# Traffic Data Analysis 

Fourth Street

Northbound


Town of Midland
Engineering Department
1.1 Location ..... 3
1.2 Traffic Shield ..... 3
2.0 Speed Summary ..... 3
2.1 Speed Analysis ..... 4
3.0 Traffic Volume ..... 7
3.1 Volume by Hour .....  7
4.0 Conclusion ..... 8
Figure 1- Traffic Shield ..... 3
Figure 2- Fourth Street Speed Breakdown ..... 4
Figure 3- Speed by Hour Analysis for Weekdays ..... 5
Figure 4 Speed by Hour Analysis for Weekends ..... 6
Table 1- Locations of Traffic Trailer ..... 3
Table 2-Speed Summary ..... 3
Table 3- Volume Summary ..... 7

### 1.0 Introduction

A traffic count was conducted from March 1, 2023 to April 27, 2023 on Fourth Street in the northbound direction. Vehicle speeds and traffic volume were collected by a traffic shield (model ATS 12). The purpose is to see if there are any speeding issues, raise safety awareness, and help calm traffic by displaying speeds of vehicles approaching.

### 1.1 Location

The traffic trailer was placed on Fourth Street for northbound direction. Table 1 below shows the location of the traffic trailer and data collection period.

Table 1- Locations of Traffic Trailer
Direction Location Period

Northbound 335 Fourth Street, Midland, ON 8:30am March 1, 2023 to 9:00am April 27, 2023

### 1.2 Traffic Shield

The traffic shield used was model ATS 12 as shown in Figure 1. The traffic shield is able to show the speed of the approaching vehicle or display short messages depending on the speed. For this time period, the speed was shown.


Figure 1-Traffic Shield

### 2.0 Speed Summary

The posted speed limit on Fourth Street is $40 \mathrm{~km} / \mathrm{h}$; however, generally it is accepted that vehicles that are travelling up to $10 \mathrm{~km} / \mathrm{h}$ above the posted speed limit are not considered to be speeding. Table 2 shows an overall speed summary of the data collected.

Table 2-Speed Summary

| Direction | Average Speed <br> $(\mathrm{km} / \mathrm{h})$ | $85^{\text {th }}$ Percentile <br> Speed $(\mathrm{km} / \mathrm{h})$ | Minimum Speed <br> $(\mathrm{km} / \mathrm{h})$ | Maximum <br> Speed $(\mathrm{km} / \mathrm{h})$ |
| :---: | :---: | :---: | :---: | :---: |
| Northbound | 34.67 | 40.96 | 10 | 69 |

### 2.1 Speed Analysis

Figure 2 to 4 below show the speed summary for the traffic.


Figure 2- Fourth Street Speed Breakdown
Figure 2 above shows that $78.48 \%$ of vehicles were travelling below the posted speed limit, $20.79 \%$ of vehicles were travelling between $41-50 \mathrm{~km} / \mathrm{h}$, and $0.73 \%$ of vehicles were travelling above $50 \mathrm{~km} / \mathrm{h}$. Considering the accepted speed limit is $10 \mathrm{~km} / \mathrm{h}$ over the posted speed limit, a total of $99.27 \%$ of vehicles were travelling within the accepted speed limit.


Figure 3-Speed by Hour Analysis for Weekdays
Figure 3 above is the speed by hour graph used to determine the time where most speeding occurs on weekdays. The data shows that speeding formed a curve as it increased throughout the day with a spike from 8:00am to 8:59am until it reached its peak from 16:00pm to 16:59pm and begins to decline again.


Figure 4 Speed by Hour Analysis for Weekends
Figure 4 above is the speed by hour graph used to determine the time where most speeding occurs on the weekend. The data shows that speeding was low at night and began to increase around 6:00am before beginning to decline again at 7:00pm. The speeding reached a peak from 12:00 to 13:59.

In addition, during this time period, the traffic trailer detected that $29.9 \%$ of vehicles slowed down when approaching the sign. This shows that the sign is influencing traffic calming to a greater extent than when the display was off, thus supporting the notion that the signs have a traffic calming effect.

### 3.0 Traffic Volume

Table 3 shows the average daily volume on Fourth Street in the northbound direction.


Table 3-Volume Summary

| Direction | Period | Average Daily Traffic Volume |
| :---: | :---: | :---: |
| Northbound | Weekdays | 1200.4 |
| Northbound | Weekends | 808.9 |

Figure 5 Total Volume per Day

### 3.1 Volume by Hour

The data collected is used to analyze the average traffic volume at different times of the day as shown in Figure 6.


Figure 6 Total Volume per Hour
As shown in Figure 6, the traffic volume forms a curve in which traffic flow is low at night and begins to increase at 6:00am. Peak traffic occurs from 16:00 to 16:59pm before the volume begins to decrease again.

### 4.0 Conclusion

The traffic study conducted on Fourth Street in the northbound direction from March 1 ${ }^{\text {st, }}, 2023$ to April $26^{\text {th }}, 2023$. From the speed analysis, it was determined that $99.27 \%$ of vehicles were travelling within the accepted speed limit. In addition, from the volume analysis, it was also determined that the peak traffic occurred in the early afternoon.

