sunday   | 19-Sep-99 | 02:00 | 2        |             |         |
| Sunday   | 19-Sep-99 | 03:00 | 2        |             |         |
| Sunday   | 19-Sep-99 | 04:00 | 5        | Daily Count | Average |
| Sunday   | 19-Sep-99 | 05:00 | 27       | 2349        | 98      |
| Sunday   | 19-Sep-99 | 06:00 | 139      |             |         |
| Sunday   | 19-Sep-99 | 07:00 | 282      |             |         |
| Sunday   | 19-Sep-99 | 08:00 | 193      |             |         |
| Sunday   | 19-Sep-99 | 09:00 | 123      |             |         |
| Sunday   | 19-Sep-99 | 10:00 | 106      |             |         |
| Sunday   | 19-Sep-99 | 11:00 | 150      |             |         |
| Sunday   | 19-Sep-99 | 12:00 | 147      |             |         |
| Sunday   | 19-Sep-99 | 13:00 | 126      |             |         |
| Sunday   | 19-Sep-99 | 14:00 | 160      |             |         |
| Sunday   | 19-Sep-99 | 15:00 | 154      |             |         |
| Sunday   | 19-Sep-99 | 16:00 | 205      |             |         |
| Sunday   | 19-Sep-99 | 17:00 | 320      |             |         |
| Sunday   | 19-Sep-99 | 18:00 | 155      |             |         |
| Sunday   | 19-Sep-99 | 19:00 | 100      |             |         |
| Sunday   | 19-Sep-99 | 20:00 | 60       |             |         |
| Sunday   | 19-Sep-99 | 21:00 | 59       |             |         |
| Sunday   | 19-Sep-99 | 22:00 | 41       |             |         |
| Sunday   | 19-Sep-99 | 23:00 | 26       |             |         |
| Monday   | 20-Sep-99 | 00:00 | 12       |             |         |
| Monday   | 20-Sep-99 | 01:00 | 14       |             |         |
| Monday   | 20-Sep-99 | 02:00 | 14       |             |         |
| Monday   | 20-Sep-99 | 03:00 | 3        |             |         |
| Monday   | 20-Sep-99 | 04:00 | 2        | Daily Count | Average |
| Monday   | 20-Sep-99 | 05:00 | 8        | 2599        | 108     |

Location: Beach Street  
North of Clover Hill Street

Lane: Southbound

Start: 05/15/02  
Finish: 05/19/02  
Raw Count 7305  
AADT Count 1826

|          | DATE      | TIME  | VEHICLES |             |         |
|----------|-----------|-------|----------|-------------|---------|
| Thursday | 15-May-02 | 06:00 | 139      |             |         |
| Thursday | 15-May-02 | 07:00 | 217      |             |         |
| Thursday | 15-May-02 | 08:00 | 169      |             |         |
| Thursday | 15-May-02 | 09:00 | 104      |             |         |
| Thursday | 15-May-02 | 10:00 | 381      |             |         |
| Thursday | 15-May-02 | 11:00 | 145      |             |         |
| Thursday | 15-May-02 | 12:00 | 107      |             |         |
| Thursday | 15-May-02 | 13:00 | 124      |             |         |
| Thursday | 15-May-02 | 14:00 | 130      |             |         |
| Thursday | 15-May-02 | 15:00 | 162      |             |         |
| Thursday | 15-May-02 | 16:00 | 159      |             |         |
| Thursday | 15-May-02 | 17:00 | 217      |             |         |
| Thursday | 15-May-02 | 18:00 | 144      |             |         |
| Thursday | 15-May-02 | 19:00 | 99       |             |         |
| Thursday | 15-May-02 | 20:00 | 62       |             |         |
| Thursday | 15-May-02 | 21:00 | 49       |             |         |
| Thursday | 15-May-02 | 22:00 | 32       |             |         |
| Thursday | 15-May-02 | 23:00 | 16       |             |         |
| Friday   | 16-May-02 | 00:00 | 8        |             |         |
| Friday   | 16-May-02 | 01:00 | 2        |             |         |
| Friday   | 16-May-02 | 02:00 | 4        |             |         |
| Friday   | 16-May-02 | 03:00 | 3        |             |         |
| Friday   | 16-May-02 | 04:00 | 6        | Daily Count | Average |
| Friday   | 16-May-02 | 05:00 | 38       | 2517        | 105     |
| Friday   | 16-May-02 | 06:00 | 136      |             |         |
| Friday   | 16-May-02 | 07:00 | 189      |             |         |
| Friday   | 16-May-02 | 08:00 | 169      |             |         |
| Friday   | 16-May-02 | 09:00 | 76       |             |         |
| Friday   | 16-May-02 | 10:00 | 88       |             |         |
| Friday   | 16-May-02 | 11:00 | 87       |             |         |
| Friday   | 16-May-02 | 12:00 | 121      |             |         |
| Friday   | 16-May-02 | 13:00 | 101      |             |         |
| Friday   | 16-May-02 | 14:00 | 121      |             |         |
| Friday   | 16-May-02 | 15:00 | 143      |             |         |
| Friday   | 16-May-02 | 16:00 | 168      |             |         |
| Friday   | 16-May-02 | 17:00 | 187      |             |         |
| Friday   | 16-May-02 | 18:00 | 171      |             |         |
| Friday   | 16-May-02 | 19:00 | 89       |             |         |
| Friday   | 16-May-02 | 20:00 | 83       |             |         |
| Friday   | 16-May-02 | 21:00 | 62       |             |         |
| Friday   | 16-May-02 | 22:00 | 56       |             |         |
| Friday   | 16-May-02 | 23:00 | 24       |             |         |
| Saturday | 17-May-02 | 00:00 | 19       |             |         |
| Saturday | 17-May-02 | 01:00 | 10       |             |         |
| Saturday | 17-May-02 | 02:00 | 7        |             |         |
| Saturday | 17-May-02 | 03:00 | 3        |             |         |
| Saturday | 17-May-02 | 04:00 | 6        | Daily Count | Average |
| Saturday | 17-May-02 | 05:00 | 13       | 2129        | 89      |



Location: Beach Street  
North of Clover Hill Street

Lane: Southbound

Start: 05/15/02  
Finish: 05/19/02  
Raw Count 7305  
AADT Count 1826

|          | DATE      | TIME  | VEHICLES |             |         |
|----------|-----------|-------|----------|-------------|---------|
| Saturday | 17-May-02 | 06:00 | 18       |             |         |
| Saturday | 17-May-02 | 07:00 | 40       |             |         |
| Saturday | 17-May-02 | 08:00 | 80       |             |         |
| Saturday | 17-May-02 | 09:00 | 78       |             |         |
| Saturday | 17-May-02 | 10:00 | 105      |             |         |
| Saturday | 17-May-02 | 11:00 | 106      |             |         |
| Saturday | 17-May-02 | 12:00 | 100      |             |         |
| Saturday | 17-May-02 | 13:00 | 84       |             |         |
| Saturday | 17-May-02 | 14:00 | 105      |             |         |
| Saturday | 17-May-02 | 15:00 | 85       |             |         |
| Saturday | 17-May-02 | 16:00 | 81       |             |         |
| Saturday | 17-May-02 | 17:00 | 95       |             |         |
| Saturday | 17-May-02 | 18:00 | 64       |             |         |
| Saturday | 17-May-02 | 19:00 | 63       |             |         |
| Saturday | 17-May-02 | 20:00 | 55       |             |         |
| Saturday | 17-May-02 | 21:00 | 68       |             |         |
| Saturday | 17-May-02 | 22:00 | 46       |             |         |
| Saturday | 17-May-02 | 23:00 | 20       |             |         |
| Sunday   | 18-May-02 | 00:00 | 21       |             |         |
| Sunday   | 18-May-02 | 01:00 | 10       |             |         |
| Sunday   | 18-May-02 | 02:00 | 7        |             |         |
| Sunday   | 18-May-02 | 03:00 | 2        |             |         |
| Sunday   | 18-May-02 | 04:00 | 1        | Daily Count | Average |
| Sunday   | 18-May-02 | 05:00 | 9        | 1343        | 56      |
| Sunday   | 18-May-02 | 06:00 | 7        |             |         |
| Sunday   | 18-May-02 | 07:00 | 20       |             |         |
| Sunday   | 18-May-02 | 08:00 | 58       |             |         |
| Sunday   | 18-May-02 | 09:00 | 66       |             |         |
| Sunday   | 18-May-02 | 10:00 | 94       |             |         |
| Sunday   | 18-May-02 | 11:00 | 96       |             |         |
| Sunday   | 18-May-02 | 12:00 | 109      |             |         |
| Sunday   | 18-May-02 | 13:00 | 112      |             |         |
| Sunday   | 18-May-02 | 14:00 | 94       |             |         |
| Sunday   | 18-May-02 | 15:00 | 99       |             |         |
| Sunday   | 18-May-02 | 16:00 | 105      |             |         |
| Sunday   | 18-May-02 | 17:00 | 93       |             |         |
| Sunday   | 18-May-02 | 18:00 | 75       |             |         |
| Sunday   | 18-May-02 | 19:00 | 86       |             |         |
| Sunday   | 18-May-02 | 20:00 | 71       |             |         |
| Sunday   | 18-May-02 | 21:00 | 45       |             |         |
| Sunday   | 18-May-02 | 22:00 | 29       |             |         |
| Sunday   | 18-May-02 | 23:00 | 6        |             |         |
| Monday   | 19-May-02 | 00:00 | 9        |             |         |
| Monday   | 19-May-02 | 01:00 | 3        |             |         |
| Monday   | 19-May-02 | 02:00 | 2        |             |         |
| Monday   | 19-May-02 | 03:00 | 0        |             |         |
| Monday   | 19-May-02 | 04:00 | 8        | Daily Count | Average |
| Monday   | 19-May-02 | 05:00 | 29       | 1316        | 55      |

