

4. Intersection Capacity

A Capacity Analysis using the Computerized Signalized Intersection.

Capacity Analysis (SICA) revealed that the intersection was oversaturated during the A.M. and P.M. Peak hours. This means the intersection cannot handle any more traffic during these hours.

C. Conclusions

In reviewing the proposal to relocate the driveway on the North side of Broadway from 78' to only 27' from the curb line of Prospect St. and relating it to the existing conditions of the intersection, I find that it is too close to the intersection and would only add to an existing serious situation.

Although I cannot determine the number of trips in and out of this proposed driveway I have been told that deliveries will be made by private vehicles along with normal pick up by customers. I am also concerned with the servicing of this facility such as trucks delivering goods and removal of trash.

No matter what the number of trips are, the left turns in and out of this facility will only create more problems for pedestrians as well as additional congestion and potential accidents.

PM Peak 4:45PM to 5:45PM

<u>Street</u>	<u>Direction</u>	<u>LT</u>	<u>THR</u>	<u>RT</u>	<u>Totals</u>
Broadway	Eastbound	52	504	84	640
Broadway	Westbound	33	617	108	758
Prospect St.	Northbound	106	545	74	725
Prospect St.	Southbound	<u>53</u>	<u>848</u>	<u>79</u>	<u>980</u>
	TOTALS:	244	2514	345	3103

2. Pedestrian Volumes

The pedestrian volume for this intersection is high as there are approximately 355 pedestrians who cross this intersection during the AM peak hours when children are going to school. There are an estimated 144 children who cross during the PM peak hour. The pedestrian count is as follows:

<u>Street</u>	<u>Direction</u>	<u>Pedestrians</u> <u>AM Peak</u>	<u>Conflicts</u> <u>PM Peak</u>
Broadway	Eastbound	82	156
Broadway	Westbound	62	72
Prospect St.	Northbound	79	136
Prospect St. Southbound		<u>132</u>	<u>76</u>
	TOTALS:	355	440

3. Accident History

The accident records of the Police Department show that there were 37 accidents in 1987 of which 23 were of a minor type. During 1988 14 accidents were recorded with 10 of these being minor.

As can be seen on the enclosed collision diagram of reported accidents, most of them were rear-end collisions which is typical for a signalized intersection. Also the drop in accidents from 1987 to 1988 can be attributed to the removal of parking on both approaches of Broadway and the computerization of the traffic signals.

Broadway and Prospect Street

Traffic Analysis

A. Purpose of Study

The purpose of this study was to determine the impact of a proposed driveway, on the North side of Broadway 27' east of Prospect Street, on the intersection and safety to pedestrians.

B. Existing Conditions

The intersection of Broadway and Prospect St. is located in the Mid-Cambridge Area approximately halfway between Cambridge St. and Mass. Ave. Both streets are Emergency Arteries that are heavily used by both vehicles and pedestrians. Broadway which runs in an East-West direction is approximately 44' wide from curb to curb with parking generally allowed on both sides. Prospect St. which runs North-South is approximately 34' wide from curb to curb with no parking allowed on either side.

The intersection is controlled by traffic signals and due to the hazardous conditions of the intersection a school crossing guard is assigned there.

1. Traffic Volumes

The average daily traffic (ADT) of both streets is as follows:

<u>Street</u>	<u>Direction</u>	<u>ADT</u>	<u>AM Peak</u>	<u>PM Peak</u>
Broadway	Eastbound	10157v	1091v	640v
Broadway	Westbound	6843	389v	758v
Prospect St.	Northbound	8433	341v	725v
Prospect St.	Southbound	14885v	1172v	980v

The Peak hour turning movements are as follows:

