

# Transportation Impact Study

Proposed Marijuana Dispensary  
518-524 Somerville Avenue  
Somerville, Massachusetts

*Prepared for:*

Nuestra, LLC  
Boston, Massachusetts

March 2022

*Prepared by:*

 **Vanasse &  
Associates inc**  
Transportation Engineers & Planners

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Andover, MA 01810

Dear Reviewer:

This letter shall certify that this *Transportation Impact Study* has been prepared under my direct supervision and responsible charge. I am a Registered Professional Engineer (P.E.) in the Commonwealth of Massachusetts (Massachusetts P.E. No. 38871, Civil) and hold Certification as a Professional Traffic Operations Engineer (PTOE) from the Transportation Professional Certification Board, Inc. (TPCB), an independent affiliate of the Institute of Transportation Engineers (ITE) (PTOE Certificate No. 993). I am also a Fellow of the Institute of Transportation Engineers (FITE).

Sincerely,

VANASSE & ASSOCIATES, INC.



Jeffrey S. Dirk, P.E., PTOE, FITE  
Managing Partner

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## EXECUTIVE SUMMARY

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Vanasse & Associates, Inc. (VAI) has conducted a Transportation Impact Study (TIS) in order to determine the potential impacts on the transportation infrastructure associated with the proposed adult-use marijuana dispensary to be located at 518-524 Somerville Avenue in Somerville, Massachusetts (hereafter referred to as the Project). This assessment was: i) prepared in consultation with the Massachusetts Department of Transportation (MassDOT) and the City of Somerville; ii) was performed in accordance with MassDOT's *Transportation Impact Assessment (TIA) Guidelines* and the City of Somerville's *Transportation Impact Study (TIS) Guidelines*; and iii) is responsive to the scope of work issued by the City of Somerville Office of Strategic Planning and Community Development (OSPCD) Mobility Division for the preparation of this TIS.

Based on this assessment, we have concluded the following with respect to the Project:

1. Using trip-generation statistics published by the Institute of Transportation Engineers (ITE)<sup>1</sup> and empirical data obtained from an operating recreational marijuana dispensary located in Central Massachusetts, the Project is expected to generate approximately 330 automobile trips, 252 transit trips, 128 pedestrian trips and 126 bicycle trips on an average weekday, and 406 automobile trips, 310 transit trips, 156 pedestrian trips and 154 bicycle trips on a Saturday (both two-way volumes over the operational day of the Project). During the weekday morning peak-hour of Somerville Avenue, the Project is expected to generate 3 automobile trips, 2 transit trips, 1 pedestrian trip and 1 bicycle trip. During the weekday morning peak-hour of the Project, the Project is expected to generate 34 automobile trips, 26 transit trips, 12 pedestrian trips and 12 bicycle trips. During the weekday evening peak-hour, the Project is expected to generate 45 automobile trips, 33 transit trips, 17 pedestrian trips and 16 bicycle trips. During the Saturday midday peak-hour, the Project is expected to generate 46 automobile trips, 35 transit trips, 17 pedestrian trips and 17 bicycle trips;
2. In comparison to the existing restaurant use that operates at the Project site, the Project is expected to generate approximately 162 additional automobile trips on an average weekday and 214 additional automobile trips on a Saturday (both two-way volumes over the operational day of the Project), with 3 additional automobile trips expected during the weekday morning peak-hour of Somerville Avenue, 13 additional automobile trips expected during the weekday morning peak-hour of the Project, 30 additional automobile

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<sup>1</sup>*Trip Generation*, 11<sup>th</sup> Edition; Institute of Transportation Engineers; Washington, DC; 2017.

trips expected during the weekday evening peak-hour and 28 additional automobile trips expected during the Saturday midday peak-hour;

3. The Project will not result in a significant impact (increase) on motorist delays or vehicle queuing over anticipated future conditions without the Project (No-Build condition), with no changes in level-of-service (LOS) shown to occur as a result of the Project, acknowledging that one or more movements at the study intersections are currently operating at or over capacity (defined as a LOS of “E” or “F”, respectively) independent of the Project, and Project-related impacts generally defined as an incremental increase in average motorist delay that resulted in a corresponding increase in vehicle queuing of up to one (1) vehicle;
4. The Pedestrian Level of Traffic Stress (PLTS) within the study area ranges from PLTS 1 to PLTS 3, on a scale from PLTS 1 to PLTS 4, with PLTS 4 representing “high” stress, with the Project expected to add up to 17 pedestrian trips during the peak hours, a level of impact that can be accommodated by the existing pedestrian infrastructure. The Bicycle Level of Traffic Stress (BLTS) within the study area was found to be BLTS 2 on a similar scale to that of PLTS (BLTS 1 through BLTS 4), with the Project expected to add up to 17 bicycle trips during the peak hours, a level of impact that can also be accommodated
5. The Project is expected to add between 2 and 35 additional transit riders during the peak-hours, primarily distributed between Massachusetts Bay Transportation Authority (MBTA) bus Route 83 and 87, a level of ridership that can be accommodated within the MBTA service policy standards for ridership; and
6. Independent of the Project, the three (3) study area intersections are located within a high bicyclist crash cluster area for the 2010-2019 period as defined on MassDOT’s Highway Safety Improvement Program (HSIP) listing. That being said, all of the study area intersections were found to have motor vehicle crash rates below the MassDOT average crash rates for similar intersections. Specific recommendations have been provided to advance safety-related improvements at these intersections (discussion follows).

In consideration of the above, we have concluded that the Project can be accommodated within the confines of the existing transportation infrastructure in a safe and efficient manner with the implementation of the recommendations that follow.

## **RECOMMENDATIONS**

A detailed transportation improvement program has been developed that is designed to provide safe and efficient access to the Project site and address any deficiencies identified at off-site locations evaluated in conjunction with this study. The following improvements have been recommended as a part of this evaluation and, where applicable, will be completed in conjunction with the Project subject to receipt of all necessary rights, permits, and approvals.

### **Project Access**

The Project site does not have direct vehicular access (i.e., a driveway) or dedicated on-site parking, and neither will be provided as a part of the Project. Loading and delivery activities associated with the Project will be accommodated curbside, with one (1) existing metered on-street parking space along Somerville Avenue to be removed to accommodate a loading zone.

Customers will enter the Project by way of a doorway situated along the sidewalk on the south side of Somerville Avenue located approximately 25 feet east of Park Street and will exit by way of a doorway located approximately 70 feet east of Park Street. Employees and deliveries will enter and exit the Project by way of the customer entrance. A secondary egress (exit) for employees will be provided by way of a door located along the west side of Park Street approximately 50 feet south of Somerville Avenue.

## **Off Site**

### **Somerville Avenue Corridor**

Independent of the Project, the study area is located within a high bicycle crash cluster area for the period 2010-2019 as defined on MassDOT's HSIP listing. In an effort to advance safety improvements along the Somerville Avenue corridor, the Project proponent, in conjunction with the City, will facilitate the completion of a Road Safety Audit (RSA) along Somerville Avenue, including and between the Somerville Avenue/Central Street, Somerville Avenue/Park Street and Somerville Avenue/Properzi Way intersections. The RSA will be performed within one-year of the issuance of a Certificate of Occupancy for the Project.

### **Mobility Management Plan**

A Mobility Management Plan (MMP) has been prepared for the Project and submitted to the OSPCD Mobility Division in conjunction with this TIS. The MMP defines the specific measures that will be undertaken as a part of the Project to encourage the use of alternative modes of transportation to the use single-occupancy vehicles (SOVs). Central to the MMP is a commitment to implement a comprehensive Transportation Demand Management (TDM) program that is designed to limit the percentage of trips to the Project site made by motor vehicles to a level of 50 percent or less, and includes a post-development traffic and parking monitoring, and resident survey program in order to: i) evaluate the success and to refine the elements of the TDM program; and ii) to validate the trip projections for the Project. The results of the post-development monitoring program will be submitted to the Mobility Division and will document corrective actions, if any, that will be undertaken to the extent that the trip-reduction goal or vehicle mode share for the Project are not met.

With the implementation of the above recommendations and the elements of the MMP, safe and efficient access will be provided to the Project site and the Project can be accommodated within the confines of the existing and improved transportation system.

# **INTRODUCTION**

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Vanasse & Associates, Inc. (VAI) has conducted a Transportation Impact Study (TIS) in order to determine the potential impacts on the transportation infrastructure associated with the proposed marijuana dispensary to be located at 518-524 Somerville Avenue in Somerville, Massachusetts (hereafter referred to as the “Project”). This study evaluates the following specific areas as they relate to the Project: i) access requirements; ii) potential off-site improvements; and iii) safety considerations; and identifies and analyzes existing traffic conditions and future traffic conditions, both with and without the Project, along Somerville Avenue, Central Street and Park Street, and at major intersections as defined in consultation with the City of Somerville’s Office of Strategic Planning and Community Development (OSPCD) Mobility Division.

## **PROJECT DESCRIPTION**

As proposed, the Project will entail the renovation of an existing 3,910± square foot (sf) commercial building located at 518-524 Somerville Avenue in Somerville, Massachusetts, to accommodate an adult-use marijuana dispensary. The Project site encompasses approximately 0.11± acres of land bounded by Somerville Avenue to the north, residential properties to the south and east, and Park Street to the west. The existing building is currently tenanted by a restaurant (China Delight). Figure 1 depicts the Project site location in relation to the existing roadway network. The Project site does not have direct vehicular access (i.e., a driveway) or dedicated on-site parking, and neither will be provided as a part of the Project. Loading and delivery activities associated with the Project will be accommodated curbside, with one (1) existing metered on-street parking space along Somerville Avenue to be removed to accommodate a loading zone.

On-site bicycle parking will be provided for a minimum of two (2) bicycles in accordance with the bicycle parking requirements of Section 4.1.15, *Parking and Mobility*, of the City of Somerville Zoning Ordinance.<sup>2</sup>

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<sup>2</sup>The Zoning Ordinance requires a minimum of 1 long-term bicycle parking space per 10,000 sf of cannabis retail sales space and 1 short-term bicycle parking space per 2,500 sf of cannabis retail sales space.

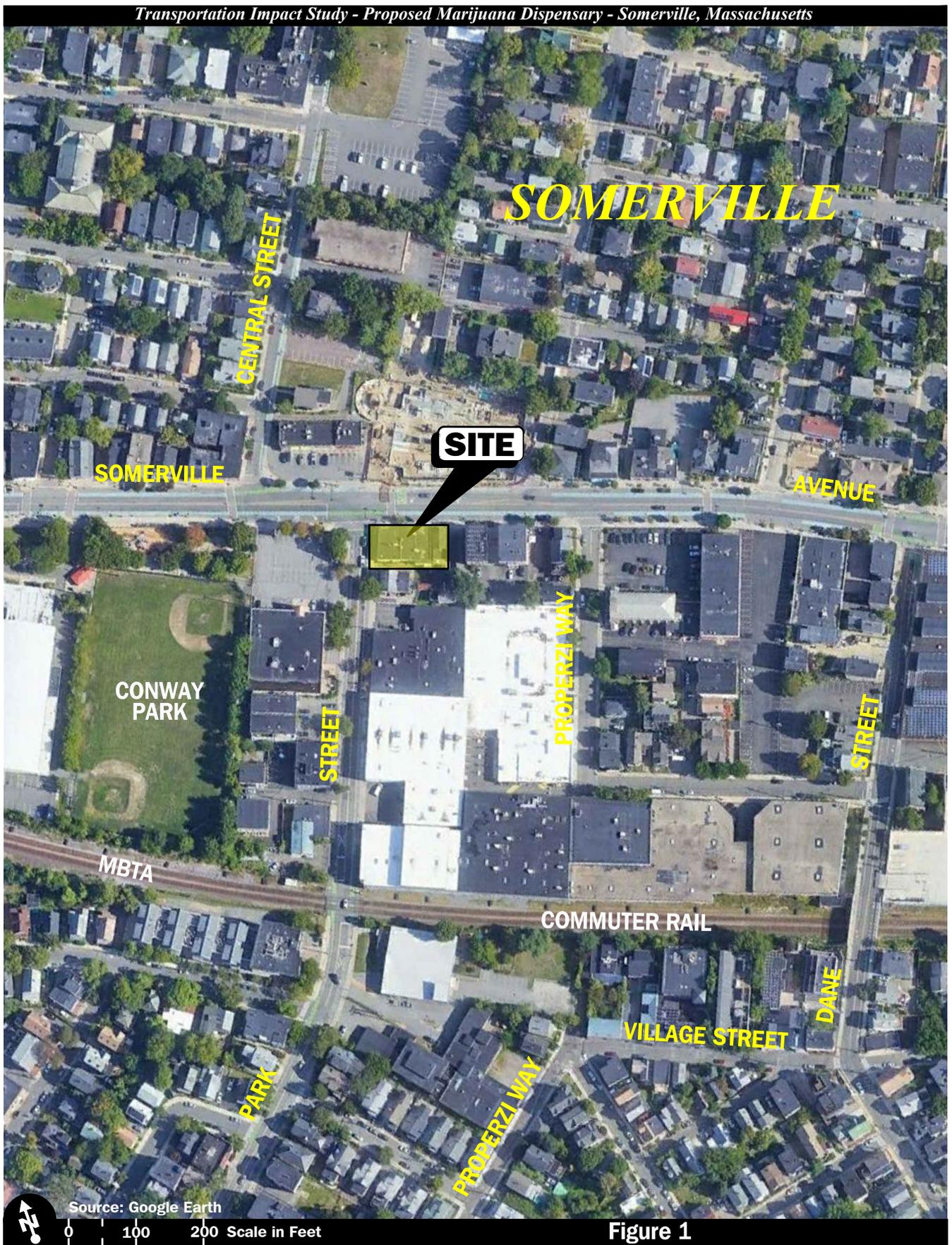


Figure 1

Site Location Map



## **STUDY METHODOLOGY**

This study was: i) prepared in consultation with the Massachusetts Department of Transportation (MassDOT) and the City of Somerville; ii) was performed in accordance with MassDOT's *Transportation Impact Assessment (TIA) Guidelines* and the City of Somerville's *Transportation Impact Study (TIS) Guidelines*, and is responsive to the scope of work issued by the City of Somerville Office of Strategic Planning and Community Development (OSPCD) Mobility Division (the "Mobility Division") for the preparation of this TIS; and iii) was conducted in three distinct stages.

The first stage involved an assessment of existing conditions in the study area and included an inventory of roadway geometrics; pedestrian and bicycle facilities; on-street parking; public transportation services; observations of traffic flow; and collection of pedestrian, bicycle, and vehicle counts.

In the second stage of the study, future traffic conditions were projected and analyzed. Specific travel demand forecasts for the Project were assessed along with future traffic demands due to expected traffic growth independent of the Project. A five-year time horizon was selected for analyses consistent with the City of Somerville's *Transportation Impact Study (TIS) Guidelines*. The traffic analysis conducted in stage two identifies existing or projected future roadway capacity; pedestrian, bicycle and traffic safety; and site access issues.

The third stage of the study presents and evaluates measures to address traffic and safety issues, if any, identified in stage two of the study.

## **EXISTING CONDITIONS**

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A comprehensive field inventory of existing conditions within the study area was conducted in January and March 2021. The field investigation consisted of an inventory of existing roadway geometrics; pedestrian and bicycle facilities; public transportation services; traffic volumes; and operating characteristics; as well as posted speed limits and land use information within the study area. The study area that was assessed for the Project is consistent with the study area that was defined in the scope of work issued by the Mobility Division for the preparation of this TIS, and consisted of Somerville Avenue, Central Street and Park Street, and the following specific intersections: Somerville Avenue at Central Street; Somerville Avenue at Park Street and Somerville Avenue at Properzi Way.

The following describes the study area roadways and intersections.

### **ROADWAYS**

#### **Somerville Avenue**

- Two-lane urban principal arterial roadway under City jurisdiction
- Traverses study area in a general northwest-southeast direction between McGrath Highway (Route 28) and Massachusetts Avenue (Route 2A)
- Provides two 10 to 16-foot wide travel lanes that are separated by a double-yellow centerline, with 5-foot wide bicycle lanes along both sides of the roadway, parking intermittently permitted along both sides of the roadway and additional turning lanes at major intersections
- The posted speed limit is 20 miles per hour (mph) within the study area
- Eight (8) to 12-foot wide sidewalks are provided along both sides of the roadway
- Illumination is provided by way of street lights mounted on steel poles
- Land use within the study area consists of the Project site, and residential and commercial properties

## Central Street

- One-way (northeastbound) urban collector roadway under City jurisdiction
- Traverses study area in a general northeast-southwest direction between Broadway and Somerville Avenue
- Provides a 10± foot wide traveled-way with on-street parking permitted along the east side of the roadway and a 4-foot wide bicycle lane along the west side
- The posted speed limit is 20 mph within the study area
- Six (6) foot wide sidewalks are provided along both sides of the roadway
- Illumination is provided by way of street lights mounted on wood poles
- Land use within the study area consists of residential and commercial properties

## Park Street

- Two-lane urban collector roadway under City jurisdiction
- Traverses study area in a general northeast-southwest direction between Somerville Avenue and Beacon Street
- Provides two 11-foot wide travel lanes that are separated by a double-yellow centerline with 4 to 5-foot wide bicycle lanes provided along both sides of the roadway
- A posted speed limit is not provided and, as such, the statutory speed limit pursuant to MGL C. 90 §17C is 25 mph<sup>3</sup>
- Eight (8) to 10-foot wide sidewalks are provided along both sides of the roadway
- Illumination is provided by way of street lights mounted on wood poles
- Land use within the study area consists of the Project site, and residential and commercial properties

## INTERSECTIONS

Table 1 and Figure 2 summarize existing lane use, traffic control, and pedestrian and bicycle accommodations at the study area intersections as observed in March 2021.

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<sup>3</sup>The statutory of “prima facie” speed is defined in M.G.L. Chapter 90, Section 17, as the speed which would be deemed reasonable and proper to operate a motor vehicle. Pursuant to M.G.L. Chapter 90 Section 17C, the City of Somerville enacted a citywide speed limit of 25 mph within a thickly settled or business district which became effective on October 25, 2016.

**Table 1**  
**STUDY AREA INTERSECTION DESCRIPTION**

<b>Intersection</b>	<b>Traffic Control Type<sup>a</sup></b>	<b>No. of Travel Lanes Provided</b>	<b>Shoulder Provided? (Yes/No/Width)</b>	<b>Pedestrian Accommodations? (Yes/No/Description)</b>	<b>Bicycle Accommodations? (Yes/No/Description)</b>
Somerville Ave./ Central St.	S	1 general-purpose travel lane on all approaches; Central St. is one-way northbound; on-street parking is provided along the north side of Somerville Ave. west of the intersection and the west side of Central St.	No	Yes; both sides of the intersecting roadways; crosswalks across the Somerville Ave. west leg and Central St.	Yes; bike lanes on Somerville Ave. and the east side of Central St.
Somerville Ave./ Park St.	TS	1 general-purpose travel lane on all approaches; on-street parking is provided along the south side of Somerville Ave. east of the intersection	No	Yes; both sides of the intersecting roadways; crosswalks across the Somerville Ave. east leg and Park St.; pedestrian traffic signal equipment and phasing (exclusive) provided	Yes; bike lanes on Somerville Ave. and Park St.; bicycle detection provided as a part of the traffic signal system
Somerville Ave./ Properzi Way	S	1 general-purpose travel lane on all approaches; on-street parking is provided along both sides of Somerville Ave. east of the intersection, the south side of Somerville Ave. west of the intersection and the west side of Properzi Way	No	Yes; both sides of the intersecting roadways; crosswalk across Properzi Way	Yes; bike lanes along Somerville Ave.

<sup>a</sup>TS = traffic signal control; S = STOP control.

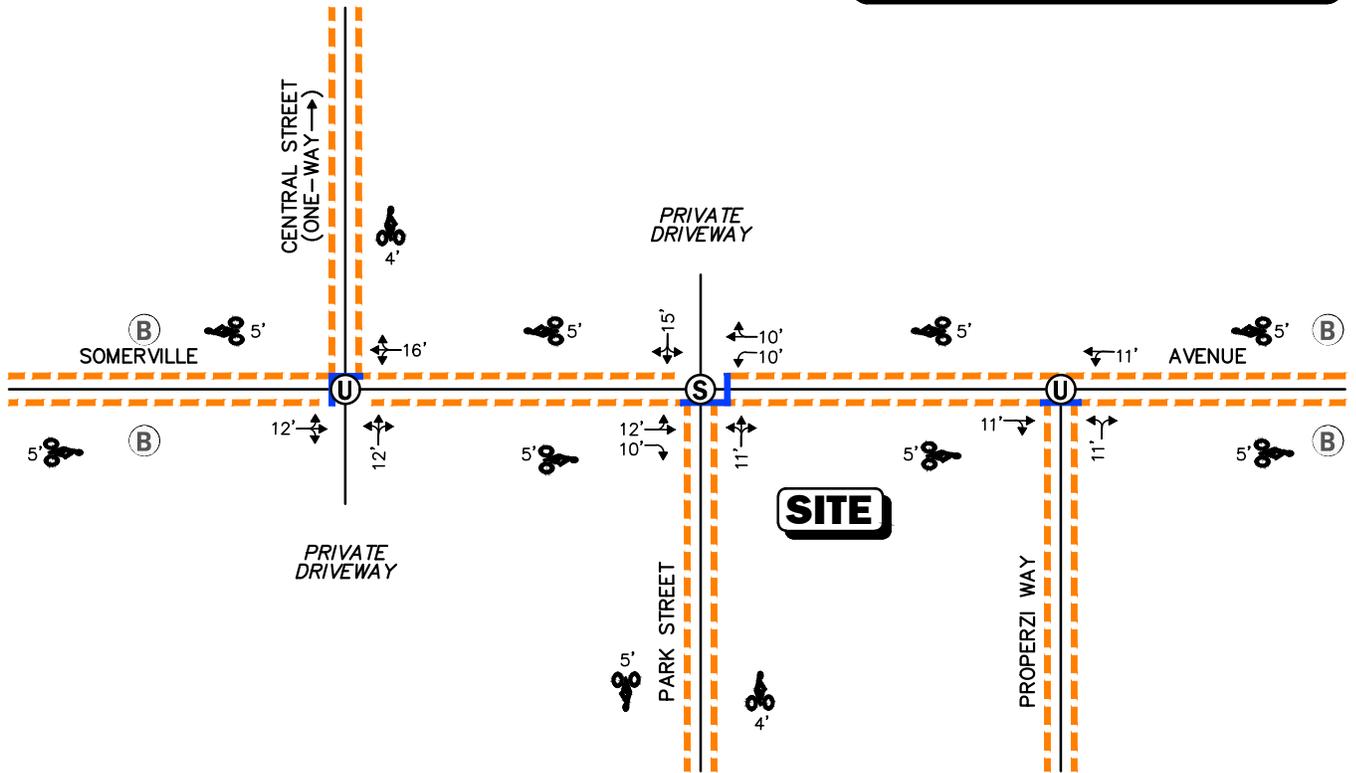
<sup>b</sup>Combined shoulder and travel lane width equal to or exceed 14 feet.

**TRAFFIC VOLUMES**

In order to determine existing traffic-volume demands and flow patterns within the study area, automatic traffic recorder (ATR) counts, turning movement counts (TMCs) and vehicle classification counts were completed in January 2022. The ATR counts were conducted on Somerville Avenue, Central Street and Park Street in the vicinity of the Project site on January 13<sup>th</sup> through January 15<sup>th</sup>, 2022 (Thursday through Saturday, inclusive) in order to record weekday traffic conditions over an extended period. Consistent with the City of Somerville TIS guidelines, 14-hour (6:00 AM to 8:00 PM) TMCs performed at the study intersections in order to record the weekday morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak periods on Thursday, January 13, 2022, and during the Saturday midday (11:00 AM to 2:00 PM) peak period on January 15, 2022. These time periods were selected for analysis purposes as they are representative of the peak-traffic-volume hours for both the Project and the adjacent roadway network.

**Legend:**

- Ⓢ Signalized Intersection
- Ⓤ Unsignalized Intersection
- Ⓟ Bus Stop
- Sidewalk
- Crosswalk
- xx' ↔ Lane Use and Travel Lane Width
- 🚲 Bike Lane



Not To Scale

Figure 2



Existing Intersection Lane Use, Travel Lane Width, and Pedestrian Facilities

## **Traffic-Volume Adjustments**

### **Seasonal**

In order to evaluate the potential for seasonal fluctuation of traffic volumes within the study area, MassDOT weekday seasonal factors for Urban Group 3 roadways (other principal arterials, the functional classification of Somerville Avenue) were reviewed.<sup>4</sup> Based on a review of this data, it was determined that traffic volumes for the month of January are approximately 6 percent *below* average-month conditions. As such, the January traffic volumes were adjusted upward by 6 percent in order to be representative of average-month conditions.

### **COVID-19 Pandemic**

In order to account for the impact on traffic volumes and trip patterns resulting from the COVID-19 pandemic, the TMCs that were collected as part of this assessment at the intersection of Somerville Avenue/Park Street were compared to those that were collected at the same intersection in January 2017 and April 2018. The 2017 and 2018 traffic volumes were expanded to 2022 by applying the traffic growth procedure detailed in the April 2020 “Guidance on Traffic Counting Data” published by MassDOT<sup>5</sup> in order to allow for a comparison of the data. Based on a comparison of the traffic volumes at the intersection, the January 2022 traffic volumes that were collected as a part of this assessment were adjusted upward by an additional 40.2 percent during the weekday morning peak-hour, an additional 25.9 percent during the weekday evening peak-hour and an additional 16.1 percent during the Saturday midday peak-hour in order to account for the reduced traffic volumes resulting from the COVID-19 pandemic.

### **City of Somerville TIS Traffic Volume Adjustments**

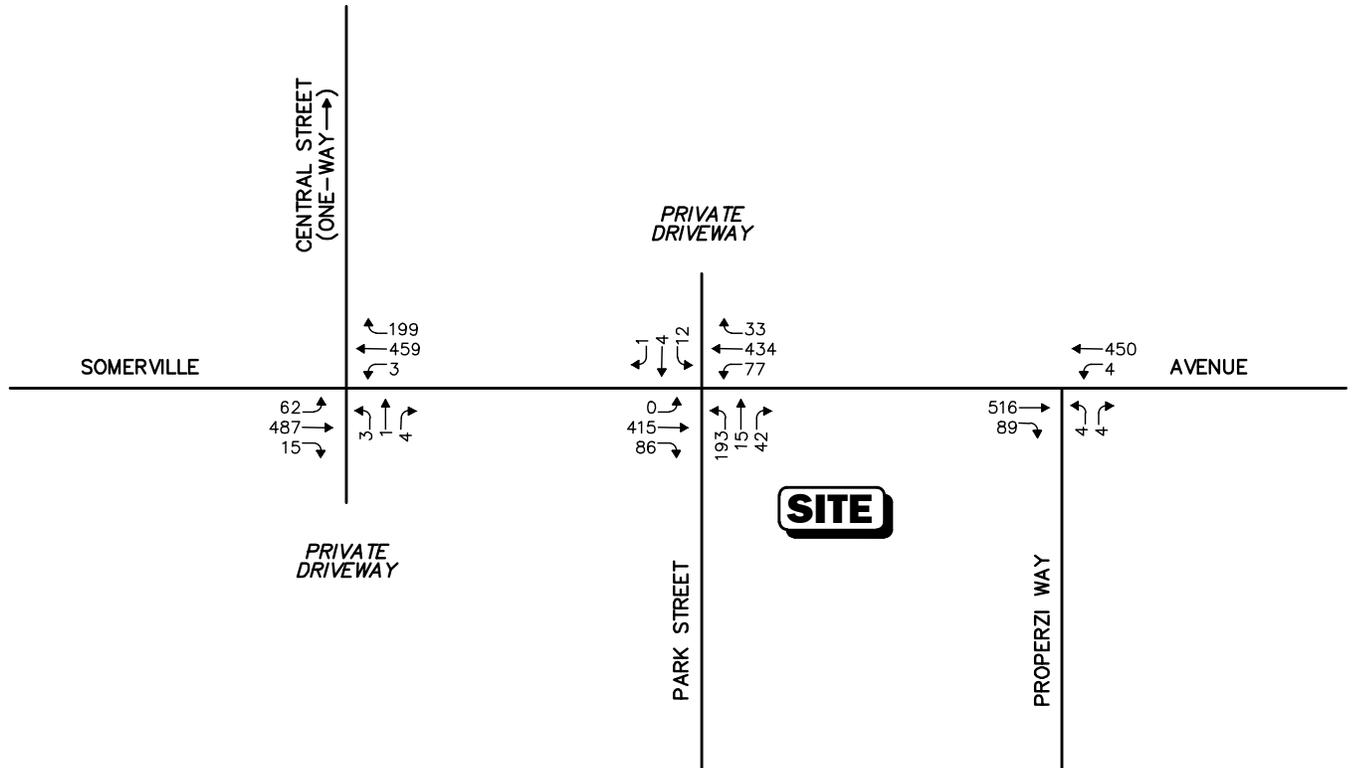
The January traffic counts were conducted while public schools and colleges were in regular session. As such and in accordance with the City of Somerville’s TIS guidelines, traffic volume adjustments were not required to account for: i) vacationing employees (required when TMCs are conducted in August); ii) elementary schools; or iii) colleges.

The 2022 Existing traffic volumes are summarized in Table 2, with the weekday morning, weekday evening and Saturday midday peak-hour traffic volumes graphically depicted on Figures 3, 4 and 5, respectively. Note that the peak-hour traffic volumes presented in Table 2 were obtained from the aforementioned figures.

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<sup>4</sup>MassDOT Statewide Traffic Data Collection; 2019 Weekday Seasonal Factors, Group U4-7.

<sup>5</sup>*Guidance on Traffic Count Data*; MassDOT; revised April 2020.

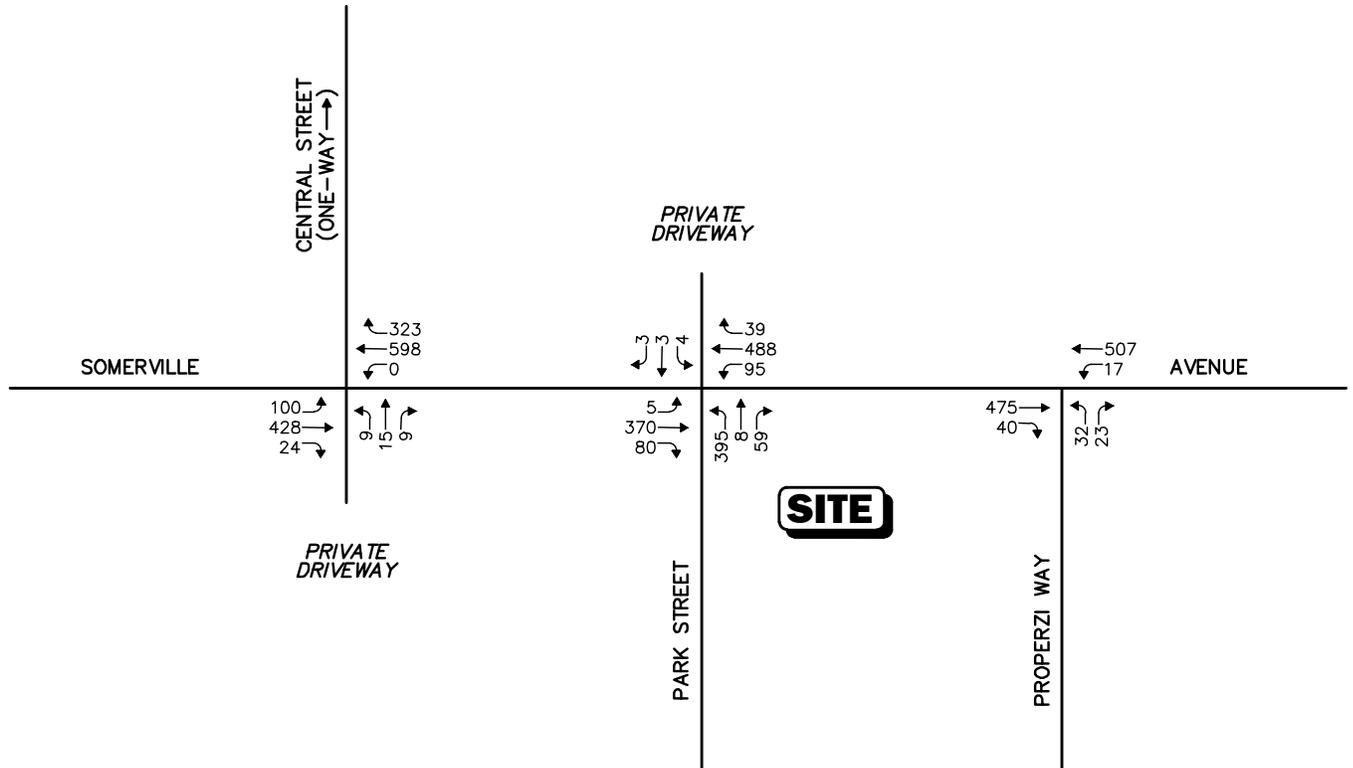


Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.  
 Not To Scale **Figure 3**



**2022 Existing  
 Weekday Morning  
 Peak-Hour Traffic Volumes**

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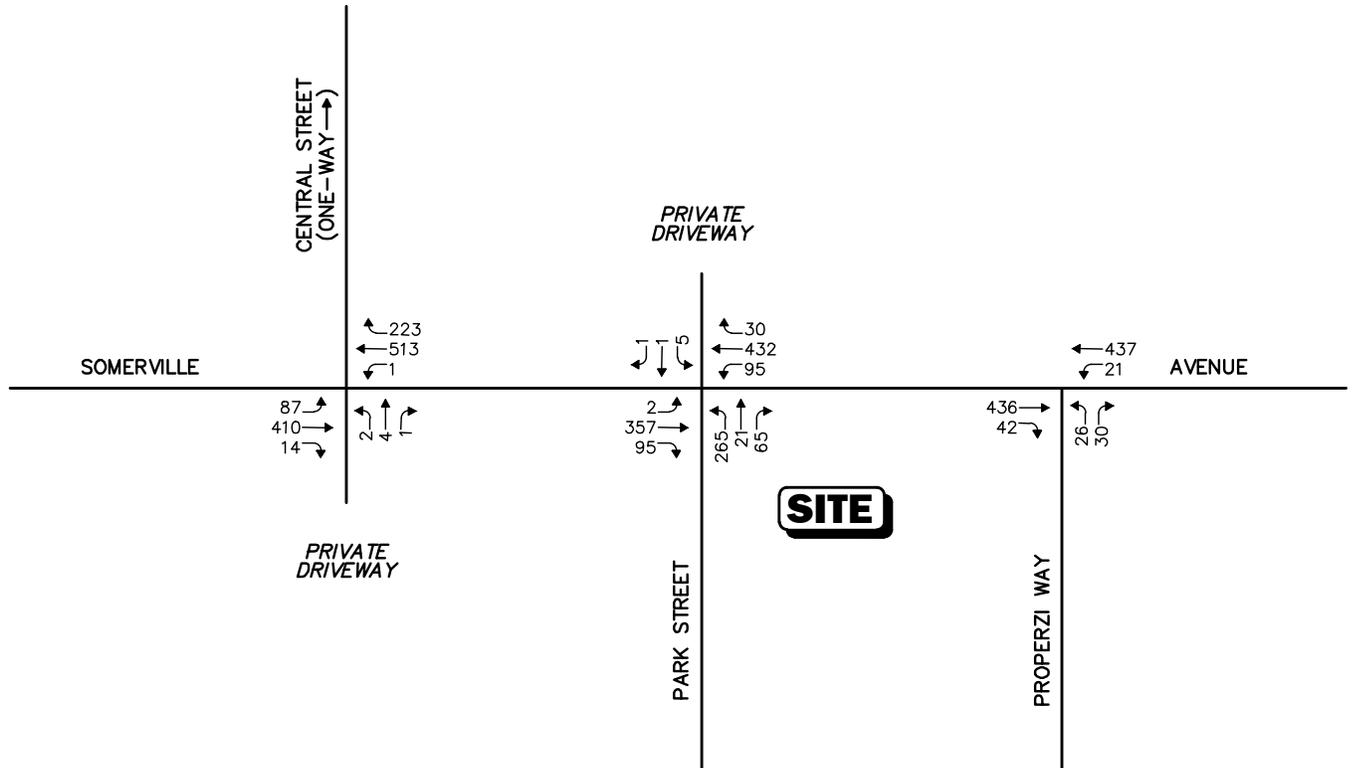


Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.  
 Not To Scale **Figure 4**



**2022 Existing  
 Weekday Evening  
 Peak-Hour Traffic Volumes**

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Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.  
 Not To Scale **Figure 5**



**2022 Existing Saturday Midday Peak-Hour Traffic Volumes**

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**Table 2**  
**2022 EXISTING TRAFFIC VOLUMES**

Location/Peak Hour	AWT <sup>a</sup>	Saturday <sup>b</sup>	VPH <sup>c</sup>	K Factor <sup>d</sup>	Directional Distribution <sup>e</sup>
<i>Somerville Avenue, east of Park Street:</i>	17,155	12,475	--	--	--
Weekday Morning (8:00 – 9:00 AM)	--	--	1,013	5.9	53.7% WB
Weekday Evening (5:00 – 6:00 PM)	--	--	1,055	6.1	59.0% WB
Saturday MIDDAY (12:45 – 1:45 PM)	--	--	984	7.9	56.6% WB
<i>Central Street, north of Somerville Avenue:</i>	4,825	3,745	--	--	--
Weekday Morning (8:00 – 9:00 AM)	--	--	262	5.4	100% NB
Weekday Evening (5:00 – 6:00 PM)	--	--	438	9.1	100% NB
Saturday MIDDAY (12:45 – 1:45 PM)	--	--	314	8.4	100% NB
<i>Park Street, south of Somerville Avenue:</i>	8,350	6,530	--	--	--
Weekday Morning (8:00 – 9:00 AM)	--	--	417	5.0	60.0% NB
Weekday Evening (5:00 – 6:00 PM)	--	--	640	7.7	72.2% NB
Saturday MIDDAY (12:45 – 1:45 PM)	--	--	542	8.3	64.8% NB

<sup>a</sup>Average weekday traffic in vehicles per day.

<sup>b</sup>Saturday traffic in vehicles.

<sup>c</sup>Vehicles per hour.

<sup>d</sup>Percent of daily traffic occurring during the peak hour.

<sup>e</sup>Percent traveling in peak direction.

NB = northbound; WB = westbound.

As can be seen in Table 2, Somerville Avenue in the vicinity of the Project site was found to accommodate approximately 17,155 vehicles on an average weekday and 12,475 vehicles on a Saturday (two-way, 24-hour volumes), with approximately 1,013 vehicles per hour (vph) during the weekday morning peak-hour, 1,055 vph during the weekday evening peak-hour and 984 vph during the Saturday midday peak-hour.

Central Street in the vicinity of the Project site was found to accommodate approximately 4,825 vehicles on an average weekday and 3,745 vehicles on a Saturday, with approximately 262 vph during the weekday morning peak-hour, 438 vph during the weekday evening peak-hour and 314 vph during the Saturday midday peak-hour.

Park Street in the vicinity of the Project site was found to accommodate approximately 8,350 vehicles on an average weekday and 6,530 vehicles on a Saturday, with approximately 417 vph during the weekday morning peak-hour, 640 vph during the weekday evening peak-hour and 542 vph during the Saturday midday peak-hour.

## **PEDESTRIAN AND BICYCLE FACILITIES**

A comprehensive field inventory of pedestrian and bicycle facilities within the study area was undertaken in January and March 2022. The field inventory consisted of a review of the location of sidewalks and pedestrian crossing locations along the study roadways and at the study intersections, as well as the location of existing and planned future bicycle facilities.

## **Pedestrian Facilities**

As detailed on Figure 2, sidewalks are provided along both sides of the study area roadways, with marked crosswalks provided for crossing one or more legs of the study area intersections. Figures 6, 7 and 8 depict the 2022 Existing weekday morning, weekday evening and Saturday midday peak-hour pedestrian volumes at the study area intersections, respectively, and were collected in conjunction with the January 2022 TMCs. As required by the City, supplemental pedestrian counts will be collected during the months of April, May, September or October, and will be summarized in a technical memorandum that will be provided to the Mobility Division.

A review of the pedestrian volume data at the study intersections indicates that the Central Street crossing at Somerville Avenue (north leg) experienced the largest number of crossings during the weekday morning peak-hour (41 crossings); the Somerville Avenue crossing at Central Street (west leg) and the Somerville Avenue crossing at Park Street (south leg) experienced the largest number of crossings during the weekday evening peak-hour (48 crossings each); and the Properzi Way crossing at Somerville Avenue (south leg) experienced the largest number of crossings during the Saturday midday peak-hour (38 crossings). In general, the majority of the pedestrian activity within the study area occurs along the Somerville Avenue corridor.

## **Bicycle Facilities**

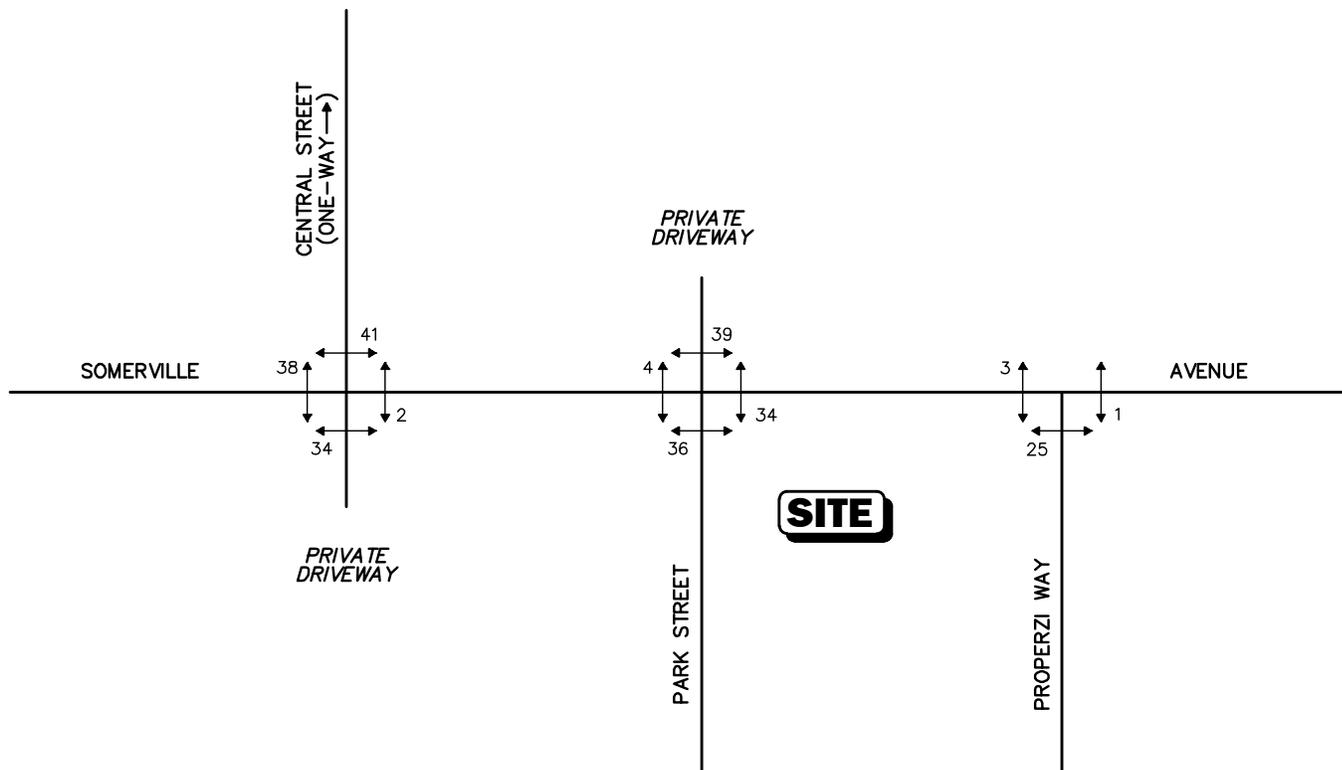
Within the study area, marked bicycle lanes are provided along Somerville Avenue (both directions), Central Street (northbound) and Park Street (both directions). Figures 9, 10 and 11 depict the 2022 Existing weekday morning, weekday evening and Saturday midday peak-hour bicycle volumes at the study area intersections, respectively, which were collected in conjunction with the January 2022 TMCs. As required by the City, supplemental bicycle counts will be collected during the months of April, May, September or October, and will be summarized in a technical memorandum that will be provided to the Mobility Division.

Bicycle activity within the study area was primarily focused along the Somerville Avenue corridor, with bi-directional bicycle volumes found to range from approximately 10 to 70 bicyclists during the peak hours.

## **PUBLIC TRANSPORTATION**

Public transportation services are provided within the study area by the Massachusetts Bay Transportation Authority (MBTA). The MBTA operates six (6) fixed route bus routes within 0.5 miles of the Project site, the details of which are summarized in Table 3.

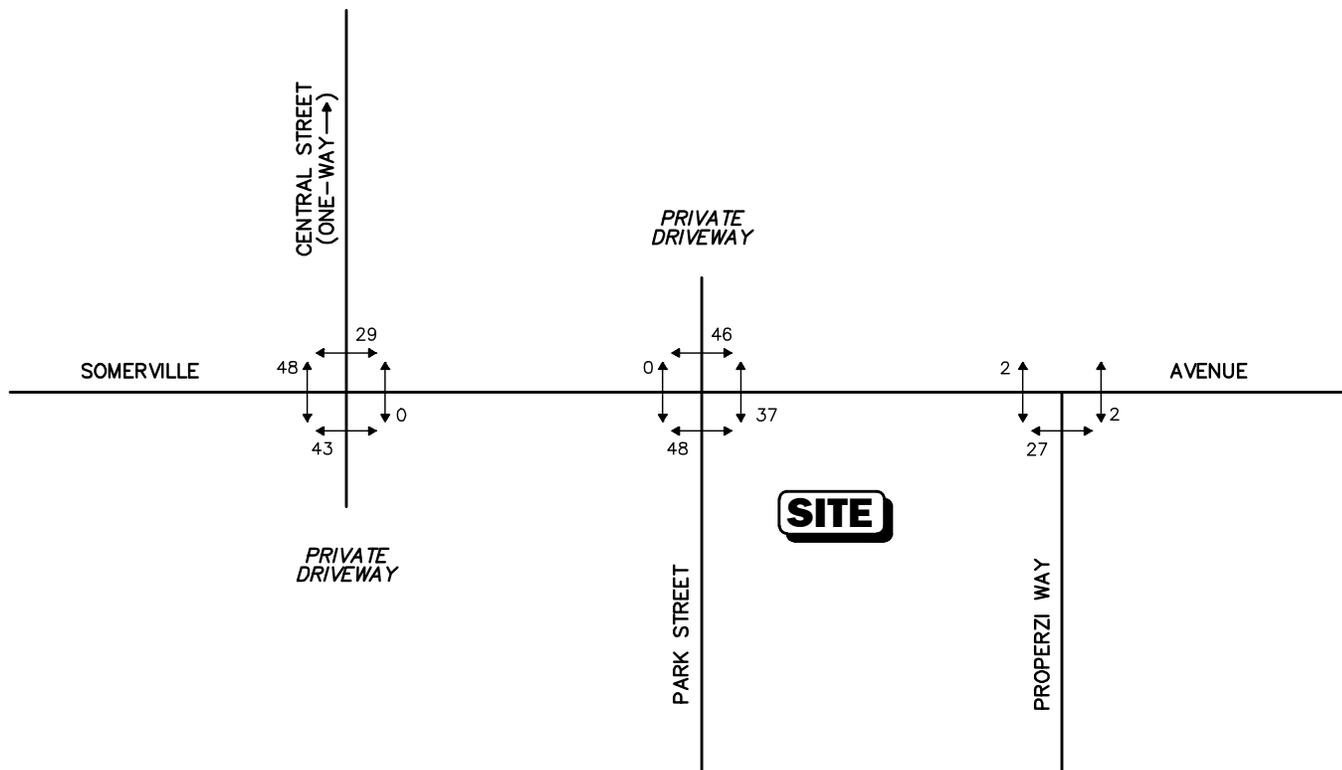
As shown in Table 3, MBTA bus Routes 83 and 87 provide service along Somerville Avenue with a stop at the Somerville Avenue/Central Street intersection, which is within an approximate 1-minute walking distance (approximately 150 feet from the entrance to the building) west of the Project site. Route 83 operates daily, with average headways of 20 to 25 minutes during the peak commuter periods, 30 to 55 minutes on a Saturday and 50 to 55 minutes on a Sunday; and with approximately 1,828 average daily boardings on a weekday, 940 average boardings on a Saturday and 560 average boardings on a Sunday. Route 87 operates daily, with average headways of 17 to 21 minutes during the weekday peak commuter periods, 25 to 30 minutes on a Saturday and 40 to 60 minutes on a Sunday; and with approximately 3,682 average daily boardings on a weekday, 2,480 average boardings on a Saturday and 1,307 average boardings on a Sunday.



Not To Scale Figure 6



2022 Existing  
Weekday Morning  
Peak-Hour Pedestrian Volumes

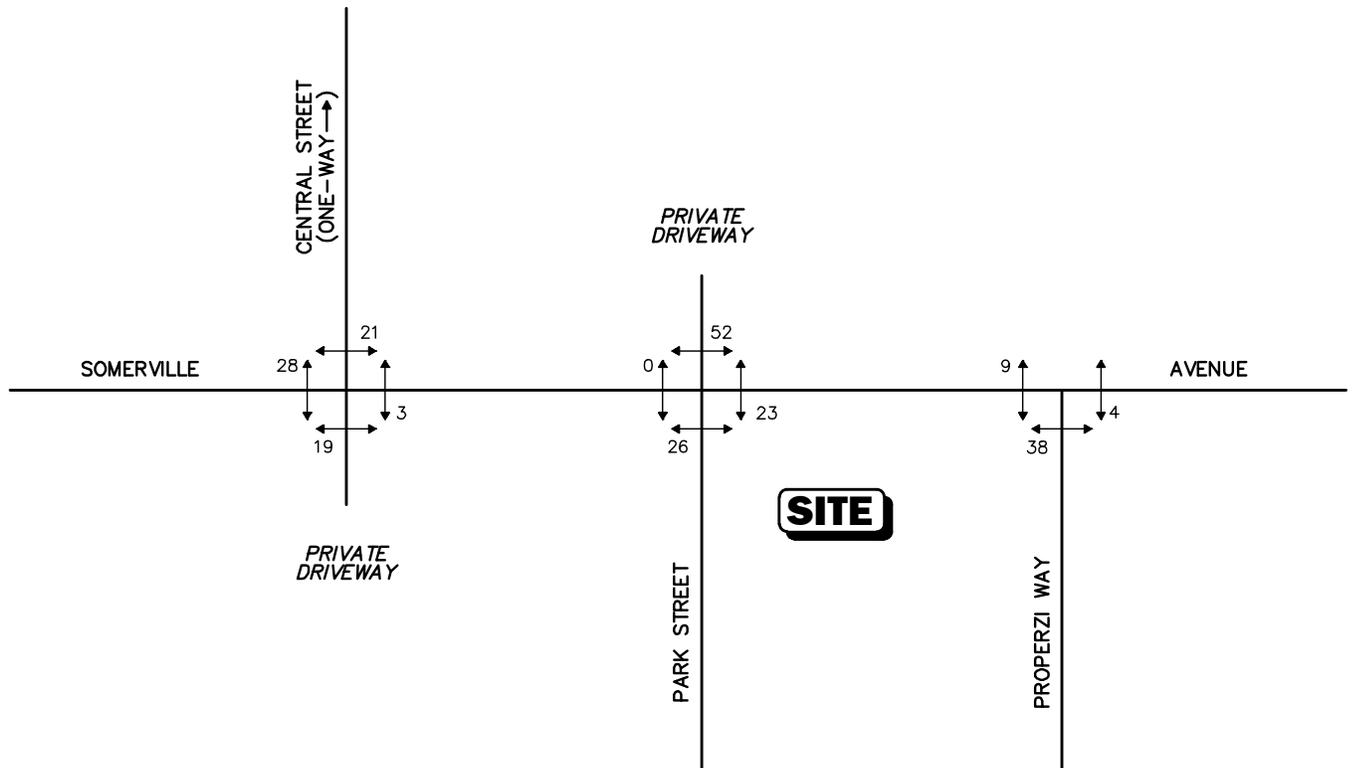


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Figure 7



2022 Existing Weekday Evening Peak-Hour Pedestrian Volumes



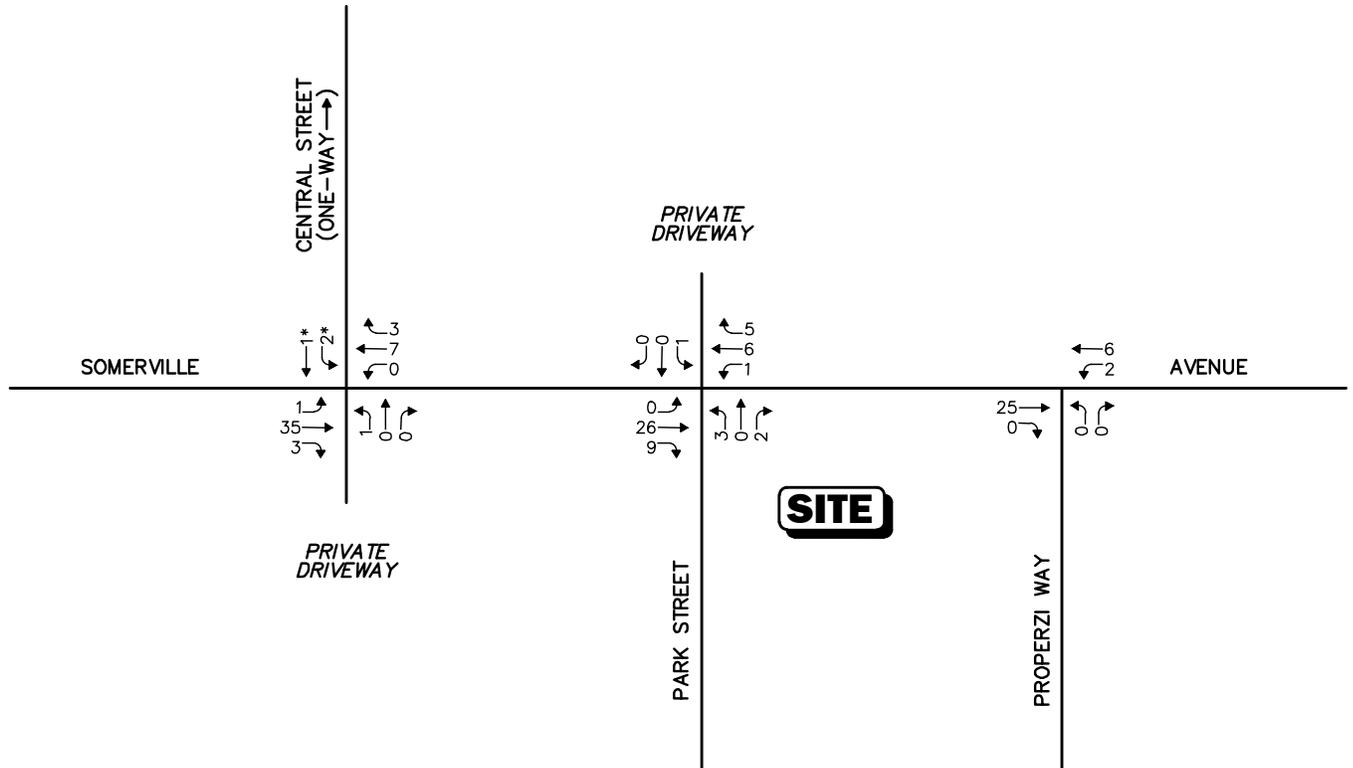
**SITE**

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**2022 Existing  
Saturday Midday  
Peak-Hour Pedestrian Volumes**

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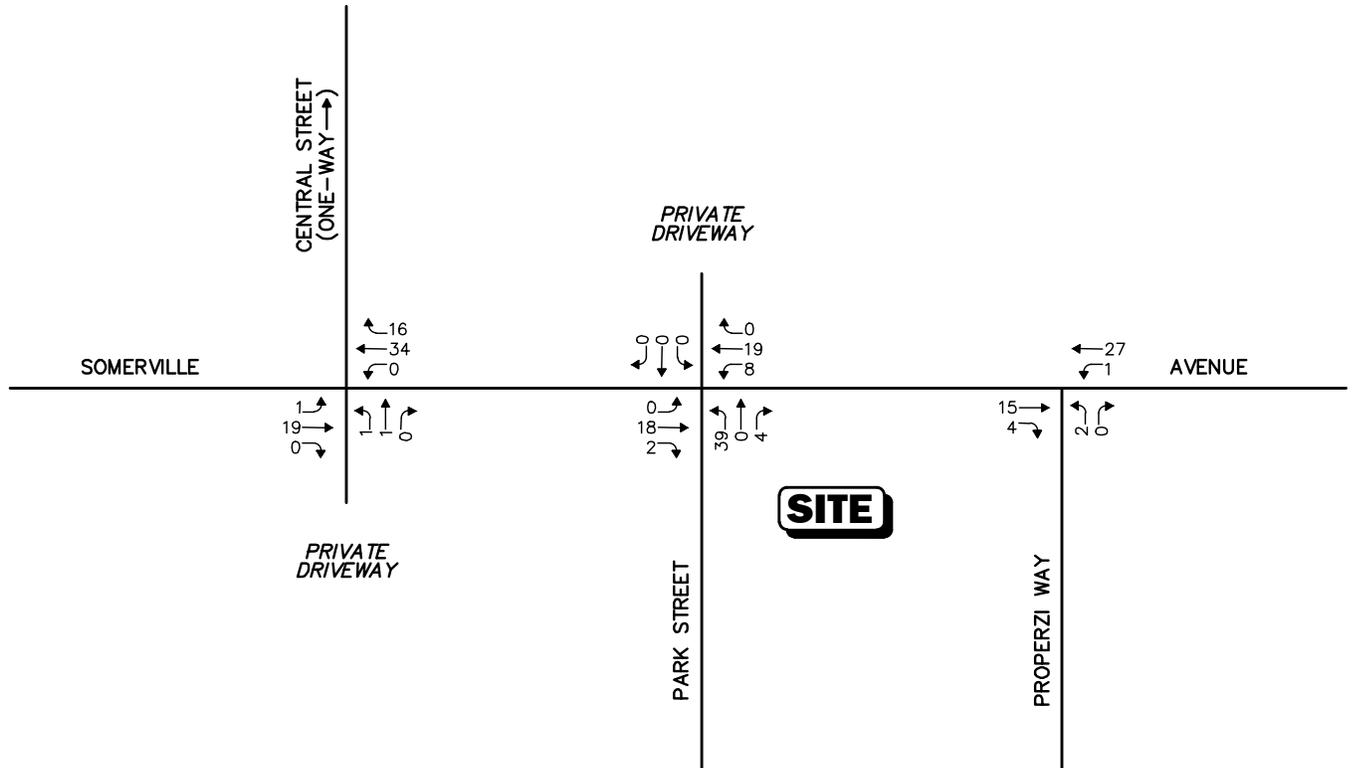


 \*Illegal maneuver.  
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**Figure 9**



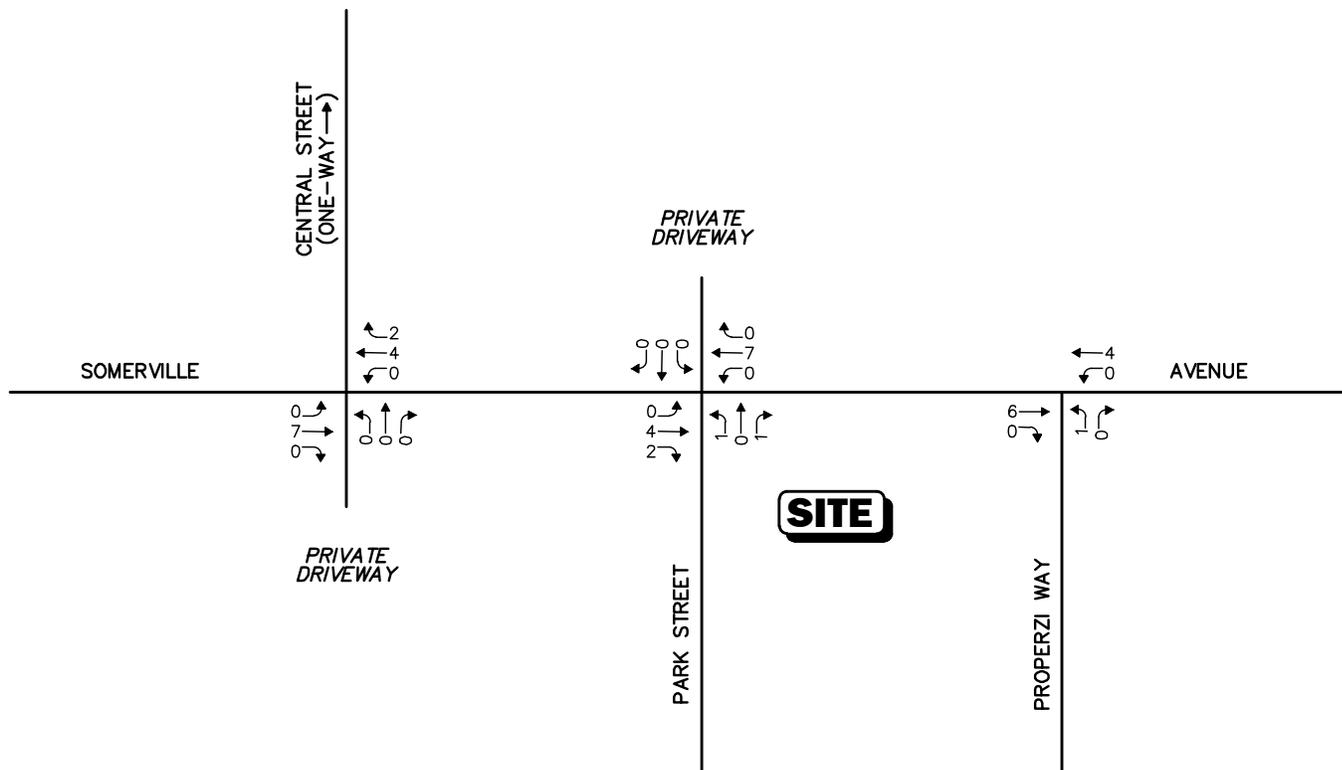
**2022 Existing  
Weekday Morning  
Peak-Hour Bicycle Volumes**



Not To Scale **Figure 10**



**2022 Existing  
Weekday Evening  
Peak-Hour Bicycle Volumes**



Not To Scale **Figure 11**



**2022 Existing Saturday Midday Peak-Hour Bicycle Volumes**

**Table 3  
PUBLIC TRANSPORTATION SUMMARY<sup>a</sup>**

Bus Route	Origin	Destination	Boardings <sup>b</sup>			Weekday Headway <sup>c</sup>			Weekend Headway <sup>c</sup>		Nearest Stop	Distance to Project Site
			Total Average Weekday	Total Average Saturday	Total Average Sunday	Average Morning Peak Period	Off-Peak	Average Evening Peak Period	Saturday	Sunday		
83	Central Square (Cambridge, MA; MBTA Subway Red Line)	Rindge Avenue (Cambridge, MA)	1,828	940	560	20	20-35	25	30-55	50-55	Somerville Avenue/ Central Street	150± feet
85	Kendall/MIT Station (Cambridge, MA; MBTA Subway Red Line)	Spring Hill (Somerville, MA)	586	--	--	38	--	48	--	--	Summer Street/ Carter Terrace	1,500± feet
86	Reservoir Station (Brookline, MA; MBTA Subway Green Line)	Sullivan Square Station (Somerville, MA; MBTA Subway Orange Line)	6,227	3,122	2,150	10	15-40	12	25-30	26-33	Washington Street/ Dane Street/ Calvin Street	2,000± feet
87	Lechmere Station (Cambridge, MA; MBTA Subway Green Line)	Arlington Center (Arlington, MA)	3,682	2,480	1,307	17	25-30	21	25-30	40-60	Somerville Avenue/ Central Street	150± feet
88	Lechmere Station (Cambridge, MA; MBTA Subway Green Line)	Clarendon Hill (Cambridge, MA)	3,813	2,128	1,398	18	20-30	22	25-30	40-60	Highland Avenue/ Benton Road	2,500± feet
90	Assembly Row Station (Somerville, MA; MBTA Subway Orange Line)	Davis Station (Somerville, MA; MBTA Subway Red Line)	1,073	564	330	38	30-60	42	60	60	Highland Avenue/ Benton Road	2,500± feet

<sup>a</sup>Source: MBTA Open Data Portal

<sup>b</sup>Total Daily Passengers, Fall 2019

<sup>c</sup>In minutes.

MBTA bus Route 85 provides service along Summer Street with a stop at the Summer Street/Carter Terrace intersection, which is within an approximate 5-minute walking distance (approximately 1,500 feet from the entrance to the building) north of the Project site. Route 85 operates during the weekday morning and evening peak periods, with average headways of 38 to 48 minutes, and with approximately 586 average daily boardings.

MBTA bus Route 86 provides service along Washington Street with a stop at the Washington Street/Dane Street/Calvin Street intersection, which is within an approximate 7-minute walking distance (approximately 2,000 feet from the entrance to the building) north of the Project site. Route 86 operates daily, with average headways of 10 to 12 minutes during the weekday peak commuter periods, 25 to 30 minutes on a Saturday and 26 to 33 minutes on a Sunday; and with approximately 6,227 average daily boardings on a weekday, 3,122 average boardings on a Saturday and 2,150 average boardings on a Sunday.

MBTA bus Routes 88 and 90 provide service along Highland Avenue with a stop at the Highland Avenue/Benton Road intersection, which is within an approximate 9-minute walking distance (approximately 2,500 feet from the entrance to the building) north of the Project site. Route 88 operates daily, with average headways of 18 to 22 minutes during the weekday peak commuter periods, 25 to 30 minutes on a Saturday and 40 to 60 minutes on a Sunday; and with approximately 3,813 average daily boardings on a weekday, 2,128 average boardings on a Saturday and 1,398 average boardings on a Sunday. Route 90 operates daily, with average headways of 38 to 42 minutes during the weekday peak commuter periods, 60 minutes on a Saturday and 60 minutes on a Sunday; and with approximately 1,073 average daily boardings on a weekday, 564 average boardings on a Saturday and 330 average boardings on a Sunday.

In addition, the MBTA provides The RIDE paratransit services to eligible persons who cannot use fixed-route transit (bus, subway, trolley) due to a physical, cognitive or mental disability in compliance with Americans with Disabilities Act (ADA) requirements.

**SPOT SPEED MEASUREMENTS**

Vehicle travel speed measurements were performed on Somerville Avenue, Central Street and Park Street in the vicinity of the Project site in conjunction with the ATR counts. Table 4 summarizes the vehicle travel speed measurements.

**Table 4  
VEHICLE TRAVEL SPEED MEASUREMENTS**

	Somerville Avenue		Central Street	Park Street	
	Eastbound	Westbound	Northbound	Northbound	Southbound
Mean Travel Speed (mph)	20	20	17	17	22
85 <sup>th</sup> Percentile Speed (mph)	25	25	19	23	26
Posted/Statutory Speed Limit (mph)	20	20	20	25	25

mph = miles per hour.

As can be seen in Table 4, the mean vehicle travel speed along Somerville Avenue in the vicinity of the Project site was found to be 20 mph in both directions. The measured 85<sup>th</sup> percentile vehicle travel speed, or the speed at which 85 percent of the observed vehicles traveled at or below, was found to be 25 mph in both directions, which is 5 mph above the posted speed limit in the vicinity of the Project site (20 mph). The 85<sup>th</sup> percentile speed is used as the basis of engineering design and in the evaluation of sight distances, and is often used in establishing posted speed limits.

The mean vehicle travel speed along Central Street (one-way northbound) within the study area was found to be 17 mph, with the measured 85<sup>th</sup> percentile vehicle travel speed found to be 19 mph, which is generally consistent with the posted speed limit (20 mph).

The mean vehicle travel speed along Park Street within the study area was found to be 17 mph northbound and 22 mph southbound, with the measured 85<sup>th</sup> percentile vehicle travel speed found to be 23 mph northbound and 26 mph southbound, which is generally consistent with the statutory speed limit (25 mph).