Location: Beach Street  
South of Clover Hill Street

Lane: Southbound

Start: 05/15/02  
Finish: 05/19/02  
Raw Count 6775  
AADT Count 1694

|          | DATE      | TIME  | VEHICLES |             |         |
|----------|-----------|-------|----------|-------------|---------|
| Thursday | 15-May-02 | 06:00 | 140      |             |         |
| Thursday | 15-May-02 | 07:00 | 219      |             |         |
| Thursday | 15-May-02 | 08:00 | 162      |             |         |
| Thursday | 15-May-02 | 09:00 | 99       |             |         |
| Thursday | 15-May-02 | 10:00 | 82       |             |         |
| Thursday | 15-May-02 | 11:00 | 130      |             |         |
| Thursday | 15-May-02 | 12:00 | 124      |             |         |
| Thursday | 15-May-02 | 13:00 | 131      |             |         |
| Thursday | 15-May-02 | 14:00 | 120      |             |         |
| Thursday | 15-May-02 | 15:00 | 159      |             |         |
| Thursday | 15-May-02 | 16:00 | 179      |             |         |
| Thursday | 15-May-02 | 17:00 | 255      |             |         |
| Thursday | 15-May-02 | 18:00 | 125      |             |         |
| Thursday | 15-May-02 | 19:00 | 89       |             |         |
| Thursday | 15-May-02 | 20:00 | 69       |             |         |
| Thursday | 15-May-02 | 21:00 | 46       |             |         |
| Thursday | 15-May-02 | 22:00 | 40       |             |         |
| Thursday | 15-May-02 | 23:00 | 14       |             |         |
| Friday   | 16-May-02 | 00:00 | 9        |             |         |
| Friday   | 16-May-02 | 01:00 | 3        |             |         |
| Friday   | 16-May-02 | 02:00 | 3        |             |         |
| Friday   | 16-May-02 | 03:00 | 3        |             |         |
| Friday   | 16-May-02 | 04:00 | 7        | Daily Count | Average |
| Friday   | 16-May-02 | 05:00 | 39       | 2247        | 94      |
| Friday   | 16-May-02 | 06:00 | 135      |             |         |
| Friday   | 16-May-02 | 07:00 | 180      |             |         |
| Friday   | 16-May-02 | 08:00 | 166      |             |         |
| Friday   | 16-May-02 | 09:00 | 73       |             |         |
| Friday   | 16-May-02 | 10:00 | 76       |             |         |
| Friday   | 16-May-02 | 11:00 | 90       |             |         |
| Friday   | 16-May-02 | 12:00 | 117      |             |         |
| Friday   | 16-May-02 | 13:00 | 105      |             |         |
| Friday   | 16-May-02 | 14:00 | 114      |             |         |
| Friday   | 16-May-02 | 15:00 | 147      |             |         |
| Friday   | 16-May-02 | 16:00 | 176      |             |         |
| Friday   | 16-May-02 | 17:00 | 208      |             |         |
| Friday   | 16-May-02 | 18:00 | 153      |             |         |
| Friday   | 16-May-02 | 19:00 | 94       |             |         |
| Friday   | 16-May-02 | 20:00 | 68       |             |         |
| Friday   | 16-May-02 | 21:00 | 49       |             |         |
| Friday   | 16-May-02 | 22:00 | 48       |             |         |
| Friday   | 16-May-02 | 23:00 | 27       |             |         |
| Saturday | 17-May-02 | 00:00 | 20       |             |         |
| Saturday | 17-May-02 | 01:00 | 11       |             |         |
| Saturday | 17-May-02 | 02:00 | 8        |             |         |
| Saturday | 17-May-02 | 03:00 | 3        |             |         |
| Saturday | 17-May-02 | 04:00 | 5        | Daily Count | Average |
| Saturday | 17-May-02 | 05:00 | 14       | 2087        | 87      |



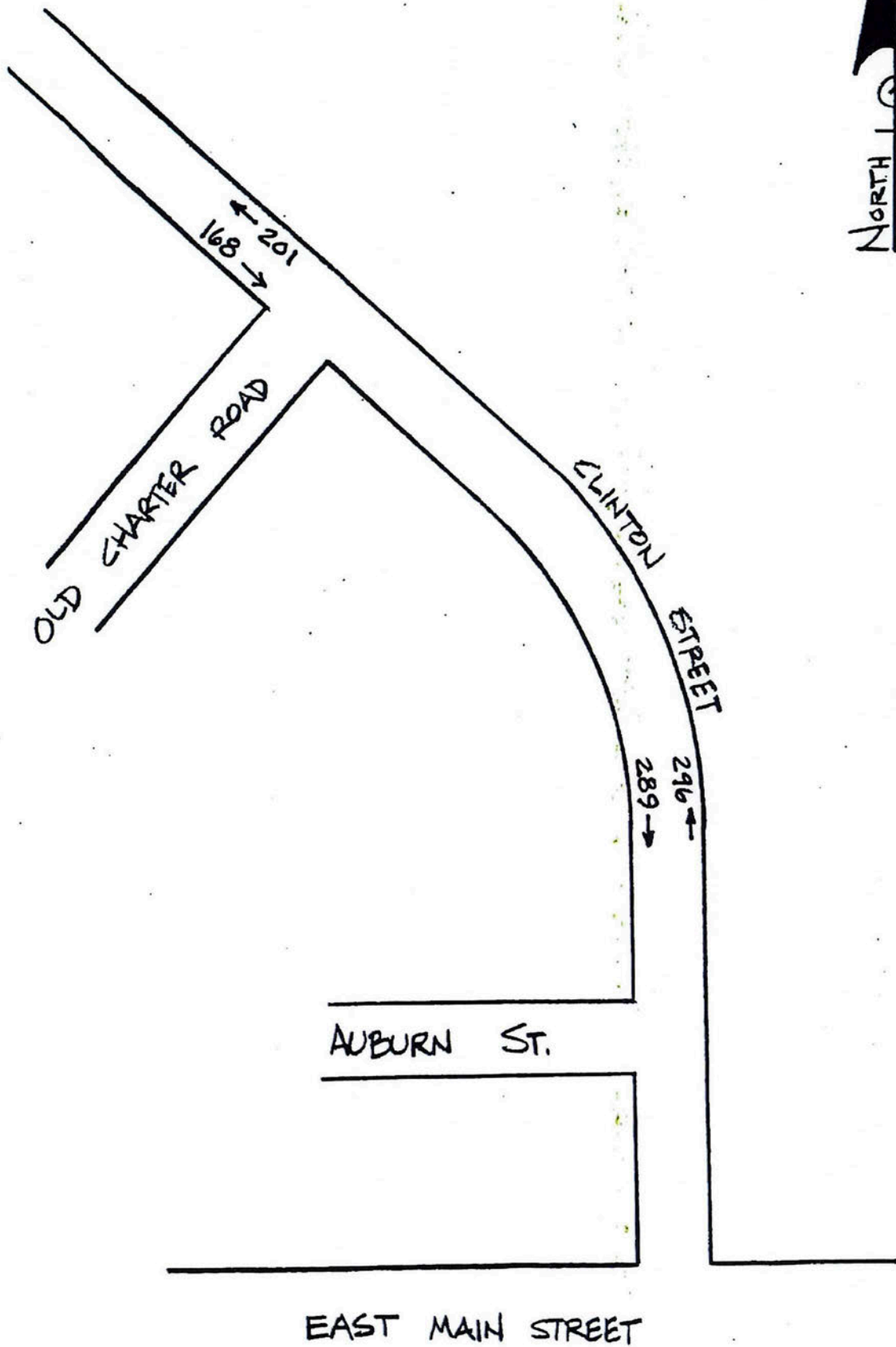
Location: Beach Street  
South of Clover Hill Street