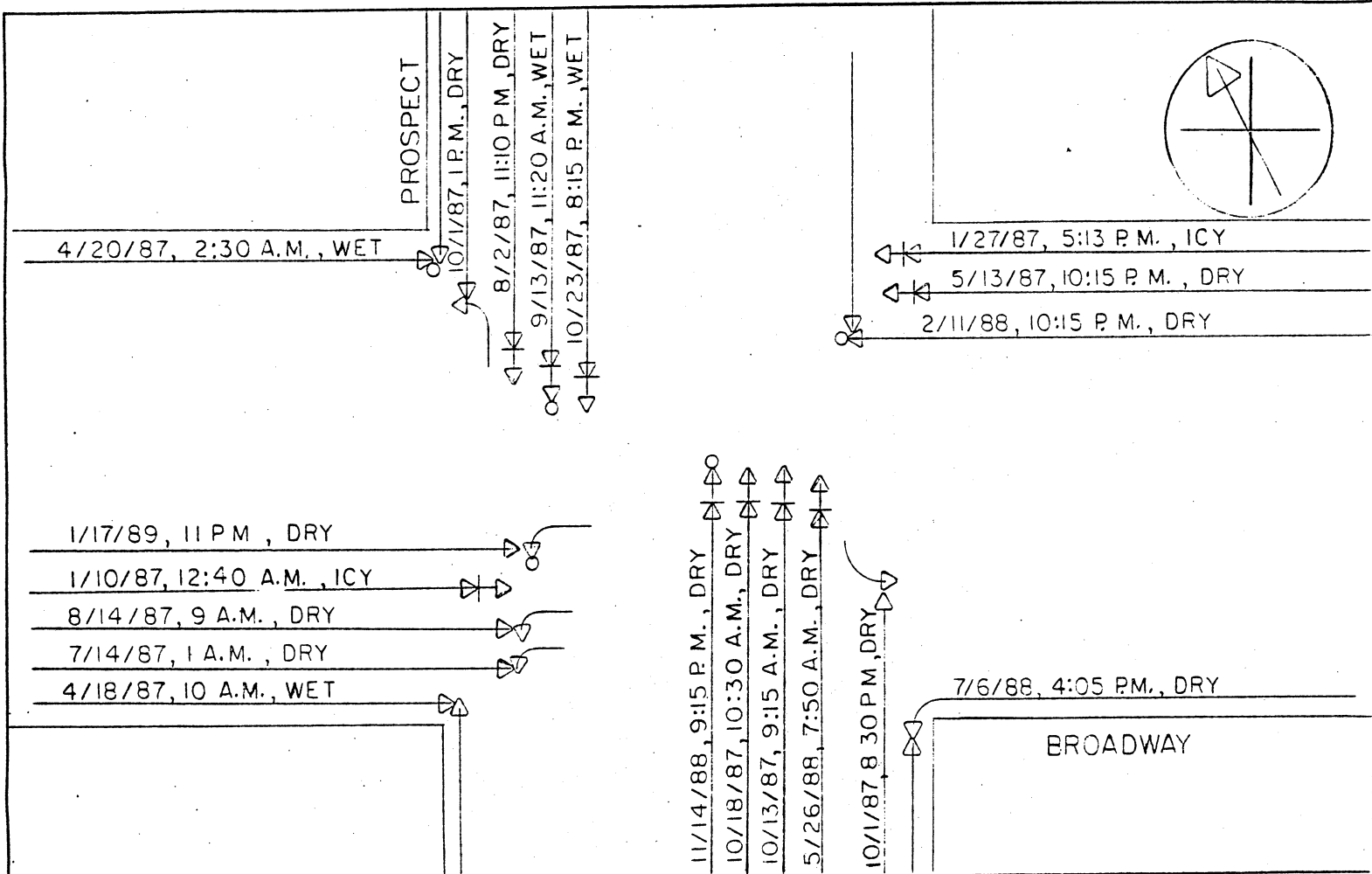
AM Peak 7:15AM to 8:15AM

<u>Street</u>	<u>Direction</u>	<u>LT</u>	<u>THR</u>	<u>RT</u>	<u>TOTAL</u>
Broadway	Eastbound	83	933	75	1091
Broadway	Westbound	46	319	24	389
Prospect St.	Northbound	82	214	45	341
Prospect St.	Southbound	<u>72</u>	<u>1037</u>	<u>63</u>	<u>1172</u>
TOTALS:		283	2503	207	2993

CITY OF CAMBRIDGE

COLLISION DIAGRAM

Location BROADWAY & PROSPECT Number of Accidents 19
 From 1/1/87 To 2/29/89 Date 3/10/89
 Data Obtained From CAMBRIDGE POLICE By E. J.



Legend

- ← Moving Motor Vehicle
- ← Pedestrian
- ◻ Parked Vehicle
- ◻ Fixed Object
- ⊗ Fatal Accident
- ⊗ Personal Injury
- ⊗ Property Damage
- ← Trolley
- ⊗ Out of Control
- ← Rear End
- ← Right Angle

Accident Summary

Type	By Types				By Years				
	Fatal	Inj.	Prop. Damage	Total	Year	M.V. M.V.	M.V. Ped.	Other	Total
Head On			1	1	87	14			14
Side Swipe					88	4			4
M.V. Ped.					89	1			1
Fixed Object									
Right Angle		3	5	8					
Others		2	8	10					
Total		5	14	19		19			19

Date 3/10/89 Compiled By E. J.