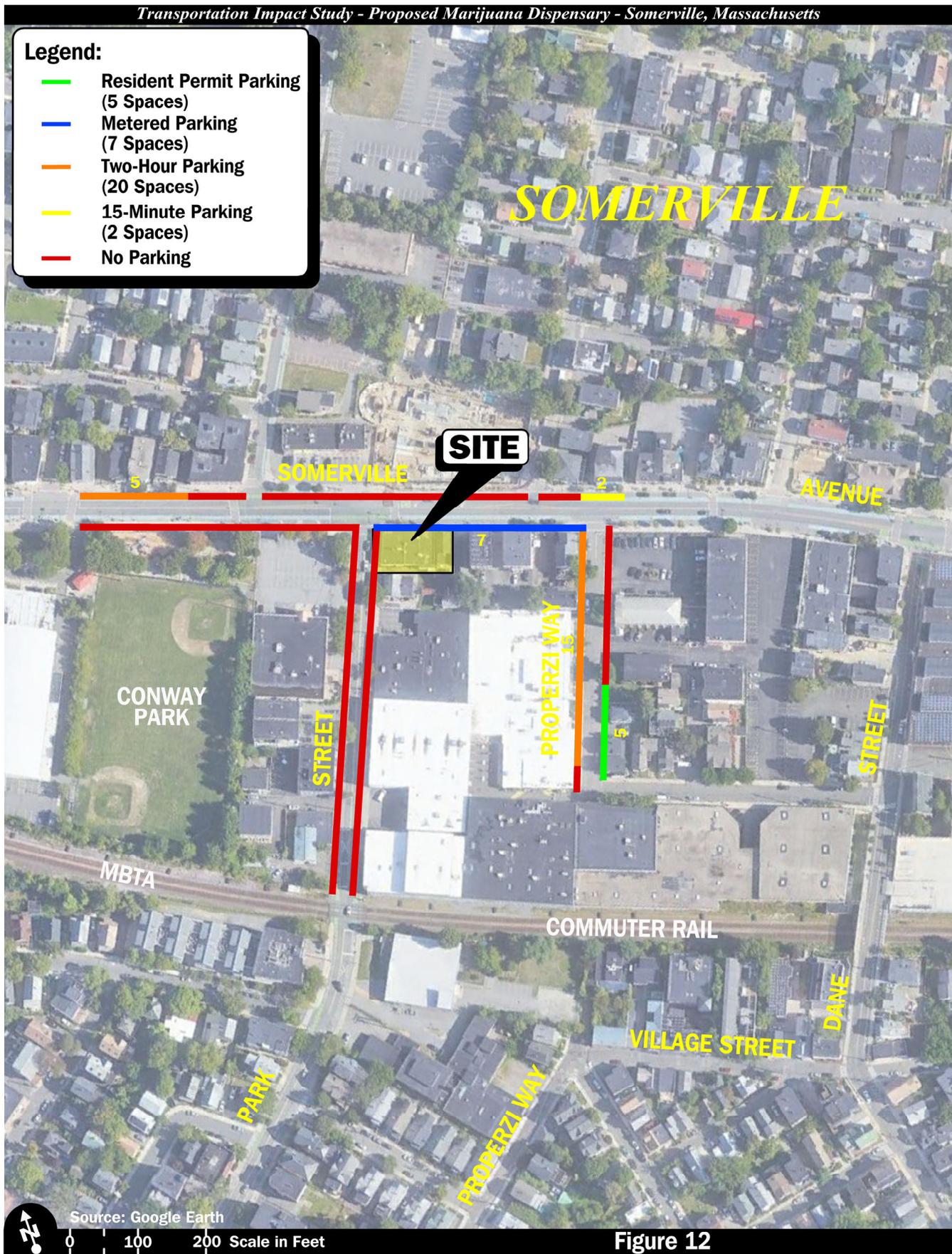
## **PARKING**

An inventory of on-street parking accommodations within the study area was conducted in March 2022, and is depicted on Figure 12. As shown on Figure 12, there are approximately 34 on-street parking spaces located within an approximate 3-minute walking distance (approximately 500-feet) of the Project site, consisting of 5 resident permit parking spaces; 22 short-term (two hours or less) parking spaces; and 7 metered parking spaces.

On street parking demands were observed during the weekday morning (8:00 AM to 12:00 PM) and evening (5:00 to 7:00 PM) peak parking periods on Tuesday, March 8, 2022, and during the Saturday midday (11:00 AM to 2:00 PM) peak parking period on Saturday, March 5, 2022, and are summarized in Table 5.

**Legend:**

- Resident Permit Parking (5 Spaces)
- Metered Parking (7 Spaces)
- Two-Hour Parking (20 Spaces)
- 15-Minute Parking (2 Spaces)
- No Parking



**Figure 12**

**Existing On-Street Parking Regulation Summary**



**Table 5**  
**PARKING DEMAND OBSERVATIONS**

Weekday Morning Tuesday, March 8, 2022			Weekday Evening Tuesday, March 8, 2022			Saturday Midday Saturday, March 5, 2022		
Time	No. of Occupied Spaces	Occupancy Percentage <sup>a</sup>	Time	No. of Occupied Spaces	Occupancy Percentage <sup>a</sup>	Time	No. of Occupied Spaces	Occupancy Percentage <sup>a</sup>
<b>8:00 AM</b>	<b>13</b>	<b>38.2%</b>	5:00 PM	11	32.3%	11:00 AM	11	32.3%
8:30 AM	11	32.3%	<b>5:30 PM</b>	<b>12</b>	<b>35.3%</b>	<b>11:30 AM</b>	<b>14</b>	<b>41.2%</b>
9:00 AM	10	29.4%	6:00 PM	10	29.4%	12:00 PM	9	26.5%
9:30 AM	8	23.5%	6:30 PM	9	26.5%	12:30 PM	11	32.3%
10:00 AM	10	29.4%	7:00 PM	7	20.6%	1:00 PM	4	11.8%
10:30 AM	11	32.3%				1:30 PM	6	17.6%
11:00 AM	10	29.4%				2:00 PM	6	17.6%
11:30 AM	9	26.5%						
12:00 PM	10	29.4%						

<sup>a</sup>Based on approximately 34 available parking spaces.

As shown on Table 5, the peak parking demand during the weekday morning peak period was observed to occur at 8:00 AM, with 13 parking spaces occupied (approximately 38 percent occupancy). During the weekday evening peak period, the peak parking demand was observed to occur at 5:30 PM, with 12 parking spaces occupied (approximately 35 percent occupancy). During the Saturday midday peak period, the peak parking demand was observed to occur at 11:30 AM, with 14 parking spaces occupied (approximately 41 percent occupancy).

**MOTOR VEHICLE CRASH DATA**

Motor vehicle crash information for the study area intersections was provided by the MassDOT Highway Division Safety Management/Traffic Operations Unit for the most recent five-year period available (2015 through 2019, inclusive) in order to examine motor vehicle crash trends occurring within the study area. The data is summarized by intersection, type, severity, roadway and weather conditions, and day of occurrence, and presented in Table 6.

**Table 6**  
**MOTOR VEHICLE CRASH DATA SUMMARY<sup>a</sup>**

	Somerville Ave./ Central St.	Somerville Ave./ Park St.	Somerville Ave./ Properzi Way
Traffic Control Type: <sup>b</sup>	S	TS	S
<i>Year:</i>			
2015	1	0	3
2016	1	0	1
2017	0	0	1
2018	1	0	1
<u>2019</u>	<u>0</u>	<u>3</u>	<u>0</u>
Total	3	3	6
Average	0.6	0.6	1.2
Rate <sup>c</sup>	0.10	0.10	0.27
MassDOT Crash Rate: <sup>d</sup>	0.57/0.57	0.78/0.73	0.57/0.57
Significant? <sup>e</sup>	No	No	No
<i>Type:</i>			
Angle	0	1	2
Rear-End	1	1	2
Head-On	0	0	1
Sideswipe	0	0	0
Fixed Object	0	0	0
Pedestrian/Bicycle	2	1	1
<u>Unknown/Other</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	3	3	6
<i>Conditions:</i>			
Clear	2	2	3
Cloudy	0	0	0
Rain	0	1	2
<u>Snow/Ice</u>	<u>1</u>	<u>0</u>	<u>1</u>
Total	3	3	6
<i>Lighting:</i>			
Daylight	3	1	5
Dawn/Dusk	0	0	1
Dark (Road Lit)	0	2	0
<u>Dark (Road Unlit)</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	3	3	6
<i>Day of Week:</i>			
Monday through Friday	3	3	3
Saturday	0	0	2
<u>Sunday</u>	<u>0</u>	<u>0</u>	<u>1</u>
Total	3	3	6
<i>Severity:</i>			
Property Damage Only	2	0	3
Personal Injury	1	3	1
Fatality	0	0	0
<u>Unknown</u>	<u>0</u>	<u>0</u>	<u>2</u>
Total	3	3	6

<sup>a</sup>Source: MassDOT Safety Management/Traffic Operations Unit records, 2015 through 2019.

<sup>b</sup>Traffic Control Type: TS = traffic signal control; S = STOP control.

<sup>c</sup>Crash rate per million vehicles entering the intersection.

<sup>d</sup>Statewide/District crash rate.

<sup>e</sup>The intersection crash rate is significant if it is found to exceed the MassDOT crash rate for the MassDOT Highway Division District in which the Project is located (District 4).

As can be seen in Table 6, the study area intersections were found to have experienced an average of approximately one (1) reported motor vehicle crash per year over the five-year review period, the majority of which occurred on a weekday; under clear weather conditions; during daylight; and involved angle or rear-end type collisions, with crash severity evenly divided between property damage only and personal injury. Two (2) crashes were reported at the Somerville Avenue/Central Street intersection that involved a pedestrian or bicyclist, with one (1) pedestrian/bicyclist crash reported at both the Somerville Avenue/Park Street and Somerville Avenue/Properzi Way intersections. All of the study intersections were found to have a motor vehicle crash rate *below* both the MassDOT statewide and District averages for similar intersections for the MassDOT Highway Division District in which the intersections are located (District 4). In addition, no fatal motor vehicle crashes were reported to have occurred at the study area intersections over the five-year review period.

A review of the MassDOT high crash location database indicated that the three (3) study area intersections are located within a high bicyclist crash cluster area based on crash records for the period 2010-2019 as defined on MassDOT's Highway Safety Improvement Program (HSIP) listing. MassDOT defines a HSIP eligible cluster as: *"...a cluster in which the total number of 'equivalent property damage only' crashes is within the top 5 percent of all clusters in that region. 'Equivalent property damage only' is a method of combining the number of crashes with the severity of crashes based on a weighted scale where a fatal crash is worth 10, an injury crash is worth 5 and a property damage only crash is worth 1."* Designation as a HSIP location allows for MassDOT to prioritize funding for safety-related improvements in a specific region of the state. A Road Safety Audit (RSA) has not been conducted within the study area. As such, specific recommendations to advance safety-related improvements at this intersection have been developed as a part of this assessment (see *Recommendations*).

The detailed MassDOT Crash Rate Worksheets are provided in the Appendix.

## **FUTURE CONDITIONS**

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Traffic volumes in the study area were projected to the year 2027, which reflects a five-year planning horizon consistent with the City of Somerville's *Transportation Impact Study (TIS) Guidelines*. Independent of the Project, traffic volumes on the roadway network in the year 2027 under No-Build conditions include all existing traffic and new traffic resulting from background traffic growth. Anticipated Project-generated traffic volumes superimposed upon the 2027 No-Build traffic volumes reflect 2027 Build traffic volume conditions with the Project.

### **FUTURE TRAFFIC GROWTH**

Future traffic growth is a function of the expected land development in the immediate area and the surrounding region. Several methods can be used to estimate this growth. A procedure frequently employed estimates an annual percentage increase in traffic growth and applies that percentage to all traffic volumes under study. The drawback to such a procedure is that some turning volumes may actually grow at either a higher or a lower rate at particular intersections.

An alternative procedure identifies the location and type of planned development, estimates the traffic to be generated, and assigns it to the area roadway network. This procedure produces a more realistic estimate of growth for local traffic; however, potential population growth and development external to the study area would not be accounted for in the resulting traffic projections.

To provide a conservative analysis framework, both procedures were used, the salient components of which are described below.

### **Specific Development by Others**

The City of Somerville OSPCD Planning and Zoning Division was consulted in order to determine if there were any projects planned within the study area that would have an impact on future traffic volumes at the study intersections. Based on this consultation, the following projects were identified for inclusion in this assessment:

- ***Proposed Hotel, 515 Somerville Avenue, Somerville, Massachusetts.*** This project consists of the construction of a 163 room hotel to be located 515 Somerville Avenue, directly opposite to and north of the Project site. This project is currently under construction.

- ***Proposed Laboratory, 599 Somerville Avenue, Somerville, Massachusetts.*** This project consists of the construction of a 43,200± sf laboratory building to be located at 599 Somerville Avenue, west of the Project site.
- ***Proposed Multifamily Residential Development, 7-9 Central Street, Somerville, Massachusetts.*** This project consists of the construction of a 40 unit multifamily residential development to be located at 7-9 Central Street, north of the Project site.

Traffic volumes associated with the aforementioned development projects by others were either estimated using trip-generation statistics published by the Institute of Transportation Engineers (ITE)<sup>6</sup> for the appropriate land use(s) or were obtained from the traffic studies conducted for the specific developments,<sup>7,8</sup> and were assigned onto the study area roadway network based on existing traffic patterns where no other information was available. No other developments were identified at this time that are expected to result in an increase in traffic within the study area beyond the general background traffic growth rate.

### **General Background Traffic Growth**

Traffic-volume data compiled by MassDOT from permanent count stations located in Somerville were reviewed in order to determine general traffic growth trends in the area. This data indicates that traffic volumes have fluctuated over the 10-year period between 2009 and 2019, with an average traffic growth rate of 0.16 percent per year. Consistent with the City of Somerville's *Transportation Impact Study (TIS) Guidelines*, a 0.25 percent per year compounded annual background traffic growth rate was used in order to account for future traffic growth and presently unforeseen development within the study area.

### **Roadway Improvement Projects**

The City of Somerville and MassDOT were contacted in order to determine if there were any planned future roadway improvement projects expected to be complete by 2027 within the study area. Based on these discussions, no roadway improvement projects aside from routine maintenance activities were identified to be planned within the study area at this time.

### **No-Build Traffic Volumes**

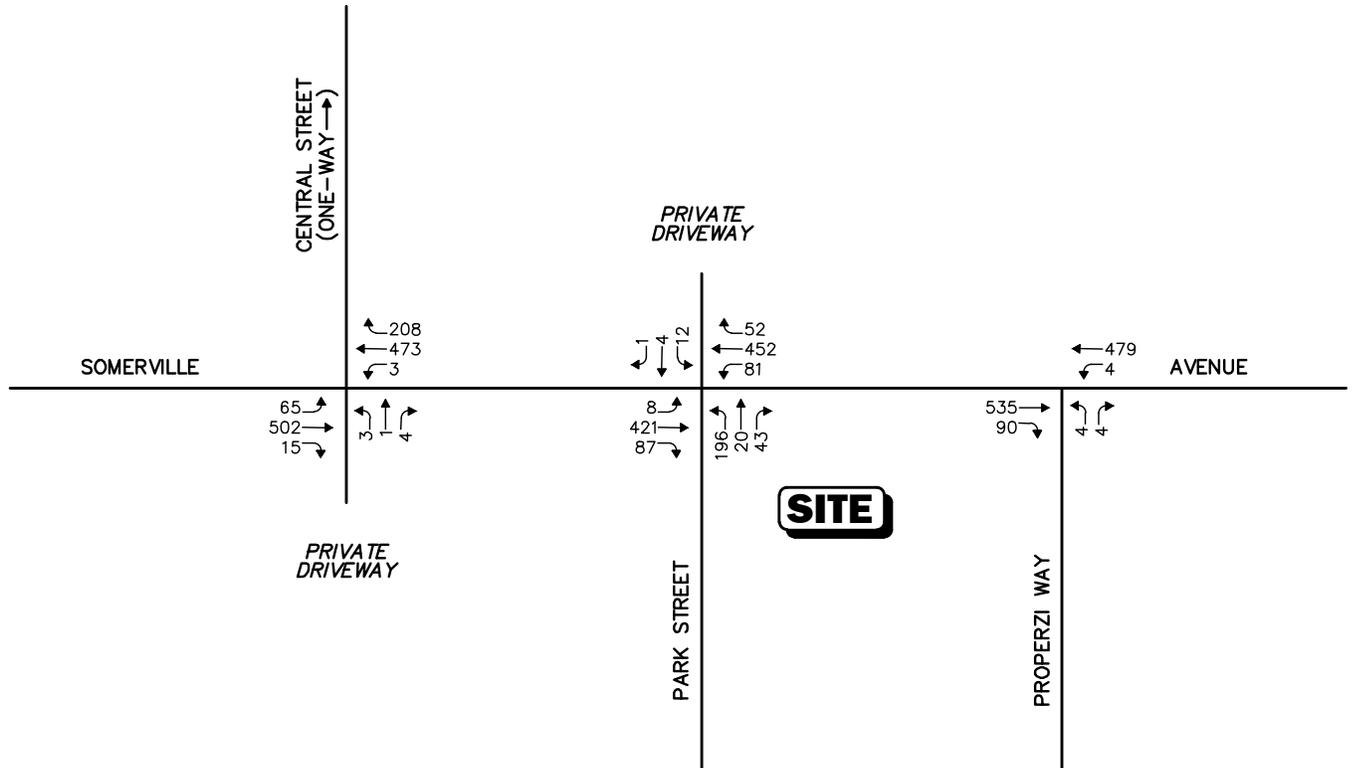
The 2027 No-Build condition peak-hour traffic-volumes were developed by applying the 0.25 percent per year compounded annual background traffic growth rate to the 2022 Existing peak-hour traffic volumes and then adding the traffic volumes associated with the identified specific development projects by others. The resulting 2027 No-Build weekday morning, weekday evening and Saturday midday peak-hour traffic volumes are shown on Figures 13, 14 and 15, respectively.

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<sup>6</sup>Ibid 1.

<sup>7</sup>*Traffic Impact & Access Study*, 515 Somerville Avenue, Somerville, Massachusetts; Design Consultants Inc.; August 2018.

<sup>8</sup>*Transportation Impact Study*, 599 Somerville Avenue, Somerville, Massachusetts; Howard Stein Hudson; October 2021.

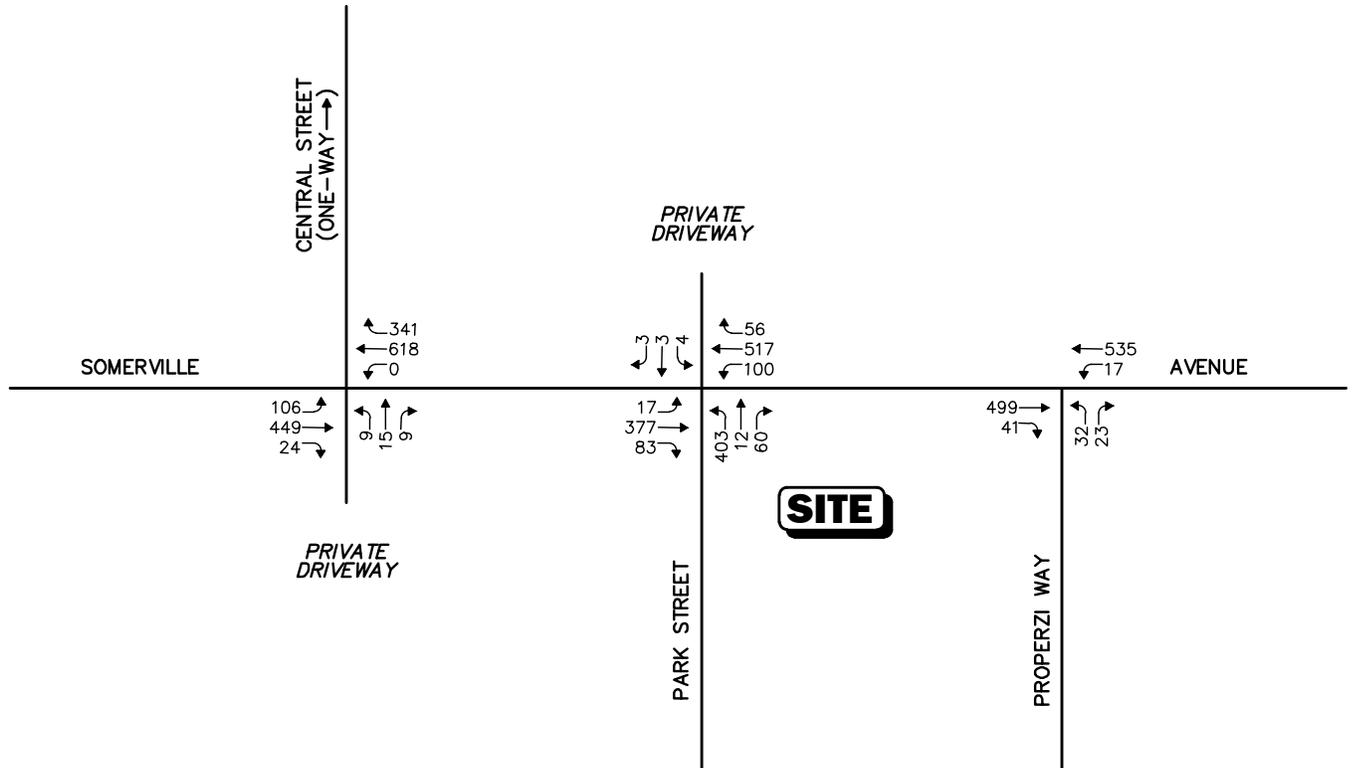


Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.  
 Not To Scale **Figure 13**



2027 No-Build  
 Weekday Morning  
 Peak-Hour Traffic Volumes

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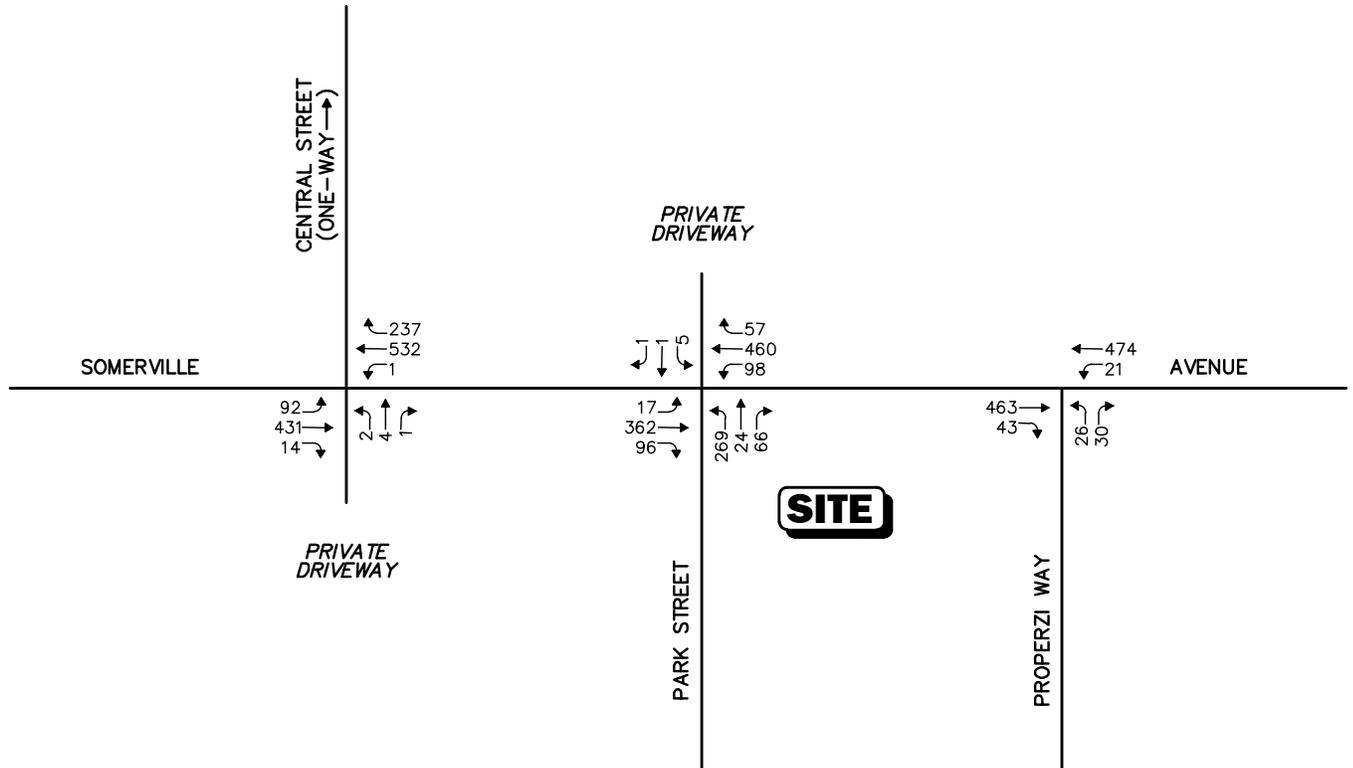


Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.  
 Not To Scale **Figure 14**



**2027 No-Build  
 Weekday Evening  
 Peak-Hour Traffic Volumes**

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Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.  
 Not To Scale **Figure 15**



**2027 No-Build  
 Saturday Midday  
 Peak-Hour Traffic Volumes**

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## **PROJECT-GENERATED TRAFFIC**

Design year (2027 Build) traffic volumes for the study area roadways were determined by estimating Project-generated traffic volumes and assigning those volumes on the study roadways. The following sections describe the methodology used to develop the anticipated traffic characteristics of the Project.

As proposed, the Project will entail the renovation of an existing 3,910± square foot (sf) commercial building to accommodate an adult-use marijuana dispensary. In order to develop the traffic characteristics of the Project, trip rates derived from traffic counts obtained from a similar operating recreational marijuana dispensary located in Millbury, Massachusetts, were used.<sup>9</sup> The data from the Millbury dispensary consisted of manual turning movement counts that were conducted at the dispensary driveway on Saturday, July 25, 2020, from 11:00 AM to 2:00 PM, and on Wednesday, July 29, 2020, from 7:00 AM to 7:00 PM. This data was used to establish trip rates (trips per 1,000 sf) for the weekday and Saturday peak hours of both the adjacent roadway and the dispensary (generator), which were then applied to the Project.

Based on the observed data, the weekday evening and Saturday midday peak hours occur coincidental with the adjacent roadway peak-hour for the respective time periods; however, the weekday morning peak hour of the dispensary occurs after the peak hour of the roadway given that the dispensary does not open until 10:00 AM. The average weekday daily and Saturday data were obtained using ITE Land Use Code (LUC) 882, *Marijuana Dispensary*.<sup>10</sup>

### **Transit Use**

Given the availability of public transportation services to the Project site and the interconnected network of sidewalks and bicycle accommodations, it is expected that a portion of the employees and patrons of the Project will use public transportation services, walk or bicycle, thereby reducing the volume of traffic that may be associated with the Project. In order to determine the proportion of trips that may be made by an alternative mode of transportation to single-occupancy vehicles (SOVs), travel mode data obtained from the 2015-2019 American Community Survey (ACS) for the Census Tract that contains the Project site (Census Tract 3512.04) was reviewed. Based on a review of this data, the following commuting modes were identified for workers age 16 or older that reside within the City:

- Single-occupant vehicle: 35.9%
- Car/vanpool/taxi/other: 1.8%
- Public transportation: 26.4%
- Walk: 16.7%
- Bicycle: 14.4%
- Worked at home: 4.8%

According to the ACS, approximately 64 percent of workers that reside in the Census Tract reported that they used an alternative mode of transportation to SOV to travel to/from work, with approximately 2 percent participating in a car or vanpool, 26 percent using public transportation (transit), 17 percent walking, 14 percent bicycling and 5 percent reporting that they work at home.

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<sup>9</sup>Natures Remedy, 266 North Main Street, Millbury, Massachusetts.

<sup>10</sup>Ibid 1.

In order to account for the use of alternative modes of transportation to SOVs, the base ITE trip-generation calculations for the Project were first converted to person trips using a vehicle occupancy ratio of 1.02 persons per vehicle, which was obtained from the ACS, and were then disseminated to the modes of transportation that are accessible to the patrons of the Project: public transportation (transit), pedestrian, bicycle and automobile.

In order to provide a conservative (high) analysis condition from which to assess the potential impact of the Project on the transportation infrastructure, it was assumed that 40 percent of the trips generated by the Project would consist of automobile trips (vs. 37.7 percent per the ACS data inclusive of SOVs and car/vanpool/taxi), with 30 percent of trips assumed to be made using public transportation, 15 percent consisting of pedestrian trips and 15 percent consisting of bicyclist trips.

Table 7 summarizes the trip characteristics of the Project obtained using the above methodology, with detailed trip calculations provided in the Appendix.

**Table 7**  
**TRIP-GENERATION SUMMARY**

Trip Period/Direction	Marijuana Dispensary (3,910 sf)	Person Trips					Automobile Trips <sup>c</sup>
		Total Person Trips <sup>b</sup>	Automobile Trips (40%)	Transit Trips (30%)	Pedestrian Trips (15%)	Bicycle Trips (15%)	
<i>Average Weekday Daily<sup>a</sup>:</i>							
Entering	413	421	168	126	64	63	165
<u>Exiting</u>	<u>413</u>	<u>421</u>	<u>168</u>	<u>126</u>	<u>64</u>	<u>63</u>	<u>165</u>
Total	826	842	336	252	128	126	330
<i>Weekday Morning Peak-Hour of Roadway:</i>							
Entering	7	7	3	2	1	1	3
<u>Exiting</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	7	7	3	2	1	1	3
<i>Weekday Morning Peak-Hour of Generator:</i>							
Entering	41	42	17	13	6	6	17
<u>Exiting</u>	<u>41</u>	<u>42</u>	<u>17</u>	<u>13</u>	<u>6</u>	<u>6</u>	<u>17</u>
Total	82	84	34	26	12	12	34
<i>Weekday Evening Peak-Hour:</i>							
Entering	53	54	22	16	8	8	22
<u>Exiting</u>	<u>56</u>	<u>57</u>	<u>23</u>	<u>17</u>	<u>9</u>	<u>8</u>	<u>23</u>
Total	109	111	45	33	17	16	45
<i>Average Saturday Daily<sup>a</sup>:</i>							
Entering	507	517	207	155	78	77	203
<u>Exiting</u>	<u>507</u>	<u>517</u>	<u>207</u>	<u>155</u>	<u>78</u>	<u>77</u>	<u>203</u>
Total	1,014	1,034	414	310	156	154	406
<i>Saturday Midday Peak-Hour:</i>							
Entering	55	56	22	17	9	8	22
<u>Exiting</u>	<u>58</u>	<u>59</u>	<u>24</u>	<u>18</u>	<u>8</u>	<u>9</u>	<u>24</u>
Total	113	115	46	35	17	17	46

<sup>a</sup>Based on ITE LUC 882, *Marijuana Dispensary*

<sup>b</sup>ITE vehicle trips multiplied by a vehicle occupancy ratio (VOR) of 1.02.

<sup>c</sup>Automobile person trips divided by 1.02.

### Project-Generated Traffic Volume Summary

As can be seen in Table 7, after applying appropriate adjustments to account for the use of alternative modes of transportation to SOVs, the Project is expected to generate approximately 330 automobile trips, 252 transit trips, 128 pedestrian trips and 126 bicycle trips on an average weekday, and 406 automobile trips, 310 transit trips and 156 pedestrian trips and 154 bicycle trips on a Saturday (both two-way, 24-hour volumes). During the weekday morning peak-hour of

Somerville Avenue, the Project is expected to generate 3 automobile trips (3 vehicles entering and 0 exiting), 2 transit trips, 1 pedestrian trip and 1 bicycle trip. During the weekday morning peak-hour of the Project, the Project is expected to generate 34 automobile trips (17 vehicles entering and 17 exiting), 26 transit trips, 12 pedestrian trips and 12 bicycle trips. During the weekday evening peak-hour, the Project is expected to generate 45 automobile trips (22 vehicles entering and 23 exiting), 33 transit trips, 17 pedestrian trips and 16 bicycle trips. During the Saturday midday peak-hour, the Project is expected to generate 46 automobile trips (22 vehicles entering and 24 exiting), 35 transit trips, 17 pedestrian trips and 17 bicycle trips.

As mentioned previously, the building that occupies the Project site is currently operating as a restaurant. Table 8 provides a comparison of the traffic volumes of the Project to those of the restaurant use. A detailed breakdown of the estimated alternate modes of transportation to SOVs associated with the restaurant space is provided in the technical appendix.

**Table 8  
TRAFFIC VOLUME COMPARISON**

Time Period/Direction	Vehicle Trips		
	(A) Proposed Marijuana Dispensary <sup>a</sup>	(B) Existing Restaurant <sup>b</sup>	(A-B) Difference
<i>Average Weekday Daily:</i>	330	168	+162
<i>Weekday Morning Peak-Hour of Roadway:</i>	3	0	+3
<i>Weekday Morning Peak-Hour of Generator:</i>	34	21	+13
<i>Weekday Evening Peak-Hour:</i>	45	15	+30
<i>Average Saturday Daily:</i>	406	192	+214
<i>Saturday Midday Peak-Hour:</i>	46	18	+28

<sup>a</sup>See Table 5.

<sup>b</sup>Based on ITE LUC 932, *High-Turnover (Sit-Down) Restaurant*; and assuming a 40% automobile mode split.

### Traffic Volume Comparison

As can be seen in Table 8, in comparison to the existing restaurant use, the Project is expected to generate approximately 162 additional automobile trips on an average weekday and 214 additional automobile trips on a Saturday, with 3 additional automobile trips expected during the weekday morning peak-hour of Somerville Avenue, 13 additional automobile trips expected during the weekday morning peak-hour of the Project, 30 additional vehicle trips expected during the weekday evening peak-hour, and 28 additional automobile trips expected during the Saturday midday peak-hour.

## TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution of generated trips to and from the Project site was determined based on a review of existing traffic patterns within the study area and then refined based on a review of the local roadway network. The general trip distribution for the Project is graphically depicted on Figure 16. The additional automobile trips expected to be generated by the Project were assigned on the study area roadway network as shown on Figures 17 through 19 for the weekday morning, weekday evening and Saturday midday peak hours, respectively.

## FUTURE TRAFFIC VOLUMES - BUILD CONDITION

The 2027 Build condition traffic volumes consist of the 2027 No-Build traffic volumes with: i) the removal of the traffic associated with the existing restaurant use that occupies the Project site; and ii) the addition of the traffic expected to be generated by the Project. The resulting 2027 Build weekday morning, weekday evening and Saturday midday peak-hour traffic-volumes are graphically depicted on Figures 20 through 22, respectively.

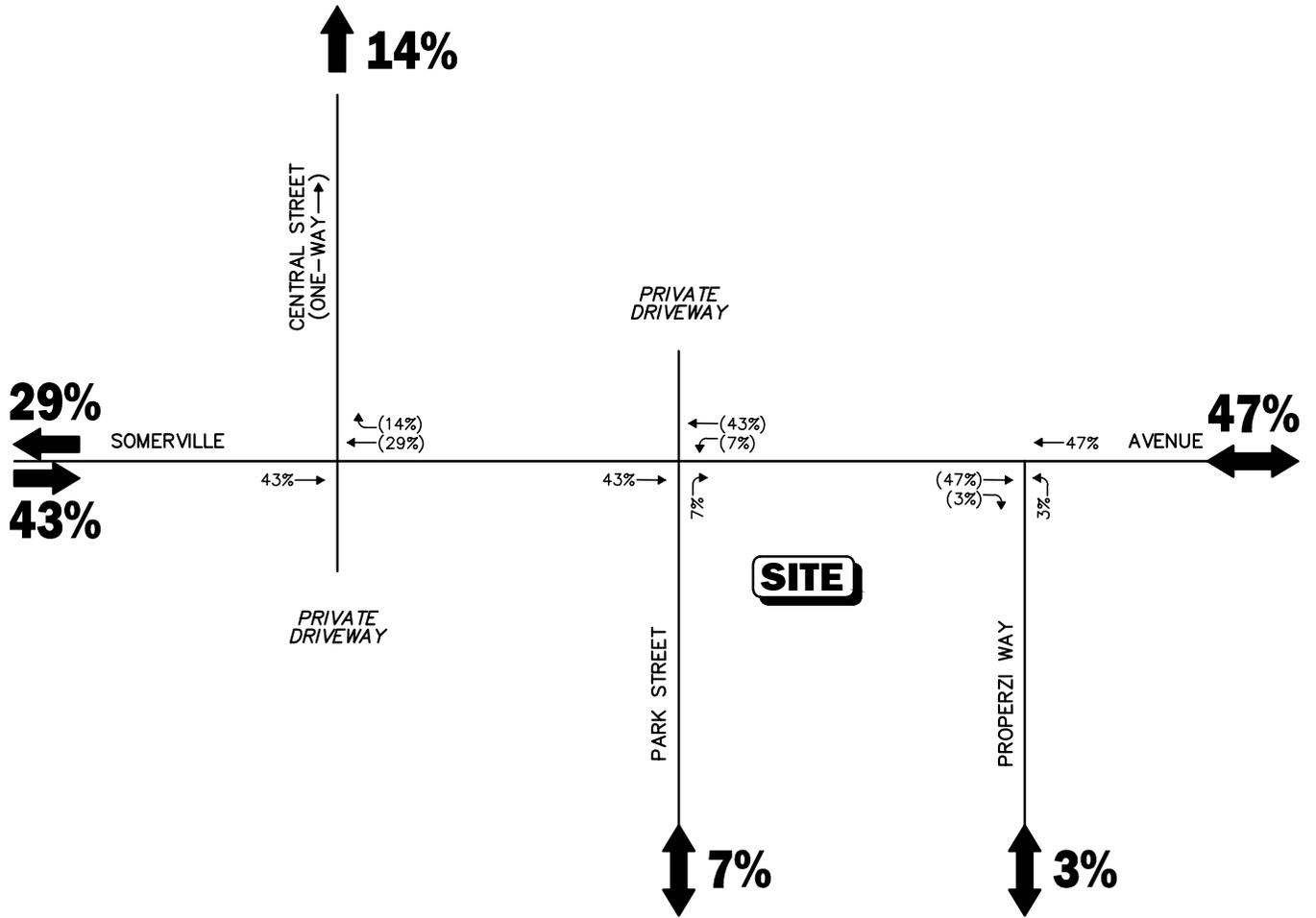
A summary of peak-hour projected traffic-volume changes outside of the study area that is the subject of this assessment is shown in Table 9. These changes are a result of the construction of the Project.

**Table 9**  
**PEAK-HOUR TRAFFIC-VOLUME INCREASES**

Location/Peak Hour	2022 Existing	2027 No-Build	2027 Build	Traffic Volume Increase Over No-Build	Percent Increase Over No-Build
<i>Somerville Avenue, west of Central Street:</i>					
Weekday Morning	1,026	1,058	1,059	1	0.1
Weekday Evening	1,159	1,206	1,216	10	0.8
Saturday Midday	1,026	1,071	1,080	9	0.8
<i>Somerville Avenue, east of Properzi Way:</i>					
Weekday Morning	974	1,022	1,024	2	0.2
Weekday Evening	1,022	1,074	1,087	13	1.2
Saturday Midday	924	988	1,001	13	1.3
<i>Central Street, north of Somerville Avenue:</i>					
Weekday Morning	262	274	274	0	0.0
Weekday Evening	438	462	464	2	0.4
Saturday Midday	314	333	335	2	0.6
<i>Park Street, south of Somerville Avenue:</i>					
Weekday Morning	417	431	431	0	0.0
Weekday Evening	640	661	664	3	0.5
Saturday Midday	542	554	556	2	0.4
<i>Properzi Way, south of Somerville Avenue:</i>					
Weekday Morning	101	102	102	0	0.0
Weekday Evening	112	113	115	2	1.8
Saturday Midday	119	120	122	2	1.7

**Legend:**

- XX Entering Trips
- (XX) Exiting Trips

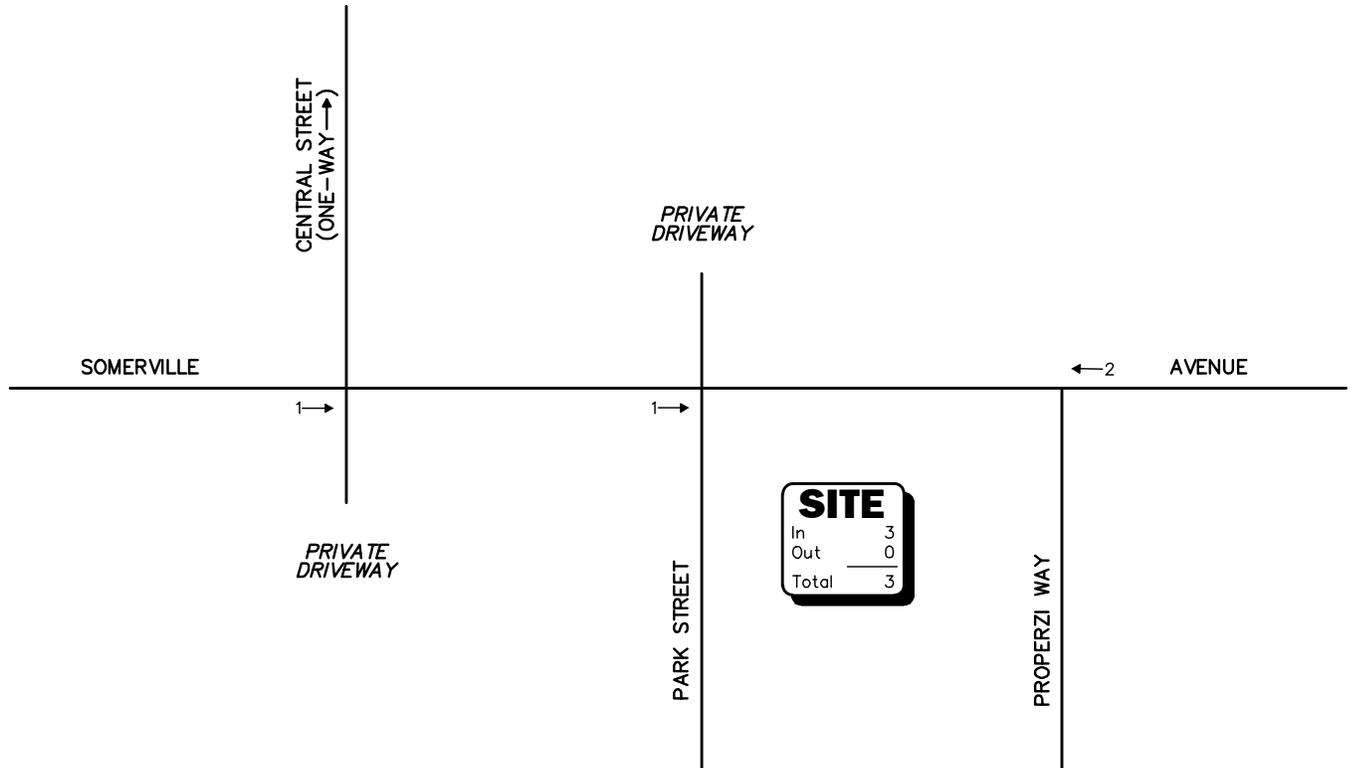


Not To Scale

Figure 16

Trip Distribution Map





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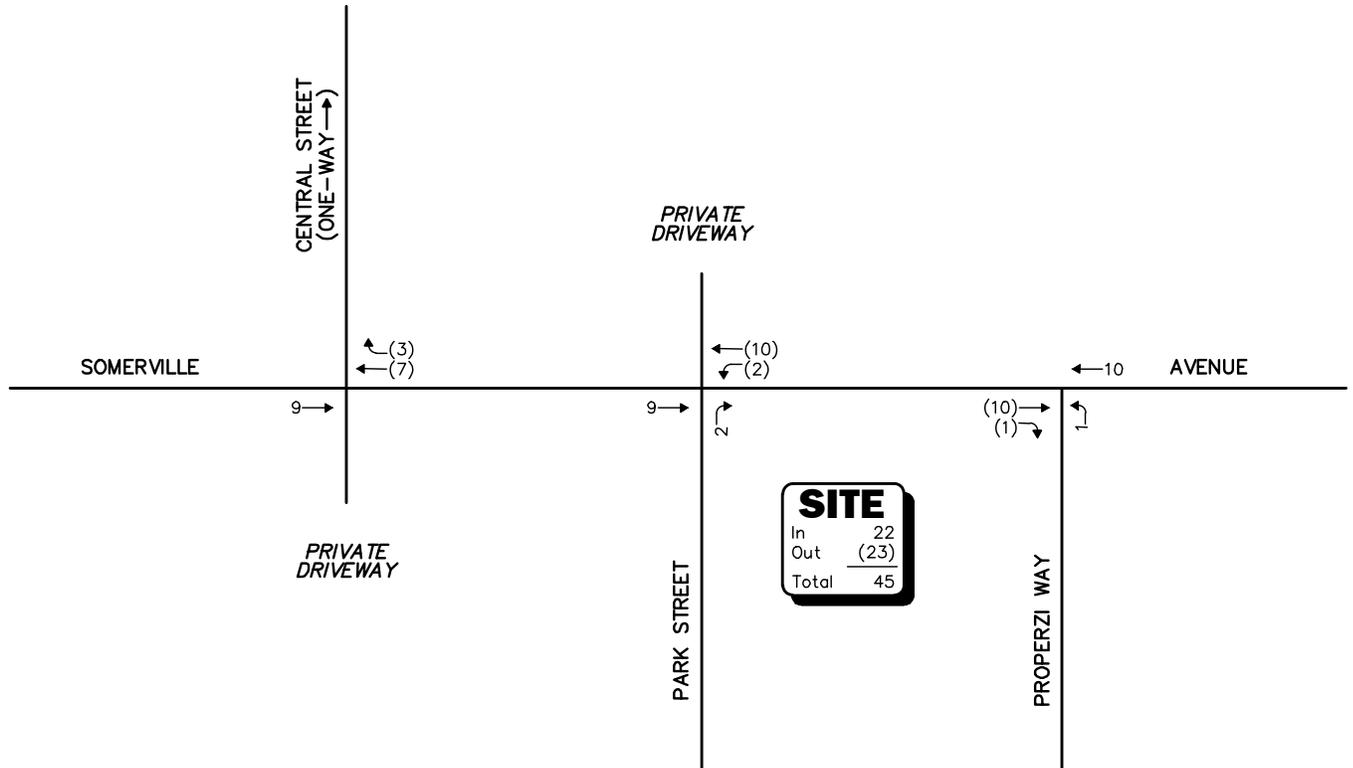
**Figure 17**



**Project-Generated  
Weekday Morning  
Peak-Hour Traffic Volumes**

**Legend:**

- XX Entering Trips
- (XX) Exiting Trips



Not To Scale **Figure 18**

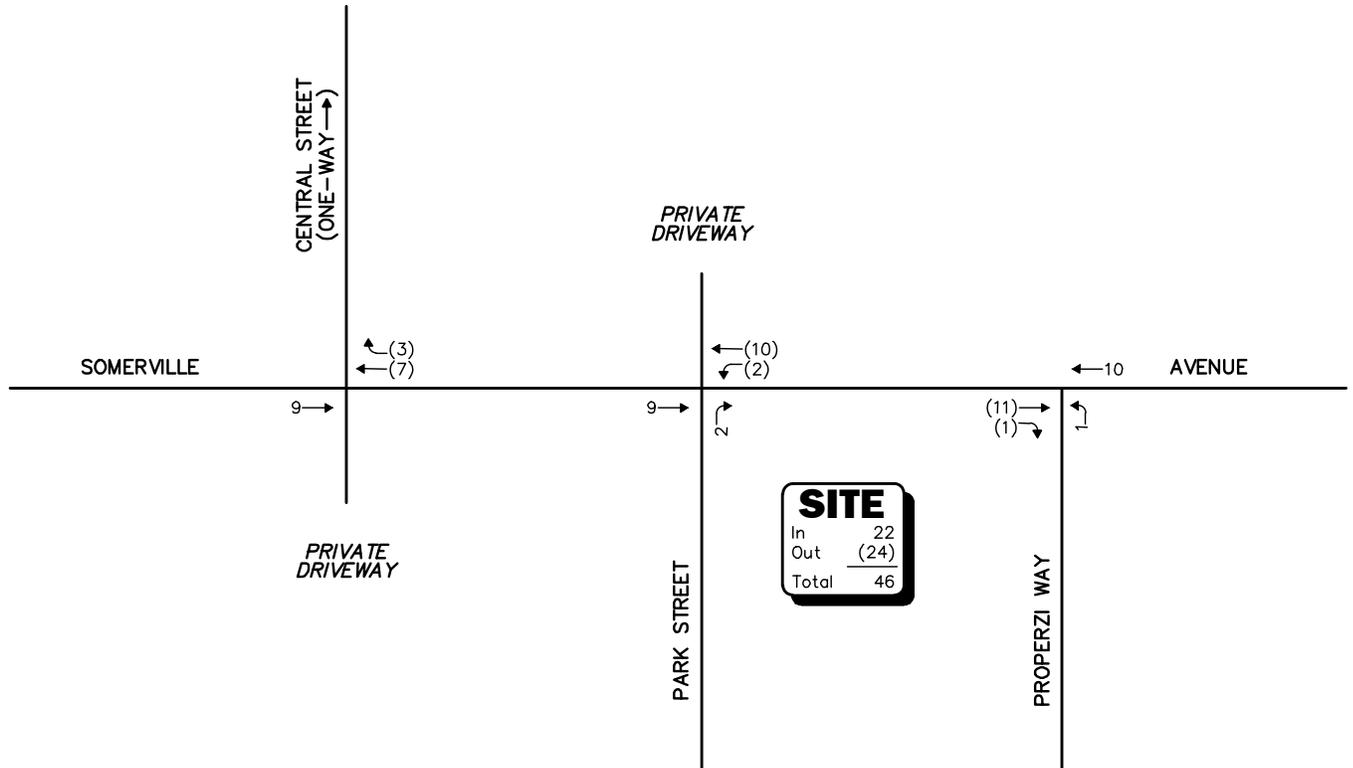


**Project-Generated  
 Weekday Evening  
 Peak-Hour Traffic Volumes**

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**Legend:**

- XX Entering Trips
- (XX) Exiting Trips

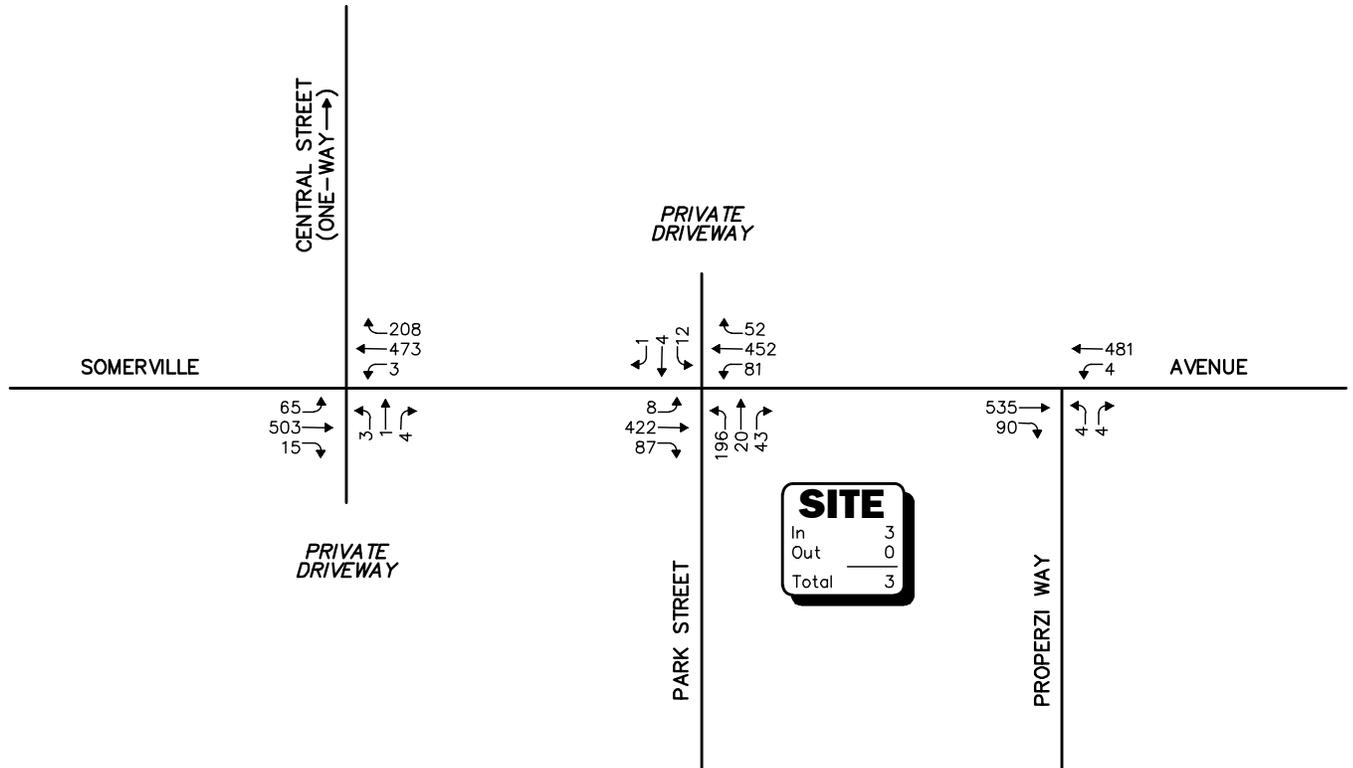


Not To Scale **Figure 19**



**Project-Generated Saturday Midday Peak-Hour Traffic Volumes**

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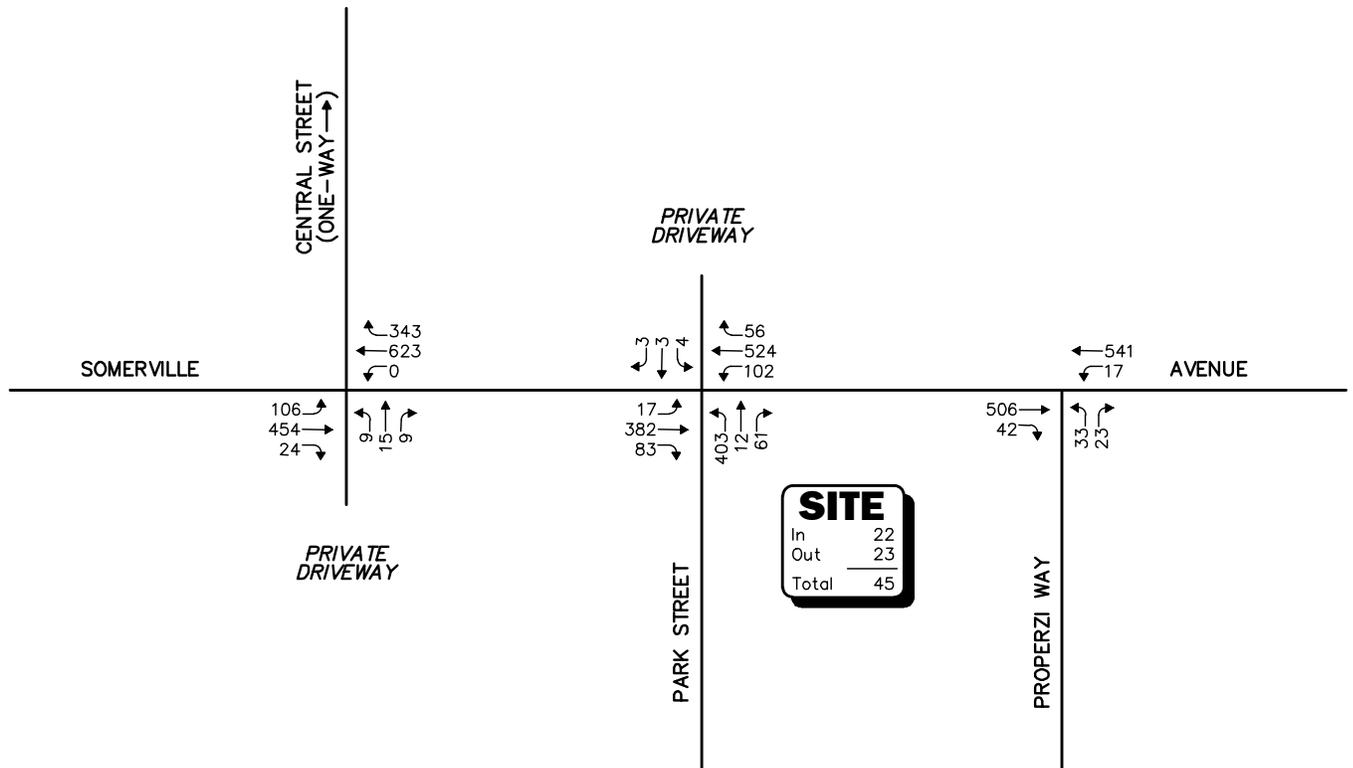


Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.  
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Figure 20



2027 Build  
 Weekday Morning  
 Peak-Hour Traffic Volumes

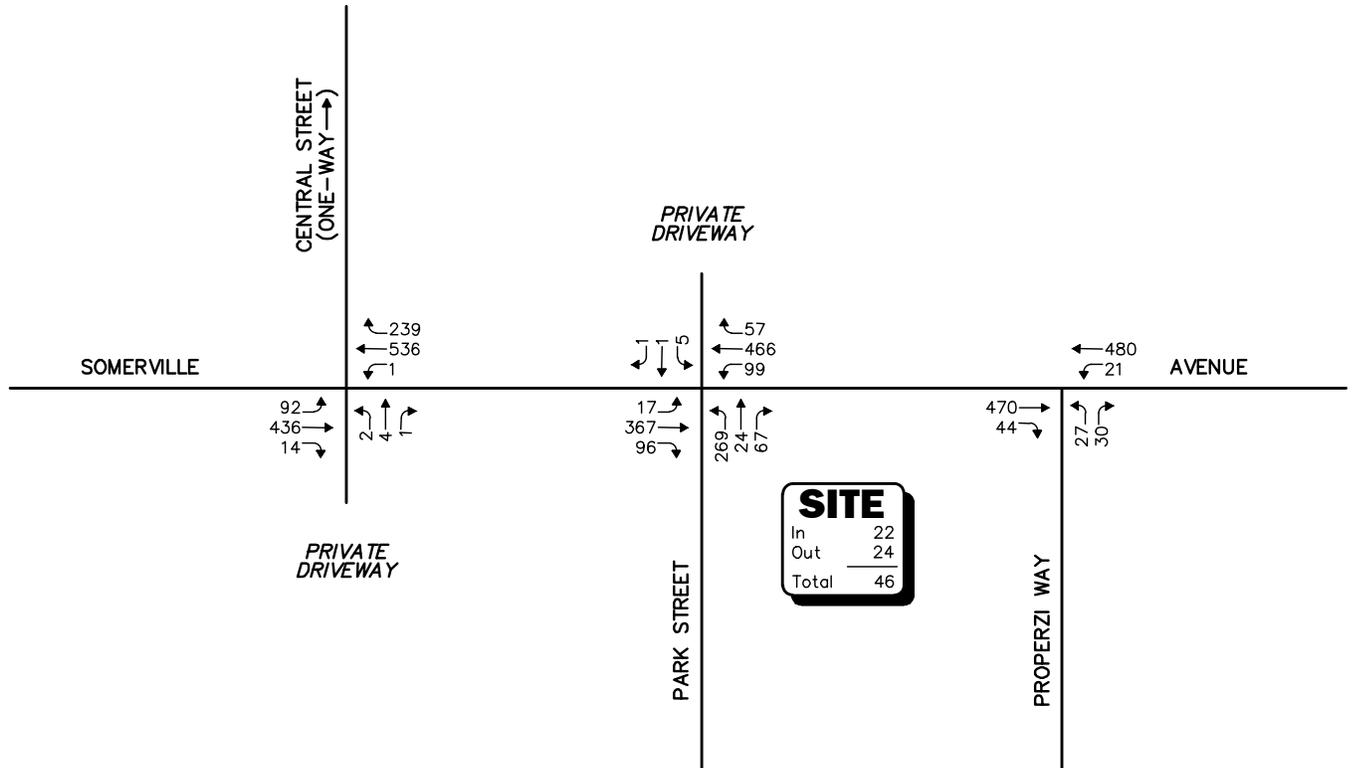


Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.  
 Not To Scale **Figure 21**



**2027 Build  
 Weekday Evening  
 Peak-Hour Traffic Volumes**

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Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.  
 Not To Scale **Figure 22**



**2027 Build  
 Saturday Midday  
 Peak-Hour Traffic Volumes**

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As shown in Table 9, Project-related traffic-volume increases outside of the study area relative to 2027 No-Build conditions are anticipated to range from 0.0 to 1.8 percent during the peak periods, with vehicle increases shown to range from 0 to 13 vehicles. *When distributed over the peak-hour, the predicted traffic volume increases would not result in a material impact (increase) on motorist delays or vehicle queuing outside of the immediate study area that is the subject of this assessment.*

# **TRAFFIC OPERATIONS ANALYSIS**

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Measuring existing and future traffic volumes quantifies traffic flow within the study area. To assess quality of flow, roadway capacity and vehicle queue analyses were conducted under Existing, No-Build and Build traffic volume conditions. Capacity analyses provide an indication of how well the roadway facilities serve the traffic demands placed upon them, with vehicle queue analyses providing a secondary measure of the operational characteristics of an intersection or section of roadway under study.

## **METHODOLOGY**

### **Levels of Service**

A primary result of capacity analyses is the assignment of level of service to traffic facilities under various traffic-flow conditions.<sup>11</sup> The concept of level of service is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A level-of-service definition provides an index to quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six levels of service are defined for each type of facility. They are given letter designations from A to F, with level-of-service (LOS) A representing the best operating conditions and LOS F representing congested or constrained operating conditions.

Since the level of service of a traffic facility is a function of the traffic flows placed upon it, such a facility may operate at a wide range of levels of service, depending on the time of day, day of week, or period of year.

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<sup>11</sup>The capacity analysis methodology is based on the concepts and procedures presented in the *Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2010.

## Signalized Intersections

The six levels of service for signalized intersections may be described as follows:

- *LOS A* describes operations with very low control delay; most vehicles do not stop at all.
- *LOS B* describes operations with relatively low control delay. However, more vehicles stop than *LOS A*.
- *LOS C* describes operations with higher control delays. Individual cycle failures may begin to appear. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
- *LOS D* describes operations with control delay in the range where the influence of congestion becomes more noticeable. Many vehicles stop and individual cycle failures are noticeable.
- *LOS E* describes operations with high control delay values. Individual cycle failures are frequent occurrences.
- *LOS F* describes operations with high control delay values that often occur with over-saturation. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

Levels of service for signalized intersections are calculated using the operational analysis methodology of the 2000 Highway Capacity Manual and implemented as a part of the Synchro® 11 software. This method assesses the effects of signal type, timing, phasing, and progression; vehicle mix; and geometrics on delay. Level-of-service designations are based on the criterion of control or signal delay per vehicle. Control or signal delay is a measure of driver discomfort, frustration, and fuel consumption, and includes initial deceleration delay approaching the traffic signal, queue move-up time, stopped delay and final acceleration delay. Table 10 summarizes the relationship between level of service and control delay. The tabulated control delay criterion may be applied in assigning level-of-service designations to individual lane groups, to individual intersection approaches, or to entire intersections.

**Table 10**  
**LEVEL-OF-SERVICE CRITERIA**  
**FOR SIGNALIZED INTERSECTIONS<sup>a</sup>**

Level of Service	Control (Signal) Delay Per Vehicle (Seconds)
A	≤10.0
B	10.1 to 20.0
C	20.1 to 35.0
D	35.1 to 55.0
E	55.1 to 80.0
F	>80.0

<sup>a</sup>Source: *Highway Capacity Manual*, Transportation Research Board; Washington, DC; 2000; page 16-2.

## Unsignalized Intersections

The six levels of service for unsignalized intersections may be described as follows:

- *LOS A* represents a condition with little or no control delay to minor street traffic.
- *LOS B* represents a condition with short control delays to minor street traffic.
- *LOS C* represents a condition with average control delays to minor street traffic.
- *LOS D* represents a condition with long control delays to minor street traffic.
- *LOS E* represents operating conditions at or near capacity level, with very long control delays to minor street traffic.
- *LOS F* represents a condition where minor street demand volume exceeds capacity of an approach lane, with extreme control delays resulting.

The levels of service of unsignalized intersections are determined by application of a procedure described in the 2000 *Highway Capacity Manual*.<sup>12</sup> Level of service is measured in terms of average control delay. Mathematically, control delay is a function of the capacity and degree of saturation of the lane group and/or approach under study and is a quantification of motorist delay associated with traffic control devices such as traffic signals and STOP signs. Control delay includes the effects of initial deceleration delay approaching a STOP sign, stopped delay, queue move-up time, and final acceleration delay from a stopped condition. Definitions for level of service at unsignalized intersections are also given in the 2000 *Highway Capacity Manual*. Table 11 summarizes the relationship between level of service and average control delay for two-way stop controlled and all-way stop controlled intersections.

**Table 11**  
**LEVEL-OF-SERVICE CRITERIA FOR**  
**UNSIGNALIZED INTERSECTIONS<sup>a</sup>**

Level-Of-Service by Volume-to-Capacity Ratio		Average Control Delay (Seconds Per Vehicle)
v/c ≤ 1.0	v/c > 1.0	
A	F	≤10.0
B	F	10.1 to 15.0
C	F	15.1 to 25.0
D	F	25.1 to 35.0
E	F	35.1 to 50.0
F	F	>50.0

<sup>a</sup>Source: *Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2010; page 19-2.

<sup>12</sup>*Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2010.

## **Vehicle Queue Analysis**

Vehicle queue analyses are a direct measurement of an intersection’s ability to process vehicles under various traffic control and volume scenarios and lane use arrangements. The vehicle queue analysis was performed using the Synchro® intersection capacity analysis software which is based upon the methodology and procedures presented in the 2010 *Highway Capacity Manual*. The Synchro® vehicle queue analysis methodology is a simulation based model which reports the number of vehicles that experience a delay of six seconds or more at an intersection. For signalized intersections, Synchro® reports both the average (50<sup>th</sup> percentile) the 95<sup>th</sup> percentile vehicle queue. For unsignalized intersections, Synchro® reports the 95<sup>th</sup> percentile vehicle queue. Vehicle queue lengths are a function of the capacity of the movement under study and the volume of traffic being processed by the intersection during the analysis period. The 95<sup>th</sup> percentile vehicle queue is the vehicle queue length that will be exceeded only 5 percent of the time, or approximately three minutes out of sixty minutes during the peak one hour of the day (during the remaining fifty-seven minutes, the vehicle queue length will be less than the 95<sup>th</sup> percentile queue length).

## **ANALYSIS RESULTS**

Level-of-service and vehicle queue analyses were conducted for 2022 Existing, 2027 No-Build and 2027 Build conditions for the intersections within the study area. The results of the intersection capacity and vehicle queue analyses are summarized in Tables 12 and 13, with the detailed analysis results presented in the Appendix.

The following is a summary of the level-of-service and vehicle queue analyses for the intersections within the study area. For context, we note that an LOS of “D” or better is generally defined as “acceptable” operating conditions.

### **Signalized Intersection (Table 12)**

***Somerville Avenue at Park Street*** – No degradation in level of service is predicted to occur for any movement over No-Build conditions, with Project-related impacts defined as an increase in overall average motorist delay of up to 4.2 seconds and in vehicle queuing of up to one (1) vehicle. Independent of the Project, it was noted that the Park Street approach is currently operating over its design capacity (i.e., LOS “F”) during both the weekday evening and Saturday midday peak hours under existing conditions, with conditions expected to further degrade in the future under No-Build conditions such that overall intersection operations are currently or are predicted to operate at or over capacity (i.e., LOS “E” or “F”).

### **Unsignalized Intersections (Table 13)**

***Somerville Avenue at Central Street*** – No change in level of service or vehicle queuing is predicted to occur for any movement over No-Build conditions, with Project-related impacts defined as an increase in motorist delay of up to 2.1 seconds. Independent of the Project, movements from the private driveway located opposite Central Street were identified to be operating at or over capacity during the weekday evening and Saturday midday peak hours under existing conditions as a result of the relatively large volume of conflicting traffic along Somerville Avenue during these periods.

**Table 12**  
**SIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY**

Signalized Intersection/Peak-hour/Movement	2022 Existing				2027 No-Build				2027 Build			
	V/C <sup>a</sup>	Delay <sup>b</sup>	LOS <sup>c</sup>	Queue <sup>d</sup> 50 <sup>th</sup> /95 <sup>th</sup>	V/C	Delay	LOS	Queue 50 <sup>th</sup> /95 <sup>th</sup>	V/C	Delay	LOS	Queue 50 <sup>th</sup> /95 <sup>th</sup>
<b>Somerville Avenue at Park Street</b>												
<i>Weekday Morning:</i>												
Somerville Avenue EB LT/TH	0.75	33.2	C	12/16	0.76	34.0	C	13/17	0.77	34.0	C	13/17
Somerville Avenue EB RT	0.08	21.6	C	0/2	0.08	21.5	C	0/2	0.08	21.5	C	0/2
Somerville Avenue WB LT	0.29	18.3	B	1/2	0.31	18.4	B	1/3	0.31	18.4	B	1/3
Somerville Avenue WB TH/RT	0.58	20.0	B	9/13	0.62	20.7	C	10/15	0.61	20.7	C	10/15
Park Street NB LT/TH/RT	0.78	43.6	D	7/16	0.81	47.9	D	8/16	0.81	48.0	D	8/16
Private Driveway SB LT/TH/RT	0.05	26.6	C	1/1	0.05	27.3	C	1/1	0.05	27.4	C	1/1
<b>Overall</b>	--	<b>29.2</b>	<b>C</b>	--	--	<b>30.4</b>	<b>C</b>	--	--	<b>30.4</b>	<b>C</b>	--
<i>Weekday Evening:</i>												
Somerville Avenue EB LT/TH	0.74	37.9	D	9/14	0.77	39.1	D	10/15	0.79	40.4	D	10/15
Somerville Avenue EB RT	0.06	26.0	C	0/1	0.06	25.4	C	0/1	0.06	25.5	C	0/1
Somerville Avenue WB LT	0.36	19.9	B	2/3	0.37	19.8	B	2/3	0.38	19.9	B	2/3
Somerville Avenue WB TH/RT	0.80	30.1	C	13/17	0.84	32.5	C	15/19	0.84	33.0	C	15/20
Park Street NB LT/TH/RT	1.49	>80.0	F	18/31	1.58	>80.0	F	20/34	1.58	>80.0	F	20/34
Private Driveway SB LT/TH/RT	0.03	27.8	C	0/1	0.03	29.3	C	0/1	0.03	29.5	C	0/1
<b>Overall</b>	--	<b>&gt;80.0</b>	<b>F</b>	--	--	<b>&gt;80.0</b>	<b>F</b>	--	--	<b>&gt;80.0</b>	<b>F</b>	--
<i>Saturday Midday:</i>												
Somerville Avenue EB LT/TH	0.70	33.7	C	9/14	0.73	34.4	C	10/15	0.73	34.4	C	10/15
Somerville Avenue EB RT	0.08	24.1	C	0/2	0.08	23.6	C	0/2	0.08	23.5	C	0/2
Somerville Avenue WB LT	0.30	17.7	B	2/3	0.31	17.6	B	2/3	0.32	17.7	B	2/3
Somerville Avenue WB TH/RT	0.60	20.8	C	9/13	0.65	21.9	C	11/15	0.66	21.9	C	11/16
Park Street NB LT/TH/RT	1.14	>80.0	F	14/22	1.19	>80.0	F	15/24	1.20	>80.0	F	15/24
Private Driveway SB LT/TH/RT	0.02	25.0	C	0/1	0.02	26.2	C	0/1	0.02	26.5	C	0/1
<b>Overall</b>	--	<b>53.4</b>	<b>D</b>	--	--	<b>58.3</b>	<b>E</b>	--	--	<b>59.3</b>	<b>E</b>	--

<sup>a</sup>Volume-to-capacity ratio.