Lane: Southbound

Start: 05/15/02  
Finish: 05/19/02  
Raw Count 6775  
AADT Count 1694

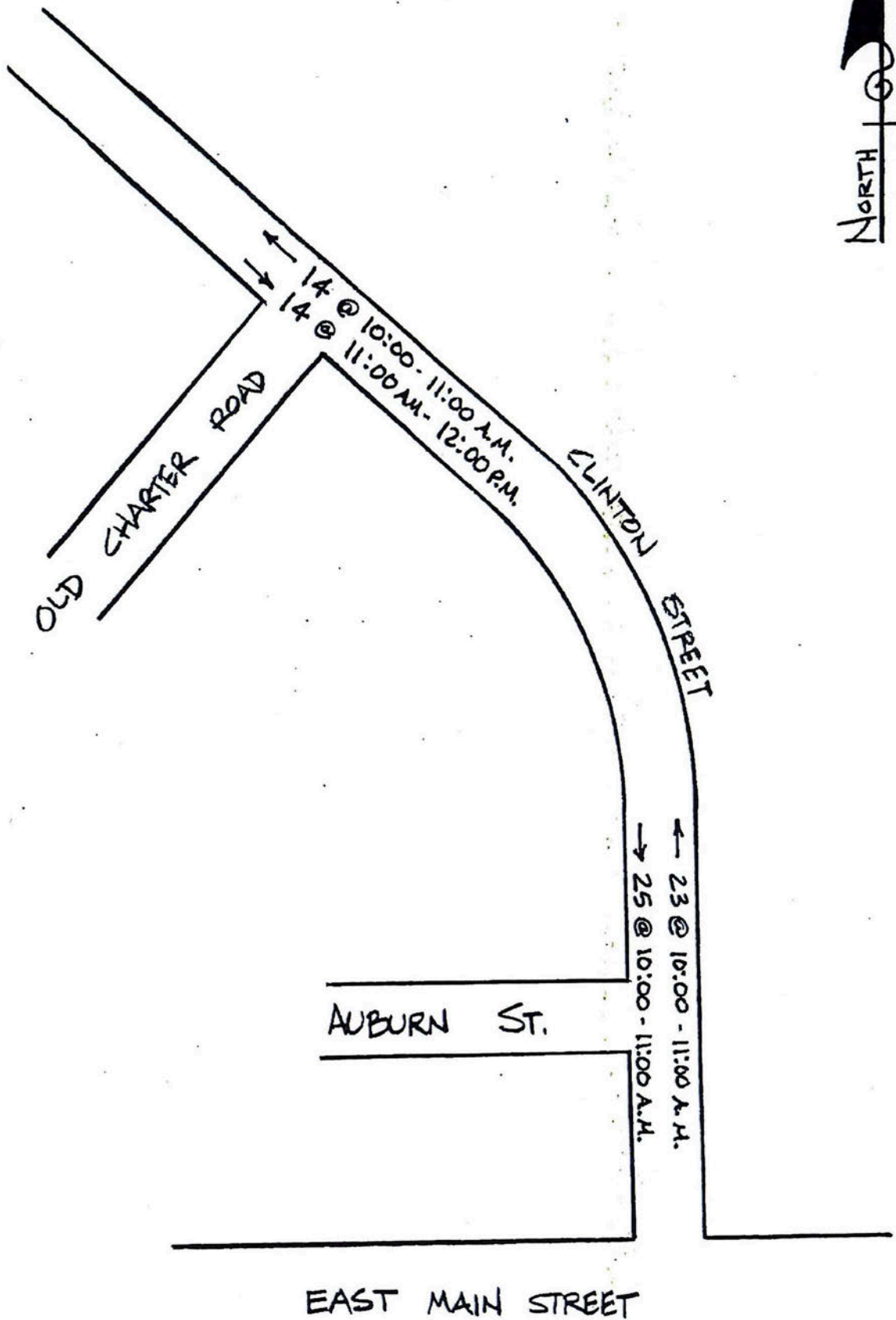
|          | DATE      | TIME  | VEHICLES |             |         |
|----------|-----------|-------|----------|-------------|---------|
| Saturday | 17-May-02 | 06:00 | 15       |             |         |
| Saturday | 17-May-02 | 07:00 | 48       |             |         |
| Saturday | 17-May-02 | 08:00 | 62       |             |         |
| Saturday | 17-May-02 | 09:00 | 77       |             |         |
| Saturday | 17-May-02 | 10:00 | 90       |             |         |
| Saturday | 17-May-02 | 11:00 | 86       |             |         |
| Saturday | 17-May-02 | 12:00 | 88       |             |         |
| Saturday | 17-May-02 | 13:00 | 73       |             |         |
| Saturday | 17-May-02 | 14:00 | 94       |             |         |
| Saturday | 17-May-02 | 15:00 | 88       |             |         |
| Saturday | 17-May-02 | 16:00 | 69       |             |         |
| Saturday | 17-May-02 | 17:00 | 100      |             |         |
| Saturday | 17-May-02 | 18:00 | 58       |             |         |
| Saturday | 17-May-02 | 19:00 | 58       |             |         |
| Saturday | 17-May-02 | 20:00 | 54       |             |         |
| Saturday | 17-May-02 | 21:00 | 59       |             |         |
| Saturday | 17-May-02 | 22:00 | 39       |             |         |
| Saturday | 17-May-02 | 23:00 | 25       |             |         |
| Sunday   | 18-May-02 | 00:00 | 19       |             |         |
| Sunday   | 18-May-02 | 01:00 | 10       |             |         |
| Sunday   | 18-May-02 | 02:00 | 10       |             |         |
| Sunday   | 18-May-02 | 03:00 | 3        |             |         |
| Sunday   | 18-May-02 | 04:00 | 1        | Daily Count | Average |
| Sunday   | 18-May-02 | 05:00 | 9        | 1235        | 51      |
| Sunday   | 18-May-02 | 06:00 | 11       |             |         |
| Sunday   | 18-May-02 | 07:00 | 24       |             |         |
| Sunday   | 18-May-02 | 08:00 | 58       |             |         |
| Sunday   | 18-May-02 | 09:00 | 60       |             |         |
| Sunday   | 18-May-02 | 10:00 | 78       |             |         |
| Sunday   | 18-May-02 | 11:00 | 76       |             |         |
| Sunday   | 18-May-02 | 12:00 | 83       |             |         |
| Sunday   | 18-May-02 | 13:00 | 109      |             |         |
| Sunday   | 18-May-02 | 14:00 | 96       |             |         |
| Sunday   | 18-May-02 | 15:00 | 90       |             |         |
| Sunday   | 18-May-02 | 16:00 | 103      |             |         |
| Sunday   | 18-May-02 | 17:00 | 83       |             |         |
| Sunday   | 18-May-02 | 18:00 | 67       |             |         |
| Sunday   | 18-May-02 | 19:00 | 76       |             |         |
| Sunday   | 18-May-02 | 20:00 | 64       |             |         |
| Sunday   | 18-May-02 | 21:00 | 39       |             |         |
| Sunday   | 18-May-02 | 22:00 | 25       |             |         |
| Sunday   | 18-May-02 | 23:00 | 10       |             |         |
| Monday   | 19-May-02 | 00:00 | 9        |             |         |
| Monday   | 19-May-02 | 01:00 | 1        |             |         |
| Monday   | 19-May-02 | 02:00 | 1        |             |         |
| Monday   | 19-May-02 | 03:00 | 0        |             |         |
| Monday   | 19-May-02 | 04:00 | 9        | Daily Count | Average |
| Monday   | 19-May-02 | 05:00 | 34       | 1206        | 50      |