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:Broadway and Prospect St. AREA TYPE: CBD

INTERSECTION LOCATION:Mid Cambridge

DATE AND TIME PERIOD ANALYZED:3/16/89 4:45-5:45 PM

ADDITIONAL INFORMATION:Intersection Analysis

ANALYST:G.Teso

TODAY'S DATE:4-28-89

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	106	53	52	33
THROUGH VOLUME	545	848	504	617
RIGHT TURNING VOLUME	74	79	84	108
PEDESTRIANS	136	76	156	72
ARRIVAL TYPE	3	3	3	3
PEAK HOUR FACTOR	0.95	0.95	0.95	0.95
PERCENT HEAVY VEHICLES	0.01	0.01	0.04	0.04
NUMBER OF BUSES	4	4	0	0
GRADE	0.00	0.00	0.00	0.00
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	1.00
BASE SATURATION FLOW	1800	1800	1800	1800
NUMBER OF LANES	2	1	1	1
PARKING?	n	n	y	y
PARKING MANUEVERS PER HOUR	0	0	3	3
SIGNAL TYPE:	PRE-TIMED			
CYCLE LENGTH:	100			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	7	0	0
NUMBER OF LANES	2	0	0
LANE WIDTH	10	0	0
GREEN TIME	39.0	0.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	7	0	0
NUMBER OF LANES	1	0	0
LANE WIDTH	14	0	0
GREEN TIME	39.0	0.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	7	0	0
NUMBER OF LANES	1	0	0
LANE WIDTH	12	0	0
GREEN TIME	41.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	7	0	0
NUMBER OF LANES	1	0	0
LANE WIDTH	12	0	0
GREEN TIME	41.0	0.0	0.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:Broadway and Prospect St. AREA TYPE: CBD

INTERSECTION LOCATION:Mid Cambridge

DATE AND TIME PERIOD ANALYZED:3/16/89 4:45-5:45 PM

ADDITIONAL INFORMATION:Intersection Analysis

ANALYST:G.Teso TODAY'S DATE:4-28-89

THE INTERSECTION AVERAGE STOPPED DELAY IS: ****

THE INTERSECTION LEVEL OF SERVICE IS: OVERSATURATED

APPROACH	LANE GROUP	ADJUSTED VOLUME	V/C	STOPPED DELAY (SEC/VEH)	
				LANE GROUP DELAY LOS	APPROACH DELAY LOS
NORTHBOUND	1	763.16	1.21	OVERSATURATED	
	2	0.00	0.00	0.00	
	3	0.00	0.00	0.00	
SOUTHBOUND	1	1031.58	2.22	OVERSATURATED	
	2	0.00	0.00	0.00	
	3	0.00	0.00	0.00	
EASTBOUND	1	673.68	2.64	OVERSATURATED	
	2	0.00	0.00	0.00	
	3	0.00	0.00	0.00	
WESTBOUND	1	797.89	2.18	OVERSATURATED	
	2	0.00	0.00	0.00	
	3	0.00	0.00	0.00	

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION: Broadway and Prospect St. AREA TYPE: CBD

