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# Special Events Traffic Analysis and Management Plan

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Plymouth,  
Massachusetts

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May 2015

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*Updated February 2015*

*Old Colony Planning Council*

## **Acknowledgements and Title VI Notice of Protection**

The preparation of this Plan has been funded in part through grants from the Federal Highway Administration, U.S. Department of Transportation, under Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code under Contract #69649.

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## Introduction

### Purpose

In the year 2020, the Town of Plymouth will celebrate the 400<sup>th</sup> anniversary of its founding by the Pilgrim settlers in 1620. Tourism and commerce officials envision this quadricentennial (named locally “Plymouth 400”) will be commemorated with events of various scale throughout the year in areas throughout Town although mostly focused on the historical downtown and waterfront area. The Town currently hosts several large scale events throughout the year on an annual basis, including Independence Day and Thanksgiving celebrations as well as the Waterfront Festival in August. The largest scale events in 2020 will likely be built around these existing annual celebrations.

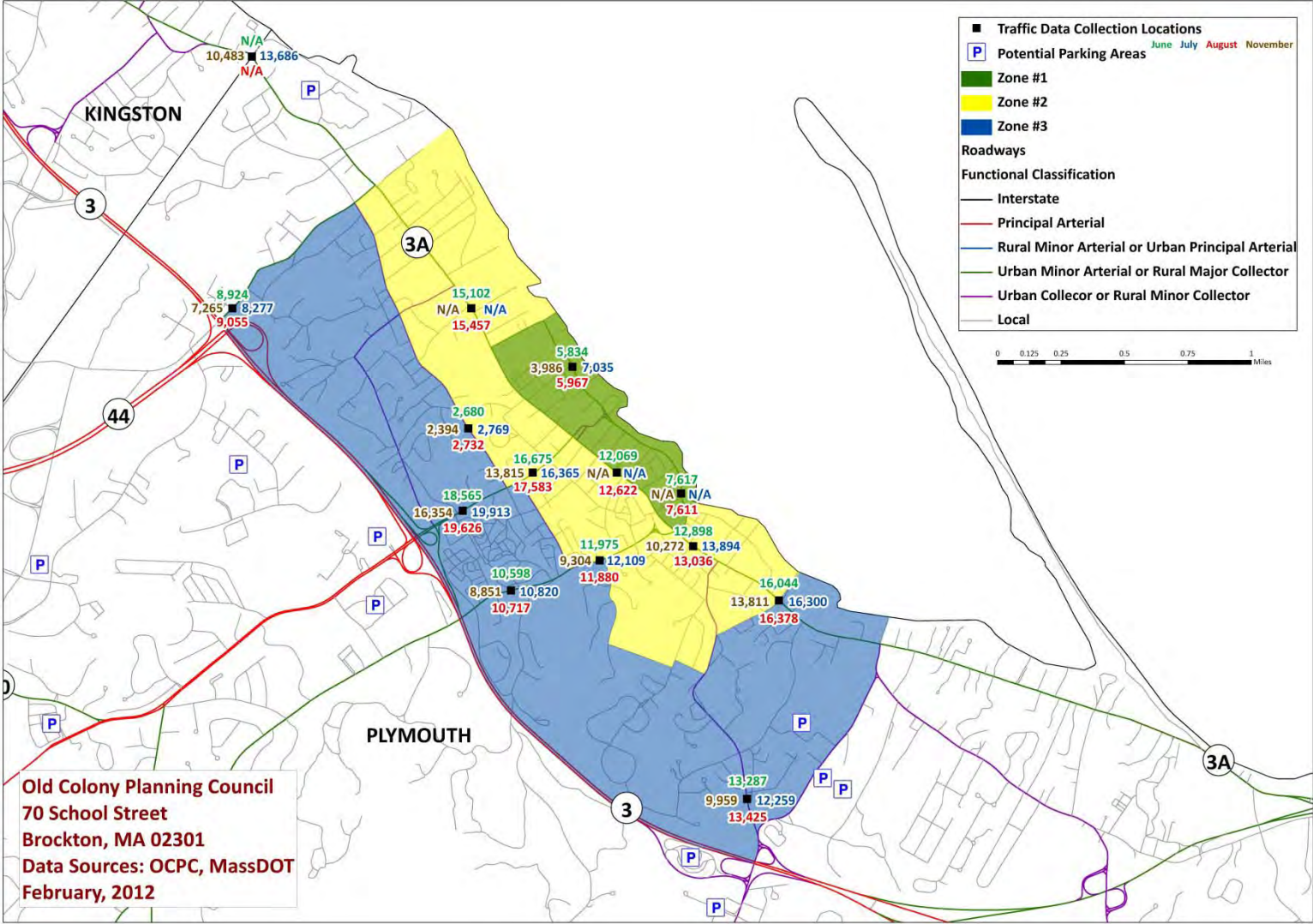
This Special Events Traffic Management Plan has been developed to help the Town and regional entities to plan for the Plymouth 400 celebration, as well as its existing annual events. It provides an assessment of current challenges with the transportation and parking infrastructure regarding serving high demand levels, and proposes potential mitigation to improve handling travel demand during large events.

### Study Area

The Study area for this Plan covered a large area of eastern Plymouth, from Route 3 to the shoreline, between Cherry Street to the north and Obery Street to the south. The Study Area was divided into three regions, based on expected levels of impact from special events: The map in Figure 1 shows the Study Area and the following zones:

- High Impact Zone (Zone 1): The central core, where the highest level of traffic impact typically occurs during existing annual events, is along and to the east of Route 3A, between Nelson Street to the north and Water Street to the south. This area contains the piers, much of the commercial and entertainment area, and many of the historical landmarks. This central core experiences very heavy pedestrian volumes throughout, and high traffic impacts on all roadways. It is also where the majority of municipal parking is located.
- Moderate Impact Zone (Zone 2): Moving out beyond the central core, an area of lesser yet still significant impact was determined to be outwards to Standish Avenue and Oak Street, between Cherry Street / Prince Street to the north and Mount Pleasant Street / Winter Street to the south. Within this “moderate impact” zone, a significant amount of parking for special events takes places, particularly on-street parking on local roadways.
- Lesser Impact Zone (Zone 3): Finally, the outermost ring extends out to Route 3, and extends from Cherry Street to Obery Street. The main focus of study in this outer zone was traffic volumes on feeder roadways from the highways (Routes 3 and 44) down into the downtown / waterfront area. While there is still some parking occurring for special events within the outer zone, pedestrian volumes are minimal and the main impacts are vehicular traffic on the main roadways.

Figure 1: Study Area



## Study Scope

The Plymouth 400 celebration presents many tremendous opportunities and challenges as well. The Plymouth sub area is served by a road network framed by Route 3, Route 3A and Route 44, and transit network of commuter rail, fixed route transit, paratransit, and private carrier routes. Communities can enhance their image by providing a safe, efficient, and convenient environment for those who travel to and from special events, such as the Plymouth 400, while at the same time minimizing any congestion-related impacts it may have on other motorists. A trip that exceeds the expectations of those attending an event, or others whose trips may be affected by the event(s), are important factors to consider when making decisions regarding the provision of customer services and allocating agency resources.

Advanced planning and coordination also allows agencies to develop and deploy the operational strategies, traffic control plans, protocols, procedures, and technologies needed to control traffic and share real-time information with other stakeholders on the day of the event. These capabilities allow agencies to proactively manage and control traffic to accommodate the increased travel demand generated by the event and use the available roadway capacity in the most efficient and effective manner.

The advanced planning, proactive management, and control of traffic in support of planned special events are not yet commonly accepted or consistently applied practices. Special events require service providers, event operators, and public agencies that normally don't work together to plan and coordinate activities prior to, during, and after an event. It also requires the commitment and allocation of the necessary resources to support these recommended activities and practices.

As such, the primary purpose of this Study is to develop and sustain a formal multi-agency traffic and transit operations and incident management program with coordination by, and support of, senior management that includes all participating agencies. The primary objectives of the regional program are to reduce traffic delays associated with travel demand surges and events and to provide timely and accurate advance and real-time information to the public to allow them to make informed transportation decisions. The intent is to provide measurable reductions in traffic congestion, and to improve traveler information and safety.

### *Considerations:*

- Accommodate surges in visitor and employee travel by multiple modes (pedestrian, bicycle, fixed route transit, commuter rail, car/ vanpool, ferry, automobile)
- Maintain acceptable levels of mobility and safety
- Regional planning and coordination to improve the management and control of traffic for all planned special events within a region
- Conduct advanced planning, traffic management plans, and preparation for specific events
- Develop event specific traffic control plans, procedures, and deployment and use of Intelligent Transportation Systems (ITS)

- Provide a Real-Time Parking Way Finding System with clear, consistent signage to help customers and visitors more easily find attractions, and events, while saving time and fuel, and reducing emissions
- Conduct post-event activities and recap

The Scope of Work outlines the following tasks that will be completed as part of the development of this Plan:

- Analysis of Existing Conditions
  - Roadway Capacity and Operations
  - Parking Inventory, Supply, and Operations
  - Transit and Multimodal Connections
  - Bicycle and Pedestrian Connectivity
  - Waterfront Traffic and Circulation
  - Existing Traffic Management and Operations Plan
- Evaluate Existing Conditions
- Develop a Traffic Management and Operations Plan
- Gather Stakeholder and Public Input
- Implement Plan With Plymouth

### **Steering Committee and Consultation**

The Plymouth 2020 Parking and Transportation Sub-Committee (since disbanded as a result of restructuring and formation of Plymouth 400, Inc.) served as the original steering committee for the development of this Plan. The Parking and Transportation Sub-Committee was comprised of several Plymouth town departments (Administration, DPW, Engineering, Planning, Police), along with transportation and parking providers such as Plymouth & Brockton Street Railway Company and Park Plymouth).

Consultation with the Town has continued after the disbanding of the Parking and Transportation Sub-Committee.

### **Goals and Objectives**

The primary goal of this Study is to provide the Town of Plymouth with a working plan that identifies and evaluates existing challenges experienced during large-scale special events, and presents options for managing traffic and pedestrian demands during such events hosted by the Town. The following objectives will be achieved while working towards the primary goal:

- Develop a detailed inventory of existing infrastructure and transportation resources serving the Study Area
- Conduct an assessment of conditions currently experienced during special events in Plymouth, with comparison to non-event conditions
- Develop potential alternatives and strategies that could be implemented by Local and State entities to improve safety and efficiency of travel demand processing for special events

## Previous Studies

### 2007 Plymouth Public Space Action Plan for Downtown/Harbor District

Much of Plymouth's public parking supply is located in areas directly adjacent to the shoreline on some of the most expensive, most desirable land in Plymouth. These surface lots also generate a high volume of vehicular traffic on the waterfront, which conflicts with a high volume of pedestrians and bicyclists.

This Public Space Action Plan noted that most of the places in New England competing for tourism with Plymouth have train and/or water ferry transportation directly from Boston. Providing water transportation from Boston and other points, along with more frequent train service, could not only put Plymouth in a better position for competing for regional tourism, it would also likely significantly aid with travel demand management during special events.

Several of the recommendations made to the Town of Plymouth in the Public Space Action Plan can substantially benefit the community in its ability to host large events by managing the resulting traffic demand. These recommendations include:

- Significantly upgrading key town center open spaces and strengthening the pedestrian and bicycle linkages between all public spaces
- Developing stronger and more attractive pedestrian and jitney connector streets to better unite downtown with the heavily visited harbor
- Maximizing the presence and impact of a continuous shuttle, trolley, and/or bus system throughout town
- Developing and coordinating quality signage and map/events/history posting kiosks to better tell the story of Plymouth and what the town offers, as well as help visitors more easily find their way
- Upgrading traffic signals at the intersection of Main Street and Leydon Street to include automatic pedestrian crossing phases

### Route 3A Corridor Study

The 2007 Route 3A Corridor Study was a planning level study initiated by the Old Colony Planning Council to conduct a comprehensive assessment of infrastructure, traffic flow, and safety conditions along the Route 3A corridor through Plymouth and Kingston, and to develop alternatives for addressing identified deficiencies along the corridor. The Study identified deficiencies and potential alternatives in three areas that specifically pertain to the Study Area of this Special Events Plan. These areas include:

- The intersections of Route 3A at Water Street and Sandwich Street
- The intersection of Route 3A at South Street
- Downtown Plymouth Traffic Circulation

### **The Intersections of Route 3A at Water Street and Sandwich Street**

These two intersections, while separate, are immediately adjacent to each other and the operations at each have direct effect on the other. Due to this close proximity, the intersections were considered as a single intersection in determining deficiencies and improvements in the Route 3A Corridor Study. A combination of level-of-service analysis and field observation revealed that these intersections experience congested levels of service (LOS grades of “D” and “F”) during peak demand hours, particularly in the summer months.

Discussions with the Town of Plymouth revealed, at the time, that there are substantial right-of-way constraints that could be a significant obstacle to signaling these intersections or reconstructing them with roundabouts. The preferred alternative for this location in the Route 3A Corridor Study was implementing a traffic management system in the downtown with a combination of signage and traffic flow changes.

### **The Intersection of Route 3A at South Street**

Analysis completed for the Route 3A Corridor Study revealed that the intersection of Sandwich Street (Route 3A) at South Street was heavily congested, with a level-of-service grade of “F” during both the morning and afternoon peak demand hours. Improving this intersection through reconstruction and the installation of traffic signals was recommended.

### **Downtown Plymouth Traffic Circulation**

At the time the Route 3A Corridor Study was completed in 2007, the Town of Plymouth had been considering implementing a one-way traffic pattern through the Downtown and Waterfront area. Conceptually, Court Street and Main Street (Route 3A) would be one-way southbound through the Downtown, while Water Street would be one-way northbound from Main Street Extension (Route 3A) northbound along the waterfront to North Park Avenue. Such a traffic pattern change would allow for more street parking in the Downtown, and potentially reduce congestion at certain areas. It was determined in the Route 3A Corridor Study that these proposed changes warranted further study.

### **2006 Plymouth Water Transportation Study**

In 2005, the Town of Plymouth received funding from the Massachusetts Department of Transportation (formerly the Executive Office of Transportation) under its Water Transportation Capital Improvement Program to undertake intermodal transportation planning for water transportation servicing Plymouth. The purpose of the Water Transportation Study was to conduct a preliminary evaluation of the feasibility of creating a water transportation service in Plymouth, serving Boston-bound commuters with intermodal connections and potential visitor links. Other connections between Plymouth and Provincetown, Hull, Quincy, and Hingham were also addressed.

The Study evaluated four sites in Plymouth that could be used for a Plymouth-based water transportation service. These sites included:

- Cordage Park (Privately Owned)
- Town Pier (Town Owned)
- T-Wharf (Town Owned)



- State Pier (State Owned)

Each potential site was screened and scored based on the following criteria: *Land Ownership; Adequate Water Depth; Adequate Berth; Adequate Access to Navigable Channel; Ticketing/Passenger Drop=Off/ and Passenger Loading; Adequate On-Site Utilities; Available Parking Within Walking Distance; and Proximity to Intermodal Links and/or Visitor Attractions;*

The Town Pier scored the highest based on the screening criteria and was deemed the preferred option to base water transportation out of. This site would also provide excellent access to the Waterfront and Downtown areas for water transportation from other points to Plymouth's special events.

The Study estimated that a Plymouth-Boston water transportation service would generate about 210,000 riders per year, costing about \$2.3 million per year to operate and generating about \$1.3 million in revenue. Therefore, such a service would likely require about a \$1 million per year subsidy, or about \$5.00 per passenger.

## Existing Plans, Technologies, and Procedures

Traffic operations during large-scale events in the Downtown and Waterfront areas of Plymouth are largely a collaboration between public safety (the Plymouth Police and Fire Departments) and the Department of Public Works, with other agencies and organizing groups contributing as well. Road closures and other traffic diversions are set in the field by law enforcement, which relies on capital (cones, barrels, barricades, signs, etc.) from the Department of Public Works.

Notification of road closures, parking restrictions, and event details are typically published in local media prior to the event. The 4<sup>th</sup> of July and Waterfront Festival events also have dedicated websites on which event details along with traffic and parking restrictions are publicized.

## Independence Day Traffic Plan

Analysis of traffic data along with first hand observations indicate that with several planned events throughout the day, combined with peak summer tourism, the downtown and waterfront areas attract more visitors on Independence Day than on the days of other large scale events. The Independence Day celebration in Plymouth includes an early morning 5K road race; a mid-morning parade through North Plymouth, the Downtown, and Waterfront; and a concert and fireworks show in the evening.

## Road Closures and Parking Restrictions

Restrictions Beginning 6PM on July 3<sup>rd</sup>

- Traffic on Taylor Avenue is blocked to all traffic (with the exception of residents) between White Horse Road and Rocky Hill Road to Taylor Avenue at Manomet Point Road
- All side streets that lead to the Priscilla Beach area are closed to all traffic with the exception of residents
- In Addition to the above road closures, parking is prohibited on the following streets and lots beginning at 6:00 PM on July 3<sup>rd</sup>: Manomet Point Road, Highland Terrace, White Horse Beach Road, Manomet Avenue, Old Beach Road or Rocky Hill Road between White Horse Beach Road and Power House Lane; Brian's Way; Lopresti Road; Vine Brook Road; Cary Road; Fair Oaks Road; Arboretum Road; Beaver Dam Road from State Road to Patriot's Circle; Melix Avenue, Cape Cod Avenue; Reed Avenue; Emerson Field; Saint Catherine's Chapel; Second Church; Manomet Elementary School.

July 4<sup>th</sup>

- Water Street: Closed between Union Street and Brewster Street beginning at 6AM, lasting through conclusion of fireworks
- Additionally, parking is prohibited in the following locations on July 4<sup>th</sup>:
  - West (southbound) side of Water Street between Brewster Street and Park Avenue
  - Carver Street

- Market Street
- Summer Street, between Market Street and Westerly Road
- Court Street, from North Street to Allerton Street
- Main Street and Main Street Extension
- East side of Sandwich Street, between Water Street and Mt. Pleasant Street
- Morton Park Road
- Thoreau Road

### **Road Race and Parade Traffic Impacts**

The town hosts a 5K road race on the morning of July 4<sup>th</sup> that begins at 8:15 AM at Court Street (Route 3A) and Hedge Road in North Plymouth, and continues down Route 3A to Union Street, turning left onto Union Street and ending at Water Street. Following shortly behind the race, the Independence Day Parade kicks off at 9:15 AM from Mayflower Executive Park and travels down Route 3A to Water Street, where it turns left onto Water Street and then disperses.

Temporary closures of Route 3A and connecting roadways are put in place to allow for these events, and are set in the field by law enforcement. Route 3A and connecting roadways are reopened to traffic after the dispersing of the parade, except where noted above in Road Closures and Parking Restrictions.

### **Post-Fireworks Traffic Plan**

Following the conclusion of the evening fireworks on July 4<sup>th</sup>, a very large surge of traffic is placed on area roadways resulting from thousands of visitors departing from the Downtown and Waterfront area. Therefore, a special traffic plan is put into effect to maximize egress from the Downtown and Waterfront areas, and limiting travel into it. This traffic plan includes the following diversions put in place by law enforcement:

- At the beginning of the fireworks, off-ramps from Route 3 to Samoset Street are closed, and remain closed until after the fireworks and when traffic has dispersed
- At the conclusion of the fireworks, the following temporary traffic flow diversions are put in place:
  - All Samoset Street (Route 44) traffic between Court Street (Route 3A) and Route 3 is diverted westbound only. Both lanes are utilized for westbound traffic
  - Any eastbound traffic on Samoset Street is diverted onto Route 3 southbound at Route 3
  - All Summer Street traffic between Route 3A and Pilgrim Hill Road is diverted westbound only. Both lanes are utilized for westbound traffic
  - Any eastbound traffic on Summer Street is diverted onto Pilgrim Hill Road
  - All Sandwich Street (Route 3A) traffic from Water Street southward is diverted southbound to Jabez Corner (intersection of Warren Avenue (Route 3A) and Sandwich Street)
  - All traffic on Main Street / Main Street Extension, and Court Street (Route 3A) between Sandwich Street and Samoset Street is diverted northbound only.
  - All Water Street traffic is diverted to Brewster Street, Chilton Street, and Park Avenue to Court Street (Route 3A), where it must turn northbound

- All traffic on Water Street north of Park Avenue is diverted northbound, up to Nelson Street and Route 3A
- Additionally, due to pedestrian safety concerns, skateboards, bicycles, and rollerblades are strictly prohibited from the Downtown and Waterfront areas on July 4<sup>th</sup>.

These traffic changes remain in effect until traffic and visitors have dispersed from the Downtown and Waterfront areas.

### **Waterfront Festival Traffic Plan**

The Plymouth Waterfront Festival, which takes place each year on a Saturday in late August, features booths and vendors set up along Water Street, as entertainment in Pilgrim Memorial State Park, and a car show at the Jenney Grist Mill parking lot. It is a daylong event, from 10:00 AM to 7:00 PM, with a concentration of activity in the late-afternoon and evening with “Ducky Dash” and “Plymouth Idol” finals taking place after 4:00 PM.