AUGUST 1998  
AADT COUNT

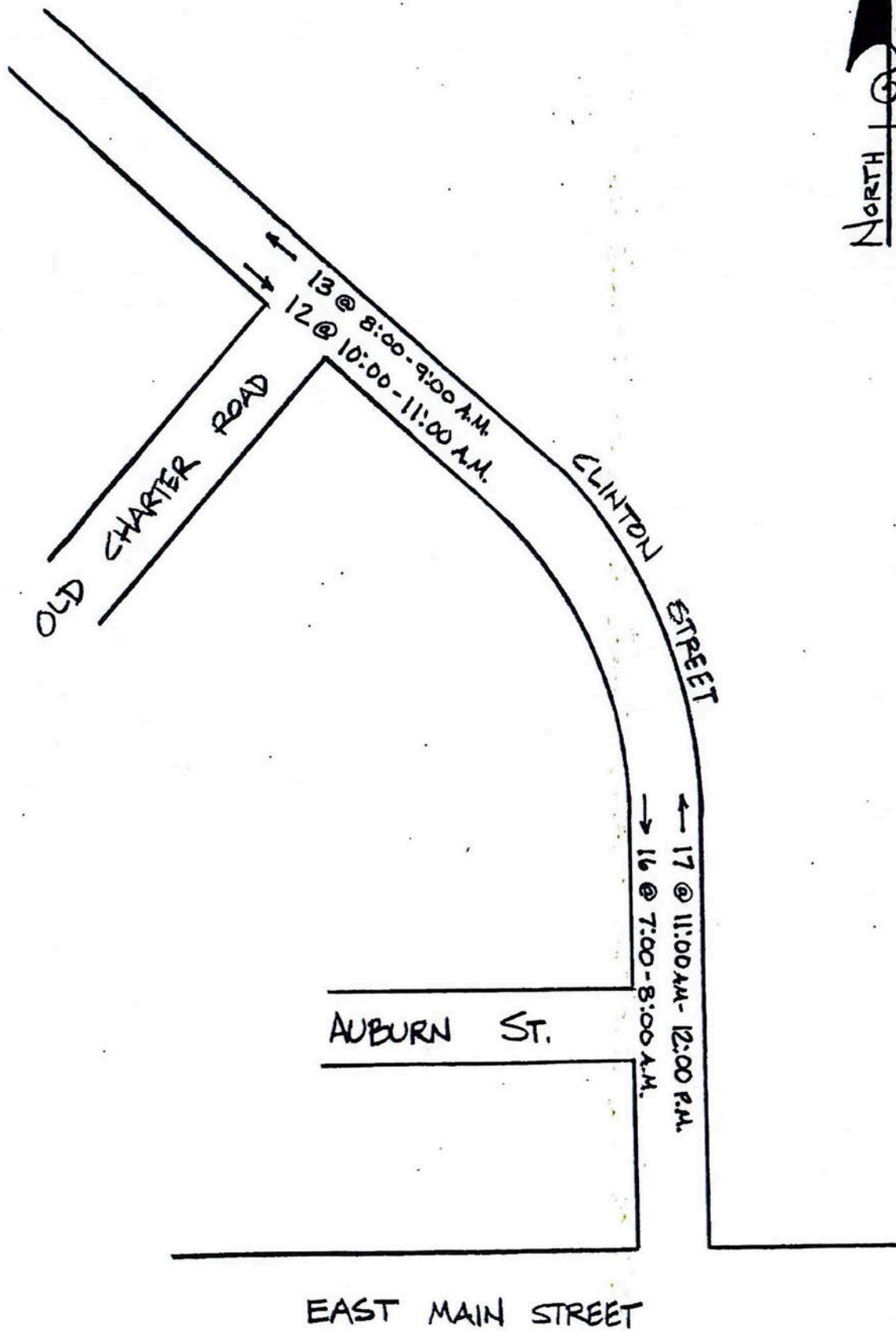




AUGUST 1998  
WEEKDAY  
A.M. PEAK HOUR

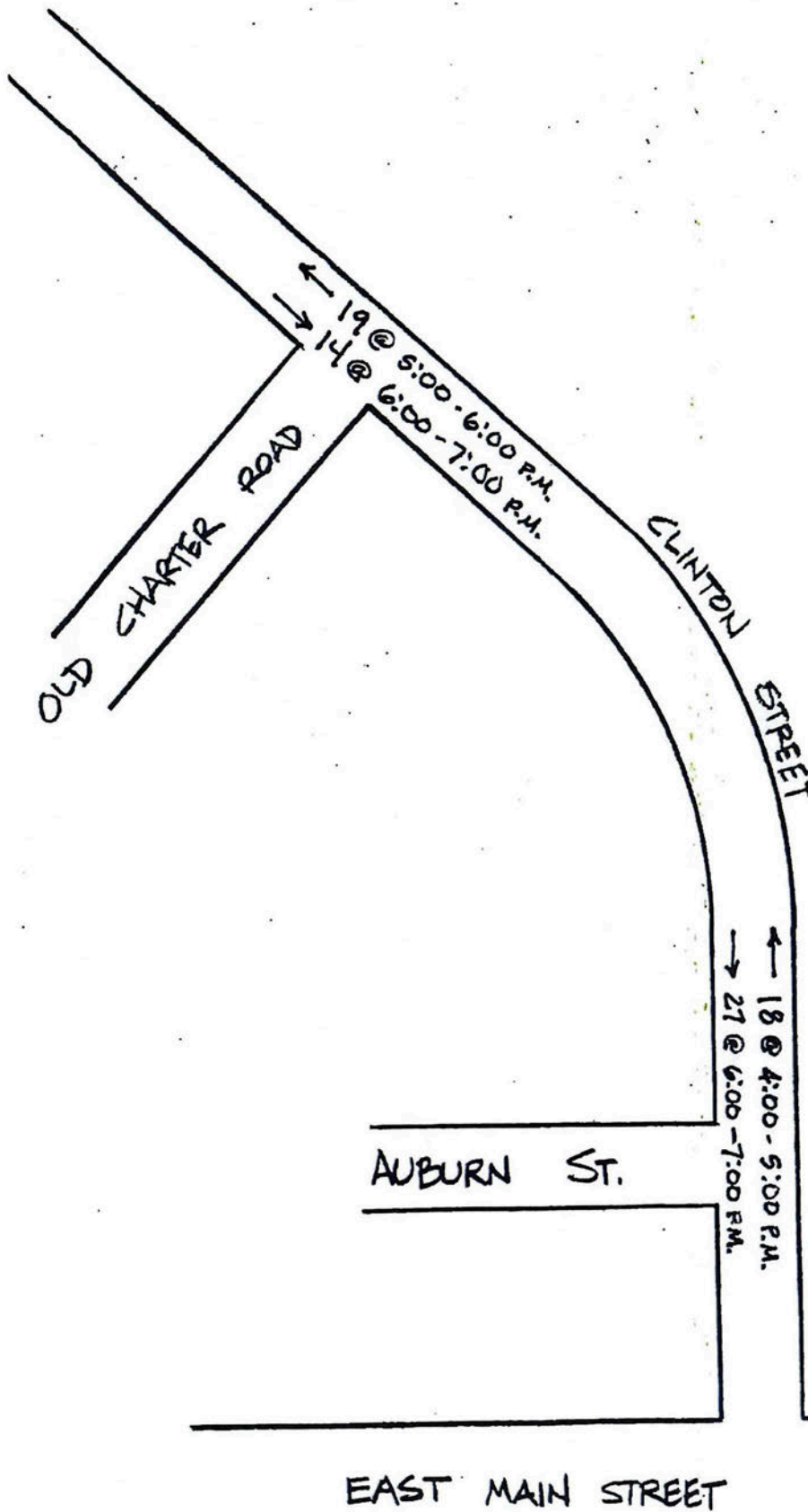


AUGUST 1998  
WEEKEND  
AM PEAK HOUR

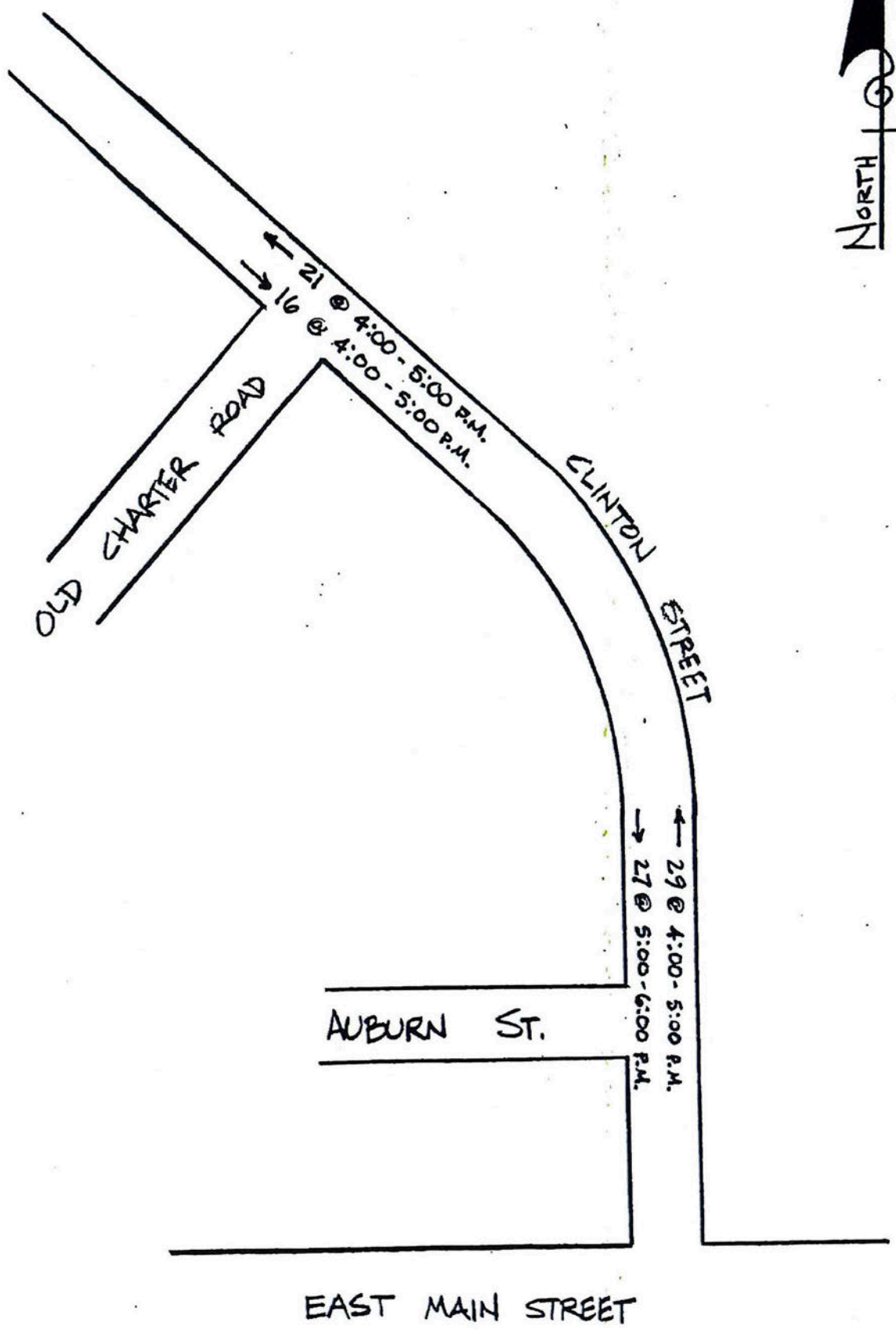




AUGUST 1998  
WEEKDAY  
PM PEAK HOUR

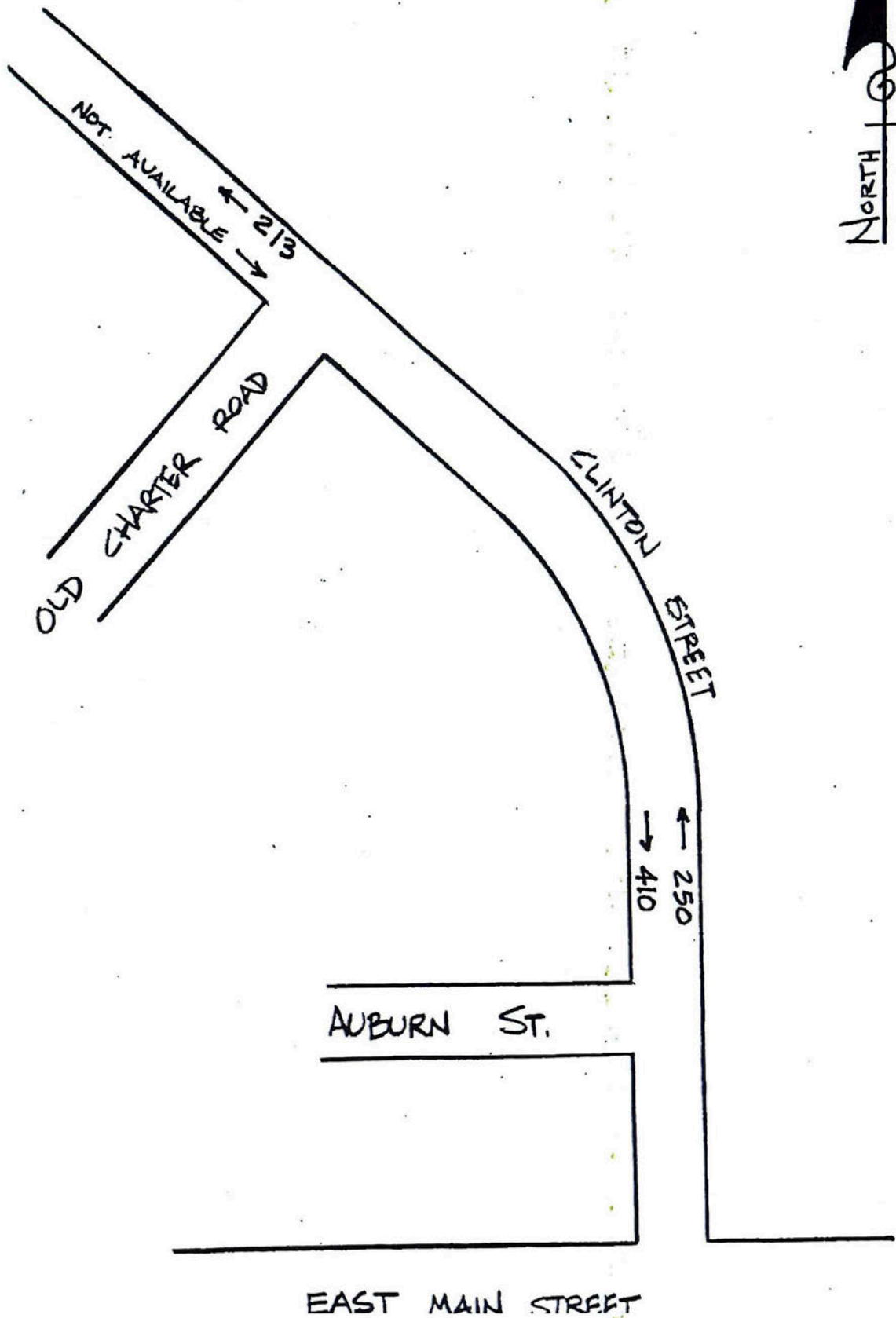


AUGUST 1998  
WEEKEND  
PM PEAK HOUR

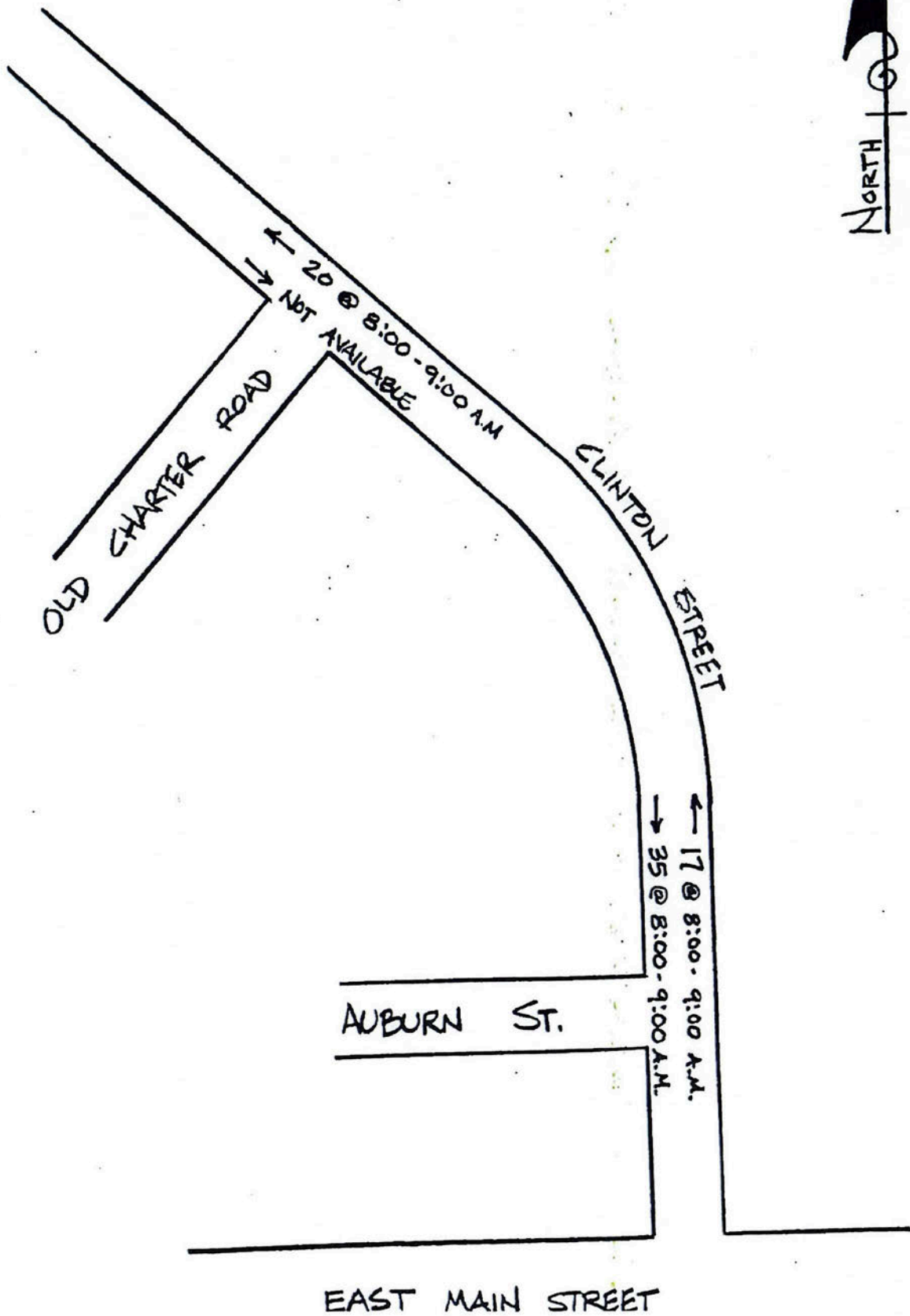




OCTOBER 1998  
AADT COUNT

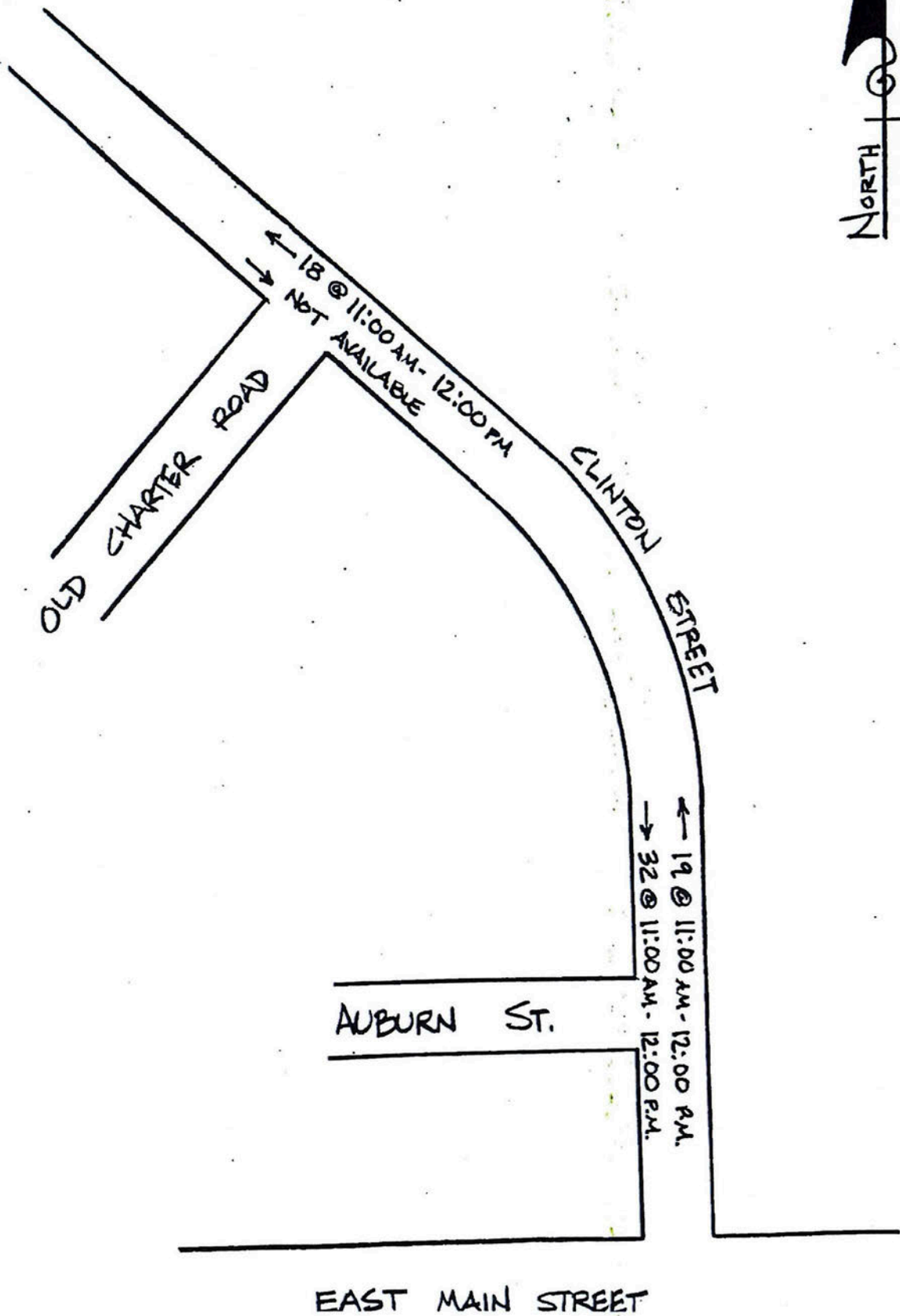


OCTOBER 1998  
WEEKDAY  
AM PEAK HOUR

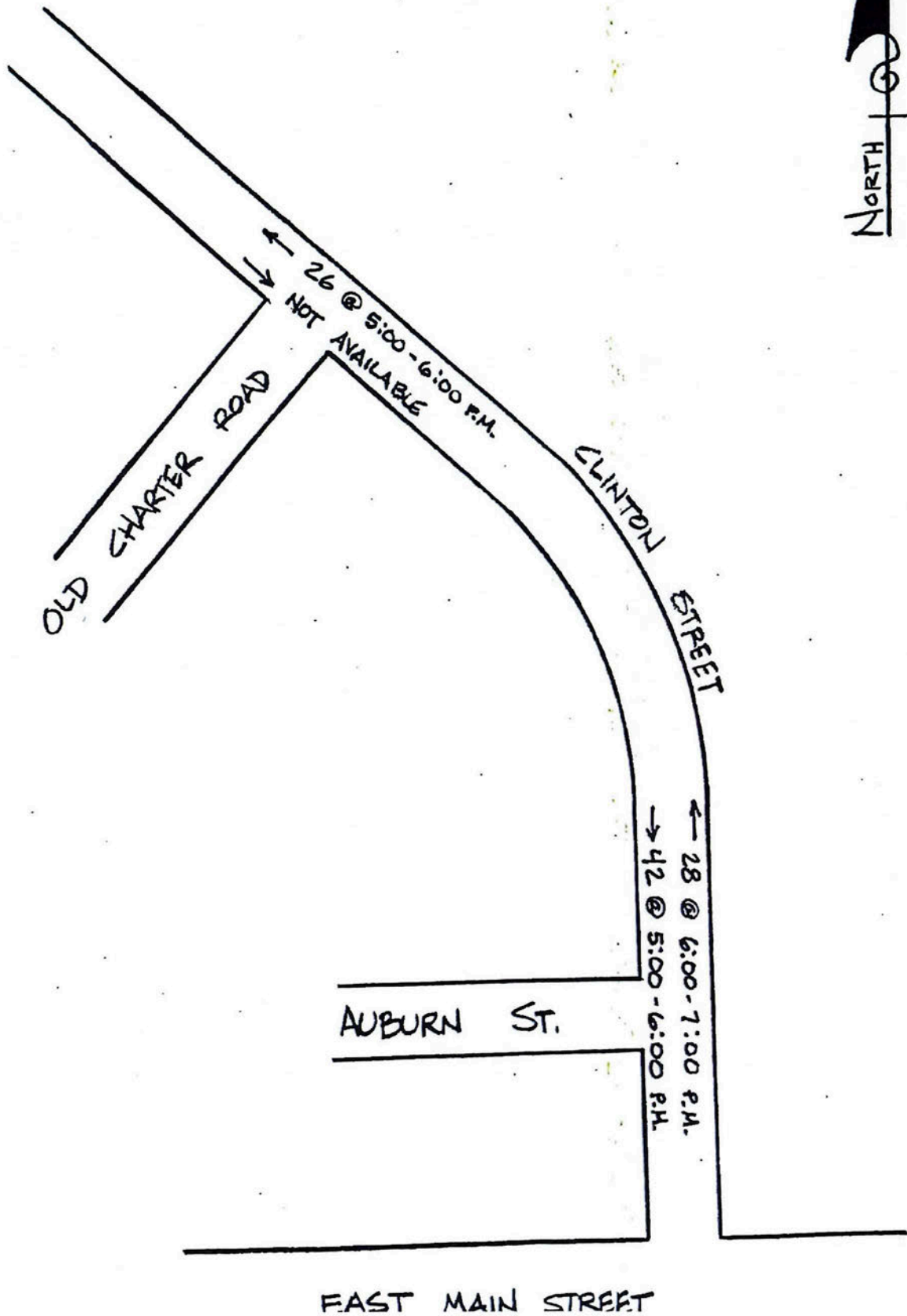




OCTOBER 1998  
WEEKEND  
AM PEAK HOUR

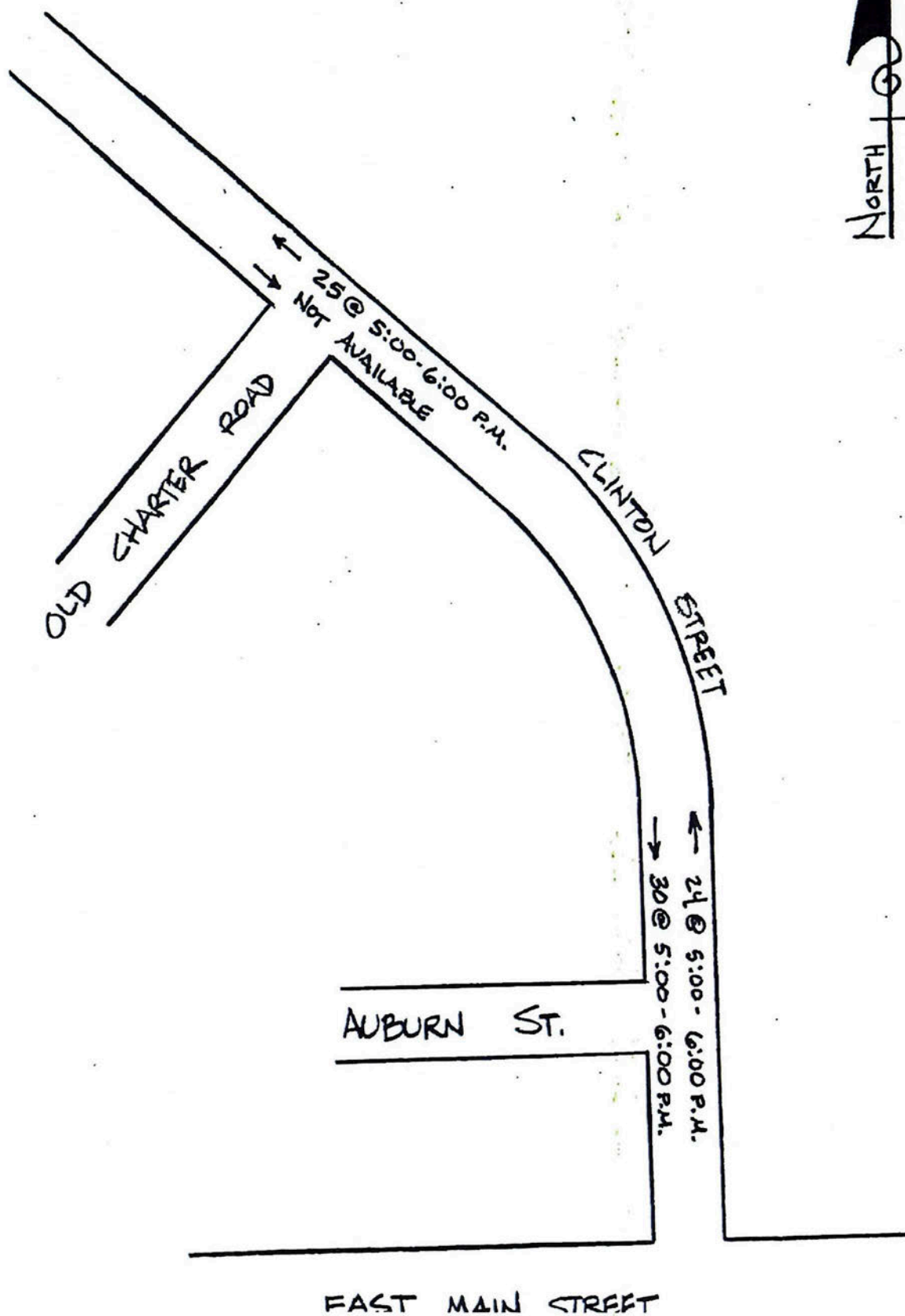


OCTOBER 1998  
WEEKDAY  
PM PEAK HOUR





OCTOBER 1998  
WEEKEND  
PM PEAK HOUR



# ALL TRAFFIC SOLUTIONS



Start: 2023-06-29  
End: 2023-07-20  
Times: 0:00:00-23:59:59

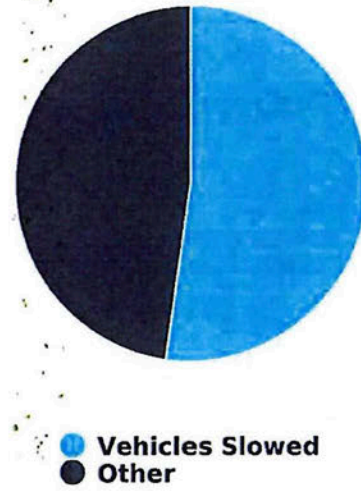
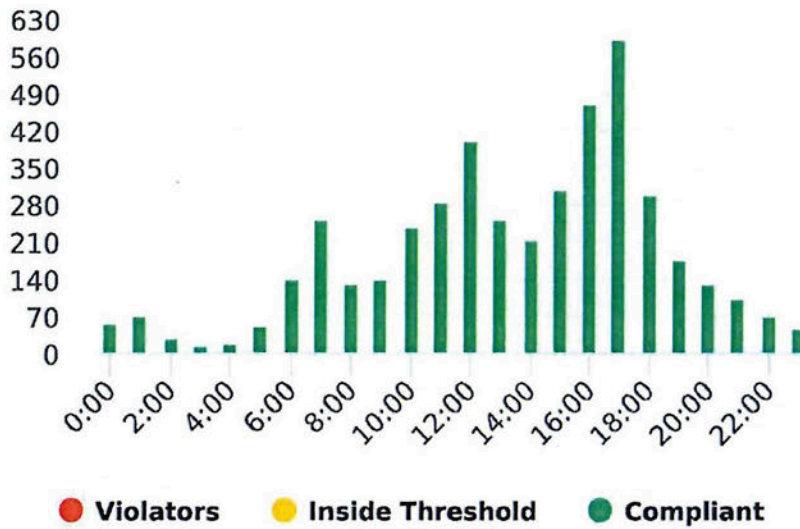
## Extended Speed Summary Mt Pleasant, NB

Violation Threshold: Speed Limit + 10  
Speed Range: 1 to 150

### Overall Summary

Total Days of Data: 21  
Speed Limit: 30  
Average Speed: 14.04  
50th Percentile Speed: 13.56  
85th Percentile Speed: 18.18  
Pace Speed Range: 10-20

Minimum Speed: 5  
Maximum Speed: 33  
Display Mode: Speed Display  
Average Volume per Day: 214.0  
Total Volume: 4495





**ALL TRAFFIC**  
 SOLUTIONS

**Extended Speed Summary**  
 Mt Pleasant, NB

Start: 2023-06-29

End: 2023-07-20

Times: 0:00:00-23:59:59

Violation Threshold: Speed Limit + 10

Speed Range: 1 to 150

| Time                   | Sign Mode     | Speed Limit | Total # Vehicles | Total # Violator | % Violator | Avg # Vehicles | Avg # Violators | Min Speed | Max Speed | Avg Speed | 50% Speed | 85% Speed | Sign Effectiveness |
|------------------------|---------------|-------------|------------------|------------------|------------|----------------|-----------------|-----------|-----------|-----------|-----------|-----------|--------------------|