<sup>b</sup>Control (signal) delay per vehicle in seconds.

<sup>c</sup>Level-of-Service.

<sup>d</sup>Queue length in vehicles.

NB = northbound; SB = southbound; EB = eastbound; WB = westbound; LT = left-turning movements; TH = through movements; RT = right-turning movements.

**Table 13**  
**UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY**

Unsignalized Intersection/ Peak Hour/Movement	2022 Existing				2027 No-Build				2027 Build			
	V/C <sup>a</sup>	Delay <sup>b</sup>	LOS <sup>c</sup>	Queue <sup>d</sup> 95 <sup>th</sup>	V/C	Delay	LOS	Queue 95 <sup>th</sup>	V/C	Delay	LOS	Queue 95 <sup>th</sup>
<b>Somerville Avenue at Central Street</b>												
<i>Weekday Morning:</i>												
Somerville Avenue EB LT/TH/RT	0.08	1.0	A	0	0.09	1.0	A	1	0.09	1.0	A	1
Somerville Avenue WB LT/TH/RT	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
Private Driveway NB LT/TH/RT	0.10	24.5	C	1	0.12	27.8	D	1	0.12	27.8	D	1
<i>Weekday Evening:</i>												
Somerville Avenue EB LT/TH/RT	0.16	2.0	A	1	0.17	2.1	A	1	0.17	2.1	A	1
Somerville Avenue WB LT/TH/RT	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
Private Driveway NB LT/TH/RT	0.53	>50.0	F	3	0.62	>50.0	F	3	0.62	>50.0	F	3
<i>Saturday MIDDAY:</i>												
Somerville Avenue EB LT/TH/RT	0.11	1.7	A	1	0.12	1.7	A	1	0.12	1.7	A	1
Somerville Avenue WB LT/TH/RT	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
Private Driveway NB LT/TH/RT	0.10	35.0	E	1	0.12	38.9	E	1	0.12	39.6	E	1
<b>Somerville Avenue at Properzi Way</b>												
<i>Weekday Morning:</i>												
Somerville Avenue EB TH/RT	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
Somerville Avenue WB LT/TH	0.01	0.1	A	0	0.01	0.1	A	0	0.01	0.1	A	0
Properzi Way NB LT/RT	0.05	17.1	C	0	0.05	17.9	C	0	0.05	17.9	C	0
<i>Weekday Evening:</i>												
Somerville Avenue EB TH/RT	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
Somerville Avenue WB LT/TH	0.02	0.3	A	0	0.02	0.3	A	0	0.02	0.3	A	0
Properzi Way NB LT/RT	0.27	21.3	C	1	0.29	22.9	C	1	0.30	23.7	C	1
<i>Saturday MIDDAY:</i>												
Somerville Avenue EB TH/RT	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
Somerville Avenue WB LT/TH	0.02	0.4	A	0	0.02	0.4	A	0	0.02	0.4	A	0
Properzi Way NB LT/RT	0.21	17.8	C	1	0.23	19.1	C	1	0.24	19.7	C	1

<sup>a</sup>Volume-to-capacity ratio.

<sup>b</sup>Average control delay per vehicle (in seconds).

<sup>c</sup>Level-of-Service.

<sup>d</sup>Queue length in vehicles.

NB = northbound; SB = southbound; EB = eastbound; WB = westbound; LT = left-turning movements; TH = through movements; RT = right-turning movements.

**Unsignalized Intersections (Table 13) - Continued**

*Somerville Avenue at Properzi Way* – No change in level of service or vehicle queuing is predicted to occur for any movement over No-Build conditions, with all movements shown to continue to operate at LOS C or better and Project-related impacts defined as an increase in motorist delay of less than 1.0 seconds.

# **PEDESTRIAN, BICYCLE AND TRANSIT IMPACTS**

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## **PEDESTRIAN AND BICYCLE IMPACTS**

### **Pedestrian Impacts**

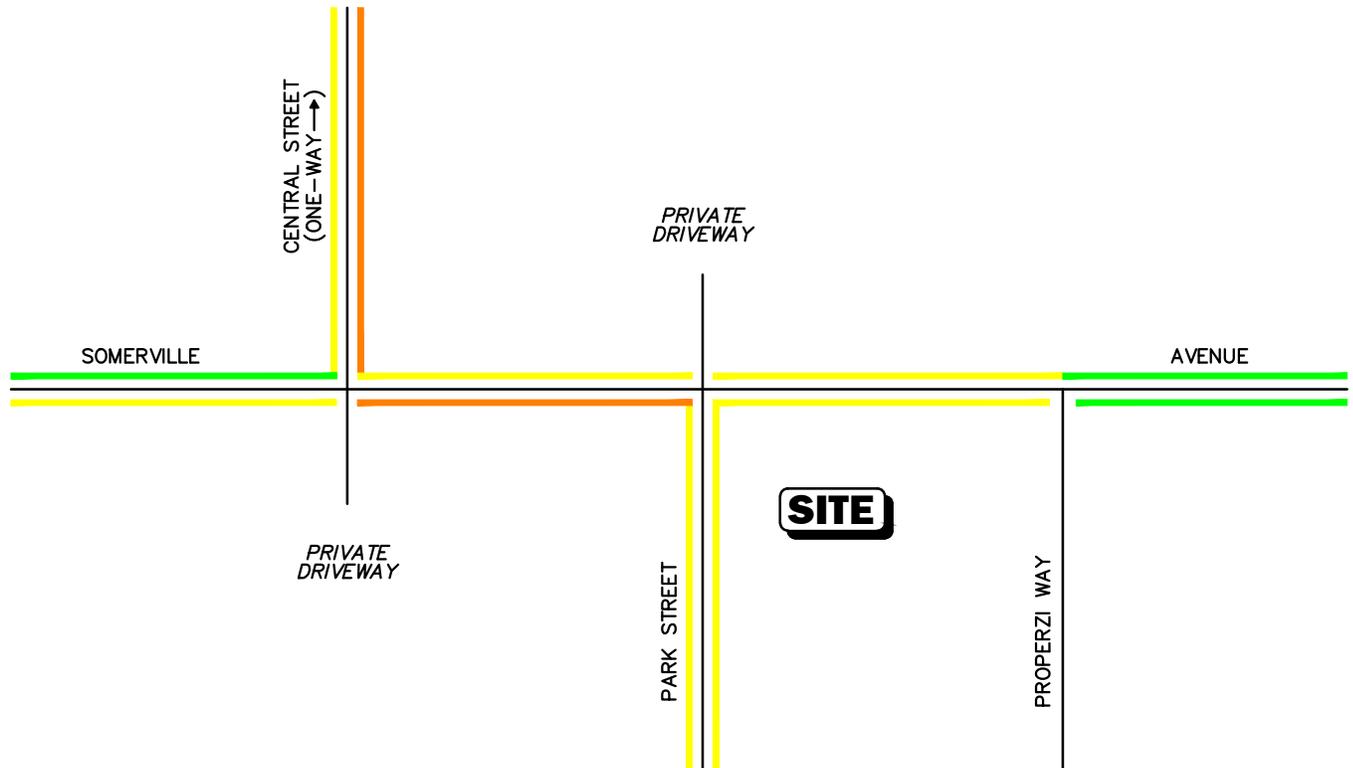
The Project is expected to generate approximately 128 pedestrian trips on an average weekday and 156 pedestrian trips on a Saturday (both two-way, 24-hour volumes), with 1 pedestrian trip expected during the weekday morning peak-hour of Somerville Avenue, 12 pedestrian trips expected during the weekday morning peak-hour of the Project, and 17 pedestrian trips expected during both the weekday evening and Saturday midday peak hours. As documented as a part of this assessment, sidewalks are provided along both sides of the study area roadways, with marked crosswalks provided for crossing one or more legs of the study area intersections.

A Pedestrian Level of Traffic Stress (PLTS) analysis was performed for the Project using the standards published in the City of Somerville's *Transportation Impact Study (TIS) Guidelines*. PLTS is a measure of the level of comfort or "stress" that a pedestrian experiences using a pedestrian facility and considers factors such as: sidewalk width; sidewalk condition; the nature of the abutting roadway (i.e., proximity of the sidewalk to the traveled-way, number of travel lanes, vehicle travel speeds, traffic volumes, etc.); and crossing distances at intersections. PLTS is reported as a numeric value ranging from 1 (low stress) to 4 (high stress), and is a measure of a pedestrian's comfort using a pedestrian facility.

A graphical summary of the PLTS within the study area is shown on Figure 23. As shown on Figure 23, the majority of the sidewalk segments operate at a PLTS of 2 or better. PLTS along Somerville Avenue ranges from PLTS 1 to PLTS 3 along the south (Project) side between Central Street and Park Street. Central Street operates at PLTS 2 along the west side and at PLTS 3 along the east side. Park Street operates at PLTS 2 along both sides within the study area. Considering the PLTS within the study area and the relatively low pedestrian volumes that are expected to be generated by the Project during the peak hours (up to 17 pedestrian trips), the existing sidewalk infrastructure is sufficient to accommodate the increased pedestrian volumes that the Project represents.

**Legend:**

- PLTS 1
- PLTS 2
- PLTS 3
- PLTS 4



Not To Scale

**Figure 23**



**Pedestrian Level of Traffic Stress (PLTS) Summary**

## **Bicycle Impacts**

The Project is expected to generate approximately 126 bicycle trips on an average weekday and 154 bicycle trips on a Saturday (both two-way, 24-hour volumes), with 1 bicycle trip expected during the weekday morning peak-hour of Somerville Avenue, 12 bicycle trips expected during the weekday morning peak-hour of the Project, 16 bicycle trips expected during the weekday evening peak-hour and 17 bicycle trips expected during the Saturday midday peak-hour. Marked bicycle lanes are provided along Somerville Avenue, Central Street and Park Street.

A Bicycle Level of Traffic Stress (BLTS) analysis was performed for the Project using the standards published in the City of Somerville's *Transportation Impact Study (TIS) Guidelines*. BLTS is a measure of the level of comfort or "stress" that a bicyclist experiences using a bicycle facility and considers factors such as: roadway width; vehicle travel speeds; the presence (or lack thereof) of a separate bicycle accommodation; buffering (or lack thereof) of bicycle accommodations from the adjacent traveled-way (where such accommodations are provided); and the width and presence (or absence) of separate accommodations at intersections. BLTS (similar to PLTS) is reported as a numeric value ranging from 1 (low stress) to 4 (high stress), and is a measure of a bicyclist's comfort using a bicycle facility or shared-use accommodation (where provided).

A graphical summary of the BLTS within the study area is shown on Figure 24. As shown on Figure 24, Somerville Avenue, Central Street and Park Street operate at a BLTS of 2. The Project is expected to produce between 1 and 17 bicycle trips during the peak hours, which can be accommodated by the bicycle facilities that are available proximate to the Project site.

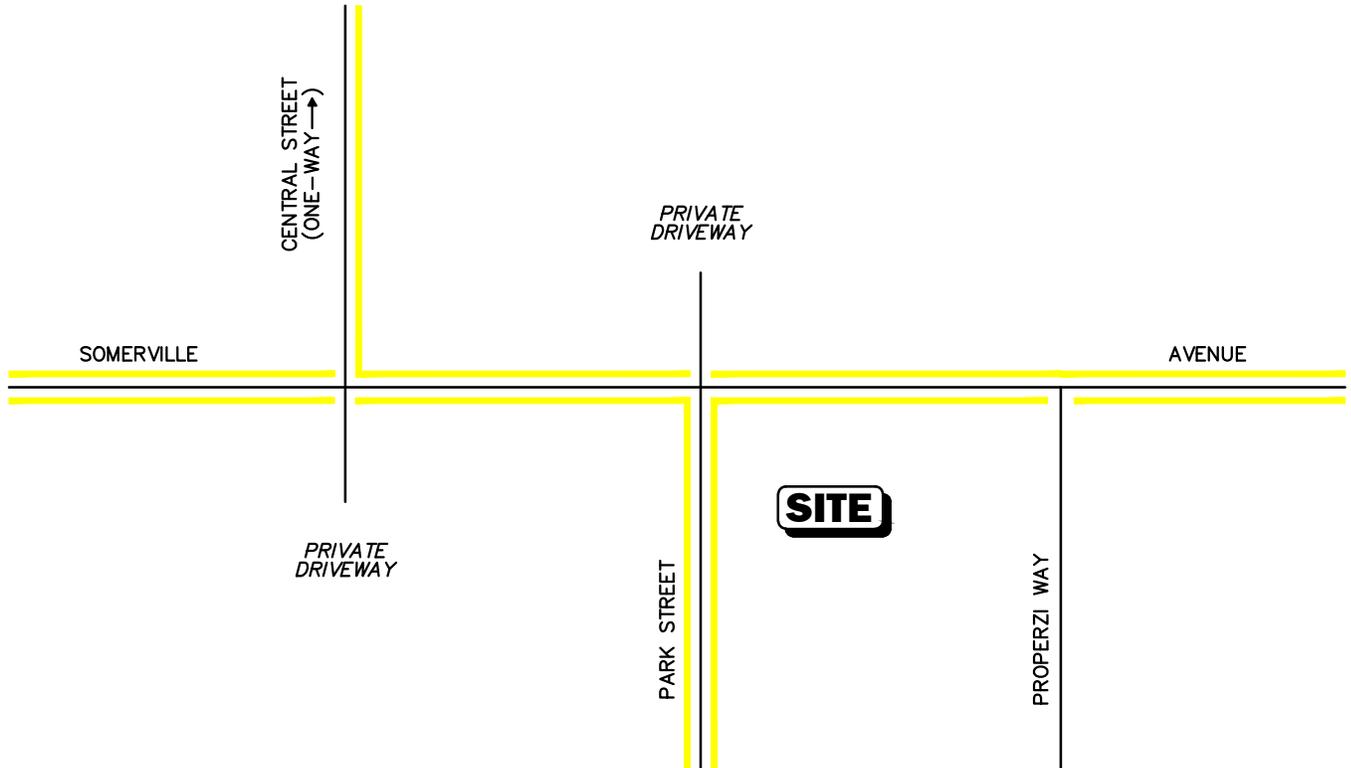
As identified in the Motor Vehicle Crash section of this assessment, two (2) crashes were reported at the Somerville Avenue/Central Street intersection that involved a pedestrian or bicyclist, with one (1) pedestrian/bicyclist crash reported at both the Somerville Avenue/Park Street and Somerville Avenue/Properzi Way intersections. In addition, the study area is located within a high bicyclist crash cluster area based on crash records for the period 2010-2019 as defined on MassDOT's HSIP listing. As such, specific recommendations to advance safety-related improvements have been developed as a part of this assessment (see *Recommendations*).

## **TRANSIT (PUBLIC TRANSPORTATION) IMPACTS**

The Project is expected to generate approximately 252 transit trips on an average weekday and 310 transit trips on a Saturday (both two-way, 24-hour volumes), with 2 transit trips expected during the weekday morning peak-hour of Somerville Avenue, 26 transit trips expected during the weekday morning peak-hour of the Project, 33 transit trips expected during the weekday evening peak-hour and 35 transit trips expected during the Saturday midday peak-hour. These trips are expected to be made on one of the six (6) MBTA fixed route bus routes that are located within 0.5 miles of the Project site (see Table 3), with the majority of the transit riders assumed to use MBTA Bus Routes 83 and 87, both of which provide a bus stop within a 1-minute walking distance of the Project site.

**Legend:**

- BLTS 1
- BLTS 2
- BLTS 3
- BLTS 4



**Figure 24**



**Bicycle Level of Traffic Stress (BLTS) Summary**

The MBTA provides 22 bus trips (each way) on Route 83 and 25 bus trips (each way) on Route 87 during both the weekday morning and evening peak service periods (7:00 to 9:00 AM and 4:00 to 6:00 PM, respectively), which have a seating capacity of 39, a service policy capacity<sup>13</sup> of 39 riders and a “crush capacity” of 55 riders. The “crush capacity” is the maximum number of transit riders that can be accommodated by the service or vehicle, and exceeds the service policy capacity standards defined in the MBTA’s *Service Delivery Policy*.<sup>14</sup> Individual trips or vehicles can exceed the service capacity; however, the average loading should continue to be within the service capacity standard.

Applying the MBTA bus capacity standards to the Route 83 bus results in a service policy capacity of 858 riders during the weekday morning and evening peak service periods (22 buses x 39 riders per bus), and a “crush capacity” of 1,210 riders (22 buses x 55 riders per bus), with the Route 87 bus resulting in a service policy capacity of 975 riders during the weekday morning and evening peak service periods (25 buses x 39 riders per bus), and a “crush capacity” of 1,375 riders (25 buses x 55 riders per bus). This capacity is sufficient to accommodate the modest increase in peak-hour ridership that is expected as a result of the Project (2 additional riders during the weekday morning peak-hour and 33 additional riders during the weekday evening peak-hour).

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<sup>13</sup>The service capacity standards are defined in the MBTA’s *Service Delivery Policy* which specifies vehicle loading standards and levels of crowding that are deemed “acceptable” by time period and transit mode.

<sup>14</sup>*Service Delivery Policy*; Massachusetts Bay Transportation Authority; June 2, 2010.

## **CONCLUSIONS AND RECOMMENDATIONS**

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### **CONCLUSIONS**

VAI has conducted a TIS in order to determine the potential impacts on the transportation infrastructure associated with the proposed adult-use marijuana dispensary to be located at 518-524 Somerville Avenue in Somerville, Massachusetts. The following specific areas have been evaluated as they relate to the Project: i) access requirements; ii) potential off-site improvements; and iii) safety considerations; under existing and future conditions, both with and without the Project. Based on this assessment, we have concluded the following with respect to the Project:

1. Using trip-generation statistics published by the ITE<sup>15</sup> and empirical data obtained from an operating recreational marijuana dispensary located in Central Massachusetts, the Project is expected to generate approximately 330 automobile trips, 252 transit trips, 128 pedestrian trips and 126 bicycle trips on an average weekday, and 406 automobile trips, 310 transit trips, 156 pedestrian trips and 154 bicycle trips on a Saturday (both two-way volumes over the operational day of the Project). During the weekday morning peak-hour of Somerville Avenue, the Project is expected to generate 3 automobile trips, 2 transit trips, 1 pedestrian trip and 1 bicycle trip. During the weekday morning peak-hour of the Project, the Project is expected to generate 34 automobile trips, 26 transit trips, 12 pedestrian trips and 12 bicycle trips. During the weekday evening peak-hour, the Project is expected to generate 45 automobile trips, 33 transit trips, 17 pedestrian trips and 16 bicycle trips. During the Saturday midday peak-hour, the Project is expected to generate 46 automobile trips, 35 transit trips, 17 pedestrian trips and 17 bicycle trips;
2. In comparison to the existing restaurant use that operates at the Project site, the Project is expected to generate approximately 162 additional automobile trips on an average weekday and 214 additional automobile trips on a Saturday (both two-way volumes over the operational day of the Project), with 3 additional automobile trips expected during the weekday morning peak-hour of Somerville Avenue, 13 additional automobile trips expected during the weekday morning peak-hour of the Project, 30 additional automobile trips expected during the weekday evening peak-hour and 28 additional automobile trips expected during the Saturday midday peak-hour;

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<sup>15</sup>Ibid 1.

3. The Project will not result in a significant impact (increase) on motorist delays or vehicle queuing over anticipated future conditions without the Project (No-Build condition), with no changes in LOS shown to occur as a result of the Project, acknowledging that one or more movements at the study intersections are currently operating at or over capacity (defined as a LOS of “E” or “F”, respectively) independent of the Project, and Project-related impacts generally defined as an incremental increase in average motorist delay that resulted in a corresponding increase in vehicle queuing of up to one (1) vehicle;
4. The Pedestrian Level of Traffic Stress (PLTS) within the study area ranges from PLTS 1 to PLTS 3, on a scale from PLTS 1 to PLTS 4, with PLTS 4 representing “high” stress, with the Project expected to add up to 17 pedestrian trips during the peak hours, a level of impact that can be accommodated by the existing pedestrian infrastructure. The Bicycle Level of Traffic Stress (BLTS) within the study area was found to be BLTS 2 on a similar scale to that of PLTS (BLTS 1 through BLTS 4), with the Project expected to add up to 17 bicycle trips during the peak hours, a level of impact that can also be accommodated
5. The Project is expected to add between 2 and 35 additional transit riders during the peak-hours, primarily distributed between MBTA bus Route 83 and 87, a level of ridership that can be accommodated within the MBTA service policy standards for ridership; and
6. Independent of the Project, the three (3) study area intersections are located within a high bicyclist crash cluster area for the 2010-2019 period as defined on MassDOT’s HSIP listing. That being said, all of the study area intersections were found to have motor vehicle crash rates below the MassDOT average crash rates for similar intersections. Specific recommendations have been provided to advance safety-related improvements at these intersections (discussion follows).

In consideration of the above, we have concluded that the Project can be accommodated within the confines of the existing transportation infrastructure in a safe and efficient manner with the implementation of the recommendations that follow.

## **RECOMMENDATIONS**

A detailed transportation improvement program has been developed that is designed to provide safe and efficient access to the Project site and address any deficiencies identified at off-site locations evaluated in conjunction with this study. The following improvements have been recommended as a part of this evaluation and, where applicable, will be completed in conjunction with the Project subject to receipt of all necessary rights, permits, and approvals.

### **Project Access**

The Project site does not have direct vehicular access (i.e., a driveway) or dedicated on-site parking, and neither will be provided as a part of the Project. Loading and delivery activities associated with the Project will be accommodated curbside, with one (1) existing metered on-street parking space along Somerville Avenue to be removed to accommodate a loading zone.

Customers will enter the Project by way of a doorway situated along the sidewalk on the south side of Somerville Avenue located approximately 25 feet east of Park Street and will exit by way of a doorway located approximately 70 feet east of Park Street. Employees and deliveries will enter and exit the Project by way of the customer entrance. A secondary egress (exit) for employees will

be provided by way of a door located along the west side of Park Street approximately 50 feet south of Somerville Avenue.

### **Off Site**

#### **Somerville Avenue Corridor**

Independent of the Project, the study area is located within a high bicycle crash cluster area for the period 2010-2019 as defined on MassDOT's HSIP listing. In an effort to advance safety improvements along the Somerville Avenue corridor, the Project proponent, in conjunction with the City, will facilitate the completion of a Road Safety Audit (RSA) along Somerville Avenue, including and between the Somerville Avenue/Central Street, Somerville Avenue/Park Street and Somerville Avenue/Properzi Way intersections. The RSA will be performed within one-year of the issuance of a Certificate of Occupancy for the Project.

### **Mobility Management Plan**

A Mobility Management Plan (MMP) has been prepared for the Project and submitted to the OSPCD Mobility Division in conjunction with this TIS. The MMP defines the specific measures that will be undertaken as a part of the Project to encourage the use of alternative modes of transportation to the use single-occupancy vehicles (SOVs). Central to the MMP is a commitment to implement a comprehensive Transportation Demand Management (TDM) program that is designed to limit the percentage of trips to the Project site made by motor vehicles to a level of 50 percent or less, and includes a post-development traffic and parking monitoring, and resident survey program in order to: i) evaluate the success and to refine the elements of the TDM program; and ii) to validate the trip projections for the Project. The results of the post-development monitoring program will be submitted to the Mobility Division and will document corrective actions, if any, that will be undertaken to the extent that the trip-reduction goal or vehicle mode share for the Project are not met.

With the implementation of the above recommendations and the elements of the MMP, safe and efficient access will be provided to the Project site and the Project can be accommodated within the confines of the existing and improved transportation system.

## APPENDIX

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PROJECT SITE PLAN

AUTOMATIC TRAFFIC RECORDER COUNT DATA

MANUAL TURNING MOVEMENT COUNT DATA

SEASONAL ADJUSTMENT DATA

COVID-19 ADJUSTMENT DATA

PUBLIC TRANSPORTATION INFORMATION

VEHICLE TRAVEL SPEED DATA

MASSDOT CRASH RATE WORKSHEETS AND HIGH CRASH LOCATION  
MAPPING

GENERAL BACKGROUND TRAFFIC GROWTH

BACKGROUND DEVELOPMENT TRAFFIC-VOLUME NETWORKS

PROPOSED TRIP-GENERATION CALCULATIONS

EXISTING TRIP-GENERATION CALCULATIONS

CAPACITY ANALYSIS WORKSHEETS

PEDESTRIAN LEVEL OF TRAFFIC STRESS (PLTS) CALCULATIONS

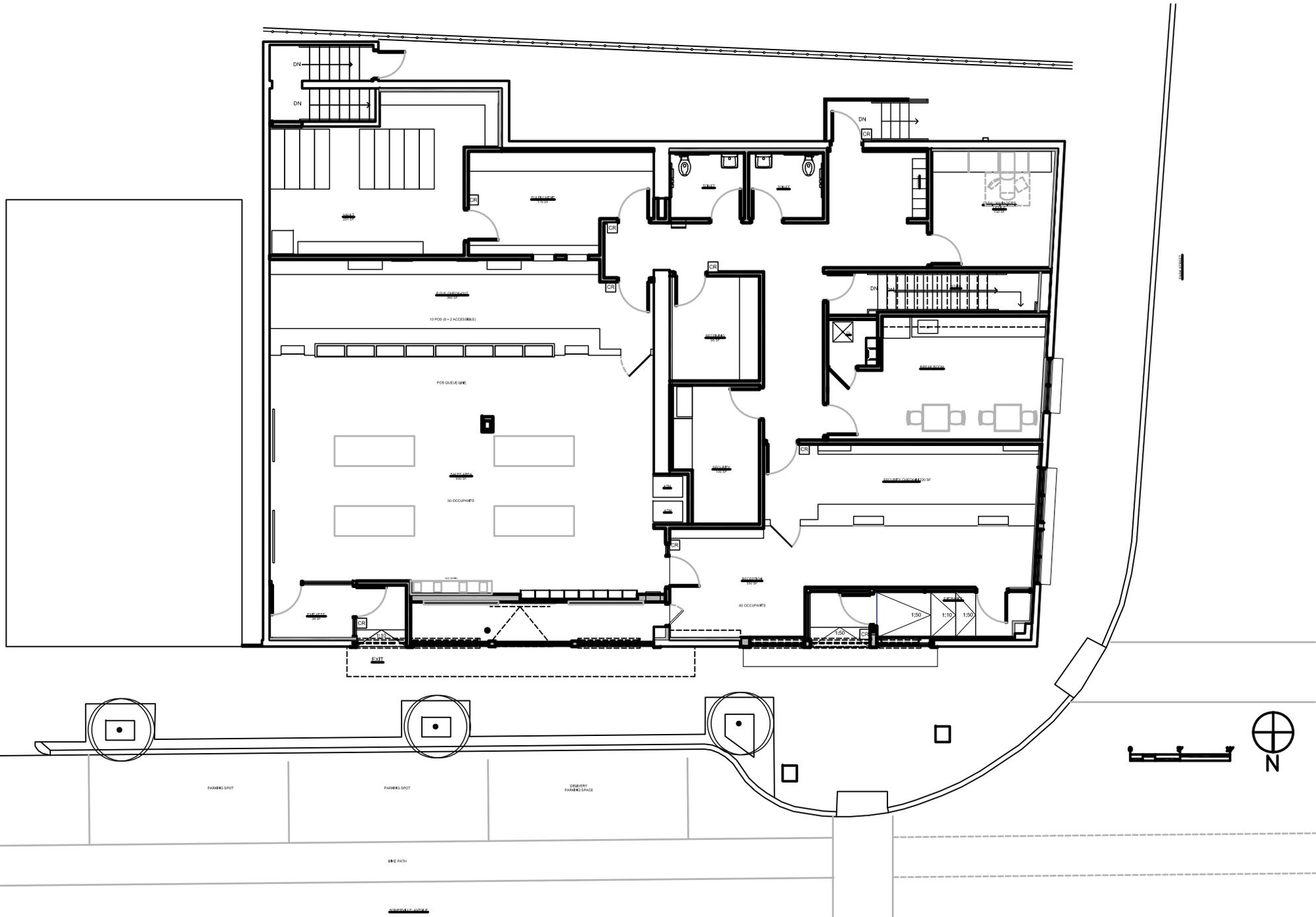
BICYCLE LEVEL OF TRAFFIC STREET (BLTS) CALCULATIONS



PROJECT SITE PLAN

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AUTOMATIC TRAFFIC RECORDER COUNT DATA





Location : Somerville Avenue  
 Location : East of Park Street  
 City/State: Somerville, MA

90480001

1/13/2022 Time	WB,		Hour Totals		EB,		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	12	75			12	87				
12:15	3	47			9	98				
12:30	6	88			10	123				
12:45	6	70	27	280	7	132	38	440	65	720
1:00	3	67			12	109				
1:15	1	70			8	148				
1:30	0	69			9	132				
1:45	0	70	4	276	4	108	33	497	37	773
2:00	1	72			5	111				
2:15	1	90			3	130				
2:30	0	50			2	92				
2:45	2	89	4	301	3	131	13	464	17	765
3:00	2	84			4	123				
3:15	0	93			1	120				
3:30	1	89			6	133				
3:45	0	95	3	361	3	111	14	487	17	848
4:00	4	74			6	146				
4:15	2	94			12	91				
4:30	4	94			5	103				
4:45	4	85	14	347	9	118	32	458	46	805
5:00	15	95			12	130				
5:15	18	98			17	123				
5:30	20	82			25	126				
5:45	21	104	74	379	27	130	81	509	155	888
6:00	24	96			38	123				
6:15	30	109			50	107				
6:30	42	83			77	126				
6:45	32	88	128	376	81	136	246	492	374	868
7:00	37	72			69	123				
7:15	42	61			102	96				
7:30	57	53			137	108				
7:45	68	69	204	255	141	77	449	404	653	659
8:00	67	51			139	89				
8:15	81	51			163	75				
8:30	75	44			140	70				
8:45	80	47	303	193	104	48	546	282	849	475
9:00	78	45			86	49				
9:15	63	34			95	45				
9:30	36	37			65	44				
9:45	54	30	231	146	101	45	347	183	578	329
10:00	69	31			100	30				
10:15	66	33			100	31				
10:30	69	15			89	36				
10:45	62	11	266	90	98	29	387	126	653	216
11:00	70	9			87	23				
11:15	49	15			89	37				
11:30	69	11			90	16				
11:45	66	12	254	47	94	16	360	92	614	139
Total	1512	3051			2546	4434			4058	7485
Percent	33.1%	66.9%			36.5%	63.5%			35.2%	64.8%

Location : Somerville Avenue  
 Location : East of Park Street  
 City/State: Somerville, MA

90480001

1/14/2022 Time	WB,		Hour Totals		EB,		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	14	98			18	102				
12:15	12	92			7	144				
12:30	8	85			12	109				
12:45	4	86	38	361	17	101	54	456	92	817
1:00	2	79			9	101				
1:15	4	90			2	129				
1:30	2	77			4	129				
1:45	1	87	9	333	10	113	25	472	34	805
2:00	2	79			4	119				
2:15	4	75			5	131				
2:30	1	85			2	130				
2:45	0	101	7	340	2	119	13	499	20	839
3:00	4	78			7	151				
3:15	1	87			7	137				
3:30	1	97			1	102				
3:45	5	84	11	346	2	137	17	527	28	873
4:00	3	96			10	112				
4:15	1	85			4	136				
4:30	6	98			2	121				
4:45	3	107	13	386	4	126	20	495	33	881
5:00	11	95			19	118				
5:15	12	93			12	109				
5:30	13	90			25	151				
5:45	22	97	58	375	21	137	77	515	135	890
6:00	20	99			31	125				
6:15	45	87			56	130				
6:30	21	75			56	124				
6:45	44	77	130	338	90	111	233	490	363	828
7:00	35	86			77	118				
7:15	41	82			84	110				
7:30	60	84			118	102				
7:45	64	64	200	316	138	97	417	427	617	743
8:00	65	67			115	96				
8:15	68	57			118	77				
8:30	59	52			83	95				
8:45	67	35	259	211	125	63	441	331	700	542
9:00	77	46			79	43				
9:15	62	43			125	47				
9:30	66	36			97	43				
9:45	66	39	271	164	114	49	415	182	686	346
10:00	59	25			116	30				
10:15	75	35			82	31				
10:30	56	33			118	31				
10:45	57	42	247	135	90	31	406	123	653	258
11:00	49	20			102	34				
11:15	67	24			98	40				
11:30	73	23			104	31				
11:45	72	15	261	82	115	19	419	124	680	206
Total	1504	3387			2537	4641			4041	8028
Percent	30.8%	69.2%			35.3%	64.7%			33.5%	66.5%

Location : Somerville Avenue  
 Location : East of Park Street  
 City/State: Somerville, MA

90480001

1/15/2022	WB,		Hour Totals		EB,		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	15	94			22	134				
12:15	16	87			22	125				
12:30	20	88			26	121				
12:45	16	86	67	355	15	134	85	514	152	869
1:00	15	87			32	102				
1:15	15	87			44	125				
1:30	10	85			19	152				
1:45	8	74	48	333	24	128	119	507	167	840
2:00	1	75			8	117				
2:15	5	81			8	145				
2:30	3	80			10	124				
2:45	3	80	12	316	3	116	29	502	41	818
3:00	1	62			3	110				
3:15	1	81			1	142				
3:30	4	93			2	123				
3:45	2	70	8	306	6	107	12	482	20	788
4:00	2	74			5	118				
4:15	2	81			6	109				
4:30	3	66			2	127				
4:45	4	73	11	294	5	110	18	464	29	758
5:00	4	78			4	104				
5:15	6	80			13	91				
5:30	9	73			15	82				
5:45	3	66	22	297	16	93	48	370	70	667
6:00	5	66			10	70				
6:15	16	60			10	82				
6:30	12	79			17	97				
6:45	11	58	44	263	25	69	62	318	106	581
7:00	21	56			29	78				
7:15	20	66			30	67				
7:30	30	67			36	71				
7:45	29	46	100	235	34	69	129	285	229	520
8:00	46	37			38	60				
8:15	40	35			51	66				
8:30	31	46			40	61				
8:45	42	41	159	159	56	55	185	242	344	401
9:00	43	33			62	44				
9:15	56	20			75	53				
9:30	62	46			61	47				
9:45	71	33	232	132	75	34	273	178	505	310
10:00	59	37			99	52				
10:15	69	33			81	30				
10:30	70	39			109	34				
10:45	70	25	268	134	115	22	404	138	672	272
11:00	72	23			127	28				
11:15	76	26			133	31				
11:30	74	31			103	24				
11:45	73	17	295	97	124	15	487	98	782	195
Total	1266	2921			1851	4098			3117	7019
Percent	30.2%	69.8%			31.1%	68.9%			30.8%	69.2%
Grand Total	4282	9359			6934	13173			11216	22532
Percent	31.4%	68.6%			34.5%	65.5%			33.2%	66.8%
ADT		ADT: 11,249		AADT: 11,249						

Location : Central Street  
 Location : North of Somerville Avenue  
 City/State: Somerville, MA

90480002

1/10/2022	1/10/22	1/11/22	1/12/2022	1/13/2022	1/14/2022	1/15/2022	1/16/2022	Average	
Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon - Fri	Mon - Sun
12:00 AM	*	*	*	27	38	62	*	32	42
1:00	*	*	*	8	10	50	*	9	23
2:00	*	*	*	8	10	12	*	9	10
3:00	*	*	*	3	8	8	*	6	6
4:00	*	*	*	6	4	5	*	5	5
5:00	*	*	*	21	22	8	*	22	17
6:00	*	*	*	83	70	22	*	76	58
7:00	*	*	*	109	125	42	*	117	92
8:00	*	*	*	165	127	87	*	146	126
9:00	*	*	*	164	177	146	*	170	162
10:00	*	*	*	162	155	179	*	158	165
11:00	*	*	*	181	190	237	*	186	203
12:00 PM	*	*	*	17	261	250	*	139	176
1:00	*	*	*	76	277	212	*	176	188
2:00	*	*	*	294	298	230	*	296	274
3:00	*	*	*	333	318	250	*	326	300
4:00	*	*	*	296	324	226	*	310	282
5:00	*	*	*	329	341	231	*	335	300
6:00	*	*	*	260	294	209	*	277	254
7:00	*	*	*	224	256	171	*	240	217
8:00	*	*	*	189	163	143	*	176	165
9:00	*	*	*	129	120	110	*	124	120
10:00	*	*	*	92	95	83	*	94	90
11:00	*	*	*	69	78	67	*	74	71
Total	0	0	0	3245	3761	3040	0	3503	3346
Percent	0.0%	0.0%	0.0%	32.3%	37.4%	30.3%	0.0%		
AM Peak				11:00	11:00	11:00		11:00	11:00
Volume				181	190	237		186	203
PM Peak				3:00	5:00	12:00 PM		5:00	3:00
Volume				333	341	250		335	300

Location : Central Street

90480002

Location : North of Somerville Avenue

City/State: Somerville, MA

Time	Thursday 1/13/2022		Friday 1/14/2022		Saturday 1/15/2022		Daily Average	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00 AM	8	15	11	79	15	68	11	54
12:15 AM	7	0	10	55	17	51	11	35
12:30 AM	5	0	11	60	20	69	12	43
12:45 AM	7	2	6	67	10	62	8	44
1:00 AM	4	1	3	76	10	62	6	46
1:15 AM	2	0	3	68	14	55	6	41
1:30 AM	1	19	3	73	11	52	5	48
1:45 AM	1	56	1	60	15	43	6	53
2:00 AM	3	62	3	75	8	52	5	63
2:15 AM	2	73	1	70	2	64	2	69
2:30 AM	2	85	4	68	2	62	3	72
2:45 AM	1	74	2	85	0	52	1	70
3:00 AM	2	82	2	79	3	58	2	73
3:15 AM	0	85	2	63	3	77	2	75
3:30 AM	0	77	1	88	0	60	0	75
3:45 AM	1	89	3	88	2	55	2	77
4:00 AM	1	78	1	88	2	65	1	77
4:15 AM	1	73	0	84	2	50	1	69
4:30 AM	1	67	0	74	0	50	0	64
4:45 AM	3	78	3	78	1	61	2	72
5:00 AM	2	80	2	82	1	65	2	76
5:15 AM	5	91	6	93	2	52	4	79
5:30 AM	5	80	8	90	1	57	5	76
5:45 AM	9	78	6	76	4	57	6	70
6:00 AM	17	70	8	73	5	54	10	66
6:15 AM	19	67	16	93	4	64	13	75
6:30 AM	22	65	25	70	9	48	19	61
6:45 AM	25	58	21	58	4	43	17	53
7:00 AM	18	51	18	57	6	41	14	50
7:15 AM	26	68	30	84	10	48	22	67
7:30 AM	37	64	42	65	15	39	31	56
7:45 AM	28	41	35	50	11	43	25	45
8:00 AM	23	53	29	48	19	40	24	47
8:15 AM	43	46	32	43	21	41	32	43
8:30 AM	44	52	27	41	21	36	31	43
8:45 AM	55	38	39	31	26	26	40	32
9:00 AM	46	29	39	33	24	28	36	30
9:15 AM	38	30	58	26	37	25	44	27
9:30 AM	51	43	35	27	39	33	42	34
9:45 AM	29	27	45	34	46	24	40	28
10:00 AM	35	24	38	24	42	22	38	23
10:15 AM	48	30	36	25	47	22	44	26
10:30 AM	38	20	31	23	46	16	38	20
10:45 AM	41	18	50	23	44	23	45	21
11:00 AM	39	18	49	20	61	15	50	18
11:15 AM	43	19	50	20	55	14	49	18
11:30 AM	49	18	38	19	65	24	51	20
11:45 AM	50	14	53	19	56	14	53	16
<b>Total</b>	<b>937</b>	<b>2308</b>	<b>936</b>	<b>2825</b>	<b>858</b>	<b>2182</b>	<b>911</b>	<b>2440</b>
<b>Combined Total</b>	<b>3245</b>		<b>3761</b>		<b>3040</b>		<b>3351</b>	
<b>Peak</b>	<b>8:45 AM</b>	<b>3:00 AM</b>	<b>11:00 AM</b>	<b>3:30 AM</b>	<b>11:00 AM</b>	<b>3:15 AM</b>	<b>11:00 AM</b>	<b>3:15 AM</b>
<b>Volume</b>	<b>190</b>	<b>333</b>	<b>190</b>	<b>348</b>	<b>237</b>	<b>257</b>	<b>203</b>	<b>304</b>
<b>Peak Factor</b>	<b>0.864</b>	<b>0.935</b>	<b>0.896</b>	<b>0.989</b>	<b>0.912</b>	<b>0.834</b>	<b>0.958</b>	<b>0.987</b>
<b>ADT</b>	<b>ADT: 3,349</b>		<b>AADT: 3,349</b>					

Location : Park Street  
 Location : South of Somerville Avenue  
 City/State: Somerville, MA

90480003

1/13/2022 Time	SB,		Hour Totals		NB,		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	4	21			15	58				
12:15	2	21			4	58				
12:30	1	23			10	67				
12:45	1	36	8	101	7	59	36	242	44	343
1:00	3	17			8	76				
1:15	0	19			4	60				
1:30	2	17			9	53				
1:45	1	24	6	77	3	58	24	247	30	324
2:00	2	22			4	69				
2:15	0	20			3	80				
2:30	1	27			5	85				
2:45	1	19	4	88	1	75	13	309	17	397
3:00	1	29			1	100				
3:15	1	19			0	96				
3:30	0	33			3	87				
3:45	0	32	2	113	1	87	5	370	7	483
4:00	1	20			1	92				
4:15	1	22			3	62				
4:30	2	31			2	69				
4:45	3	29	7	102	1	75	7	298	14	400
5:00	3	18			0	87				
5:15	7	43			5	98				
5:30	10	31			8	94				
5:45	13	35	33	127	13	89	26	368	59	495
6:00	12	22			13	91				
6:15	10	22			17	84				
6:30	22	44			24	79				
6:45	20	27	64	115	22	73	76	327	140	442
7:00	24	23			24	80				
7:15	30	25			33	70				
7:30	27	20			43	48				
7:45	25	18	106	86	58	56	158	254	264	340
8:00	25	20			39	66				
8:15	26	27			44	59				
8:30	26	26			48	39				
8:45	33	11	110	84	49	37	180	201	290	285
9:00	26	11			30	33				
9:15	16	7			33	31				
9:30	18	12			55	25				
9:45	16	12	76	42	36	47	154	136	230	178
10:00	21	12			46	36				
10:15	22	12			47	23				
10:30	28	10			32	32				
10:45	28	7	99	41	41	18	166	109	265	150
11:00	23	8			47	28				
11:15	17	10			62	21				
11:30	23	9			58	17				
11:45	26	8	89	35	50	14	217	80	306	115
Total	604	1011			1062	2941			1666	3952
Percent	37.4%	62.6%			26.5%	73.5%			29.7%	70.3%

Location : Park Street  
 Location : South of Somerville Avenue  
 City/State: Somerville, MA

90480003

1/14/2022 Time	SB,		Hour Totals		NB,		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	3	33			16	69				
12:15	10	30			10	61				
12:30	1	21			6	63				
12:45	1	25	15	109	4	72	36	265	51	374
1:00	4	29			1	68				
1:15	0	28			1	74				
1:30	0	28			7	78				
1:45	2	23	6	108	0	53	9	273	15	381
2:00	2	33			6	82				
2:15	3	20			2	63				
2:30	1	26			8	83				
2:45	0	24	6	103	3	101	19	329	25	432
3:00	0	39			0	82				
3:15	0	28			2	109				
3:30	0	22			1	114				
3:45	1	27	1	116	3	104	6	409	7	525
4:00	2	25			3	93				
4:15	3	27			0	76				
4:30	3	31			1	104				
4:45	2	26	10	109	1	95	5	368	15	477
5:00	4	31			1	86				
5:15	4	24			6	97				
5:30	9	25			11	94				
5:45	8	28	25	108	8	93	26	370	51	478
6:00	16	35			12	87				
6:15	9	16			13	99				
6:30	17	38			18	55				
6:45	30	29	72	118	30	71	73	312	145	430
7:00	14	26			22	76				
7:15	25	26			34	62				
7:30	32	18			50	62				
7:45	27	18	98	88	41	58	147	258	245	346
8:00	21	18			52	70				
8:15	25	16			49	54				
8:30	23	16			50	56				
8:45	29	21	98	71	44	38	195	218	293	289
9:00	20	17			38	38				
9:15	23	12			45	37				
9:30	20	15			44	40				
9:45	16	13	79	57	52	42	179	157	258	214
10:00	12	16			39	26				
10:15	23	15			36	22				
10:30	36	17			47	32				
10:45	18	8	89	56	62	22	184	102	273	158
11:00	21	7			49	30				
11:15	24	8			48	28				
11:30	29	9			52	27				
11:45	23	5	97	29	63	17	212	102	309	131
Total	596	1072			1091	3163			1687	4235
Percent	35.7%	64.3%			25.6%	74.4%			28.5%	71.5%

Location : Park Street  
 Location : South of Somerville Avenue  
 City/State: Somerville, MA

90480003

1/15/2022	SB,		Hour Totals		NB,		Hour Totals		Combined Totals	
	Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning
12:00	8	27			18	83				
12:15	7	40			19	65				
12:30	10	35			17	87				
12:45	13	32	38	134	17	86	71	321	109	455
1:00	6	37			18	71				
1:15	8	44			15	83				
1:30	5	30			9	74				
1:45	2	39	21	150	12	56	54	284	75	434
2:00	3	43			7	67				
2:15	1	27			5	89				
2:30	3	35			6	78				
2:45	1	39	8	144	4	56	22	290	30	434
3:00	4	29			5	70				
3:15	2	38			3	63				
3:30	3	17			1	87				
3:45	0	28	9	112	2	73	11	293	20	405
4:00	0	34			3	74				
4:15	1	27			3	53				
4:30	2	40			1	79				
4:45	0	26	3	127	2	66	9	272	12	399
5:00	3	28			0	68				
5:15	6	24			3	61				
5:30	4	27			8	56				
5:45	1	34	14	113	7	50	18	235	32	348
6:00	4	27			4	51				
6:15	2	29			3	70				
6:30	5	29			10	58				
6:45	8	23	19	108	6	70	23	249	42	357
7:00	10	15			5	58				
7:15	5	24			8	68				
7:30	9	20			17	53				
7:45	10	20	34	79	24	52	54	231	88	310
8:00	9	23			14	56				
8:15	18	21			16	52				
8:30	14	12			28	53				
8:45	13	17	54	73	34	30	92	191	146	264
9:00	15	17			25	38				
9:15	23	17			27	24				
9:30	24	8			34	30				
9:45	39	9	101	51	46	35	132	127	233	178
10:00	24	13			45	31				
10:15	32	14			52	27				
10:30	20	12			42	26				
10:45	27	11	103	50	53	29	192	113	295	163
11:00	24	7			71	23				
11:15	28	10			55	24				
11:30	19	9			52	32				
11:45	35	9	106	35	65	14	243	93	349	128
Total	510	1176			921	2699			1431	3875
Percent	30.2%	69.8%			25.4%	74.6%			27.0%	73.0%
Grand Total	1710	3259			3074	8803			4784	12062
Percent	34.4%	65.6%			25.9%	74.1%			28.4%	71.6%
ADT		ADT: 5,770				AADT: 5,770				



MANUAL TURNING MOVEMENT COUNT DATA

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**Accurate Counts**  
978-664-2565

File Name : 90480001  
Site Code : 90480001  
Start Date : 1/13/2022  
Page No : 1

N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear

Groups Printed- Cars - Trucks

Start Time	Central St From North			Somerville Ave From East			Driveway From South			Somerville Ave From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
06:00 AM	1	0	0	1	26	14	1	0	0	3	38	1	85
06:15 AM	0	0	0	2	29	7	0	2	0	9	31	2	82
06:30 AM	0	0	0	1	37	16	0	0	0	6	45	0	105
06:45 AM	0	0	0	0	35	17	0	1	0	6	40	3	102
Total	1	0	0	4	127	54	1	3	0	24	154	6	374
07:00 AM	0	0	0	0	41	11	0	0	0	6	53	1	112
07:15 AM	0	0	0	0	53	23	0	0	1	5	72	1	155
07:30 AM	0	0	0	0	55	28	1	0	0	8	82	0	174
07:45 AM	0	0	0	1	87	28	1	1	0	5	65	1	189
Total	0	0	0	1	236	90	2	1	1	24	272	3	630
08:00 AM	0	0	0	0	80	22	1	0	0	13	77	3	196
08:15 AM	0	0	0	2	82	32	0	0	0	10	101	3	230
08:30 AM	0	0	0	0	74	37	0	0	1	8	80	2	202
08:45 AM	0	0	0	0	73	43	1	1	2	11	70	2	203
Total	0	0	0	2	309	134	2	1	3	42	328	10	831
09:00 AM	0	0	0	0	66	32	0	0	0	16	68	1	183
09:15 AM	0	0	0	0	72	27	1	0	0	10	55	3	168
09:30 AM	0	0	0	0	68	37	2	0	0	13	51	3	174
09:45 AM	0	0	0	1	61	26	0	1	1	5	69	9	173
Total	0	0	0	1	267	122	3	1	1	44	243	16	698
10:00 AM	0	0	0	1	75	26	3	0	1	12	61	2	181
10:15 AM	0	0	0	2	66	38	2	1	1	11	63	2	186
10:30 AM	0	0	0	2	67	22	2	0	0	17	82	3	195
10:45 AM	0	0	0	0	72	28	3	0	1	13	80	4	201
Total	0	0	0	5	280	114	10	1	3	53	286	11	763
11:00 AM	0	0	0	1	82	27	0	0	1	12	75	4	202
11:15 AM	0	0	0	0	60	31	1	1	1	11	58	2	165
11:30 AM	0	0	0	0	77	39	0	1	1	9	72	3	202
11:45 AM	0	0	0	0	76	36	1	0	3	16	74	5	211
Total	0	0	0	1	295	133	2	2	6	48	279	14	780
12:00 PM	0	0	0	0	124	16	1	0	1	1	76	3	222
12:15 PM	0	0	0	1	123	0	2	0	1	1	85	0	213
12:30 PM	0	0	0	0	125	0	3	0	0	0	97	2	227
12:45 PM	0	0	0	0	142	0	7	0	1	0	89	2	241
Total	0	0	0	1	514	16	13	0	3	2	347	7	903
01:00 PM	0	0	1	0	124	0	1	0	0	0	63	5	194
01:15 PM	0	0	0	1	108	0	2	0	1	0	96	4	212
01:30 PM	1	0	0	0	101	12	4	0	1	6	72	2	199
01:45 PM	0	0	0	0	87	43	1	2	4	12	76	3	228
Total	1	0	1	1	420	55	8	2	6	18	307	14	833
02:00 PM	0	0	0	0	85	44	4	3	0	15	83	6	240
02:15 PM	0	0	0	1	100	43	1	0	1	29	62	4	241
02:30 PM	0	0	0	0	78	67	2	2	1	17	70	1	238
02:45 PM	0	0	0	2	93	59	2	2	2	18	81	3	262
Total	0	0	0	3	356	213	9	7	4	79	296	14	981
03:00 PM	0	0	0	0	116	66	2	2	0	15	76	3	280
03:15 PM	0	0	0	1	121	67	3	1	1	17	73	1	285
03:30 PM	0	0	0	0	90	65	1	0	1	12	92	6	267
03:45 PM	0	0	0	1	109	61	4	2	1	20	85	2	285
Total	0	0	0	2	436	259	10	5	3	64	326	12	1117
04:00 PM	0	0	0	2	99	58	3	1	0	20	88	4	275
04:15 PM	0	0	0	0	102	58	3	0	2	16	63	3	247

**Accurate Counts**  
978-664-2565

N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear

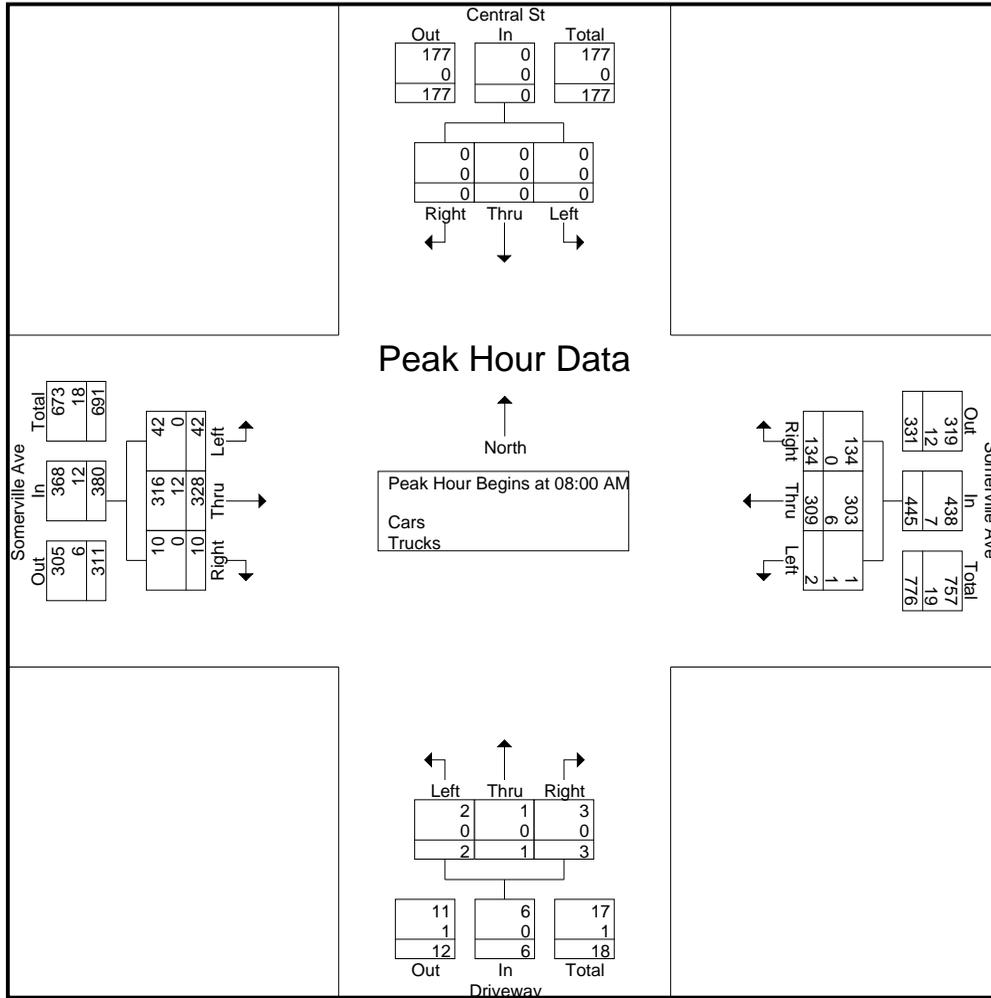
File Name : 90480001  
Site Code : 90480001  
Start Date : 1/13/2022  
Page No : 2

Groups Printed- Cars - Trucks

Start Time	Central St From North			Somerville Ave From East			Driveway From South			Somerville Ave From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:30 PM	0	0	0	0	90	54	6	2	2	12	72	4	242
04:45 PM	0	0	0	0	94	61	1	1	0	19	77	2	255
Total	0	0	0	2	385	231	13	4	4	67	300	13	1019
05:00 PM	0	0	0	0	105	61	2	1	3	17	85	4	278
05:15 PM	0	0	0	0	124	69	0	3	3	17	74	6	296
05:30 PM	0	0	0	0	98	52	2	7	1	20	77	4	261
05:45 PM	0	0	0	0	121	60	3	0	0	21	85	4	294
Total	0	0	0	0	448	242	7	11	7	75	321	18	1129
06:00 PM	0	0	0	0	116	54	1	1	1	15	72	2	262
06:15 PM	0	0	0	2	132	45	1	2	2	22	60	4	270
06:30 PM	0	0	0	0	77	35	2	2	1	27	88	3	235
06:45 PM	0	0	0	0	103	48	2	0	1	11	62	3	230
Total	0	0	0	2	428	182	6	5	5	75	282	12	997
07:00 PM	0	0	0	0	81	33	1	0	0	15	70	6	206
07:15 PM	0	0	0	1	72	45	1	2	3	24	59	4	211
07:30 PM	0	0	0	0	70	35	1	2	1	26	57	4	196
07:45 PM	0	0	0	2	78	32	0	0	0	9	58	1	180
Total	0	0	0	3	301	145	3	4	4	74	244	15	793
Grand Total	2	0	1	28	4802	1990	89	47	50	689	3985	165	11848
Apprch %	66.7	0	33.3	0.4	70.4	29.2	47.8	25.3	26.9	14.2	82.4	3.4	
Total %	0	0	0	0.2	40.5	16.8	0.8	0.4	0.4	5.8	33.6	1.4	
Cars	1	0	0	26	4663	1978	89	47	50	684	3861	163	11562
% Cars	50	0	0	92.9	97.1	99.4	100	100	100	99.3	96.9	98.8	97.6
Trucks	1	0	1	2	139	12	0	0	0	5	124	2	286
% Trucks	50	0	100	7.1	2.9	0.6	0	0	0	0.7	3.1	1.2	2.4

Start Time	Central St From North				Somerville Ave From East				Driveway From South				Somerville Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	80	22	102	1	0	0	1	13	77	3	93	196
08:15 AM	0	0	0	0	2	82	32	116	0	0	0	0	10	101	3	114	230
08:30 AM	0	0	0	0	0	74	37	111	0	0	1	1	8	80	2	90	202
08:45 AM	0	0	0	0	0	73	43	116	1	1	2	4	11	70	2	83	203
Total Volume	0	0	0	0	2	309	134	445	2	1	3	6	42	328	10	380	831
% App. Total	0	0	0		0.4	69.4	30.1		33.3	16.7	50		11.1	86.3	2.6		
PHF	.000	.000	.000	.000	.250	.942	.779	.959	.500	.250	.375	.375	.808	.812	.833	.833	.903
Cars	0	0	0	0	1	303	134	438	2	1	3	6	42	316	10	368	812
% Cars	0	0	0	0	50.0	98.1	100	98.4	100	100	100	100	100	96.3	100	96.8	97.7
Trucks	0	0	0	0	1	6	0	7	0	0	0	0	0	12	0	12	19
% Trucks	0	0	0	0	50.0	1.9	0	1.6	0	0	0	0	0	3.7	0	3.2	2.3

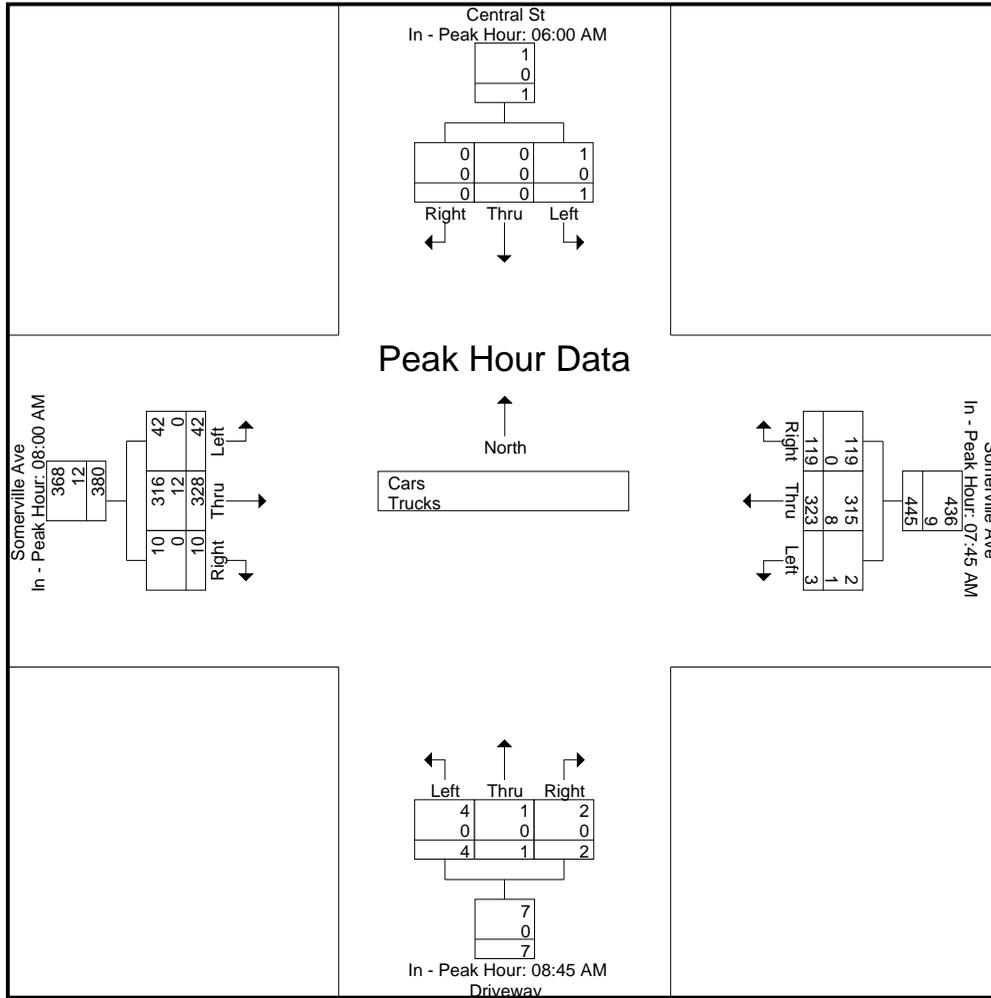
N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	06:00 AM				07:45 AM				08:45 AM				08:00 AM			
+0 mins.	1	0	0	1	1	87	28	116	1	1	2	4	13	77	3	93
+15 mins.	0	0	0	0	0	80	22	102	0	0	0	0	10	101	3	114
+30 mins.	0	0	0	0	2	82	32	116	1	0	0	1	8	80	2	90
+45 mins.	0	0	0	0	0	74	37	111	2	0	0	2	11	70	2	83
Total Volume	1	0	0	1	3	323	119	445	4	1	2	7	42	328	10	380
% App. Total	100	0	0		0.7	72.6	26.7		57.1	14.3	28.6		11.1	86.3	2.6	
PHF	.250	.000	.000	.250	.375	.928	.804	.959	.500	.250	.250	.438	.808	.812	.833	.833
Cars	1	0	0	1	2	315	119	436	4	1	2	7	42	316	10	368
% Cars	100	0	0	100	66.7	97.5	100	98	100	100	100	100	100	96.3	100	96.8
Trucks	0	0	0	0	1	8	0	9	0	0	0	0	0	12	0	12
% Trucks	0	0	0	0	33.3	2.5	0	2	0	0	0	0	0	3.7	0	3.2

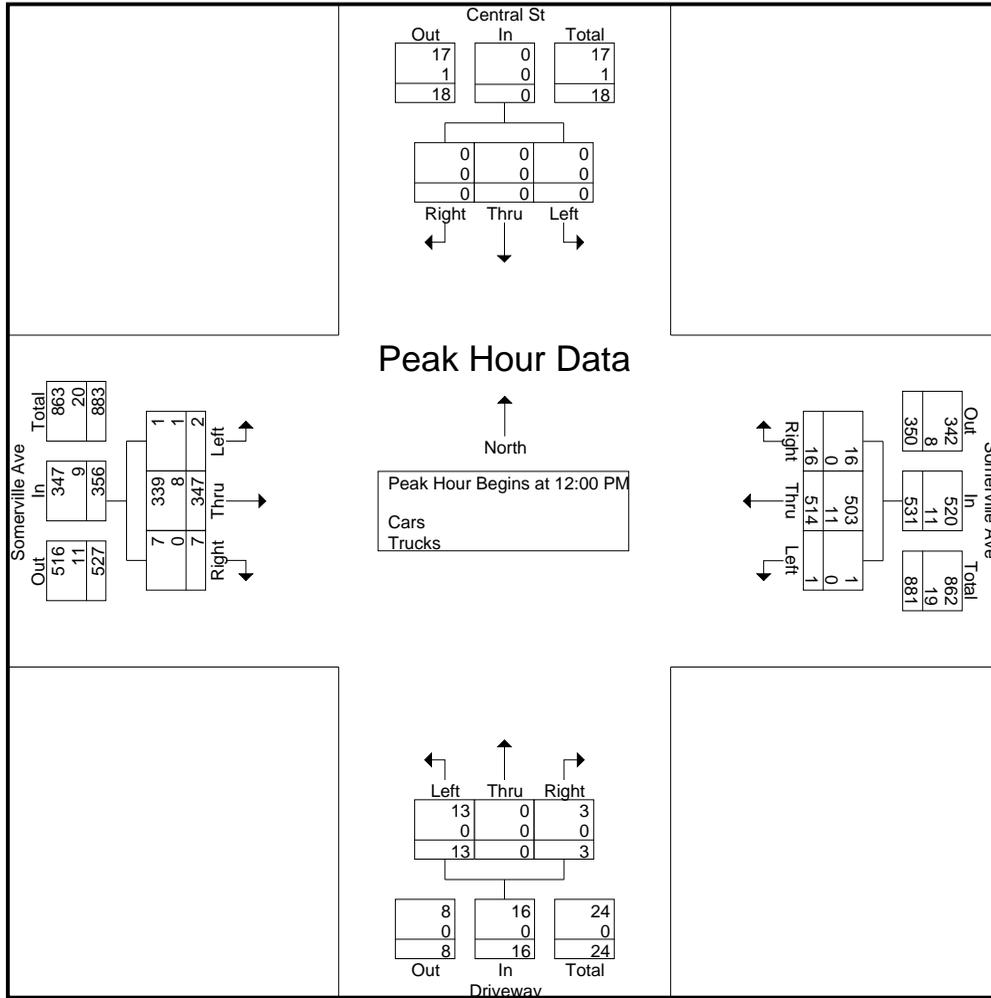
N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 12:00 PM

12:00 PM	0	0	0	0	0	124	16	140	1	0	1	2	1	76	3	80	222
12:15 PM	0	0	0	0	1	123	0	124	2	0	1	3	1	85	0	86	213
12:30 PM	0	0	0	0	0	125	0	125	3	0	0	3	0	97	2	99	227
12:45 PM	0	0	0	0	0	142	0	142	7	0	1	8	0	89	2	91	241
Total Volume	0	0	0	0	1	514	16	531	13	0	3	16	2	347	7	356	903
% App. Total	0	0	0	0	0.2	96.8	3		81.2	0	18.8		0.6	97.5	2		
PHF	.000	.000	.000	.000	.250	.905	.250	.935	.464	.000	.750	.500	.500	.894	.583	.899	.937
Cars	0	0	0	0	1	503	16	520	13	0	3	16	1	339	7	347	883
% Cars	0	0	0	0	100	97.9	100	97.9	100	0	100	100	50.0	97.7	100	97.5	97.8
Trucks	0	0	0	0	0	11	0	11	0	0	0	0	1	8	0	9	20
% Trucks	0	0	0	0	0	2.1	0	2.1	0	0	0	0	50.0	2.3	0	2.5	2.2