INTERSECTION LOCATION: Mid Cambridge

DATE AND TIME PERIOD ANALYZED: 3/16/89 7:15-8:15 AM

ADDITIONAL INFORMATION: Intersection Study

ANALYST: G. Teso

TODAY'S DATE: 3-28-89

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	82	63	83	46
THROUGH VOLUME	214	1037	933	319
RIGHT TURNING VOLUME	45	72	75	24
PEDESTRIANS	79	132	82	62
ARRIVAL TYPE	3	3	3	3
PEAK HOUR FACTOR	0.95	0.95	0.00	0.95
PERCENT HEAVY VEHICLES	0.01	0.01	0.04	0.04
NUMBER OF BUSES	4	4	0	0
GRADE	0.00	0.00	0.00	0.00
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	1.00
BASE SATURATION FLOW	1800	1800	1800	1800
NUMBER OF LANES	2	1	1	1
PARKING?	n	n	y	y
PARKING MANUEVERS PER HOUR	0	0	3	3
SIGNAL TYPE:	PRE-TIMED			
CYCLE LENGTH:	80			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	7	0	0
NUMBER OF LANES	2	0	0
LANE WIDTH	10	0	0
GREEN TIME	29.0	0.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	7	0	0
NUMBER OF LANES	1	0	0
LANE WIDTH	14	0	0
GREEN TIME	29.0	0.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	7	0	0
NUMBER OF LANES	1	0	0
LANE WIDTH	12	0	0
GREEN TIME	31.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	7	0	0
NUMBER OF LANES	1	0	0
LANE WIDTH	12	0	0
GREEN TIME	31.0	0.0	0.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:Broadway and Prospect St. AREA TYPE: CBD

INTERSECTION LOCATION:Mid Cambridge

DATE AND TIME PERIOD ANALYZED:3/16/89 7:15-8:15 AM

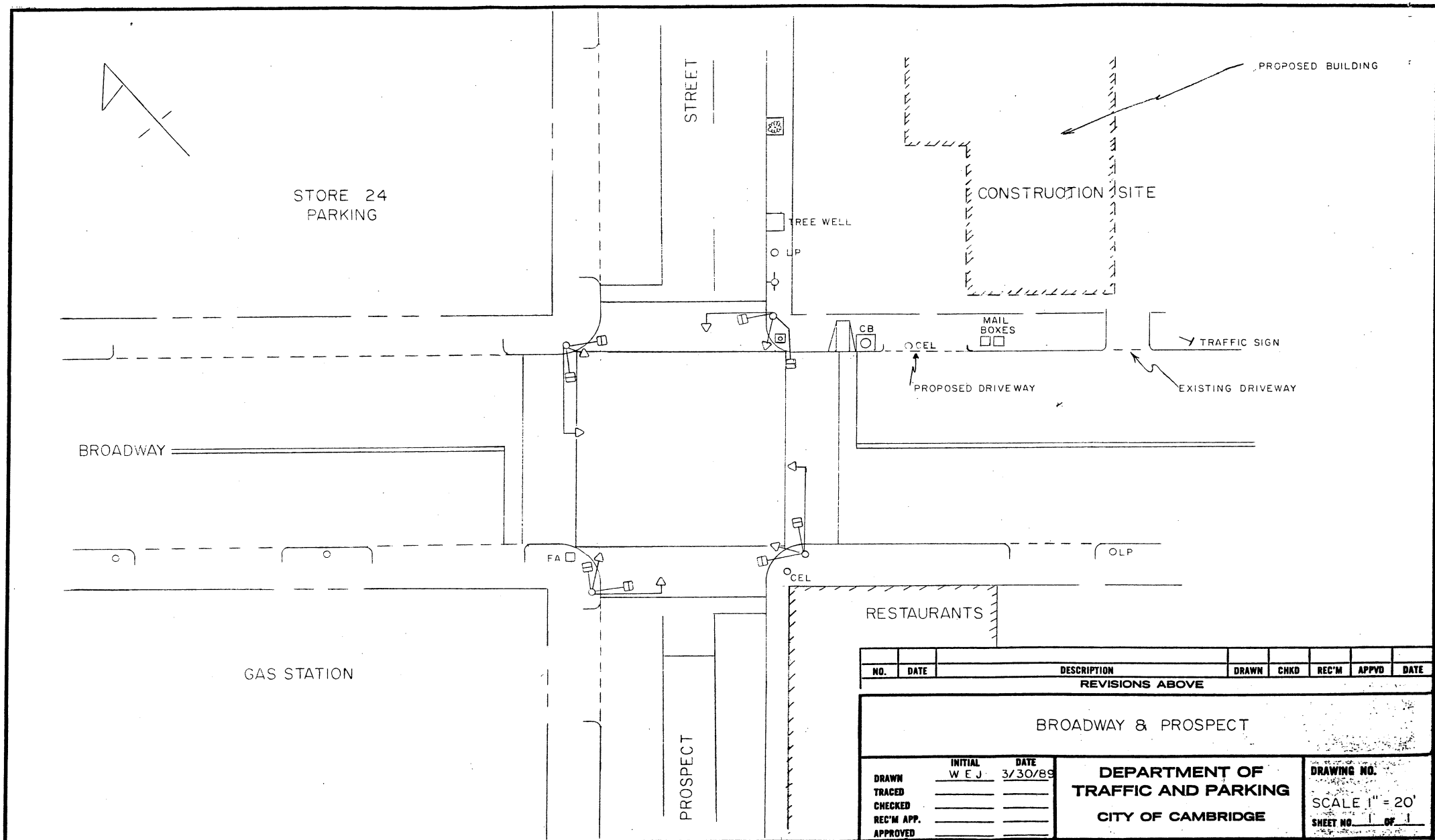
ADDITIONAL INFORMATION:Intersection Study