| 0:00                   | Speed Display | 30          | 54               | 0                | 0.0%       | 2.8            | 0.0             | 5         | 25        | 10.6      | 9.0       | 13.6      | 46.1%              |
| 1:00                   | Speed Display | 30          | 68               | 0                | 0.0%       | 3.6            | 0.0             | 5         | 26        | 9.3       | 9.1       | 11.0      | 20.5%              |
| 2:00                   | Speed Display | 30          | 28               | 0                | 0.0%       | 1.5            | 0.0             | 5         | 25        | 11.1      | 9.3       | 12.9      | 35.8%              |
| 3:00                   | Speed Display | 30          | 13               | 0                | 0.0%       | 0.7            | 0.0             | 6         | 21        | 11.9      | 11.2      | 13.5      | 46.2%              |
| 4:00                   | Speed Display | 30          | 19               | 0                | 0.0%       | 1.0            | 0.0             | 5         | 21        | 10.7      | 7.8       | 13.8      | 15.7%              |
| 5:00                   | Speed Display | 30          | 50               | 0                | 0.0%       | 2.6            | 0.0             | 5         | 26        | 14.8      | 14.2      | 18.5      | 43.9%              |
| 6:00                   | Speed Display | 30          | 142              | 0                | 0.0%       | 7.5            | 0.0             | 5         | 29        | 15.2      | 14.6      | 19.4      | 41.7%              |
| 7:00                   | Speed Display | 30          | 253              | 0                | 0.0%       | 13.3           | 0.0             | 5         | 28        | 12.5      | 12.0      | 17.5      | 32.9%              |
| 8:00                   | Speed Display | 30          | 130              | 0                | 0.0%       | 6.8            | 0.0             | 5         | 27        | 13.5      | 12.7      | 18.1      | 43.1%              |