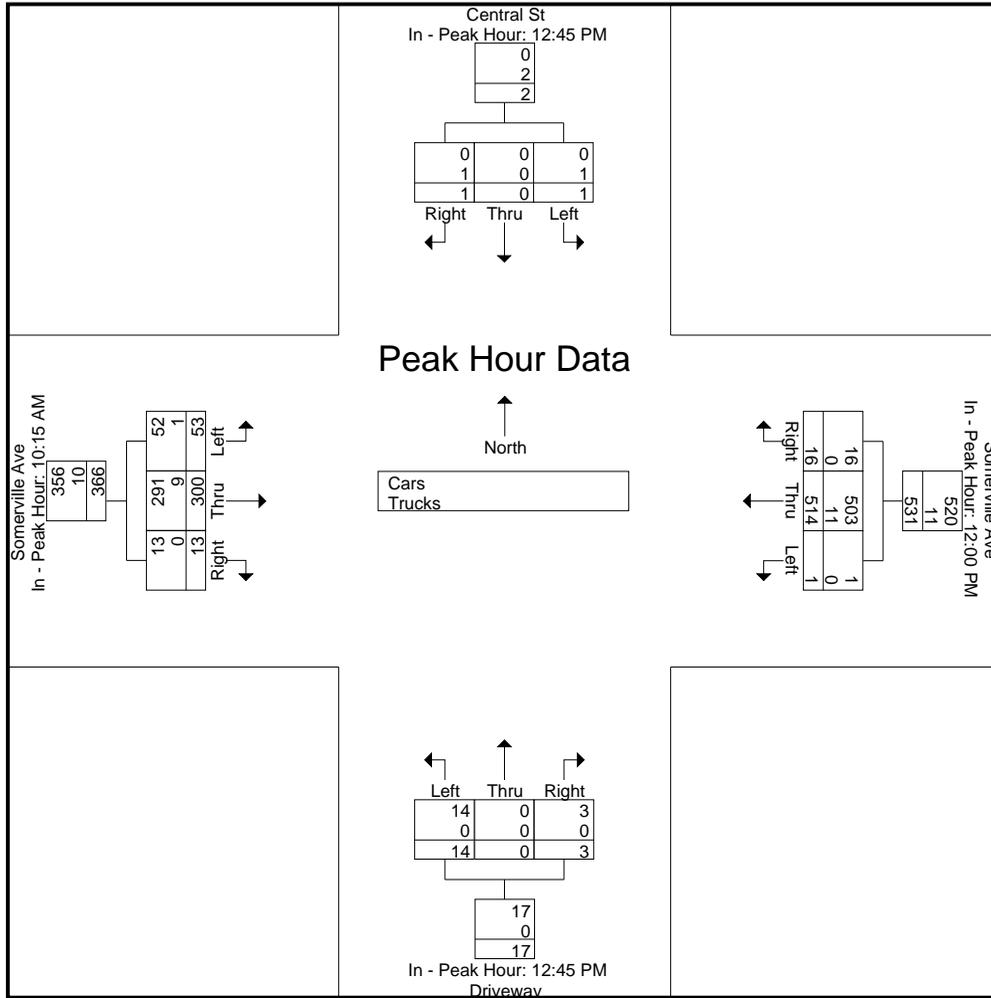
N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	12:45 PM				12:00 PM				12:45 PM				10:15 AM			
+0 mins.	0	0	0	0	0	124	16	140	7	0	1	8	11	63	2	76
+15 mins.	0	0	1	1	1	123	0	124	1	0	0	1	17	82	3	102
+30 mins.	0	0	0	0	0	125	0	125	2	0	1	3	13	80	4	97
+45 mins.	1	0	0	1	0	142	0	142	4	0	1	5	12	75	4	91
Total Volume	1	0	1	2	1	514	16	531	14	0	3	17	53	300	13	366
% App. Total	50	0	50		0.2	96.8	3		82.4	0	17.6		14.5	82	3.6	
PHF	.250	.000	.250	.500	.250	.905	.250	.935	.500	.000	.750	.531	.779	.915	.813	.897
Cars	0	0	0	0	1	503	16	520	14	0	3	17	52	291	13	356
% Cars	0	0	0	0	100	97.9	100	97.9	100	0	100	100	98.1	97	100	97.3
Trucks	1	0	1	2	0	11	0	11	0	0	0	0	1	9	0	10
% Trucks	100	0	100	100	0	2.1	0	2.1	0	0	0	0	1.9	3	0	2.7

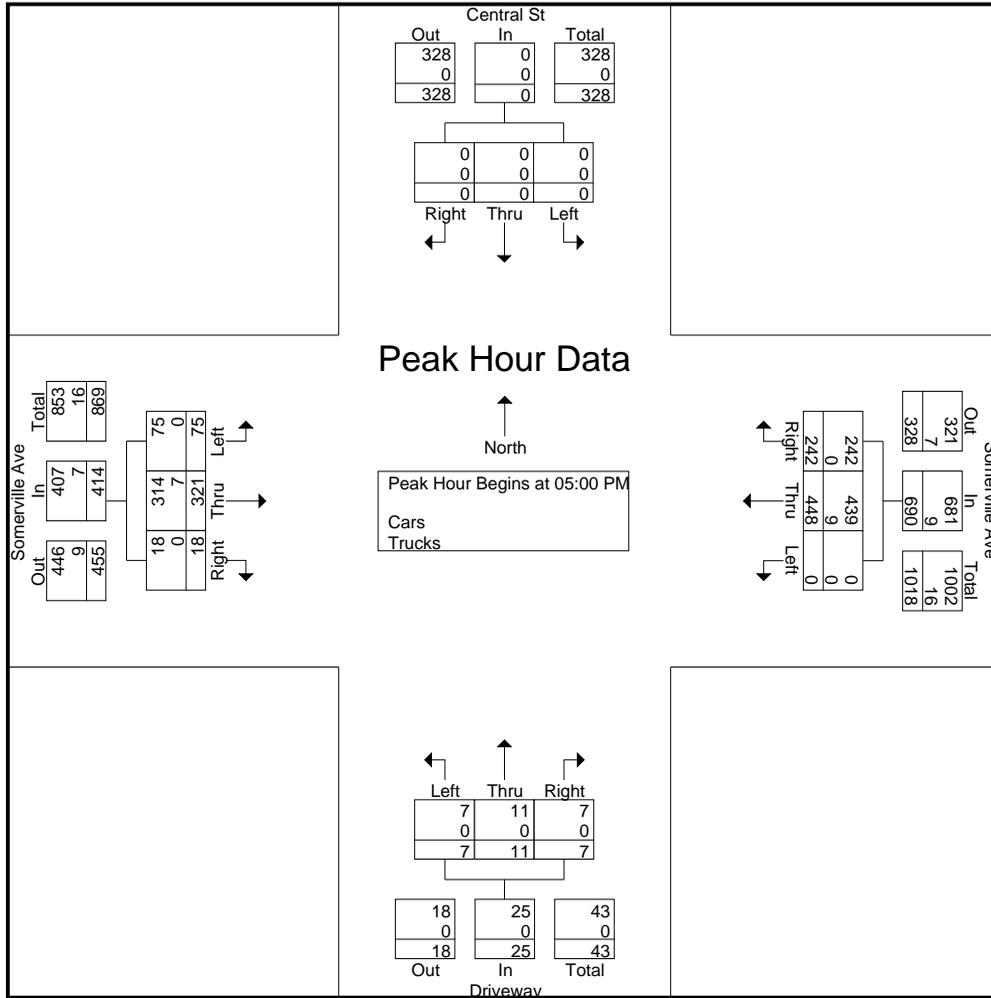
N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 02:00 PM to 07:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	0	0	0	0	0	105	61	166	2	1	3	6	17	85	4	106	278
05:15 PM	0	0	0	0	0	124	69	193	0	3	3	6	17	74	6	97	296
05:30 PM	0	0	0	0	0	98	52	150	2	7	1	10	20	77	4	101	261
05:45 PM	0	0	0	0	0	121	60	181	3	0	0	3	21	85	4	110	294
Total Volume	0	0	0	0	0	448	242	690	7	11	7	25	75	321	18	414	1129
% App. Total	0	0	0	0	0	64.9	35.1		28	44	28		18.1	77.5	4.3		
PHF	.000	.000	.000	.000	.000	.903	.877	.894	.583	.393	.583	.625	.893	.944	.750	.941	.954
Cars	0	0	0	0	0	439	242	681	7	11	7	25	75	314	18	407	1113
% Cars	0	0	0	0	0	98.0	100	98.7	100	100	100	100	100	97.8	100	98.3	98.6
Trucks	0	0	0	0	0	9	0	9	0	0	0	0	0	7	0	7	16
% Trucks	0	0	0	0	0	2.0	0	1.3	0	0	0	0	0	2.2	0	1.7	1.4

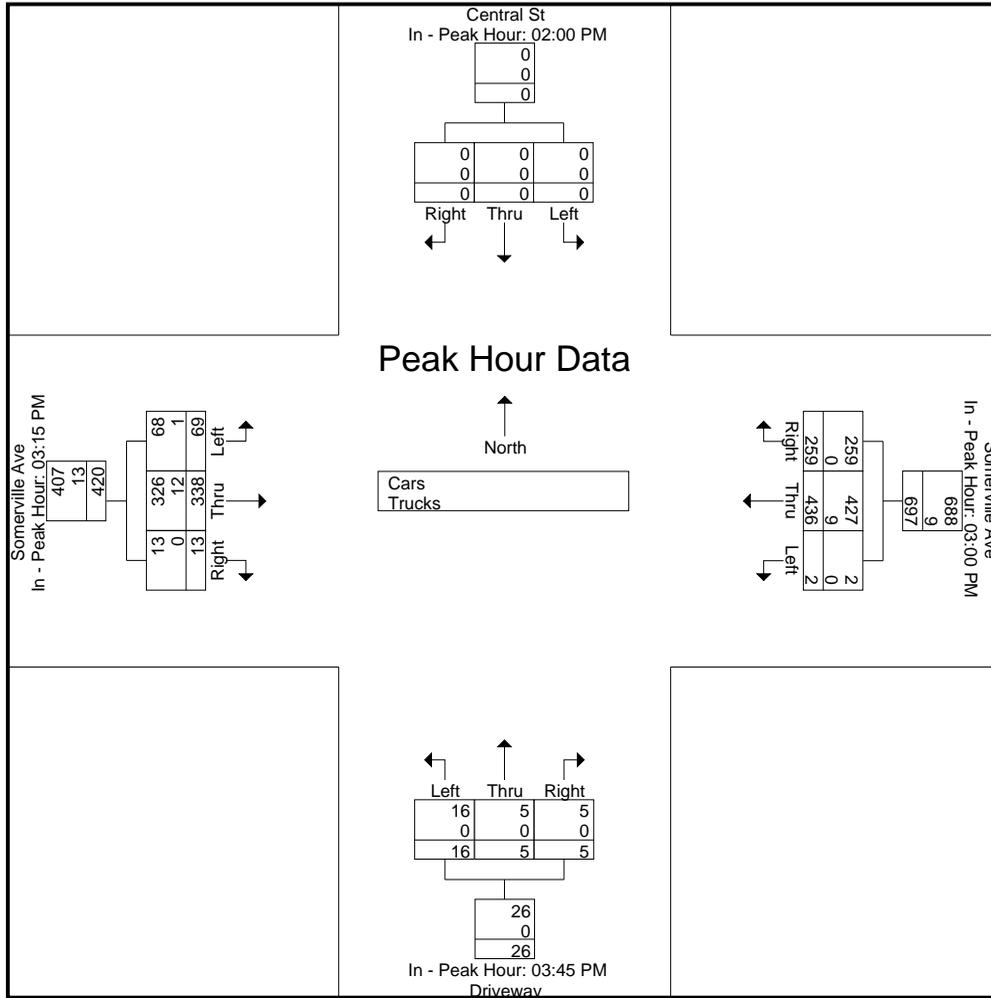
N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 02:00 PM to 07:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	02:00 PM				03:00 PM				03:45 PM				03:15 PM			
+0 mins.	0	0	0	0	0	116	66	182	4	2	1	7	17	73	1	91
+15 mins.	0	0	0	0	1	121	67	189	3	1	0	4	12	92	6	110
+30 mins.	0	0	0	0	0	90	65	155	3	0	2	5	20	85	2	107
+45 mins.	0	0	0	0	1	109	61	171	6	2	2	10	20	88	4	112
Total Volume	0	0	0	0	2	436	259	697	16	5	5	26	69	338	13	420
% App. Total	0	0	0	0	0.3	62.6	37.2		61.5	19.2	19.2		16.4	80.5	3.1	
PHF	.000	.000	.000	.000	.500	.901	.966	.922	.667	.625	.625	.650	.863	.918	.542	.938
Cars	0	0	0	0	2	427	259	688	16	5	5	26	68	326	13	407
% Cars	0	0	0	0	100	97.9	100	98.7	100	100	100	100	98.6	96.4	100	96.9
Trucks	0	0	0	0	0	9	0	9	0	0	0	0	1	12	0	13
% Trucks	0	0	0	0	0	2.1	0	1.3	0	0	0	0	1.4	3.6	0	3.1

N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear

File Name : 90480001  
Site Code : 90480001  
Start Date : 1/13/2022  
Page No : 9

Groups Printed- Cars

Start Time	Central St From North			Somerville Ave From East			Driveway From South			Somerville Ave From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
06:00 AM	1	0	0	1	21	14	1	0	0	3	37	1	79
06:15 AM	0	0	0	2	25	7	0	2	0	9	27	2	74
06:30 AM	0	0	0	0	33	16	0	0	0	5	44	0	98
06:45 AM	0	0	0	0	28	16	0	1	0	6	36	2	89
Total	1	0	0	3	107	53	1	3	0	23	144	5	340
07:00 AM	0	0	0	0	38	11	0	0	0	6	51	1	107
07:15 AM	0	0	0	0	49	23	0	0	1	5	68	1	147
07:30 AM	0	0	0	0	53	26	1	0	0	8	80	0	168
07:45 AM	0	0	0	1	84	28	1	1	0	5	63	1	184
Total	0	0	0	1	224	88	2	1	1	24	262	3	606
08:00 AM	0	0	0	0	79	22	1	0	0	13	76	3	194
08:15 AM	0	0	0	1	80	32	0	0	0	10	97	3	223
08:30 AM	0	0	0	0	72	37	0	0	1	8	78	2	198
08:45 AM	0	0	0	0	72	43	1	1	2	11	65	2	197
Total	0	0	0	1	303	134	2	1	3	42	316	10	812
09:00 AM	0	0	0	0	62	31	0	0	0	16	64	1	174
09:15 AM	0	0	0	0	68	26	1	0	0	10	54	3	162
09:30 AM	0	0	0	0	65	36	2	0	0	13	49	3	168
09:45 AM	0	0	0	1	61	26	0	1	1	5	66	8	169
Total	0	0	0	1	256	119	3	1	1	44	233	15	673
10:00 AM	0	0	0	1	71	26	3	0	1	12	58	2	174
10:15 AM	0	0	0	2	65	38	2	1	1	11	61	2	183
10:30 AM	0	0	0	2	63	22	2	0	0	16	79	3	187
10:45 AM	0	0	0	0	71	28	3	0	1	13	78	4	198
Total	0	0	0	5	270	114	10	1	3	52	276	11	742
11:00 AM	0	0	0	1	78	25	0	0	1	12	73	4	194
11:15 AM	0	0	0	0	58	31	1	1	1	11	56	2	161
11:30 AM	0	0	0	0	72	38	0	1	1	9	71	3	195
11:45 AM	0	0	0	0	74	34	1	0	3	16	72	5	205
Total	0	0	0	1	282	128	2	2	6	48	272	14	755
12:00 PM	0	0	0	0	120	16	1	0	1	1	73	3	215
12:15 PM	0	0	0	1	121	0	2	0	1	0	83	0	208
12:30 PM	0	0	0	0	123	0	3	0	0	0	95	2	223
12:45 PM	0	0	0	0	139	0	7	0	1	0	88	2	237
Total	0	0	0	1	503	16	13	0	3	1	339	7	883
01:00 PM	0	0	0	0	119	0	1	0	0	0	61	5	186
01:15 PM	0	0	0	1	108	0	2	0	1	0	94	4	210
01:30 PM	0	0	0	0	97	12	4	0	1	6	70	2	192
01:45 PM	0	0	0	0	87	43	1	2	4	12	75	3	227
Total	0	0	0	1	411	55	8	2	6	18	300	14	815
02:00 PM	0	0	0	0	82	44	4	3	0	15	79	6	233
02:15 PM	0	0	0	1	99	43	1	0	1	29	61	4	239
02:30 PM	0	0	0	0	75	66	2	2	1	17	68	1	232
02:45 PM	0	0	0	2	93	59	2	2	2	18	79	3	260
Total	0	0	0	3	349	212	9	7	4	79	287	14	964
03:00 PM	0	0	0	0	114	66	2	2	0	15	75	3	277
03:15 PM	0	0	0	1	119	67	3	1	1	16	72	1	281
03:30 PM	0	0	0	0	86	65	1	0	1	12	89	6	260
03:45 PM	0	0	0	1	108	61	4	2	1	20	81	2	280
Total	0	0	0	2	427	259	10	5	3	63	317	12	1098
04:00 PM	0	0	0	2	95	58	3	1	0	20	84	4	267
04:15 PM	0	0	0	0	100	58	3	0	2	16	60	3	242
04:30 PM	0	0	0	0	88	54	6	2	2	12	70	4	238
04:45 PM	0	0	0	0	92	61	1	1	0	19	75	2	251
Total	0	0	0	2	375	231	13	4	4	67	289	13	998

**Accurate Counts**  
978-664-2565

N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear

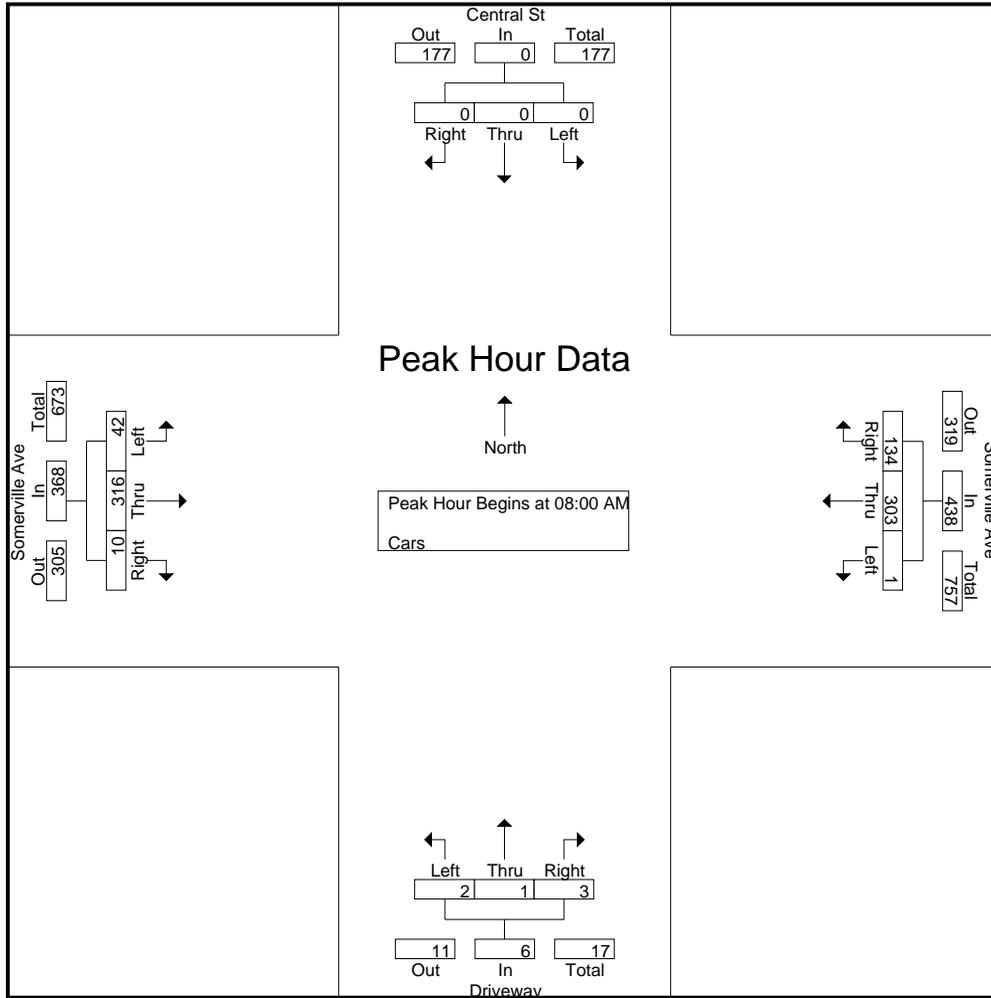
File Name : 90480001  
Site Code : 90480001  
Start Date : 1/13/2022  
Page No : 10

Groups Printed- Cars

Start Time	Central St From North			Somerville Ave From East			Driveway From South			Somerville Ave From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
05:00 PM	0	0	0	0	103	61	2	1	3	17	84	4	275
05:15 PM	0	0	0	0	122	69	0	3	3	17	73	6	293
05:30 PM	0	0	0	0	95	52	2	7	1	20	73	4	254
05:45 PM	0	0	0	0	119	60	3	0	0	21	84	4	291
Total	0	0	0	0	439	242	7	11	7	75	314	18	1113
06:00 PM	0	0	0	0	115	54	1	1	1	15	71	2	260
06:15 PM	0	0	0	2	130	45	1	2	2	21	59	4	266
06:30 PM	0	0	0	0	75	35	2	2	1	27	86	3	231
06:45 PM	0	0	0	0	103	48	2	0	1	11	58	3	226
Total	0	0	0	2	423	182	6	5	5	74	274	12	983
07:00 PM	0	0	0	0	79	33	1	0	0	15	70	6	204
07:15 PM	0	0	0	1	70	45	1	2	3	24	56	4	206
07:30 PM	0	0	0	0	69	35	1	2	1	26	56	4	194
07:45 PM	0	0	0	2	76	32	0	0	0	9	56	1	176
Total	0	0	0	3	294	145	3	4	4	74	238	15	780
Grand Total	1	0	0	26	4663	1978	89	47	50	684	3861	163	11562
Apprch %	100	0	0	0.4	69.9	29.7	47.8	25.3	26.9	14.5	82	3.5	
Total %	0	0	0	0.2	40.3	17.1	0.8	0.4	0.4	5.9	33.4	1.4	

Start Time	Central St From North				Somerville Ave From East				Driveway From South				Somerville Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	79	22	101	1	0	0	1	13	76	3	92	194
08:15 AM	0	0	0	0	1	80	32	113	0	0	0	0	10	97	3	110	223
08:30 AM	0	0	0	0	0	72	37	109	0	0	1	1	8	78	2	88	198
08:45 AM	0	0	0	0	0	72	43	115	1	1	2	4	11	65	2	78	197
Total Volume	0	0	0	0	1	303	134	438	2	1	3	6	42	316	10	368	812
% App. Total	0	0	0	0	0.2	69.2	30.6		33.3	16.7	50		11.4	85.9	2.7		
PHF	.000	.000	.000	.000	.250	.947	.779	.952	.500	.250	.375	.375	.808	.814	.833	.836	.910

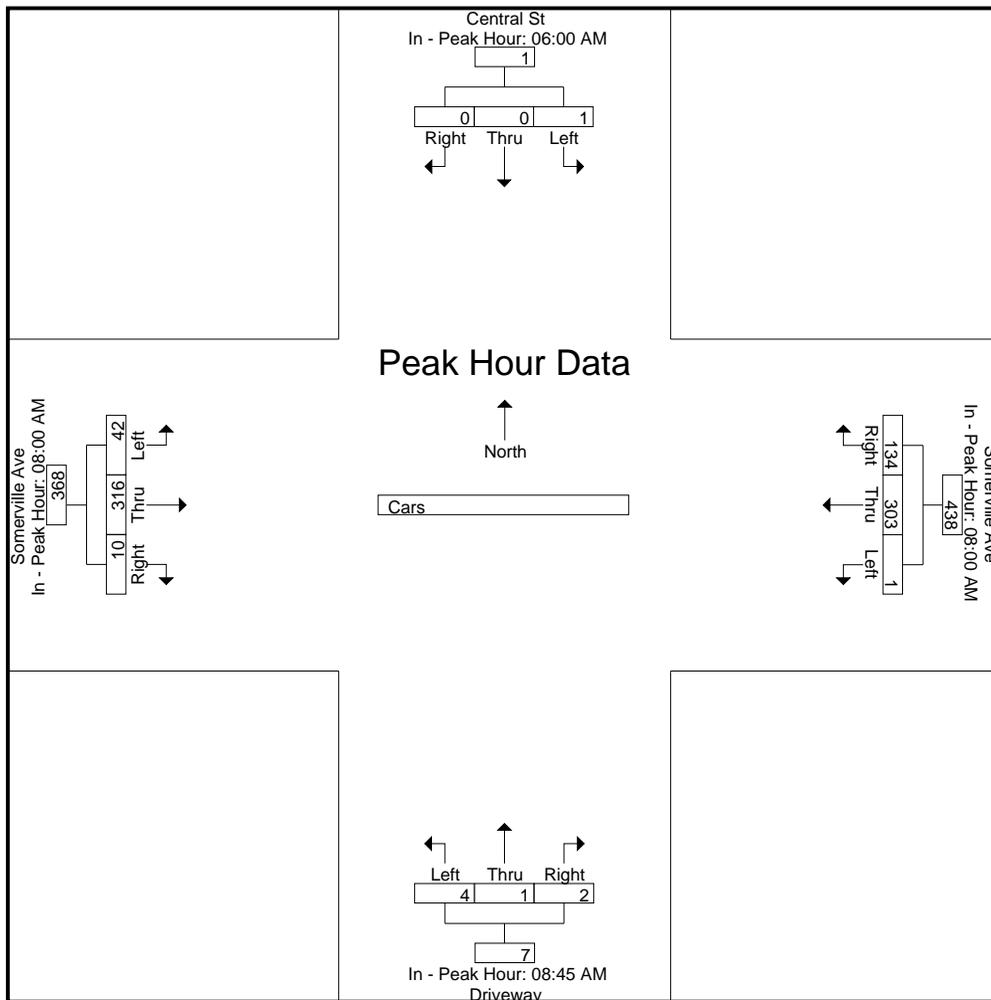
N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	06:00 AM				08:00 AM				08:45 AM				08:00 AM			
+0 mins.	1	0	0	1	0	79	22	101	1	1	2	4	13	76	3	92
+15 mins.	0	0	0	0	1	80	32	113	0	0	0	0	10	97	3	110
+30 mins.	0	0	0	0	0	72	37	109	1	0	0	1	8	78	2	88
+45 mins.	0	0	0	0	0	72	43	115	2	0	0	2	11	65	2	78
Total Volume	1	0	0	1	1	303	134	438	4	1	2	7	42	316	10	368
% App. Total	100	0	0		0.2	69.2	30.6		57.1	14.3	28.6		11.4	85.9	2.7	
PHF	.250	.000	.000	.250	.250	.947	.779	.952	.500	.250	.250	.438	.808	.814	.833	.836

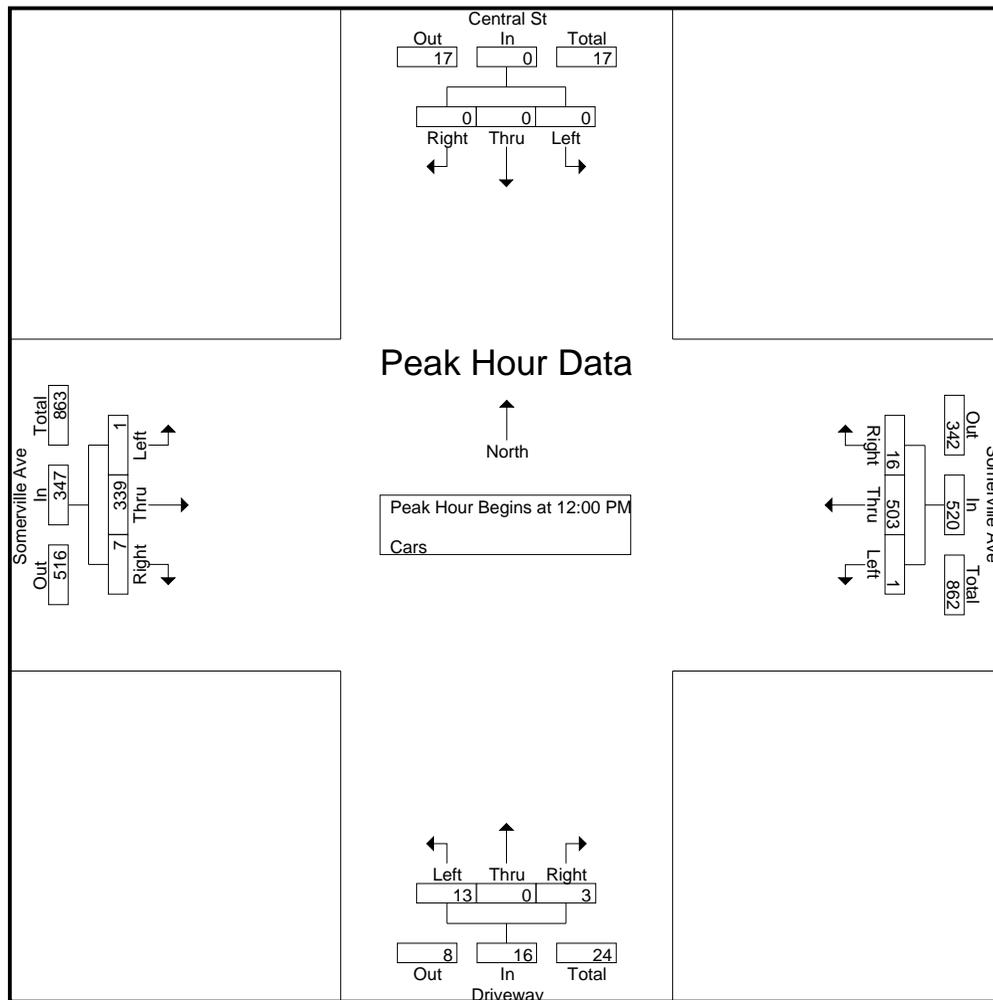
N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 12:00 PM

12:00 PM	0	0	0	0	0	120	16	136	1	0	1	2	1	73	3	77	215
12:15 PM	0	0	0	0	1	121	0	122	2	0	1	3	0	83	0	83	208
12:30 PM	0	0	0	0	0	123	0	123	3	0	0	3	0	95	2	97	223
12:45 PM	0	0	0	0	0	139	0	139	7	0	1	8	0	88	2	90	237
Total Volume	0	0	0	0	1	503	16	520	13	0	3	16	1	339	7	347	883
% App. Total	0	0	0	0	0.2	96.7	3.1		81.2	0	18.8		0.3	97.7	2		
PHF	.000	.000	.000	.000	.250	.905	.250	.935	.464	.000	.750	.500	.250	.892	.583	.894	.931

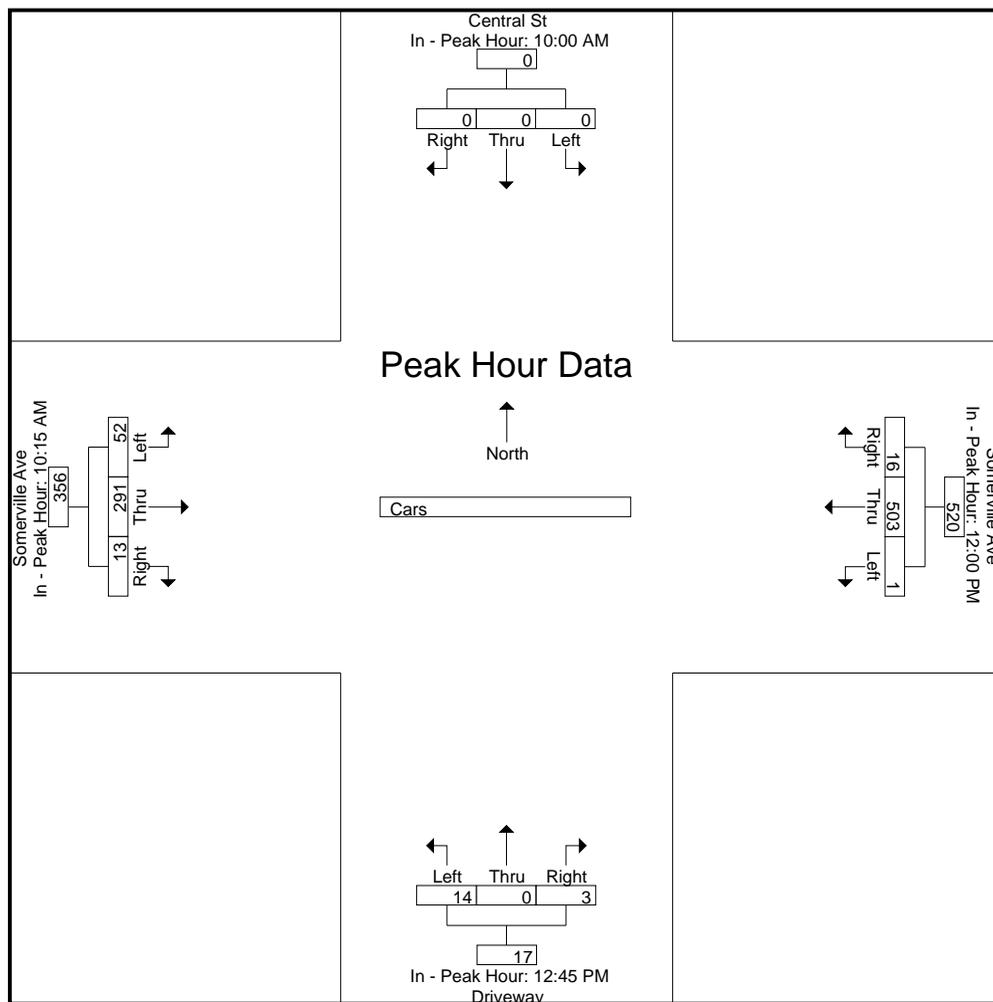
N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	10:00 AM				12:00 PM				12:45 PM				10:15 AM			
+0 mins.	0	0	0	0	0	120	16	136	7	0	1	8	11	61	2	74
+15 mins.	0	0	0	0	1	121	0	122	1	0	0	1	16	79	3	98
+30 mins.	0	0	0	0	0	123	0	123	2	0	1	3	13	78	4	95
+45 mins.	0	0	0	0	0	139	0	139	4	0	1	5	12	73	4	89
Total Volume	0	0	0	0	1	503	16	520	14	0	3	17	52	291	13	356
% App. Total	0	0	0	0	0.2	96.7	3.1		82.4	0	17.6		14.6	81.7	3.7	
PHF	.000	.000	.000	.000	.250	.905	.250	.935	.500	.000	.750	.531	.813	.921	.813	.908

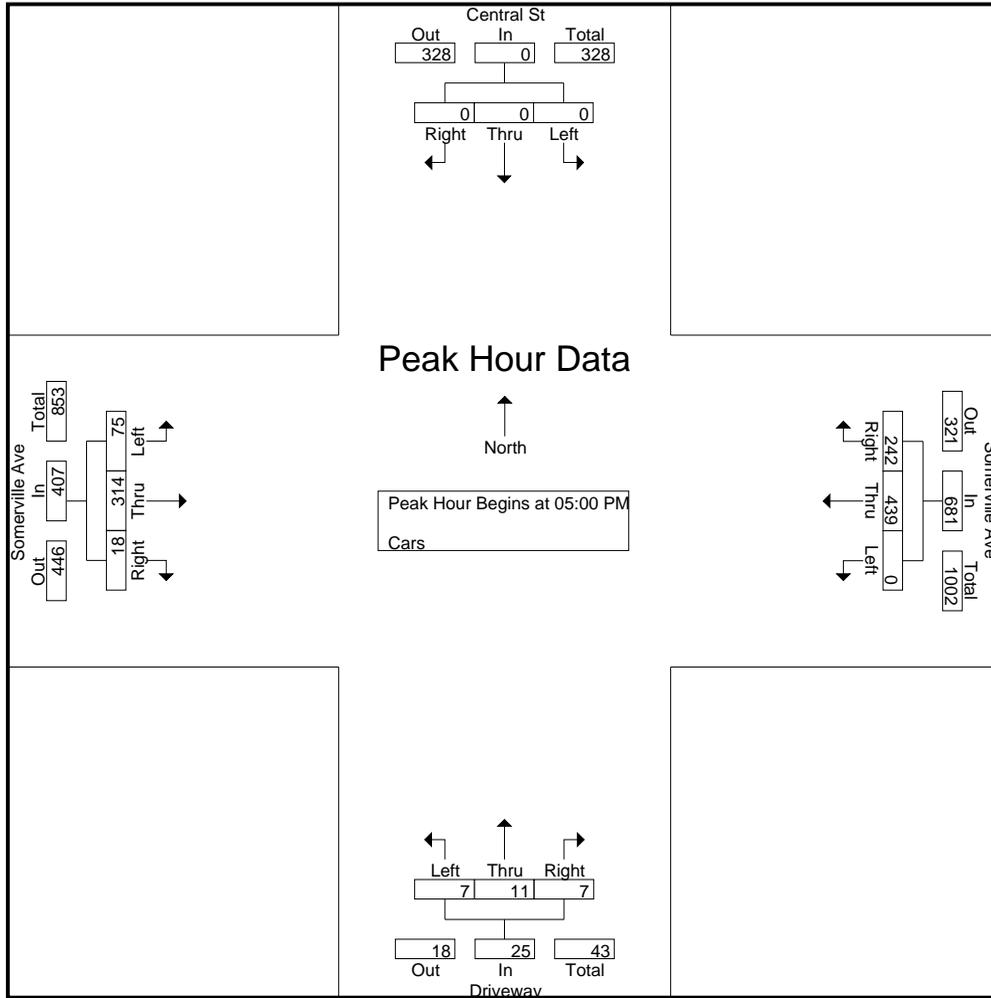
N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 02:00 PM to 07:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	0	0	0	0	0	103	61	164	2	1	3	6	17	84	4	105	275
05:15 PM	0	0	0	0	0	122	69	191	0	3	3	6	17	73	6	96	293
05:30 PM	0	0	0	0	0	95	52	147	2	7	1	10	20	73	4	97	254
05:45 PM	0	0	0	0	0	119	60	179	3	0	0	3	21	84	4	109	291
Total Volume	0	0	0	0	0	439	242	681	7	11	7	25	75	314	18	407	1113
% App. Total	0	0	0	0	0	64.5	35.5		28	44	28		18.4	77.1	4.4		
PHF	.000	.000	.000	.000	.000	.900	.877	.891	.583	.393	.583	.625	.893	.935	.750	.933	.950

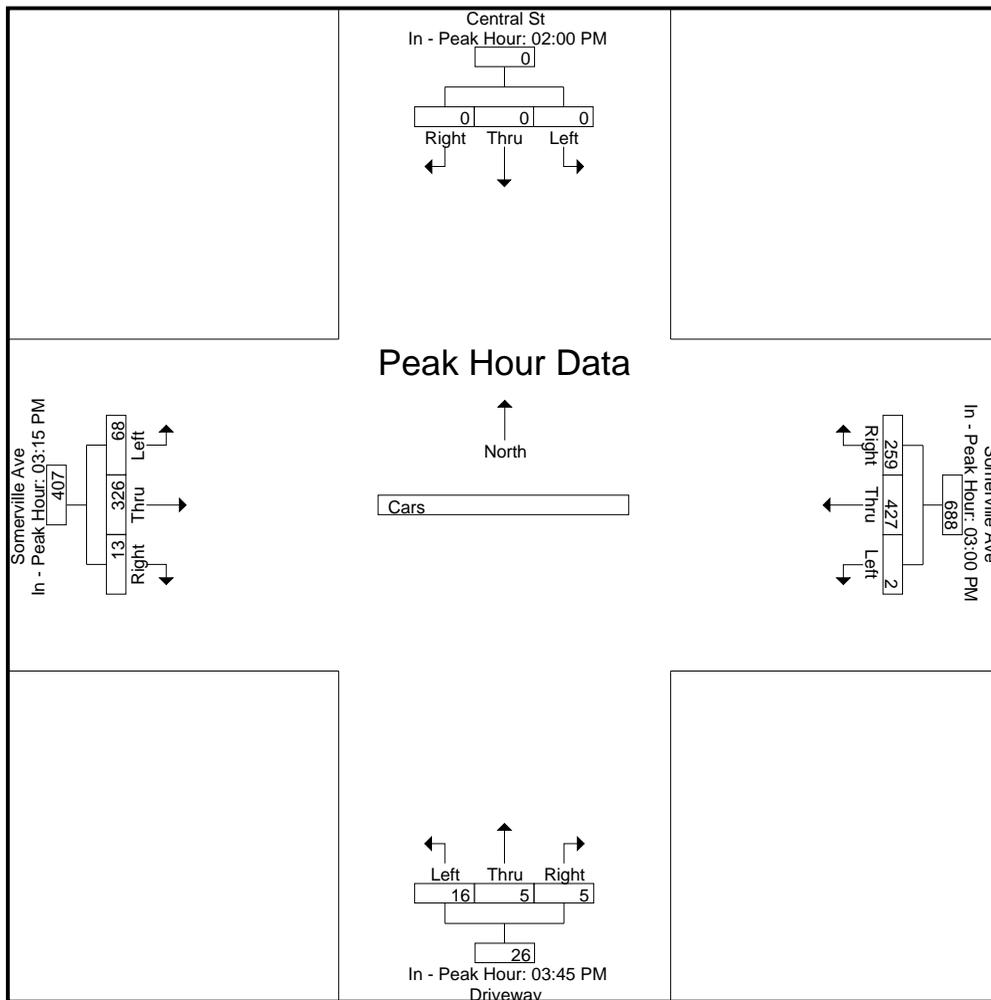
N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 02:00 PM to 07:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	02:00 PM				03:00 PM				03:45 PM				03:15 PM			
+0 mins.	0	0	0	0	0	114	66	180	4	2	1	7	16	72	1	89
+15 mins.	0	0	0	0	1	119	67	187	3	1	0	4	12	89	6	107
+30 mins.	0	0	0	0	0	86	65	151	3	0	2	5	20	81	2	103
+45 mins.	0	0	0	0	1	108	61	170	6	2	2	10	20	84	4	108
Total Volume	0	0	0	0	2	427	259	688	16	5	5	26	68	326	13	407
% App. Total	0	0	0	0	0.3	62.1	37.6		61.5	19.2	19.2		16.7	80.1	3.2	
PHF	.000	.000	.000	.000	.500	.897	.966	.920	.667	.625	.625	.650	.850	.916	.542	.942

N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear

File Name : 90480001  
Site Code : 90480001  
Start Date : 1/13/2022  
Page No : 17

Groups Printed- Trucks

Start Time	Central St From North			Somerville Ave From East			Driveway From South			Somerville Ave From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
06:00 AM	0	0	0	0	5	0	0	0	0	0	1	0	6
06:15 AM	0	0	0	0	4	0	0	0	0	0	4	0	8
06:30 AM	0	0	0	1	4	0	0	0	0	1	1	0	7
06:45 AM	0	0	0	0	7	1	0	0	0	0	4	1	13
Total	0	0	0	1	20	1	0	0	0	1	10	1	34
07:00 AM	0	0	0	0	3	0	0	0	0	0	2	0	5
07:15 AM	0	0	0	0	4	0	0	0	0	0	4	0	8
07:30 AM	0	0	0	0	2	2	0	0	0	0	2	0	6
07:45 AM	0	0	0	0	3	0	0	0	0	0	2	0	5
Total	0	0	0	0	12	2	0	0	0	0	10	0	24
08:00 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
08:15 AM	0	0	0	1	2	0	0	0	0	0	4	0	7
08:30 AM	0	0	0	0	2	0	0	0	0	0	2	0	4
08:45 AM	0	0	0	0	1	0	0	0	0	0	5	0	6
Total	0	0	0	1	6	0	0	0	0	0	12	0	19
09:00 AM	0	0	0	0	4	1	0	0	0	0	4	0	9
09:15 AM	0	0	0	0	4	1	0	0	0	0	1	0	6
09:30 AM	0	0	0	0	3	1	0	0	0	0	2	0	6
09:45 AM	0	0	0	0	0	0	0	0	0	0	3	1	4
Total	0	0	0	0	11	3	0	0	0	0	10	1	25
10:00 AM	0	0	0	0	4	0	0	0	0	0	3	0	7
10:15 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
10:30 AM	0	0	0	0	4	0	0	0	0	1	3	0	8
10:45 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
Total	0	0	0	0	10	0	0	0	0	1	10	0	21
11:00 AM	0	0	0	0	4	2	0	0	0	0	2	0	8
11:15 AM	0	0	0	0	2	0	0	0	0	0	2	0	4
11:30 AM	0	0	0	0	5	1	0	0	0	0	1	0	7
11:45 AM	0	0	0	0	2	2	0	0	0	0	2	0	6
Total	0	0	0	0	13	5	0	0	0	0	7	0	25
12:00 PM	0	0	0	0	4	0	0	0	0	0	3	0	7
12:15 PM	0	0	0	0	2	0	0	0	0	1	2	0	5
12:30 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
12:45 PM	0	0	0	0	3	0	0	0	0	0	1	0	4
Total	0	0	0	0	11	0	0	0	0	1	8	0	20
01:00 PM	0	0	1	0	5	0	0	0	0	0	2	0	8
01:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
01:30 PM	1	0	0	0	4	0	0	0	0	0	2	0	7
01:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	1	0	1	0	9	0	0	0	0	0	7	0	18
02:00 PM	0	0	0	0	3	0	0	0	0	0	4	0	7
02:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
02:30 PM	0	0	0	0	3	1	0	0	0	0	2	0	6
02:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	7	1	0	0	0	0	9	0	17
03:00 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
03:15 PM	0	0	0	0	2	0	0	0	0	1	1	0	4
03:30 PM	0	0	0	0	4	0	0	0	0	0	3	0	7
03:45 PM	0	0	0	0	1	0	0	0	0	0	4	0	5
Total	0	0	0	0	9	0	0	0	0	1	9	0	19
04:00 PM	0	0	0	0	4	0	0	0	0	0	4	0	8
04:15 PM	0	0	0	0	2	0	0	0	0	0	3	0	5
04:30 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
04:45 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
Total	0	0	0	0	10	0	0	0	0	0	11	0	21

**Accurate Counts**  
978-664-2565

N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear

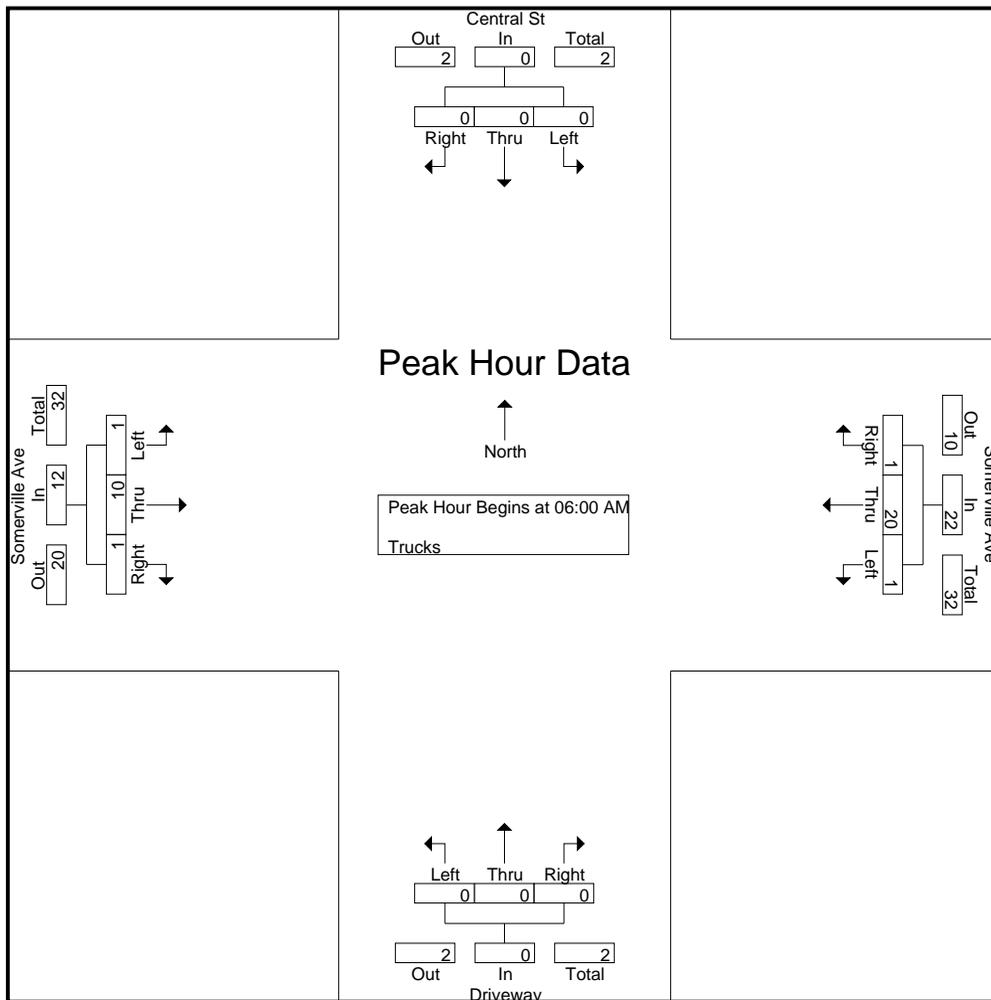
File Name : 90480001  
Site Code : 90480001  
Start Date : 1/13/2022  
Page No : 18

Groups Printed- Trucks

Start Time	Central St From North			Somerville Ave From East			Driveway From South			Somerville Ave From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
05:00 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
05:15 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
05:30 PM	0	0	0	0	3	0	0	0	0	0	4	0	7
05:45 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
<b>Total</b>	0	0	0	0	9	0	0	0	0	0	7	0	16
06:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
06:15 PM	0	0	0	0	2	0	0	0	0	1	1	0	4
06:30 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
06:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	4
<b>Total</b>	0	0	0	0	5	0	0	0	0	1	8	0	14
07:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
07:15 PM	0	0	0	0	2	0	0	0	0	0	3	0	5
07:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
07:45 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
<b>Total</b>	0	0	0	0	7	0	0	0	0	0	6	0	13
<b>Grand Total</b>	1	0	1	2	139	12	0	0	0	5	124	2	286
Apprch %	50	0	50	1.3	90.8	7.8	0	0	0	3.8	94.7	1.5	
Total %	0.3	0	0.3	0.7	48.6	4.2	0	0	0	1.7	43.4	0.7	

Start Time	Central St From North				Somerville Ave From East				Driveway From South				Somerville Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 AM																	
06:00 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	1	0	1	6
06:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
06:30 AM	0	0	0	0	1	4	0	5	0	0	0	0	1	1	0	2	7
06:45 AM	0	0	0	0	0	7	1	8	0	0	0	0	0	4	1	5	13
<b>Total Volume</b>	0	0	0	0	1	20	1	22	0	0	0	0	1	10	1	12	34
<b>% App. Total</b>	0	0	0		4.5	90.9	4.5		0	0	0		8.3	83.3	8.3		
<b>PHF</b>	.000	.000	.000	.000	.250	.714	.250	.688	.000	.000	.000	.000	.250	.625	.250	.600	.654

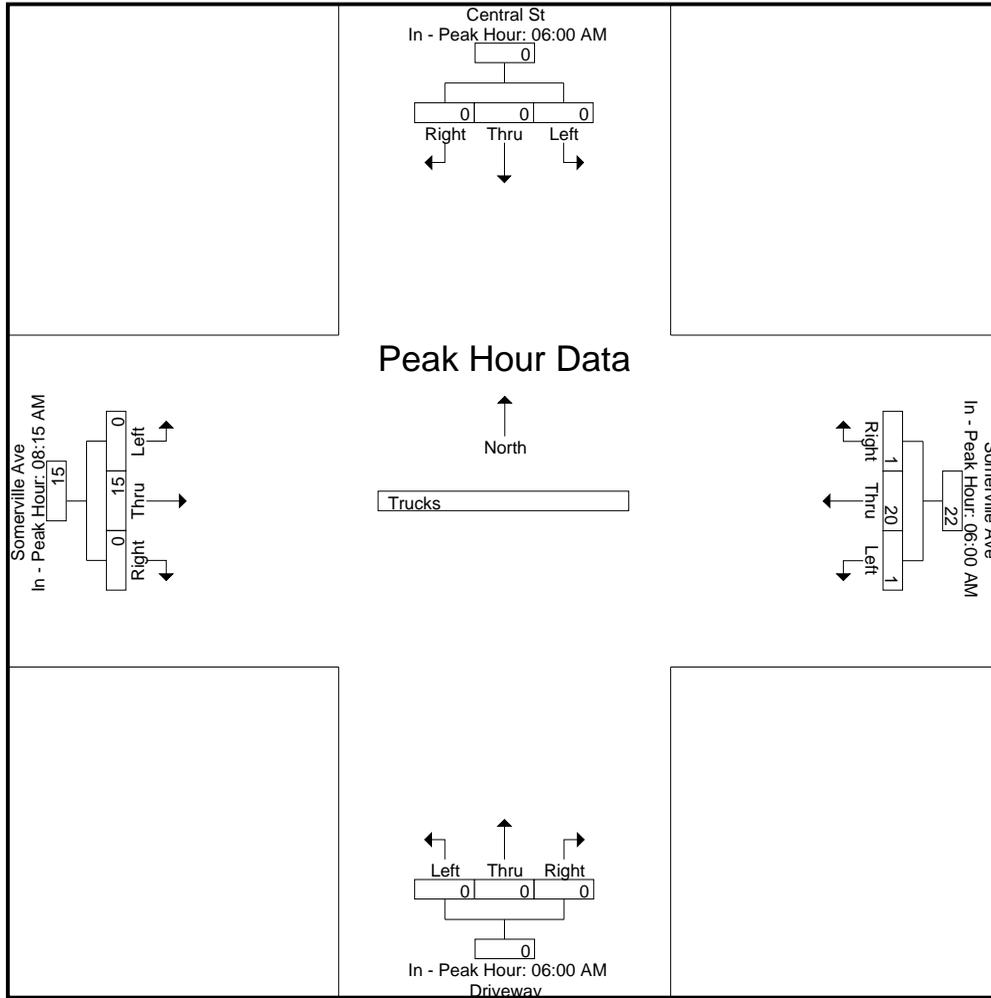
N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	06:00 AM				06:00 AM				06:00 AM				08:15 AM			
+0 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	1	4	0	5	0	0	0	0	0	5	0	5
+45 mins.	0	0	0	0	0	7	1	8	0	0	0	0	0	4	0	4
Total Volume	0	0	0	0	1	20	1	22	0	0	0	0	0	15	0	15
% App. Total	0	0	0	0	4.5	90.9	4.5		0	0	0	0	0	100	0	
PHF	.000	.000	.000	.000	.250	.714	.250	.688	.000	.000	.000	.000	.000	.750	.000	.750

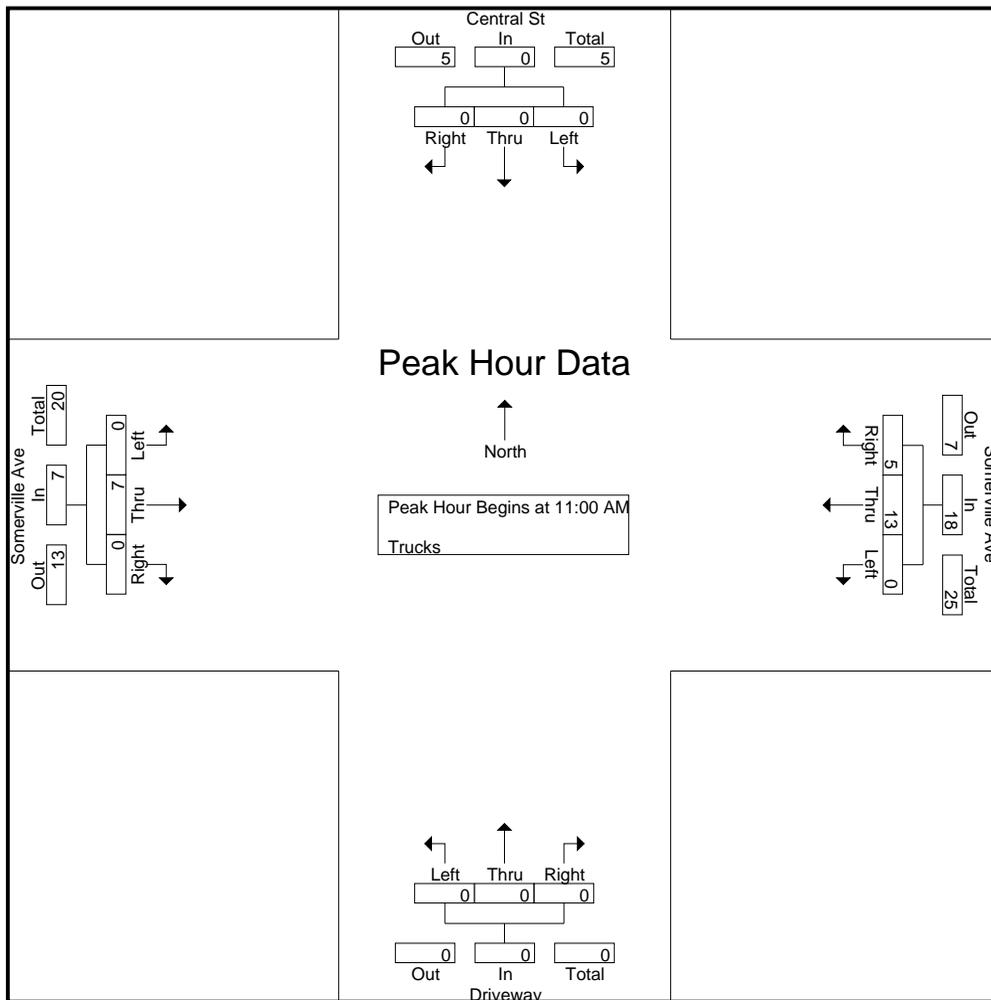
N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 11:00 AM

11:00 AM	0	0	0	0	0	4	2	6	0	0	0	0	0	2	0	2	8
11:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
11:30 AM	0	0	0	0	0	5	1	6	0	0	0	0	0	1	0	1	7
11:45 AM	0	0	0	0	0	2	2	4	0	0	0	0	0	2	0	2	6
Total Volume	0	0	0	0	0	13	5	18	0	0	0	0	0	7	0	7	25
% App. Total	0	0	0	0	0	72.2	27.8		0	0	0	0	0	100	0		
PHF	.000	.000	.000	.000	.000	.650	.625	.750	.000	.000	.000	.000	.000	.875	.000	.875	.781

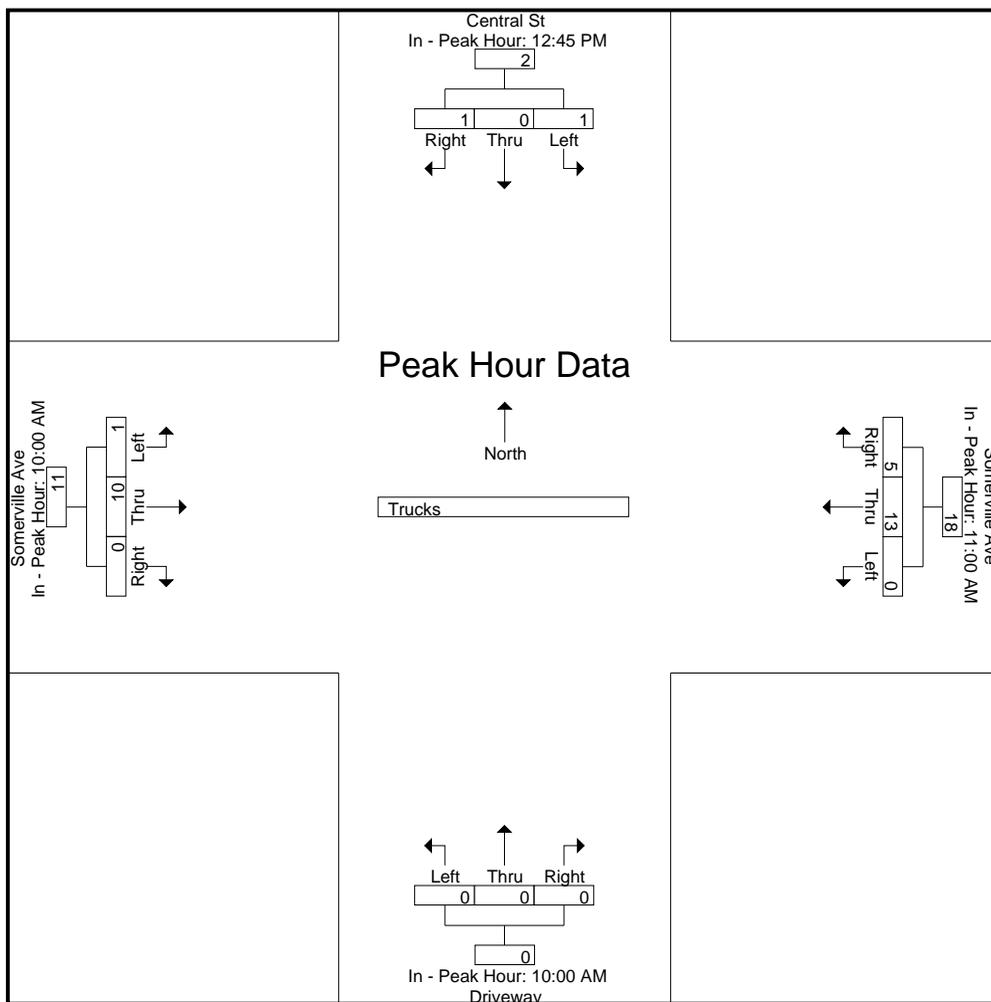
N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	12:45 PM				11:00 AM				10:00 AM				10:00 AM			
+0 mins.	0	0	0	0	0	4	2	6	0	0	0	0	0	3	0	3
+15 mins.	0	0	1	1	0	2	0	2	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	5	1	6	0	0	0	0	1	3	0	4
+45 mins.	1	0	0	1	0	2	2	4	0	0	0	0	0	2	0	2
Total Volume	1	0	1	2	0	13	5	18	0	0	0	0	1	10	0	11
% App. Total	50	0	50		0	72.2	27.8		0	0	0		9.1	90.9	0	
PHF	.250	.000	.250	.500	.000	.650	.625	.750	.000	.000	.000	.000	.250	.833	.000	.688

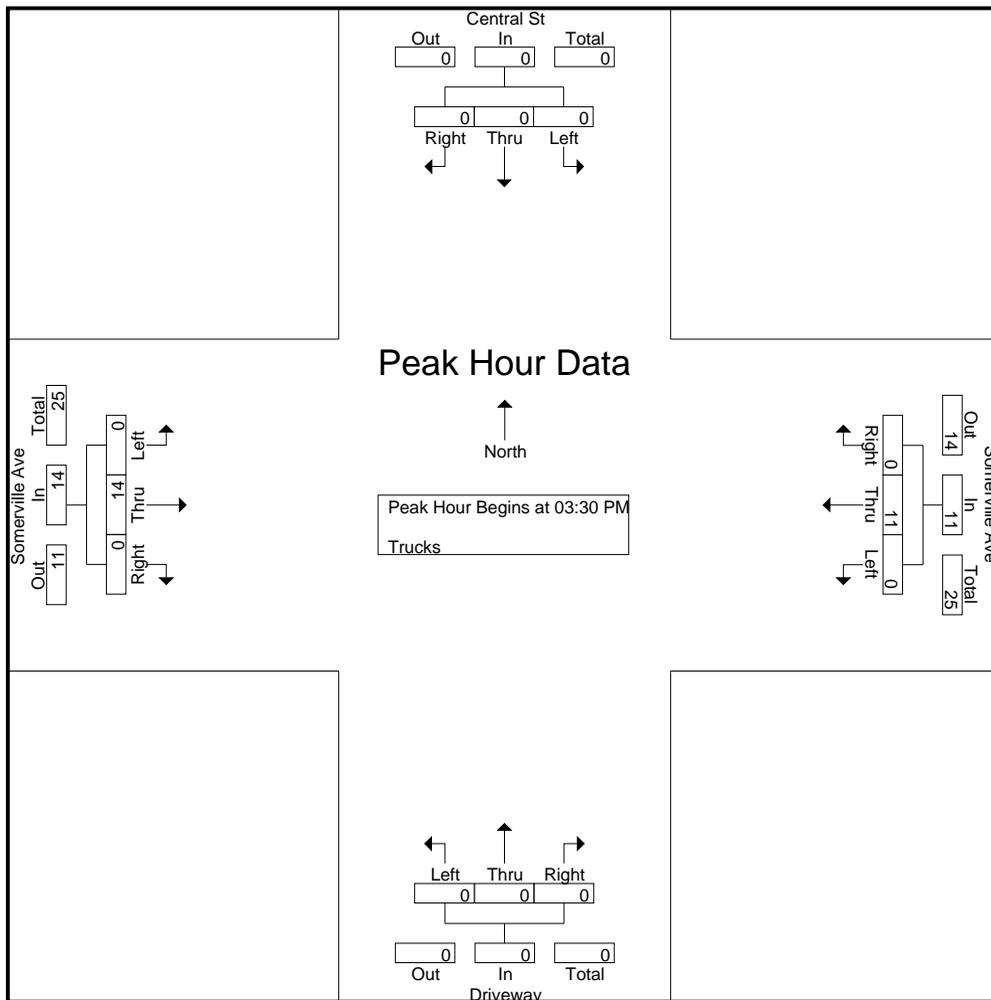
N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 02:00 PM to 07:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 03:30 PM

03:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
03:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
04:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
Total Volume	0	0	0	0	0	11	0	11	0	0	0	0	0	14	0	14	25
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	25
PHF	.000	.000	.000	.000	.000	.688	.000	.688	.000	.000	.000	.000	.000	.875	.000	.875	.781

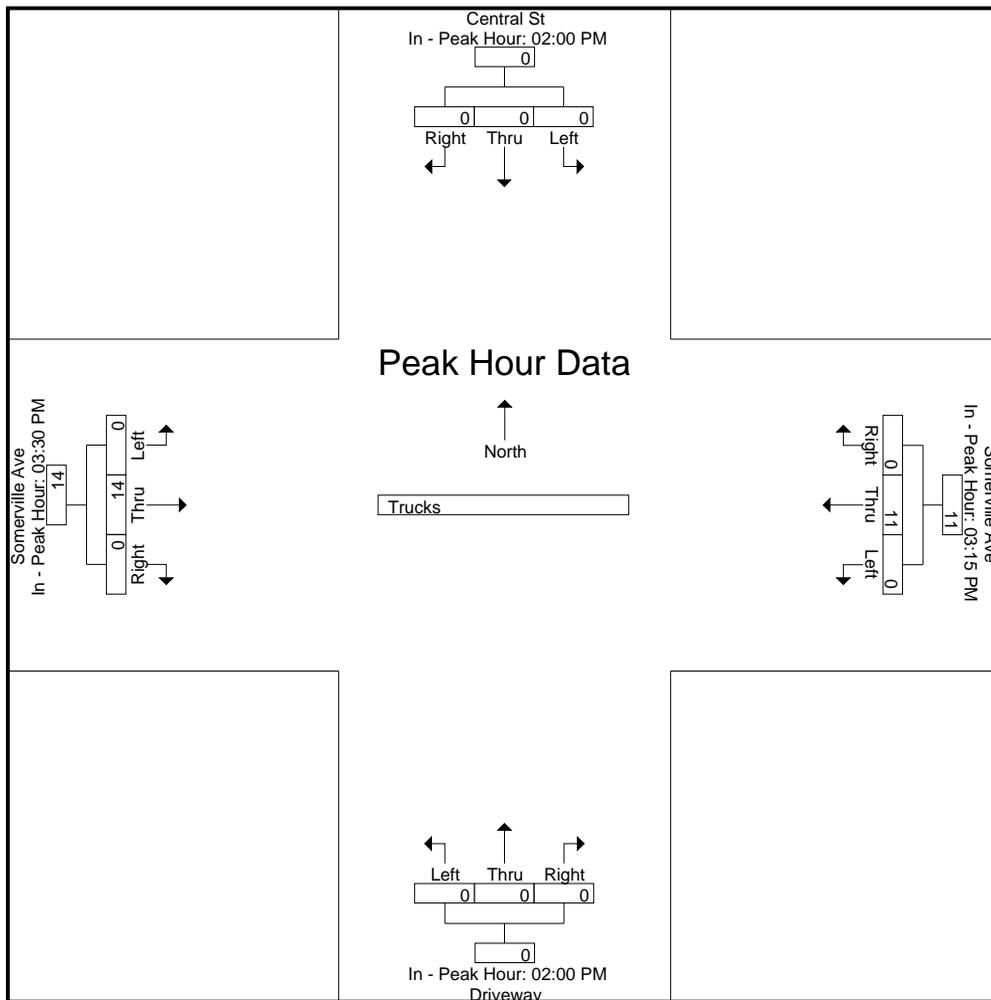
N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 02:00 PM to 07:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	02:00 PM				03:15 PM				02:00 PM				03:30 PM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4
+45 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3
Total Volume	0	0	0	0	0	11	0	11	0	0	0	0	0	14	0	14
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.688	.000	.688	.000	.000	.000	.000	.000	.875	.000	.875

N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear

File Name : 90480001  
Site Code : 90480001  
Start Date : 1/13/2022  
Page No : 25