The following streets are closed from 4:30 AM to 9:00 PM on the day of the Plymouth Waterfront Festival:

- Water Street, between Union Street and Brewster Street
- Lower end of Leydon Street
- Lower end of North Street
- Additionally, parking is prohibited in the Jenney Grist Mill Parking Lot to accommodate the car show

### **Thanksgiving Celebration Traffic Plan**

Thanksgiving is celebrated with a parade and other festivities in the Downtown on the Saturday before Thanksgiving each year. The parade route is shorter than the route used for the 4<sup>th</sup> of July, starting at Nelson Street and traveling through the downtown to Water Street, turning left onto Water Street, ending at Cole’s Hill.

Temporary closures of Route 3A are put in place by the police department to allow for the parade, which kicks off at 11:00 AM. Once the parade has dispersed and conditions allow, Route 3A and connecting roadways are reopened to traffic. However, a longer, more permanent closure is put in place on Water Street, between Brewster and Union Street, to accommodate ongoing activities. This section of Water Street is closed at 8:00 AM and remains closed until 4:00 PM, unless conditions dictate otherwise. In addition to these road closures, the following parking restrictions are in place:

- No Parking on Main Street, Main Street Extension and Court Street (Route 3A) from 7:00 AM until conclusion of parade
- No Parking all-day on southbound side of Court Street (Route 3A) from Samoset Street (Route 44) to Water Street
- No Parking all-day on northbound side of Court Street (Route 3A) from Samoset Street to Lothrop Street

## Existing Infrastructure and Traffic Conditions

### Parking Inventory

Public surface parking lots and on-street parking comprise the majority of available parking serving the Downtown and Waterfront areas, while a limited amount of parking in privately owned lots, typically servicing specific businesses, is also available.

Beyond the Downtown and Waterfront areas, potential satellite parking areas exist in lots both publically and privately owned. These are lots that could be utilized during large events, provided that a shuttle service is available for visitors between the lots and Downtown/Waterfront area.

### Park Plymouth

Park Plymouth is the organization, overseen by the Plymouth Growth and Development Corporation, which manages public parking in the Downtown, Waterfront, and North Plymouth areas. A map of public parking facilities managed by Park Plymouth is shown in Figure 2, while Table 1 lists all of Park Plymouth's facilities and the number of spaces by location. Park Plymouth has 1,455 spaces available to the general public in the Downtown, Waterfront, and North Plymouth area. This includes 24 handicap spaces and 14 spaces reserved for permit holders. A high percentage of Park Plymouth's spaces are along the Waterfront and within the area of highest impact occurred from special events.

### MassDOT Park-and-Ride

The Massachusetts Department of Transportation (MassDOT) owns and operates two Park-and-Ride lots in Plymouth that could potentially be utilized as satellite parking lots for visitors to park and then be shuttled to the Downtown/Waterfront area or other event venues. These facilities include:

- Route 3 at Long Pond Road (Exit 5): 200 spaces
- Commerce Way at Christa McAuliffe Boulevard: 532 spaces

Another privately owned and operated Park and Ride lot is located at the intersection of Route 3A and Route 53 in Kingston. One-hundred spaces are potentially available for satellite parking at this facility, located in the parking area of the Cranberry Crossing shopping center.

Parking is free at these Park and Ride lots.

### MBTA

There are two MBTA Commuter Rail stations in the area whose parking lots could potentially be available for special events satellite parking. These lots are located at:

- Plymouth MBTA Commuter Rail Station: 96 Spaces
- Kingston MBTA Commuter Rail Station: 1,039 Spaces

A fee is required for parking at these lots during normal operations. A private contractor maintains and operates these lots.

**Table 1: Available Parking by Park Plymouth Facility**

Lot/Street	Pay Spaces	Handicap Spaces	15-Minute Spaces	Permit Reserved	Metered Spaces	2-Hour Parking	1-Hour Parking	Free Spaces	TOTAL
<b>Off-Street Parking</b>									
Waterfront Lot #1	118	1	0	0	0	0	0	0	119
Waterfront Lot #2	70	2	0	0	0	0	0	0	72
Waterfront Lot #3	116	4	0	0	0	0	0	0	120
Memorial Street Lot	118	4	6	0	0	0	0	0	128
Middle Street Lot	64	4	0	0	0	0	0	0	68
Main Street Extension Lot	71	3	4	14	0	0	0	0	92
Market Street Lot	24	1	0	0	0	0	0	0	25
North Street Lot	32	2	0	0	0	0	0	0	34
Brewster Street Lot	31	3	0	0	0	0	0	0	34
South Russell Lot	0	0	0	0	0	0	0	60	60
Old Police Lot	0	0	0	0	0	0	0	32	32
Jenney Grist Mill	0	0	0	0	0	0	0	109	109
North Plymouth	0	0	0	0	0	0	0	64	64
<b>On-Street Parking</b>									
Water Street and Plymouth Rock	0	0	0	0	191	0	0	0	191
Town Wharf	0	0	0	0	32	0	0	0	32
Middle Street	0	0	0	0	18	0	0	0	18
Carver Street	0	0	0	0	9	0	0	0	9
North Street	0	0	0	0	21	0	0	0	21
Brewster Street	0	0	0	0	35	0	0	0	35
Russell Street	0	0	0	0	4	0	0	0	4
South Russel Street	0	0	0	0	7	0	0	0	7
Court Street	0	0	0	0	0	69	0	0	69
Main Street	0	0	0	0	0	31	0	0	31
Main Street Extension	0	0	0	0	0	29	0	0	29
Market Street	0	0	0	0	0	4	0	0	4
Sandwich Street	0	0	0	0	0	16	0	0	16
Summer Street	0	0	0	0	0	15	0	0	15
Depot Square	0	0	0	0	0	14	0	0	14
North Plymouth East	0	0	0	0	0	0	22	0	22
North Plymouth West	0	0	0	0	0	0	19	0	19
<b>TOTAL</b>	<b>644</b>	<b>24</b>	<b>10</b>	<b>14</b>	<b>317</b>	<b>178</b>	<b>41</b>	<b>265</b>	<b>1,493</b>

Figure 2: Parking Facilities in Downtown Plymouth Managed By Park Plymouth

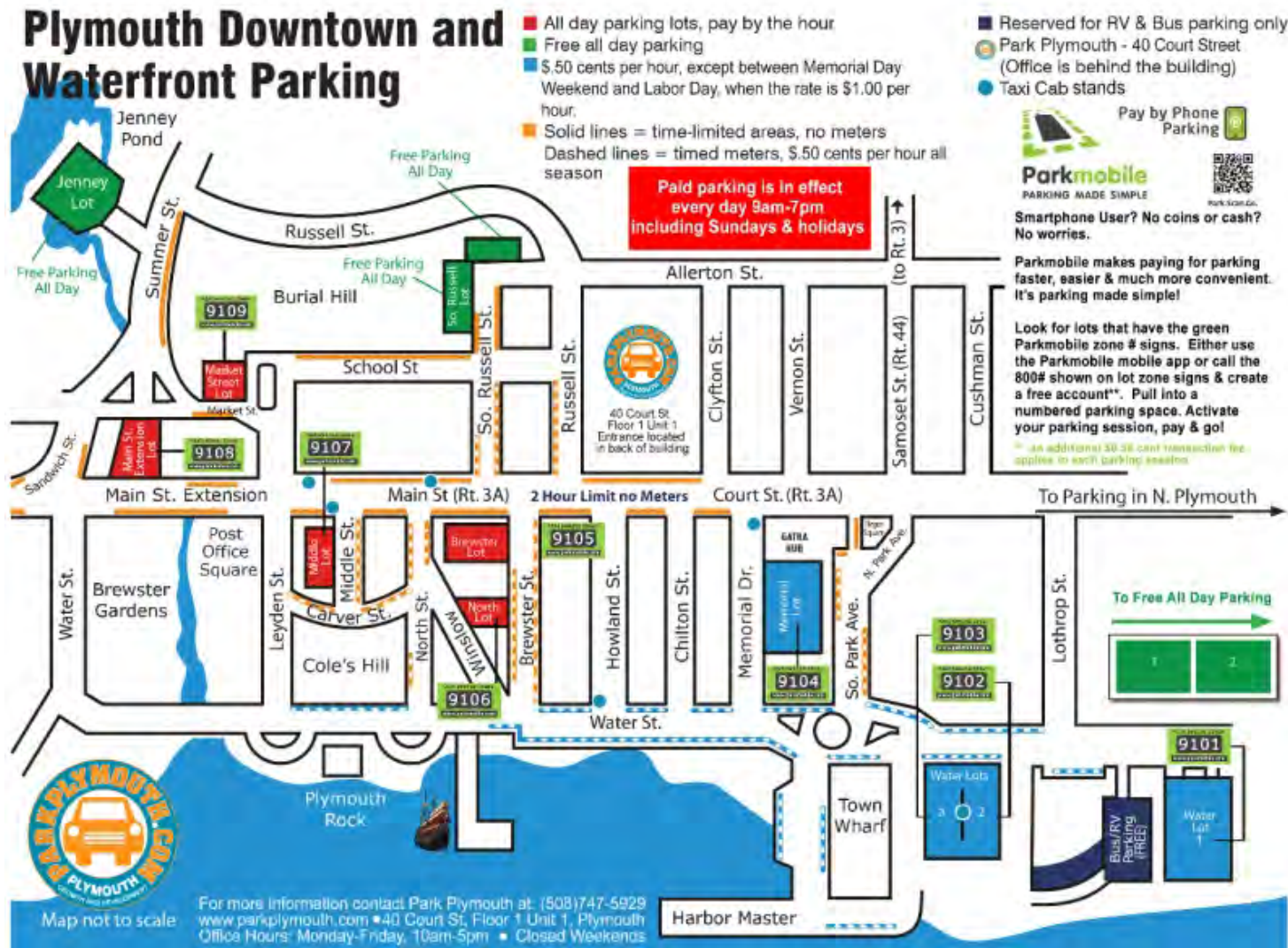


Image Credit: Park Plymouth (hwww.parkplymouth.com)

## Other Parking Areas

### *Plymouth Public Schools*

Since school is not usually in session while large special events are occurring in Plymouth, school parking lots are potentially available as satellite parking lots. The largest amount of available parking is found at the high schools: Plymouth North High School on Obery Street and Plymouth South High School on Long Pond Road.

The Nathaniel Morton Elementary School, on Lincoln Street, is noted on the website for the Thanksgiving celebration ([usathanksgiving.com](http://usathanksgiving.com)) as a parking option for visitors to the parade and celebration.

The Plymouth Police Department prohibits parking at the Manomet Elementary School during the 4<sup>th</sup> of July celebration on July 3<sup>rd</sup> and 4<sup>th</sup>.

### *Private Facilities*

There are several shopping centers in Plymouth with large parking lots that could potentially serve as satellite lots if the Town of Plymouth desired to pursue agreements and partnerships with the owners of these facilities. The following is a selection of privately owned lots where large parking areas are available:

- Cordage Park (including abandoned Wal-Mart building)
- Colony Place
- Shops-At-Five
- Independence Mall (Kingston)

## Transit Services

Plymouth is served by a variety of transit options, including commuter rail and intercity bus for regional travel between Plymouth and Boston, and fixed-route bus service and paratransit serving local residential areas and destinations.

### **MBTA Commuter Rail**

Two Commuter Rail stations serve the Plymouth area: the Kingston Commuter Rail Station located on Marion Drive (off of Route 3 Exit 8), and the Plymouth Commuter Rail Station located on Court Street (Route 3A) at the Cordage Park development. Rail service is provided primarily through the Kingston Station, as there are currently only 3 late-mornings and midday weekday trains serving the Plymouth Station. Regular local transit service, provided by the Greater Attleboro Taunton Regional Transit Authority (GATRA), is provided between the Kingston Station and Downtown Plymouth Monday through Saturday.

The MBTA does not currently offer weekend or holiday Commuter Rail service on the Kingston/Plymouth line.



## **Greater Attleboro Taunton Regional Transit Authority (GATRA) Plymouth Area Link (PAL) Fixed Route Transit Service**

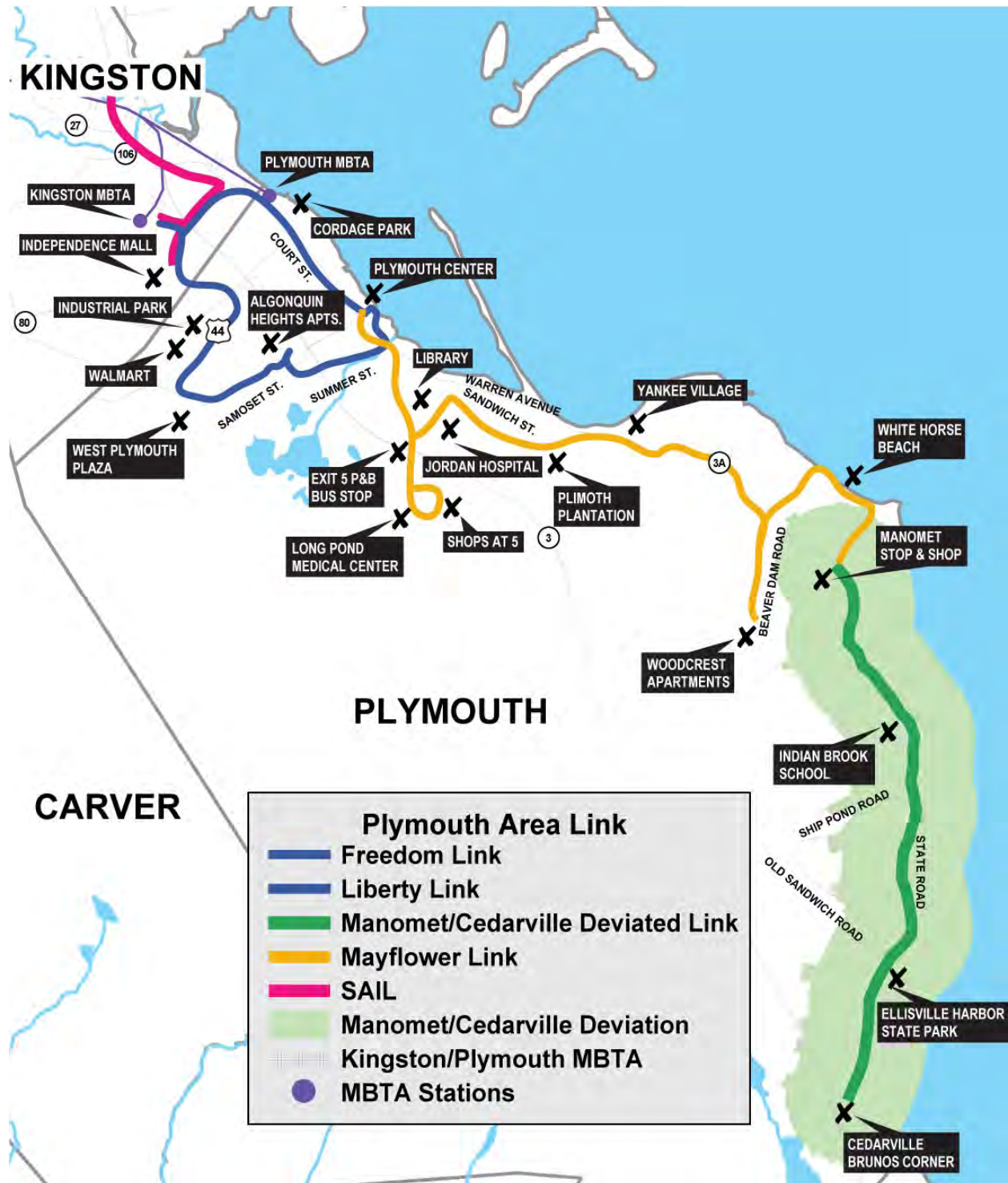
The Greater Attleboro Taunton Regional Transit Authority (GATRA) provides local fixed-route and paratransit bus service throughout Plymouth and Kingston through their Plymouth Area Link (PAL). There are four routes that serve the town of Plymouth: the Freedom Link; the Liberty Link; the Mayflower Link; and the Manomet/Cedarville Deviated Link. All links except the Manomet/Cedarville Deviated Link serve the Downtown and Waterfront area via the GATRA Plymouth Area Link hub on Memorial Drive, next to Memorial Hall. The map in Figure 3 illustrates the PAL routes throughout the town. Along with designated stops printed on the schedules, flag stops may be made anywhere along each route as long as it's safe for the bus to stop, board, and alight.

The Freedom Link and Liberty Link serve a looped route covering the northern end of town, serving Downtown Plymouth, West Plymouth Plaza and Walmart at Colony Place, the Independence Mall and Kingston Commuter Rail station, Cordage Park and the Plymouth Commuter Rail station, and residential areas. The routes for the Freedom Link and Liberty Link are identical, with the difference being that the Freedom Link operates counterclockwise around the loop while the Liberty Link operates clockwise.

The Mayflower Link operates on a largely northwest to southeast oriented route, between the Memorial Drive hub to the Stop and Shop in Manomet (near the intersection of Route 3A and Manomet Point Road). Along with major medical, shopping, and tourist destinations, this route also serves the Park and Ride lot at Route 3 and Long Pond Road (Exit 5), with connections to intercity travel via the Plymouth and Brockton Street Railway Company (P&B).

The Manomet/Cedarville Deviated Link is the only route that does not serve downtown Plymouth directly. The route is oriented from north to south, running between the Manomet Stop and Shop where it connects with the Mayflower Link, to Bruno's Corner in Cedarville (near the intersection of State Route (Route 3A) and Hedges Pond Road). This route primarily serves residential areas, along with some retail areas and the Ellisville State Park. Riders may request a pick-up or drop-off at any point within three-quarters of a mile of the main route, provided conditions allow.

Figure 3: GATRA Plymouth Area Link



## **Plymouth & Brockton Street Railway Company (P&B)**

The Plymouth & Brockton Street Railway Company (P&B) is a transportation company providing intercity motor coach service between Boston and Provincetown, with a major hub at the intermodal facility at Long Pond Road and Route 3 Exit 5. Service to Downtown Boston (Park Square), South Station, Logan Airport, and Hyannis is available from the P&B hub at Route 3 Exit 5. Local connections to the P&B hub are provided by GATRA.

## **Inventory of Bicycle and Pedestrian Facilities**

There are two main heavily traveled corridors by pedestrians in the Study area: the commercial Downtown, and the historic Waterfront. It was noted in the 2007 Plymouth Public Space Action Plan for the Downtown/Waterfront District that pedestrian movement through the Downtown (Main Street and Court Street) is most intense in the area of Leyden Street. This activity is consistent with a high concentration of retail businesses in that area, from Leyden Street northward to around Russell Street, although commercial activity extends well beyond this area.

### **Sidewalks and Walkways**

An inventory of sidewalks and walkways in and around Downtown Plymouth was collected via windshield survey method. Appendix A of this report contains a listing by street of sidewalks in the study area. All of the roadways evaluated in the study area had a sidewalk on at least one side of the roadway, with many having sidewalks on both sides. Width of the sidewalks varies generally from 3 to 5 feet, and surface types vary as well, with some concrete sidewalks and some asphalt. Condition was generally good, although cracking and uprooting was noted in spots.

A walkway is located along the waterfront, connecting parking lots on the waterfront side of Water Street to the boat launch and Town Pier area, although this walkway is not clearly signed and tourists may not be aware that it is there. In addition, clear connections between this walkway and sidewalks along Water Street are lacking.

The Plymouth Seaside Bike Path, which runs between Nelson Park and Hedge Road in North Plymouth, serves as a shared use path with many pedestrians taking advantage of it. The path serves as a potential biking and walking connection between Cordage Park and the Plymouth waterfront, however better connections are needed on both the north end and south end to make this a reality.

### ***Existing Pedestrian Levels of Service (PLOS) and Bicycle Level of Service (BLOS)***

The 2012 Regional Bicycle and Pedestrian Connectivity and Livability Study evaluated select roadways in Plymouth by measuring the Pedestrian Level of Service (PLOS) and Bicycle Level of Service (BLOS). Roadways were selected based on those that were identified as priority pedestrian connections through a consultation process with the Town. The maps in Figures 4 and 5 show the results of this PLOS and BLOS analysis. The majority of the roads evaluated in the study area (Route 3A, Cherry Street, and Samoset Street) resulted in poor levels of service. The main reason for these poor results is that there is very little separation between the vehicles, pedestrians, and bicyclists on these roadways.