| 9:00                   | Speed Display | 30          | 140              | 0                | 0.0%       | 7.4            | 0.0             | 5         | 31        | 12.1      | 11.0      | 14.4      | 41.4%              |
| 10:00                  | Speed Display | 30          | 239              | 0                | 0.0%       | 12.0           | 0.0             | 5         | 29        | 11.0      | 10.5      | 13.6      | 38.5%              |
| 11:00                  | Speed Display | 30          | 285              | 0                | 0.0%       | 14.3           | 0.0             | 5         | 31        | 11.1      | 10.2      | 14.1      | 48.5%              |
| 12:00                  | Speed Display | 30          | 401              | 0                | 0.0%       | 20.1           | 0.0             | 5         | 32        | 11.0      | 10.2      | 14.2      | 40.5%              |
| 13:00                  | Speed Display | 30          | 252              | 0                | 0.0%       | 12.6           | 0.0             | 5         | 29        | 13.0      | 11.7      | 17.2      | 49.3%              |
| 14:00                  | Speed Display | 30          | 217              | 0                | 0.0%       | 10.9           | 0.0             | 5         | 33        | 13.0      | 13.0      | 16.7      | 46.2%              |
| 15:00                  | Speed Display | 30          | 308              | 0                | 0.0%       | 15.4           | 0.0             | 5         | 31        | 16.8      | 16.6      | 21.4      | 58.0%              |
| 16:00                  | Speed Display | 30          | 474              | 0                | 0.0%       | 23.7           | 0.0             | 5         | 32        | 17.7      | 18.1      | 22.5      | 63.0%              |
| 17:00                  | Speed Display | 30          | 597              | 0                | 0.0%       | 29.9           | 0.0             | 5         | 32        | 17.1      | 17.3      | 22.6      | 72.2%              |