ANALYST:G.Tesa TODAY'S DATE:3-28-89

THE INTERSECTION AVERAGE STOPPED DELAY IS: ****

THE INTERSECTION LEVEL OF SERVICE IS: OVERSATURATED

APPROACH	LANE GROUP	ADJUSTED VOLUME	V/C	STOPPED DELAY (SEC/VEH)	
				LANE GROUP DELAY LOS	APPROACH DELAY LOS
NORTHBOUND	1	358.95	0.60	16.94	C
	2	0.00	0.00	0.00	16.94 C
	3	0.00	0.00	0.00	
SOUTHBOUND	1	1233.68	2.48	OVERSATURATED	
	2	0.00	0.00	0.00	
	3	0.00	0.00	0.00	
EASTBOUND	PROT. 1	0.00	0.00	0.00	A
	PERM. 1	0.00	0.00		
	2	0.00	0.00	0.00	23.60
WESTBOUND	3	0.00	0.00	0.00	
	1	409.47	0.81	23.60	C
	2	0.00	0.00	0.00	23.60 C
	3	0.00	0.00	0.00	



NO.	DATE	DESCRIPTION	DRAWN	CHKD	REC'M	APPVD	DATE
REVISIONS ABOVE							

BROADWAY & PROSPECT							
DRAWN TRACED CHECKED REC'M APP. APPROVED		INITIAL W E J	DATE 3/30/89	DEPARTMENT OF TRAFFIC AND PARKING CITY OF CAMBRIDGE		DRAWING NO. SCALE 1" = 20' SHEET NO. 1 OF 1	

pull reports & do diag ASAP no later than Fri
3/10/89

CAMBRIDGE POLICE DEPARTMENT
Accident Log by Location (BROADWAY&PROSPECT)
FROM: 010187 0000 TO: 022989 2359