Figure 4: Pedestrian Level of Service for Select Roadways, Plymouth

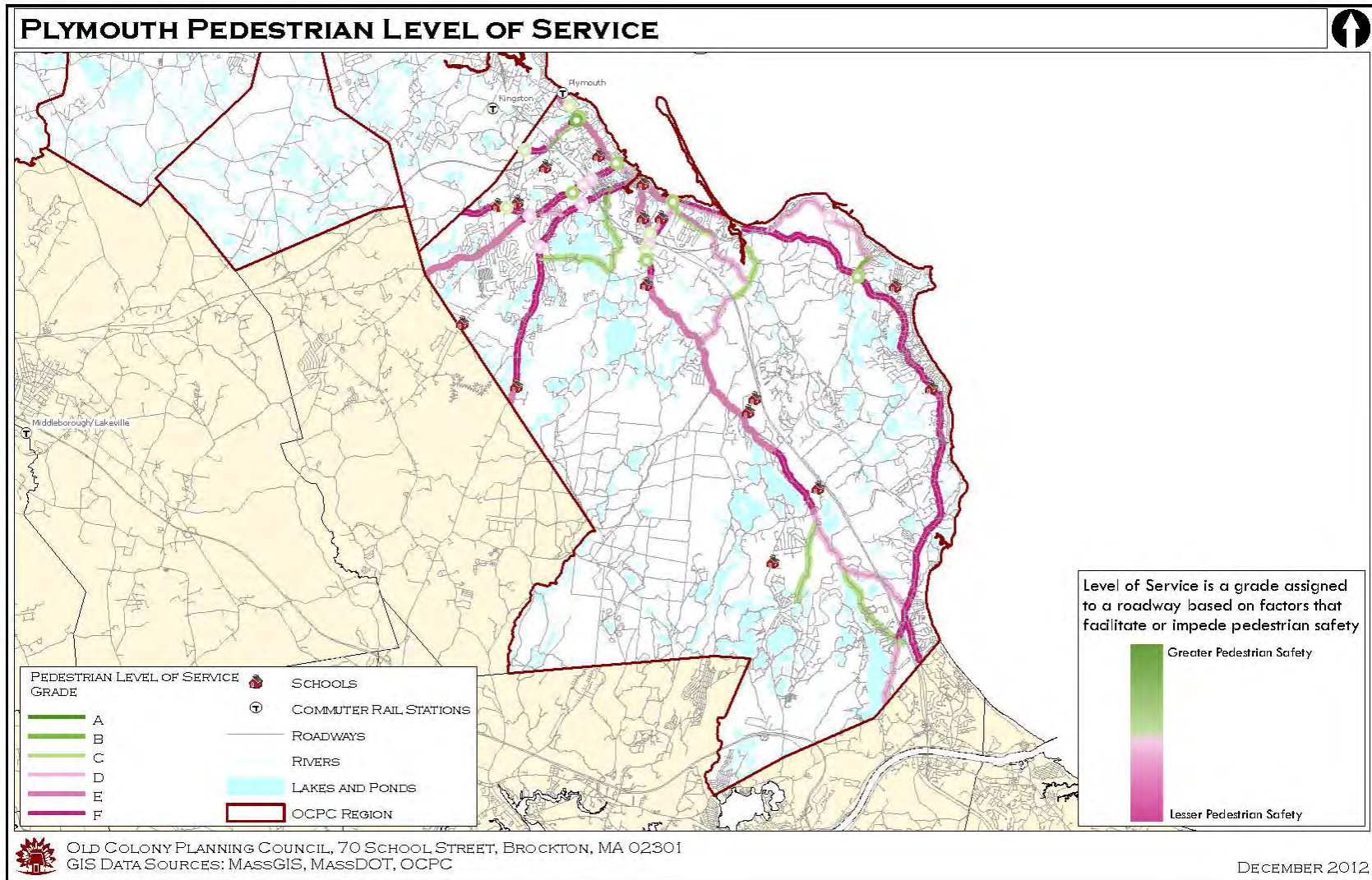
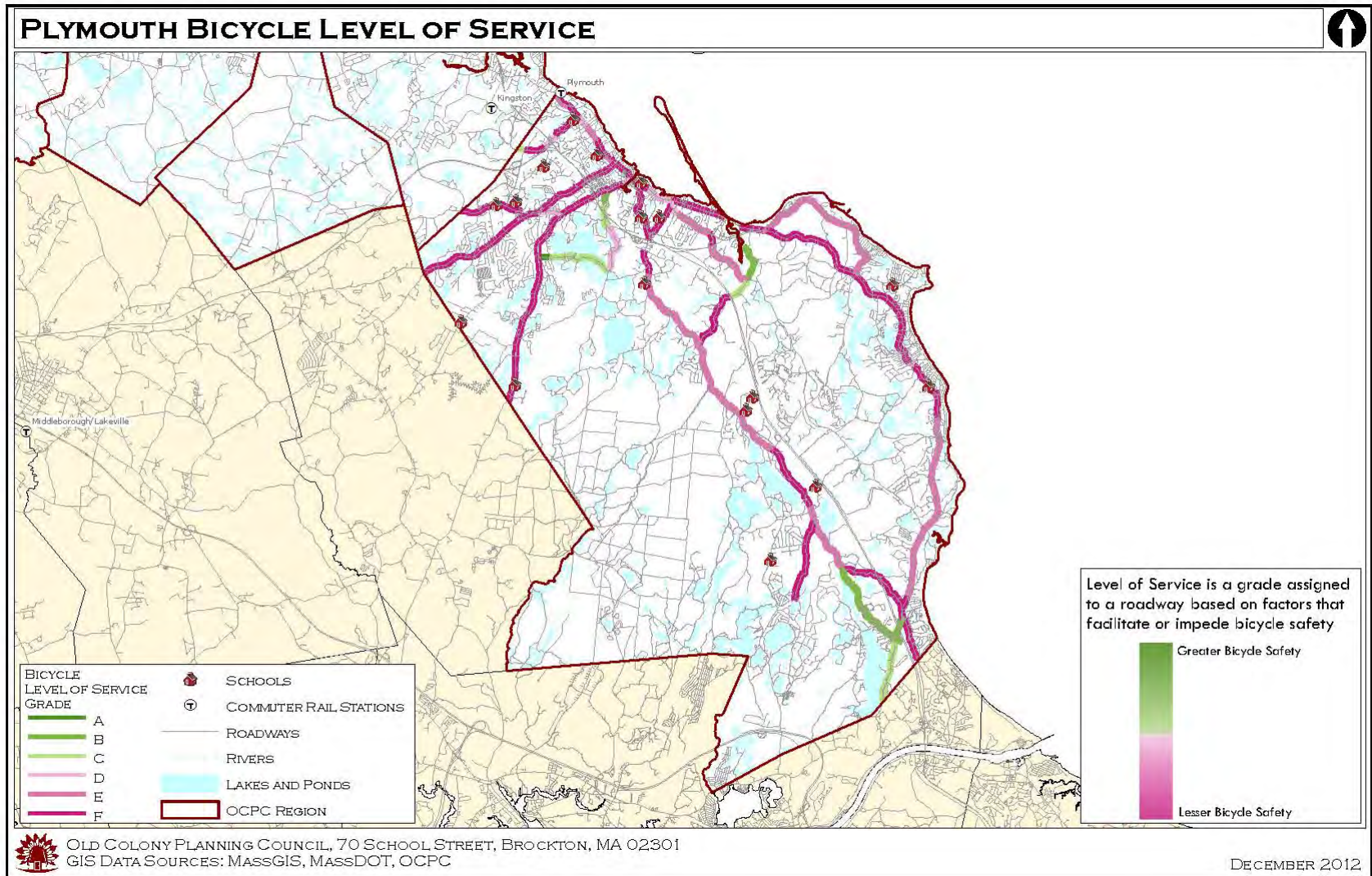


Figure 5: Bicycle Level of Service for Select Roadways, Plymouth



## Crosswalks

Crosswalks in and around Downtown Plymouth were inventoried and evaluated via a windshield survey method. The majority of intersections have a crosswalk crossing the side street entering the main street, and many mid-block crosswalks were noted in the study area, particularly along Water Street and Court Street / Main Street (Route 3A). Appendix B of this report contains a complete inventory of crosswalks in the study area.

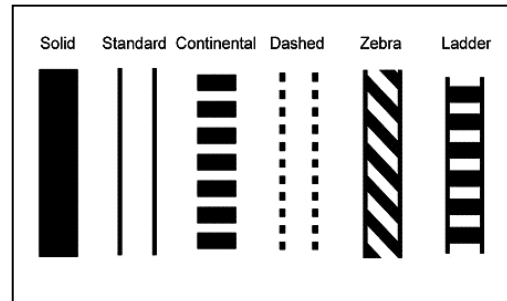


Figure 6: Crosswalk Types (Source: Federal Highway Administration)

Crosswalk types varied widely in the study area, including Continental, Ladder, Standard, and Solid Paint crosswalks. The Solid Paint crosswalks varied in color, including Red, Yellow, and Green (the Yellow crosswalks appeared to be specific to School crossing areas). There was also one brick crosswalk noted. The condition of many crosswalks was good, with good visibility for approaching motorists. However, some were quite faded and in need of repainting, particularly those crossing minor side streets coming into a main street.

Signage and accessibility ramps were inadequate at most of the crosswalks in the study area.

## Bicycle Paths and Storage

The Seaside Bike Path is the only dedicated off-road shared use trail serving the study area. The Path runs approximately 0.9 miles from Hedge Road in North Plymouth to the Nelson Park Recreation Area, just north of the Downtown/Waterfront area. Bicycle racks are provided in the Nelson Street Recreation Area.

Elsewhere, bicycle access is provided via the roadway system.

## Average (Non-Event) and Event Traffic Volumes and Levels of Service

### Water Street, South of Nelson Street

Analysis of recorded traffic data indicates overall traffic volumes are lower at this Water Street location during event days than they are for a typical summer Saturday. The data in Table 2 shows the volumes and directional splits for the non-event sample and event days, while Table 3 shows the differences in peak hour volumes and distribution. The largest traffic volume observed at this location occurred on the non-event Saturday in June, with substantially lower volumes recorded on event days.

**Table 2: Comparison of Daily Traffic Volume between Typical Saturday Conditions and Special Event Days for Water Street, South of Nelson Street**

	Volume	% Difference	Directional Split
Typical Saturday (6/4/11)	6,763	-	60% NB / 40% SB
Monday, July 4, 2011	6,062	-10.37%	47% NB / 53% SB
Saturday, August 27, 2011	4,284	-36.66%	54% NB / 46% SB
Saturday, November 19, 2011	3,699	-45.31%	61% NB / 39% SB

**Table 3: Peak Hour Conditions on Typical Saturday vs. Special Event Days**

	AM Peak Hour				PM Peak Hour			
	Hour	Volume	% Difference	Directional Split	Hour	Volume	% Difference	Directional Split
Typical Saturday (6/4/11)	11:00 AM	506	-	43% NB / 57% SB	3:00 PM	631	-	62% NB / 38% SB
Monday, July 4, 2011	11:00 AM	512	1.19%	37% NB / 63% SB	2:00 PM	498	-21.08%	43% NB / 57% SB
Saturday, August 27, 2011	11:00 AM	330	-34.78%	48% NB / 52% SB	12:00 PM	356	-43.58%	54% NB / 46% SB
Saturday, November 19, 2011	9:00 AM	260	-48.62%	77% NB / 23% SB	1:00 PM	433	-31.38%	64% NB / 36% SB

Independence Day (July 4, 2011) Traffic Conditions:

- Traffic pattern highly influenced by area street closures, with low traffic volumes through 11:00 AM
- Traffic volumes generally very consistent from 11:00 AM through 8:00 PM, with small spikes at 11:00 AM, 2:00 PM, and 5:00 PM
- Traffic predominantly southbound from 11:00 AM through 2:00 PM, then more evenly split through the afternoon and evening
- Traffic nearly all northbound after 10:00 PM following fireworks, as roadway is closed to southbound traffic

Plymouth Waterfront Festival (Saturday, August 27, 2011) Traffic Conditions:

- Bimodal distribution of traffic, with peaks occurring at 12:00 PM and 5:00 PM
- Traffic predominantly southbound during the morning hours, and northbound during the afternoon hours

Thanksgiving Celebration (Saturday, November 19, 2011) Traffic Conditions:

- Morning peak in traffic occurring in the 9:00 AM hour (predominantly southbound), followed by a lull likely influenced by street closures in area
- Traffic predominantly northbound in the afternoon
- Sharp decrease in traffic beginning at 5:00 PM

### Sandwich Street (Route 3A), South of Summer Street

Tables 4 and 5 summarize traffic data that was collected from Sandwich Street (Route 3A), south of Summer Street, on a typical non-event June Saturday and during the three major annual special events in 2011. Based on the data, traffic at this location was heaviest on the non-event June Saturday, with slightly lower volume during the Waterfront Festival in August, and substantially lower volume on Independence Day and for the Thanksgiving Celebration in November. Area roadway closures and detours may affect overall volume at this location on Independence Day and during the Thanksgiving Celebration.

**Table 4: Comparison of Daily Traffic Volume between Typical Saturday Conditions and Special Event Days for Sandwich Street (Route 3A), South of Summer Street**

	Volume	% Difference	Directional Split
<b>Typical Saturday (6/4/11)</b>	14,892	-	53% NB / 47% SB
<b>Monday, July 4, 2011</b>	11,942	-19.81%	57% NB / 43% SB
<b>Saturday, August 27, 2011</b>	13,654	-8.31%	56% NB / 43% SB
<b>Saturday, November 19, 2011</b>	10,169	-31.72%	52% NB / 48% SB

**Table 5: Peak Hour Conditions on Typical Saturday vs. Special Event Days**

	AM Peak Hour				PM Peak Hour			
	Hour	Volume	% Difference	Directional Split	Hour	Volume	% Difference	Directional Split
<b>Typical Saturday (6/4/11)</b>	11:00 AM	1,196	-	56% NB / 44% SB	12:00 PM	1,142	-	53% NB / 47% SB
<b>Monday, July 4, 2011</b>	8:00 AM	834	-30.27%	72% NB / 28% SB	4:00 PM	1,017	-10.95%	62% NB / 38% SB
<b>Saturday, August 27, 2011</b>	9:00 AM	927	-22.49%	63% NB / 37% SB	4:00 PM	1,051	-7.97%	57% NB / 43% SB
<b>Saturday, November 19, 2011</b>	8:00 AM	740	-38.13%	53% NB / 47% SB	4:00 PM	1,050	-8.06%	50% NB / 50% SB

Independence Day (July 4, 2011) Traffic Conditions:

- Traffic pattern highly influenced by area street closures, with low traffic volumes from 9:00 AM through 12:00 PM
- Spike in traffic at 8:00 AM, predominantly northbound
- Traffic very heavy through the afternoon and evening, with peaks at 1:00 and 4:00 PM
- Directional splits fairly even through early afternoon, then predominantly northbound in the later afternoon and evening
- Traffic predominantly southbound after 10:00 PM following fireworks

Plymouth Waterfront Festival (Saturday, August 27, 2011) Traffic Conditions:

- Rapid increase in traffic from 6:00 AM through 9:00 AM, then consistently heavy through 7:00 PM
- Traffic predominantly northbound through 7:00 PM



Thanksgiving Celebration (Saturday, November 19, 2011) Traffic Conditions:

- Morning peak in traffic occurring in the 8:00 AM hour, followed by a lull likely influenced by street closures in area
- At 2:00 PM, a large surge of northbound traffic occurred. Otherwise directional splits fairly even at most hours

### Sandwich Street (Route 3A), South of South Street

Tables 6 and 7 summarize traffic data that was collected from Sandwich Street (Route 3A), south of South Street, on a typical non-event June Saturday and during the three major annual special events in 2011. Of the four days evaluated, the heaviest traffic volume was recorded on Independence Day, which was 3.27 percent above that recorded on a June Saturday. Volumes were substantially lower on the day of the Waterfront Festival in August and even lower on the day of the Thanksgiving Celebration.

**Table 6: Comparison of Daily Traffic Volume between Typical Saturday Conditions and Special Event Days for Sandwich Street (Route 3A), South of South Street**

	Volume	% Difference	Directional Split
Typical Saturday (6/4/11)	12,734	-	51% NB / 49% SB
Monday, July 4, 2011	13,151	3.27%	50% NB / 50% SB
Saturday, August 27, 2011	11,689	-8.21%	51% NB / 49% SB
Saturday, November 19, 2011	10,567	-17.02%	49% NB / 51% SB

**Table 7: Peak Hour Conditions on Typical Saturday vs. Special Event Days**

	AM Peak Hour				PM Peak Hour			
	Hour	Volume	% Difference	Directional Split	Hour	Volume	% Difference	Directional Split
Typical Saturday (6/4/11)	11:00 AM	1,023	-	52% NB / 48% SB	3:00 PM	1,032	-	49% NB / 51% SB
Monday, July 4, 2011	11:00 AM	741	-27.57%	39% NB / 61% SB	12:00 PM	1,061	2.81%	31% NB / 69% SB
Saturday, August 27, 2011	11:00 AM	953	-6.84%	56% NB / 44% SB	12:00 PM	978	-5.23%	52% NB / 48% SB
Saturday, November 19, 2011	10:00 AM	1,032	0.88%	80% NB / 20% SB	1:00 PM	1,144	10.85%	19% NB / 81% SB

Independence Day (July 4, 2011) Traffic Conditions:

- Overall traffic volume is less influenced by the Independence Day Parade at this Sandwich Street location than at the location south of Summer Street, however directional patterns shift dramatically throughout the day
- Spikes in traffic at 8:00 AM, 12:00 PM, and 10:00 PM
- Only southbound traffic allowed after 10:00 PM following fireworks

Plymouth Waterfront Festival (Saturday, August 27, 2011) Traffic Conditions:

- Typical bell curve distribution of traffic, peaking in the 12:00 PM hour
- Traffic predominantly northbound in the morning hours, and predominantly southbound in the evening hours

Thanksgiving Celebration (Saturday, November 19, 2011) Traffic Conditions:

- Morning peak in traffic occurring in the 10:00 AM hour, followed by a lull likely influenced by street closures in area
- Traffic distribution skewed very heavily northbound through 11:00 AM, then southbound from 1:00 PM through 5:00 PM

### Summer Street, East of Oak Street

Tables 8 and 9 summarize traffic data that was collected from Summer Street, east of Oak Street, on a typical non-event June Saturday and during the three major annual special events in 2011. Of the four days evaluated, the heaviest traffic volume was recorded on Independence Day, which was 2.29 percent above that recorded on a June Saturday. Volumes were lower on the day of the Waterfront Festival in August and on the day of the Thanksgiving Celebration.

**Table 8: Comparison of Daily Traffic Volume between Typical Saturday Conditions and Special Event Days for Summer Street, East of Oak Street**

	Volume	% Difference	Directional Split
Typical Saturday (6/4/11)	11,652	-	51% EB / 49% WB
Monday, July 4, 2011	11,919	2.29%	51% EB / 49% WB
Saturday, August 27, 2011	11,042	-5.24%	48% EB / 52% WB
Saturday, November 19, 2011	9,347	-19.78%	35% EB / 65% WB

**Table 9: Peak Hour Conditions on Typical Saturday vs. Special Event Days**

	AM Peak Hour				PM Peak Hour			
	Hour	Volume	% Difference	Directional Split	Hour	Volume	% Difference	Directional Split
Typical Saturday (6/4/11)	11:00 AM	952	-	48% EB / 52% WB	3:00 PM	897	-	49% EB / 51% WB
Monday, July 4, 2011	11:00 AM	855	-10.19%	36% EB / 64% WB	12:00 PM	864	-3.68%	43% EB / 57% WB
Saturday, August 27, 2011	11:00 AM	1,006	5.67%	50% EB / 50% WB	12:00 PM	1,065	18.73%	42% EB / 58% WB
Saturday, November 19, 2011	9:00 AM	841	-11.66%	55% EB / 45% WB	3:00 PM	940	4.79%	42% EB / 58% WB

Independence Day (July 4, 2011) Traffic Conditions:

- Rapid increase in traffic from 7:00 AM through 10:00 AM
- Slight decrease in traffic volumes in the 10:00 AM hour, likely influenced by area roadway closures
- Traffic volumes peak in the 11:00 AM and 12:00 PM hours, and remain consistently heavy through 9:00 PM (a secondary peak occurs in the 6:00 PM and 7:00 PM hours)
- Traffic predominantly eastbound from 7:00 AM through 9:00 AM, and again from 5:00 PM through 8:00 PM
- Only westbound traffic allowed after 10:00 PM following fireworks

Plymouth Waterfront Festival (Saturday, August 27, 2011) Traffic Conditions:

- Overall typical bell curve distribution of traffic, peaking at 12:00 PM
- Traffic predominantly westbound away from the downtown from 12:00 PM through 3:00 PM

Thanksgiving Celebration (Saturday, November 19, 2011) Traffic Conditions:

- Bimodal distribution of traffic, with peaks at 9:00 AM and 3:00 PM
- Marked decrease in traffic from 10:00 AM through 1:00 PM, when roadway was closed to eastbound traffic
- Roadway has a heavier eastbound flow from 7:00 AM through 9:00 AM with visitors arriving into town. Traffic predominantly westbound away from town remainder of the day

**Summer Street, West of Oak Street**

Tables 10 and 11 summarize traffic data that was collected from Summer Street, west of Oak Street, on a typical non-event June Saturday and during the three major annual special events in 2011. Similar to the other Summer Street location (east of Oak Street), the heaviest traffic volume was recorded on Independence Day, which was 3.19 percent above that recorded on a June Saturday. Volumes were lower on the day of the Waterfront Festival in August and on the day of the Thanksgiving Celebration.