| 18:00                  | Speed Display | 30          | 299              | 0                | 0.0%       | 15.0           | 0.0             | 5         | 29        | 15.4      | 15.0      | 20.8      | 58.2%              |
| 19:00                  | Speed Display | 30          | 176              | 0                | 0.0%       | 9.3            | 0.0             | 5         | 27        | 14.2      | 13.7      | 18.6      | 59.6%              |
| 20:00                  | Speed Display | 30          | 130              | 0                | 0.0%       | 6.8            | 0.0             | 5         | 27        | 13.6      | 12.9      | 17.4      | 55.5%              |
| 21:00                  | Speed Display | 30          | 103              | 0                | 0.0%       | 5.4            | 0.0             | 5         | 32        | 12.4      | 11.1      | 15.9      | 58.3%              |
| 22:00                  | Speed Display | 30          | 71               | 0                | 0.0%       | 3.7            | 0.0             | 5         | 31        | 13.5      | 12.0      | 17.2      | 56.5%              |
| 23:00                  | Speed Display | 30          | 46               | 0                | 0.0%       | 2.4            | 0.0             | 5         | 20        | 11.3      | 9.7       | 14.0      | 71.8%              |
| Total Volumes/ Avg     |               |             | 4495             | 0                | 0.0%       | 228.5          | 0.0             | 5         | 33        | 13.0      | 12.2      | 16.6      | 47.6%              |
| Total/Avg w/o Feedback |               |             | 0                | 0                | 0          | 0.0            | 0.0             | n/a       | n/a       | n/a       | n/a       | n/a       | n/a                |
| Total/Avg w/ Feedback  |               |             | 4495             | 0                | 0.0%       | 228.5          | 0.0             | 5         | 33        | 13.0      | 12.2      | 16.6      | 47.6%              |