Groups Printed- Bikes Peds

Start Time	Central St From North				Somerville Ave From East				Driveway From South				Somerville Ave From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
06:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	5	0	5
06:15 AM	0	0	0	9	0	0	0	0	0	0	0	2	0	1	0	4	15	1	16
06:30 AM	0	0	0	6	0	0	0	3	0	0	0	3	0	1	0	3	15	1	16
06:45 AM	0	0	0	4	0	1	0	0	0	0	0	2	0	2	0	0	6	3	9
Total	0	0	0	21	0	1	0	3	0	0	0	7	0	4	0	10	41	5	46
07:00 AM	0	0	0	11	0	0	0	0	0	0	0	1	0	2	0	10	22	2	24
07:15 AM	0	0	0	6	0	1	0	1	0	0	0	5	0	4	1	3	15	6	21
07:30 AM	0	0	0	8	0	4	0	0	0	0	0	4	0	4	0	3	15	8	23
07:45 AM	0	0	0	11	0	3	0	1	0	0	0	4	0	7	1	5	21	11	32
Total	0	0	0	36	0	8	0	2	0	0	0	14	0	17	2	21	73	27	100
08:00 AM	0	0	0	5	0	1	2	1	0	0	0	8	0	5	1	7	21	9	30
08:15 AM	0	0	0	13	0	0	1	0	0	0	0	5	0	12	1	12	30	14	44
08:30 AM	1	0	0	10	0	2	0	0	0	0	0	10	0	7	1	9	29	11	40
08:45 AM	1	1	0	13	0	4	0	1	1	0	0	11	1	11	0	10	35	19	54
Total	2	1	0	41	0	7	3	2	1	0	0	34	1	35	3	38	115	53	168
09:00 AM	0	0	0	5	0	5	0	0	0	0	0	4	1	11	0	3	12	17	29
09:15 AM	0	0	0	7	0	3	1	1	0	0	0	9	0	6	0	11	28	10	38
09:30 AM	1	0	0	8	0	0	0	2	0	0	0	0	1	3	0	11	21	5	26
09:45 AM	0	0	0	6	0	1	1	2	0	0	0	10	0	7	0	10	28	9	37
Total	1	0	0	26	0	9	2	5	0	0	0	23	2	27	0	35	89	41	130
10:00 AM	0	0	0	10	0	1	0	0	0	0	0	4	0	6	0	6	20	7	27
10:15 AM	0	0	0	5	0	2	0	0	1	0	0	11	0	1	0	7	23	4	27
10:30 AM	0	0	0	10	0	3	0	0	0	0	0	6	0	3	0	2	18	6	24
10:45 AM	0	0	0	13	0	5	2	0	0	0	0	6	0	6	0	11	30	13	43
Total	0	0	0	38	0	11	2	0	1	0	0	27	0	16	0	26	91	30	121
11:00 AM	0	0	0	10	0	0	1	2	0	0	0	8	0	2	0	3	23	3	26
11:15 AM	0	0	0	12	0	2	0	2	0	0	0	4	0	2	0	7	25	4	29
11:30 AM	0	0	0	19	0	1	0	1	0	0	0	10	0	2	0	7	37	3	40
11:45 AM	0	0	0	9	0	2	0	1	0	0	0	7	0	5	0	8	25	7	32
Total	0	0	0	50	0	5	1	6	0	0	0	29	0	11	0	25	110	17	127
12:00 PM	0	0	0	21	0	7	0	4	0	0	0	9	1	9	1	5	39	18	57
12:15 PM	0	0	0	11	0	3	0	2	0	0	0	10	0	3	1	4	27	7	34
12:30 PM	0	0	0	19	0	5	0	0	0	0	0	9	0	5	0	9	37	10	47
12:45 PM	0	0	0	23	0	1	1	0	0	0	0	7	0	5	0	6	36	7	43
Total	0	0	0	74	0	16	1	6	0	0	0	35	1	22	2	24	139	42	181
01:00 PM	0	0	0	12	0	3	1	0	0	0	0	10	0	6	0	8	30	10	40
01:15 PM	0	0	0	21	0	4	2	0	0	0	0	5	0	5	0	12	38	11	49
01:30 PM	0	0	0	15	0	0	1	1	0	0	0	4	0	6	0	8	28	7	35
01:45 PM	0	0	0	13	0	1	3	0	0	0	0	7	0	4	0	6	26	8	34
Total	0	0	0	61	0	8	7	1	0	0	0	26	0	21	0	34	122	36	158
02:00 PM	0	0	0	5	0	2	0	0	0	0	0	16	0	2	0	12	33	4	37
02:15 PM	1	0	0	9	0	2	0	2	0	1	0	4	0	7	0	7	22	11	33
02:30 PM	0	0	0	14	0	7	2	0	0	0	0	6	0	5	0	12	32	14	46
02:45 PM	0	0	0	12	0	5	1	0	0	1	0	7	0	1	0	7	26	8	34
Total	1	0	0	40	0	16	3	2	0	2	0	33	0	15	0	38	113	37	150
03:00 PM	1	0	0	6	0	4	2	0	0	0	0	9	0	4	0	3	18	11	29
03:15 PM	0	0	0	18	0	5	1	2	0	0	0	7	0	5	0	6	33	11	44
03:30 PM	0	0	0	19	0	4	2	1	0	0	0	5	0	3	0	15	40	9	49
03:45 PM	0	0	0	19	0	4	1	2	0	0	0	7	0	2	0	8	36	7	43
Total	1	0	0	62	0	17	6	5	0	0	0	28	0	14	0	32	127	38	165
04:00 PM	0	0	0	10	0	5	3	1	0	0	0	17	0	5	0	8	36	13	49
04:15 PM	0	0	0	18	0	6	3	2	0	0	0	13	0	6	0	12	45	15	60
04:30 PM	0	0	0	15	0	11	1	1	0	0	0	5	1	3	0	8	29	16	45
04:45 PM	0	0	0	13	0	3	2	0	0	0	0	18	0	3	0	13	44	8	52
Total	0	0	0	56	0	25	9	4	0	0	0	53	1	17	0	41	154	52	206

**Accurate Counts**  
978-664-2565

N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear

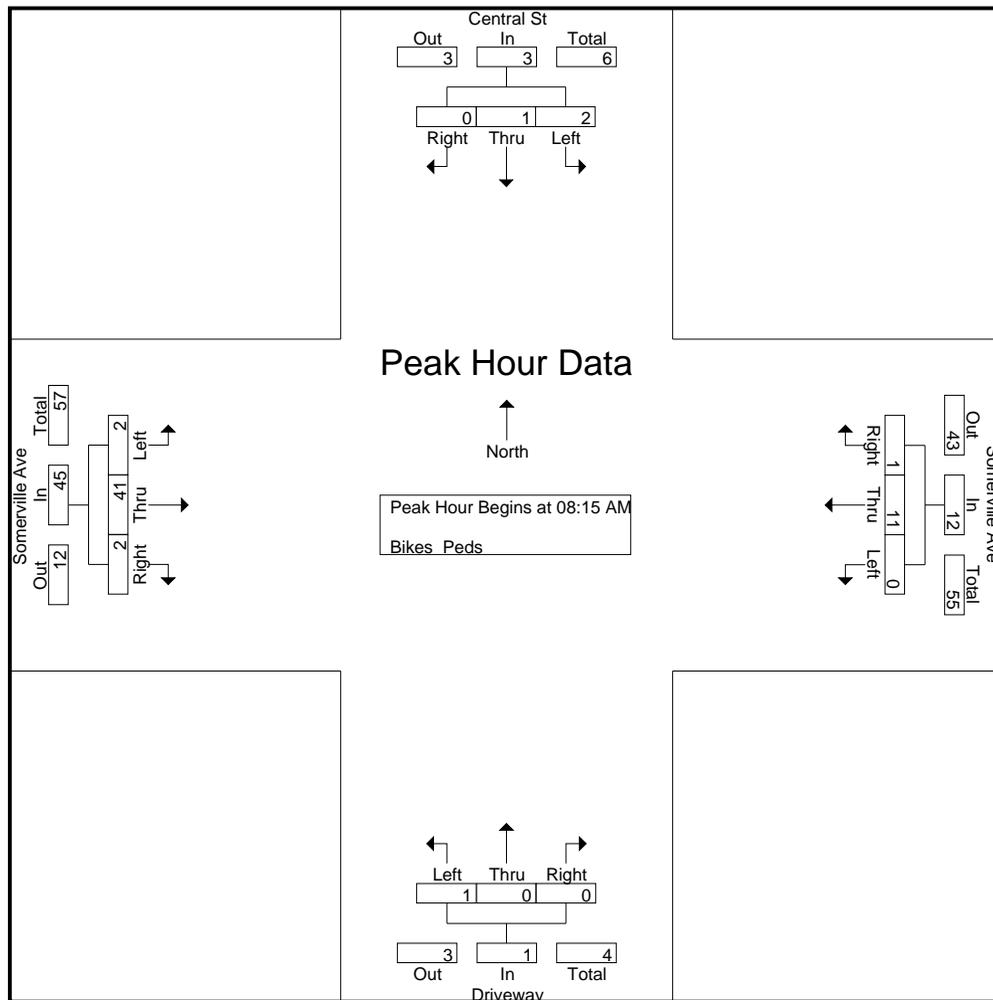
File Name : 90480001  
Site Code : 90480001  
Start Date : 1/13/2022  
Page No : 26

Groups Printed- Bikes Peds

Start Time	Central St From North				Somerville Ave From East				Driveway From South				Somerville Ave From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
05:00 PM	0	0	0	6	0	7	3	0	0	0	0	11	0	3	0	15	32	13	45
05:15 PM	0	0	0	10	0	13	5	0	0	1	0	15	0	6	0	8	33	25	58
05:30 PM	0	0	0	7	0	8	3	0	0	0	0	10	0	6	0	19	36	17	53
05:45 PM	0	0	0	6	0	6	5	0	1	0	0	7	1	4	0	6	19	17	36
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>34</b>	<b>16</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>43</b>	<b>1</b>	<b>19</b>	<b>0</b>	<b>48</b>	<b>120</b>	<b>72</b>	<b>192</b>
06:00 PM	0	0	0	12	0	10	4	2	0	0	0	12	0	4	0	7	33	18	51
06:15 PM	0	0	0	12	0	11	3	0	0	0	0	3	0	5	1	7	22	20	42
06:30 PM	0	0	0	16	0	5	3	0	0	0	0	6	0	8	0	8	30	16	46
06:45 PM	0	0	0	5	0	5	0	0	0	0	0	12	0	7	0	13	30	12	42
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>31</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>24</b>	<b>1</b>	<b>35</b>	<b>115</b>	<b>66</b>	<b>181</b>
07:00 PM	0	0	0	9	0	7	0	0	0	0	0	18	1	3	0	11	38	11	49
07:15 PM	0	0	0	11	0	7	1	0	0	0	0	10	0	8	0	8	29	16	45
07:30 PM	1	0	0	10	0	6	1	0	0	0	0	8	0	4	0	8	26	12	38
07:45 PM	0	0	0	8	0	6	1	0	0	0	0	5	0	2	0	5	18	9	27
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>26</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>1</b>	<b>17</b>	<b>0</b>	<b>32</b>	<b>111</b>	<b>48</b>	<b>159</b>
<b>Grand Total</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>617</b>	<b>0</b>	<b>214</b>	<b>63</b>	<b>38</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>426</b>	<b>7</b>	<b>259</b>	<b>8</b>	<b>439</b>	<b>1520</b>	<b>564</b>	<b>2084</b>
Apprch %	85.7	14.3	0		0	77.3	22.7		50	50	0		2.6	94.5	2.9				
Total %	1.1	0.2	0		0	37.9	11.2		0.5	0.5	0		1.2	45.9	1.4		72.9	27.1	

Start Time	Central St From North				Somerville Ave From East				Driveway From South				Somerville Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	12	1	13	14
08:30 AM	1	0	0	1	0	2	0	2	0	0	0	0	0	7	1	8	11
08:45 AM	1	1	0	2	0	4	0	4	1	0	0	1	1	11	0	12	19
09:00 AM	0	0	0	0	0	5	0	5	0	0	0	0	1	11	0	12	17
<b>Total Volume</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>41</b>	<b>2</b>	<b>45</b>	<b>61</b>
<b>% App. Total</b>	<b>66.7</b>	<b>33.3</b>	<b>0</b>		<b>0</b>	<b>91.7</b>	<b>8.3</b>		<b>100</b>	<b>0</b>	<b>0</b>		<b>4.4</b>	<b>91.1</b>	<b>4.4</b>		
PHF	.500	.250	.000	.375	.000	.550	.250	.600	.250	.000	.000	.250	.500	.854	.500	.865	.803

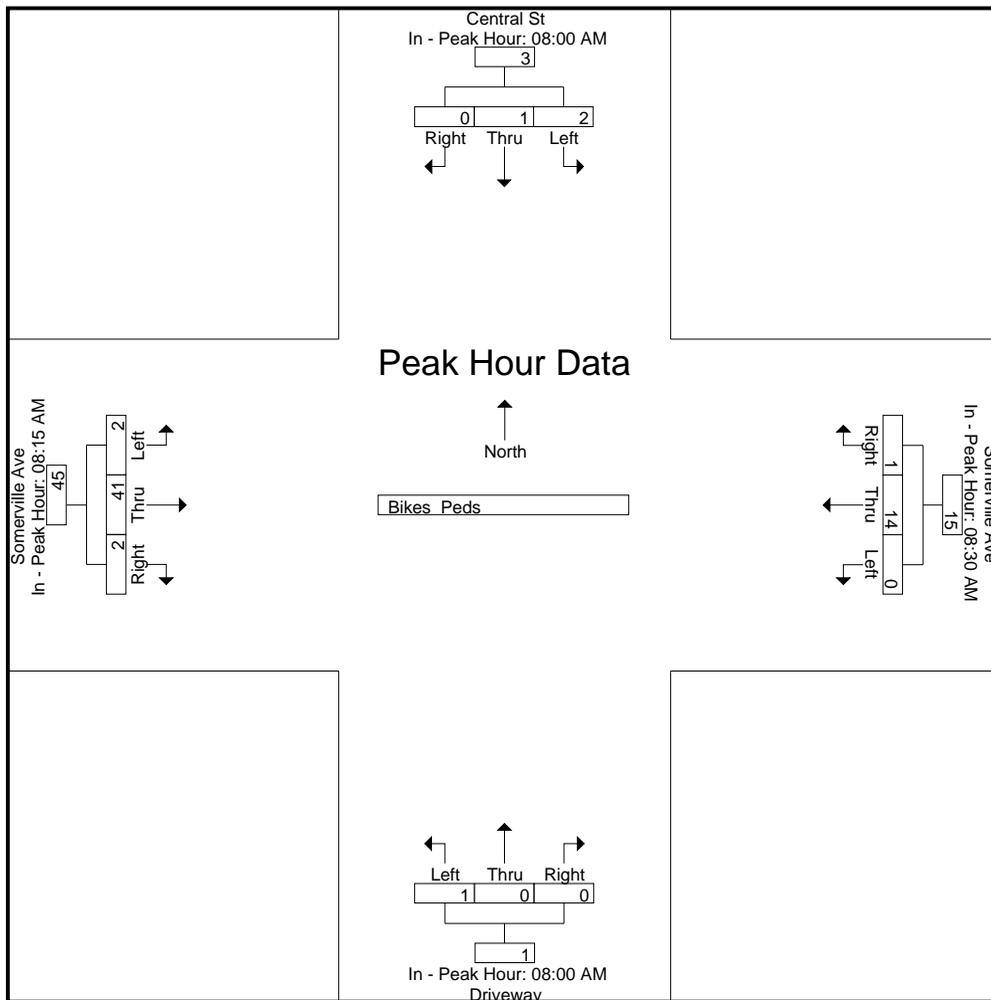
N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	08:00 AM				08:30 AM				08:00 AM				08:15 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	12	1	13
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	7	1	8
+30 mins.	1	0	0	1	0	5	0	5	0	0	0	0	1	11	0	12
+45 mins.	1	1	0	2	0	3	1	4	1	0	0	1	1	11	0	12
Total Volume	2	1	0	3	0	14	1	15	1	0	0	1	2	41	2	45
% App. Total	66.7	33.3	0		0	93.3	6.7		100	0	0		4.4	91.1	4.4	
PHF	.500	.250	.000	.375	.000	.700	.250	.750	.250	.000	.000	.250	.500	.854	.500	.865

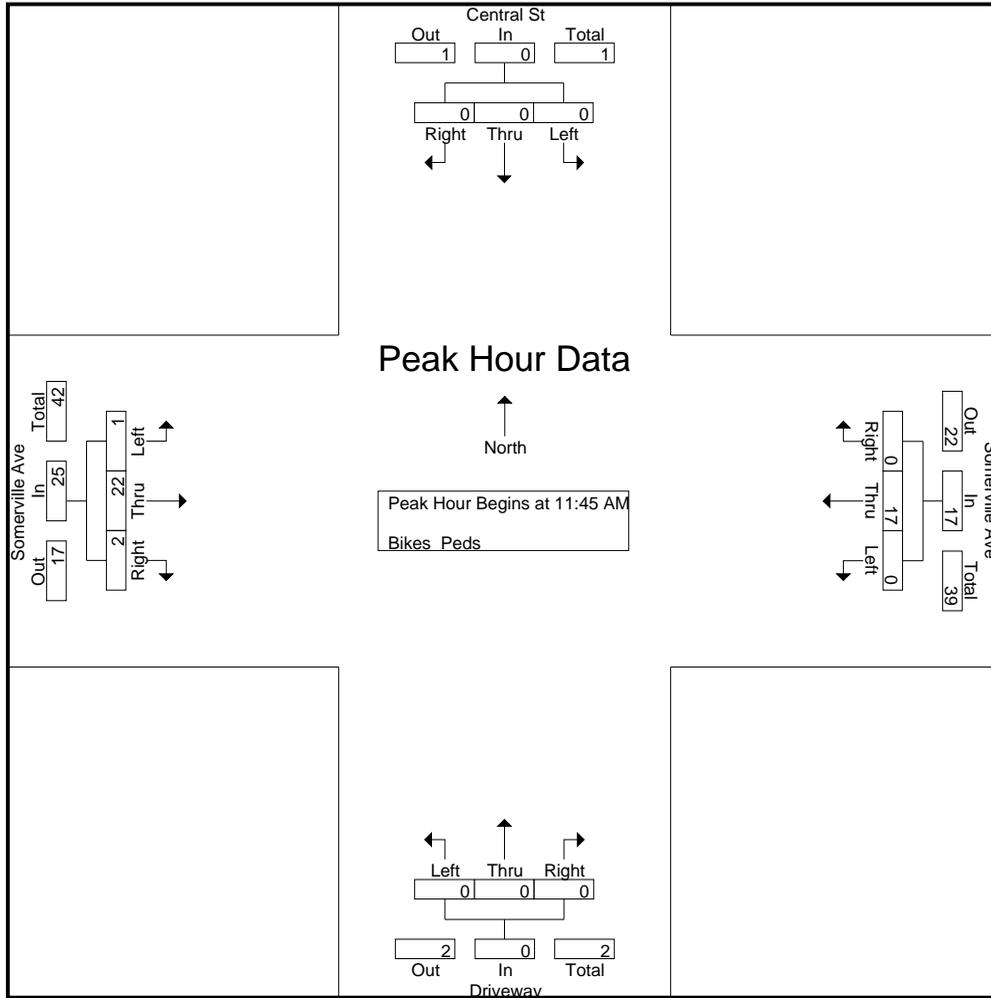
N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 11:45 AM

11:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
12:00 PM	0	0	0	0	0	7	0	7	0	0	0	0	1	9	1	11	18
12:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	1	4	7
12:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	5	0	5	10
Total Volume	0	0	0	0	0	17	0	17	0	0	0	0	1	22	2	25	42
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	4	88	8		
PHF	.000	.000	.000	.000	.000	.607	.000	.607	.000	.000	.000	.000	.250	.611	.500	.568	.583

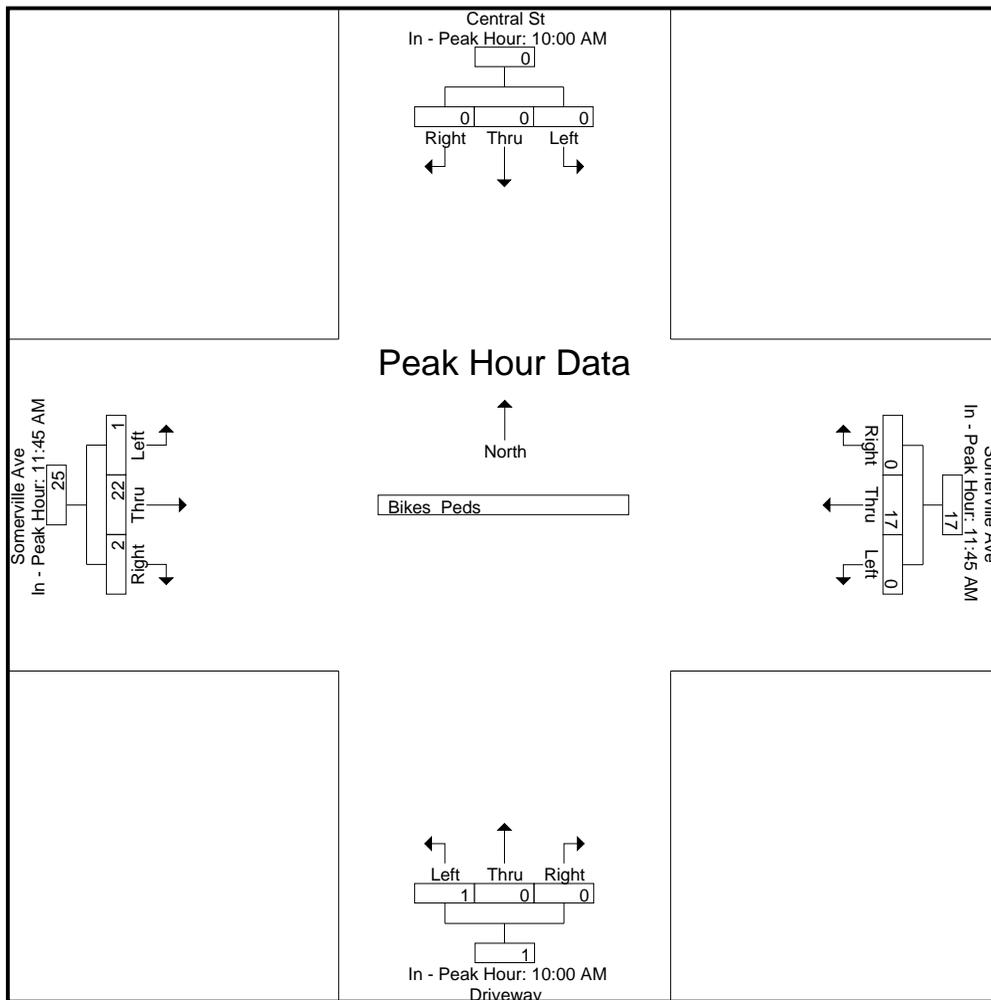
N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	10:00 AM				11:45 AM				10:00 AM				11:45 AM			
	PHF	PHF	PHF	PHF												
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5
+15 mins.	0	0	0	0	0	7	0	7	1	0	0	1	1	9	1	11
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	3	1	4
+45 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	5	0	5
Total Volume	0	0	0	0	0	17	0	17	1	0	0	1	1	22	2	25
% App. Total	0	0	0	0	0	100	0	100	100	0	0	100	4	88	8	100
PHF	.000	.000	.000	.000	.000	.607	.000	.607	.250	.000	.000	.250	.250	.611	.500	.568

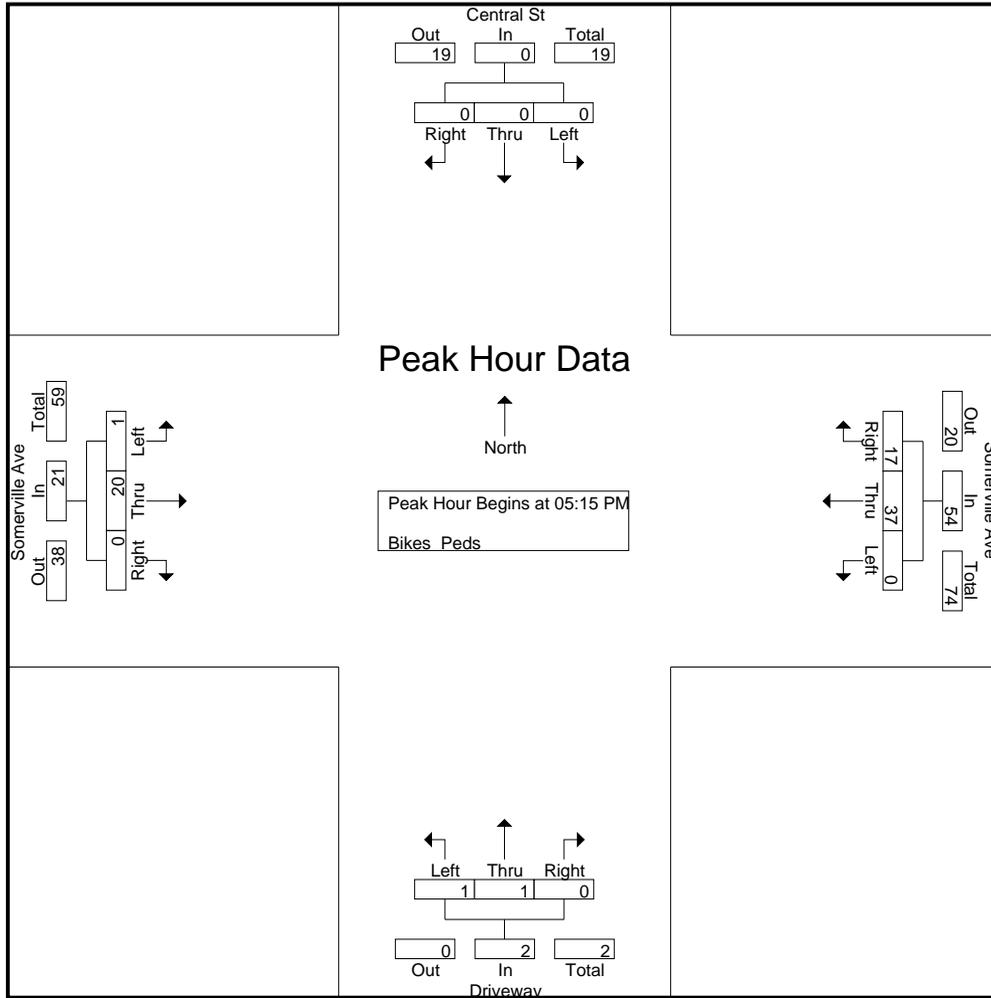
N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 02:00 PM to 07:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 05:15 PM

05:15 PM	0	0	0	0	0	13	5	18	0	1	0	1	0	6	0	6	25
05:30 PM	0	0	0	0	0	8	3	11	0	0	0	0	0	6	0	6	17
05:45 PM	0	0	0	0	0	6	5	11	1	0	0	1	1	4	0	5	17
06:00 PM	0	0	0	0	0	10	4	14	0	0	0	0	0	4	0	4	18
Total Volume	0	0	0	0	0	37	17	54	1	1	0	2	1	20	0	21	77
% App. Total	0	0	0	0	0	68.5	31.5		50	50	0		4.8	95.2	0		
PHF	.000	.000	.000	.000	.000	.712	.850	.750	.250	.250	.000	.500	.250	.833	.000	.875	.770

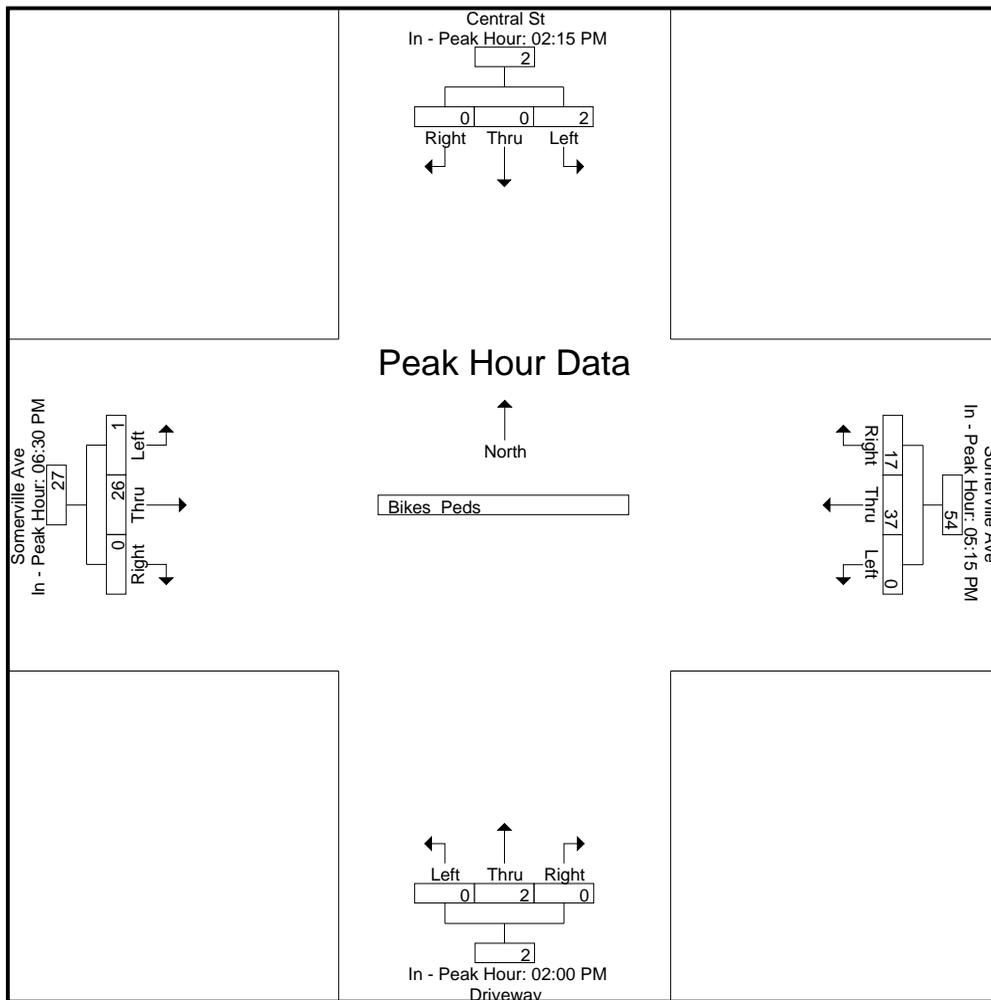
N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 02:00 PM to 07:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	02:15 PM				05:15 PM				02:00 PM				06:30 PM			
+0 mins.	1	0	0	1	0	13	5	18	0	0	0	0	0	8	0	8
+15 mins.	0	0	0	0	0	8	3	11	0	1	0	1	0	7	0	7
+30 mins.	0	0	0	0	0	6	5	11	0	0	0	0	1	3	0	4
+45 mins.	1	0	0	1	0	10	4	14	0	1	0	1	0	8	0	8
Total Volume	2	0	0	2	0	37	17	54	0	2	0	2	1	26	0	27
% App. Total	100	0	0		0	68.5	31.5		0	100	0		3.7	96.3	0	
PHF	.500	.000	.000	.500	.000	.712	.850	.750	.000	.500	.000	.500	.250	.813	.000	.844

N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

File Name : 904800S1  
Site Code : 90480001  
Start Date : 1/15/2022  
Page No : 1

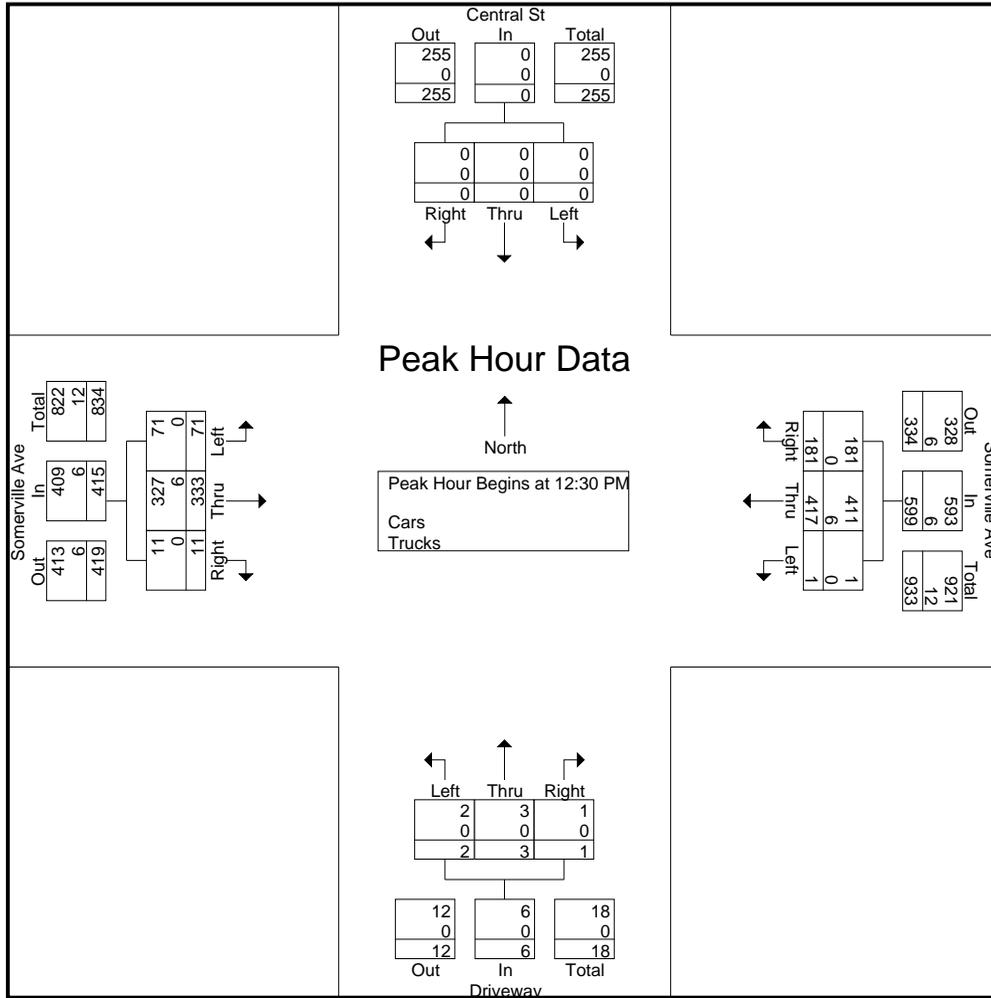
N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear

Groups Printed- Cars - Trucks

Start Time	Central St From North			Somerville Ave From East			Driveway From South			Somerville Ave From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10:00 AM	0	0	0	0	69	25	1	1	0	18	69	3	186
10:15 AM	0	0	0	0	77	30	4	2	1	16	68	4	202
10:30 AM	0	0	0	0	70	26	0	0	0	18	79	1	194
10:45 AM	0	0	0	0	79	28	0	1	0	15	66	3	192
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>295</b>	<b>109</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>67</b>	<b>282</b>	<b>11</b>	<b>774</b>
11:00 AM	0	0	0	1	78	42	2	0	0	23	78	0	224
11:15 AM	0	0	0	0	82	38	0	1	0	17	88	3	229
11:30 AM	0	0	0	0	88	48	0	1	3	18	73	3	234
11:45 AM	0	0	0	0	93	34	1	0	0	24	83	2	237
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>341</b>	<b>162</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>82</b>	<b>322</b>	<b>8</b>	<b>924</b>
12:00 PM	0	0	0	2	98	49	0	2	0	17	82	3	253
12:15 PM	0	0	0	1	95	35	1	1	0	14	80	3	230
12:30 PM	0	0	0	1	104	50	0	1	1	20	82	3	262
12:45 PM	0	0	0	0	118	43	0	0	0	21	84	5	271
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>415</b>	<b>177</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>72</b>	<b>328</b>	<b>14</b>	<b>1016</b>
01:00 PM	0	0	0	0	103	42	1	2	0	20	79	1	248
01:15 PM	0	0	0	0	92	46	1	0	0	10	88	2	239
01:30 PM	0	0	0	1	104	41	0	2	1	12	94	6	261
01:45 PM	0	0	0	1	84	31	6	1	3	12	88	4	230
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>383</b>	<b>160</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>54</b>	<b>349</b>	<b>13</b>	<b>978</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1434</b>	<b>608</b>	<b>17</b>	<b>15</b>	<b>9</b>	<b>275</b>	<b>1281</b>	<b>46</b>	<b>3692</b>
Apprch %	0	0	0	0.3	70	29.7	41.5	36.6	22	17.2	80	2.9	
Total %	0	0	0	0.2	38.8	16.5	0.5	0.4	0.2	7.4	34.7	1.2	
Cars	0	0	0	7	1414	608	17	15	9	273	1256	46	3645
% Cars	0	0	0	100	98.6	100	100	100	100	99.3	98	100	98.7
Trucks	0	0	0	0	20	0	0	0	0	2	25	0	47
% Trucks	0	0	0	0	1.4	0	0	0	0	0.7	2	0	1.3

Start Time	Central St From North				Somerville Ave From East				Driveway From South				Somerville Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	0	0	0	1	104	50	155	0	1	1	2	20	82	3	105	262
12:45 PM	0	0	0	0	0	118	43	161	0	0	0	0	21	84	5	110	271
01:00 PM	0	0	0	0	0	103	42	145	1	2	0	3	20	79	1	100	248
01:15 PM	0	0	0	0	0	92	46	138	1	0	0	1	10	88	2	100	239
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>417</b>	<b>181</b>	<b>599</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>6</b>	<b>71</b>	<b>333</b>	<b>11</b>	<b>415</b>	<b>1020</b>
<b>% App. Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.2</b>	<b>69.6</b>	<b>30.2</b>	<b>33.3</b>	<b>50</b>	<b>16.7</b>	<b>17.1</b>	<b>80.2</b>	<b>2.7</b>				
PHF	.000	.000	.000	.000	.250	.883	.905	.930	.500	.375	.250	.500	.845	.946	.550	.943	.941
Cars	0	0	0	0	1	411	181	593	2	3	1	6	71	327	11	409	1008
% Cars	0	0	0	0	100	98.6	100	99.0	100	100	100	100	100	98.2	100	98.6	98.8
Trucks	0	0	0	0	0	6	0	6	0	0	0	0	0	6	0	6	12
% Trucks	0	0	0	0	0	1.4	0	1.0	0	0	0	0	0	1.8	0	1.4	1.2

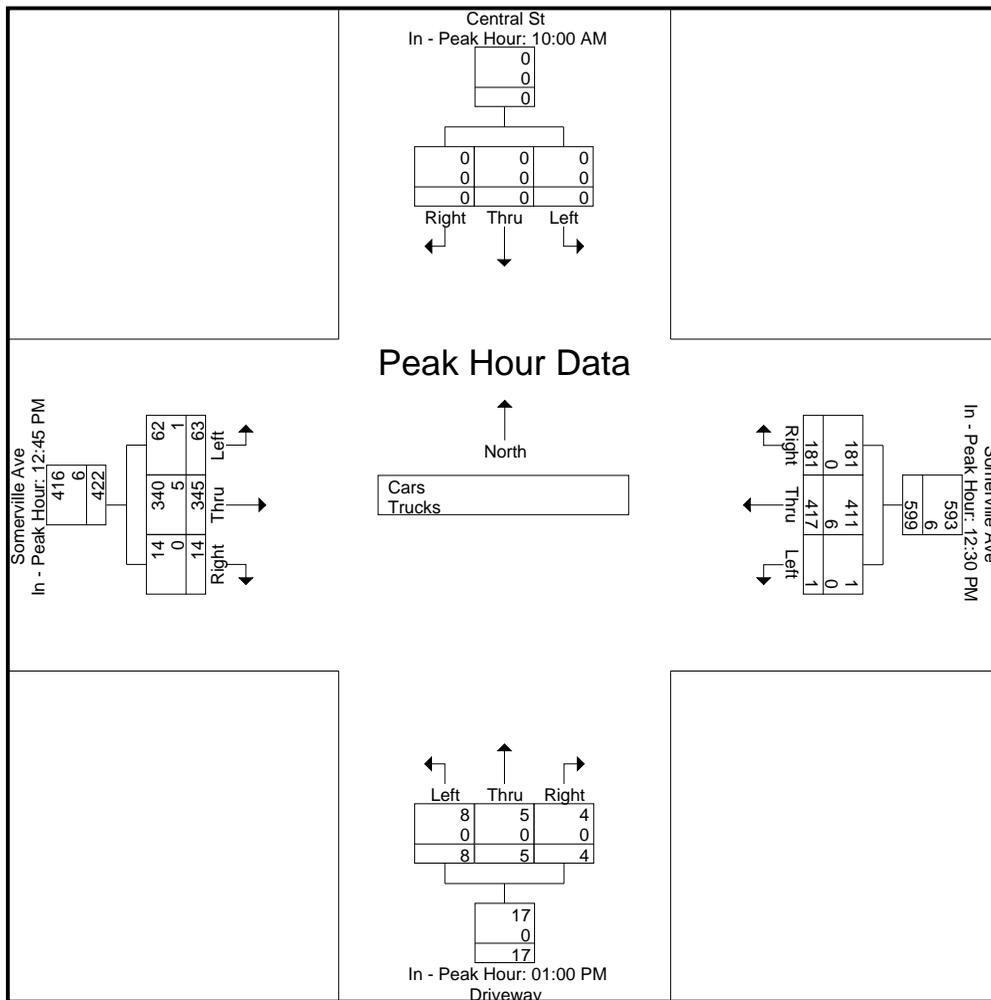
N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	10:00 AM				12:30 PM				01:00 PM				12:45 PM			
+0 mins.	0	0	0	0	1	104	50	155	1	2	0	3	21	84	5	110
+15 mins.	0	0	0	0	0	118	43	161	1	0	0	1	20	79	1	100
+30 mins.	0	0	0	0	0	103	42	145	0	2	1	3	10	88	2	100
+45 mins.	0	0	0	0	0	92	46	138	6	1	3	10	12	94	6	112
Total Volume	0	0	0	0	1	417	181	599	8	5	4	17	63	345	14	422
% App. Total	0	0	0	0	0.2	69.6	30.2		47.1	29.4	23.5		14.9	81.8	3.3	
PHF	.000	.000	.000	.000	.250	.883	.905	.930	.333	.625	.333	.425	.750	.918	.583	.942
Cars	0	0	0	0	1	411	181	593	8	5	4	17	62	340	14	416
% Cars	0	0	0	0	100	98.6	100	99	100	100	100	100	98.4	98.6	100	98.6
Trucks	0	0	0	0	0	6	0	6	0	0	0	0	1	5	0	6
% Trucks	0	0	0	0	0	1.4	0	1	0	0	0	0	1.6	1.4	0	1.4

N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear

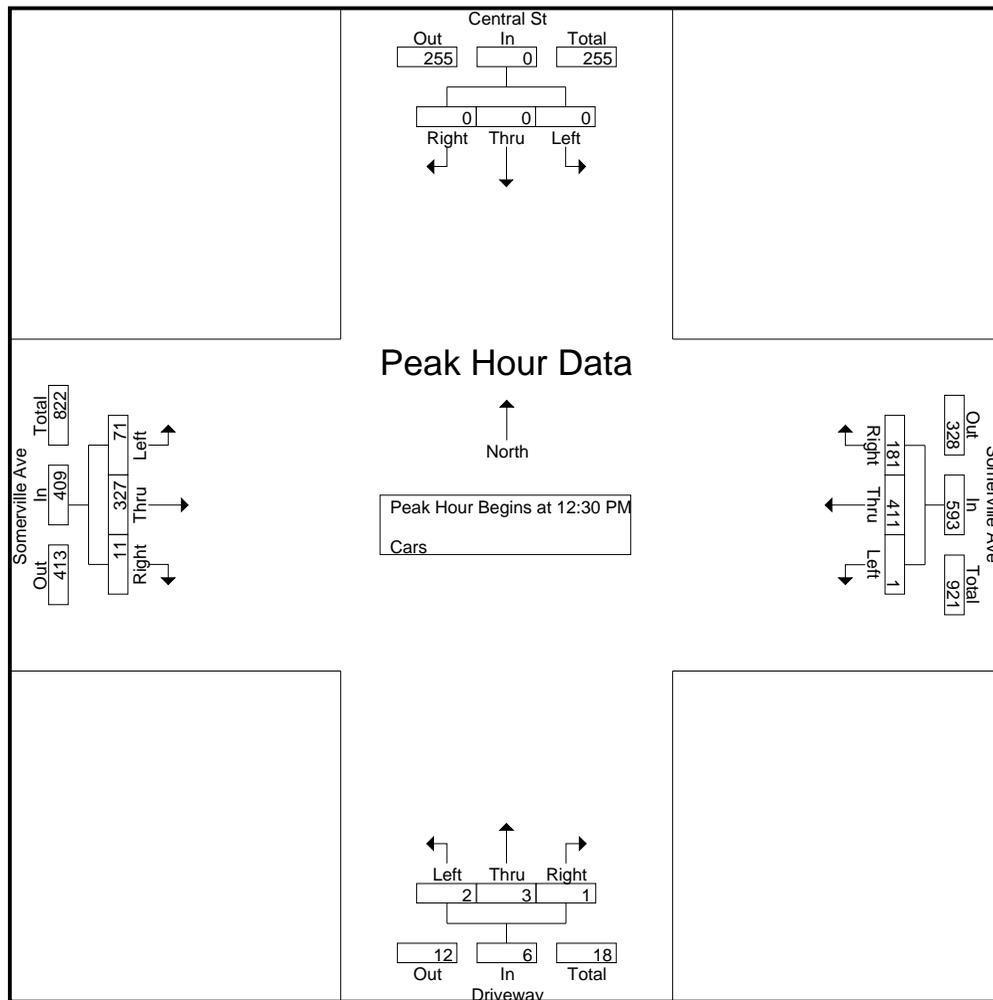
File Name : 904800S1  
Site Code : 90480001  
Start Date : 1/15/2022  
Page No : 4

Groups Printed- Cars

Start Time	Central St From North			Somerville Ave From East			Driveway From South			Somerville Ave From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10:00 AM	0	0	0	0	68	25	1	1	0	18	65	3	181
10:15 AM	0	0	0	0	76	30	4	2	1	16	67	4	200
10:30 AM	0	0	0	0	68	26	0	0	0	18	77	1	190
10:45 AM	0	0	0	0	79	28	0	1	0	14	65	3	190
Total	0	0	0	0	291	109	5	4	1	66	274	11	761
11:00 AM	0	0	0	1	76	42	2	0	0	23	76	0	220
11:15 AM	0	0	0	0	81	38	0	1	0	17	86	3	226
11:30 AM	0	0	0	0	87	48	0	1	3	18	72	3	232
11:45 AM	0	0	0	0	92	34	1	0	0	24	82	2	235
Total	0	0	0	1	336	162	3	2	3	82	316	8	913
12:00 PM	0	0	0	2	97	49	0	2	0	17	81	3	251
12:15 PM	0	0	0	1	93	35	1	1	0	14	78	3	226
12:30 PM	0	0	0	1	102	50	0	1	1	20	80	3	258
12:45 PM	0	0	0	0	118	43	0	0	0	21	82	5	269
Total	0	0	0	4	410	177	1	4	1	72	321	14	1004
01:00 PM	0	0	0	0	100	42	1	2	0	20	77	1	243
01:15 PM	0	0	0	0	91	46	1	0	0	10	88	2	238
01:30 PM	0	0	0	1	103	41	0	2	1	11	93	6	258
01:45 PM	0	0	0	1	83	31	6	1	3	12	87	4	228
Total	0	0	0	2	377	160	8	5	4	53	345	13	967
Grand Total	0	0	0	7	1414	608	17	15	9	273	1256	46	3645
Apprch %	0	0	0	0.3	69.7	30	41.5	36.6	22	17.3	79.7	2.9	
Total %	0	0	0	0.2	38.8	16.7	0.5	0.4	0.2	7.5	34.5	1.3	

Start Time	Central St From North				Somerville Ave From East				Driveway From South				Somerville Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	0	0	0	1	102	50	153	0	1	1	2	20	80	3	103	258
12:45 PM	0	0	0	0	0	118	43	161	0	0	0	0	21	82	5	108	269
01:00 PM	0	0	0	0	0	100	42	142	1	2	0	3	20	77	1	98	243
01:15 PM	0	0	0	0	0	91	46	137	1	0	0	1	10	88	2	100	238
Total Volume	0	0	0	0	1	411	181	593	2	3	1	6	71	327	11	409	1008
% App. Total	0	0	0	0	0.2	69.3	30.5		33.3	50	16.7		17.4	80	2.7		
PHF	.000	.000	.000	.000	.250	.871	.905	.921	.500	.375	.250	.500	.845	.929	.550	.947	.937

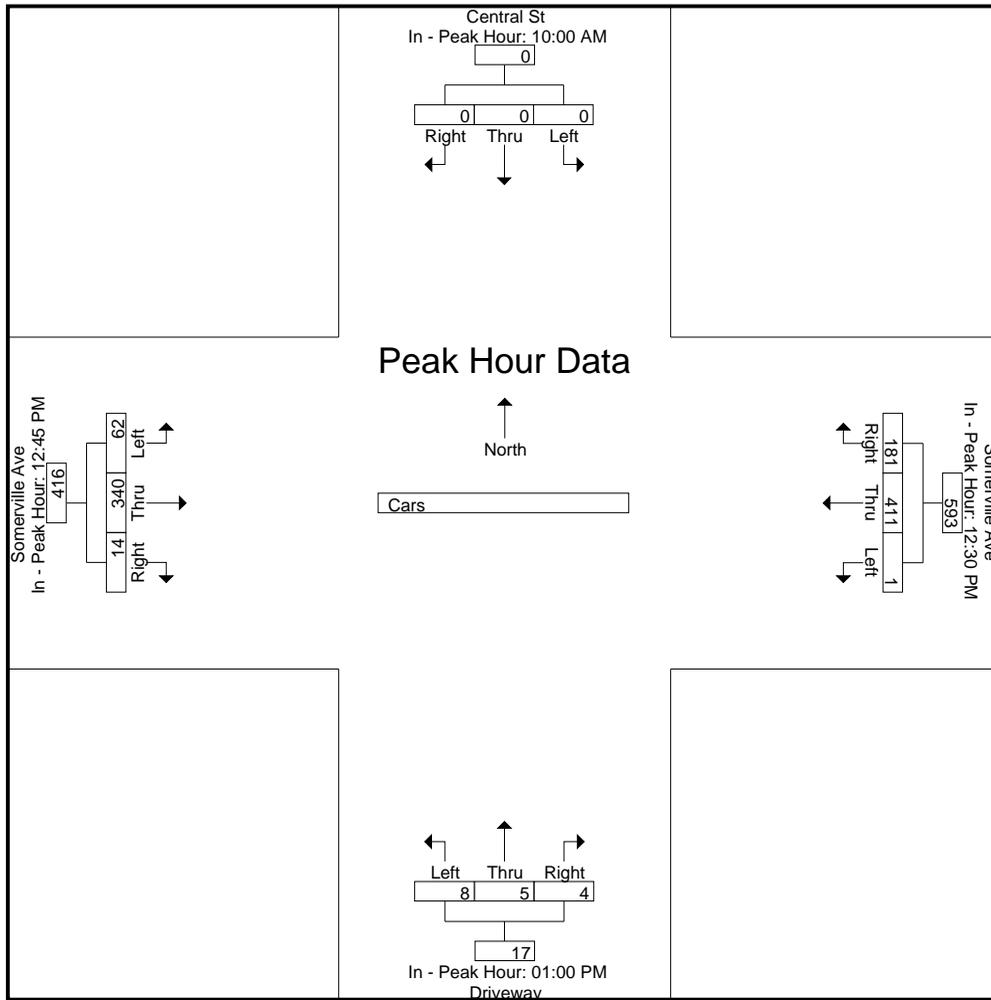
N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	10:00 AM				12:30 PM				01:00 PM				12:45 PM			
+0 mins.	0	0	0	0	1	102	50	153	1	2	0	3	21	82	5	108
+15 mins.	0	0	0	0	0	118	43	161	1	0	0	1	20	77	1	98
+30 mins.	0	0	0	0	0	100	42	142	0	2	1	3	10	88	2	100
+45 mins.	0	0	0	0	0	91	46	137	6	1	3	10	11	93	6	110
Total Volume	0	0	0	0	1	411	181	593	8	5	4	17	62	340	14	416
% App. Total	0	0	0	0	0.2	69.3	30.5		47.1	29.4	23.5		14.9	81.7	3.4	
PHF	.000	.000	.000	.000	.250	.871	.905	.921	.333	.625	.333	.425	.738	.914	.583	.945

N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear

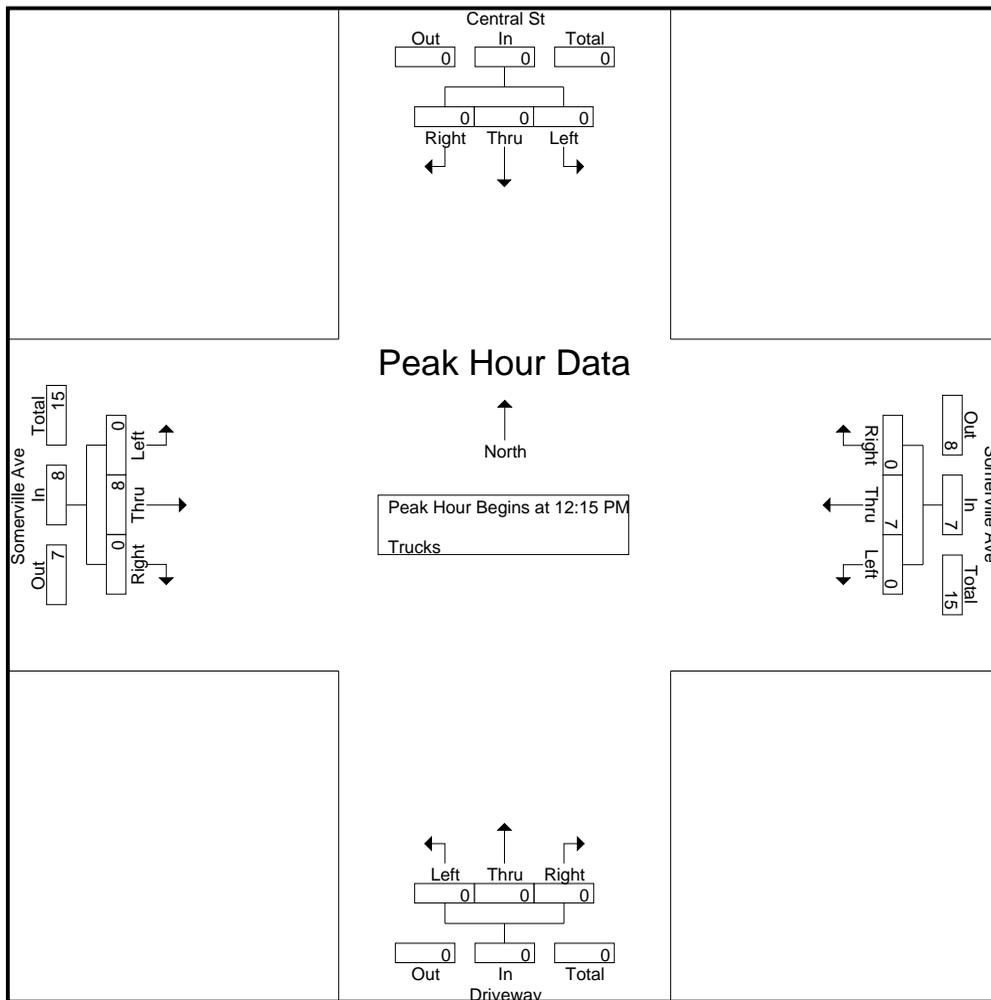
File Name : 904800S1  
Site Code : 90480001  
Start Date : 1/15/2022  
Page No : 7

Groups Printed- Trucks

Start Time	Central St From North			Somerville Ave From East			Driveway From South			Somerville Ave From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10:00 AM	0	0	0	0	1	0	0	0	0	0	4	0	5
10:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
10:30 AM	0	0	0	0	2	0	0	0	0	0	2	0	4
10:45 AM	0	0	0	0	0	0	0	0	0	1	1	0	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>13</b>
11:00 AM	0	0	0	0	2	0	0	0	0	0	2	0	4
11:15 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
11:30 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
11:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>11</b>
12:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
12:15 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
12:30 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
12:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>12</b>
01:00 PM	0	0	0	0	3	0	0	0	0	0	2	0	5
01:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	0	1	0	0	0	0	1	1	0	3
01:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>11</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>25</b>	<b>0</b>	<b>47</b>
Apprch %	0	0	0	0	100	0	0	0	0	7.4	92.6	0	
Total %	0	0	0	0	42.6	0	0	0	0	4.3	53.2	0	

Start Time	Central St From North				Somerville Ave From East				Driveway From South				Somerville Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
12:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
01:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>15</b>
<b>% App. Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>
PHF	.000	.000	.000	.000	.000	.583	.000	.583	.000	.000	.000	.000	.000	1.00	.000	1.00	.750

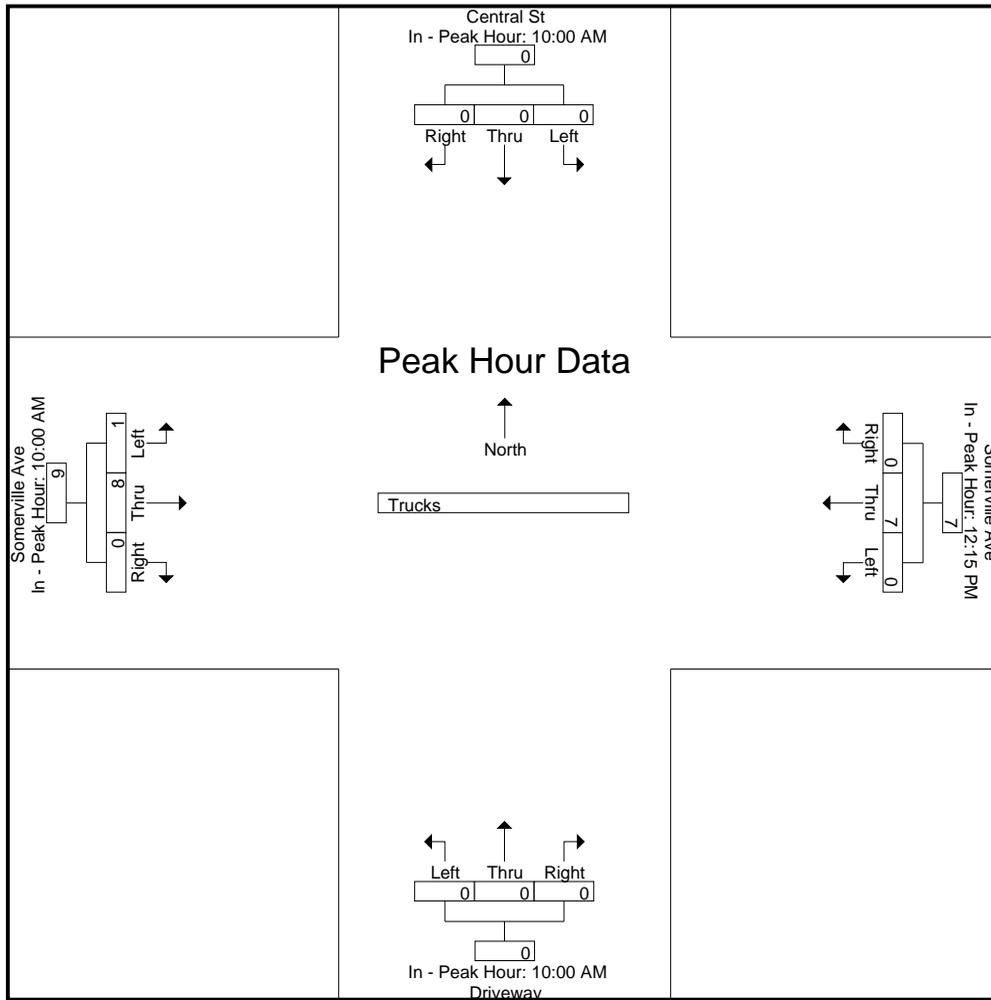
N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	10:00 AM				12:15 PM				10:00 AM				10:00 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	1	1	0	2
Total Volume	0	0	0	0	0	7	0	7	0	0	0	0	1	8	0	9
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	11.1	88.9	0	0
PHF	.000	.000	.000	.000	.000	.583	.000	.583	.000	.000	.000	.000	.250	.500	.000	.563

N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear

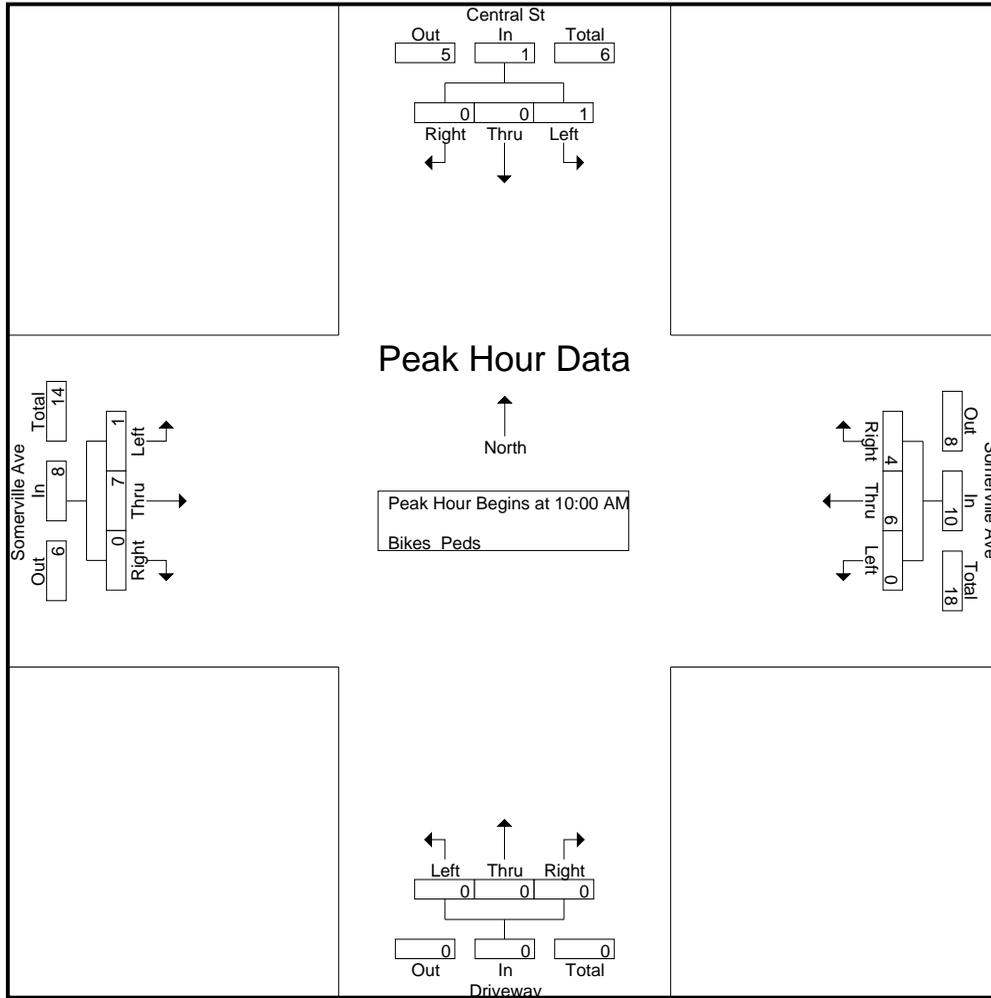
File Name : 904800S1  
Site Code : 90480001  
Start Date : 1/15/2022  
Page No : 10

Groups Printed- Bikes Peds

Start Time	Central St From North				Somerville Ave From East				Driveway From South				Somerville Ave From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
10:00 AM	0	0	0	12	0	1	0	0	0	0	0	4	0	3	0	6	22	4	26
10:15 AM	0	0	0	8	0	1	2	0	0	0	0	4	0	1	0	5	17	4	21
10:30 AM	1	0	0	5	0	2	1	0	0	0	0	4	0	1	0	4	13	5	18
10:45 AM	0	0	0	7	0	2	1	0	0	0	0	4	1	2	0	2	13	6	19
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>17</b>	<b>65</b>	<b>19</b>	<b>84</b>
11:00 AM	0	0	0	4	0	2	0	0	0	0	0	2	0	1	0	7	13	3	16
11:15 AM	0	0	0	3	0	1	1	0	0	0	0	4	1	2	0	4	11	5	16
11:30 AM	0	0	0	11	0	0	1	2	0	0	0	3	0	0	0	6	22	1	23
11:45 AM	0	0	0	8	0	0	1	0	0	0	0	4	0	1	0	8	20	2	22
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>66</b>	<b>11</b>	<b>77</b>
12:00 PM	0	0	0	8	0	0	0	0	0	0	0	4	0	1	0	3	15	1	16
12:15 PM	0	0	0	9	0	0	2	0	0	0	0	8	0	3	0	10	27	5	32
12:30 PM	0	0	0	3	0	0	1	1	0	0	0	4	0	1	0	3	11	2	13
12:45 PM	0	0	0	4	0	2	1	0	0	0	0	4	0	0	0	4	12	3	15
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>20</b>	<b>65</b>	<b>11</b>	<b>76</b>
01:00 PM	0	0	0	4	0	1	0	0	0	0	0	5	0	3	0	8	17	4	21
01:15 PM	0	0	0	10	0	1	0	2	0	0	0	6	0	3	0	13	31	4	35
01:30 PM	0	0	0	27	0	2	0	0	0	0	0	8	0	1	0	6	41	3	44
01:45 PM	0	0	0	14	0	2	0	0	0	0	0	4	0	0	0	5	23	2	25
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>32</b>	<b>112</b>	<b>13</b>	<b>125</b>
<b>Grand Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>137</b>	<b>0</b>	<b>17</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>2</b>	<b>23</b>	<b>0</b>	<b>94</b>	<b>308</b>	<b>54</b>	<b>362</b>
Apprch %	100	0	0		0	60.7	39.3		0	0	0		8	92	0				
Total %	1.9	0	0		0	31.5	20.4		0	0	0		3.7	42.6	0		85.1	14.9	

Start Time	Central St From North				Somerville Ave From East				Driveway From South				Somerville Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:00 AM																	
10:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
10:15 AM	0	0	0	0	0	1	2	3	0	0	0	0	0	1	0	1	4
10:30 AM	1	0	0	1	0	2	1	3	0	0	0	0	0	1	0	1	5
10:45 AM	0	0	0	0	0	2	1	3	0	0	0	0	1	2	0	3	6
<b>Total Volume</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>8</b>	<b>19</b>
<b>% App. Total</b>	<b>100</b>	<b>0</b>	<b>0</b>		<b>0</b>	<b>60</b>	<b>40</b>		<b>0</b>	<b>0</b>	<b>0</b>		<b>12.5</b>	<b>87.5</b>	<b>0</b>		
PHF	.250	.000	.000	.250	.000	.750	.500	.833	.000	.000	.000	.000	.250	.583	.000	.667	.792

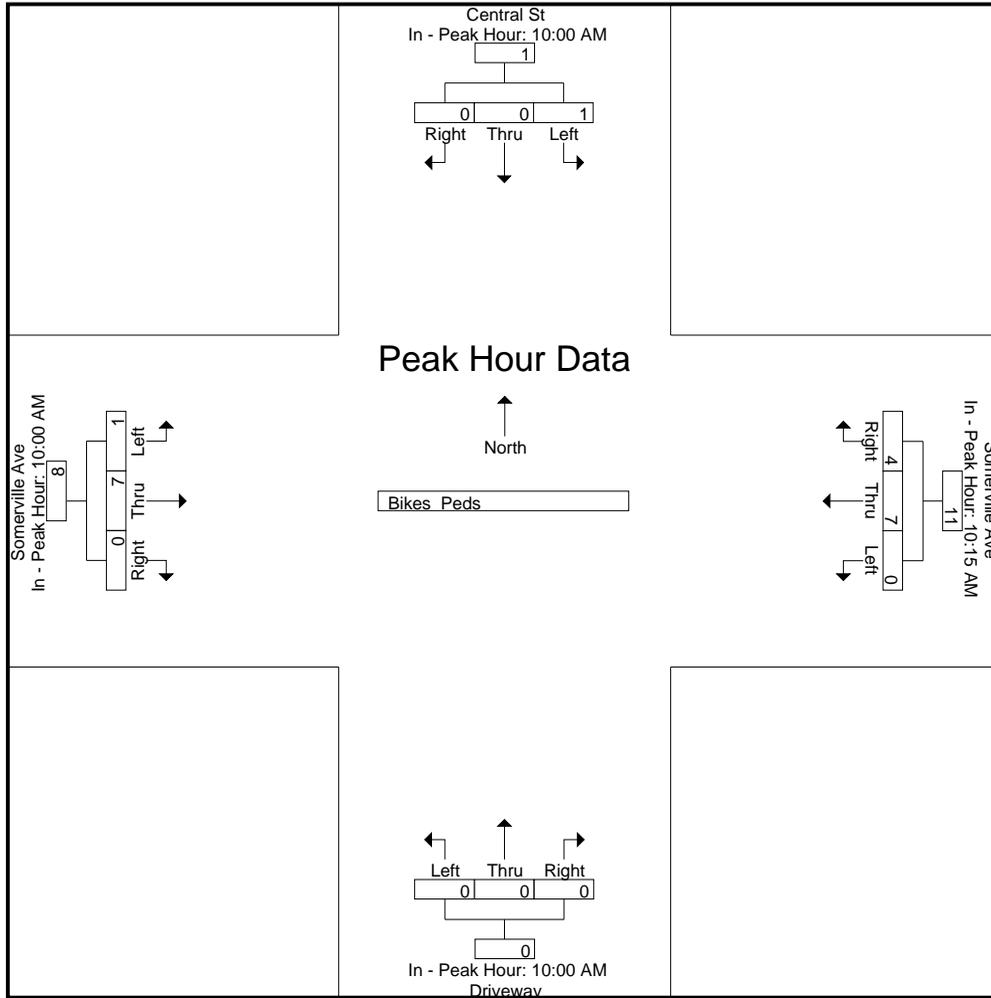
N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	10:00 AM				10:15 AM				10:00 AM				10:00 AM			
+0 mins.	0	0	0	0	0	1	2	3	0	0	0	0	0	3	0	3
+15 mins.	0	0	0	0	0	2	1	3	0	0	0	0	0	1	0	1
+30 mins.	1	0	0	1	0	2	1	3	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	1	2	0	3
Total Volume	1	0	0	1	0	7	4	11	0	0	0	0	1	7	0	8
% App. Total	100	0	0		0	63.6	36.4		0	0	0		12.5	87.5	0	
PHF	.250	.000	.000	.250	.000	.875	.500	.917	.000	.000	.000	.000	.250	.583	.000	.667