**Table 10: Comparison of Daily Traffic Volume between Typical Saturday Conditions and Special Event Days for Summer Street, West of Oak Street**

	Volume	% Difference	Directional Split
Typical Saturday (6/4/11)	10,471	-	41% EB / 59% WB
Monday, July 4, 2011	10,805	3.19%	40% EB / 60% WB
Saturday, August 27, 2011	9,809	-6.32%	38% EB / 62% WB
Saturday, November 19, 2011	10,179	-2.79%	39% EB / 61% WB

**Table 11: Peak Hour Conditions on Typical Saturday vs. Special Event Days**

	AM Peak Hour				PM Peak Hour			
	Hour	Volume	% Difference	Directional Split	Hour	Volume	% Difference	Directional Split
Typical Saturday (6/4/11)	11:00 AM	894	-	37% EB / 63% WB	3:00 PM	846	-	39% EB / 61% WB
Monday, July 4, 2011	11:00 AM	786	-12.08%	21% EB / 79% WB	12:00 PM	890	5.20%	27% EB / 73% WB
Saturday, August 27, 2011	11:00 AM	863	-3.47%	38% EB / 62% WB	12:00 PM	1,066	26.00%	29% EB / 71% WB
Saturday, November 19, 2011	10:00 AM	983	9.96%	70% EB / 30% WB	1:00 PM	1,193	41.02%	16% EB / 84% WB

Independence Day (July 4, 2011) Traffic Conditions:

- Trimodal distribution of traffic, with three discernable surges in traffic at 9:00 AM, 11:00 AM and 12:00 PM, and 10:00 PM.
- Traffic increased rapidly from 7:00 AM through 9:00 AM, and with exception of a marked decrease at 10:00 AM remained heavy and fairly consistent throughout day
- Eastbound (towards downtown) surges occurred at 9:00 AM, and again between 6:00 and 8:00 PM. Traffic was predominantly westbound at most other times
- Significant surge in westbound traffic at 11:00 AM and 12:00 PM, when drivers are diverted westbound away from Route 3A

Plymouth Waterfront Festival (Saturday, August 27, 2011) Traffic Conditions:

- Overall typical bell curve distribution of traffic, peaking at 12:00 PM
- Traffic predominantly westbound away from the downtown from 7:00 AM through midnight From 11:00 AM through 2:00 PM, westbound traffic flow is nearly double eastbound flow

Thanksgiving Celebration (Saturday, November 19, 2011) Traffic Conditions:

- Bimodal distribution of traffic, with peaks at 10:00 AM and 1:00 PM
- Marked decrease in traffic from 10:00 AM through 1:00 PM, when roadway was closed to eastbound traffic
- Roadway has a heavier eastbound flow at 9:00 AM and 10:00 AM with visitors arriving into town. Traffic predominantly westbound away from town remainder of the day

**Cherry Street, East of Industrial Park Road**

Tables 12 and 13 summarize traffic data that was collected from Cherry Street, east of Industrial Park Road, on a typical non-event June Saturday and during the three major annual special events in 2011. Unlike roadways closer to the downtown and waterfront area, volumes at this Cherry Street location were higher on both Independence Day and on the day of the Thanksgiving Celebration in November than on the “non-event” Saturday in June

**Table 12: Comparison of Daily Traffic Volume between Typical Saturday Conditions and Special Event Days for Cherry Street, East of Industrial Park Road**

	Volume	% Difference	Directional Split
Typical Saturday (6/4/11)	6,633	-	51% EB / 49% WB
Monday, July 4, 2011	7,531	13.54%	47% EB / 53% WB
Saturday, August 27, 2011	6,224	-6.17%	52% EB / 48% WB
Saturday, November 19, 2011	7,445	12.24%	50% EB / 50% WB

**Table 13: Peak Hour Conditions on Typical Saturday vs. Special Event Days**

	AM Peak Hour				PM Peak Hour			
	Hour	Volume	% Difference	Directional Split	Hour	Volume	% Difference	Directional Split
Typical Saturday (6/4/11)	11:00 AM	563	-	52% EB / 48% WB	4:00 PM	499	-	53% EB / 47% WB
Monday, July 4, 2011	11:00 AM	742	31.79%	24% EB / 76% WB	10:00 PM	871	74.55%	15% EB / 85% WB
Saturday, August 27, 2011	11:00 AM	532	-5.51%	58% EB / 42% WB	12:00 PM	604	21.04%	45% EB / 55% WB
Saturday, November 19, 2011	10:00 AM	613	8.88%	67% EB / 33% WB	1:00 PM	820	64.33%	31% EB / 69% WB

Independence Day (July 4, 2011) Traffic Conditions:

- Bimodal distribution of traffic, with discernable surges in traffic at 11:00 AM and 10:00 PM
- Very large (200 percent) increase in traffic from 7:00 AM through 8:00 AM
- Generally heaviest traffic volumes from 8:00 AM through 12:00 PM, with a slight decrease through the afternoon and evening, then a surge after the fireworks
- In the 8:00 and 9:00 AM hours, traffic is predominantly eastbound headed towards Standish Avenue and Route 3A. After 9:00 AM, pattern reverses and traffic is predominantly westbound, likely influenced by Route 3A closure. Traffic splits are relatively even in the afternoon through 5:00 PM, when another eastbound surge develops
- Very heavy westbound flow following the fireworks

Plymouth Waterfront Festival (Saturday, August 27, 2011) Traffic Conditions:

- Overall typical bell curve distribution of traffic, peaking at 12:00 PM
- Traffic splits relatively even most of day, although generally more westbound traffic than eastbound in the evening hours

Thanksgiving Celebration (Saturday, November 19, 2011) Traffic Conditions:

- With the exception of a sharp reduction in traffic in the 11:00 AM hour, general bell-curve distribution of traffic with peak in the 1:00 PM hour
- Traffic is predominantly eastbound towards Standish Avenue and Route 3A from 8:00 AM through 12:00 PM, followed by a large westbound exodus away from town from 12:00 PM through 3:00 PM. Traffic splits are relatively even at all other hours

**Standish Avenue, North of Samoset Street**

Tables 14 and 15 summarize traffic data that was collected from Standish Avenue, north of Samoset Street, on a typical non-event June Saturday and during the three major annual special events in 2011. Similar to Cherry Street, volumes at this Standish Avenue location were higher on both Independence Day and on the day of the Thanksgiving Celebration in November than on the “non-event” Saturday in June

**Table 14: Comparison of Daily Traffic Volume between Typical Saturday Conditions and Special Event Days for Standish Avenue, North of Samoset Street (Route 44)**

	Volume	% Difference	Directional Split
Typical Saturday (6/4/11)	2,389	-	49% NB / 51% SB
Monday, July 4, 2011	3,394	42.07%	50% NB / 50% SB
Saturday, August 27, 2011	2,223	-6.95%	52% NB / 48% SB
Saturday, November 19, 2011	3,296	37.97%	44% NB / 56% SB

**Table 15: Peak Hour Conditions on Typical Saturday vs. Special Event Days**

	AM Peak Hour				PM Peak Hour			
	Hour	Volume	% Difference	Directional Split	Hour	Volume	% Difference	Directional Split
Typical Saturday (6/4/11)	11:00 AM	215	-	51% NB / 49% SB	12:00 PM	173	-	51% NB / 49% SB
Monday, July 4, 2011	11:00 AM	397	84.65%	39% NB / 61% SB	10:00 PM	223	28.90%	46% NB / 54% SB
Saturday, August 27, 2011	11:00 AM	183	-14.88%	56% NB / 44% SB	12:00 PM	212	22.54%	62% NB / 38% SB
Saturday, November 19, 2011	10:00 AM	382	77.67%	41% NB / 59% SB	12:00 PM	369	113.29%	35% NB / 65% SB

Independence Day (July 4, 2011) Traffic Conditions:

- Rapid increase in traffic from the 7:00 – 8:00 AM hours, and remains very heavy through a peak in the 11:00 AM hour
- Volumes drop after 12:00 PM, with slightly lower volumes in the afternoon than a typical Saturday afternoon
- Surge in traffic at 10:00 PM following fireworks
- Heavy northbound flow in the 8:00 AM and 9:00 AM hours, followed by heavy southbound flow from 10:00 AM through 1:00 PM. Traffic spits relatively even at most other hours, although predominantly southbound following fireworks

Plymouth Waterfront Festival (Saturday, August 27, 2011) Traffic Conditions:

- Overall typical bell curve distribution of traffic, peaking at 12:00 PM
- Overall, slightly more northbound traffic than southbound traffic

Thanksgiving Celebration (Saturday, November 19, 2011) Traffic Conditions:

- Heavy traffic flow from 9:00 AM through 12:00 PM (roadway serving as an alternate route with Route 3A closure), with gradually tapering traffic volumes through the afternoon and evening
- Traffic flow is predominantly southbound, particularly during the morning hours

### South Street, North of Obery Street

Tables 16 and 17 summarize traffic data that was collected from South Street, north of Obery Street, on a typical non-event June Saturday and during the three major annual special events in 2011. Traffic at this location was considerably less on Independence Day and on the Saturday of the Waterfront Festival than on the non-event Saturday in June. For the day of the Thanksgiving Celebration, volumes were slightly lower although fairly comparable to the June Saturday traffic.

**Table 16: Comparison of Daily Traffic Volume between Typical Saturday Conditions and Special Event Days for South Street, North of Obery Street**

	Volume	% Difference	Directional Split
<b>Typical Saturday (6/4/11)</b>	12,699	-	54% NB / 46% SB
<b>Monday, July 4, 2011</b>	11,283	-11.15%	60% NB / 40% SB
<b>Saturday, August 27, 2011</b>	11,699	-7.87%	55% NB / 45% SB
<b>Saturday, November 19, 2011</b>	12,415	-2.24%	54% NB / 46% SB

**Table 17: Peak Hour Conditions on Typical Saturday vs. Special Event Days**

	AM Peak Hour				PM Peak Hour			
	Hour	Volume	% Difference	Directional Split	Hour	Volume	% Difference	Directional Split
<b>Typical Saturday (6/4/11)</b>	11:00 AM	1,128	-	57% NB / 43% SB	12:00 PM	1,085	-	53% NB / 47% SB
<b>Monday, July 4, 2011</b>	9:00 AM	798	-29.26%	74% NB / 26% SB	12:00 PM	922	-15.02%	44% NB / 56% SB
<b>Saturday, August 27, 2011</b>	11:00 AM	1,220	8.16%	55% NB / 45% SB	12:00 PM	1,439	32.63%	61% NB / 39% SB
<b>Saturday, November 19, 2011</b>	10:00 AM	1,496	32.62%	77% NB / 23% SB	3:00 PM	1,014	-6.54%	45% NB / 55% SB

Independence Day (July 4, 2011) Traffic Conditions:

- Traffic became heavy at 8:00 AM, and remained heavy for the remainder of the day through midnight
- Multiple “spikes” in traffic throughout the day (9:00 AM, 11:00 AM, 5:00 PM, 10:00 PM)
- Traffic predominantly northbound for most hours of the day, except in the 11:00 AM and 12:00 PM hours

Plymouth Waterfront Festival (Saturday, August 27, 2011) Traffic Conditions:

- Overall typical bell curve distribution of traffic, peaking at 12:00 PM
- More northbound traffic than southbound at nearly every hour of the day

Thanksgiving Celebration (Saturday, November 19, 2011) Traffic Conditions:

- Very discernable spike in traffic at 10:00 AM, with nearly three times as much northbound traffic than southbound
- Traffic predominantly northbound through the morning, then predominantly southbound through the midday and afternoon

### Samoset Street (Route 44), East of Royal Street

Tables 18 and 19 summarize traffic data that was collected from Samoset Street (Route 44), east of Royal Street, on a typical non-event June Saturday and during the three major annual special events in 2011. The highest traffic volumes observed at this location were on the non-event June Saturday, with lower volumes on event days (although fairly comparable volume on Independence Day).

**Table 18: Comparison of Daily Traffic Volume between Typical Saturday Conditions and Special Event Days for Samoset Street (Route 44), east of Royal Street**

	Volume	% Difference	Directional Split
<b>Typical Saturday (6/4/11)</b>	19,036	-	51% EB / 49% WB
<b>Monday, July 4, 2011</b>	18,758	-1.46%	57% EB / 43% WB
<b>Saturday, August 27, 2011</b>	17,468	-8.24%	52% EB / 48% WB
<b>Saturday, November 19, 2011</b>	17,093	-10.21%	54% EB / 46% WB

**Table 19: Peak Hour Conditions on Typical Saturday vs. Special Event Days**

	AM Peak Hour				PM Peak Hour			
	Hour	Volume	% Difference	Directional Split	Hour	Volume	% Difference	Directional Split
<b>Typical Saturday (6/4/11)</b>	10:00 AM	1,157	-	54% EB / 46% WB	4:00 PM	1,346	-	48% EB / 52% WB
<b>Monday, July 4, 2011</b>	8:00 AM	1,125	-2.77%	74% EB / 26% WB	4:00 PM	1,295	-3.79%	59% EB / 41% WB
<b>Saturday, August 27, 2011</b>	10:00 AM	1,320	14.09%	58% EB / 42% WB	3:00 PM	1,258	-6.54%	51% EB / 49% WB
<b>Saturday, November 19, 2011</b>	9:00 AM	1,175	1.56%	78% EB / 22% WB	5:00 PM	1,289	-4.23%	34% EB / 46% WB

Independence Day (July 4, 2011) Traffic Conditions:

- Traffic became heavy at 8:00 AM, and remained heavy for the remainder of the day through midnight
- Majority of traffic is eastbound towards the downtown and waterfront, except from 11:00 AM through 1:00 PM when there is more westbound traffic, and after 9:00 PM when the roadway is for westbound traffic only

Plymouth Waterfront Festival (Saturday, August 27, 2011) Traffic Conditions:

- Bimodal distribution of traffic, with a peak at 10:00 AM and another peak at 3:00 PM
- Traffic is predominantly eastbound towards the downtown and waterfront during the morning hours, and then fairly even distributed between eastbound and westbound the remainder of the day

Thanksgiving Celebration (Saturday, November 19, 2011) Traffic Conditions:

- Bimodal distribution of traffic, with a peak at 8:00 and 9:00 AM and another peak from 4:00 PM through 7:00 PM
- Traffic distribution very heavily skewed eastbound in the morning hours, with 3-5 times more traffic headed eastbound than westbound in the 9:00 and 10:00 AM hours



- In the afternoon and most of the evening, traffic is predominantly westbound, with the exception of 5:00 through 8:00 PM when again there is more eastbound traffic

### **Samoset Street (Route 44), West of Allerton Street**

Tables 20 and 21 summarize traffic data that was collected from Samoset Street (Route 44), west of Allerton Street, on a typical non-event June Saturday and during the three major annual special events in 2011. The highest traffic volumes observed at this location were on the non-event June Saturday, with lower volumes on event days.

**Table 20: Comparison of Daily Traffic Volume between Typical Saturday Conditions and Special Event Days for Samoset Street (Route 44), west of Allerton Street**

	Volume	% Difference	Directional Split
<b>Typical Saturday (6/4/11)</b>	17,689	-	51% EB / 49% WB
<b>Monday, July 4, 2011</b>	14,744	-16.65%	57% EB / 43% WB
<b>Saturday, August 27, 2011</b>	16,282	-7.95%	51% EB / 49% WB
<b>Saturday, November 19, 2011</b>	14,378	-18.72%	56% EB / 44% WB

**Table 21: Peak Hour Conditions on Typical Saturday vs. Special Event Days**

	AM Peak Hour				PM Peak Hour			
	Hour	Volume	% Difference	Directional Split	Hour	Volume	% Difference	Directional Split
<b>Typical Saturday (6/4/11)</b>	11:00 AM	1,206	-	54% EB / 46% WB	4:00 PM	1,279	-	46% EB / 54% WB
<b>Monday, July 4, 2011</b>	8:00 AM	907	-24.79%	76% EB / 24% WB	1:00 PM	1,136	-11.18%	57% EB / 43% WB
<b>Saturday, August 27, 2011</b>	11:00 AM	1,242	2.99%	56% EB / 44% WB	12:00 PM	1,262	-1.33%	45% EB / 55% WB
<b>Saturday, November 19, 2011</b>	9:00 AM	1,137	-5.72%	79% EB / 21% WB	4:00 PM	1,187	-7.19%	42% EB / 58% WB

Independence Day (July 4, 2011) Traffic Conditions:

- A spike in traffic was observed in the 8:00 and 9:00 AM hours (predominantly eastbound towards the Downtown and Waterfront), followed by a lull in the 10:00 and 11:00 AM hours
- Traffic volumes increased rapidly in the 12:00 PM hour, and remained very heavy through 7:00 PM. Traffic predominantly eastbound in this timeframe
- Spike in traffic after 10:00 PM (following fireworks), nearly all westbound as roadway is closed to eastbound traffic

Plymouth Waterfront Festival (Saturday, August 27, 2011) Traffic Conditions:

- Traffic increased rapidly from 7:00 AM through 11:00 AM, and was predominantly eastbound towards the Downtown and Waterfront area
- Traffic volumes remained consistently heavy through 5:00 PM, with a gradual decrease thereafter

Thanksgiving Celebration (Saturday, November 19, 2011) Traffic Conditions:

- Bimodal distribution of traffic, with a peak at 9:00 AM and another peak from 4:00 PM through 7:00 PM
- Traffic distribution very heavily skewed eastbound in the morning hours, with 4-5 times more traffic headed eastbound than westbound in the 9:00 and 10:00 AM hours

## **Planned Projects and Improvements**

### **Plymouth Intermodal Transportation Center**

The Town of Plymouth and the Plymouth Growth and Development Corporation have been working with the Greater Attleboro Taunton Regional Transit Authority (GATRA) to design an intermodal transportation center for the site behind Memorial Hall, adjacent to GATRA's current hub for Plymouth Area Link (PAL) service. Preliminary design indicates the transportation center will include sheltered bays for GATRA, Plymouth & Brockton, and private charter motor coaches on the ground floor with parking levels above.

### **Reconstruction of Water Street and Roundabout at Park Avenue / Town Pier**

The Town of Plymouth has conceptual plans to reconstruct Water Street along the Waterfront, along with improvements to the Water Street roundabout at Park Avenue and the Town Pier. Such improvements would be designed to better improve pedestrian and bicycle mobility through this area, as well as to improve traffic flow.

### **Reconstruction of Samoset Street (Route 44)**

The reconstruction of Samoset Street, from Route 3 Northbound / Westerly Road to Water Street, was programmed in the FFY 2013 Old Colony Transportation Improvement Program. The project entails the full reconstruction of Samoset Street and will provide fully ADA compliant 5.5-foot sidewalks and accessibility ramps on both sides of the road, 11 foot travel lanes, and 4 foot wide bicycle friendly shoulders.

The project also includes the full signalization of the Samoset Street at Standish Avenue/Chestnut Street intersection.

### **Cordage Park Redevelopment**

Plans for the redevelopment of the Cordage Park area have been proposed for some time, although specific plans and a potential time-frame of any redevelopment are unknown at this time. It is likely the redevelopment would include a mixture of residential and commercial space, including potential hotel and marina space.

### **Sidewalk Improvements**

The Town of Plymouth has an annual capital improvement plan that includes maintenance and/or reconstruction of existing sidewalks, as well as the construction of new sidewalks. The Town has plans to address sidewalks on Samoset Street (sidewalks are included in the Samoset Street reconstruction project) and Water Street. Such improvements would increase mobility and safety for pedestrians in and around the Downtown and Waterfront areas and are a crucial component for preparing for special event crowds.

## Needs and Opportunities

### Water Shuttle

The proximity of the Downtown to the waterfront and several piers makes water shuttles a convenient and potentially attractive transportation option for attracting visitors from other coastal locations. The Plymouth Water Transportation Study, prepared in 2006, identified the Town Pier as the most preferable location for water-borne transportation operations. The State Pier and T-Wharf (both located close to the Town Pier), as well as Cordage Park were other options explored.

### Boston (Rowes Wharf) – Plymouth

Rowes Wharf in Boston is a major water transportation terminal near Downtown Boston, hosting both public water shuttle service (MBTA) and private charters. Rowes Wharf's proximity to the financial district of Boston, major hotels, commercial development, and MBTA subway and commuter rail connections makes the terminal attractive for both commute travel as well as tourism based travel.

### Fisherman's Wharf, Provincetown – Plymouth

Privately operated seasonal water ferry service between Provincetown and Plymouth currently exists. The service is mainly provided for Plymouth-based travelers headed to Provincetown for day trips. The potential exists for expanded service between Provincetown and Plymouth, particularly for special events. The Town may explore working with private operators to provide service for tourists from Lower Cape Cod to special events in Plymouth.

### Hingham (Hewitt's Cove) – Plymouth

Hewitt's Cove is a water transportation terminal at the former Hingham Shipyard, located on Route 3A in Hingham. It is an intermodal facility, with a 1,840 space parking facility and connections to MBTA local bus service. Hewitt's Cove is another potential site from which to operate a water shuttle to Plymouth during special events.

## Intelligent Transportation Systems Opportunities

### Variable Message Signage

Variable Message Signs (VMS) are a widely used tool for managing traffic congestion and special events related traffic. They can be either permanent stations located at key areas, or trailer-mounted portable signs that can be deployed nearly anywhere. Variable message signs should be a major component of any special events traffic management plan for Plymouth (locally) and MassDOT (regional highways) to alert visitors on best roadways to use, where parking is available, and on any roadway and/or parking facility closures that may be put in place.

### Massachusetts 511

Massachusetts 511 is an existing real time traveler information system that provides traffic information for highways statewide (including Route 3), roadways in and around Boston, and updates from the Steamship Authority. Travelers can access this real-time information by

dialing 511 on their cell phones, by calling a local number from a landline, or also on the internet.

The system will currently alert drivers to any closures of major incidents that affect Route 3, including the highway interchanges in Plymouth. There may be potential for the Town to work with the State in order to provide critical information for travelers regarding special events in Plymouth.

### **Dedicated Plymouth 400 Phone Line and/or Website**

The Town of Plymouth and Plymouth 400 organizers may consider creating a dedicated phone line and/or website that would provide tourists with traffic and parking information needed for a productive and enjoyable visit. Such phone lines can be updated with recorded announcements concerning traffic and parking developments, and similarly a website can be updated as well.