PAGE 1

Date	Time	[---Accident type---]	[-----Location-----]	RA	Sec	Rte	P/I	P/D	City	Arr	Vio	Rpt	File No.	Acc. No.
011957	1240	AUTO V AUTO	BROADWAY&PROSPECT ✓	282	1	00	N	Y	N	N		Y		00007219
012787	1713	AUTO V TRUCK	BROADWAY&PROSPECT ✓	282	1	00	N	Y	N	N		N		00007722
020287	1130	MISC	BROADWAY&PROSPECT ✓	282	1	00	Y	Y	N	N		Y		00007433
020587	2000	AUTO V AUTO	BROADWAY&PROSPECT ✓	282	1	00	N	Y	N	N		N		00007617
021337	2430	HIT&RUN PROP	BROADWAY&PROSPECT X	282	1	00	N	Y	N	N		N		00007937
021987	2430	HIT&RUN PROP	BROADWAY&PROSPECT X	282	1	00	N	Y	N	N		N		00007773
020337	1500	HIT&RUN PROP	BROADWAY&PROSPECT X	282	1	00	N	Y	N	N		N		00007932
022287	2030	AUTO V PARKED AUTO	BROADWAY&PROSPECT X	282	1	00	N	Y	N	N		N		00008238
041137	1420	AUTO V AUTO	BROADWAY&PROSPECT X Hand	282	1	00	N	Y	N	N		Y	00573259	00008400
041887	1000	AUTO V AUTO	BROADWAY&PROSPECT ✓	282	1	00	N	Y	N	N		Y		00008523
041037	0230	AUTO V AUTO	BROADWAY&PROSPECT ✓	282	1	00	Y	Y	N	N		Y		00008514
042687	0555	AUTO V AUTO	BROADWAY&PROSPECT ✓	282	1	00	Y	Y	Y	Y		Y		00008651
050337		AUTO V VAN	BROADWAY&PROSPECT ✓	282	1	00	N	Y	N	N		Y		00008811
051387	1015	AUTO V AUTO	BROADWAY&PROSPECT ✓	282	1	00	N	Y	N	N		N		00008892
062437	2330	VEHICLE V BICYCLE	BROADWAY&PROSPECT X	282	1	00	Y	Y	N	N		Y		00009334
071487	0100	AUTO V TAXI	BROADWAY&PROSPECT ✓	282	1	00	N	Y	N	N		N		00009612
071737	1730	HIT&RUN PROP	BROADWAY&PROSPECT ✓	282	1	00	N	Y	N	N		Y		00009536
072887	1800	AUTO V TRUCK	BROADWAY&PROSPECT ✓	282	1	00	N	Y	N	N		N		00009842
080337	2310	AUTO V AUTO	BROADWAY&PROSPECT ✓	282	1	00	N	Y	N	N		Y		00009744
081487	0945	AUTO V AUTO	BROADWAY&PROSPECT ✓	282	1	00	N	Y	N	N		N		00009942
082637	2030	HIT&RUN PROP	BROADWAY&PROSPECT X	282	1	00	Y	Y	N	N		Y		00010053
082787	2325	HIT&RUN PROP	BROADWAY&PROSPECT X	282	1	00	N	Y	N	N		N		00010019
091037	2115	AUTO V TAXI	BROADWAY&PROSPECT ✓	282	1	00	N	Y	N	N		Y		00010173
091387	1120	MISC	BROADWAY&PROSPECT ✓	282	1	00	N	Y	N	N		Y		00010197
093037	1130	HIT&RUN PROP	BROADWAY&PROSPECT ✓	282	1	00	N	Y	N	N		N		00010434
100187	2039	AUTO V AUTO	BROADWAY&PROSPECT ✓	282	1	00	N	Y	N	N		Y		00010451
100137	2130	AUTO V AUTO	BROADWAY&PROSPECT ✓	282	1	00	N	Y	N	N		N		00010503
100687	1730	AUTO V VAN	BROADWAY&PROSPECT ✓	282	1	00	Y	Y	N	N		Y		00010547
101337	0915	AUTO V AUTO	BROADWAY&PROSPECT ✓	282	1	00	N	Y	N	N		N		00010633
101887		AUTO V AUTO	BROADWAY&PROSPECT ✓	282	1	00	N	Y	N	N		N		00010785
101937	1500	HIT&RUN PROP	BROADWAY&PROSPECT X	282	1	00	N	Y	N	N		Y		00010705
102387	2015	AUTO V AUTO	BROADWAY&PROSPECT ✓	282	1	00	N	Y	N	N		Y		00010765
112337	0230	AUTO V TAXI	BROADWAY&PROSPECT ✓	282	1	00	N	Y	N	N		N		00011267
112487	1445	HIT&RUN PROP	BROADWAY&PROSPECT X	282	1	00	N	Y	N	N		Y		00011112
113737	1300	HIT&RUN PROP	BROADWAY&PROSPECT X	282	1	00	N	Y	N	N		Y	87010405	00011143
120787	1930	AUTO V TRUCK	BROADWAY&PROSPECT ✓	282	1	00	N	Y	N	N		N		00011354
121337	0945	AUTO V AUTO	BROADWAY&PROSPECT ✓	282	1	00	Y	N	N	N		Y		00011324
011288	0900	HIT&RUN PROP	BROADWAY&PROSPECT X	282	1	00	N	Y	N	N		N		00011859
012337	2130	AUTO V AUTO	BROADWAY&PROSPECT ✓	282	1	00	N	Y	N	N		N		00012239
021188	2215	O. U. I.	BROADWAY&PROSPECT ✓	282	1	00	N	Y	Y	Y		Y		00012074
030337	1440	AUTO V AUTO	BROADWAY&PROSPECT ✓	282	1	00	N	Y	N	N		Y		00012501
042688	1301	VEHICLE V PEDESTRI	BROADWAY&PROSPECT ✓	282	1	00	Y	N	N	N		Y		00012949
050337	1450	VEHICLE V BICYCLE	BROADWAY&PROSPECT X	282	1	00	Y	Y	N	N		Y		00013015
051488	0300	AUTO V AUTO	BROADWAY&PROSPECT ✓	282	1	00	N	Y	N	N		N		00013230
052637	0750	AUTO V TRUCK	BROADWAY&PROSPECT ✓	282	1	00	N	Y	N	N		N		00013325
070688	1605	AUTO V AUTO	BROADWAY&PROSPECT ✓	282	1	00	N	Y	VEH	N		Y		00013790
073737	1330	MISC	BROADWAY&PROSPECT X	282	1	00	N	Y	N	N		N		00014011
081688	1015	AUTO V AUTO	BROADWAY&PROSPECT ✓	282	1	00	N	Y	N	N		N		00014186
081337	0740	HIT&RUN PROP	BROADWAY&PROSPECT X	282	1	00	N	Y	N	N		N		00014614
102188	1040	AUTO V AUTO	BROADWAY&PROSPECT ✓	282	1	00	N	Y	N	N		Y		00014796
111437	2110	MISC	BROADWAY&PROSPECT ✓	282	1	00	Y	Y	N	N		Y		00015029
011389	1030	AUTO V AUTO	BROADWAY&PROSPECT X	282	1	00	N	Y	N	N		Y		00015742
011739	1300	AUTO V AUTO	BROADWAY&PROSPECT ✓	282	1	00	Y	Y	N	N		Y		00015537