**ALL TRAFFIC  
SOLUTIONS**


Start: 2023-06-29

End: 2023-07-20

Times: 0:00:00-23:59:59

**Volume by Time  
Mt Pleasant, NB**

Speed Bins: Size 10, Range 1 to 150

Time View: By Day (Total Volumes)

| Date         | 00:00     | 01:00     | 02:00     | 03:00     | 04:00     | 05:00     | 06:00      | 07:00      | 08:00      | 09:00      | 10:00      | 11:00      | 12:00      | 13:00      | 14:00      | 15:00      | 16:00      | 17:00      | 18:00      | 19:00      | 20:00      | 21:00      | 22:00     | 23:00     | Total       |
|--------------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------|-----------|-------------|
| 06-29        | n/a       | n/a       | n/a       | n/a       | n/a       | n/a       | n/a        | n/a        | n/a        | n/a        | 4          | 7          | 16         | 11         | 10         | 22         | 51         | 48         | 21         | 17         | 11         | 10         | 5         | 2         | 235         |
| 06-30        | 3         | 2         | 0         | 1         | 1         | 5         | 9          | 13         | 10         | 7          | 9          | 11         | 12         | 8          | 9          | 18         | 35         | 28         | 18         | 8          | 9          | 9          | 5         | 0         | 230         |
| 07-01        | 0         | 1         | 0         | 1         | 0         | 0         | 4          | 6          | 6          | 6          | 8          | 7          | 20         | 6          | 5          | 15         | 15         | 8          | 12         | 9          | 1          | 4          | 1         | 2         | 137         |
| 07-02        | 4         | 3         | 3         | 1         | 0         | 1         | 8          | 2          | 5          | 6          | 16         | 44         | 68         | 44         | 67         | 5          | 0          | 9          | 10         | 3          | 13         | 1          | 6         | 0         | 319         |
| 07-03        | 3         | 10        | 12        | 2         | 0         | 1         | 8          | 2          | 6          | 3          | 8          | 11         | 9          | 10         | 9          | 19         | 16         | 11         | 11         | 5          | 6          | 2          | 2         | 3         | 169         |
| 07-04        | 24        | 33        | 4         | 0         | 0         | 1         | 2          | 3          | 4          | 3          | 4          | 6          | 9          | 10         | 7          | 15         | 11         | 3          | 10         | 5          | 6          | 1          | 2         | 1         | 164         |
| 07-05        | 3         | 2         | 0         | 0         | 3         | 2         | 8          | 9          | 5          | 2          | 9          | 13         | 6          | 6          | 7          | 15         | 25         | 35         | 17         | 12         | 8          | 4          | 0         | 3         | 194         |
| 07-06        | 0         | 0         | 0         | 0         | 2         | 3         | 6          | 15         | 3          | 6          | 2          | 6          | 12         | 13         | 9          | 18         | 26         | 38         | 26         | 10         | 5          | 3          | 3         | 7         | 213         |
| 07-07        | 0         | 3         | 3         | 1         | 1         | 3         | 9          | 18         | 5          | 0          | 13         | 16         | 21         | 17         | 6          | 18         | 21         | 30         | 17         | 10         | 12         | 4          | 3         | 1         | 232         |
| 07-08        | 0         | 0         | 0         | 0         | 2         | 1         | 2          | 6          | 4          | 3          | 12         | 6          | 8          | 9          | 9          | 11         | 6          | 11         | 12         | 6          | 5          | 7          | 7         | 5         | 132         |
| 07-09        | 4         | 1         | 1         | 4         | 2         | 0         | 2          | 5          | 3          | 10         | 6          | 11         | 14         | 11         | 9          | 22         | 9          | 7          | 7          | 7          | 9          | 12         | 7         | 4         | 167         |
| 07-10        | 2         | 2         | 0         | 2         | 2         | 5         | 10         | 40         | 19         | 26         | 64         | 52         | 52         | 18         | 8          | 9          | 33         | 45         | 16         | 5          | 5          | 13         | 4         | 1         | 433         |
| 07-11        | 2         | 2         | 0         | 1         | 1         | 5         | 11         | 12         | 12         | 7          | 11         | 7          | 19         | 10         | 7          | 17         | 55         | 93         | 23         | 10         | 5          | 3          | 2         | 1         | 316         |
| 07-12        | 1         | 1         | 0         | 0         | 2         | 1         | 10         | 10         | 4          | 3          | 7          | 14         | 7          | 6          | 14         | 23         | 0          | 0          | 0          | n/a        | n/a        | n/a        | n/a       | n/a       | 103         |
| 07-14        | n/a       | n/a       | n/a       | n/a       | n/a       | n/a       | n/a        | n/a        | n/a        | n/a        | n/a        | n/a        | 3          | 8          | 8          | 14         | 29         | 47         | 20         | 6          | 11         | 5          | 5         | 5         | 161         |
| 07-15        | 0         | 3         | 2         | 0         | 0         | 3         | 5          | 8          | 6          | 7          | 15         | 10         | 12         | 9          | 5          | 5          | 19         | 6          | 10         | 6          | 4          | 11         | 8         | 2         | 156         |
| 07-16        | 0         | 1         | 1         | 0         | 0         | 9         | 4          | 63         | 12         | 28         | 39         | 23         | 78         | 22         | 6          | 5          | 15         | 16         | 14         | 15         | 1          | 5          | 2         | 2         | 361         |
| 07-17        | 0         | 1         | 0         | 0         | 0         | 3         | 11         | 6          | 6          | 8          | 5          | 16         | 11         | 21         | 6          | 18         | 23         | 26         | 18         | 15         | 5          | 1          | 1         | 2         | 203         |
| 07-18        | 0         | 1         | 1         | 0         | 1         | 3         | 9          | 10         | 1          | 6          | 4          | 4          | 16         | 4          | 10         | 24         | 50         | 65         | 25         | 10         | 3          | 7          | 4         | 2         | 260         |
| 07-19        | 1         | 1         | 1         | 0         | 1         | 1         | 15         | 14         | 11         | 5          | 2          | 13         | 8          | 9          | 6          | 15         | 35         | 71         | 12         | 17         | 11         | 1          | 4         | 3         | 257         |
| 07-20        | 7         | 1         | 0         | 0         | 1         | 3         | 9          | 11         | 8          | 4          | 1          | 8          | n/a        | n/a        | n/a        | n/a        | n/a        | n/a        | n/a        | n/a        | n/a        | n/a        | n/a       | n/a       | 53          |
| <b>Total</b> | <b>54</b> | <b>68</b> | <b>28</b> | <b>13</b> | <b>19</b> | <b>50</b> | <b>142</b> | <b>253</b> | <b>130</b> | <b>140</b> | <b>239</b> | <b>285</b> | <b>401</b> | <b>252</b> | <b>217</b> | <b>308</b> | <b>474</b> | <b>597</b> | <b>299</b> | <b>176</b> | <b>130</b> | <b>103</b> | <b>71</b> | <b>46</b> | <b>4495</b> |



**ALL TRAFFIC**  
SOLUTIONS

Start: 2023-06-29

End: 2023-07-20

Times: 0:00:00-23:59:59

**Volume by Time**  
Mt Pleasant, NB

Speed Bins: Size 10, Range 1 to 150

Time View: By Day (Total Volumes)

**Daily Total Volume**