### **Highway Advisory Radio (HAR)**

The use of a Highway Advisory Radio (HAR) station (also known as Travelers Information Stations (TIS)) is another option that the Town of Plymouth and its partners could employ to advise tourists of traffic and parking information during special events. An HAR is a Federal Communications Commission (FCC) licensed low powered AM radio station used specifically for updating motorists and tourists with pertinent travel information.

The Massachusetts Steamship Authority currently uses HAR to update tourists on travel information and parking supply. Additionally, MassDOT has previously used HAR in large-scale projects and events, such as the I-93 “Fast 14” bridge replacement project.

### **Remote Video Surveillance**

Remote video surveillance of major roadways and busy pedestrian areas can be a useful tool in evaluating real-time conditions and can assist in making transportation decisions, such as detours or closures. Remote video can be achieved through permanently installed video cameras at key locations, or through the deployment of portable cameras, typically installed on an extendable mast attached to a vehicle. Remote video surveillance is often used by law enforcement during large scale events, and also has been used in traffic events, such as the I-93 “Fast 14” bridge replacement project.

### **Traffic Signal Systems**

Traffic signals are perhaps the most common form of controlling and managing traffic at high demand intersections. Traffic signals are typically deployed only at intersections at which conditions are such that they satisfy warrants identified in the Manual on Uniform Traffic Control Devices (MUTCD). A series of traffic signals in close proximity to each other on a corridor such as Route 3A or Samoset Street can be enhanced through coordination or adaptive systems to better manage high travel demand along those corridors. Individual traffic signal systems can be manually overridden and operated by law enforcement or a transportation official on the ground.

### ***Adaptive Traffic Signals***

Adaptive signal control systems coordinate control of traffic signals across a signal network, adjusting the lengths of signal phases based on prevailing traffic conditions. These systems are helpful in managing traffic during times of high demand as they automatically adjust to real-time conditions.

### ***Coordinated Traffic Signals***

A coordinated traffic signal system is a series of individual traffic signals that are connected to each other through one or more controllers and programmed to allow for the smooth progression of traffic through the corridor. Coordinated traffic signal systems are often used in downtown areas, around highway interchanges, and around commercial districts where there may be several signalized intersections in succession through a corridor.

### ***Manual Override of Programmed Phasing***

The manual override of a traffic signal system is the least expensive and most simple of all options available for managing traffic through signalized systems. The manual override can be achieved through a variety of ways. In some cases, law enforcement or a transportation official physically controls the phases on the traffic signal. In other cases, the traffic signal is turned off or put in “flashing mode”, and law enforcement directs traffic through the intersection. Overriding traffic signals is typically only done when the demand is such that the signal system cannot accommodate the traffic, or when roadway closures and detours are put in place.

## Traffic Management Strategy Plan

### Existing Regional and National Practices

The following is a review of traffic and parking management currently being employed for regional and national events.

#### Massachusetts Steamship Authority

The Massachusetts Steamship Authority is a good example of an agency deploying a traffic management system to accommodate large visitor demands. The Steamship Authority's busiest terminal is Woods Hole, which provides ferry service between Woods Hole and Martha's Vineyard. Since parking is very limited at the Woods Hole terminal (special permit holders and ADA parking only), the Authority uses satellite parking lots and a shuttle bus system to transport visitors between those satellite lots and the ferry terminal. Parking lots are opened based on demand, with the closest lots opening first, followed by more distant lots when demand necessitates.

The Steamship Authority deploys a variety of methods to inform visitors of real-time parking information, including:

- Variable Message Signage
- Dedicated Real-Time Parking Information Line
- Massachusetts 511
- Dedicated Visitor Information AM Radio Station
- Website (both traditional and mobile device versions)

#### Marshfield Saint Patrick's Day Road Race

Each year in March, the Town of Marshfield hosts a road race in the Brant Rock section of town that attracts thousands of runners and spectators. To accommodate crowds, the Brant Rock Esplanade area is closed off by police and made a "car free area". Parking is strictly prohibited in the esplanade area. The Town directs visitors to use satellite parking areas. Some are within walking distance of the Brant Rock Esplanade; however the Town also uses local elementary schools some distance away as satellite parking areas, and shuttles visitors between the school areas and the race. The Town and event organizers have found success with this system of making the Esplanade area a "car free zone" and deploying the satellite parking system.

#### Presidential Inauguration

The Presidential Inauguration held in Washington, DC presents many challenges in terms of not only security but also traffic control and travel demand management. The January 2014 issue of the *ITE Journal* included an article by Soumya S. Dey and Eulois Cleckley, titled "*Transportation Planning and Operations for the Inauguration of the President of the United States*" that summarized transportation planning and operations supporting the Presidential Inauguration and what lessons were learned. The following were key features to the 2013 Presidential Inauguration:

- Road Closures: A cordon was set up around the parade route and center of main activity, which went into effect midnight the day of the event. “No Parking” signs within the cordoned area went up 72 hours ahead of the event
- Commuter Rail: Specially planned and designated trains were used to transport visitors to the inauguration from several points outside the District of Columbia. Seats on these trains were reserved, and the ticket buyer needed to select which train(s) they would be riding on at the time of the ticket purchase
- Walking: Recognizing that walking would be a critical mode of transportation given road closures, a detailed walking map was developed to assist visitors. A “Walk-Out Plan” was also developed. Recognizing that an emergency evacuation would involve thousands of pedestrians, a plan was put in place identifying the needed resources to assist with such an evacuation. The walking plan and detailed maps ensured people arriving on tour busses knew how to get to the events
- Bicycles: Special parking areas and corrals were created to accommodate the parking of hundreds of bicycles. Bicyclists were responsible for parking and securing their own bikes
- Water Taxi: The District Department of Transportation coordinated with private water ferry companies which provided ferry service from piers in the region to the Inauguration, via the Potomac
- Tour Bus Plan: Special areas were designated for tour busses, and walking plans were coordinated with these tour bus areas

In their article, Dey and Cleckley identified the following as lessons that were learned during the transportation planning and operations for the Presidential Inauguration:

- Finding Common Ground: Planning and coordination for an event as large as the Presidential Inauguration requires cooperation from agencies and authorities that often have conflicting missions and priorities. The authors state that it was important for the different agencies to be sensitive to the backgrounds of each other, and identify a common goal early on that everyone is working towards
- Develop The Plan Early: Identifying all stakeholders and bringing everyone together to develop the plan earlier rather than later ensure that all components of the plan will interface effectively with each other
- Exercise the Plan: Practicing components of the plan ahead of time allows for revision and fine tuning as necessary, as well as helps train staff
- Plan for Contingencies: It is important to ensure that plans are in place for various contingencies
- Communicate a Common and Unified Message: Effective communication between agencies and the public is key
- Manage Expectations: Advise the public ahead of time of factors such as long walks, large crowds and long waits, weather, and security restrictions
- Ensure Sufficient “Boots on the Ground”: It is crucial to have enough personnel on the ground to assist visitors, particularly those who may not be familiar with the area



- Learn From The Past: Prepare post-event reports, and learn from past events to better plan for future events
- De-Conflict Modes: The Plan should strive to minimize conflicts between modes (private passenger vehicles, busses, taxis, pedestrians, and bicyclists) to ensure safety and also better manage congestion

## Challenges

### Funding

*“Who is going to pay for it?”* This is typically one of the first questions asked when talking about transportation improvements and travel demand management, and one of the most challenging to answer. This Plan has identified needs and alternatives that generally fit into one of two categories: Infrastructure, and Operations. Costs for infrastructure needs include planning, design, and construction, and can be funded through traditional avenues for transportation infrastructure funding. Operations costs can be more complex, including but not limited to acquisition of physical capital (shuttle busses, ferries, etc.), labor, insurance, energy (fuel, lighting of facilities, etc.).

### Infrastructure Funding

The Town of Plymouth can use its available funds through the Chapter 90 Program to make transportation improvements such as sidewalks and improved pedestrian connections.

The Town may also choose to pursue larger scale roadway improvements, such as the potential signalization of currently un-signalized intersections and the coordination of existing traffic signals, through the Transportation Improvement Program (TIP). However, the Transportation Improvement Program is a limited resource, and is competitive through the ranking of existing project proposals and available funding. There is no guarantee a project initiated through the Transportation Improvement Program could be constructed by the time of 2020.

State and Federal grants, such as the Massachusetts MassWorks Infrastructure Program, may also be available for infrastructure projects within the Town of Plymouth.

### Operations Funding

Plymouth 400 Incorporated has been created as a non-profit organization charged with the mission of not only organizing signature events in the year 2020 to commemorate the 400<sup>th</sup> anniversary of the landing by Pilgrim settlers from England, but also fundraising for these events. Fundraising through a variety of means has been ongoing and will continue as the Town moves towards 2020. Other funding has been secured from the Commonwealth of Massachusetts, Department of Business Development, the Massachusetts Office of Travel and Tourism, and the Plymouth Area Chamber of Commerce. However, the cost of travel demand management is likely to exceed what is available through these grants and private contributions.

A combination of public funding, private funding through fundraising and sponsorships, and user fees will likely be necessary to fund travel demand management for large-scale special events in the Town of Plymouth.

## **Physical Capital**

Implementing a comprehensive traffic management plan for large scale events requires a large inventory of physical capital: ranging from busses and shuttle vehicles for shuttling visitors to and from remote parking areas, to portable variable message signs, cones, barrels, and barricades. Potential large scale events for Plymouth 400, particularly those that may present security challenges, could require a larger stock currently employed for existing events. Such capital can be acquired directly through purchase, or borrowing from other towns and departments are possible through mutual agreements.

## **Staffing**

Sources of labor should be identified early in the planning process for a Traffic Management Plan. A shuttle system will require availability of licensed drivers to operate busses, as well as staff at parking lots to direct parking and assist tourists.

## **Jurisdiction**

The potential components of a Traffic Management Plan identified in this Plan cross multiple jurisdictions, including but not limited to the Town of Plymouth, the Massachusetts Department of Transportation (MassDOT), the Greater Attleboro Taunton Regional Transit Authority (GATRA), and the Massachusetts Bay Transportation Authority (MBTA). All jurisdictional issues will need to be identified early in the process, and may require formal agreements between jurisdictions. Coordination amongst the Plymouth Police Department and Massachusetts State Police will also be crucial.

## **Recommendations**

The following are recommendations that could be implemented that could improve both traffic flow and safety for large scale events in Plymouth, particularly those that could occur as part of the Plymouth 400 celebration in 2020.

### **Promote Existing Parking Supply (Off Water Street)**

The Waterfront is the central focus of both general tourism and special events hosted in Plymouth. The location of parking lots along Water Street creates an area of traffic congestion and safety concerns as it results in a heavy traffic flow conflicting with a large number of pedestrians. Meanwhile, there are other existing parking lots and spaces managed by Park Plymouth that are located in other areas of the Downtown that visitors may not be aware of. Efforts should be made to promote the use of these other parking areas.

### **Implement Satellite Parking and Shuttle System**

A common theme amongst other existing traffic management plans for regional and national events is the use of satellite parking and a shuttle system to transport visitors between the parking areas and the event. Plymouth has several areas that could serve as satellite parking areas for special events, including:

- Plymouth North High School
- MBTA Commuter Rail Parking Lots (Plymouth and Kingston)
- Plymouth South High School
- Park-and-Ride Lots (Commerce Way; Route 3, Exit 5)

There are also large private parking lots associated with commercial development that could potentially be used for satellite parking depending upon agreements between the Town and Owners.

### **Enhance Pedestrian Connections Between Parking Areas and Waterfront**

Pedestrian connections between parking areas and the waterfront should be clearly defined and accommodating to all users, including those who may be disabled or be using strollers. Sidewalks should be a minimum of five feet wide, and have a smooth surface free of uprooting from nearby trees. Signage should identify direction to the Waterfront, and similarly back to the parking areas from the Waterfront. These walkways should be well lit to accommodate visitors departing the area at night.

### **Promote Use of Existing Transit**

The Greater Attleboro Taunton Regional Transit Authority (GATRA) is currently providing service to the Downtown from other areas within town, including the Route 3 and Exit 5 Park and Ride and the MBTA facilities. Additionally, the Plymouth & Brockton Street Railway Company (P&B) is providing regional service from Boston, the South Shore, and Cape Cod to Plymouth. With the development of an intermodal transportation center Downtown, Plymouth and Brockton will be providing service directly to the Downtown. Use of these transit options should be promoted to reduce vehicular traffic to the Downtown during special events.

### **Expand Use of Intelligent Transportation Systems**

Intelligent Transportation System technology provides a great tool for relaying information to tourists and for traffic management. Event organizers should consider the implementation of some of this technology, such as the use of Massachusetts 511, websites, and variable message signage.

## Implementation Plan

### Immediate

#### Re-Establish Transportation and Parking Stakeholder Committee

A Transportation and Parking Committee should serve as a critical component not only for planning operations around existing annual events, but planning for Plymouth 400 events in 2020 as well. Meetings of the Committee should not only take place in advance of events to plan accordingly for them, but post-event meetings should be held as well to review operations during the event and identify areas that can be improved. Those stakeholders with “boots on the ground” during events have the best knowledge of needs and can provide crucial input on areas that can be improved. Such a Committee would likely include but may not necessarily be limited to the following stakeholders:

- Plymouth Police Department
- Massachusetts State Police and Plymouth County Sheriff’s Department
- Plymouth Fire Department
- Plymouth Department of Public Works
- Plymouth Department of Planning and Development
- Greater Attleboro Taunton Regional Transit Authority (GATRA)
- Plymouth & Brockton Street Railway Company (P&B)
- Park Plymouth
- Massachusetts Department of Transportation (MassDOT)

### Short Term

#### Expand Public Information Outreach Efforts

Many visitors to Plymouth may not be aware of available parking areas serving the Downtown and Waterfront area, or alternatives to driving directly to the Waterfront. This can result in driver confusion and congestion as visitors search for parking. A Public Outreach Plan to should be a component in every event hosted in the Town of Plymouth. This Outreach Plan should make use of traditional media (newspapers; radio; local television) and social media (Websites; Facebook; Twitter; YouTube, etc.) to inform visitors of parking areas, particularly satellite parking areas, available to them as well as transit options. If they are familiar with other parking areas prior to their visit, visitors may be willing to park a further distance away from the Waterfront and walk to their destination in return for less traffic and easier parking.

#### Acquire Portable Variable Message Signs and Other Physical Inventory

Portable variable message signs serve as a very valuable tool for relaying information to visitors and for managing traffic and parking. These signs can be deployed nearly anywhere due to their portable nature and relative compact size, and the messages can be updated as conditions warrant. Those agencies responsible for traffic and parking control should maintain an adequate supply for serving existing annual events, and determine sources for VMS signs for potentially larger events celebrating Plymouth 400. Agencies may choose to acquire their own signs through purchasing them, or secure plans to borrow and share with other entities.

Along with portable variable message signs, the Town should also ensure an adequate supply of other physical inventory for traffic and parking control, such as cones, barrels, barricades, etc.

### **Expand Use of Remote Parking Opportunities**

The need for remote parking may increase as the size and scope increase with potential events celebrating Plymouth 400. Organizers of existing events should gradually expand and promote the use of remote parking areas prior to Plymouth 400. Doing so will both better inform the public of parking options, and also allow event organizers to fine tune plans.

## **Long Term**

### **Route 3 at Long Pond Road / South Street (Exit 5) Interchange**

The interchange of Route 3 at Long Pond Road and South Street (Exit 5) serves as a gateway to the Downtown and Waterfront area for travelers arriving from the south and west. Additionally, the interchange serves the Plymouth County Courthouse; Plymouth County Registry of Deeds; Plymouth North High School; Jordan Hospital; and substantial, large-scale commercial development.

As currently designed, the interchange of Route 3 at Long Pond Road and South Street (Exit 5) is a choke-point for traffic during times of peak demand. In addition to creating congestion, the current design also presents safety hazards such as concrete bridge abutments immediately adjacent to the travel lane, unprotected sidewalks, and traffic queues from the traffic lights at Long Pond Road that back up onto Route 3 southbound.

The Town of Plymouth has identified improvements and reconstruction of this interchange an infrastructure priority in their town. Upgrading the interchange with a wider portal for Long Pond Road underneath the Route 3 overpass along with improvements to the ramp structures and signal plans are necessary to not only better serve everyday peak demands, but anticipated traffic during the Plymouth 400<sup>th</sup> celebration as well.

### **Coordinate With MassDOT and MBTA on Alternatives**

While there is opportunity to transport visitors to Plymouth via ferry service and commuter rail, there is currently no water-based transportation to Plymouth (with the exception of Plymouth-Provincetown service), and the MBTA is currently not operating commuter rail to Kingston and Plymouth on weekends and holidays, when most special events occur.

If the potential exists for water-based and commuter rail operations serving Plymouth special events, it will require a great deal of coordination and identification of operation funding. The Town and State agencies should begin discussions as soon as possible if the Town desires to pursue these alternatives for transportation to and from Plymouth.

## Appendix A: Sidewalk Inventory

Street	Sidewalks	Note
Alden Street	Both Sides	
Allerton Street	Both Sides	Sidewalks north of Samoset are older, narrow, and have accessibility issues
Brewster Street	Both Sides	
Carver Street	Both Sides	Both sides, except short pieces near North Street and Leyden Street
Chestnut Street	Both Sides	
Chilton Street	Both Sides	
Chilton Street	Both Sides	
Court Street (Route 3A)	Both Sides	
Fremont Street	Both Sides	
Hamilton Street	Both Sides	
Howland Street	Both Sides	
Leyden Street	Both Sides	Both Sides, except only one side between Carver and Water
Lincoln Street	Both Sides	
Main Street and Main Stree	Both Sides	
Market Street	Both Sides	
Memorial Drive	One-Side	
Middle Street	Both Sides	
Mt. Pleasant Street	Both Sides	
Nelson Street	Both Sides	Sidewalks stop about 200' west of Water Street
Nook Road	One-Side	
North Park Avenue	Both Sides	Large gaps in wide driveways
North Street	Both Sides	Both sides, except only one side lower end near Water
Oak Street	Both Sides	
Route 3A	Both Sides	
Russell Street	Varies	
Samoset Street (Route 44)	Both Sides	Southern sidewalk (eastbound direction) begins after cemetery)
Sandwich Street (Route 3A)	Both Sides	
South Park Avenue	Both Sides	
South Street	Both Sides	
Standish Avenue	Both Sides	
Summer Street	Both Sides	
Union Street	One-Side	Sidewalk on south side, between Water and Lincoln
Warren Avenue (Route 3A)	Both Sides	
Water Street	Both Sides	
Winslow Street	Both Sides	

## Appendix B: Crosswalk Inventory

Street	Location	Type	ADA Ramps	Signed
Alden Street	At Standish Avenue (East Side)	Continental	Sub-Standard	No
Alden Street	At Standish Avenue (West Side)	Continental	Sub-Standard	No
Allerton Street	At Court Street (Route 3A)	Solid Yellow	Sub-Standard	No
Allerton Street	At Samoset street (Route 44) (North Side)	Solid Yellow	Sub-Standard	Stop Sign
Allerton Street	At Samoset street (Route 44) (South Side)	Solid Yellow	Sub-Standard	Stop Sign
Bay View Avenue	At Sandwich Street (Route 3A)	Continental	Sub-Standard	No
Benny's Plaza Driveway	At Court Street (Route 3A)	Ladder	Sub-Standard	No
Bradford Street	At Sandwich Street (Route 3A)	Continental	Sub-Standard	No
Brewster Street	At Court Street (Route 3A)	Ladder	Sub-Standard	No
Brewster Street	At Water Street	Solid Green	Sub-Standard	No
Brookside Avenue	At Sandwich Street (Route 3A)	Ladder	Sub-Standard	No
Castle Street	At Court Street (Route 3A)	Solid Red	Sub-Standard	No
Centennial Street	At Court Street (Route 3A)	Continental	Sub-Standard	No
Cherry Street	At Court Street (Route 3A)	Continental	Sub-Standard	Signalized
Cherry Street	At Standish Avenue (East Side)	Continental	Sub-Standard	Signalized
Cherry Street	At Standish Avenue (West Side)	Continental	Sub-Standard	Signalized
Chestnut Street	At Samoset Street (Route 44)	Solid Yellow	Sub-Standard	No
Chilton Street	At Court Street (Route 3A)	Continental	Sub-Standard	No
Chilton Street	At Water Street	Solid Green	Sub-Standard	No
Clark Street	At Ocean View Avenue	Continental	Sub-Standard	No
Clyfton Street	At Court Street (Route 3A)	Continental	Sub-Standard	No
Cooper Street	At Ocean View Avenue	Continental	Sub-Standard	No
Cotton Street	At Ocean View Avenue	Continental	Sub-Standard	No
Court Street (Route 3A)	At 314 Court Street	Solid Red	Sub-Standard	No
Court Street (Route 3A)	At Allerton Street	Solid Yellow	Sub-Standard	Yes
Court Street (Route 3A)	At Benny's Plaza	Ladder	Sub-Standard	No
Court Street (Route 3A)	At Cherry Street	Ladder	Sub-Standard	Signalized
Court Street (Route 3A)	At Chilton Street	Continental	Sub-Standard	No
Court Street (Route 3A)	At Hamilton Street	Solid Red	Sub-Standard	No
Court Street (Route 3A)	At Memorial Hall	Ladder	Sub-Standard	Yes
Court Street (Route 3A)	At Murray Street	Ladder	Sub-Standard	No
Court Street (Route 3A)	At Olmstead Terrace	Ladder	Sub-Standard	No
Court Street (Route 3A)	At Prince Street	Ladder	Sub-Standard	Signalized
Court Street (Route 3A)	At Robbins Road	Continental	Yes	No
Court Street (Route 3A)	At Samoset Street (Route 44) (North Side)	Continental	Sub-Standard	Signalized
Court Street (Route 3A)	At Samoset Street (Route 44) (South Side)	Continental	Sub-Standard	Signalized
Court Street (Route 3A)	At Savery Lane	Solid Red	Sub-Standard	No
Cushman Street	At Court Street (Route 3A)	Continental	Sub-Standard	No
Edes Street	At Summer Street	Continental	Sub-Standard	No
Fremont Street	At Sandwich Street (Route 3A)	Ladder	Sub-Standard	No
Grant Street	At Court Street (Route 3A)	Standard	Sub-Standard	No
Hall Street	At Court Street (Route 3A)	Continental	Sub-Standard	No
Hamilton Street	At Court Street (Route 3A)	Solid Red	Sub-Standard	No
Hamilton Street	At Standish Avenue	Continental	Sub-Standard	No
Holmes Terrace	At Court Street (Route 3A)	Standard	Sub-Standard	No
Howland Street	At Court Street (Route 3A)	Continental	Sub-Standard	No
Howland Street	At Water Street	Solid Green	Sub-Standard	No