INPUT WORKSHEET

Intersection: BROADWAY AND PROSPECT ST. Date: 3-16-89Analyst: G. TESO Time Period Analyzed: 7:15-8:15 AM Area Type: ☒ CBD ☐ OtherProject No.: INTERSECTION STUDY City/State: CAMBRIDGE MA

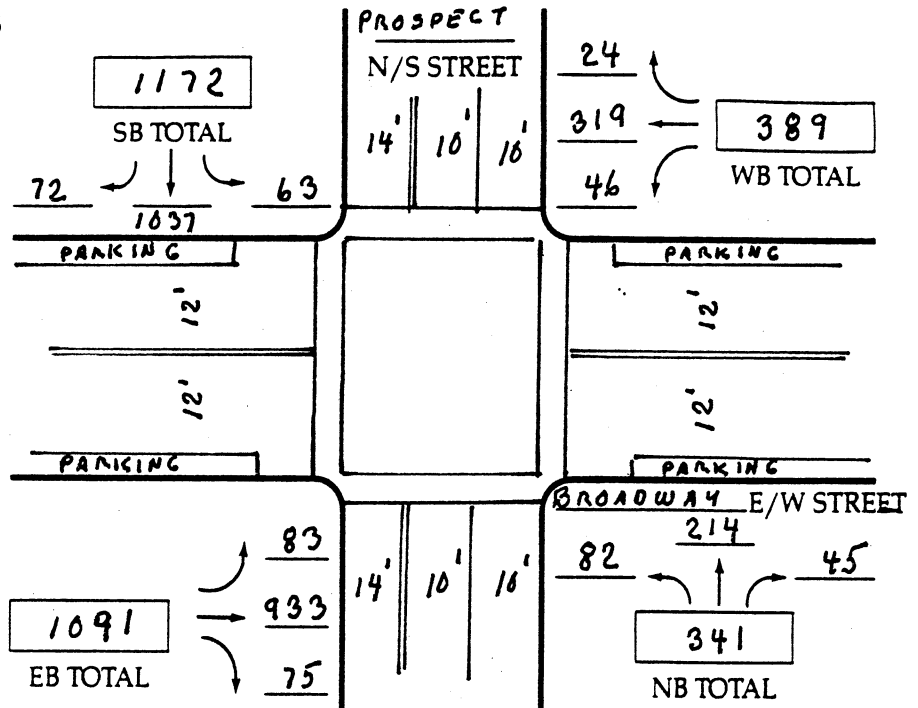
VOLUME AND GEOMETRICS



NORTH

IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops



TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane		Buses (N _B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button		Arr. Type
			Y or N	N _m				Y or N	Min. Timing	
EB	0	.04	Y	3	0	.95	82	N	0	3
WB	0	.04	Y	3	0	.95	62	N	0	3
NB	0	.01	N	0	4	.95	79	N	0	3
SB	0	.01	N	0	4	.95	132	N	0	3

