

Marlboro Village Traffic Study Summary

10/22/20-10/27/20

- **Summary**
 - Laid 2 Counters in Marlboro Village
 - One on South Rd. in front of Historical Society
 - One on South Rd. south of Ames Hill Rd.
 - Both 25 mph speed limit
 - Significant number of vehicles are travelling 30+ mph
 - Average Speed 34 mph in total
 - 78% of vehicles 30+ mph
 - 85th percentile speed: 39 mph
 - Vehicle Class:
 - 83% of vehicles Class 1-3: Cars, Small Trucks, Motorcycles
 - 14% of vehicles Class 4-5: Box Trucks, Vans, Larger Pickup Trucks
 - 3% of vehicles Class 6+: Tractor Trailer Trucks, Buses, etc.
 - Average of 11 Class 6+ Vehicles per day both ways
- **South Rd. at Ames Hill Rd. 25 MPH Speed Limit**
 - Faster speeds recorded at this location
 - Average Speed: 36 mph
 - 86% of vehicles 30+ mph
 - Vehicles travelling faster northbound into village
 - Average speed NB: 37 mph
 - 85th percentile: 43 mph
 - Southbound: 34 mph
 - 85th percentile: 39 mph
 - 90% of northbound vehicles travelling 30+ mph
 - 30% 40+ mph
 - Compared with 81% southbound
 - Traffic peaks on weekdays between 7am-10am and 3pm-7pm
 - 5% of vehicles travelling 45+ mph
 - Large majority of those northbound
- **South Rd. at Historical Society 25 MPH Speed Limit.**
 - Vehicles travelling faster northbound towards Rt. 9
 - Average speed NB: 34 mph
 - Southbound: 32 mph
 - 80% of northbound vehicles 30+ mph
 - Compared with 63% southbound
 - Significant peak during Morning and Afternoon commute
 - 7am-10am: 84% of northbound vehicles travelling faster than 30 mph
 - 3pm-7pm: 72% of southbound vehicles travelling faster than 30 mph
 - 2% of vehicles 45+ mph
- **Analysis**
 - Variety of factors influence vehicle speed beyond the speed limit
 - Speeds can vary greatly in different segments of road with same speed limit
 - Driver risk assessment, road environment, congestion, density of built environment, pedestrian density, social norms, individual temperament, etc.¹
 - 85th Percentile Speed: The speed at or below which 85 percent of motorists drive on a given road unaffected by slower traffic or poor weather. The 85th percentile indicates the speed that most motorists consider safe and reasonable under ideal conditions.²
 - Driver's will drive faster in areas where risk feels lowest

¹ 'Factors Influencing Driver's Speeding Behavior' Warner, Henriette, Uppsala University

² '85th Percentile Speed', Department of Public Works, Saratoga, California

- Wider, straighter roads, less density in built environment, lower number of pedestrians, less traffic congestion³
- Slowest speeds on roads where risk feels highest
 - Urban streets
 - Narrow, many parked vehicles, large number of pedestrians, high density in built environment etc.
 - Rural Back roads
 - Narrow, sharp curves, steep hills, unpaved
- South Rd. south of Ames Hill Rd.
 - Example of road segment where risk assessment for most drivers is low
 - Long, straight stretch, good quality pavement, wide road, low density built environment, little congestion
- Traffic Calming
 - Variety of techniques exist to reduce speeds
 - Options to narrow roadway, increase driver awareness of pedestrians and bicycles, increase awareness of built environment⁴
 - Rural traffic calming is quickly evolving and there are many different potential improvements to lower driver speeds and promote safety for all users.

³ 'Motivations for Speeding', National Highway Traffic Safety Administration

⁴ Report on Road Safety, World Health Organization