N/S Street : Central Street / Driveway  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear

File Name : 90480002  
Site Code : 90480002  
Start Date : 1/13/2022  
Page No : 1

Groups Printed- Cars - Trucks

Start Time	Driveway From North			Somerville Ave From East			Park St From South			Somerville Ave From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
06:00 AM	1	1	0	4	32	1	8	1	3	0	28	7	86
06:15 AM	2	0	0	6	26	4	11	0	3	0	26	5	83
06:30 AM	0	0	1	12	35	3	15	3	6	0	31	11	117
06:45 AM	1	0	0	8	32	3	19	3	1	0	34	13	114
Total	4	1	1	30	125	11	53	7	13	0	119	36	400
07:00 AM	2	1	0	9	33	5	16	0	2	0	38	14	120
07:15 AM	0	1	1	14	48	5	25	2	7	1	54	15	173
07:30 AM	1	0	0	13	45	4	33	5	6	0	68	14	189
07:45 AM	1	1	0	13	70	3	42	1	10	0	57	7	205
Total	4	3	1	49	196	17	116	8	25	1	217	50	687
08:00 AM	1	0	0	13	73	7	26	1	9	0	66	13	209
08:15 AM	4	0	0	6	74	10	31	2	7	0	79	20	233
08:30 AM	2	2	0	14	74	4	38	3	6	0	72	12	227
08:45 AM	1	1	1	19	71	1	35	4	6	0	62	13	214
Total	8	3	1	52	292	22	130	10	28	0	279	58	883
09:00 AM	2	1	0	11	67	2	26	3	8	1	51	14	186
09:15 AM	1	0	0	5	70	1	27	1	5	0	44	12	166
09:30 AM	1	0	0	9	61	4	42	2	6	0	41	11	177
09:45 AM	3	0	1	6	54	4	29	2	8	1	56	7	171
Total	7	1	1	31	252	11	124	8	27	2	192	44	700
10:00 AM	1	0	1	6	72	2	27	0	11	1	45	15	181
10:15 AM	1	2	1	10	55	5	39	1	11	1	55	9	190
10:30 AM	2	3	0	9	64	4	20	4	9	0	55	14	184
10:45 AM	2	2	0	9	62	4	32	1	3	1	64	16	196
Total	6	7	2	34	253	15	118	6	34	3	219	54	751
11:00 AM	1	2	0	11	61	5	41	1	8	0	54	14	198
11:15 AM	1	1	0	10	53	4	34	1	11	0	54	6	175
11:30 AM	6	0	0	15	72	4	44	3	8	0	59	11	222
11:45 AM	2	0	0	10	74	4	37	1	13	0	59	13	213
Total	10	3	0	46	260	17	156	6	40	0	226	44	808
12:00 PM	2	0	0	8	86	6	46	0	8	0	62	14	232
12:15 PM	0	2	0	5	66	5	45	2	5	0	68	13	211
12:30 PM	5	0	1	8	83	7	45	1	14	1	78	13	256
12:45 PM	1	0	0	12	87	2	47	5	5	0	76	19	254
Total	8	2	1	33	322	20	183	8	32	1	284	59	953
01:00 PM	0	0	0	11	61	2	66	1	8	1	60	7	217
01:15 PM	2	0	0	13	67	0	47	1	6	1	82	8	227
01:30 PM	1	0	0	19	61	5	46	1	12	0	69	7	221
01:45 PM	1	0	0	12	75	5	45	2	9	1	66	9	225
Total	4	0	0	55	264	12	204	5	35	3	277	31	890
02:00 PM	0	0	0	10	66	5	53	2	10	1	70	15	232
02:15 PM	1	0	0	9	83	6	57	2	17	0	58	11	244
02:30 PM	0	0	0	13	85	3	56	3	14	1	64	11	250
02:45 PM	0	2	0	8	84	7	64	1	14	1	62	9	252
Total	1	2	0	40	318	21	230	8	55	3	254	46	978
03:00 PM	0	0	0	18	92	6	78	2	6	2	61	16	281
03:15 PM	1	0	1	13	91	7	88	1	9	1	63	9	284
03:30 PM	4	1	1	16	81	6	67	2	11	0	70	21	280
03:45 PM	0	0	0	16	100	7	72	1	7	0	67	13	283
Total	5	1	2	63	364	26	305	6	33	3	261	59	1128
04:00 PM	1	0	0	12	84	4	70	3	13	1	77	12	277
04:15 PM	2	1	0	12	97	7	55	2	6	0	52	11	245

**Accurate Counts**  
978-664-2565

N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear

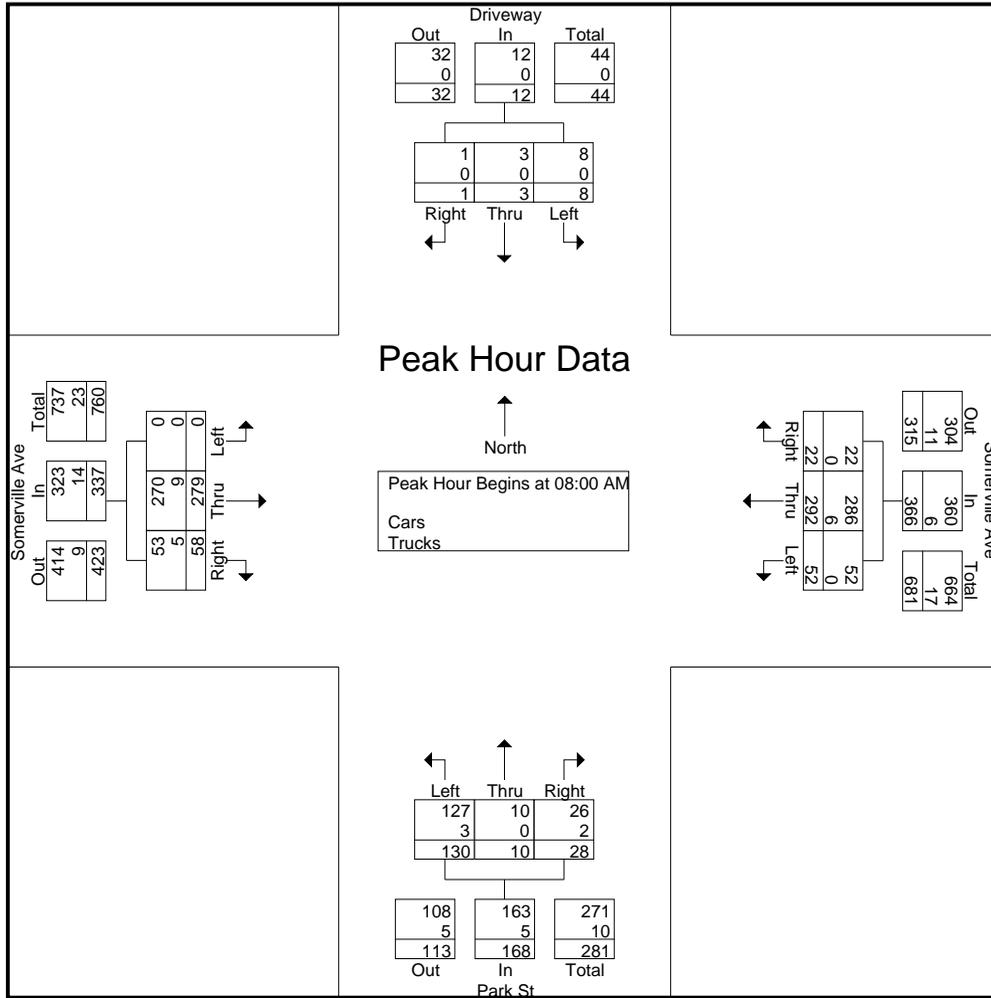
File Name : 90480002  
Site Code : 90480002  
Start Date : 1/13/2022  
Page No : 2

Groups Printed- Cars - Trucks

Start Time	Driveway From North			Somerville Ave From East			Park St From South			Somerville Ave From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:30 PM	1	2	0	22	74	7	62	2	11	1	53	9	244
04:45 PM	3	0	0	15	84	5	63	2	10	0	66	15	263
<b>Total</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>61</b>	<b>339</b>	<b>23</b>	<b>250</b>	<b>9</b>	<b>40</b>	<b>2</b>	<b>248</b>	<b>47</b>	<b>1029</b>
05:00 PM	3	3	0	6	92	9	65	2	12	0	74	9	275
05:15 PM	1	0	1	20	109	7	75	4	12	0	63	20	312
05:30 PM	0	0	0	18	75	10	67	2	12	1	75	14	274
05:45 PM	1	2	0	20	87	4	85	0	9	2	69	12	291
<b>Total</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>64</b>	<b>363</b>	<b>30</b>	<b>292</b>	<b>8</b>	<b>45</b>	<b>3</b>	<b>281</b>	<b>55</b>	<b>1152</b>
06:00 PM	1	0	1	13	95	8	69	0	11	1	70	14	283
06:15 PM	1	1	0	19	101	5	67	5	10	0	60	9	278
06:30 PM	3	5	0	17	67	12	45	3	10	0	75	19	256
06:45 PM	3	2	1	16	83	7	61	7	14	1	60	9	264
<b>Total</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>65</b>	<b>346</b>	<b>32</b>	<b>242</b>	<b>15</b>	<b>45</b>	<b>2</b>	<b>265</b>	<b>51</b>	<b>1081</b>
07:00 PM	0	0	1	10	59	6	45	0	15	1	68	10	215
07:15 PM	0	0	0	17	51	1	56	2	11	0	54	8	200
07:30 PM	0	0	0	11	57	3	43	2	11	1	48	9	185
07:45 PM	0	0	1	11	62	2	44	0	5	0	45	11	181
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>49</b>	<b>229</b>	<b>12</b>	<b>188</b>	<b>4</b>	<b>42</b>	<b>2</b>	<b>215</b>	<b>38</b>	<b>781</b>
<b>Grand Total</b>	<b>77</b>	<b>39</b>	<b>14</b>	<b>672</b>	<b>3923</b>	<b>269</b>	<b>2591</b>	<b>108</b>	<b>494</b>	<b>25</b>	<b>3337</b>	<b>672</b>	<b>12221</b>
Apprch %	59.2	30	10.8	13.8	80.7	5.5	81.1	3.4	15.5	0.6	82.7	16.7	
Total %	0.6	0.3	0.1	5.5	32.1	2.2	21.2	0.9	4	0.2	27.3	5.5	
Cars	77	39	14	670	3821	268	2544	107	485	25	3236	635	11921
% Cars	100	100	100	99.7	97.4	99.6	98.2	99.1	98.2	100	97	94.5	97.5
Trucks	0	0	0	2	102	1	47	1	9	0	101	37	300
% Trucks	0	0	0	0.3	2.6	0.4	1.8	0.9	1.8	0	3	5.5	2.5

Start Time	Driveway From North				Somerville Ave From East				Park St From South				Somerville Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	1	0	0	1	13	73	7	93	26	1	9	36	0	66	13	79	209
08:15 AM	4	0	0	4	6	74	10	90	31	2	7	40	0	79	20	99	233
08:30 AM	2	2	0	4	14	74	4	92	38	3	6	47	0	72	12	84	227
08:45 AM	1	1	1	3	19	71	1	91	35	4	6	45	0	62	13	75	214
<b>Total Volume</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>12</b>	<b>52</b>	<b>292</b>	<b>22</b>	<b>366</b>	<b>130</b>	<b>10</b>	<b>28</b>	<b>168</b>	<b>0</b>	<b>279</b>	<b>58</b>	<b>337</b>	<b>883</b>
% App. Total	66.7	25	8.3		14.2	79.8	6		77.4	6	16.7		0	82.8	17.2		
PHF	.500	.375	.250	.750	.684	.986	.550	.984	.855	.625	.778	.894	.000	.883	.725	.851	.947
Cars	8	3	1	12	52	286	22	360	127	10	26	163	0	270	53	323	858
% Cars	100	100	100	100	100	97.9	100	98.4	97.7	100	92.9	97.0	0	96.8	91.4	95.8	97.2
Trucks	0	0	0	0	0	6	0	6	3	0	2	5	0	9	5	14	25
% Trucks	0	0	0	0	0	2.1	0	1.6	2.3	0	7.1	3.0	0	3.2	8.6	4.2	2.8

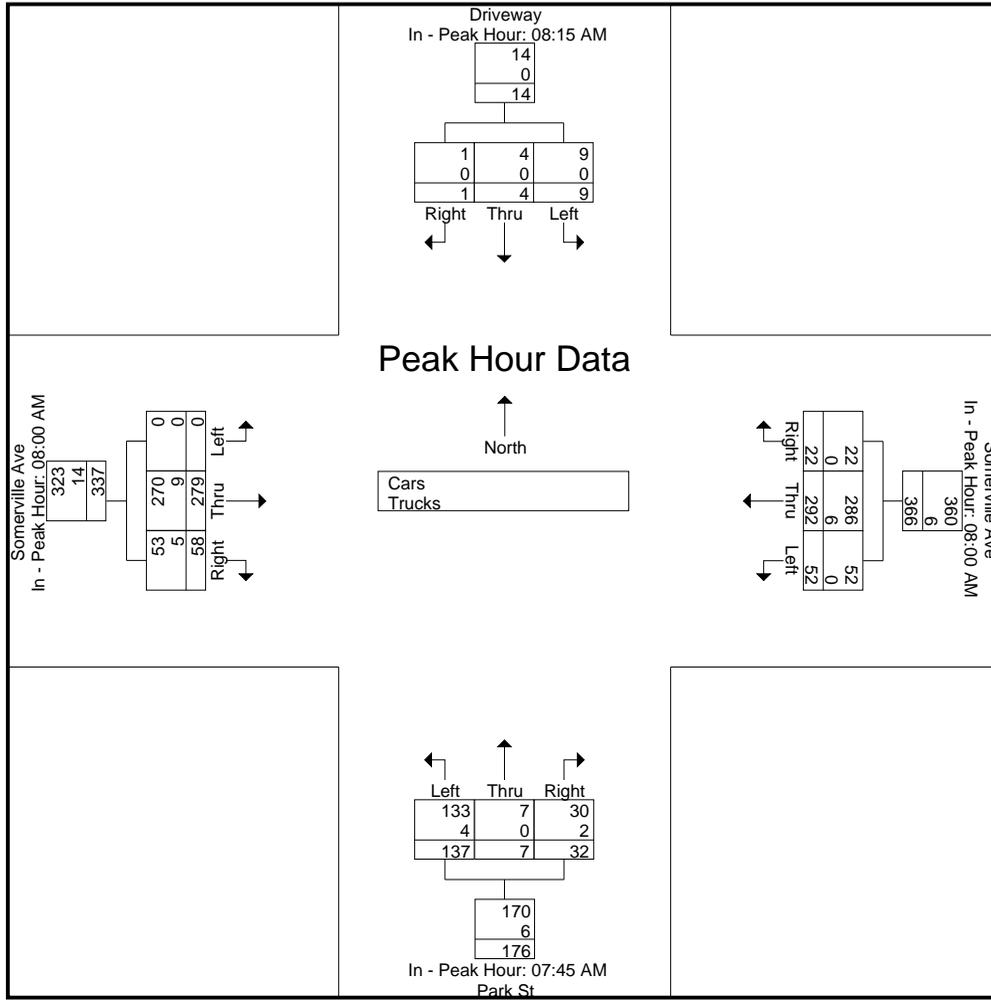
N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	08:15 AM				08:00 AM				07:45 AM				08:00 AM			
+0 mins.	4	0	0	4	13	73	7	93	42	1	10	53	0	66	13	79
+15 mins.	2	2	0	4	6	74	10	90	26	1	9	36	0	79	20	99
+30 mins.	1	1	1	3	14	74	4	92	31	2	7	40	0	72	12	84
+45 mins.	2	1	0	3	19	71	1	91	38	3	6	47	0	62	13	75
Total Volume	9	4	1	14	52	292	22	366	137	7	32	176	0	279	58	337
% App. Total	64.3	28.6	7.1		14.2	79.8	6		77.8	4	18.2		0	82.8	17.2	
PHF	.563	.500	.250	.875	.684	.986	.550	.984	.815	.583	.800	.830	.000	.883	.725	.851
Cars	9	4	1	14	52	286	22	360	133	7	30	170	0	270	53	323
% Cars	100	100	100	100	100	97.9	100	98.4	97.1	100	93.8	96.6	0	96.8	91.4	95.8
Trucks	0	0	0	0	0	6	0	6	4	0	2	6	0	9	5	14
% Trucks	0	0	0	0	0	2.1	0	1.6	2.9	0	6.2	3.4	0	3.2	8.6	4.2

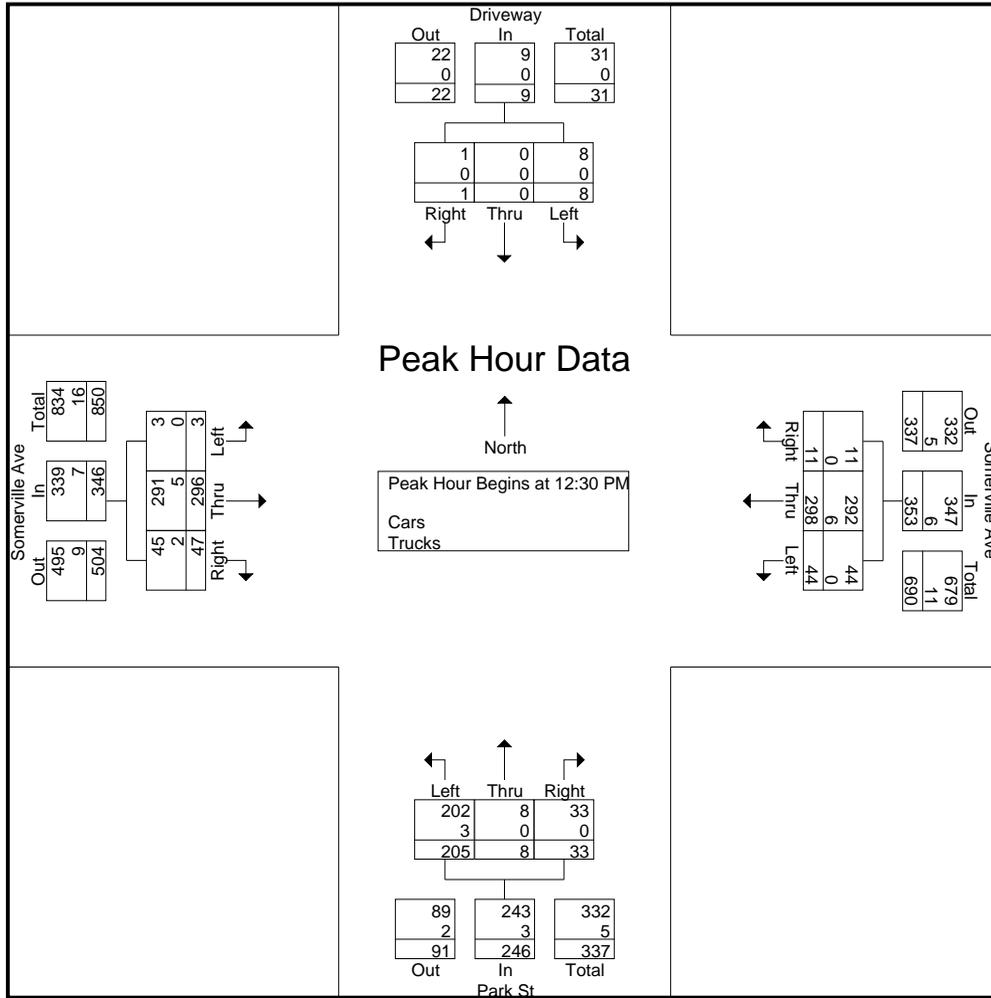
N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 12:30 PM

12:30 PM	5	0	1	6	8	83	7	98	45	1	14	60	1	78	13	92	256
12:45 PM	1	0	0	1	12	87	2	101	47	5	5	57	0	76	19	95	254
01:00 PM	0	0	0	0	11	61	2	74	66	1	8	75	1	60	7	68	217
01:15 PM	2	0	0	2	13	67	0	80	47	1	6	54	1	82	8	91	227
Total Volume	8	0	1	9	44	298	11	353	205	8	33	246	3	296	47	346	954
% App. Total	88.9	0	11.1		12.5	84.4	3.1		83.3	3.3	13.4		0.9	85.5	13.6		
PHF	.400	.000	.250	.375	.846	.856	.393	.874	.777	.400	.589	.820	.750	.902	.618	.911	.932
Cars	8	0	1	9	44	292	11	347	202	8	33	243	3	291	45	339	938
% Cars	100	0	100	100	100	98.0	100	98.3	98.5	100	100	98.8	100	98.3	95.7	98.0	98.3
Trucks	0	0	0	0	0	6	0	6	3	0	0	3	0	5	2	7	16
% Trucks	0	0	0	0	0	2.0	0	1.7	1.5	0	0	1.2	0	1.7	4.3	2.0	1.7

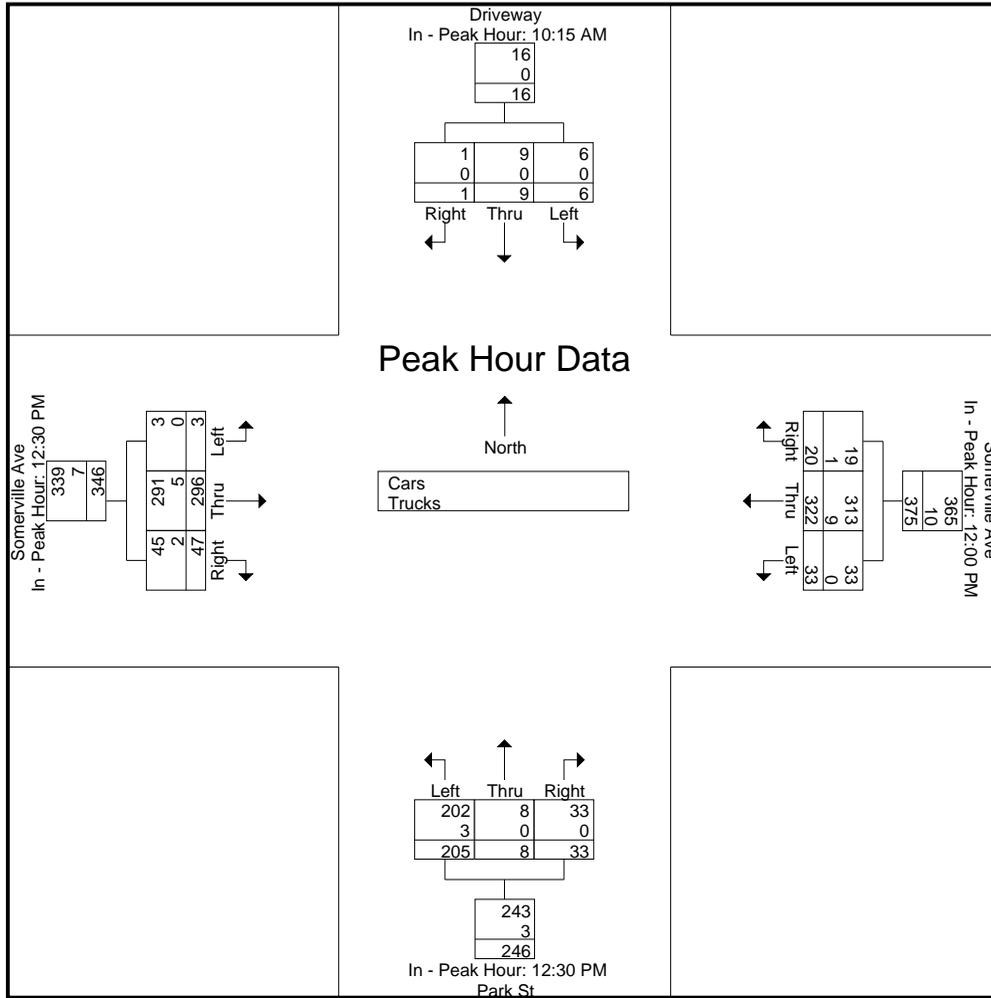
N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	10:15 AM				12:00 PM				12:30 PM				12:30 PM			
+0 mins.	1	2	1	4	8	86	6	100	45	1	14	60	1	78	13	92
+15 mins.	2	3	0	5	5	66	5	76	47	5	5	57	0	76	19	95
+30 mins.	2	2	0	4	8	83	7	98	66	1	8	75	1	60	7	68
+45 mins.	1	2	0	3	12	87	2	101	47	1	6	54	1	82	8	91
Total Volume	6	9	1	16	33	322	20	375	205	8	33	246	3	296	47	346
% App. Total	37.5	56.2	6.2		8.8	85.9	5.3		83.3	3.3	13.4		0.9	85.5	13.6	
PHF	.750	.750	.250	.800	.688	.925	.714	.928	.777	.400	.589	.820	.750	.902	.618	.911
Cars	6	9	1	16	33	313	19	365	202	8	33	243	3	291	45	339
% Cars	100	100	100	100	100	97.2	95	97.3	98.5	100	100	98.8	100	98.3	95.7	98
Trucks	0	0	0	0	0	9	1	10	3	0	0	3	0	5	2	7
% Trucks	0	0	0	0	0	2.8	5	2.7	1.5	0	0	1.2	0	1.7	4.3	2

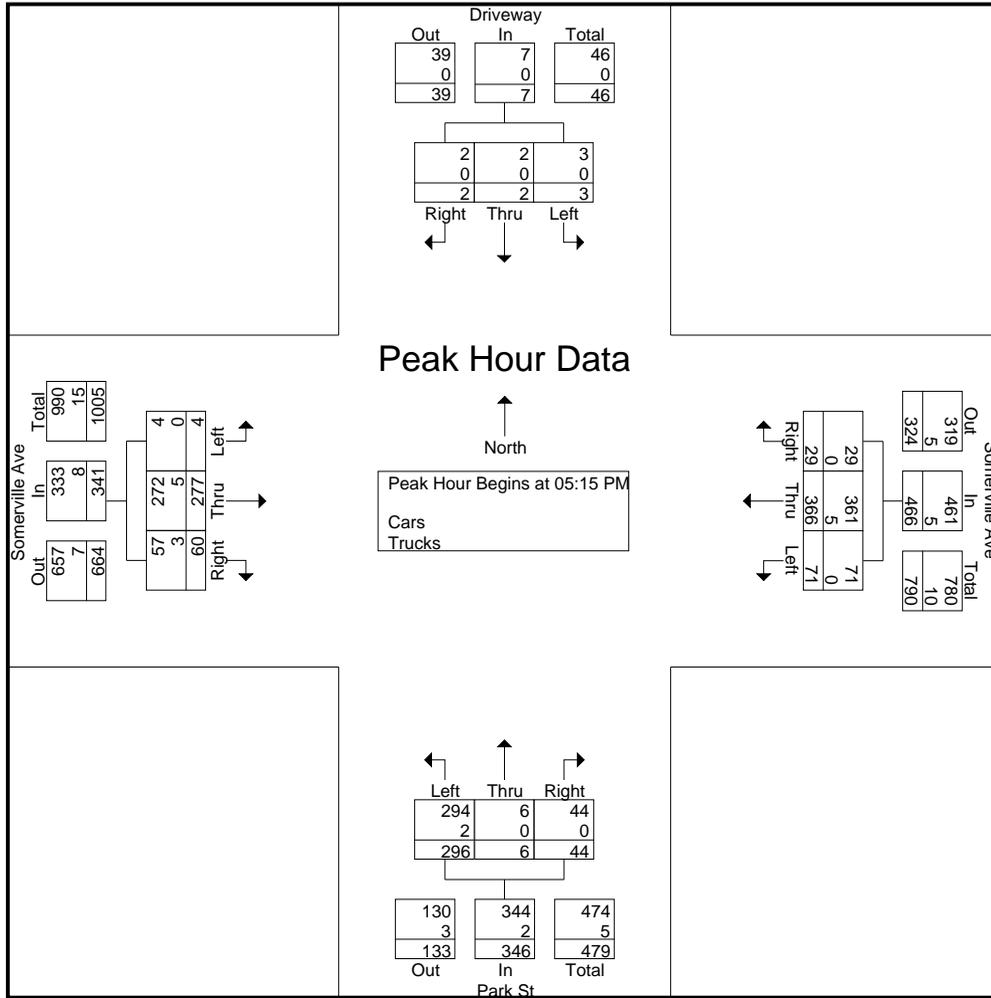
N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 02:00 PM to 07:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 05:15 PM

05:15 PM	1	0	1	2	20	109	7	136	75	4	12	91	0	63	20	83	312
05:30 PM	0	0	0	0	18	75	10	103	67	2	12	81	1	75	14	90	274
05:45 PM	1	2	0	3	20	87	4	111	85	0	9	94	2	69	12	83	291
06:00 PM	1	0	1	2	13	95	8	116	69	0	11	80	1	70	14	85	283
Total Volume	3	2	2	7	71	366	29	466	296	6	44	346	4	277	60	341	1160
% App. Total	42.9	28.6	28.6	15.2	78.5	6.2	85.5	1.7	12.7	1.2	81.2	17.6	1.2	81.2	17.6		
PHF	.750	.250	.500	.583	.888	.839	.725	.857	.871	.375	.917	.920	.500	.923	.750	.947	.929
Cars	3	2	2	7	71	361	29	461	294	6	44	344	4	272	57	333	1145
% Cars	100	100	100	100	100	98.6	100	98.9	99.3	100	100	99.4	100	98.2	95.0	97.7	98.7
Trucks	0	0	0	0	0	5	0	5	2	0	0	2	0	5	3	8	15
% Trucks	0	0	0	0	0	1.4	0	1.1	0.7	0	0	0.6	0	1.8	5.0	2.3	1.3

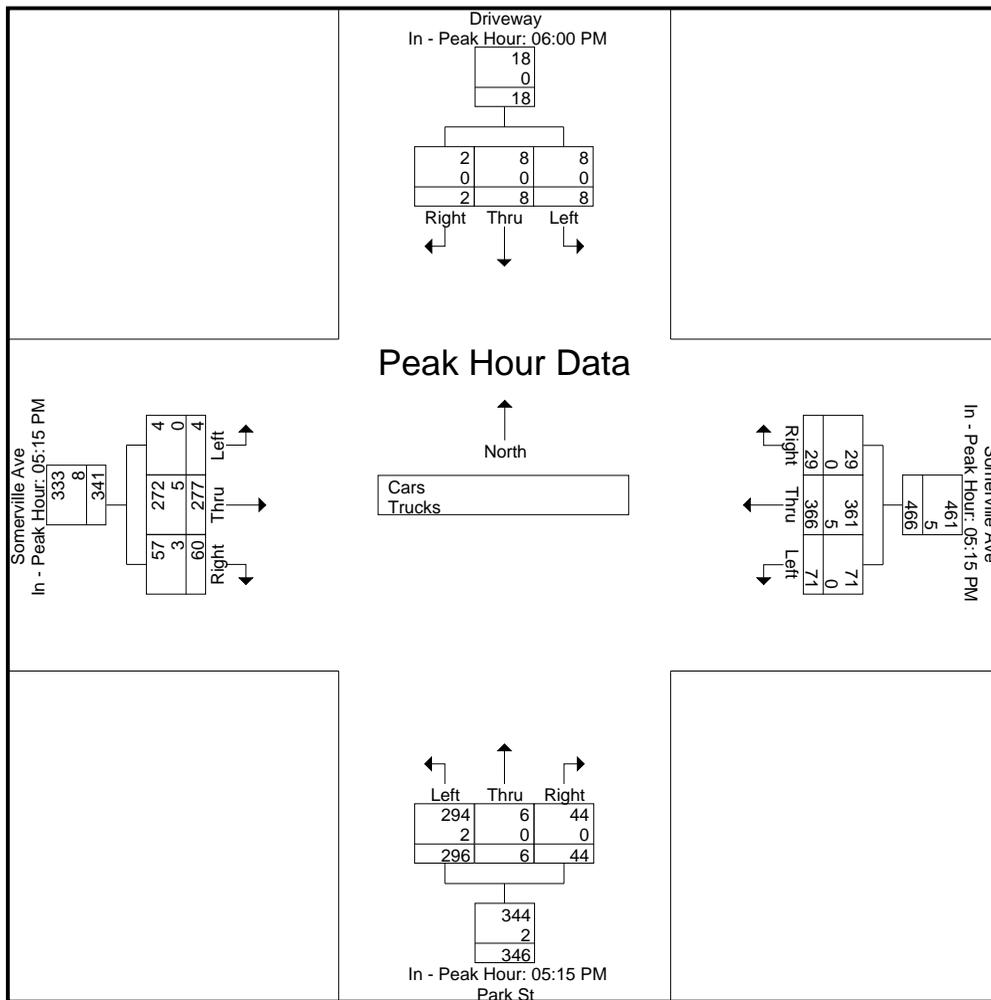
N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 02:00 PM to 07:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	06:00 PM				05:15 PM				05:15 PM				05:15 PM			
+0 mins.	1	0	1	2	20	109	7	136	75	4	12	91	0	63	20	83
+15 mins.	1	1	0	2	18	75	10	103	67	2	12	81	1	75	14	90
+30 mins.	3	5	0	8	20	87	4	111	85	0	9	94	2	69	12	83
+45 mins.	3	2	1	6	13	95	8	116	69	0	11	80	1	70	14	85
Total Volume	8	8	2	18	71	366	29	466	296	6	44	346	4	277	60	341
% App. Total	44.4	44.4	11.1		15.2	78.5	6.2		85.5	1.7	12.7		1.2	81.2	17.6	
PHF	.667	.400	.500	.563	.888	.839	.725	.857	.871	.375	.917	.920	.500	.923	.750	.947
Cars	8	8	2	18	71	361	29	461	294	6	44	344	4	272	57	333
% Cars	100	100	100	100	100	98.6	100	98.9	99.3	100	100	99.4	100	98.2	95	97.7
Trucks	0	0	0	0	0	5	0	5	2	0	0	2	0	5	3	8
% Trucks	0	0	0	0	0	1.4	0	1.1	0.7	0	0	0.6	0	1.8	5	2.3

N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear

File Name : 90480002  
Site Code : 90480002  
Start Date : 1/13/2022  
Page No : 9

Groups Printed- Cars

Start Time	Driveway From North			Somerville Ave From East			Park St From South			Somerville Ave From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
06:00 AM	1	1	0	4	27	1	8	1	3	0	28	6	80
06:15 AM	2	0	0	6	23	4	10	0	3	0	23	4	75
06:30 AM	0	0	1	12	31	3	13	3	6	0	30	11	110
06:45 AM	1	0	0	8	26	3	18	2	1	0	31	12	102
Total	4	1	1	30	107	11	49	6	13	0	112	33	367
07:00 AM	2	1	0	9	31	5	15	0	2	0	37	13	115
07:15 AM	0	1	1	14	44	5	25	2	7	1	51	14	165
07:30 AM	1	0	0	13	43	4	32	5	5	0	66	14	183
07:45 AM	1	1	0	13	68	3	41	1	10	0	56	6	200
Total	4	3	1	49	186	17	113	8	24	1	210	47	663
08:00 AM	1	0	0	13	71	7	26	1	8	0	66	11	204
08:15 AM	4	0	0	6	73	10	29	2	6	0	76	19	225
08:30 AM	2	2	0	14	73	4	37	3	6	0	69	12	222
08:45 AM	1	1	1	19	69	1	35	4	6	0	59	11	207
Total	8	3	1	52	286	22	127	10	26	0	270	53	858
09:00 AM	2	1	0	10	65	2	25	3	8	1	48	13	178
09:15 AM	1	0	0	5	67	1	25	1	5	0	42	11	158
09:30 AM	1	0	0	9	58	4	41	2	6	0	38	11	170
09:45 AM	3	0	1	6	52	4	29	2	8	1	54	6	166
Total	7	1	1	30	242	11	120	8	27	2	182	41	672
10:00 AM	1	0	1	6	68	2	26	0	10	1	44	13	172
10:15 AM	1	2	1	10	55	5	39	1	10	1	53	9	187
10:30 AM	2	3	0	9	62	4	17	4	9	0	52	13	175
10:45 AM	2	2	0	9	61	4	32	1	3	1	61	16	192
Total	6	7	2	34	246	15	114	6	32	3	210	51	726
11:00 AM	1	2	0	11	57	5	40	1	8	0	52	13	190
11:15 AM	1	1	0	10	52	4	32	1	10	0	51	6	168
11:30 AM	6	0	0	15	69	4	42	3	7	0	57	10	213
11:45 AM	2	0	0	9	71	4	36	1	13	0	57	13	206
Total	10	3	0	45	249	17	150	6	38	0	217	42	777
12:00 PM	2	0	0	8	83	6	45	0	8	0	61	13	226
12:15 PM	0	2	0	5	64	4	45	2	5	0	65	13	205
12:30 PM	5	0	1	8	82	7	44	1	14	1	77	12	252
12:45 PM	1	0	0	12	84	2	46	5	5	0	76	19	250
Total	8	2	1	33	313	19	180	8	32	1	279	57	933
01:00 PM	0	0	0	11	59	2	65	1	8	1	59	6	212
01:15 PM	2	0	0	13	67	0	47	1	6	1	79	8	224
01:30 PM	1	0	0	19	59	5	44	1	12	0	67	5	213
01:45 PM	1	0	0	12	75	5	45	2	9	1	65	9	224
Total	4	0	0	55	260	12	201	5	35	3	270	28	873
02:00 PM	0	0	0	10	65	5	52	2	9	1	67	14	225
02:15 PM	1	0	0	9	82	6	56	2	17	0	57	11	241
02:30 PM	0	0	0	13	84	3	55	3	14	1	62	11	246
02:45 PM	0	2	0	8	84	7	64	1	14	1	61	8	250
Total	1	2	0	40	315	21	227	8	54	3	247	44	962
03:00 PM	0	0	0	18	90	6	78	2	6	2	60	16	278
03:15 PM	1	0	1	13	90	7	87	1	9	1	63	8	281
03:30 PM	4	1	1	16	78	6	66	2	11	0	67	21	273
03:45 PM	0	0	0	16	100	7	71	1	7	0	64	12	278
Total	5	1	2	63	358	26	302	6	33	3	254	57	1110
04:00 PM	1	0	0	12	83	4	68	3	12	1	73	12	269
04:15 PM	2	1	0	12	95	7	55	2	6	0	50	10	240
04:30 PM	1	2	0	22	73	7	61	2	11	1	51	9	240
04:45 PM	3	0	0	15	82	5	63	2	10	0	65	14	259
Total	7	3	0	61	333	23	247	9	39	2	239	45	1008

**Accurate Counts**  
978-664-2565

N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear

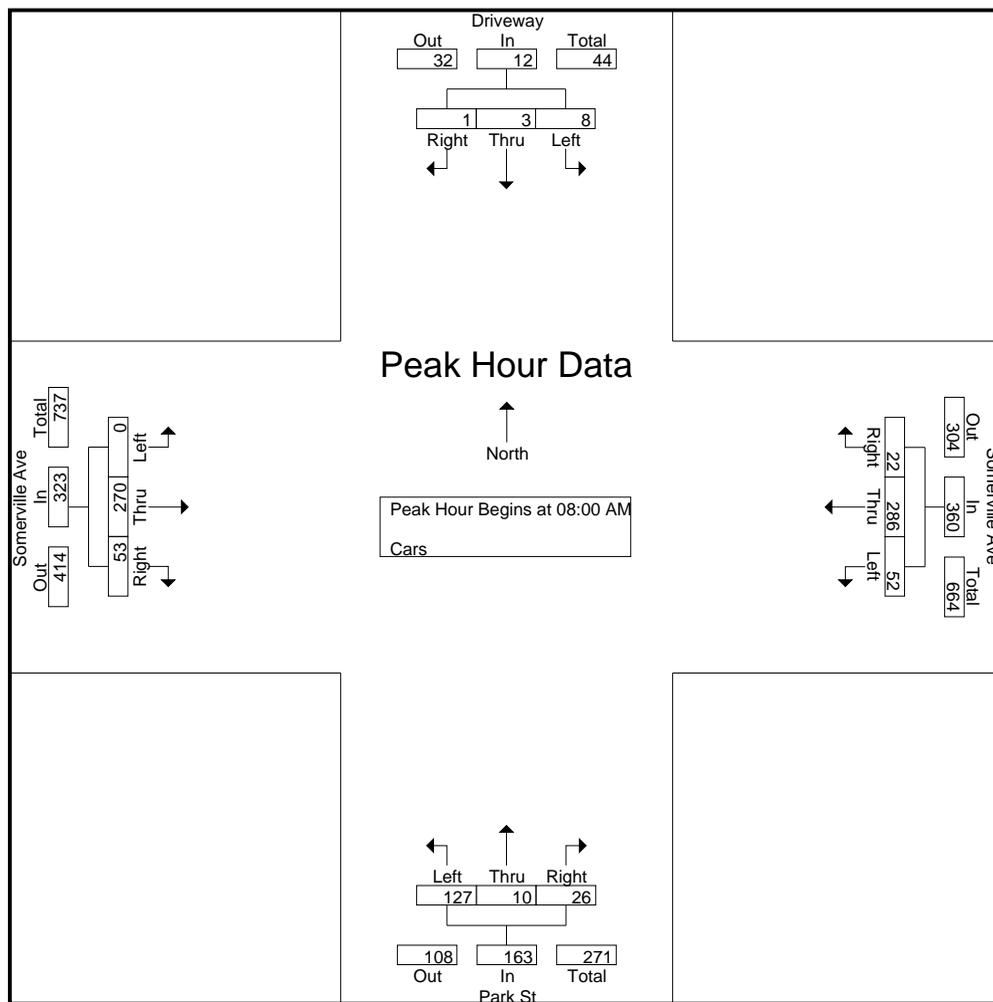
File Name : 90480002  
Site Code : 90480002  
Start Date : 1/13/2022  
Page No : 10

Groups Printed- Cars

Start Time	Driveway From North			Somerville Ave From East			Park St From South			Somerville Ave From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
05:00 PM	3	3	0	6	91	9	64	2	12	0	74	9	273
05:15 PM	1	0	1	20	108	7	75	4	12	0	62	19	309
05:30 PM	0	0	0	18	73	10	66	2	12	1	72	13	267
05:45 PM	1	2	0	20	86	4	84	0	9	2	68	12	288
Total	5	5	1	64	358	30	289	8	45	3	276	53	1137
06:00 PM	1	0	1	13	94	8	69	0	11	1	70	13	281
06:15 PM	1	1	0	19	100	5	66	5	10	0	59	9	275
06:30 PM	3	5	0	17	66	12	44	3	10	0	72	18	250
06:45 PM	3	2	1	16	83	7	61	7	14	1	58	8	261
Total	8	8	2	65	343	32	240	15	45	2	259	48	1067
07:00 PM	0	0	1	10	58	6	44	0	15	1	67	10	212
07:15 PM	0	0	0	17	50	1	55	2	11	0	53	7	196
07:30 PM	0	0	0	11	56	3	43	2	11	1	47	9	183
07:45 PM	0	0	1	11	61	2	43	0	5	0	44	10	177
Total	0	0	2	49	225	12	185	4	42	2	211	36	768
Grand Total	77	39	14	670	3821	268	2544	107	485	25	3236	635	11921
Apprch %	59.2	30	10.8	14.1	80.3	5.6	81.1	3.4	15.5	0.6	83.1	16.3	
Total %	0.6	0.3	0.1	5.6	32.1	2.2	21.3	0.9	4.1	0.2	27.1	5.3	

Start Time	Driveway From North				Somerville Ave From East				Park St From South				Somerville Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	1	0	0	1	13	71	7	91	26	1	8	35	0	66	11	77	204
08:15 AM	4	0	0	4	6	73	10	89	29	2	6	37	0	76	19	95	225
08:30 AM	2	2	0	4	14	73	4	91	37	3	6	46	0	69	12	81	222
08:45 AM	1	1	1	3	19	69	1	89	35	4	6	45	0	59	11	70	207
Total Volume	8	3	1	12	52	286	22	360	127	10	26	163	0	270	53	323	858
% App. Total	66.7	25	8.3		14.4	79.4	6.1		77.9	6.1	16		0	83.6	16.4		
PHF	.500	.375	.250	.750	.684	.979	.550	.989	.858	.625	.813	.886	.000	.888	.697	.850	.953

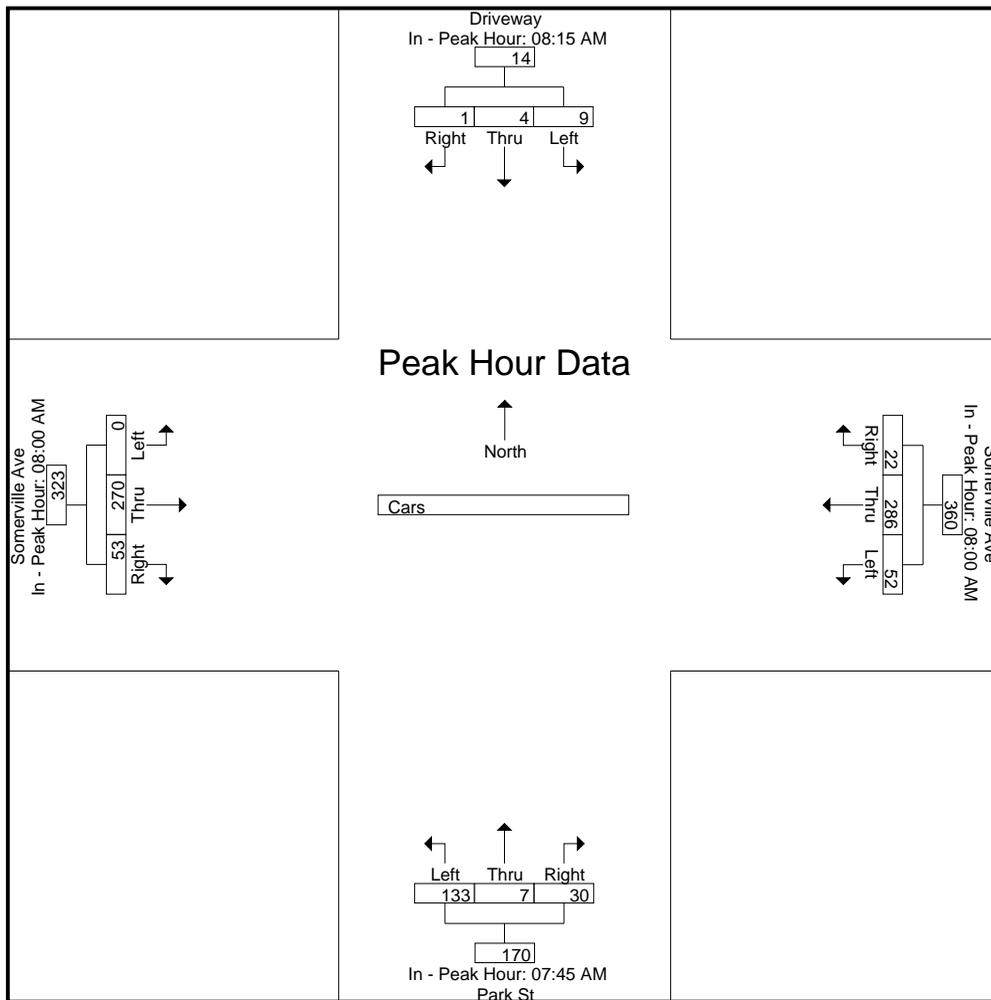
N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	08:15 AM				08:00 AM				07:45 AM				08:00 AM			
+0 mins.	4	0	0	4	13	71	7	91	41	1	10	52	0	66	11	77
+15 mins.	2	2	0	4	6	73	10	89	26	1	8	35	0	76	19	95
+30 mins.	1	1	1	3	14	73	4	91	29	2	6	37	0	69	12	81
+45 mins.	2	1	0	3	19	69	1	89	37	3	6	46	0	59	11	70
Total Volume	9	4	1	14	52	286	22	360	133	7	30	170	0	270	53	323
% App. Total	64.3	28.6	7.1		14.4	79.4	6.1		78.2	4.1	17.6		0	83.6	16.4	
PHF	.563	.500	.250	.875	.684	.979	.550	.989	.811	.583	.750	.817	.000	.888	.697	.850

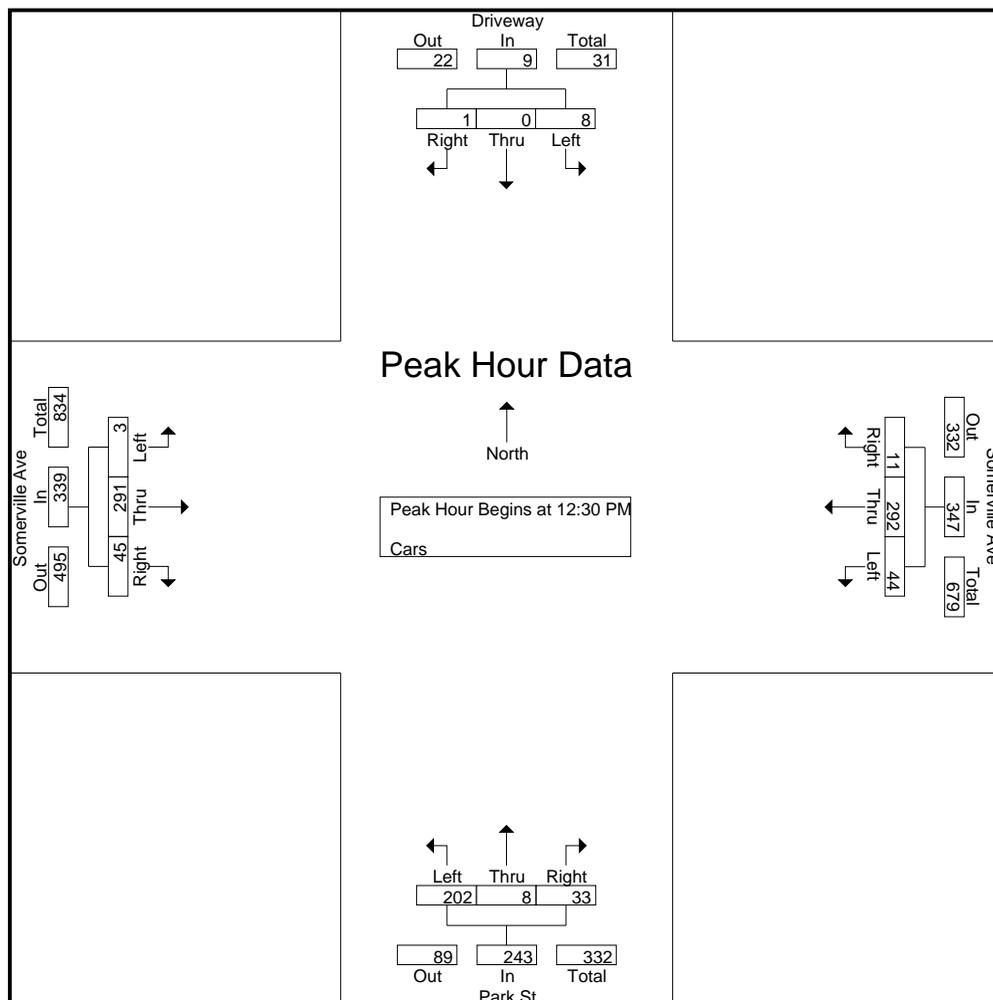
N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 12:30 PM

12:30 PM	5	0	1	6	8	82	7	97	44	1	14	59	1	77	12	90	252
12:45 PM	1	0	0	1	12	84	2	98	46	5	5	56	0	76	19	95	250
01:00 PM	0	0	0	0	11	59	2	72	65	1	8	74	1	59	6	66	212
01:15 PM	2	0	0	2	13	67	0	80	47	1	6	54	1	79	8	88	224
Total Volume	8	0	1	9	44	292	11	347	202	8	33	243	3	291	45	339	938
% App. Total	88.9	0	11.1		12.7	84.1	3.2		83.1	3.3	13.6		0.9	85.8	13.3		
PHF	.400	.000	.250	.375	.846	.869	.393	.885	.777	.400	.589	.821	.750	.921	.592	.892	.931

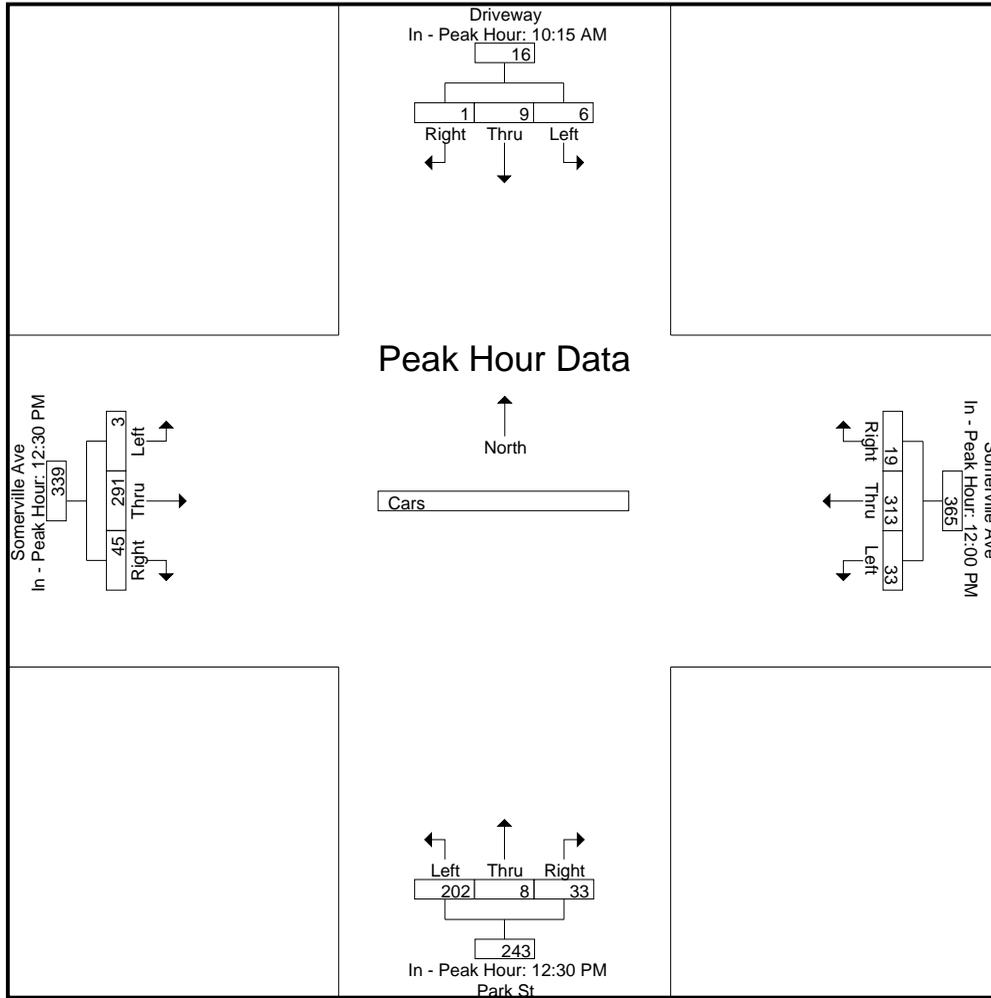
N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	10:15 AM				12:00 PM				12:30 PM				12:30 PM			
+0 mins.	1	2	1	4	8	83	6	97	44	1	14	59	1	77	12	90
+15 mins.	2	3	0	5	5	64	4	73	46	5	5	56	0	76	19	95
+30 mins.	2	2	0	4	8	82	7	97	65	1	8	74	1	59	6	66
+45 mins.	1	2	0	3	12	84	2	98	47	1	6	54	1	79	8	88
Total Volume	6	9	1	16	33	313	19	365	202	8	33	243	3	291	45	339
% App. Total	37.5	56.2	6.2		9	85.8	5.2		83.1	3.3	13.6		0.9	85.8	13.3	
PHF	.750	.750	.250	.800	.688	.932	.679	.931	.777	.400	.589	.821	.750	.921	.592	.892

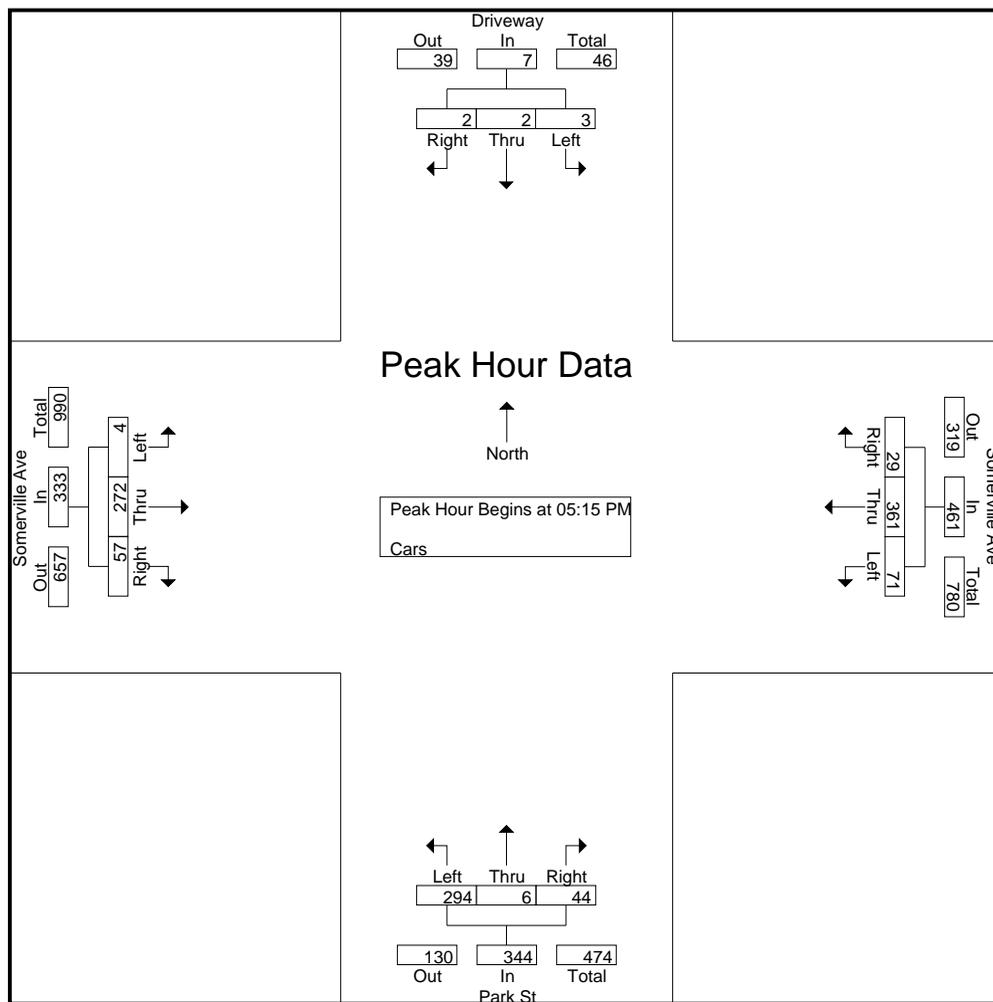
N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 02:00 PM to 07:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 05:15 PM

05:15 PM	1	0	1	2	20	108	7	135	75	4	12	91	0	62	19	81	309
05:30 PM	0	0	0	0	18	73	10	101	66	2	12	80	1	72	13	86	267
05:45 PM	1	2	0	3	20	86	4	110	84	0	9	93	2	68	12	82	288
06:00 PM	1	0	1	2	13	94	8	115	69	0	11	80	1	70	13	84	281
Total Volume	3	2	2	7	71	361	29	461	294	6	44	344	4	272	57	333	1145
% App. Total	42.9	28.6	28.6		15.4	78.3	6.3		85.5	1.7	12.8		1.2	81.7	17.1		
PHF	.750	.250	.500	.583	.888	.836	.725	.854	.875	.375	.917	.925	.500	.944	.750	.968	.926

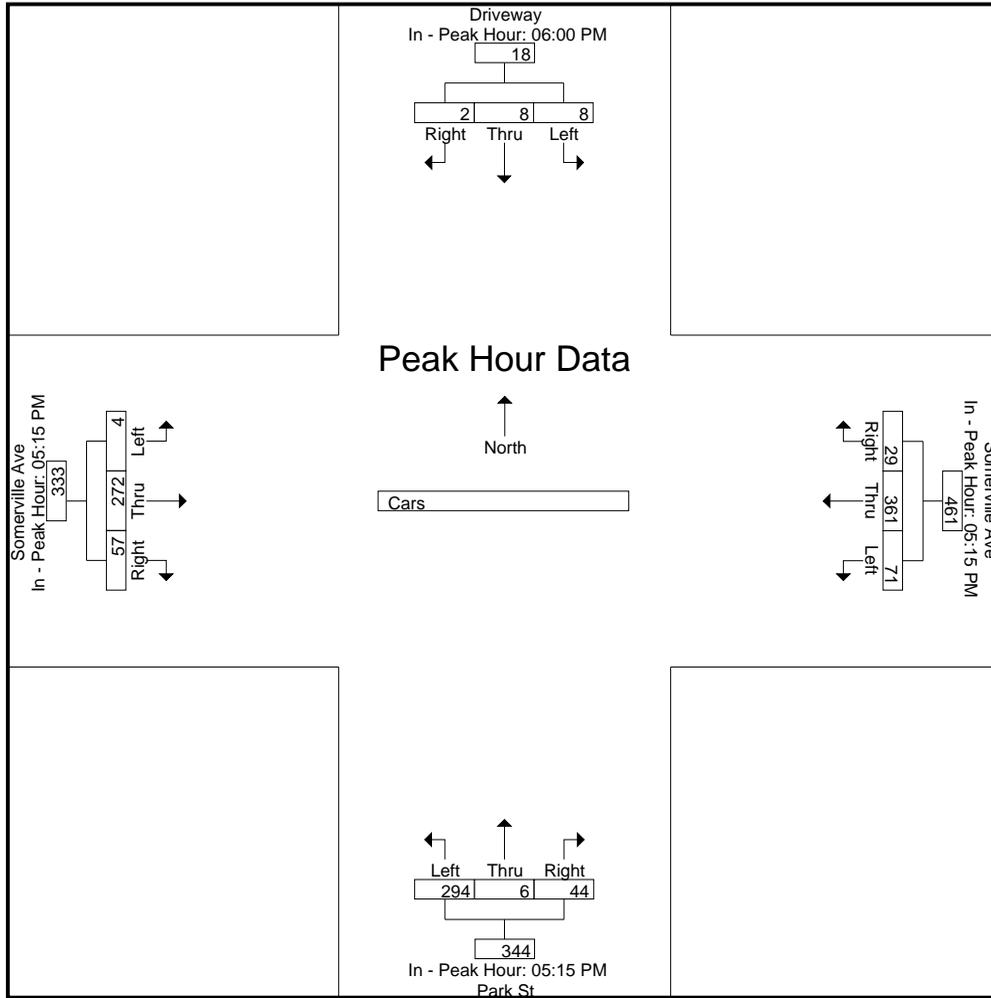
N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 02:00 PM to 07:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	06:00 PM				05:15 PM				05:15 PM				05:15 PM			
+0 mins.	1	0	1	2	20	108	7	135	75	4	12	91	0	62	19	81
+15 mins.	1	1	0	2	18	73	10	101	66	2	12	80	1	72	13	86
+30 mins.	3	5	0	8	20	86	4	110	84	0	9	93	2	68	12	82
+45 mins.	3	2	1	6	13	94	8	115	69	0	11	80	1	70	13	84
Total Volume	8	8	2	18	71	361	29	461	294	6	44	344	4	272	57	333
% App. Total	44.4	44.4	11.1		15.4	78.3	6.3		85.5	1.7	12.8		1.2	81.7	17.1	
PHF	.667	.400	.500	.563	.888	.836	.725	.854	.875	.375	.917	.925	.500	.944	.750	.968

N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



# Accurate Counts

978-664-2565

N/S Street : Driveway / Park Street

E/W Street : Somerville Avenue

City/State : Somerville, MA

Weather : Clear

File Name : 90480002

Site Code : 90480002

Start Date : 1/13/2022

Page No : 17

## Groups Printed- Trucks

Start Time	Driveway From North			Somerville Ave From East			Park St From South			Somerville Ave From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
06:00 AM	0	0	0	0	5	0	0	0	0	0	0	1	6
06:15 AM	0	0	0	0	3	0	1	0	0	0	3	1	8
06:30 AM	0	0	0	0	4	0	2	0	0	0	1	0	7
06:45 AM	0	0	0	0	6	0	1	1	0	0	3	1	12
Total	0	0	0	0	18	0	4	1	0	0	7	3	33
07:00 AM	0	0	0	0	2	0	1	0	0	0	1	1	5
07:15 AM	0	0	0	0	4	0	0	0	0	0	3	1	8
07:30 AM	0	0	0	0	2	0	1	0	1	0	2	0	6
07:45 AM	0	0	0	0	2	0	1	0	0	0	1	1	5
Total	0	0	0	0	10	0	3	0	1	0	7	3	24
08:00 AM	0	0	0	0	2	0	0	0	1	0	0	2	5
08:15 AM	0	0	0	0	1	0	2	0	1	0	3	1	8
08:30 AM	0	0	0	0	1	0	1	0	0	0	3	0	5
08:45 AM	0	0	0	0	2	0	0	0	0	0	3	2	7
Total	0	0	0	0	6	0	3	0	2	0	9	5	25
09:00 AM	0	0	0	1	2	0	1	0	0	0	3	1	8
09:15 AM	0	0	0	0	3	0	2	0	0	0	2	1	8
09:30 AM	0	0	0	0	3	0	1	0	0	0	3	0	7
09:45 AM	0	0	0	0	2	0	0	0	0	0	2	1	5
Total	0	0	0	1	10	0	4	0	0	0	10	3	28
10:00 AM	0	0	0	0	4	0	1	0	1	0	1	2	9
10:15 AM	0	0	0	0	0	0	0	0	1	0	2	0	3
10:30 AM	0	0	0	0	2	0	3	0	0	0	3	1	9
10:45 AM	0	0	0	0	1	0	0	0	0	0	3	0	4
Total	0	0	0	0	7	0	4	0	2	0	9	3	25
11:00 AM	0	0	0	0	4	0	1	0	0	0	2	1	8
11:15 AM	0	0	0	0	1	0	2	0	1	0	3	0	7
11:30 AM	0	0	0	0	3	0	2	0	1	0	2	1	9
11:45 AM	0	0	0	1	3	0	1	0	0	0	2	0	7
Total	0	0	0	1	11	0	6	0	2	0	9	2	31
12:00 PM	0	0	0	0	3	0	1	0	0	0	1	1	6
12:15 PM	0	0	0	0	2	1	0	0	0	0	3	0	6
12:30 PM	0	0	0	0	1	0	1	0	0	0	1	1	4
12:45 PM	0	0	0	0	3	0	1	0	0	0	0	0	4
Total	0	0	0	0	9	1	3	0	0	0	5	2	20
01:00 PM	0	0	0	0	2	0	1	0	0	0	1	1	5
01:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
01:30 PM	0	0	0	0	2	0	2	0	0	0	2	2	8
01:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	4	0	3	0	0	0	7	3	17
02:00 PM	0	0	0	0	1	0	1	0	1	0	3	1	7
02:15 PM	0	0	0	0	1	0	1	0	0	0	1	0	3
02:30 PM	0	0	0	0	1	0	1	0	0	0	2	0	4
02:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	0	0	0	3	0	3	0	1	0	7	2	16
03:00 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
03:15 PM	0	0	0	0	1	0	1	0	0	0	0	1	3
03:30 PM	0	0	0	0	3	0	1	0	0	0	3	0	7
03:45 PM	0	0	0	0	0	0	1	0	0	0	3	1	5
Total	0	0	0	0	6	0	3	0	0	0	7	2	18
04:00 PM	0	0	0	0	1	0	2	0	1	0	4	0	8
04:15 PM	0	0	0	0	2	0	0	0	0	0	2	1	5
04:30 PM	0	0	0	0	1	0	1	0	0	0	2	0	4
04:45 PM	0	0	0	0	2	0	0	0	0	0	1	1	4
Total	0	0	0	0	6	0	3	0	1	0	9	2	21