Grade: + up, - down

HV: veh. with more than 4 wheels

N_m: pkg. maneuvers/hrN_B: buses stopping/hr

PHF: peak-hour factor

Conf. Peds: Conflicting peds./hr

Min. Timing: min. green for pedestrian crossing

Arr. Type: Type 1-5

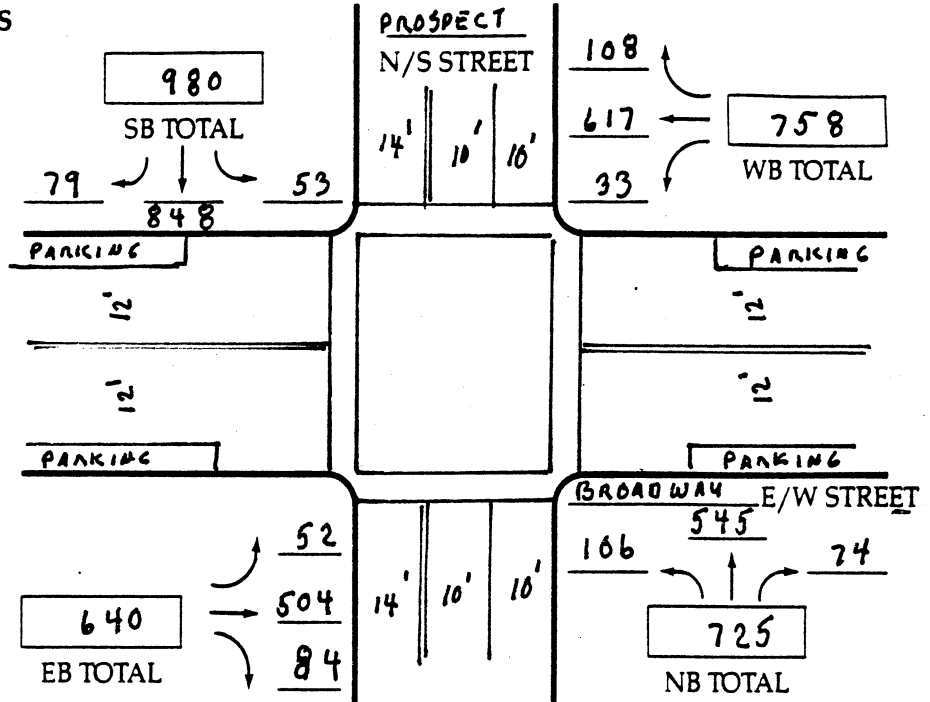
PHASING

D I A G R A M	Timing		Timing		Timing		Timing		Timing	
	G =	Y + R =	G =	Y + R =	G =	Y + R =	G =	Y + R =	G =	Y + R =
	29	5	31	5						
Pretimed or Actuated	P									
Protected turns			Permitted turns			Pedestrian			Cycle Length <u>80</u> Sec	

Intersection: PROSPECT ST. AND BROADWAY Date: 3-16-88

Analyst: G. Teso Time Period Analyzed: 4:45-5:45PM Area Type: ☒ CBD ☐ Other

Project No.: INTERSECTION STUDY City/State: CAMBRIDGE MA



1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

Approach	Grade (%)	% HV	Adj. Pkg. Lane		Buses (N _B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button		Arr. Type
			Y or N	N _m				Y or N	Min. Timing	
EB	0	.04	Y	3	0	.95	156	N	0	3
WB	0	.04	Y	3	0	.95	72	N	0	3
NB	0	.01	N	0	4	.95	136	N	0	3
SB	0	.01	N	0	4	.95	76	N	0	3

Grade: + up, - down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr

N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr

Min. Timing: min. green for
pedestrian crossing
Arr. Type: Type 1-5

D I A G R A M								
Timing	G = 39 Y + R = 5	G = 41 Y + R = 5	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated	P							
Protected turns		Permitted turns		Pedestrian		Cycle Length <u>100</u> Sec		



CITY OF CAMBRIDGE

CAMBRIDGE, MASSACHUSETTS 02139

TEL. 498-9011

EXECUTIVE DEPARTMENT

ROBERT W. HEALY

City Manager

April 3, 1989

RICHARD C. ROSSI

Deputy City Manager

To the Honorable, the City Council:

With respect to Awaiting Report Items No. 33 and No. 47 relative to the development at the corner of Broadway and Prospect Street, enclosed please find copy of a traffic study submitted by George Teso, Traffic Director.

Very truly yours,

Robert W. Healy
City Manager

RWH/mbf

Enc.

Agenda Item No. 3 S-233

Re: response to Awaiting Report Items 33
& 47 on the development at the corner of
Broadway & Prospect St. & enclosed copy of a
traffic study submitted by the Traffic Direc-
tor.

In City Council,

April 3, 1989

4-3-89

Placed on File.