

| Rapport de circulation   |                          | 2023-03-30         |         |                         |                    |     |   |      |      |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |       |      |       |     |       |     |       |     |
|--|--------------------------|--------------------|---------|-------------------------|--------------------|-----|---|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|------|-------|-----|-------|-----|-------|-----|
| Rue Pleau  |                          |                    |         |                         |                    |     |   |      |      |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |       |      |       |     |       |     |       |     |
| Observations   |                          |                    |         |                         |                    |     |   |      |      |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |       |      |       |     |       |     |       |     |
| Période de l'étude :   | 2022-12-24 au 2023-03-29 | Direction :        | OUEST   |                         |                    |     |   |      |      |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |       |      |       |     |       |     |       |     |
| Position du radar :  | 63 rue Pleau             | Vitesse affichée : | 40 km/h |                         |                    |     |   |      |      |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |       |      |       |     |       |     |       |     |
| Graphique du nombre de passages par plage de vitesse   |                          |                    |         |                         |                    |     |   |      |      |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |       |      |       |     |       |     |       |     |
| <table border="1"> <caption>Data for Graphique du nombre de passages par plage de vitesse</caption> <thead> <tr> <th>Plage de vitesse (km/h)</th> <th>Nombre de passages</th> </tr> </thead> <tbody> <tr><td>1-5</td><td>0</td></tr> <tr><td>6-10</td><td>~500</td></tr> <tr><td>11-15</td><td>~2000</td></tr> <tr><td>16-20</td><td>~3200</td></tr> <tr><td>21-25</td><td>~4000</td></tr> <tr><td>26-30</td><td>~6500</td></tr> <tr><td>31-35</td><td>~9070</td></tr> <tr><td>36-40</td><td>~9070</td></tr> <tr><td>41-45</td><td>~4500</td></tr> <tr><td>46-50</td><td>~1500</td></tr> <tr><td>51-55</td><td>~500</td></tr> <tr><td>56-60</td><td>~100</td></tr> <tr><td>61-65</td><td>~50</td></tr> <tr><td>66-70</td><td>~20</td></tr> <tr><td>71-75</td><td>~10</td></tr> </tbody> </table> |                          |                    |         | Plage de vitesse (km/h) | Nombre de passages | 1-5 | 0 | 6-10 | ~500 | 11-15 | ~2000 | 16-20 | ~3200 | 21-25 | ~4000 | 26-30 | ~6500 | 31-35 | ~9070 | 36-40 | ~9070 | 41-45 | ~4500 | 46-50 | ~1500 | 51-55 | ~500 | 56-60 | ~100 | 61-65 | ~50 | 66-70 | ~20 | 71-75 | ~10 |
| Plage de vitesse (km/h)  | Nombre de passages       |                    |         |                         |                    |     |   |      |      |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |       |      |       |     |       |     |       |     |
| 1-5  | 0                        |                    |         |                         |                    |     |   |      |      |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |       |      |       |     |       |     |       |     |
| 6-10   | ~500                     |                    |         |                         |                    |     |   |      |      |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |       |      |       |     |       |     |       |     |
| 11-15  | ~2000                    |                    |         |                         |                    |     |   |      |      |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |       |      |       |     |       |     |       |     |
| 16-20  | ~3200                    |                    |         |                         |                    |     |   |      |      |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |       |      |       |     |       |     |       |     |
| 21-25  | ~4000                    |                    |         |                         |                    |     |   |      |      |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |       |      |       |     |       |     |       |     |
| 26-30  | ~6500                    |                    |         |                         |                    |     |   |      |      |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |       |      |       |     |       |     |       |     |
| 31-35  | ~9070                    |                    |         |                         |                    |     |   |      |      |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |       |      |       |     |       |     |       |     |
| 36-40  | ~9070                    |                    |         |                         |                    |     |   |      |      |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |       |      |       |     |       |     |       |     |
| 41-45  | ~4500                    |                    |         |                         |                    |     |   |      |      |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |       |      |       |     |       |     |       |     |
| 46-50  | ~1500                    |                    |         |                         |                    |     |   |      |      |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |       |      |       |     |       |     |       |     |
| 51-55  | ~500                     |                    |         |                         |                    |     |   |      |      |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |       |      |       |     |       |     |       |     |
| 56-60  | ~100                     |                    |         |                         |                    |     |   |      |      |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |       |      |       |     |       |     |       |     |
| 61-65  | ~50                      |                    |         |                         |                    |     |   |      |      |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |       |      |       |     |       |     |       |     |
| 66-70  | ~20                      |                    |         |                         |                    |     |   |      |      |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |       |      |       |     |       |     |       |     |
| 71-75  | ~10                      |                    |         |                         |                    |     |   |      |      |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |       |      |       |     |       |     |       |     |
| Faits saillants  |                          |                    |         |                         |                    |     |   |      |      |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |       |      |       |     |       |     |       |     |
| <ul style="list-style-type: none"> <li>• 40 395 usagers de la route ont circulé en direction OUEST sur une période de 95 jours;</li> <li>• Une moyenne de 425 usagers par jour en direction Ouest;</li> <li>• Considérant que le radar comptabilise les données pour une seule direction, nous estimons les données suivantes pour la rue Pleau pour les deux directions : <ul style="list-style-type: none"> <li>- Débit journalier moyen = 850 passages;</li> <li>- Débit hebdomadaire moyen = 5 950 passages.</li> </ul> </li> <li>• La période la plus achalandée en direction Ouest se situe : entre 15H00 et 17H00;</li> <li>• 85 % des usagers de la route circulent en dessous de 40 km/h</li> </ul>   |                          |                    |         |                         |                    |     |   |      |      |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |       |      |       |     |       |     |       |     |