**Accurate Counts**  
978-664-2565

N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear

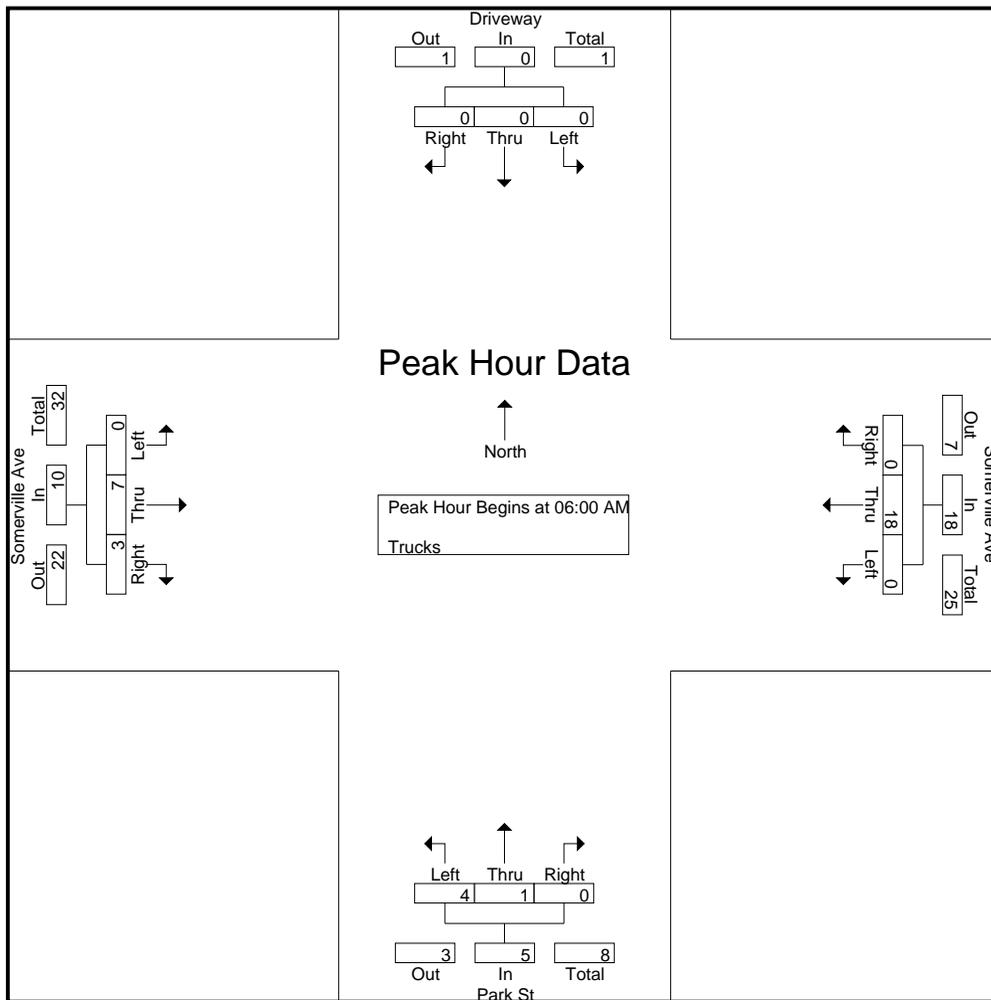
File Name : 90480002  
Site Code : 90480002  
Start Date : 1/13/2022  
Page No : 18

Groups Printed- Trucks

Start Time	Driveway From North			Somerville Ave From East			Park St From South			Somerville Ave From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
05:00 PM	0	0	0	0	1	0	1	0	0	0	0	0	2
05:15 PM	0	0	0	0	1	0	0	0	0	0	1	1	3
05:30 PM	0	0	0	0	2	0	1	0	0	0	3	1	7
05:45 PM	0	0	0	0	1	0	1	0	0	0	1	0	3
Total	0	0	0	0	5	0	3	0	0	0	5	2	15
06:00 PM	0	0	0	0	1	0	0	0	0	0	0	1	2
06:15 PM	0	0	0	0	1	0	1	0	0	0	1	0	3
06:30 PM	0	0	0	0	1	0	1	0	0	0	3	1	6
06:45 PM	0	0	0	0	0	0	0	0	0	0	2	1	3
Total	0	0	0	0	3	0	2	0	0	0	6	3	14
07:00 PM	0	0	0	0	1	0	1	0	0	0	1	0	3
07:15 PM	0	0	0	0	1	0	1	0	0	0	1	1	4
07:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
07:45 PM	0	0	0	0	1	0	1	0	0	0	1	1	4
Total	0	0	0	0	4	0	3	0	0	0	4	2	13
Grand Total	0	0	0	2	102	1	47	1	9	0	101	37	300
Apprch %	0	0	0	1.9	97.1	1	82.5	1.8	15.8	0	73.2	26.8	
Total %	0	0	0	0.7	34	0.3	15.7	0.3	3	0	33.7	12.3	

Start Time	Driveway From North				Somerville Ave From East				Park St From South				Somerville Ave From West				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 06:00 AM																		
06:00 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	1	1	6
06:15 AM	0	0	0	0	0	3	0	3	1	0	0	1	0	3	1	4	8	
06:30 AM	0	0	0	0	0	4	0	4	2	0	0	2	0	1	0	1	7	
06:45 AM	0	0	0	0	0	6	0	6	1	1	0	2	0	3	1	4	12	
Total Volume	0	0	0	0	0	18	0	18	4	1	0	5	0	7	3	10	33	
% App. Total	0	0	0	0	0	100	0	100	80	20	0	100	0	70	30	100		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.500	.250	.000	.625	.000	.583	.750	.625	.688	

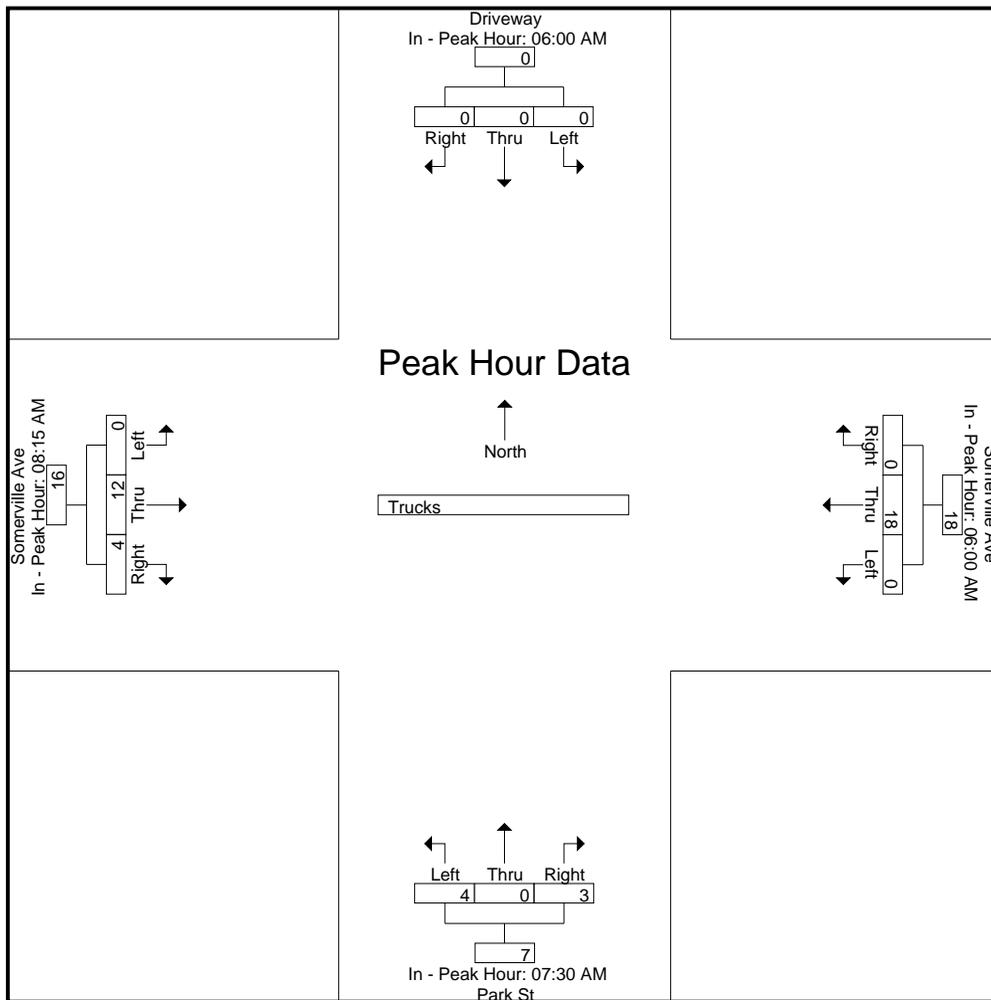
N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	06:00 AM				06:00 AM				07:30 AM				08:15 AM			
+0 mins.	0	0	0	0	0	5	0	5	1	0	1	2	0	3	1	4
+15 mins.	0	0	0	0	0	3	0	3	1	0	0	1	0	3	0	3
+30 mins.	0	0	0	0	0	4	0	4	0	0	1	1	0	3	2	5
+45 mins.	0	0	0	0	0	6	0	6	2	0	1	3	0	3	1	4
Total Volume	0	0	0	0	0	18	0	18	4	0	3	7	0	12	4	16
% App. Total	0	0	0	0	0	100	0	100	57.1	0	42.9	100	0	75	25	100
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.500	.000	.750	.583	.000	1.000	.500	.800

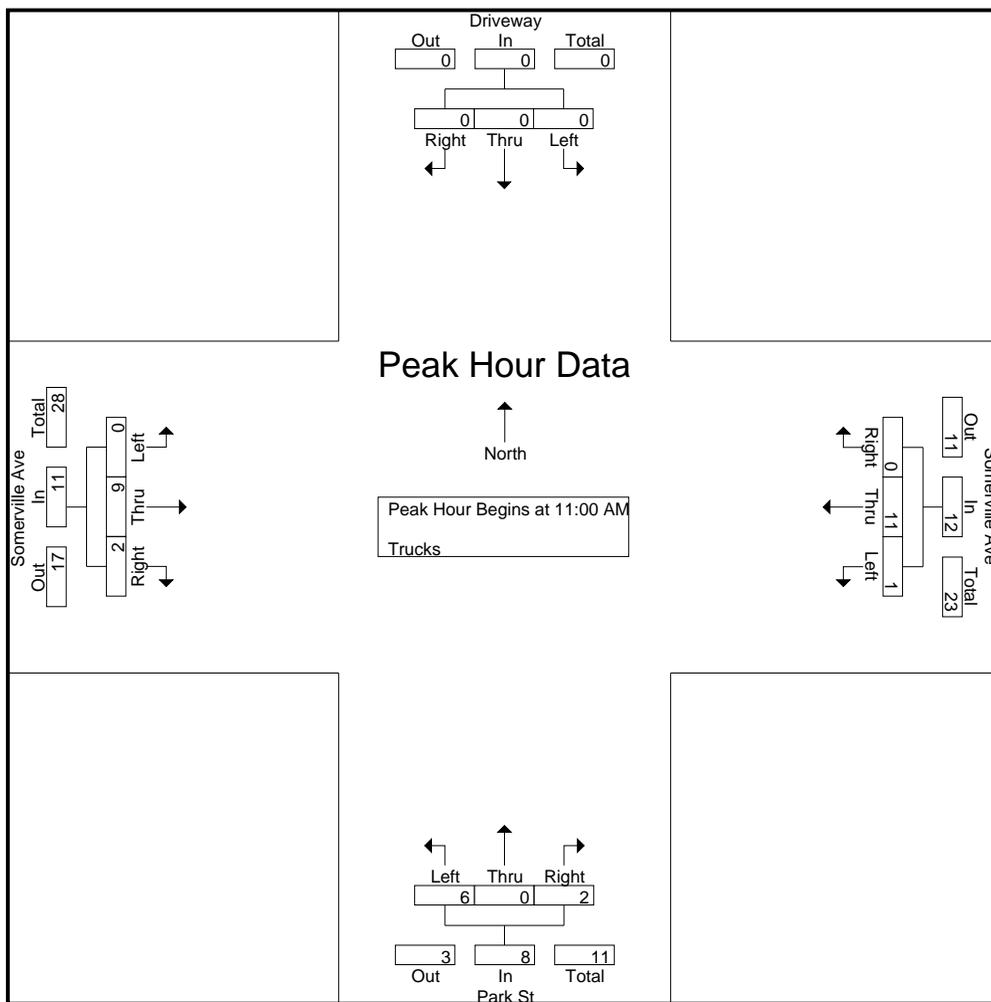
N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 11:00 AM

11:00 AM	0	0	0	0	0	4	0	4	1	0	0	1	0	2	1	3	8
11:15 AM	0	0	0	0	0	1	0	1	2	0	1	3	0	3	0	3	7
11:30 AM	0	0	0	0	0	3	0	3	2	0	1	3	0	2	1	3	9
11:45 AM	0	0	0	0	1	3	0	4	1	0	0	1	0	2	0	2	7
Total Volume	0	0	0	0	1	11	0	12	6	0	2	8	0	9	2	11	31
% App. Total	0	0	0	0	8.3	91.7	0	75	75	0	25	66.7	0	81.8	18.2	91.7	86.1
PHF	.000	.000	.000	.000	.250	.688	.000	.750	.750	.000	.500	.667	.000	.750	.500	.917	.861

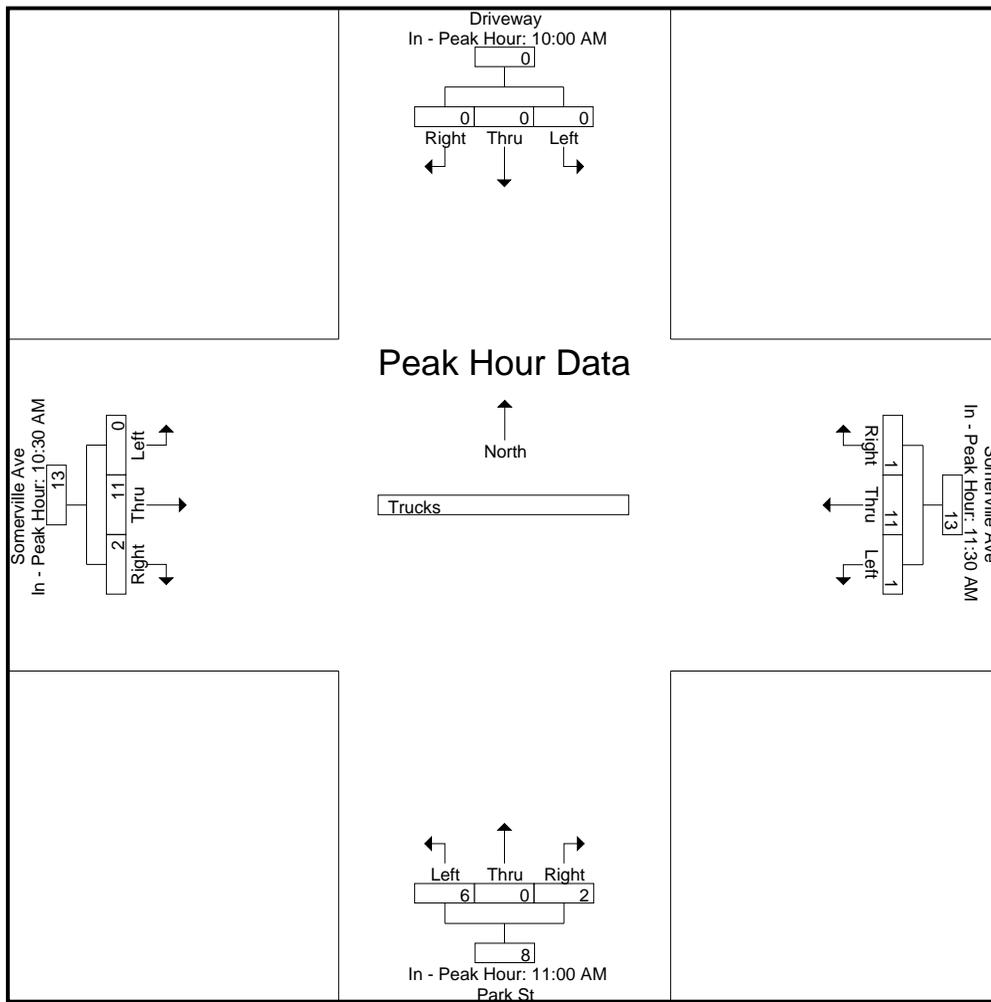
N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	10:00 AM				11:30 AM				11:00 AM				10:30 AM			
+0 mins.	0	0	0	0	0	3	0	3	1	0	0	1	0	3	1	4
+15 mins.	0	0	0	0	1	3	0	4	2	0	1	3	0	3	0	3
+30 mins.	0	0	0	0	0	3	0	3	2	0	1	3	0	2	1	3
+45 mins.	0	0	0	0	0	2	1	3	1	0	0	1	0	3	0	3
Total Volume	0	0	0	0	1	11	1	13	6	0	2	8	0	11	2	13
% App. Total	0	0	0	0	7.7	84.6	7.7		75	0	25		0	84.6	15.4	
PHF	.000	.000	.000	.000	.250	.917	.250	.813	.750	.000	.500	.667	.000	.917	.500	.813

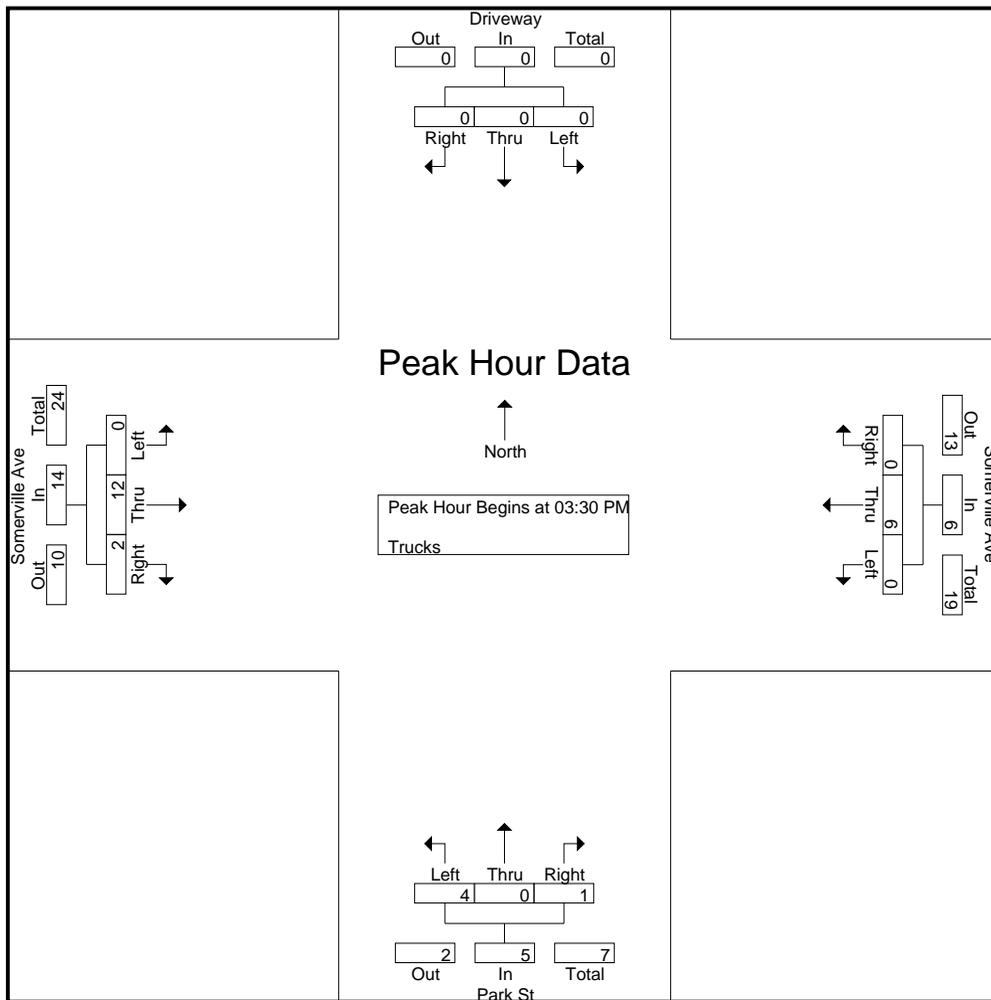
N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 02:00 PM to 07:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 03:30 PM

03:30 PM	0	0	0	0	0	3	0	3	1	0	0	1	0	3	0	3	7
03:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	3	1	4	5
04:00 PM	0	0	0	0	0	1	0	1	2	0	1	3	0	4	0	4	8
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	1	3	5
Total Volume	0	0	0	0	0	6	0	6	4	0	1	5	0	12	2	14	25
% App. Total	0	0	0	0	0	100	0	0	80	0	20	0	0	85.7	14.3		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.500	.000	.250	.417	.000	.750	.500	.875	.781

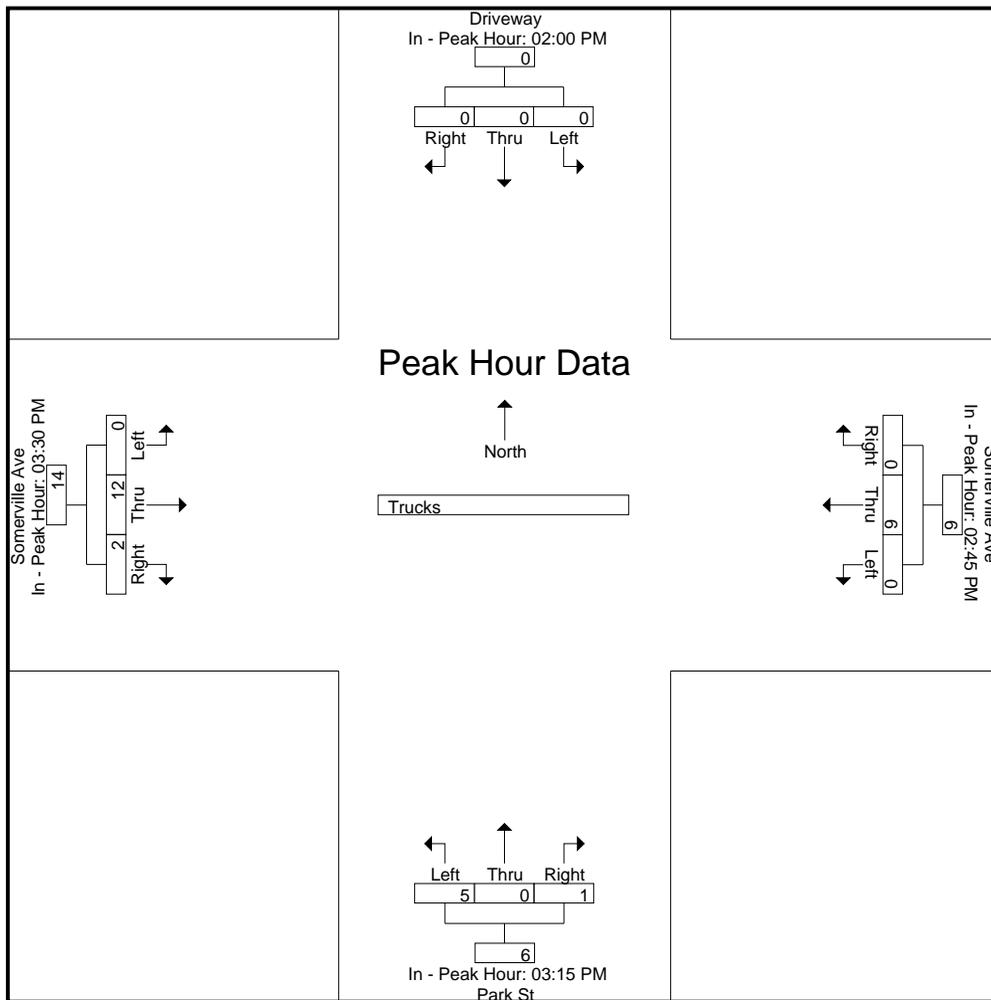
N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 02:00 PM to 07:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	02:00 PM				02:45 PM				03:15 PM				03:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	3
+15 mins.	0	0	0	0	0	2	0	2	1	0	0	1	0	3	1	4
+30 mins.	0	0	0	0	0	1	0	1	1	0	0	1	0	4	0	4
+45 mins.	0	0	0	0	0	3	0	3	2	0	1	3	0	2	1	3
Total Volume	0	0	0	0	0	6	0	6	5	0	1	6	0	12	2	14
% App. Total	0	0	0	0	0	100	0	83.3	0	16.7	0	85.7	0	14.3	0	87.5
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.625	.000	.250	.500	.000	.750	.500	.875

N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear

File Name : 90480002  
Site Code : 90480002  
Start Date : 1/13/2022  
Page No : 25

Groups Printed- Bikes Peds

Start Time	Driveway From North				Somerville Ave From East				Park St From South				Somerville Ave From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
06:00 AM	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0	1	6	0	6
06:15 AM	0	0	0	14	1	0	0	7	0	0	0	4	0	2	0	3	28	3	31
06:30 AM	0	0	0	12	0	0	0	1	0	0	0	2	0	1	0	1	16	1	17
06:45 AM	0	0	0	3	3	1	0	1	0	0	0	2	0	2	0	1	7	6	13
Total	0	0	0	33	4	1	0	10	0	0	0	8	0	5	0	6	57	10	67
07:00 AM	0	0	0	13	0	0	0	10	0	0	0	2	0	0	1	0	25	1	26
07:15 AM	0	0	0	4	1	1	0	4	0	0	0	5	0	3	1	0	13	6	19
07:30 AM	0	0	0	8	2	2	0	3	0	0	0	7	0	3	2	2	20	9	29
07:45 AM	0	0	0	9	0	1	0	5	2	0	1	6	0	3	3	1	21	10	31
Total	0	0	0	34	3	4	0	22	2	0	1	20	0	9	7	3	79	26	105
08:00 AM	0	0	0	5	3	0	0	4	2	0	1	7	0	4	2	2	18	12	30
08:15 AM	0	0	0	14	0	1	0	13	0	0	1	6	0	9	2	0	33	13	46
08:30 AM	0	0	0	8	2	1	0	8	0	0	0	10	0	6	1	1	27	10	37
08:45 AM	1	0	0	12	0	4	1	9	1	0	0	13	0	7	4	1	35	18	53
Total	1	0	0	39	5	6	1	34	3	0	2	36	0	26	9	4	113	53	166
09:00 AM	0	0	0	4	4	4	0	5	2	0	1	8	0	7	4	0	17	22	39
09:15 AM	0	0	0	10	4	4	0	5	1	0	0	5	0	3	3	1	21	15	36
09:30 AM	0	0	0	6	2	0	0	0	0	0	1	0	0	3	1	1	7	7	14
09:45 AM	0	0	0	5	5	1	0	3	1	0	1	9	0	6	2	0	17	16	33
Total	0	0	0	25	15	9	0	13	4	0	3	22	0	19	10	2	62	60	122
10:00 AM	0	0	0	13	1	1	0	2	1	0	0	9	0	7	0	4	28	10	38
10:15 AM	0	0	0	7	2	2	0	5	1	0	1	10	0	1	0	1	23	7	30
10:30 AM	0	0	0	15	0	2	0	9	1	0	0	8	0	3	2	2	34	8	42
10:45 AM	0	0	0	11	1	6	0	3	2	1	0	10	0	6	0	0	24	16	40
Total	0	0	0	46	4	11	0	19	5	1	1	37	0	17	2	7	109	41	150
11:00 AM	0	0	0	8	1	0	0	4	1	0	2	11	0	2	0	1	24	6	30
11:15 AM	0	0	0	8	1	2	0	7	0	0	0	2	0	2	1	0	17	6	23
11:30 AM	0	0	0	9	0	0	0	4	1	0	0	8	0	0	2	2	23	3	26
11:45 AM	1	0	0	8	1	0	0	13	1	0	2	15	0	5	0	2	38	10	48
Total	1	0	0	33	3	2	0	28	3	0	4	36	0	9	3	5	102	25	127
12:00 PM	0	0	0	21	1	7	0	7	0	0	0	9	0	4	4	1	38	16	54
12:15 PM	0	0	0	12	0	3	0	5	0	0	0	12	0	4	0	1	30	7	37
12:30 PM	0	0	0	21	3	4	0	6	0	0	1	13	0	2	1	1	41	11	52
12:45 PM	0	0	0	23	0	2	0	6	0	0	0	5	0	4	3	1	35	9	44
Total	0	0	0	77	4	16	0	24	0	0	1	39	0	14	8	4	144	43	187
01:00 PM	0	0	0	19	0	2	0	10	2	0	0	11	0	6	0	0	40	10	50
01:15 PM	0	0	0	28	0	3	0	9	3	0	1	9	0	4	1	3	49	12	61
01:30 PM	0	0	0	10	1	0	0	3	1	0	1	5	0	4	2	1	19	9	28
01:45 PM	0	0	1	17	1	2	0	10	2	0	0	12	0	3	0	4	43	9	52
Total	0	0	1	74	2	7	0	32	8	0	2	37	0	17	3	8	151	40	191
02:00 PM	0	0	0	18	0	0	0	10	1	0	0	15	0	2	0	1	44	3	47
02:15 PM	0	0	0	17	0	0	0	6	3	0	1	4	0	5	2	0	27	11	38
02:30 PM	0	0	0	13	2	5	0	11	3	0	2	12	0	5	1	2	38	18	56
02:45 PM	0	0	0	21	0	3	0	8	2	0	0	15	0	2	0	2	46	7	53
Total	0	0	0	69	2	8	0	35	9	0	3	46	0	14	3	5	155	39	194
03:00 PM	0	0	0	10	1	3	0	6	3	0	1	11	0	3	2	1	28	13	41
03:15 PM	0	0	0	17	0	7	0	15	0	0	0	17	0	5	0	2	51	12	63
03:30 PM	0	0	0	17	0	3	0	7	2	0	2	8	1	3	0	0	32	11	43
03:45 PM	1	0	0	15	0	4	0	11	0	1	1	20	0	1	1	2	48	9	57
Total	1	0	0	59	1	17	0	39	5	1	4	56	1	12	3	5	159	45	204
04:00 PM	0	1	0	10	0	5	0	14	3	0	0	15	0	3	0	1	40	12	52
04:15 PM	0	0	0	12	0	2	0	17	6	0	0	13	1	4	1	4	46	14	60
04:30 PM	0	0	0	12	2	6	0	5	2	0	0	15	0	4	0	0	32	14	46
04:45 PM	0	0	0	16	0	1	0	7	2	0	1	13	0	2	1	0	36	7	43
Total	0	1	0	50	2	14	0	43	13	0	1	56	1	13	2	5	154	47	201

**Accurate Counts**  
978-664-2565

N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear

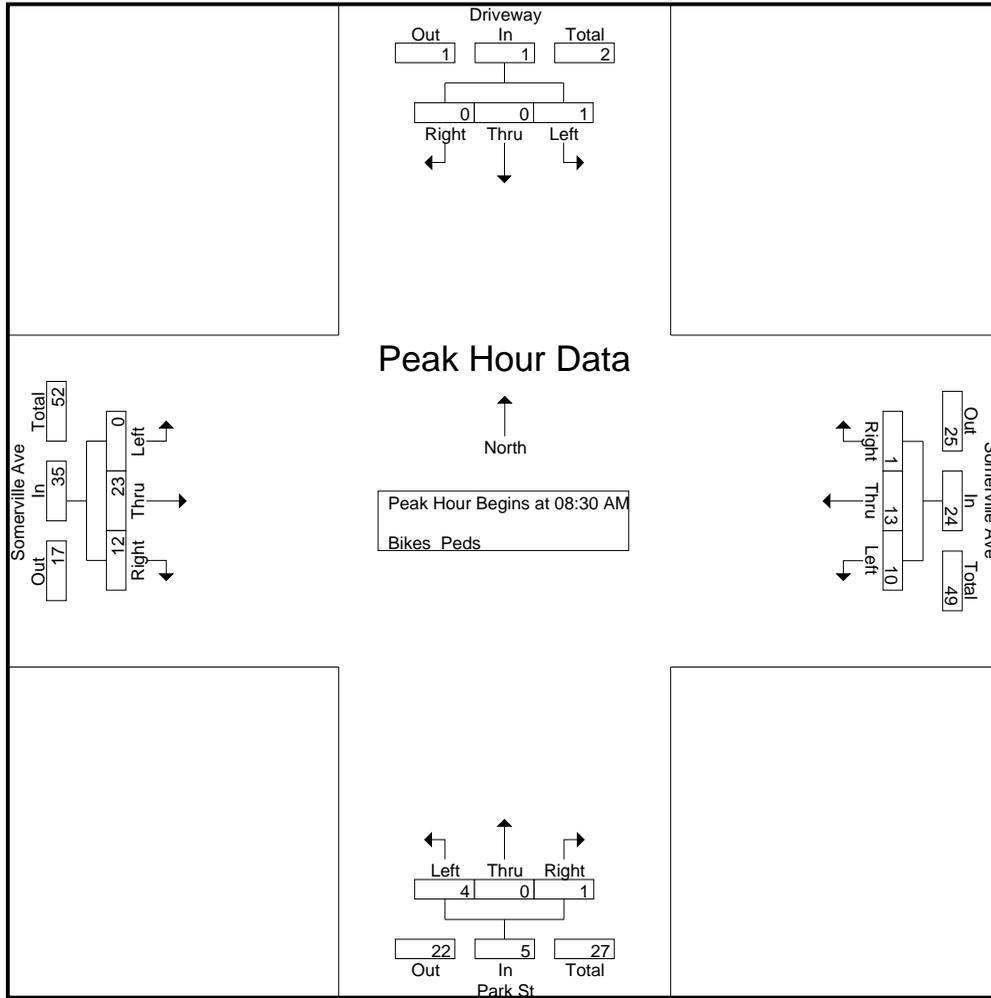
File Name : 90480002  
Site Code : 90480002  
Start Date : 1/13/2022  
Page No : 26

Groups Printed- Bikes Peds

Start Time	Driveway From North				Somerville Ave From East				Park St From South				Somerville Ave From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
05:00 PM	0	0	0	8	0	5	1	7	6	0	2	12	0	3	0	1	28	17	45
05:15 PM	0	0	0	11	3	5	0	7	13	0	0	13	0	4	1	0	31	26	57
05:30 PM	0	0	0	9	1	4	0	8	12	0	1	17	0	7	0	0	34	25	59
05:45 PM	0	0	0	7	2	6	0	6	6	0	2	9	0	3	0	0	22	19	41
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>6</b>	<b>20</b>	<b>1</b>	<b>28</b>	<b>37</b>	<b>0</b>	<b>5</b>	<b>51</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>1</b>	<b>115</b>	<b>87</b>	<b>202</b>
06:00 PM	0	0	0	19	2	4	0	16	8	0	1	9	0	4	1	0	44	20	64
06:15 PM	0	0	0	9	0	7	0	4	8	0	2	6	0	3	2	1	20	22	42
06:30 PM	0	0	0	8	2	3	0	8	5	0	0	15	0	5	1	0	31	16	47
06:45 PM	0	0	0	4	2	3	0	3	4	0	3	10	0	8	0	2	19	20	39
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>6</b>	<b>17</b>	<b>0</b>	<b>31</b>	<b>25</b>	<b>0</b>	<b>6</b>	<b>40</b>	<b>0</b>	<b>20</b>	<b>4</b>	<b>3</b>	<b>114</b>	<b>78</b>	<b>192</b>
07:00 PM	0	0	0	11	2	6	1	5	3	0	2	8	0	3	1	1	25	18	43
07:15 PM	0	1	0	11	0	5	0	6	3	0	0	9	0	4	2	1	27	15	42
07:30 PM	1	0	0	7	0	5	0	10	2	0	0	15	0	4	1	1	33	13	46
07:45 PM	0	0	0	9	1	7	0	2	1	0	0	6	0	2	0	0	17	11	28
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>38</b>	<b>3</b>	<b>23</b>	<b>1</b>	<b>23</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>38</b>	<b>0</b>	<b>13</b>	<b>4</b>	<b>3</b>	<b>102</b>	<b>57</b>	<b>159</b>
<b>Grand Total</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>652</b>	<b>60</b>	<b>155</b>	<b>3</b>	<b>381</b>	<b>123</b>	<b>2</b>	<b>35</b>	<b>522</b>	<b>2</b>	<b>205</b>	<b>59</b>	<b>61</b>	<b>1616</b>	<b>651</b>	<b>2267</b>
Apprch %	57.1	28.6	14.3		27.5	71.1	1.4		76.9	1.2	21.9		0.8	77.1	22.2				
Total %	0.6	0.3	0.2		9.2	23.8	0.5		18.9	0.3	5.4		0.3	31.5	9.1		71.3	28.7	

Start Time	Driveway From North				Somerville Ave From East				Park St From South				Somerville Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	0	0	2	1	0	3	0	0	0	0	0	6	1	7	10
08:45 AM	1	0	0	1	0	4	1	5	1	0	0	1	0	7	4	11	18
09:00 AM	0	0	0	0	4	4	0	8	2	0	1	3	0	7	4	11	22
09:15 AM	0	0	0	0	4	4	0	8	1	0	0	1	0	3	3	6	15
<b>Total Volume</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>13</b>	<b>1</b>	<b>24</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>23</b>	<b>12</b>	<b>35</b>	<b>65</b>
<b>% App. Total</b>	<b>100</b>	<b>0</b>	<b>0</b>		<b>41.7</b>	<b>54.2</b>	<b>4.2</b>		<b>80</b>	<b>0</b>	<b>20</b>		<b>0</b>	<b>65.7</b>	<b>34.3</b>		
PHF	.250	.000	.000	.250	.625	.813	.250	.750	.500	.000	.250	.417	.000	.821	.750	.795	.739

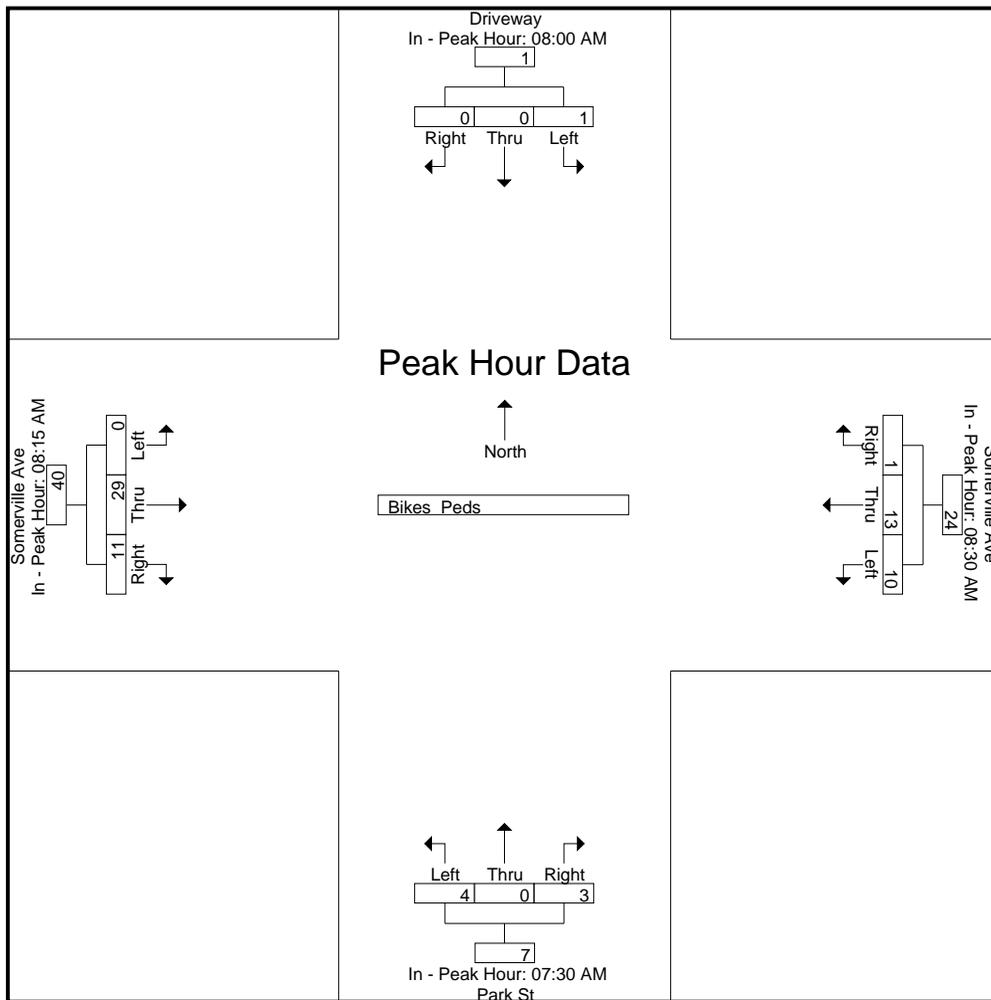
N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	08:00 AM				08:30 AM				07:30 AM				08:15 AM			
+0 mins.	0	0	0	0	2	1	0	3	0	0	0	0	0	9	2	11
+15 mins.	0	0	0	0	0	4	1	5	2	0	1	3	0	6	1	7
+30 mins.	0	0	0	0	4	4	0	8	2	0	1	3	0	7	4	11
+45 mins.	1	0	0	1	4	4	0	8	0	0	1	1	0	7	4	11
Total Volume	1	0	0	1	10	13	1	24	4	0	3	7	0	29	11	40
% App. Total	100	0	0		41.7	54.2	4.2		57.1	0	42.9		0	72.5	27.5	
PHF	.250	.000	.000	.250	.625	.813	.250	.750	.500	.000	.750	.583	.000	.806	.688	.909

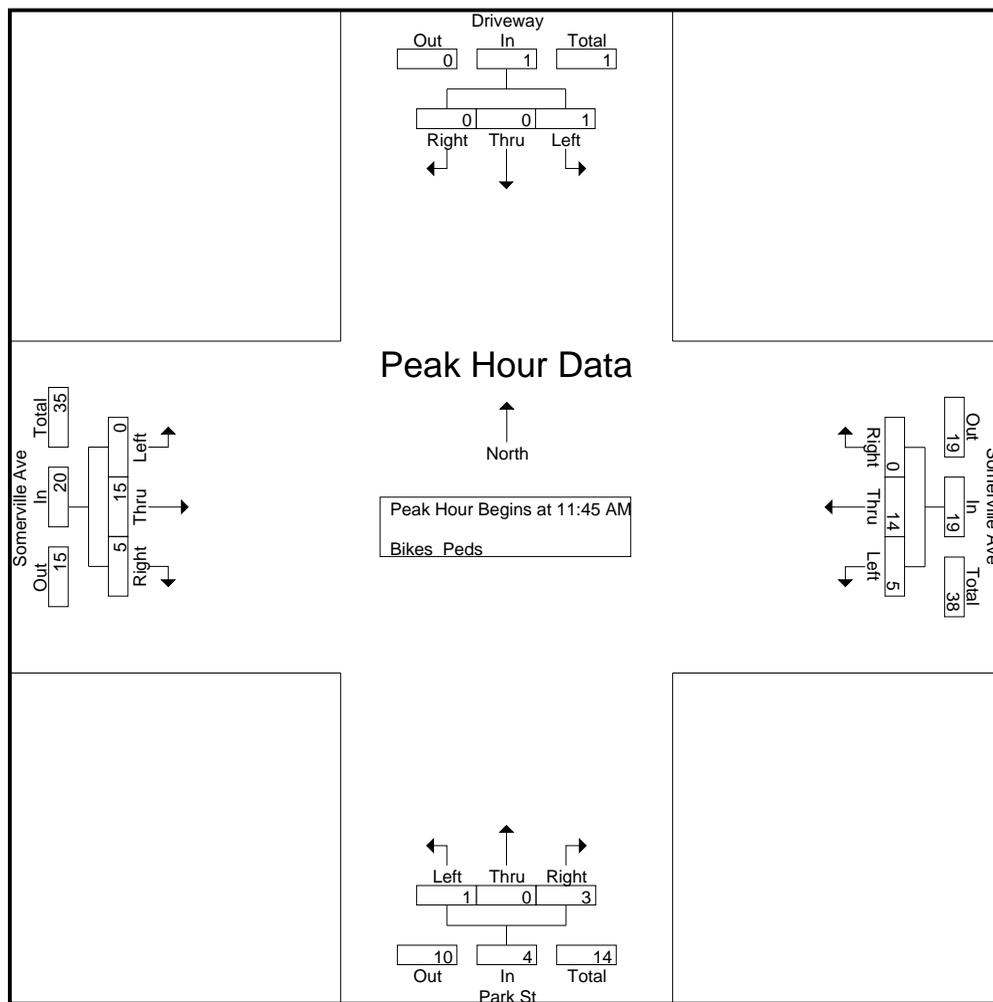
N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 11:45 AM

11:45 AM	1	0	0	1	1	0	0	1	1	0	2	3	0	5	0	5	10
12:00 PM	0	0	0	0	1	7	0	8	0	0	0	0	0	4	4	8	16
12:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
12:30 PM	0	0	0	0	3	4	0	7	0	0	1	1	0	2	1	3	11
Total Volume	1	0	0	1	5	14	0	19	1	0	3	4	0	15	5	20	44
% App. Total	100	0	0		26.3	73.7	0		25	0	75		0	75	25		
PHF	.250	.000	.000	.250	.417	.500	.000	.594	.250	.000	.375	.333	.000	.750	.313	.625	.688

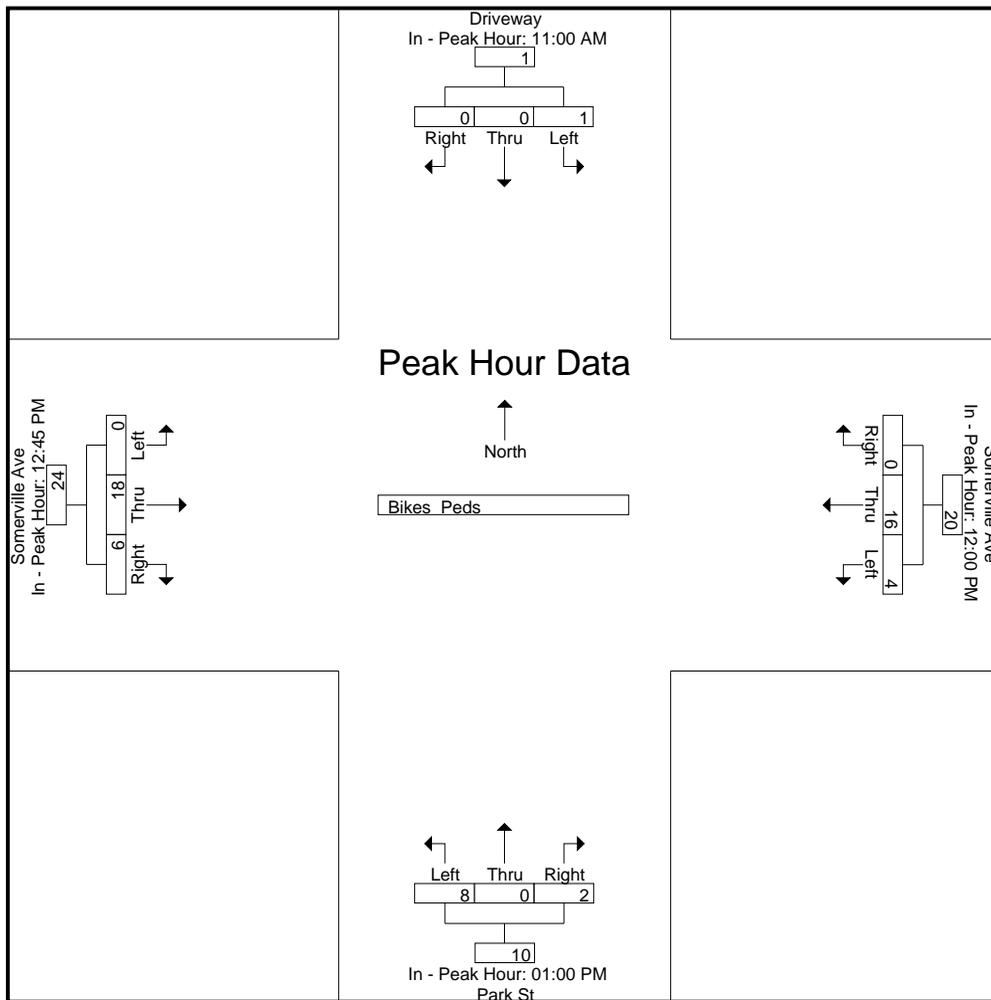
N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	11:00 AM				12:00 PM				01:00 PM				12:45 PM			
+0 mins.	0	0	0	0	1	7	0	8	2	0	0	2	0	4	3	7
+15 mins.	0	0	0	0	0	3	0	3	3	0	1	4	0	6	0	6
+30 mins.	0	0	0	0	3	4	0	7	1	0	1	2	0	4	1	5
+45 mins.	1	0	0	1	0	2	0	2	2	0	0	2	0	4	2	6
Total Volume	1	0	0	1	4	16	0	20	8	0	2	10	0	18	6	24
% App. Total	100	0	0		20	80	0		80	0	20		0	75	25	
PHF	.250	.000	.000	.250	.333	.571	.000	.625	.667	.000	.500	.625	.000	.750	.500	.857

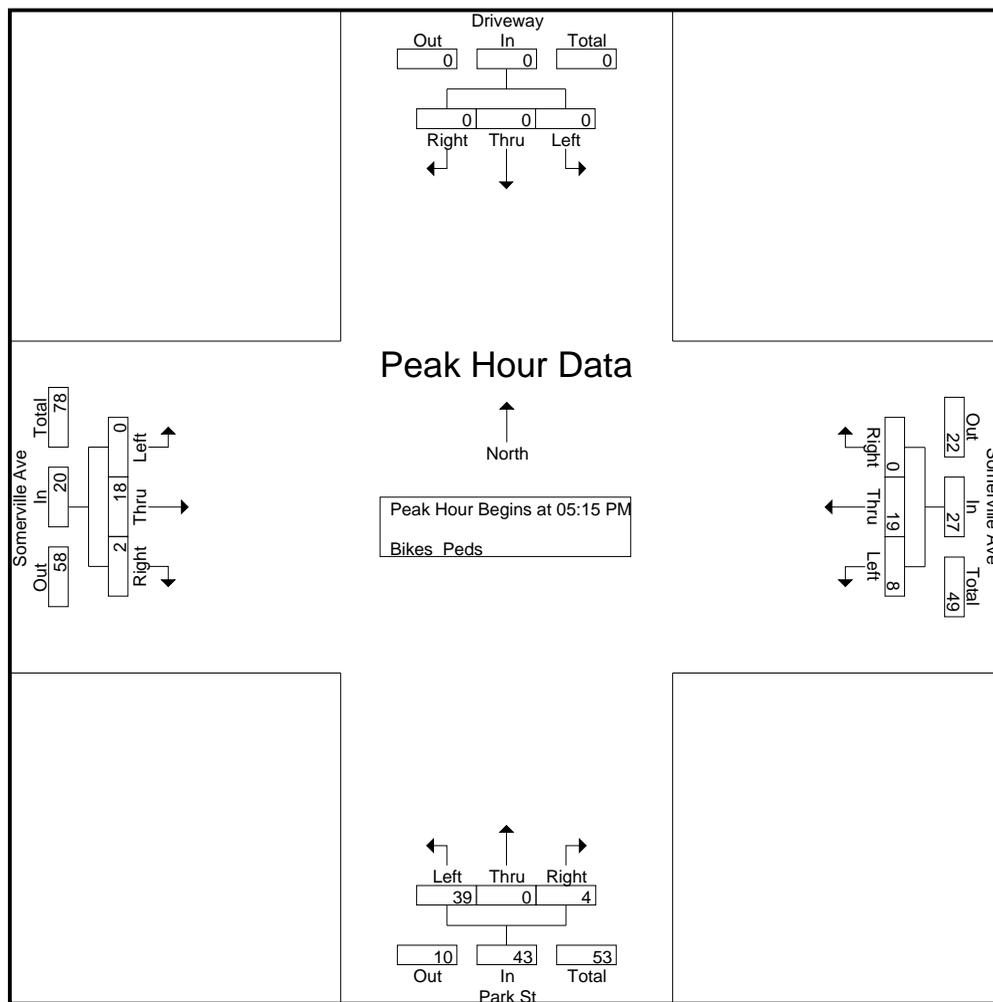
N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 02:00 PM to 07:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 05:15 PM

05:15 PM	0	0	0	0	3	5	0	8	13	0	0	13	0	4	1	5	26
05:30 PM	0	0	0	0	1	4	0	5	12	0	1	13	0	7	0	7	25
05:45 PM	0	0	0	0	2	6	0	8	6	0	2	8	0	3	0	3	19
06:00 PM	0	0	0	0	2	4	0	6	8	0	1	9	0	4	1	5	20
Total Volume	0	0	0	0	8	19	0	27	39	0	4	43	0	18	2	20	90
% App. Total	0	0	0	0	29.6	70.4	0	27	90.7	0	9.3	43	0	90	10	20	90
PHF	.000	.000	.000	.000	.667	.792	.000	.844	.750	.000	.500	.827	.000	.643	.500	.714	.865

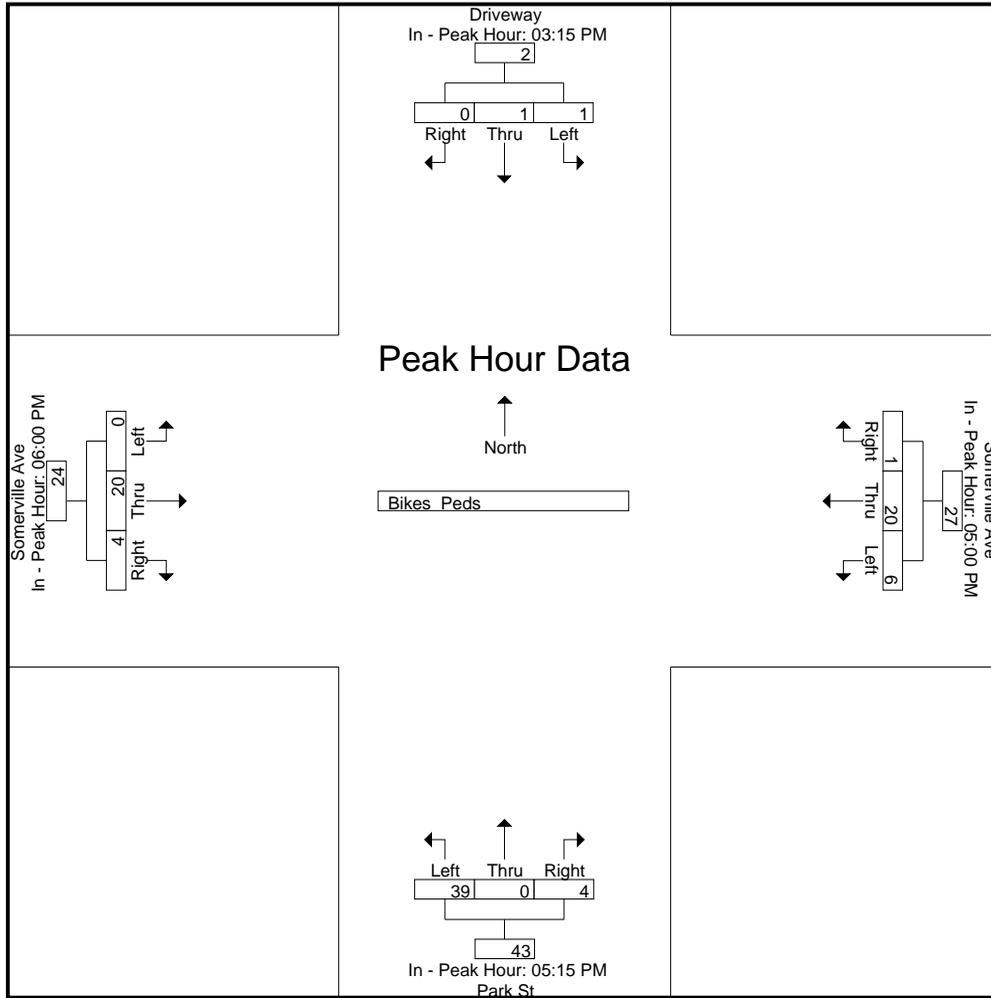
N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 02:00 PM to 07:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	03:15 PM				05:00 PM				05:15 PM				06:00 PM			
+0 mins.	0	0	0	0	0	5	1	6	13	0	0	13	0	4	1	5
+15 mins.	0	0	0	0	3	5	0	8	12	0	1	13	0	3	2	5
+30 mins.	1	0	0	1	1	4	0	5	6	0	2	8	0	5	1	6
+45 mins.	0	1	0	1	2	6	0	8	8	0	1	9	0	8	0	8
Total Volume	1	1	0	2	6	20	1	27	39	0	4	43	0	20	4	24
% App. Total	50	50	0		22.2	74.1	3.7		90.7	0	9.3		0	83.3	16.7	
PHF	.250	.250	.000	.500	.500	.833	.250	.844	.750	.000	.500	.827	.000	.625	.500	.750

N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear

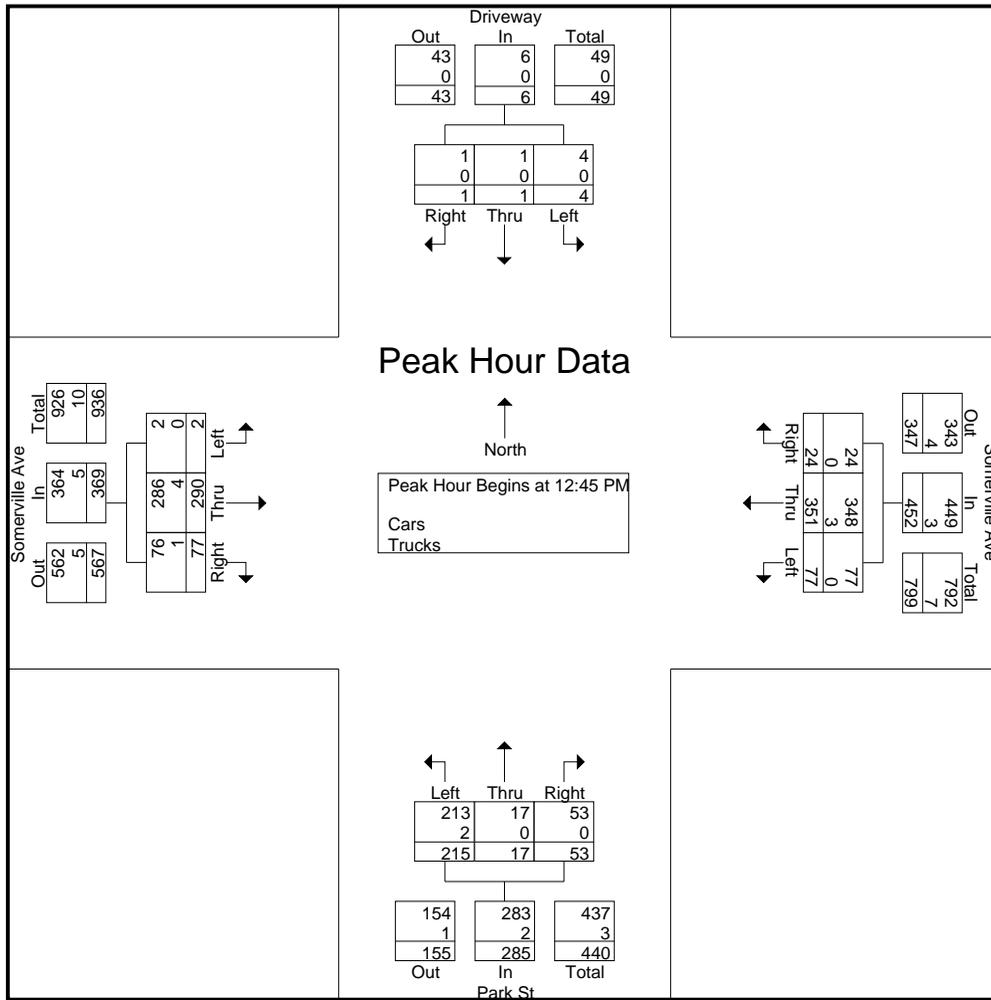
File Name : 904800S2  
Site Code : 90480002  
Start Date : 1/15/2022  
Page No : 1

Groups Printed- Cars - Trucks

Start Time	Driveway From North			Somerville Ave From East			Park St From South			Somerville Ave From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10:00 AM	0	1	0	8	59	0	33	2	9	1	57	15	185
10:15 AM	1	2	0	12	68	1	36	2	10	0	45	19	196
10:30 AM	3	1	0	5	64	4	31	0	8	0	59	15	190
10:45 AM	1	1	0	10	66	5	36	2	16	1	57	14	209
<b>Total</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>35</b>	<b>257</b>	<b>10</b>	<b>136</b>	<b>6</b>	<b>43</b>	<b>2</b>	<b>218</b>	<b>63</b>	<b>780</b>
11:00 AM	0	1	0	13	69	2	49	2	9	1	56	11	213
11:15 AM	1	0	1	14	76	3	33	3	13	3	70	18	235
11:30 AM	0	0	0	9	80	4	52	1	6	2	60	10	224
11:45 AM	1	1	1	13	75	3	42	0	18	0	65	20	239
<b>Total</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>49</b>	<b>300</b>	<b>12</b>	<b>176</b>	<b>6</b>	<b>46</b>	<b>6</b>	<b>251</b>	<b>59</b>	<b>911</b>
12:00 PM	3	1	0	14	87	9	58	1	12	0	77	10	272
12:15 PM	4	0	0	19	82	4	47	4	15	0	57	22	254
12:30 PM	2	0	0	11	88	6	59	2	10	1	64	23	266
12:45 PM	2	0	0	22	89	7	66	3	18	0	74	13	294
<b>Total</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>346</b>	<b>26</b>	<b>230</b>	<b>10</b>	<b>55</b>	<b>1</b>	<b>272</b>	<b>68</b>	<b>1086</b>
01:00 PM	1	0	0	16	87	3	49	6	7	1	59	22	251
01:15 PM	0	1	0	25	82	5	54	6	11	0	75	22	281
01:30 PM	1	0	1	14	93	9	46	2	17	1	82	20	286
01:45 PM	4	3	2	17	65	5	43	0	11	0	69	20	239
<b>Total</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>72</b>	<b>327</b>	<b>22</b>	<b>192</b>	<b>14</b>	<b>46</b>	<b>2</b>	<b>285</b>	<b>84</b>	<b>1057</b>
<b>Grand Total</b>	<b>24</b>	<b>12</b>	<b>5</b>	<b>222</b>	<b>1230</b>	<b>70</b>	<b>734</b>	<b>36</b>	<b>190</b>	<b>11</b>	<b>1026</b>	<b>274</b>	<b>3834</b>
Apprch %	58.5	29.3	12.2	14.6	80.8	4.6	76.5	3.8	19.8	0.8	78.3	20.9	
Total %	0.6	0.3	0.1	5.8	32.1	1.8	19.1	0.9	5	0.3	26.8	7.1	
Cars	24	11	5	221	1218	69	725	36	189	11	1010	267	3786
% Cars	100	91.7	100	99.5	99	98.6	98.8	100	99.5	100	98.4	97.4	98.7
Trucks	0	1	0	1	12	1	9	0	1	0	16	7	48
% Trucks	0	8.3	0	0.5	1	1.4	1.2	0	0.5	0	1.6	2.6	1.3

Start Time	Driveway From North				Somerville Ave From East				Park St From South				Somerville Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	2	0	0	2	22	89	7	118	66	3	18	87	0	74	13	87	294
01:00 PM	1	0	0	1	16	87	3	106	49	6	7	62	1	59	22	82	251
01:15 PM	0	1	0	1	25	82	5	112	54	6	11	71	0	75	22	97	281
01:30 PM	1	0	1	2	14	93	9	116	46	2	17	65	1	82	20	103	286
<b>Total Volume</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>77</b>	<b>351</b>	<b>24</b>	<b>452</b>	<b>215</b>	<b>17</b>	<b>53</b>	<b>285</b>	<b>2</b>	<b>290</b>	<b>77</b>	<b>369</b>	<b>1112</b>
% App. Total	66.7	16.7	16.7		17	77.7	5.3		75.4	6	18.6		0.5	78.6	20.9		
PHF	.500	.250	.250	.750	.770	.944	.667	.958	.814	.708	.736	.819	.500	.884	.875	.896	.946
Cars	4	1	1	6	77	348	24	449	213	17	53	283	2	286	76	364	1102
% Cars	100	100	100	100	100	99.1	100	99.3	99.1	100	100	99.3	100	98.6	98.7	98.6	99.1
Trucks	0	0	0	0	0	3	0	3	2	0	0	2	0	4	1	5	10
% Trucks	0	0	0	0	0	0.9	0	0.7	0.9	0	0	0.7	0	1.4	1.3	1.4	0.9

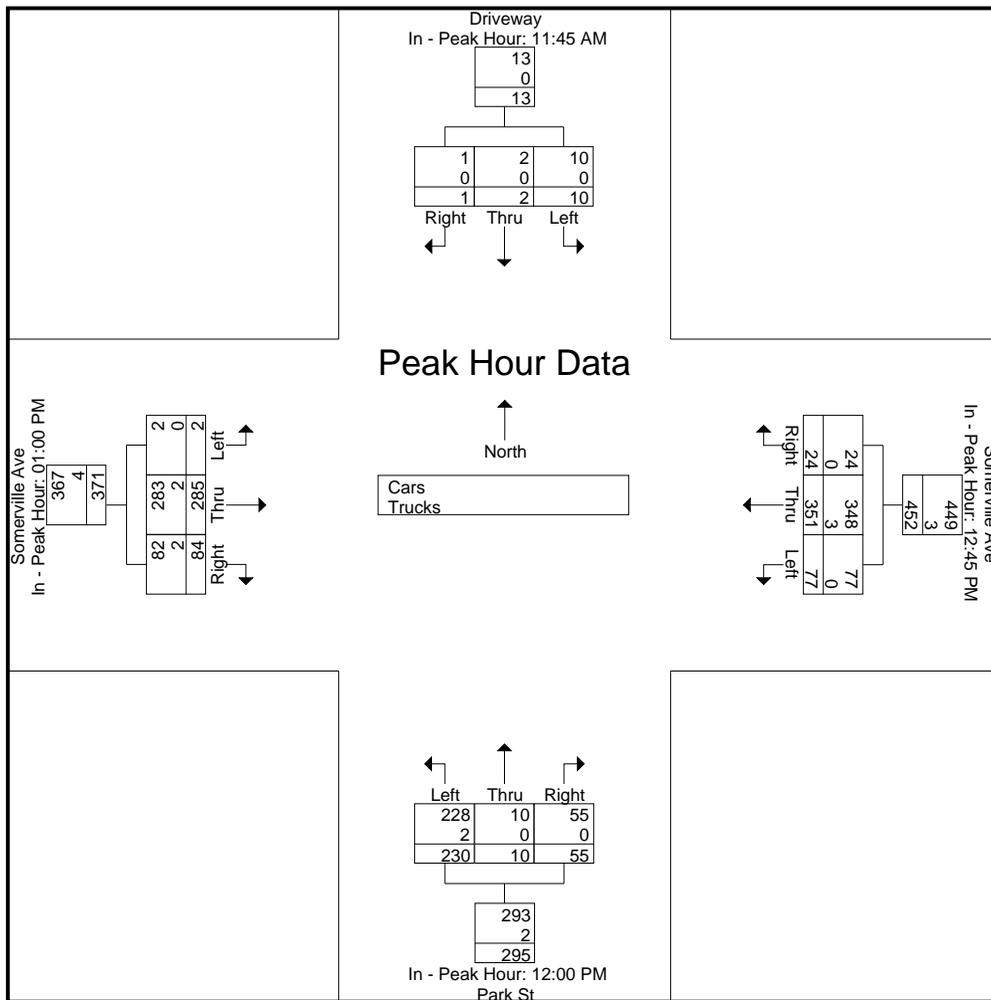
N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	11:45 AM				12:45 PM				12:00 PM				01:00 PM			
+0 mins.	1	1	1	3	22	89	7	118	58	1	12	71	1	59	22	82
+15 mins.	3	1	0	4	16	87	3	106	47	4	15	66	0	75	22	97
+30 mins.	4	0	0	4	25	82	5	112	59	2	10	71	1	82	20	103
+45 mins.	2	0	0	2	14	93	9	116	66	3	18	87	0	69	20	89
Total Volume	10	2	1	13	77	351	24	452	230	10	55	295	2	285	84	371
% App. Total	76.9	15.4	7.7		17	77.7	5.3		78	3.4	18.6		0.5	76.8	22.6	
PHF	.625	.500	.250	.813	.770	.944	.667	.958	.871	.625	.764	.848	.500	.869	.955	.900
Cars	10	2	1	13	77	348	24	449	228	10	55	293	2	283	82	367
% Cars	100	100	100	100	100	99.1	100	99.3	99.1	100	100	99.3	100	99.3	97.6	98.9
Trucks	0	0	0	0	0	3	0	3	2	0	0	2	0	2	2	4
% Trucks	0	0	0	0	0	0.9	0	0.7	0.9	0	0	0.7	0	0.7	2.4	1.1