## Appendix B: Crosswalk Inventory, Continued

Street	Location	Type	ADA Ramps	Signed
Knapp Terrace	At Court Street (Route 3A)	Standard	Sub-Standard	No
Leyden Street	At Water Street	Continental	Sub-Standard	Signalized
Liberty Street	At Standish Avenue	Continental	Sub-Standard	No
Lincoln Street	At Sandwich Street (Route 3A)	Solid Yellow	Sub-Standard	No
Magoni Terrace	At Court Street (Route 3A)	Solid Red	Sub-Standard	No
Main Street Extension (Route 3A)	At Sandwich Street	Ladder	Sub-Standard	No
Market Street	At Market Street Lot	Ladder	Sub-Standard	No
Market Street	At Town Square	Ladder	Sub-Standard	No
Mayflower Avenue	At Stafford Street	Standard	Sub-Standard	No
Memorial Drive	At Court Street (Route 3A)	Continental	Sub-Standard	No
Mt. Pleasant Street	At Sandwich Street (Route 3A)	Ladder	Sub-Standard	No
Mt. Pleasant Street	At South Street	Continental	Sub-Standard	No
Mt. Pleasant Street	Just East of Whiting Street	Ladder	Sub-Standard	No
Mt. Pleasant Street	Just West of Whiting Street	Ladder	Sub-Standard	No
Murray Street	At Court Street (Route 3A)	Standard	Sub-Standard	No
Nelson Street	At Court Street (Route 3A)	Continental	Sub-Standard	No
Newfield Street	At Summer Street	Continental	Sub-Standard	No
Nicks Rock Road	At Standish Avenue	Continental	Sub-Standard	No
Nook Road	At Sandwich Street (Route 3A)	Ladder	Sub-Standard	No
North Green Street	At Sandwich Street (Route 3A)	Ladder	Sub-Standard	No
North Park Avenue	At Court Street (Route 3A)	Continental	Sub-Standard	Signalized
North Park Avenue	At Roundabout	Solid Green	Sub-Standard	No
North Park Avenue	At South Park Avenue	Continental	No	No
North Street	At Main Street (Route 3A)	Ladder	Sub-Standard	No
North Street	At Water Street	Brick	Sub-Standard	No
Oak Street	At Samoset Street (Route 44)	Continental	Sub-Standard	No
Oak Street	At Summer Street	Continental	Sub-Standard	No
Ocean View Avenue	At Standish Avenue	Continental	Sub-Standard	No
Olmstead Terrace	At Court Street (Route 3A)	Continental	Sub-Standard	No
Peck Avenue	At Standish Avenue	Continental	Sub-Standard	No
Phoenix Court	At Court Street (Route 3A)	Standard	Sub-Standard	No
Pleasant Street	At South Street	Standard	Sub-Standard	No
Plymouth Rock Drive (North End)	At Water Street	Solid Green	Sub-Standard	No
Plymouth Rock Drive (South End)	At Water Street	Solid Green	Sub-Standard	No
Prince Street	At Court Street (Route 3A)	Ladder	Sub-Standard	Signalized
Robbins Road	At Court Street (Route 3A)	Continental	Yes	No
Russell Avenue	At Court Street (Route 3A)	Standard	Sub-Standard	No
Russell Street	At Court Street (Route 3A)	Continental	Sub-Standard	No
Russell Street	At Summer Street	Continental	Sub-Standard	No
Samoset Street (Route 44)	At Allerton Street (East Side)	Solid Yellow	Sub-Standard	No
Samoset Street (Route 44)	At Allerton Street (West Side)	Solid Yellow	Sub-Standard	No
Samoset Street (Route 44)	At Court Street (Route 3A)	Continental	Sub-Standard	Signalized
Samoset Street (Route 44)	At Standish Avenue	Solid Yellow	Sub-Standard	No
Sandwich Street	At Main Street Extension (Route 3A)	Ladder	Sub-Standard	No
Sandwich Street (Route 3A)	At Lincoln Street	Solid Yellow	Sub-Standard	Partial
Sandwich Street (Route 3A)	At Nathaniel Morton School	Solid Yellow	Sub-Standard	Yes
Sandwich Street (Route 3A)	At Nook Road	Ladder	Sub-Standard	No
Sandwich Street (Route 3A)	At Walkway to Stephens Field	Ladder	Sub-Standard	Yes



## Appendix B: Crosswalk Inventory, Continued

Street	Location	Type	ADA Ramps	Signed
Savery Lane	At Court Street (Route 3A)	Solid Red	Sub-Standard	No
Souso Lane	At Court Street (Route 3A)	Solid Red	Sub-Standard	No
South Green Street	At Sandwich Street (Route 3A)	Ladder	Sub-Standard	No
South Park Avenue	At Court Street (Route 3A)	Ladder	Sub-Standard	Signalized
South Park Avenue	At North Park Avenue	Continental	Sub-Standard	Stop Sign
South Russell Street	At Court Street (Route 3A)	Continental	Sub-Standard	Stop Sign
South Street	At Mt. Pleasant Street	Ladder	Sub-Standard	No
South Street	At Sandwich Street (Route 3A)	Solid Yellow	Sub-Standard	No
South Street	At Whiting Street	Ladder	Sub-Standard	Yes
Spring Lane	At Summer Street	Continental	Sub-Standard	No
Stafford Street	At South Street	Standard	Sub-Standard	No
Standish Avenue	At Alden Street (North Side)	Continental	Sub-Standard	No
Standish Avenue	at Alden Street (South Side)	Continental	Sub-Standard	Yes
Standish Avenue	At Cherry Street (North Side)	Continental	Sub-Standard	Signalized
Standish Avenue	At Cherry Street (South Side)	Continental	Sub-Standard	Signalized
Standish Avenue	At Cold Spring School	Continental	Sub-Standard	No
Standish Avenue	At Ocean View Avenue	Continental	Sub-Standard	No
Standish Avenue	At Peck Avenue	Continental	Sub-Standard	No
Standish Avenue	At Samoset Street (Route 44)	Continental	Yes	No
Standish Avenue	South of Cherry Street (at Park)	Continental	Sub-Standard	No
State Pier Drive (North End)	At Water Street	Solid Green	Sub-Standard	No
State Pier Drive (South End)	At Water Street	Solid Green	Sub-Standard	No
Stephens Street	At Sandwich Street (Route 3A)	Continental	Sub-Standard	No
Summer Street	At Market Street	Ladder	Sub-Standard	No
Summer Street	At Newfield Street	Continental	Sub-Standard	No
Summer Street	At Oak Street	Continental	Sub-Standard	Yes
Summer Street	At Spring Lane	Continental	Sub-Standard	No
Town Square	At Main Street (Route 3A)	Ladder	Sub-Standard	Signalized
Town Square	At Market Street	Ladder	Sub-Standard	No
Town Wharf Entrance	At Roundabout	Continental	Sub-Standard	No
Union Street	At Sandwich Street (Route 3A)	Ladder	Sub-Standard	No
Union Street	At Water Street	Solid Green	Sub-Standard	no
Vernon Street	At Court Street (Route 3A)	Continental	Sub-Standard	No
Water Street	At Brewster Gardens	Continental	Sub-Standard	No
Water Street	At Brewster Street	Solid Green	Sub-Standard	No
Water Street	At Chilton Street	Solid Green	Sub-Standard	No
Water Street	At Leyden Street	Continental	Sub-Standard	No
Water Street	At North Street	Solid Green	Sub-Standard	No
Water Street	At Plymouth Rock	Solid Green	Sub-Standard	No
Water Street	At Sandwich Street (Route 3A)	Ladder	Sub-Standard	No
Water Street	In Front of East Bay Grill	Solid Green	Sub-Standard	No
Water Street	In Front of Hedge House Museum	Solid Green	Sub-Standard	No
Water Street	In front of Isaacs	Solid Green	Sub-Standard	No
Water Street	Just north of Radisson Hotel Driveway	Solid Green	Sub-Standard	No
Water Street	Just North of State Pier Drive	Solid Green	Sub-Standard	o
Water Street	Just south of Memorial Hall Lot	Solid Green	Sub-Standard	Yes
Water Street	Just south of Nelson Street	Solid Green	Sub-Standard	No
Water Street	Just South of State Pier Drive	Solid Green	Sub-Standard	No
Water Street	Just south of Town Wharf Exit Drive	Solid Green	Sub-Standard	No

## Appendix B: Crosswalk Inventory, Continued

Street	Location	Type	ADA Ramps	Signed
West Street	At Ocean View Avenue	Continental	Sub-Standard	No
Weston Avenue	At Standish Avenue	Continental	Sub-Standard	No
Whiting Street	At South Street	Ladder	Sub-Standard	No
Willard Place	At Summer Street	Continental	Sub-Standard	No
Winslow Street	At Water Street	Solid Green	Sub-Standard	No
Winter Street	At Sandwich Street (Route 3A)	Ladder	Sub-Standard	No

Appendix C  
Traffic Volumes and Distribution for  
Non-Event and Event Days

*Water Street,  
South of Nelson Street*

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**(508) 583-1833**  
**www.ocpcrpa.org**

Community: Plymouth  
 Com#\_UR/FC: 239\_U5  
 Recorder #: Jamar #9  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 239  
 Date Start: 04-Jun-11  
 Date End: 08-Jun-11  
 Water St, south of Nelson St

Start Time	04-Jun-11 Sat	NB	SB	Combined Total	
12:00 AM		89	11	100	█
01:00		29	6	35	█
02:00		8	6	14	█
03:00		7	3	10	█
04:00		7	8	15	█
05:00		32	22	54	█
06:00		47	40	87	█
07:00		110	83	193	█
08:00		146	136	282	█
09:00		199	183	382	█
10:00		233	132	365	█
11:00		289	217	506	█
12:00 PM		224	220	444	█
01:00		307	216	523	█
02:00		348	230	578	█
03:00		395	236	631	█
04:00		297	204	501	█
05:00		262	192	454	█
06:00		266	199	465	█
07:00		300	135	435	█
08:00		175	86	261	█
09:00		105	67	172	█
10:00		96	48	144	█
11:00		76	36	112	█
<b>Total</b>		<b>4047</b>	<b>2716</b>	<b>6763</b>	
<b>Percent</b>		<b>59.8%</b>	<b>40.2%</b>		

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**(508) 583-1833**  
**www.ocpcrpa.org**

Community: Plymouth  
 Com#\_UR/FC: 239\_U5  
 Recorder #: Jamar #15  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 239  
 Date Start: 02-Jul-11  
 Date End: 09-Jul-11  
 Water St, south of Nelson St

Start Time	04-Jul-11 Mon	NB	SB	Combined Total	
12:00 AM		103	34	137	██████████
01:00		38	19	57	██████
02:00		19	17	36	████
03:00		5	7	12	█
04:00		3	8	11	█
05:00		15	25	40	████
06:00		57	43	100	██████
07:00		57	78	135	████████
08:00		81	110	191	██████████
09:00		74	64	138	████████
10:00		92	48	140	████████
11:00		191	321	512	██
12:00 PM		167	251	418	████████████████████████████████████
01:00		181	242	423	████████████████████████████████████
02:00		215	283	498	████████████████████████████████████
03:00		202	227	429	████████████████████████████████████
04:00		205	230	435	████████████████████████████████████
05:00		220	263	483	████████████████████████████████████
06:00		210	265	475	████████████████████████████████████
07:00		198	262	460	████████████████████████████████████
08:00		158	190	348	████████████████████████████████
09:00		134	101	235	████████████████████████████
10:00		24	36	60	███
11:00		225	64	289	████████████████████████
Total		2874	3188	6062	
Percent		47.4%	52.6%		

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**(508) 583-1833**  
**www.ocpcrpa.org**

Community: Plymouth  
 Com#\_UR/FC: 239\_U5  
 Recorder #: Jamar #16  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 239  
 Date Start: 27-Aug-11  
 Date End: 04-Sep-11  
 Water St, south of Nelson St

Start Time	27-Aug-11 Sat	SB	NB	Combined Total	
12:00 AM		19	80	99	█
01:00		19	31	50	█
02:00		4	5	9	█
03:00		5	3	8	█
04:00		7	9	16	█
05:00		12	10	22	█
06:00		32	29	61	█
07:00		83	57	140	█
08:00		106	80	186	█
09:00		154	109	263	█
10:00		159	133	292	█
11:00		173	157	330	█
12:00 PM		164	192	356	█
01:00		143	166	309	█
02:00		122	147	269	█
03:00		128	137	265	█
04:00		142	168	310	█
05:00		138	202	340	█
06:00		105	172	277	█
07:00		88	142	230	█
08:00		61	87	148	█
09:00		46	76	122	█
10:00		36	69	105	█
11:00		24	53	77	█
Total		1970	2314	4284	
Percent		46.0%	54.0%		

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**(508) 583-1833**  
**www.ocpcrpa.org**

Community: Plymouth  
 Com#\_UR/FC: 239\_U5  
 Recorder #: Jamar #10  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 239  
 Date Start: 19-Nov-11  
 Date End: 27-Nov-11  
 Water St, south of Nelson St

Start Time	19-Nov-11 Sat	SB	NB	Combined Total	
12:00 AM		8	35	43	█
01:00		3	20	23	█
02:00		1	2	3	
03:00		2	4	6	
04:00		4	1	5	
05:00		11	10	21	█
06:00		28	24	52	█
07:00		54	67	121	█
08:00		84	92	176	█
09:00		59	201	260	█
10:00		50	110	160	█
11:00		43	63	106	█
12:00 PM		177	218	395	█
01:00		154	279	433	█
02:00		143	201	344	█
03:00		142	211	353	█
04:00		132	185	317	█
05:00		77	108	185	█
06:00		76	83	159	█
07:00		48	91	139	█
08:00		37	71	108	█
09:00		36	67	103	█
10:00		38	66	104	█
11:00		28	55	83	█
<b>Total</b>		<b>1435</b>	<b>2264</b>	<b>3699</b>	
<b>Percent</b>		<b>38.8%</b>	<b>61.2%</b>		

Appendix C  
Traffic Volumes and Distribution for  
Non-Event and Event Days

*Sandwich Street (Route 3A),  
South of Summer Street*



**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**(508) 583-1833**  
**www.ocpcrpa.org**

Community: Plymouth  
 Com#\_UR/FC: 239\_U5  
 Recorder #: Jamar #12  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 239  
 Date Start: 04-Jun-11  
 Date End: 12-Jun-11  
 Sandwich St (3A), south of Summer St

Start Time	04-Jun-11 Sat	SB	NB	Combined Total	
12:00 AM		135	82	217	████████
01:00		64	34	98	████
02:00		28	13	41	██
03:00		14	12	26	█
04:00		10	26	36	█
05:00		36	62	98	████
06:00		126	148	274	██████████
07:00		200	295	495	██████████████
08:00		342	551	893	██████████████████
09:00		409	536	945	██████████████████
10:00		497	593	1090	██████████████████
11:00		465	653	1118	██████████████████
12:00 PM		510	712	1222	██████████████████
01:00		502	660	1162	██████████████████
02:00		530	628	1158	██████████████████
03:00		542	631	1173	██████████████████
04:00		548	589	1137	██████████████████
05:00		492	561	1053	██████████████████
06:00		447	549	996	██████████████████
07:00		417	478	895	██████████████████
08:00		347	363	710	██████████████
09:00		261	273	534	██████████
10:00		204	172	376	██████
11:00		168	183	351	██████
<b>Total</b>		<b>7294</b>	<b>8804</b>	<b>16098</b>	
<b>Percent</b>		<b>45.3%</b>	<b>54.7%</b>		

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**(508) 583-1833**  
**www.ocpcrpa.org**

Community: Plymouth  
 Com#\_UR/FC: 239\_U5  
 Recorder #: Jamar #10  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 239  
 Date Start: 02-Jul-11  
 Date End: 10-Jul-11  
 Sandwich St (3A), south of Summer St

Start Time	04-Jul-11 Mon	SB	NB	Combined Total	
12:00 AM		108	131	239	████████
01:00		67	75	142	██████
02:00		20	39	59	██
03:00		22	24	46	██
04:00		11	24	35	██
05:00		46	68	114	██████
06:00		128	151	279	██████████
07:00		174	322	496	██████████████
08:00		232	602	834	██████████████████
09:00		135	185	320	██████████
10:00		18	49	67	██
11:00		58	74	132	████
12:00 PM		405	451	856	██████████████████
01:00		524	489	1013	██████████████████████
02:00		468	506	974	██████████████████████
03:00		459	507	966	██████████████████████
04:00		396	621	1017	██████████████████████
05:00		398	560	958	██████████████████████
06:00		327	497	824	██████████████████████
07:00		305	517	822	██████████████████████
08:00		268	450	718	██████████████████
09:00		202	286	488	██████████
10:00		154	62	216	██████
11:00		188	139	327	██████
<b>Total</b>		<b>5113</b>	<b>6829</b>	<b>11942</b>	
<b>Percent</b>		<b>42.8%</b>	<b>57.2%</b>		

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**(508) 583-1833**  
**www.ocpcrpa.org**

Community: Plymouth  
 Com#\_UR/FC: 239\_U5  
 Recorder #: Jamar #15  
 Layout: L6 Basic (2')

Station ID:  
 Site Code:  
 Date Start: 27-Aug-11  
 Date End: 04-Sep-11  
 Sandwich St (3A), south of Summer St

Start Time	27-Aug-11 Sat	SB	NB	Combined Total	
12:00 AM		147	79	226	████████
01:00		112	54	166	██████
02:00		16	25	41	██
03:00		7	21	28	█
04:00		10	18	28	█
05:00		42	64	106	████
06:00		121	158	279	██████
07:00		220	333	553	██████████
08:00		306	526	832	██████████████
09:00		343	584	927	██████████████
10:00		351	491	842	██████████████
11:00		359	482	841	██████████████
12:00 PM		368	473	841	██████████████
01:00		346	511	857	██████████████
02:00		418	517	935	██████████████
03:00		456	594	1050	██████████████
04:00		456	595	1051	██████████████
05:00		469	475	944	██████████████
06:00		386	500	886	██████████████
07:00		365	376	741	██████████████
08:00		252	248	500	██████████
09:00		209	154	363	██████████
10:00		179	177	356	██████████
11:00		121	140	261	██████
<b>Total</b>		<b>6059</b>	<b>7595</b>	<b>13654</b>	
<b>Percent</b>		<b>44.4%</b>	<b>55.6%</b>		

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**(508) 583-1833**  
**www.ocpcrpa.org**

Community: Plymouth  
 Com#\_UR/FC: 239\_U5  
 Recorder #: Jamar #16  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 239  
 Date Start: 19-Nov-11  
 Date End: 25-Nov-11  
 Sandwich St (3A), south of Summer St

Start Time	19-Nov-11 Sat	SB	NB	Combined Total	
12:00 AM		121	83	204	████████
01:00		97	48	145	██████
02:00		18	16	34	██
03:00		10	9	19	█
04:00		18	27	45	██
05:00		44	47	91	████
06:00		121	151	272	██████
07:00		180	339	519	██████████
08:00		351	389	740	████████████
09:00		255	168	423	██████████
10:00		137	155	292	██████
11:00		10	79	89	██
12:00 PM		13	63	76	██
01:00		174	175	349	██████
02:00		391	567	958	██████████████
03:00		463	498	961	██████████████
04:00		522	528	1050	██████████████
05:00		458	447	905	██████████████
06:00		369	446	815	██████████████
07:00		294	327	621	██████████
08:00		246	230	476	██████
09:00		193	172	365	██████
10:00		238	156	394	██████
11:00		183	143	326	██████
<b>Total</b>		<b>4906</b>	<b>5263</b>	<b>10169</b>	
<b>Percent</b>		<b>48.2%</b>	<b>51.8%</b>		

Appendix C  
Traffic Volumes and Distribution for  
Non-Event and Event Days

*Sandwich Street (Route 3A),  
South of South Street*

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**(508) 583-1833**  
**www.ocpcrpa.org**

Community: Plymouth  
 Com#\_UR/FC: 239\_U5  
 Recorder #: Jamar #7  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 239  
 Date Start: 04-Jun-11  
 Date End: 12-Jun-11  
 Sandwich St (3A), south of South St

Start Time	04-Jun-11 Sat	SB	NB	Combined Total	
12:00 AM		101	58	159	█
01:00		49	27	76	█
02:00		18	9	27	█
03:00		12	10	22	█
04:00		6	12	18	█
05:00		27	29	56	█
06:00		102	90	192	█
07:00		139	210	349	█
08:00		242	377	619	█
09:00		317	398	715	█
10:00		438	436	874	█
11:00		491	532	1023	█
12:00 PM		448	531	979	█
01:00		455	507	962	█
02:00		509	503	1012	█
03:00		522	510	1032	█
04:00		473	460	933	█
05:00		433	394	827	█
06:00		389	390	779	█
07:00		379	340	719	█
08:00		282	240	522	█
09:00		210	177	387	█
10:00		152	83	235	█
11:00		110	107	217	█
<b>Total</b>		<b>6304</b>	<b>6430</b>	<b>12734</b>	
<b>Percent</b>		<b>49.5%</b>	<b>50.5%</b>		

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**(508) 583-1833**  
**www.ocpcrpa.org**

Community: Plymouth  
 Com#\_UR/FC: 239\_U5  
 Recorder #: Jamar #8  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 239  
 Date Start: 02-Jul-11  
 Date End: 10-Jul-11  
 Sandwich St (3A), south of South St

Start Time	04-Jul-11 Mon	SB	NB	Combined Total	
12:00 AM		86	95	181	█
01:00		51	45	96	█
02:00		17	35	52	█
03:00		16	14	30	█
04:00		14	14	28	█
05:00		32	34	66	█
06:00		92	90	182	█
07:00		136	222	358	█
08:00		186	444	630	█
09:00		165	573	738	█
10:00		244	310	554	█
11:00		454	287	741	█
12:00 PM		736	325	1061	█
01:00		503	426	929	█
02:00		448	432	880	█
03:00		410	426	836	█
04:00		378	503	881	█
05:00		336	519	855	█
06:00		307	545	852	█
07:00		275	520	795	█
08:00		297	418	715	█
09:00		239	164	403	█
10:00		835	31	866	█
11:00		356	66	422	█
<b>Total</b>		<b>6613</b>	<b>6538</b>	<b>13151</b>	
<b>Percent</b>		<b>50.3%</b>	<b>49.7%</b>		

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**(508) 583-1833**  
**www.ocpcrpa.org**

Community: Plymouth  
 Com#\_UR/FC: 239\_U5  
 Recorder #: Jamar #6  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 239  
 Date Start: 27-Aug-11  
 Date End: 04-Sep-11  
 Sandwich St (3A), south of South St

Start Time	27-Aug-11 Sat	SB	NB	Combined Total	
12:00 AM		95	45	140	█
01:00		93	35	128	█
02:00		13	14	27	█
03:00		6	10	16	█
04:00		6	7	13	█
05:00		22	29	51	█
06:00		86	87	173	█
07:00		135	201	336	█
08:00		228	322	550	█
09:00		289	422	711	█
10:00		393	500	893	█
11:00		417	536	953	█
12:00 PM		471	507	978	█
01:00		434	492	926	█
02:00		491	439	930	█
03:00		423	403	826	█
04:00		395	392	787	█
05:00		392	367	759	█
06:00		374	379	753	█
07:00		309	297	606	█
08:00		213	162	375	█
09:00		173	103	276	█
10:00		145	123	268	█
11:00		100	114	214	█
<b>Total</b>		<b>5703</b>	<b>5986</b>	<b>11689</b>	
<b>Percent</b>		<b>48.8%</b>	<b>51.2%</b>		



**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**(508) 583-1833**  
**www.ocpcrpa.org**

Community: Plymouth  
 Com#\_UR/FC: 239\_U5  
 Recorder #: Jamar #14  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 239  
 Date Start: 19-Nov-11  
 Date End: 27-Nov-11  
 Sandwich St (3A), south of South St

Start Time	19-Nov-11 Sat	SB	NB	Combined Total	
12:00 AM		73	44	117	█
01:00		60	26	86	█
02:00		14	11	25	█
03:00		2	4	6	█
04:00		9	9	18	█
05:00		25	19	44	█
06:00		89	82	171	█
07:00		124	212	336	█
08:00		220	354	574	█
09:00		208	520	728	█
10:00		208	824	1032	█
11:00		254	341	595	█
12:00 PM		274	229	503	█
01:00		922	222	1144	█
02:00		555	342	897	█
03:00		510	413	923	█
04:00		461	342	803	█
05:00		324	308	632	█
06:00		256	291	547	█
07:00		195	191	386	█
08:00		171	133	304	█
09:00		146	99	245	█
10:00		152	90	242	█
11:00		116	93	209	█
<b>Total</b>		<b>5368</b>	<b>5199</b>	<b>10567</b>	
<b>Percent</b>		<b>50.8%</b>	<b>49.2%</b>		

Appendix C  
Traffic Volumes and Distribution for  
Non-Event and Event Days

*Summer Street,  
East of Oak Street*

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**(508) 583-1833**  
**www.ocpcrpa.org**

Community: Plymouth  
 Com#\_UR/FC: 239\_U5  
 Recorder #: Jamar #17  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 239  
 Date Start: 04-Jun-11  
 Date End: 12-Jun-11  
 Summer St, east of Oak St

Start Time	04-Jun-11 Sat	WB	EB	Combined Total	
12:00 AM		106	36	142	█
01:00		60	28	88	█
02:00		14	12	26	█
03:00		13	8	21	█
04:00		9	14	23	█
05:00		25	42	67	█
06:00		75	101	176	█
07:00		150	176	326	█
08:00		232	359	591	█
09:00		317	402	719	█
10:00		376	445	821	█
11:00		490	460	950	█
12:00 PM		434	460	894	█
01:00		407	454	861	█
02:00		410	453	863	█
03:00		455	442	897	█
04:00		423	433	856	█
05:00		347	422	769	█
06:00		350	340	690	█
07:00		318	277	595	█
08:00		246	217	463	█
09:00		179	157	336	█
10:00		134	117	251	█
11:00		125	102	227	█
<b>Total</b>		<b>5695</b>	<b>5957</b>	<b>11652</b>	
<b>Percent</b>		<b>48.9%</b>	<b>51.1%</b>		

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**(508) 583-1833**  
**www.ocpcrpa.org**

Community: Plymouth  
 Com#\_UR/FC: 239\_U5  
 Recorder #: Jamar #14  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 239  
 Date Start: 02-Jul-11  
 Date End: 10-Jul-11  
 Summer St, east of Oak St

Start Time	04-Jul-11 Mon	WB	EB	Combined Total	
12:00 AM		93	49	142	█
01:00		63	35	98	█
02:00		35	21	56	█
03:00		9	15	24	█
04:00		18	9	27	█
05:00		26	40	66	█
06:00		77	76	153	█
07:00		136	212	348	█
08:00		203	397	600	█
09:00		235	566	801	█
10:00		223	376	599	█
11:00		550	305	855	█
12:00 PM		495	369	864	█
01:00		352	372	724	█
02:00		350	394	744	█
03:00		365	372	737	█
04:00		350	374	724	█
05:00		314	398	712	█
06:00		301	503	804	█
07:00		318	491	809	█
08:00		250	417	667	█
09:00		256	123	379	█
10:00		465	51	516	█
11:00		420	50	470	█
<b>Total</b>		<b>5904</b>	<b>6015</b>	<b>11919</b>	
<b>Percent</b>		<b>49.5%</b>	<b>50.5%</b>		

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**(508) 583-1833**  
**www.ocpcrpa.org**

Community: Plymouth  
 Com#\_UR/FC: 239\_U5  
 Recorder #: Jamar #7  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 239  
 Date Start: 27-Aug-11  
 Date End: 04-Sep-11  
 Summer St, east of Oak St

Start Time	27-Aug-11 Sat	WB	EB	Combined Total	
12:00 AM		109	52	161	█
01:00		111	39	150	█
02:00		21	16	37	█
03:00		11	9	20	█
04:00		8	13	21	█
05:00		15	33	48	█
06:00		78	100	178	█
07:00		145	167	312	█
08:00		220	291	511	█
09:00		315	364	679	█
10:00		450	470	920	█
11:00		508	498	1006	█
12:00 PM		615	450	1065	█
01:00		544	413	957	█
02:00		506	392	898	█
03:00		453	363	816	█
04:00		341	333	674	█
05:00		323	304	627	█
06:00		276	276	552	█
07:00		247	227	474	█
08:00		168	153	321	█
09:00		92	110	202	█
10:00		121	106	227	█
11:00		92	94	186	█
<b>Total</b>		<b>5769</b>	<b>5273</b>	<b>11042</b>	
<b>Percent</b>		<b>52.2%</b>	<b>47.8%</b>		

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**(508) 583-1833**  
**www.ocpcrpa.org**

Community: Plymouth  
 Com#\_UR/FC: 239\_U5  
 Recorder #: 25310  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 239  
 Date Start: 19-Nov-11  
 Date End: 27-Nov-11  
 Summer St, east of Oak St

Start Time	19-Nov-11 Sat	WB	EB	Combined Total	
12:00 AM		87	33	120	█
01:00		56	21	77	█
02:00		20	19	39	█
03:00		9	6	15	█
04:00		11	6	17	█
05:00		16	39	55	█
06:00		59	96	155	█
07:00		109	176	285	█
08:00		220	333	553	█
09:00		378	463	841	█
10:00		651	0	651	█
11:00		484	0	484	█
12:00 PM		501	0	501	█
01:00		657	0	657	█
02:00		563	303	866	█
03:00		545	395	940	█
04:00		426	307	733	█
05:00		326	243	569	█
06:00		227	250	477	█
07:00		183	188	371	█
08:00		157	130	287	█
09:00		135	105	240	█
10:00		116	99	215	█
11:00		120	79	199	█
<b>Total</b>		<b>6056</b>	<b>3291</b>	<b>9347</b>	
<b>Percent</b>		<b>64.8%</b>	<b>35.2%</b>		

Appendix C  
Traffic Volumes and Distribution for  
Non-Event and Event Days

*Summer Street,  
West of Oak Street*

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**(508) 583-1833**  
**www.ocpcrpa.org**

Community: Plymouth  
 Com#\_UR/FC: 239\_U5  
 Recorder #: Jamar #13  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 239  
 Date Start: 04-Jun-11  
 Date End: 12-Jun-11  
 Summer St, west of Oak St

Start Time	04-Jun-11 Sat	EB	WB	Combined Total	
12:00 AM		19	102	121	█
01:00		17	52	69	█
02:00		8	16	24	█
03:00		5	12	17	█
04:00		8	12	20	█
05:00		32	27	59	█
06:00		66	69	135	█
07:00		137	155	292	█
08:00		267	256	523	█
09:00		278	336	614	█
10:00		327	393	720	█
11:00		328	566	894	█
12:00 PM		337	501	838	█
01:00		310	449	759	█
02:00		360	461	821	█
03:00		330	516	846	█
04:00		306	481	787	█
05:00		297	408	705	█
06:00		252	394	646	█
07:00		198	322	520	█
08:00		155	244	399	█
09:00		104	169	273	█
10:00		73	120	193	█
11:00		66	130	196	█
<b>Total</b>		<b>4280</b>	<b>6191</b>	<b>10471</b>	
<b>Percent</b>		<b>40.9%</b>	<b>59.1%</b>		



**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**(508) 583-1833**  
**www.ocpcrpa.org**

Community: Plymouth  
 Com#\_UR/FC: 239\_U5  
 Recorder #: Jamar #12  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 239  
 Date Start: 02-Jul-11  
 Date End: 10-Jul-11  
 Summer St, west of Oak St

Start Time	04-Jul-11 Mon	EB	WB	Combined Total	
12:00 AM		36	90	126	█
01:00		19	73	92	█
02:00		13	29	42	█
03:00		10	11	21	█
04:00		3	15	18	█
05:00		32	26	58	█
06:00		35	69	104	█
07:00		152	138	290	█
08:00		285	201	486	█
09:00		437	215	652	█
10:00		214	215	429	█
11:00		163	623	786	█
12:00 PM		242	648	890	█
01:00		250	379	629	█
02:00		304	380	684	█
03:00		295	366	661	█
04:00		287	336	623	█
05:00		309	289	598	█
06:00		379	267	646	█
07:00		420	259	679	█
08:00		332	168	500	█
09:00		95	240	335	█
10:00		17	842	859	█
11:00		18	579	597	█
<b>Total</b>		<b>4347</b>	<b>6458</b>	<b>10805</b>	
<b>Percent</b>		<b>40.2%</b>	<b>59.8%</b>		

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**(508) 583-1833**  
**www.ocpcrpa.org**

Community: Plymouth  
 Com#\_UR/FC: 239\_U5  
 Recorder #: Jamar #9  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 239  
 Date Start: 27-Aug-11  
 Date End: 04-Sep-11  
 Summer St, west of Oak St

Start Time	27-Aug-11 Sat	WB	EB	Combined Total	
12:00 AM		93	37	130	█
01:00		73	15	88	█
02:00		20	8	28	█
03:00		11	5	16	█
04:00		10	9	19	█
05:00		20	22	42	█
06:00		75	88	163	█
07:00		148	117	265	█
08:00		256	205	461	█
09:00		338	294	632	█
10:00		460	335	795	█
11:00		532	331	863	█
12:00 PM		759	307	1066	█
01:00		601	308	909	█
02:00		501	281	782	█
03:00		479	264	743	█
04:00		380	242	622	█
05:00		356	219	575	█
06:00		283	191	474	█
07:00		225	145	370	█
08:00		146	105	251	█
09:00		120	76	196	█
10:00		101	72	173	█
11:00		86	60	146	█
Total		6073	3736	9809	
Percent		61.9%	38.1%		

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**(508) 583-1833**  
**www.ocpcrpa.org**

Community: Plymouth  
 Com#\_UR/FC: 239\_U5  
 Recorder #: Jamar #15  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 239  
 Date Start: 19-Nov-11  
 Date End: 27-Nov-11  
 Summer St, west of Oak St

Start Time	19-Nov-11 Sat	WB	EB	Combined Total	
12:00 AM		94	24	118	█
01:00		55	12	67	█
02:00		23	7	30	█
03:00		5	5	10	█
04:00		13	5	18	█
05:00		18	26	44	█
06:00		63	74	137	█
07:00		129	131	260	█
08:00		249	246	495	█
09:00		299	523	822	█
10:00		290	693	983	█
11:00		291	300	591	█
12:00 PM		411	187	598	█
01:00		1003	190	1193	█
02:00		714	259	973	█
03:00		666	287	953	█
04:00		495	237	732	█
05:00		368	172	540	█
06:00		258	185	443	█
07:00		202	127	329	█
08:00		159	100	259	█
09:00		127	71	198	█
10:00		131	73	204	█
11:00		118	64	182	█
<b>Total</b>		<b>6181</b>	<b>3998</b>	<b>10179</b>	
<b>Percent</b>		<b>60.7%</b>	<b>39.3%</b>		

Appendix C  
Traffic Volumes and Distribution for  
Non-Event and Event Days

*Cherry Street,  
East of Industrial Park Road*

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**(508) 583-1833**  
**www.ocpcrpa.org**

Community: Plymouth  
 Com#\_UR/FC: 239\_U5  
 Recorder #: Jamar #16  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 239  
 Date Start: 04-Jun-11  
 Date End: 12-Jun-11  
 Cherry St, east of Industrial Park Rd

Start Time	04-Jun-11 Sat	WB	EB	Combined Total	
12:00 AM		34	62	96	
01:00		29	29	58	
02:00		20	19	39	
03:00		8	4	12	
04:00		8	10	18	
05:00		28	14	42	
06:00		65	36	101	
07:00		110	80	190	
08:00		175	155	330	
09:00		196	194	390	
10:00		261	217	478	
11:00		269	294	563	
12:00 PM		253	280	533	
01:00		256	263	519	
02:00		213	226	439	
03:00		252	246	498	
04:00		236	263	499	
05:00		168	252	420	
06:00		188	176	364	
07:00		158	155	313	
08:00		101	151	252	
09:00		95	123	218	
10:00		53	87	140	
11:00		47	74	121	
<b>Total</b>		<b>3223</b>	<b>3410</b>	<b>6633</b>	
<b>Percent</b>		<b>48.6%</b>	<b>51.4%</b>		

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**(508) 583-1833**  
**www.ocpcrpa.org**

Community: Plymouth  
 Com#\_UR/FC: 239\_U5  
 Recorder #: Jamar #6  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 239  
 Date Start: 02-Jul-11  
 Date End: 10-Jul-11  
 Cherry St, east of Industrial Park Rd

Start Time	04-Jul-11 Mon	WB	EB	Combined Total	
12:00 AM		29	39	68	█
01:00		11	18	29	█
02:00		18	14	32	█
03:00		15	10	25	█
04:00		13	12	25	█
05:00		18	14	32	█
06:00		45	27	72	█
07:00		89	89	178	█
08:00		134	362	496	█
09:00		116	400	516	█
10:00		421	120	541	█
11:00		564	178	742	█
12:00 PM		262	224	486	█
01:00		174	223	397	█
02:00		148	171	319	█
03:00		140	170	310	█
04:00		145	173	318	█
05:00		122	171	293	█
06:00		98	232	330	█
07:00		111	253	364	█
08:00		86	214	300	█
09:00		128	117	245	█
10:00		739	132	871	█
11:00		384	158	542	█
<b>Total</b>		<b>4010</b>	<b>3521</b>	<b>7531</b>	
<b>Percent</b>		<b>53.2%</b>	<b>46.8%</b>		

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**(508) 583-1833**  
**www.ocpcrpa.org**

Community: Plymouth  
 Com#\_UR/FC: 239\_U5  
 Recorder #: Jamar #11  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 239  
 Date Start: 27-Aug-11  
 Date End: 04-Sep-11  
 Cherry St, east of Industrial Park Rd

Start Time	27-Aug-11 Sat	WB	EB	Combined Total	
12:00 AM		29	49	78	█
01:00		25	44	69	█
02:00		16	14	30	█
03:00		10	7	17	█
04:00		13	5	18	█
05:00		20	13	33	█
06:00		63	23	86	█
07:00		98	73	171	█
08:00		151	137	288	█
09:00		201	190	391	█
10:00		220	245	465	█
11:00		221	311	532	█
12:00 PM		334	270	604	█
01:00		259	244	503	█
02:00		235	234	469	█
03:00		207	228	435	█
04:00		183	231	414	█
05:00		180	207	387	█
06:00		170	191	361	█
07:00		116	151	267	█
08:00		79	120	199	█
09:00		71	106	177	█
10:00		51	75	126	█
11:00		43	61	104	█
<b>Total</b>		<b>2995</b>	<b>3229</b>	<b>6224</b>	
<b>Percent</b>		<b>48.1%</b>	<b>51.9%</b>		

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**(508) 583-1833**  
**www.ocpcrpa.org**

Community: Plymouth  
 Com#\_UR/FC: 239\_U0  
 Recorder #: Jamar #17  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 239  
 Date Start: 19-Nov-11  
 Date End: 27-Nov-11  
 Cherry St, east of Industrial Park Rd

Start Time	19-Nov-11 Sat	WB	EB	Combined Total	
12:00 AM		40	53	93	█
01:00		29	21	50	█
02:00		10	6	16	█
03:00		10	9	19	█
04:00		7	8	15	█
05:00		31	12	43	█
06:00		51	27	78	█
07:00		128	130	258	█
08:00		161	218	379	█
09:00		201	323	524	█
10:00		204	409	613	█
11:00		199	250	449	█
12:00 PM		460	253	713	█
01:00		565	255	820	█
02:00		386	273	659	█
03:00		299	287	586	█
04:00		231	256	487	█
05:00		183	251	434	█
06:00		142	177	319	█
07:00		110	131	241	█
08:00		81	105	186	█
09:00		84	139	223	█
10:00		55	89	144	█
11:00		37	59	96	█
<b>Total</b>		<b>3704</b>	<b>3741</b>	<b>7445</b>	
<b>Percent</b>		<b>49.8%</b>	<b>50.2%</b>		



Appendix C  
Traffic Volumes and Distribution for  
Non-Event and Event Days

*Standish Avenue,  
North of Samoset Street (Route 44)*

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**(508) 583-1833**  
**www.ocpcrpa.org**

Community: Plymouth  
 Com#\_UR/FC: 239\_U6  
 Recorder #: Jamar #1  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 239  
 Date Start: 04-Jun-11  
 Date End: 12-Jun-11  
 Standish Ave, north of Samoset St (44)

Start Time	04-Jun-11 Sat	NB	SB	Combined Total	
12:00 AM		13	19	32	█
01:00		14	14	28	█
02:00		5	9	14	█
03:00		6	8	14	█
04:00		0	3	3	█
05:00		4	9	13	█
06:00		10	13	23	█
07:00		36	26	62	█
08:00		61	70	131	█
09:00		91	70	161	█
10:00		85	98	183	█
11:00		110	105	215	█
12:00 PM		88	85	173	█
01:00		87	78	165	█
02:00		81	87	168	█
03:00		89	70	159	█
04:00		83	78	161	█
05:00		74	71	145	█
06:00		66	69	135	█
07:00		65	69	134	█
08:00		38	49	87	█
09:00		23	46	69	█
10:00		23	36	59	█
11:00		31	24	55	█
<b>Total</b>		<b>1183</b>	<b>1206</b>	<b>2389</b>	
<b>Percent</b>		<b>49.5%</b>	<b>50.5%</b>		

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**(508) 583-1833**  
**www.ocpcrpa.org**

Community: Plymouth  
 Com#\_UR/FC: 239\_U6  
 Recorder #: Jamar #17  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 239  
 Date Start: 02-Jul-11  
 Date End: 10-Jul-11  
 Standish Ave, north of Samoset St (44)

Start Time	04-Jul-11 Mon	NB	SB	Combined Total	
12:00 AM		23	11	34	█
01:00		11	12	23	█
02:00		10	5	15	█
03:00		4	3	7	█
04:00		4	4	8	█
05:00		5	2	7	█
06:00		10	21	31	█
07:00		31	18	49	█
08:00		196	70	266	████████████████████
09:00		200	135	335	████████████████████
10:00		125	201	326	████████████████████
11:00		155	242	397	████████████████████
12:00 PM		87	137	224	████████████████████
01:00		75	71	146	████████████████████
02:00		69	70	139	████████████████████
03:00		65	68	133	████████████████████
04:00		86	69	155	████████████████████
05:00		73	65	138	████████████████████
06:00		104	66	170	████████████████████
07:00		85	76	161	████████████████████
08:00		78	81	159	████████████████████
09:00		39	41	80	██████████
10:00		102	121	223	████████████████████
11:00		53	115	168	████████████████████
<b>Total</b>		<b>1690</b>	<b>1704</b>	<b>3394</b>	
<b>Percent</b>		<b>49.8%</b>	<b>50.2%</b>		

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**(508) 583-1833**  
**www.ocpcrpa.org**

Community: Plymouth  
 Com#\_UR/FC: 239\_U6  
 Recorder #: Jamar #14  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 239  
 Date Start: 27-Aug-11  
 Date End: 04-Sep-11  
 Standish Ave, north of Samoset St (44)

Start Time	27-Aug-11 Sat	NB	SB	Combined Total	
12:00 AM		19	28	47	█
01:00		18	15	33	█
02:00		4	3	7	█
03:00		6	2	8	█
04:00		1	3	4	█
05:00		3	7	10	█
06:00		6	16	22	█
07:00		15	28	43	█
08:00		62	42	104	█
09:00		75	59	134	█
10:00		99	79	178	█
11:00		103	80	183	█
12:00 PM		131	81	212	█
01:00		105	79	184	█
02:00		101	86	187	█
03:00		82	70	152	█
04:00		72	85	157	█
05:00		49	72	121	█
06:00		48	54	102	█
07:00		47	51	98	█
08:00		32	29	61	█
09:00		23	38	61	█
10:00		28	39	67	█
11:00		23	25	48	█
<b>Total</b>		<b>1152</b>	<b>1071</b>	<b>2223</b>	
<b>Percent</b>		<b>51.8%</b>	<b>48.2%</b>		

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**(508) 583-1833**  
**www.ocpcrpa.org**

Community: Plymouth  
 Com#\_UR/FC: 239\_U6  
 Recorder #: Jamar #9  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 239  
 Date Start: 19-Nov-11  
 Date End: 27-Nov-11  
 Standish Ave, north of Samoset St (44)

Start Time	19-Nov-11 Sat	NB	SB	Combined Total	
12:00 AM		12	16	28	█
01:00		14	22	36	█
02:00		6	5	11	█
03:00		1	1	2	█
04:00		3	3	6	█
05:00		6	11	17	█
06:00		13	20	33	█
07:00		34	31	65	█
08:00		78	72	150	█
09:00		160	184	344	█
10:00		158	224	382	█
11:00		123	215	338	█
12:00 PM		129	240	369	█
01:00		131	149	280	█
02:00		106	124	230	█
03:00		112	102	214	█
04:00		88	88	176	█
05:00		66	78	144	█
06:00		55	63	118	█
07:00		46	56	102	█
08:00		31	52	83	█
09:00		28	36	64	█
10:00		27	27	54	█
11:00		23	27	50	█
<b>Total</b>		<b>1450</b>	<b>1846</b>	<b>3296</b>	
<b>Percent</b>		<b>44.0%</b>	<b>56.0%</b>		

Appendix C  
Traffic Volumes and Distribution for  
Non-Event and Event Days

*South Street,  
North of Obery Street*

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**(508) 583-1833**  
**www.ocpcrpa.org**

Community: Plymouth  
 Com#\_UR/FC: 239\_U6  
 Recorder #: Jamar #14  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 239  
 Date Start: 04-Jun-11  
 Date End: 12-Jun-11  
 South St, north of Obery St

Start Time	04-Jun-11 Sat	NB	SB	Combined Total	
12:00 AM		54	52	106	█
01:00		25	31	56	█
02:00		15	17	32	█
03:00		8	8	16	█
04:00		16	14	30	█
05:00		26	48	74	█
06:00		98	102	200	█
07:00		196	182	378	█
08:00		362	328	690	█
09:00		444	431	875	█
10:00		528	464	992	█
11:00		644	484	1128	█
12:00 PM		580	505	1085	█
01:00		561	423	984	█
02:00		554	461	1015	█
03:00		515	504	1019	█
04:00		460	449	909	█
05:00		425	349	774	█
06:00		342	296	638	█
07:00		318	230	548	█
08:00		253	172	425	█
09:00		171	121	292	█
10:00		120	101	221	█
11:00		103	109	212	█
<b>Total</b>		<b>6818</b>	<b>5881</b>	<b>12699</b>	
<b>Percent</b>		<b>53.7%</b>	<b>46.3%</b>		

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**(508) 583-1833**  
**www.ocpcrpa.org**

Community: Plymouth  
 Com#\_UR/FC: 239\_U6  
 Recorder #: Jamar #11  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 239  
 Date Start: 02-Jul-11  
 Date End: 07-Jul-11  
 South St, north of Obery St

Start Time	04-Jul-11 Mon	NB	SB	Combined Total	
12:00 AM		66	50	116	█
01:00		37	25	62	█
02:00		27	13	40	█
03:00		20	16	36	█
04:00		16	11	27	█
05:00		40	43	83	█
06:00		91	67	158	█
07:00		175	119	294	█
08:00		386	185	571	█
09:00		591	207	798	█
10:00		358	236	594	█
11:00		305	447	752	█
12:00 PM		406	516	922	█
01:00		359	299	658	█
02:00		385	290	675	█
03:00		363	250	613	█
04:00		372	214	586	█
05:00		421	208	629	█
06:00		487	227	714	█
07:00		497	192	689	█
08:00		450	160	610	█
09:00		225	186	411	█
10:00		309	353	662	█
11:00		323	260	583	█
<b>Total</b>		<b>6709</b>	<b>4574</b>	<b>11283</b>	
<b>Percent</b>		<b>59.5%</b>	<b>40.5%</b>		



**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**(508) 583-1833**  
**www.ocpcrpa.org**

Community: Plymouth  
 Com#\_UR/FC: 239\_U6  
 Recorder #: 25236  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 239  
 Date Start: 27-Aug-11  
 Date End: 04-Sep-11  
 South St, north of Obery St

Start Time	27-Aug-11 Sat	NB	SB	Combined Total	
12:00 AM		54	58	112	█
01:00		24	39	63	█
02:00		22	15	37	█
03:00		15	12	27	█
04:00		11	22	33	█
05:00		37	42	79	█
06:00		95	96	191	█
07:00		179	198	377	█
08:00		320	343	663	█
09:00		459	408	867	█
10:00		595	471	1066	█
11:00		666	554	1220	█
12:00 PM		877	562	1439	█
01:00		641	410	1051	█
02:00		433	417	850	█
03:00		450	343	793	█
04:00		393	346	739	█
05:00		318	286	604	█
06:00		270	209	479	█
07:00		221	192	413	█
08:00		153	138	291	█
09:00		108	74	182	█
10:00		117	70	187	█
11:00		71	65	136	█
<b>Total</b>		<b>6529</b>	<b>5370</b>	<b>11899</b>	
<b>Percent</b>		<b>54.9%</b>	<b>45.1%</b>		

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**(508) 583-1833**  
**www.ocpcrpa.org**

Community: Plymouth  
 Com#\_UR/FC: 239\_U6  
 Recorder #: Jamar #11  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 239  
 Date Start: 19-Nov-11  
 Date End: 21-Nov-11  
 South St, north of Obery St

Start Time	19-Nov-11 Sat	NB	SB	Combined Total	
12:00 AM		61	31	92	█
01:00		26	45	71	█
02:00		10	9	19	█
03:00		7	9	16	█
04:00		10	15	25	█
05:00		29	40	69	█
06:00		85	99	184	█
07:00		213	183	396	█
08:00		393	308	701	█
09:00		780	356	1136	█
10:00		1148	348	1496	█
11:00		544	416	960	█
12:00 PM		389	534	923	█
01:00		363	562	925	█
02:00		408	586	994	█
03:00		461	553	1014	█
04:00		424	457	881	█
05:00		328	308	636	█
06:00		304	216	520	█
07:00		202	152	354	█
08:00		151	159	310	█
09:00		137	124	261	█
10:00		127	112	239	█
11:00		96	97	193	█
<b>Total</b>		<b>6696</b>	<b>5719</b>	<b>12415</b>	
<b>Percent</b>		<b>53.9%</b>	<b>46.1%</b>		

Appendix C  
Traffic Volumes and Distribution for  
Non-Event and Event Days

*Samoset Street (Route 44),  
East of Royal Street*

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**(508) 583-1833**  
**www.ocpcrpa.org**

Community: Plymouth  
 Com#\_UR/FC: 239\_U5  
 Recorder #: Jamar #10  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 239  
 Date Start: 04-Jun-11  
 Date End: 12-Jun-11  
 Samoset St (44), east of Royal St

Start Time	04-Jun-11 Sat	WB	EB	Combined Total	
12:00 AM		340	125	465	██████████
01:00		148	65	213	██████
02:00		46	35	81	██
03:00		22	16	38	█
04:00		26	41	67	██
05:00		62	83	145	████
06:00		129	154	283	██████
07:00		233	331	564	██████████
08:00		357	647	1004	██████████████
09:00		459	625	1084	██████████████
10:00		538	619	1157	██████████████
11:00		511	591	1102	██████████████
12:00 PM		531	656	1187	██████████████
01:00		567	711	1278	██████████████
02:00		636	596	1232	██████████████
03:00		652	537	1189	██████████████
04:00		696	650	1346	██████████████
05:00		652	673	1325	██████████████
06:00		652	680	1332	██████████████
07:00		618	601	1219	██████████████
08:00		490	451	941	██████████
09:00		382	330	712	██████████
10:00		299	270	569	██████████
11:00		286	217	503	██████████
<b>Total</b>		<b>9332</b>	<b>9704</b>	<b>19036</b>	
<b>Percent</b>		<b>49.0%</b>	<b>51.0%</b>		

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**(508) 583-1833**  
**www.ocpcrpa.org**

Community: Plymouth  
 Com#\_UR/FC: 239\_U5  
 Recorder #: Jamar #16  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 239  
 Date Start: 02-Jul-11  
 Date End: 10-Jul-11  
 Samoset St (44), east of Royal St

Start Time	04-Jul-11 Mon	WB	EB	Combined Total	
12:00 AM		232	116	348	██████████
01:00		146	68	214	██████████
02:00		49	45	94	██████
03:00		24	24	48	████
04:00		17	26	43	████
05:00		39	70	109	██████
06:00		98	171	269	██████████
07:00		189	385	574	██████████████████
08:00		239	886	1125	██████████████████████████████
09:00		210	835	1045	██████████████████████████████
10:00		268	503	771	██████████████████████████
11:00		611	404	1015	██████████████████████████████
12:00 PM		649	574	1223	██████████████████████████████
01:00		540	745	1285	██████████████████████████████
02:00		557	739	1296	██████████████████████████████
03:00		539	667	1206	██████████████████████████████
04:00		532	763	1295	██████████████████████████████
05:00		454	811	1265	██████████████████████████████
06:00		387	871	1258	██████████████████████████████
07:00		256	819	1075	██████████████████████████████
08:00		238	722	960	██████████████████████████
09:00		505	246	751	██████████████████████████
10:00		566	73	639	██████████████████████
11:00		767	83	850	██████████████████████████
<b>Total</b>		<b>8112</b>	<b>10646</b>	<b>18758</b>	
<b>Percent</b>		<b>43.2%</b>	<b>56.8%</b>		

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**(508) 583-1833**  
**www.ocpcrpa.org**

Community: Plymouth  
 Com#\_UR/FC: 239\_U5  
 Recorder #: Jamar #17  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 239  
 Date Start: 27-Aug-11  
 Date End: 04-Sep-11  
 Samoset St (44), east of Royal St

Start Time	27-Aug-11 Sat	WB	EB	Combined Total	
12:00 AM		306	133	439	██████████
01:00		202	74	276	██████████
02:00		48	44	92	██
03:00		30	25	55	█
04:00		28	25	53	█
05:00		60	83	143	████
06:00		129	170	299	██████
07:00		249	353	602	██████████
08:00		300	552	852	██████████
09:00		468	615	1083	██████████
10:00		549	771	1320	██████████
11:00		576	689	1265	██████████
12:00 PM		608	462	1070	██████████
01:00		573	548	1121	██████████
02:00		644	586	1230	██████████
03:00		615	643	1258	██████████
04:00		582	633	1215	██████████
05:00		537	561	1098	██████████
06:00		454	536	990	██████████
07:00		437	485	922	██████████
08:00		331	318	649	██████████
09:00		295	252	547	██████████
10:00		249	245	494	██████████
11:00		206	187	393	██████████
<b>Total</b>		<b>8476</b>	<b>8990</b>	<b>17466</b>	
<b>Percent</b>		<b>48.5%</b>	<b>51.5%</b>		

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**(508) 583-1833**  
**www.ocpcrpa.org**

Community: Plymouth  
 Com#\_UR/FC: 239\_U5  
 Recorder #: Jamar #12  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 239  
 Date Start: 19-Nov-11  
 Date End: 27-Nov-11  
 Samoset St (44), east of Royal St

Start Time	19-Nov-11 Sat	WB	EB	Combined Total	
12:00 AM		184	105	289	██████████
01:00		159	56	215	██████████
02:00		42	31	73	██
03:00		14	17	31	█
04:00		19	14	33	█
05:00		44	61	105	████
06:00		98	151	249	██████
07:00		200	391	591	████████████████
08:00		327	822	1149	████████████████████████████
09:00		260	915	1175	████████████████████████████
10:00		175	854	1029	██████████████████████████
11:00		253	608	861	██████████████████████
12:00 PM		563	494	1057	██████████████████████████
01:00		630	430	1060	██████████████████████████
02:00		707	428	1135	██████████████████████████
03:00		609	428	1037	██████████████████████████
04:00		709	513	1222	██████████████████████████
05:00		595	694	1289	██████████████████████████
06:00		500	674	1174	██████████████████████████
07:00		365	501	866	██████████████████████
08:00		336	342	678	██████████████████
09:00		316	272	588	██████████████████
10:00		357	247	604	██████████████████
11:00		404	179	583	██████████████████
<b>Total</b>		<b>7866</b>	<b>9227</b>	<b>17093</b>	
<b>Percent</b>		<b>46.0%</b>	<b>54.0%</b>		

Appendix C  
Traffic Volumes and Distribution for  
Non-Event and Event Days

*Samoset Street (Route 44),  
West of Allerton Street*



**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**(508) 583-1833**  
**www.ocpcrpa.org**

Community: Plymouth  
 Com#\_UR/FC: 239\_U5  
 Recorder #: Jamar #11  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 239  
 Date Start: 04-Jun-11  
 Date End: 12-Jun-11  
 Samoset St (44), west of Allerton St

Start Time	04-Jun-11 Sat	EB	WB	Combined Total	
12:00 AM		98	329	427	██████████
01:00		50	133	183	██████
02:00		23	39	62	██
03:00		14	21	35	█
04:00		31	20	51	██
05:00		76	43	119	████
06:00		134	93	227	██████
07:00		265	185	450	██████████
08:00		594	284	878	██████████████
09:00		545	408	953	██████████████
10:00		584	460	1044	██████████████
11:00		651	555	1206	██████████████
12:00 PM		698	497	1195	██████████████
01:00		671	492	1163	██████████████
02:00		618	646	1264	██████████████
03:00		544	591	1135	██████████████
04:00		588	691	1279	██████████████
05:00		634	634	1268	██████████████
06:00		625	635	1260	██████████████
07:00		519	584	1103	██████████████
08:00		380	463	843	██████████
09:00		273	359	632	██████████
10:00		227	270	497	██████████
11:00		153	262	415	██████████
<b>Total</b>		<b>8995</b>	<b>8694</b>	<b>17689</b>	
<b>Percent</b>		<b>50.9%</b>	<b>49.1%</b>		

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**(508) 583-1833**  
**www.ocpcrpa.org**

Community: Plymouth  
 Com#\_UR/FC: 239\_U5  
 Recorder #: Jamar #13  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 239  
 Date Start: 02-Jul-11  
 Date End: 07-Jul-11  
 Samoset St (44), west of Allerton St

Start Time	04-Jul-11 Mon	EB	WB	Combined Total	
12:00 AM		96	222	318	██████████
01:00		42	149	191	██████████
02:00		30	44	74	██████████
03:00		14	20	34	██████████
04:00		21	12	33	██████████
05:00		61	27	88	██████████
06:00		152	69	221	██████████
07:00		327	137	464	██████████
08:00		689	218	907	██████████
09:00		624	228	852	██████████
10:00		281	157	438	██████████
11:00		219	280	499	██████████
12:00 PM		541	509	1050	██████████
01:00		645	491	1136	██████████
02:00		611	474	1085	██████████
03:00		598	452	1050	██████████
04:00		622	425	1047	██████████
05:00		670	421	1091	██████████
06:00		613	342	955	██████████
07:00		536	278	814	██████████
08:00		433	235	668	██████████
09:00		219	440	659	██████████
10:00		25	269	294	██████████
11:00		60	716	776	██████████
<b>Total</b>		<b>8129</b>	<b>6615</b>	<b>14744</b>	
<b>Percent</b>		<b>55.1%</b>	<b>44.9%</b>		

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**(508) 583-1833**  
**www.ocpcrpa.org**

Community: Plymouth  
 Com#\_UR/FC: 239\_U5  
 Recorder #: Jamar #13  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 239  
 Date Start: 27-Aug-11  
 Date End: 04-Sep-11  
 Samoset St (44), west of Allerton St

Start Time	27-Aug-11 Sat	EB	WB	Combined Total	
12:00 AM		110	266	376	██████████
01:00		48	226	274	██████████
02:00		34	47	81	██
03:00		14	28	42	█
04:00		20	20	40	█
05:00		68	40	108	████
06:00		136	86	222	██████
07:00		295	202	497	██████████
08:00		438	253	691	██████████
09:00		575	410	985	██████████
10:00		702	493	1195	██████████
11:00		699	543	1242	██████████
12:00 PM		572	690	1262	██████████
01:00		603	552	1155	██████████
02:00		549	644	1193	██████████
03:00		614	577	1191	██████████
04:00		547	570	1117	██████████
05:00		524	521	1045	██████████
06:00		469	436	905	██████████
07:00		396	413	809	██████████
08:00		264	322	586	██████████
09:00		206	278	484	██████████
10:00		206	218	424	██████████
11:00		153	205	358	██████████
<b>Total</b>		<b>8242</b>	<b>8040</b>	<b>16282</b>	
<b>Percent</b>		<b>50.6%</b>	<b>49.4%</b>		

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**(508) 583-1833**  
**www.ocpcrpa.org**

Community: Plymouth  
 Com#\_UR/FC: 239\_U5  
 Recorder #: Jamar #13  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 239  
 Date Start: 19-Nov-11  
 Date End: 27-Nov-11  
 Samoset St (44), west of Allerton St

Start Time	19-Nov-11 Sat	EB	WB	Combined Total	
12:00 AM		83	177	260	██████████
01:00		38	141	179	██████████
02:00		18	37	55	██
03:00		14	11	25	█
04:00		11	14	25	█
05:00		49	27	76	██
06:00		117	73	190	██████
07:00		317	156	473	██████████████████
08:00		700	258	958	██████████████████████████████
09:00		903	234	1137	██████████████████████████████████
10:00		750	164	914	██████████████████████████████
11:00		365	150	515	██████████████
12:00 PM		365	286	651	██████████████████
01:00		453	186	639	██████████████████████
02:00		391	497	888	██████████████████████████
03:00		470	526	996	██████████████████████████████
04:00		499	688	1187	██████████████████████████████████
05:00		627	539	1166	██████████████████████████████████
06:00		597	471	1068	██████████████████████████████████
07:00		418	343	761	██████████████████████
08:00		293	311	604	██████████████████
09:00		230	297	527	██████████████████
10:00		189	357	546	██████████████████
11:00		150	388	538	██████████████████
<b>Total</b>		<b>8047</b>	<b>6331</b>	<b>14378</b>	
<b>Percent</b>		<b>56.0%</b>	<b>44.0%</b>		