N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear

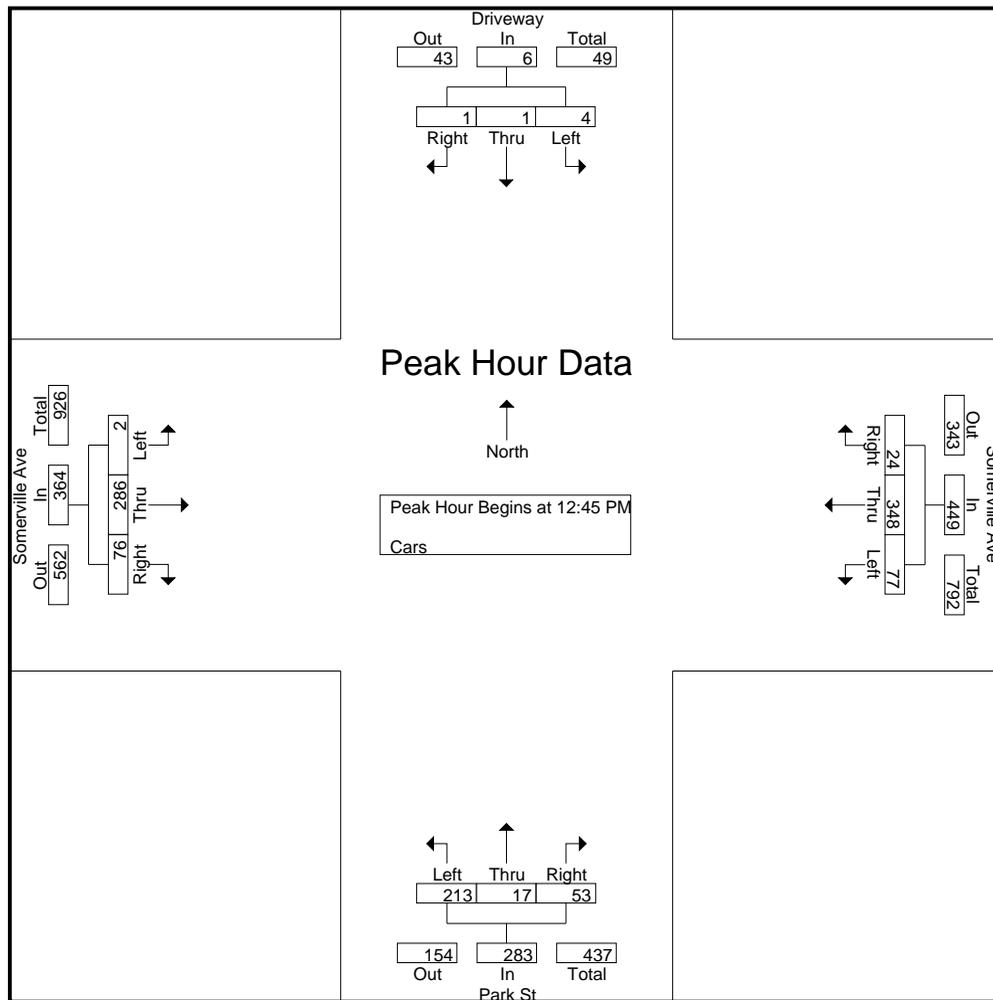
File Name : 904800S2  
Site Code : 90480002  
Start Date : 1/15/2022  
Page No : 4

Groups Printed- Cars

Start Time	Driveway From North			Somerville Ave From East			Park St From South			Somerville Ave From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10:00 AM	0	1	0	7	58	0	32	2	9	1	54	14	178
10:15 AM	1	1	0	12	68	1	35	2	10	0	44	19	193
10:30 AM	3	1	0	5	62	4	30	0	7	0	59	15	186
10:45 AM	1	1	0	10	66	5	36	2	16	1	56	14	208
Total	5	4	0	34	254	10	133	6	42	2	213	62	765
11:00 AM	0	1	0	13	68	2	48	2	9	1	56	10	210
11:15 AM	1	0	1	14	75	2	33	3	13	3	67	18	230
11:30 AM	0	0	0	9	80	4	51	1	6	2	60	9	222
11:45 AM	1	1	1	13	74	3	42	0	18	0	64	20	237
Total	2	2	2	49	297	11	174	6	46	6	247	57	899
12:00 PM	3	1	0	14	87	9	57	1	12	0	77	9	270
12:15 PM	4	0	0	19	81	4	47	4	15	0	55	22	251
12:30 PM	2	0	0	11	87	6	58	2	10	1	63	22	262
12:45 PM	2	0	0	22	89	7	66	3	18	0	72	13	292
Total	11	1	0	66	344	26	228	10	55	1	267	66	1075
01:00 PM	1	0	0	16	85	3	48	6	7	1	58	21	246
01:15 PM	0	1	0	25	81	5	54	6	11	0	75	22	280
01:30 PM	1	0	1	14	93	9	45	2	17	1	81	20	284
01:45 PM	4	3	2	17	64	5	43	0	11	0	69	19	237
Total	6	4	3	72	323	22	190	14	46	2	283	82	1047
Grand Total	24	11	5	221	1218	69	725	36	189	11	1010	267	3786
Apprch %	60	27.5	12.5	14.7	80.8	4.6	76.3	3.8	19.9	0.9	78.4	20.7	
Total %	0.6	0.3	0.1	5.8	32.2	1.8	19.1	1	5	0.3	26.7	7.1	

Start Time	Driveway From North				Somerville Ave From East				Park St From South				Somerville Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	2	0	0	2	22	89	7	118	66	3	18	87	0	72	13	85	292
01:00 PM	1	0	0	1	16	85	3	104	48	6	7	61	1	58	21	80	246
01:15 PM	0	1	0	1	25	81	5	111	54	6	11	71	0	75	22	97	280
01:30 PM	1	0	1	2	14	93	9	116	45	2	17	64	1	81	20	102	284
Total Volume	4	1	1	6	77	348	24	449	213	17	53	283	2	286	76	364	1102
% App. Total	66.7	16.7	16.7		17.1	77.5	5.3		75.3	6	18.7		0.5	78.6	20.9		
PHF	.500	.250	.250	.750	.770	.935	.667	.951	.807	.708	.736	.813	.500	.883	.864	.892	.943

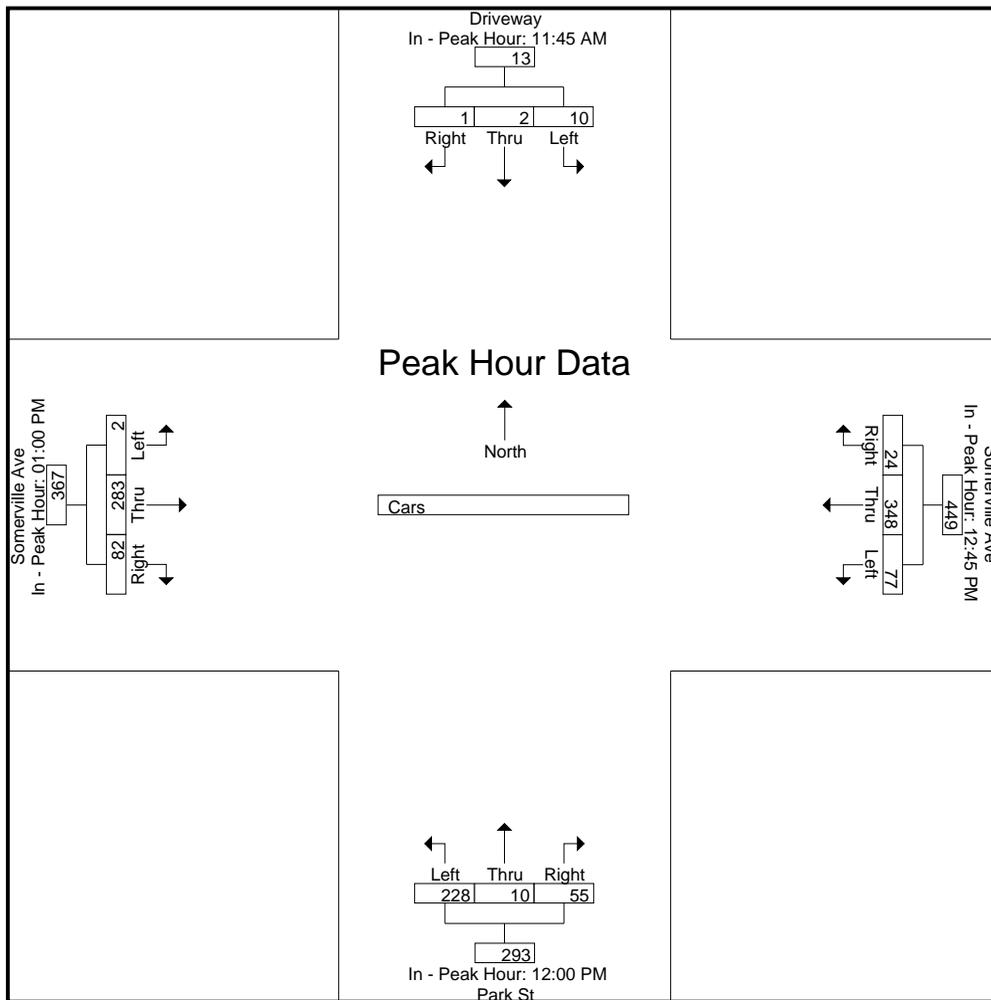
N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	11:45 AM				12:45 PM				12:00 PM				01:00 PM			
+0 mins.	1	1	1	3	22	89	7	<b>118</b>	57	1	12	70	1	58	21	80
+15 mins.	3	1	0	4	16	85	3	104	47	4	15	66	0	75	22	97
+30 mins.	4	0	0	4	<b>25</b>	81	5	111	58	2	10	70	1	<b>81</b>	20	<b>102</b>
+45 mins.	2	0	0	2	14	<b>93</b>	<b>9</b>	116	<b>66</b>	3	<b>18</b>	<b>87</b>	0	69	19	88
Total Volume	10	2	1	13	77	348	24	449	228	10	55	293	2	283	82	367
% App. Total	76.9	15.4	7.7		17.1	77.5	5.3		77.8	3.4	18.8		0.5	77.1	22.3	
PHF	.625	.500	.250	.813	.770	.935	.667	.951	.864	.625	.764	.842	.500	.873	.932	.900

N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear

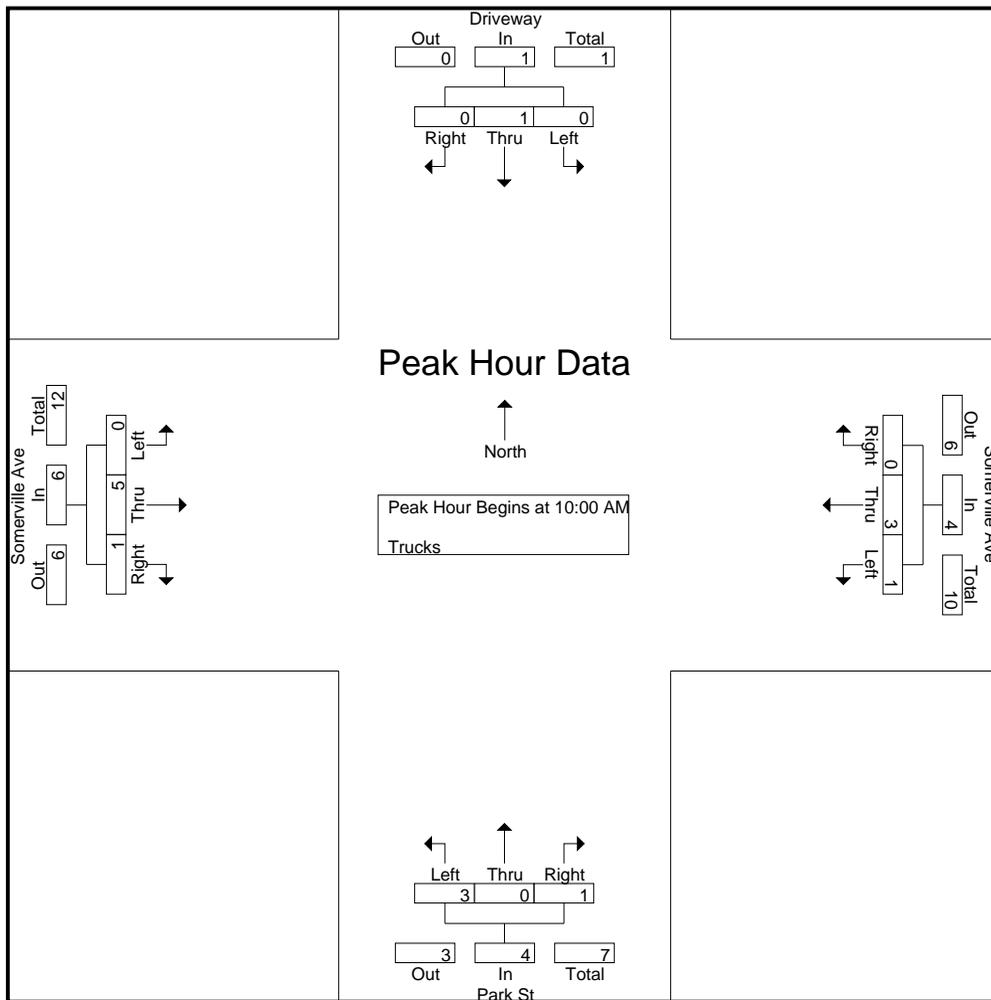
File Name : 904800S2  
Site Code : 90480002  
Start Date : 1/15/2022  
Page No : 7

Groups Printed- Trucks

Start Time	Driveway From North			Somerville Ave From East			Park St From South			Somerville Ave From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10:00 AM	0	0	0	1	1	0	1	0	0	0	3	1	7
10:15 AM	0	1	0	0	0	0	1	0	0	0	1	0	3
10:30 AM	0	0	0	0	2	0	1	0	1	0	0	0	4
10:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	1	0	1	3	0	3	0	1	0	5	1	15
11:00 AM	0	0	0	0	1	0	1	0	0	0	0	1	3
11:15 AM	0	0	0	0	1	1	0	0	0	0	3	0	5
11:30 AM	0	0	0	0	0	0	1	0	0	0	0	1	2
11:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	3	1	2	0	0	0	4	2	12
12:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	2
12:15 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
12:30 PM	0	0	0	0	1	0	1	0	0	0	1	1	4
12:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	2	0	2	0	0	0	5	2	11
01:00 PM	0	0	0	0	2	0	1	0	0	0	1	1	5
01:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	0	0	0	1	0	0	0	1	0	2
01:45 PM	0	0	0	0	1	0	0	0	0	0	0	1	2
Total	0	0	0	0	4	0	2	0	0	0	2	2	10
Grand Total	0	1	0	1	12	1	9	0	1	0	16	7	48
Apprch %	0	100	0	7.1	85.7	7.1	90	0	10	0	69.6	30.4	
Total %	0	2.1	0	2.1	25	2.1	18.8	0	2.1	0	33.3	14.6	

Start Time	Driveway From North				Somerville Ave From East				Park St From South				Somerville Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:00 AM																	
10:00 AM	0	0	0	0	1	1	0	2	1	0	0	1	0	3	1	4	7
10:15 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	1	0	1	3
10:30 AM	0	0	0	0	0	2	0	2	1	0	1	2	0	0	0	0	4
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	1	0	1	1	3	0	4	3	0	1	4	0	5	1	6	15
% App. Total	0	100	0		25	75	0		75	0	25		0	83.3	16.7		
PHF	.000	.250	.000	.250	.250	.375	.000	.500	.750	.000	.250	.500	.000	.417	.250	.375	.536

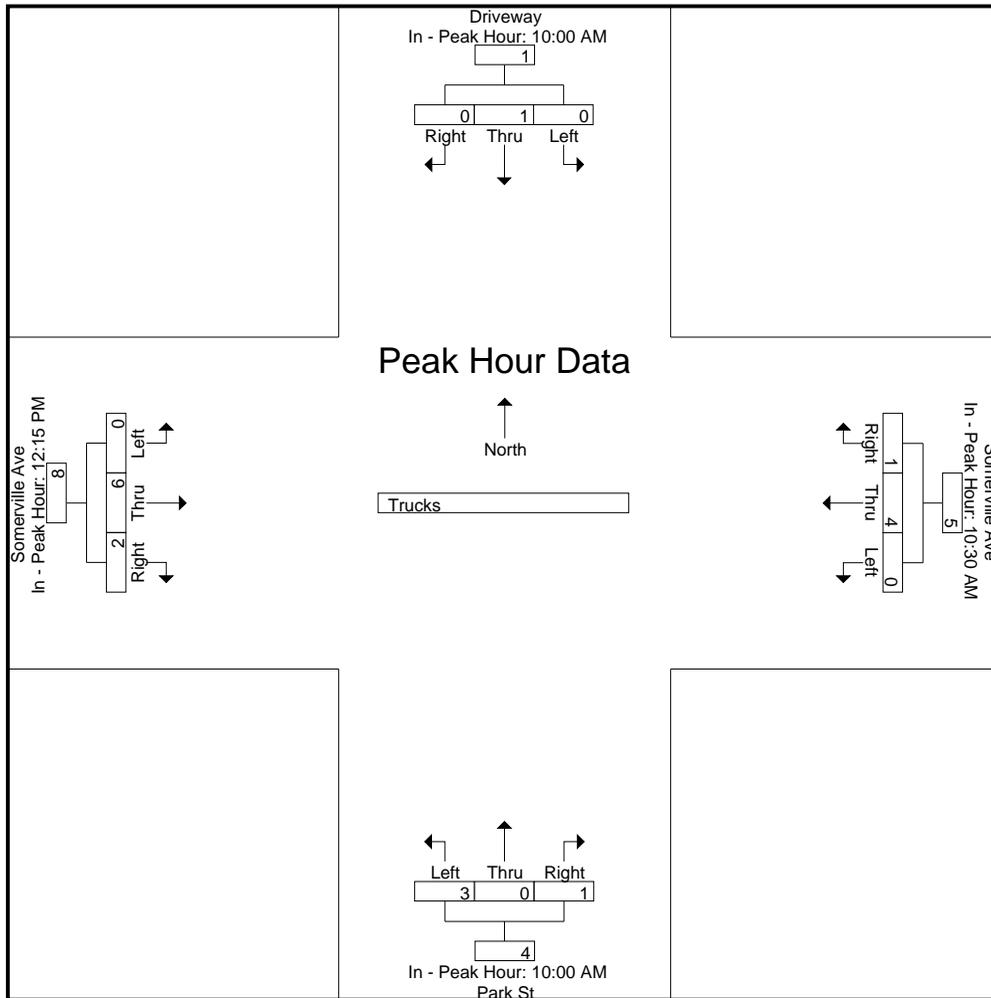
N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	10:00 AM				10:30 AM				10:00 AM				12:15 PM			
+0 mins.	0	0	0	0	0	2	0	2	1	0	0	1	0	2	0	2
+15 mins.	0	1	0	1	0	0	0	0	1	0	0	1	0	1	1	2
+30 mins.	0	0	0	0	0	1	0	1	1	0	1	2	0	2	0	2
+45 mins.	0	0	0	0	0	1	1	2	0	0	0	0	0	1	1	2
Total Volume	0	1	0	1	0	4	1	5	3	0	1	4	0	6	2	8
% App. Total	0	100	0		0	80	20		75	0	25		0	75	25	
PHF	.000	.250	.000	.250	.000	.500	.250	.625	.750	.000	.250	.500	.000	.750	.500	1.000

N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear

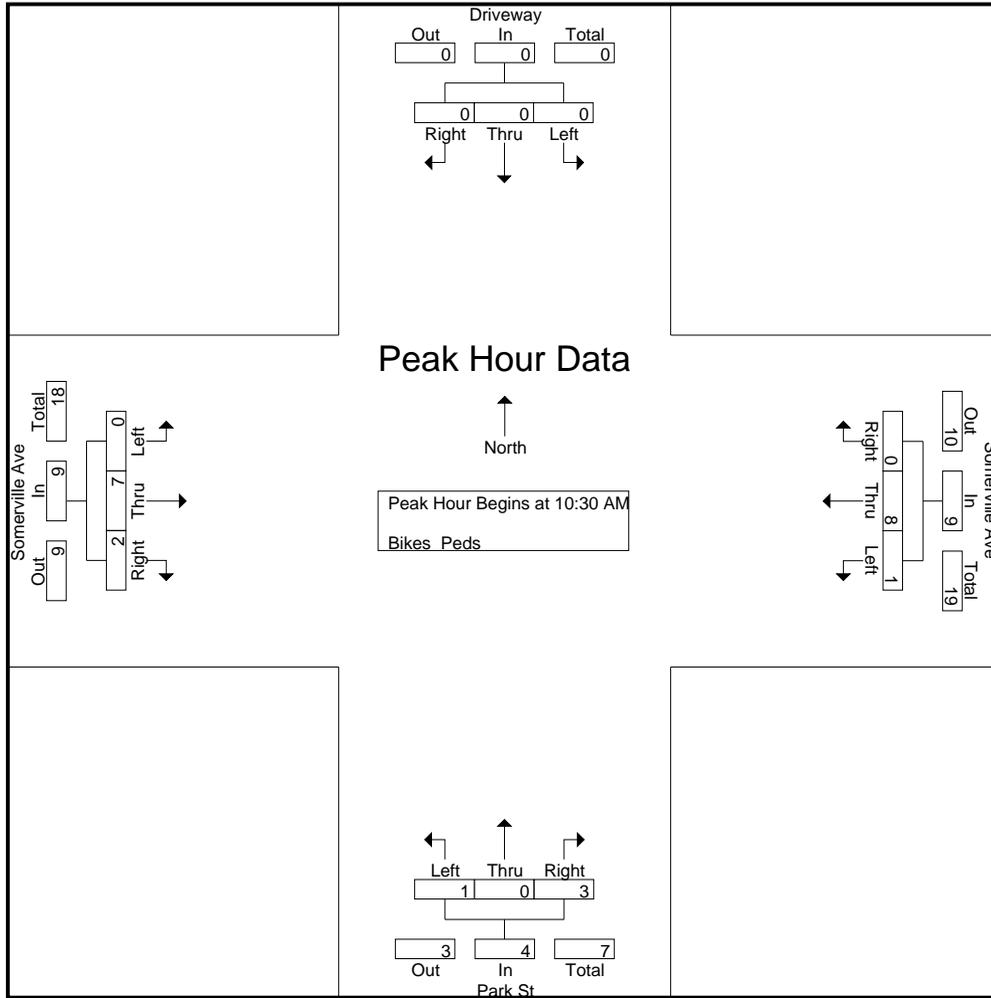
File Name : 904800S2  
Site Code : 90480002  
Start Date : 1/15/2022  
Page No : 10

Groups Printed- Bikes Peds

Start Time	Driveway From North				Somerville Ave From East				Park St From South				Somerville Ave From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
10:00 AM	0	0	0	4	0	1	0	1	0	0	0	8	0	1	1	0	13	3	16
10:15 AM	0	0	0	5	0	2	0	5	1	0	0	2	0	1	0	0	12	4	16
10:30 AM	0	0	0	7	0	4	0	11	0	0	1	5	0	1	1	1	24	7	31
10:45 AM	0	0	0	11	0	2	0	6	0	0	0	4	0	2	1	4	25	5	30
<b>Total</b>	0	0	0	27	0	9	0	23	1	0	1	19	0	5	3	5	74	19	93
11:00 AM	0	0	0	9	1	1	0	3	0	0	1	9	0	1	0	0	21	4	25
11:15 AM	0	0	0	9	0	1	0	4	1	0	1	10	0	3	0	1	24	6	30
11:30 AM	0	0	0	8	1	0	0	4	1	0	0	3	0	0	0	0	15	2	17
11:45 AM	0	0	0	3	0	1	0	4	0	0	0	5	0	2	1	0	12	4	16
<b>Total</b>	0	0	0	29	2	3	0	15	2	0	2	27	0	6	1	1	72	16	88
12:00 PM	0	0	0	7	0	0	0	3	1	0	0	3	0	1	0	0	13	2	15
12:15 PM	0	0	0	12	0	1	0	6	1	0	0	6	0	2	1	0	24	5	29
12:30 PM	0	0	0	4	0	0	0	2	1	0	0	2	0	0	1	0	8	2	10
12:45 PM	0	0	0	8	0	2	0	6	1	0	0	5	0	0	0	0	19	3	22
<b>Total</b>	0	0	0	31	0	3	0	17	4	0	0	16	0	3	2	0	64	12	76
01:00 PM	0	0	0	6	0	1	0	3	0	0	0	2	0	3	0	0	11	4	15
01:15 PM	0	0	0	16	0	2	0	4	0	0	1	12	0	1	0	0	32	4	36
01:30 PM	0	0	0	22	0	2	0	10	0	0	0	7	0	0	2	0	39	4	43
01:45 PM	0	0	0	13	0	1	0	2	1	0	0	9	0	0	0	3	27	2	29
<b>Total</b>	0	0	0	57	0	6	0	19	1	0	1	30	0	4	2	3	109	14	123
<b>Grand Total</b>	0	0	0	144	2	21	0	74	8	0	4	92	0	18	8	9	319	61	380
Apprch %	0	0	0		8.7	91.3	0		66.7	0	33.3		0	69.2	30.8				
Total %	0	0	0		3.3	34.4	0		13.1	0	6.6		0	29.5	13.1		83.9	16.1	

Start Time	Driveway From North				Somerville Ave From East				Park St From South				Somerville Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:30 AM																	
10:30 AM	0	0	0	0	0	4	0	4	0	0	1	1	0	1	1	2	7
10:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	1	3	5
11:00 AM	0	0	0	0	1	1	0	2	0	0	1	1	0	1	0	1	4
11:15 AM	0	0	0	0	0	1	0	1	1	0	1	2	0	3	0	3	6
<b>Total Volume</b>	0	0	0	0	1	8	0	9	1	0	3	4	0	7	2	9	22
<b>% App. Total</b>	0	0	0		11.1	88.9	0		25	0	75		0	77.8	22.2		
PHF	.000	.000	.000	.000	.250	.500	.000	.563	.250	.000	.750	.500	.000	.583	.500	.750	.786

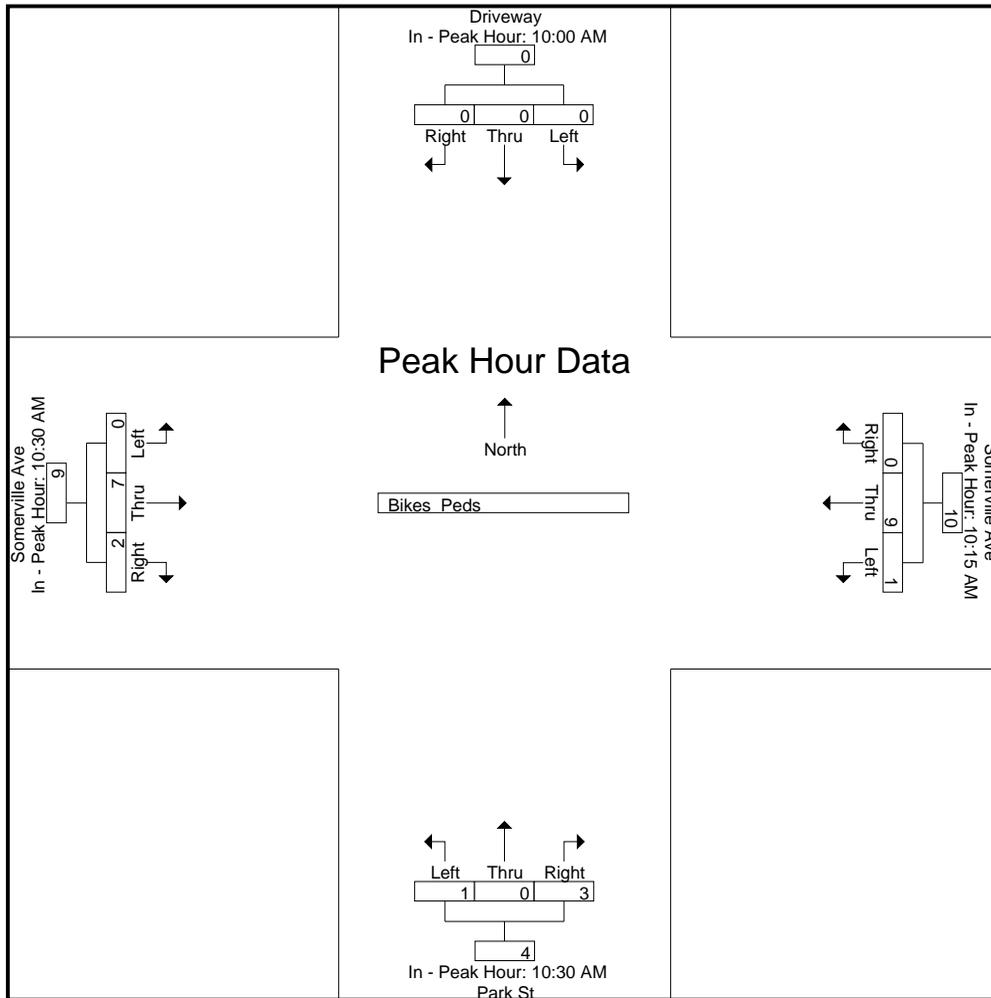
N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	10:00 AM				10:15 AM				10:30 AM				10:30 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	1	1	0	1	1	2
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	2	1	3
+30 mins.	0	0	0	0	0	2	0	2	0	0	1	1	0	1	0	1
+45 mins.	0	0	0	0	1	1	0	2	1	0	1	2	0	3	0	3
Total Volume	0	0	0	0	1	9	0	10	1	0	3	4	0	7	2	9
% App. Total	0	0	0	0	10	90	0	100	25	0	75	100	0	77.8	22.2	100
PHF	.000	.000	.000	.000	.250	.563	.000	.625	.250	.000	.750	.500	.000	.583	.500	.750

N/S Street : Driveway / Park Street  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

File Name : 90480003  
Site Code : 90480003  
Start Date : 1/13/2022  
Page No : 1

N/S Street : Properzi Way  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear

Groups Printed- Cars - Trucks

Start Time	Somerville Ave From East		Properzi Way From South		Somerville Ave From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
06:00 AM	3	24	0	0	27	4	58
06:15 AM	0	29	0	0	32	6	67
06:30 AM	1	39	1	1	48	6	96
06:45 AM	1	32	1	0	45	7	86
Total	5	124	2	1	152	23	307
07:00 AM	1	34	1	1	46	5	88
07:15 AM	1	46	0	1	67	9	124
07:30 AM	0	53	2	0	75	16	146
07:45 AM	0	68	1	1	83	22	175
Total	2	201	4	3	271	52	533
08:00 AM	2	74	2	1	79	16	174
08:15 AM	0	86	0	1	98	12	197
08:30 AM	1	75	0	0	87	10	173
08:45 AM	2	76	1	1	63	9	152
Total	5	311	3	3	327	47	696
09:00 AM	4	74	2	0	61	5	146
09:15 AM	1	61	2	0	56	10	130
09:30 AM	2	62	1	3	45	2	115
09:45 AM	2	59	0	0	84	6	151
Total	9	256	5	3	246	23	542
10:00 AM	2	69	2	1	63	5	142
10:15 AM	3	62	0	0	69	2	136
10:30 AM	1	65	1	0	74	6	147
10:45 AM	1	61	2	0	72	8	144
Total	7	257	5	1	278	21	569
11:00 AM	3	69	2	1	67	4	146
11:15 AM	1	55	0	2	76	2	136
11:30 AM	2	73	1	1	75	6	158
11:45 AM	1	77	3	0	76	4	161
Total	7	274	6	4	294	16	601
12:00 PM	3	79	2	4	71	7	166
12:15 PM	0	67	2	3	87	3	162
12:30 PM	0	90	1	0	96	6	193
12:45 PM	1	71	0	0	87	7	166
Total	4	307	5	7	341	23	687
01:00 PM	0	62	2	1	70	4	139
01:15 PM	0	73	0	1	110	4	188
01:30 PM	0	70	2	0	92	7	171
01:45 PM	0	70	1	0	83	6	160
Total	0	275	5	2	355	21	658
02:00 PM	2	70	3	0	80	9	164
02:15 PM	1	91	3	1	78	12	186
02:30 PM	1	75	1	4	87	6	174
02:45 PM	1	97	0	1	100	3	202
Total	5	333	7	6	345	30	726
03:00 PM	1	93	2	0	78	6	180
03:15 PM	0	103	0	0	84	6	193
03:30 PM	2	92	3	2	88	9	196
03:45 PM	0	106	5	0	82	12	205
Total	3	394	10	2	332	33	774
04:00 PM	0	82	3	0	94	10	189
04:15 PM	2	107	2	3	70	4	188

# Accurate Counts

978-664-2565

N/S Street : Properzi Way  
 E/W Street : Somerville Avenue  
 City/State : Somerville, MA  
 Weather : Clear

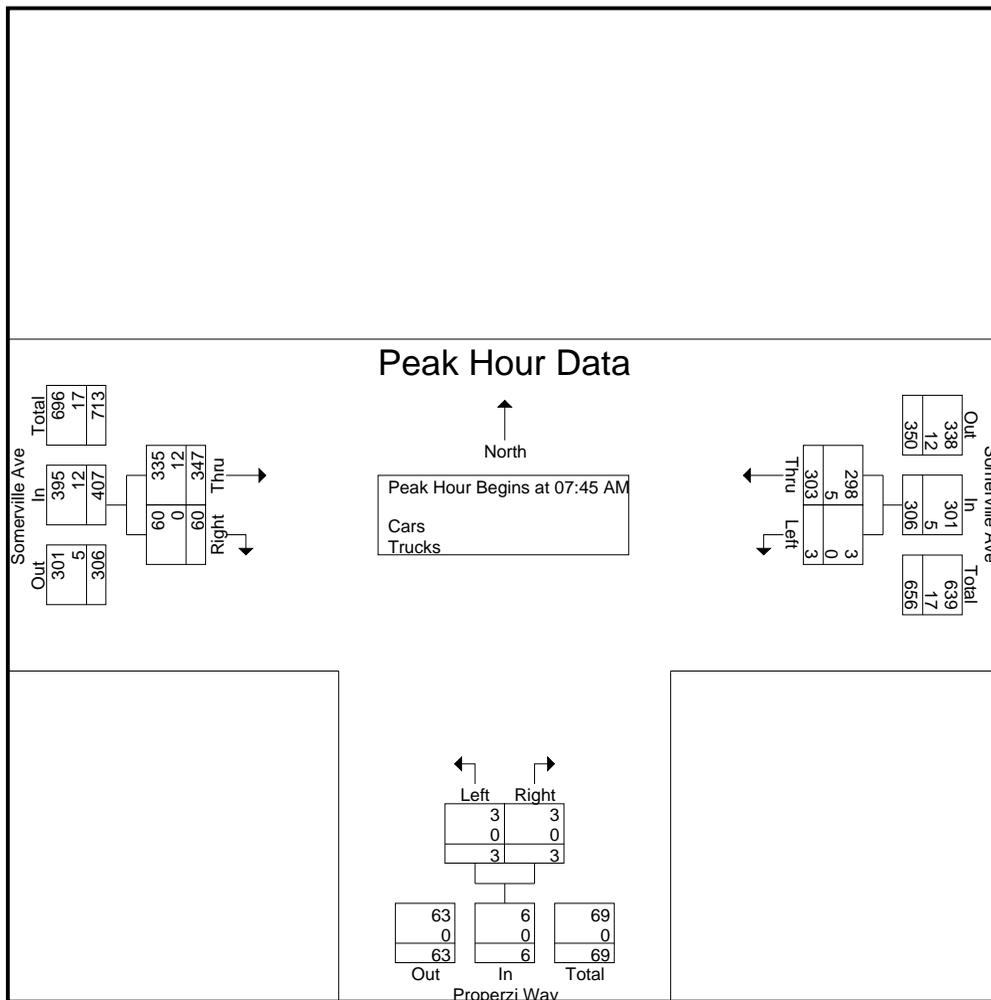
File Name : 90480003  
 Site Code : 90480003  
 Start Date : 1/13/2022  
 Page No : 2

## Groups Printed- Cars - Trucks

Start Time	Somerville Ave From East		Properzi Way From South		Somerville Ave From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
04:30 PM	4	82	6	1	72	4	169
04:45 PM	2	80	6	0	79	9	176
<b>Total</b>	<b>8</b>	<b>351</b>	<b>17</b>	<b>4</b>	<b>315</b>	<b>27</b>	<b>722</b>
05:00 PM	4	96	9	6	96	6	217
05:15 PM	2	100	5	4	78	7	196
05:30 PM	4	89	3	3	96	10	205
05:45 PM	3	95	7	4	86	7	202
<b>Total</b>	<b>13</b>	<b>380</b>	<b>24</b>	<b>17</b>	<b>356</b>	<b>30</b>	<b>820</b>
06:00 PM	5	94	7	10	81	7	204
06:15 PM	6	108	3	5	70	12	204
06:30 PM	3	78	8	1	92	8	190
06:45 PM	3	88	1	6	79	13	190
<b>Total</b>	<b>17</b>	<b>368</b>	<b>19</b>	<b>22</b>	<b>322</b>	<b>40</b>	<b>788</b>
07:00 PM	6	69	1	7	78	14	175
07:15 PM	14	49	4	5	66	10	148
07:30 PM	5	54	5	9	68	10	151
07:45 PM	2	64	3	7	57	6	139
<b>Total</b>	<b>27</b>	<b>236</b>	<b>13</b>	<b>28</b>	<b>269</b>	<b>40</b>	<b>613</b>
<b>Grand Total</b>	<b>112</b>	<b>4067</b>	<b>125</b>	<b>103</b>	<b>4203</b>	<b>426</b>	<b>9036</b>
Apprch %	2.7	97.3	54.8	45.2	90.8	9.2	
Total %	1.2	45	1.4	1.1	46.5	4.7	
Cars	112	3958	125	103	4076	426	8800
% Cars	100	97.3	100	100	97	100	97.4
Trucks	0	109	0	0	127	0	236
% Trucks	0	2.7	0	0	3	0	2.6

Start Time	Somerville Ave From East			Properzi Way From South			Somerville Ave From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	68	68	1	1	2	83	22	105	175
08:00 AM	2	74	76	2	1	3	79	16	95	174
08:15 AM	0	86	86	0	1	1	98	12	110	197
08:30 AM	1	75	76	0	0	0	87	10	97	173
<b>Total Volume</b>	<b>3</b>	<b>303</b>	<b>306</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>347</b>	<b>60</b>	<b>407</b>	<b>719</b>
<b>% App. Total</b>	<b>1</b>	<b>99</b>		<b>50</b>	<b>50</b>		<b>85.3</b>	<b>14.7</b>		
PHF	.375	.881	.890	.375	.750	.500	.885	.682	.925	.912
Cars	3	298	301	3	3	6	335	60	395	702
% Cars	100	98.3	98.4	100	100	100	96.5	100	97.1	97.6
Trucks	0	5	5	0	0	0	12	0	12	17
% Trucks	0	1.7	1.6	0	0	0	3.5	0	2.9	2.4

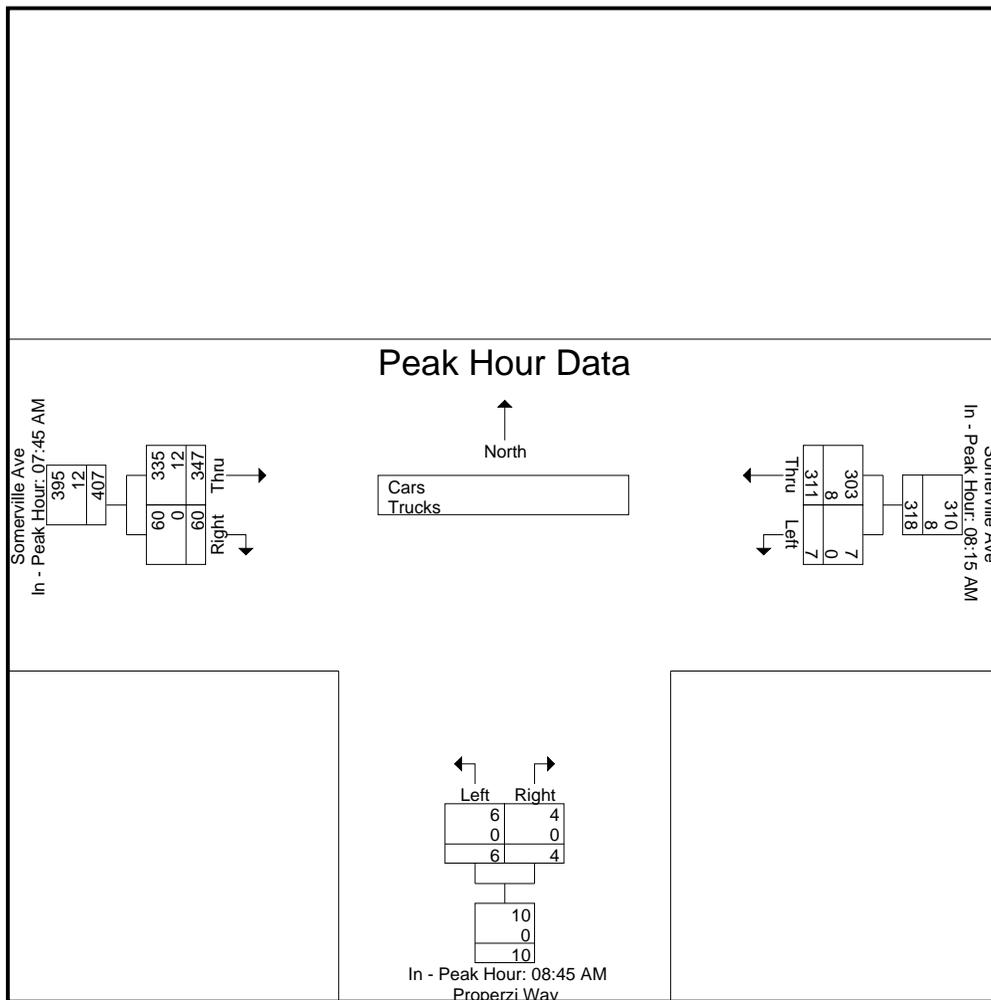
N/S Street : Properzi Way  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	08:15 AM			08:45 AM			07:45 AM		
+0 mins.	0	86	86	1	1	2	83	22	105
+15 mins.	1	75	76	2	0	2	79	16	95
+30 mins.	2	76	78	2	0	2	98	12	110
+45 mins.	4	74	78	1	3	4	87	10	97
Total Volume	7	311	318	6	4	10	347	60	407
% App. Total	2.2	97.8		60	40		85.3	14.7	
PHF	.438	.904	.924	.750	.333	.625	.885	.682	.925
Cars	7	303	310	6	4	10	335	60	395
% Cars	100	97.4	97.5	100	100	100	96.5	100	97.1
Trucks	0	8	8	0	0	0	12	0	12
% Trucks	0	2.6	2.5	0	0	0	3.5	0	2.9

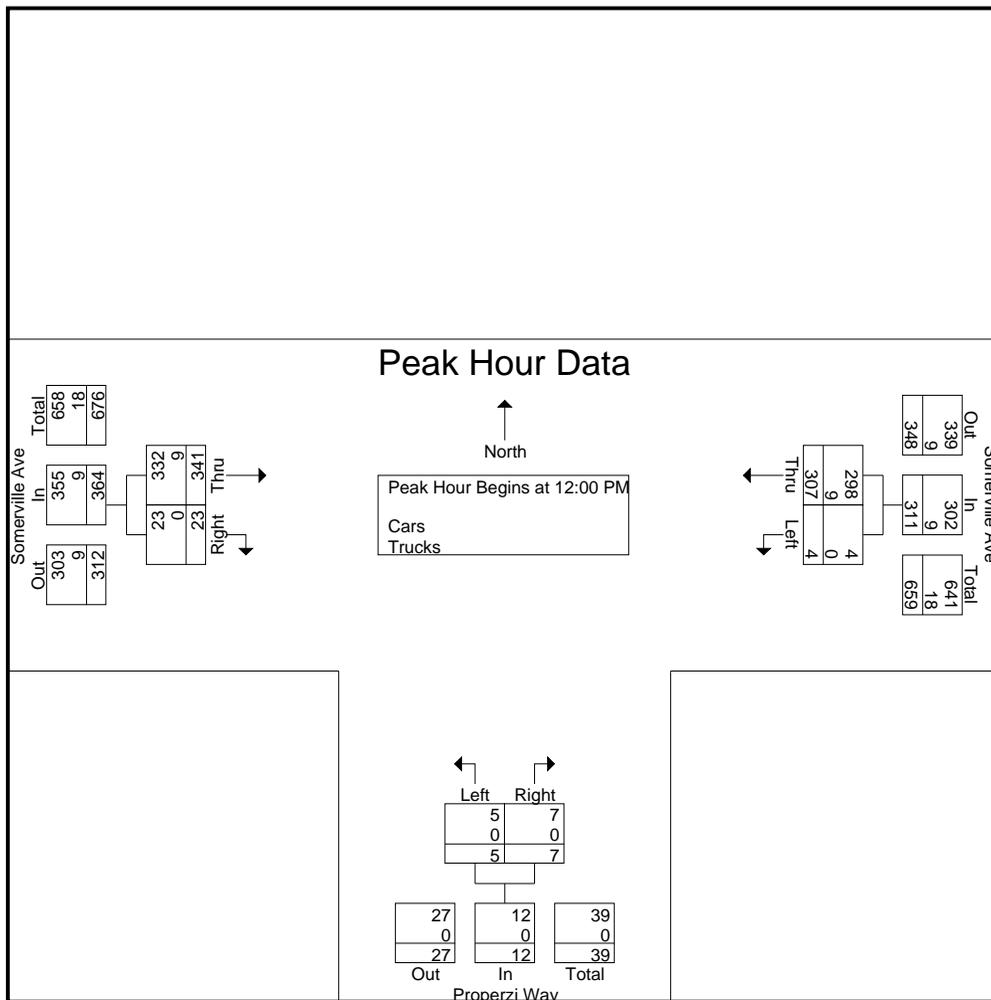
N/S Street : Properzi Way  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 12:00 PM

12:00 PM	3	79	82	2	4	6	71	7	78	166
12:15 PM	0	67	67	2	3	5	87	3	90	162
12:30 PM	0	90	90	1	0	1	96	6	102	193
12:45 PM	1	71	72	0	0	0	87	7	94	166
Total Volume	4	307	311	5	7	12	341	23	364	687
% App. Total	1.3	98.7		41.7	58.3		93.7	6.3		
PHF	.333	.853	.864	.625	.438	.500	.888	.821	.892	.890
Cars	4	298	302	5	7	12	332	23	355	669
% Cars	100	97.1	97.1	100	100	100	97.4	100	97.5	97.4
Trucks	0	9	9	0	0	0	9	0	9	18
% Trucks	0	2.9	2.9	0	0	0	2.6	0	2.5	2.6

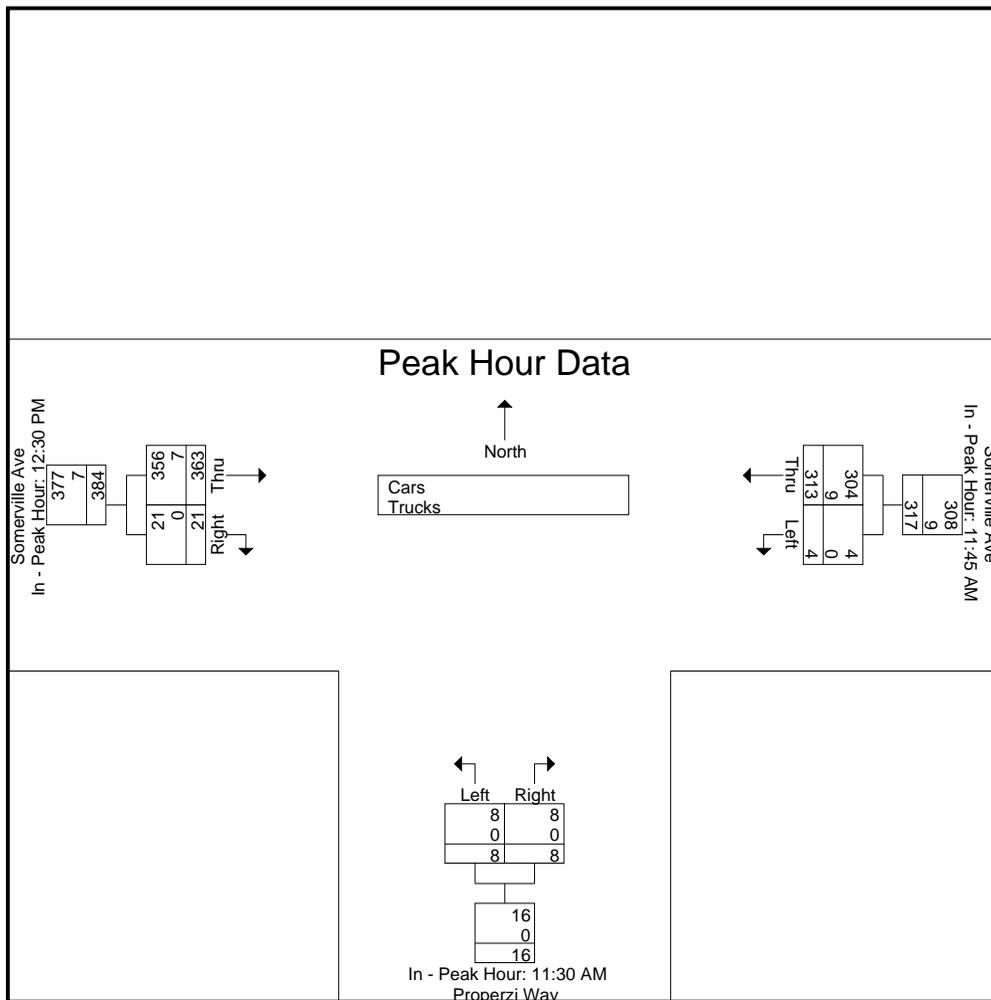
N/S Street : Properzi Way  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	11:45 AM			11:30 AM			12:30 PM		
+0 mins.	1	77	78	1	1	2	96	6	102
+15 mins.	3	79	82	3	0	3	87	7	94
+30 mins.	0	67	67	2	4	6	70	4	74
+45 mins.	0	90	90	2	3	5	110	4	114
Total Volume	4	313	317	8	8	16	363	21	384
% App. Total	1.3	98.7		50	50		94.5	5.5	
PHF	.333	.869	.881	.667	.500	.667	.825	.750	.842
Cars	4	304	308	8	8	16	356	21	377
% Cars	100	97.1	97.2	100	100	100	98.1	100	98.2
Trucks	0	9	9	0	0	0	7	0	7
% Trucks	0	2.9	2.8	0	0	0	1.9	0	1.8

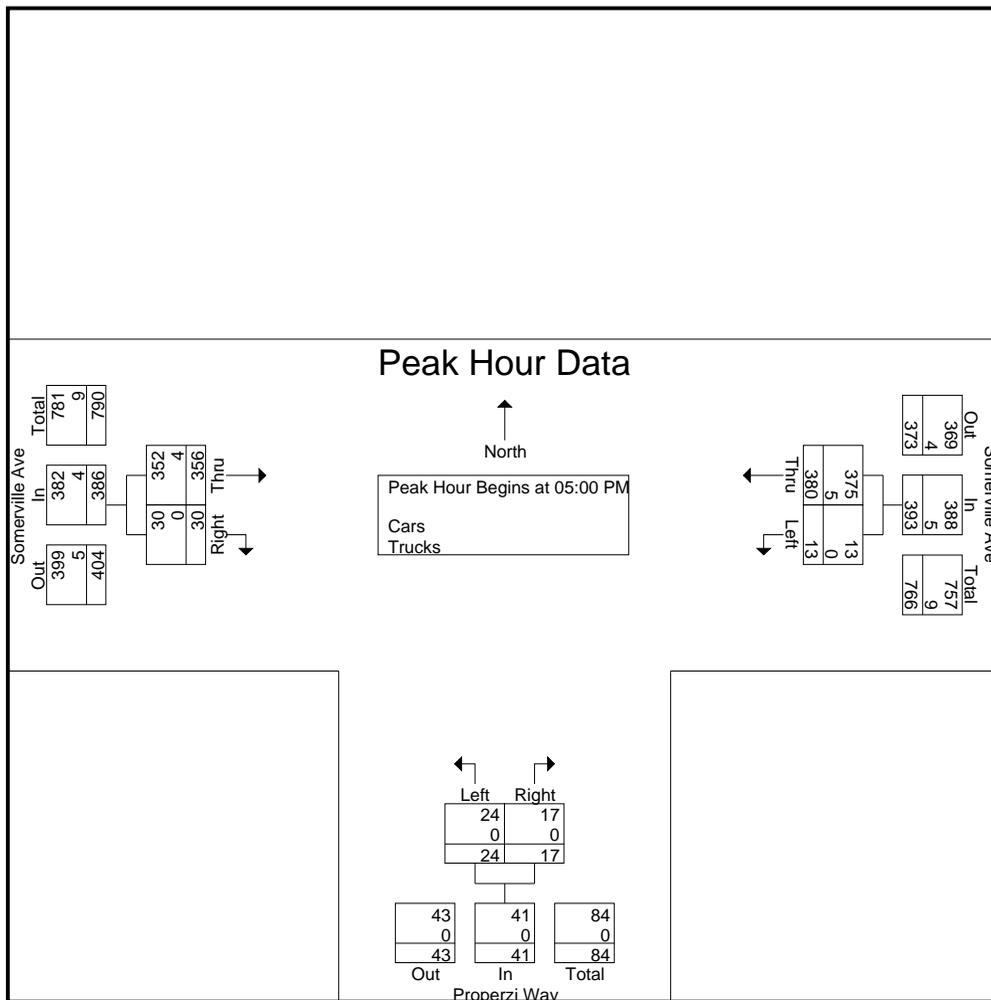
N/S Street : Properzi Way  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 02:00 PM to 07:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	4	96	100	9	6	15	96	6	102	217
05:15 PM	2	100	102	5	4	9	78	7	85	196
05:30 PM	4	89	93	3	3	6	96	10	106	205
05:45 PM	3	95	98	7	4	11	86	7	93	202
Total Volume	13	380	393	24	17	41	356	30	386	820
% App. Total	3.3	96.7		58.5	41.5		92.2	7.8		
PHF	.813	.950	.963	.667	.708	.683	.927	.750	.910	.945
Cars	13	375	388	24	17	41	352	30	382	811
% Cars	100	98.7	98.7	100	100	100	98.9	100	99.0	98.9
Trucks	0	5	5	0	0	0	4	0	4	9
% Trucks	0	1.3	1.3	0	0	0	1.1	0	1.0	1.1

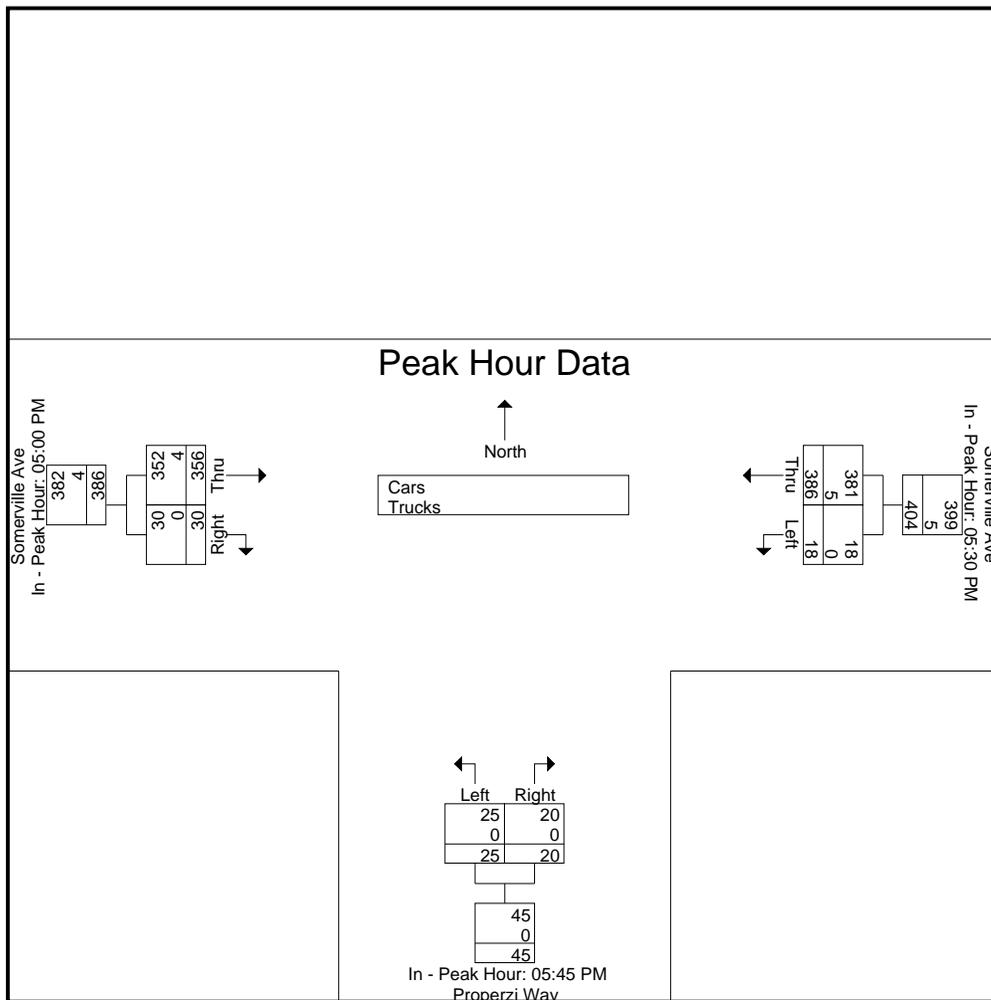
N/S Street : Properzi Way  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 02:00 PM to 07:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	05:30 PM			05:45 PM			05:00 PM		
+0 mins.	4	89	93	7	4	11	<b>96</b>	6	102
+15 mins.	3	95	98	7	<b>10</b>	<b>17</b>	78	7	85
+30 mins.	5	94	99	3	5	8	96	<b>10</b>	<b>106</b>
+45 mins.	<b>6</b>	<b>108</b>	<b>114</b>	<b>8</b>	1	9	86	7	93
Total Volume	18	386	404	25	20	45	356	30	386
% App. Total	4.5	95.5		55.6	44.4		92.2	7.8	
PHF	.750	.894	.886	.781	.500	.662	.927	.750	.910
Cars	18	381	399	25	20	45	352	30	382
% Cars	100	98.7	98.8	100	100	100	98.9	100	99
Trucks	0	5	5	0	0	0	4	0	4
% Trucks	0	1.3	1.2	0	0	0	1.1	0	1

N/S Street : Properzi Way  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



# Accurate Counts

978-664-2565

N/S Street : Properzi Way  
 E/W Street : Somerville Avenue  
 City/State : Somerville, MA  
 Weather : Clear

File Name : 90480003  
 Site Code : 90480003  
 Start Date : 1/13/2022  
 Page No : 9

## Groups Printed- Cars

Start Time	Somerville Ave From East		Properzi Way From South		Somerville Ave From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
06:00 AM	3	19	0	0	26	4	52
06:15 AM	0	26	0	0	29	6	61
06:30 AM	1	34	1	1	46	6	89
06:45 AM	1	26	1	0	40	7	75
Total	5	105	2	1	141	23	277
07:00 AM	1	33	1	1	44	5	85
07:15 AM	1	42	0	1	63	9	116
07:30 AM	0	49	2	0	72	16	139
07:45 AM	0	66	1	1	81	22	171
Total	2	190	4	3	260	52	511
08:00 AM	2	73	2	1	77	16	171
08:15 AM	0	85	0	1	94	12	192
08:30 AM	1	74	0	0	83	10	168
08:45 AM	2	73	1	1	61	9	147
Total	5	305	3	3	315	47	678
09:00 AM	4	71	2	0	58	5	140
09:15 AM	1	56	2	0	53	10	122
09:30 AM	2	58	1	3	43	2	109
09:45 AM	2	57	0	0	81	6	146
Total	9	242	5	3	235	23	517
10:00 AM	2	65	2	1	61	5	136
10:15 AM	3	62	0	0	66	2	133
10:30 AM	1	63	1	0	71	6	142
10:45 AM	1	60	2	0	68	8	139
Total	7	250	5	1	266	21	550
11:00 AM	3	64	2	1	65	4	139
11:15 AM	1	54	0	2	71	2	130
11:30 AM	2	70	1	1	72	6	152
11:45 AM	1	74	3	0	74	4	156
Total	7	262	6	4	282	16	577
12:00 PM	3	76	2	4	67	7	159
12:15 PM	0	65	2	3	84	3	157
12:30 PM	0	89	1	0	95	6	191
12:45 PM	1	68	0	0	86	7	162
Total	4	298	5	7	332	23	669
01:00 PM	0	60	2	1	68	4	135
01:15 PM	0	73	0	1	107	4	185
01:30 PM	0	68	2	0	90	7	167
01:45 PM	0	70	1	0	82	6	159
Total	0	271	5	2	347	21	646
02:00 PM	2	69	3	0	76	9	159
02:15 PM	1	90	3	1	77	12	184
02:30 PM	1	74	1	4	85	6	171
02:45 PM	1	97	0	1	98	3	200
Total	5	330	7	6	336	30	714
03:00 PM	1	91	2	0	77	6	177
03:15 PM	0	102	0	0	84	6	192
03:30 PM	2	89	3	2	85	9	190
03:45 PM	0	106	5	0	78	12	201
Total	3	388	10	2	324	33	760
04:00 PM	0	81	3	0	89	10	183
04:15 PM	2	104	2	3	68	4	183
04:30 PM	4	82	6	1	70	4	167
04:45 PM	2	78	6	0	78	9	173
Total	8	345	17	4	305	27	706

# Accurate Counts

978-664-2565

N/S Street : Properzi Way  
 E/W Street : Somerville Avenue  
 City/State : Somerville, MA  
 Weather : Clear

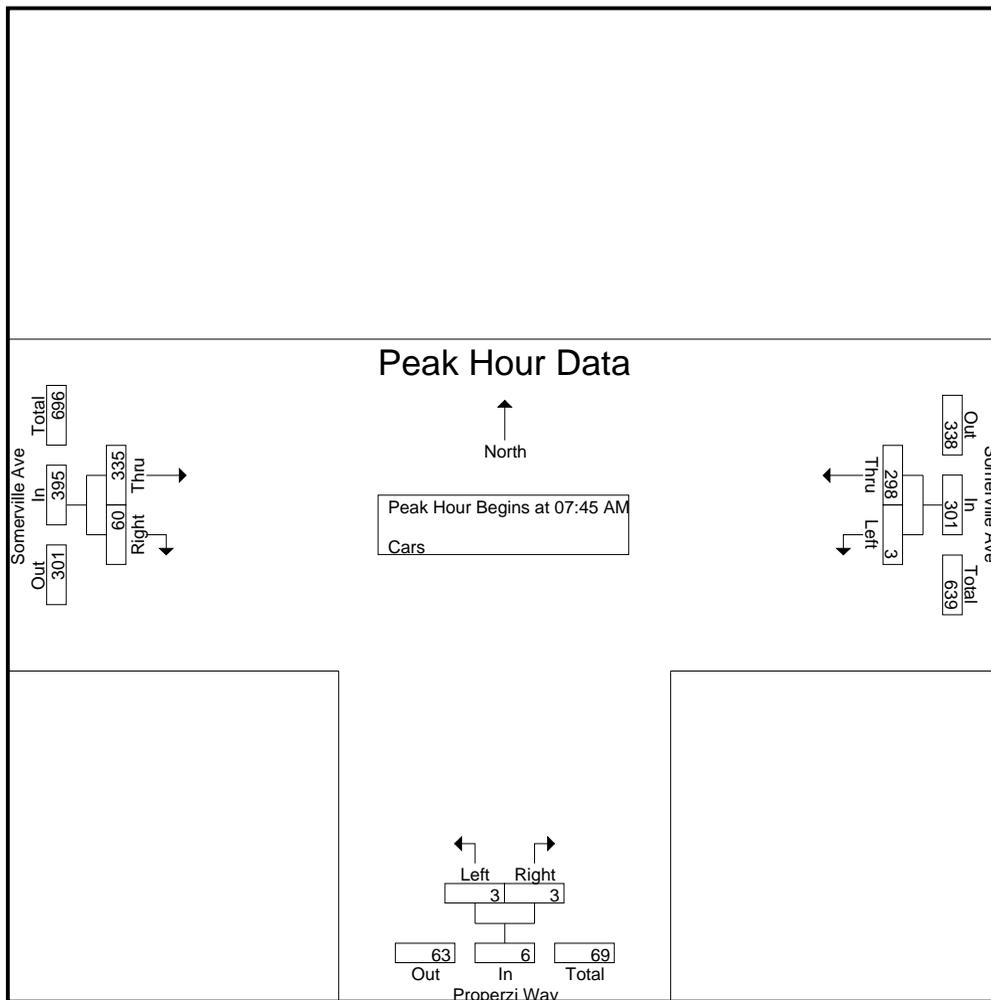
File Name : 90480003  
 Site Code : 90480003  
 Start Date : 1/13/2022  
 Page No : 10

## Groups Printed- Cars

Start Time	Somerville Ave From East		Properzi Way From South		Somerville Ave From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
05:00 PM	4	95	9	6	96	6	216
05:15 PM	2	99	5	4	77	7	194
05:30 PM	4	87	3	3	94	10	201
05:45 PM	3	94	7	4	85	7	200
<b>Total</b>	<b>13</b>	<b>375</b>	<b>24</b>	<b>17</b>	<b>352</b>	<b>30</b>	<b>811</b>
06:00 PM	5	93	7	10	81	7	203
06:15 PM	6	107	3	5	69	12	202
06:30 PM	3	77	8	1	87	8	184
06:45 PM	3	88	1	6	77	13	188
<b>Total</b>	<b>17</b>	<b>365</b>	<b>19</b>	<b>22</b>	<b>314</b>	<b>40</b>	<b>777</b>
07:00 PM	6	68	1	7	77	14	173
07:15 PM	14	48	4	5	65	10	146
07:30 PM	5	53	5	9	68	10	150
07:45 PM	2	63	3	7	57	6	138
<b>Total</b>	<b>27</b>	<b>232</b>	<b>13</b>	<b>28</b>	<b>267</b>	<b>40</b>	<b>607</b>
<b>Grand Total</b>	<b>112</b>	<b>3958</b>	<b>125</b>	<b>103</b>	<b>4076</b>	<b>426</b>	<b>8800</b>
Apprch %	2.8	97.2	54.8	45.2	90.5	9.5	
Total %	1.3	45	1.4	1.2	46.3	4.8	

Start Time	Somerville Ave From East			Properzi Way From South			Somerville Ave From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	66	66	1	1	2	81	22	103	171
08:00 AM	2	73	75	2	1	3	77	16	93	171
08:15 AM	0	85	85	0	1	1	94	12	106	192
08:30 AM	1	74	75	0	0	0	83	10	93	168
<b>Total Volume</b>	<b>3</b>	<b>298</b>	<b>301</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>335</b>	<b>60</b>	<b>395</b>	<b>702</b>
% App. Total	1	99		50	50		84.8	15.2		
PHF	.375	.876	.885	.375	.750	.500	.891	.682	.932	.914

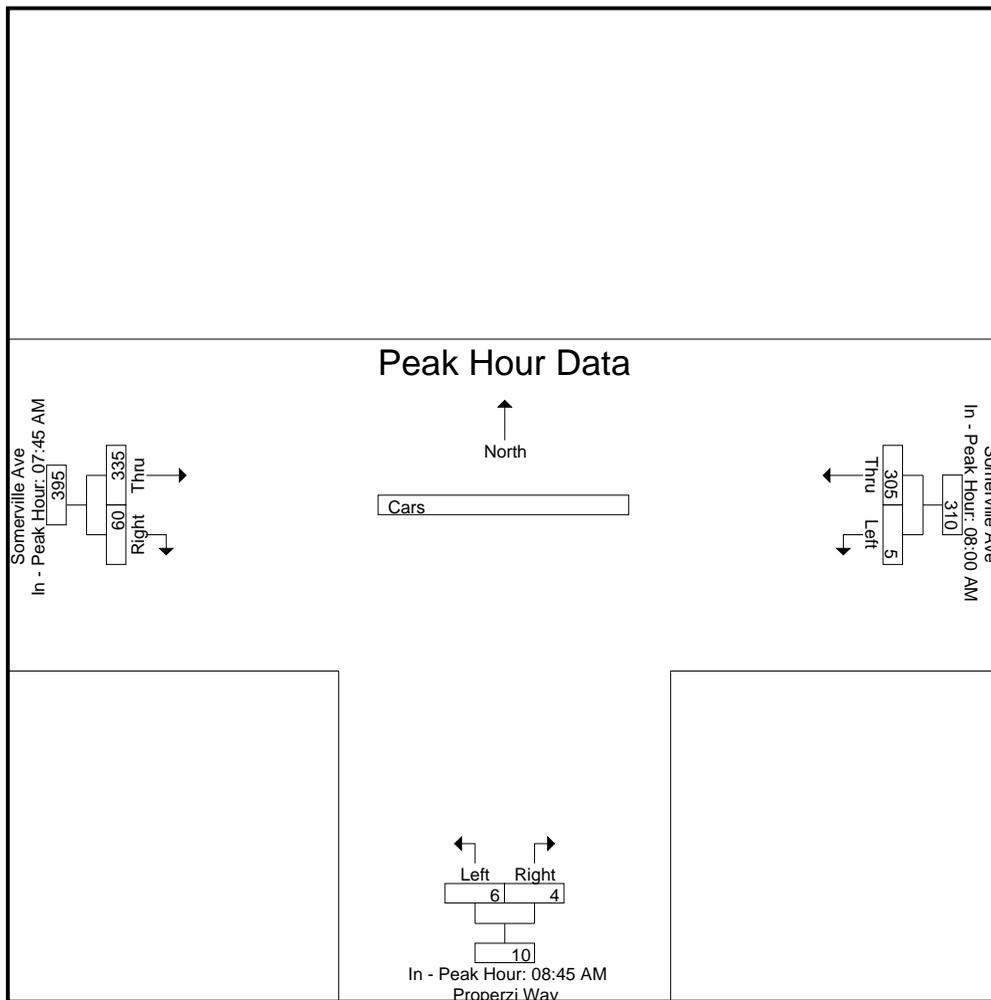
N/S Street : Properzi Way  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	08:00 AM			08:45 AM			07:45 AM		
+0 mins.	2	73	75	1	1	2	81	22	103
+15 mins.	0	85	85	2	0	2	77	16	93
+30 mins.	1	74	75	2	0	2	94	12	106
+45 mins.	2	73	75	1	3	4	83	10	93
Total Volume	5	305	310	6	4	10	335	60	395
% App. Total	1.6	98.4		60	40		84.8	15.2	
PHF	.625	.897	.912	.750	.333	.625	.891	.682	.932

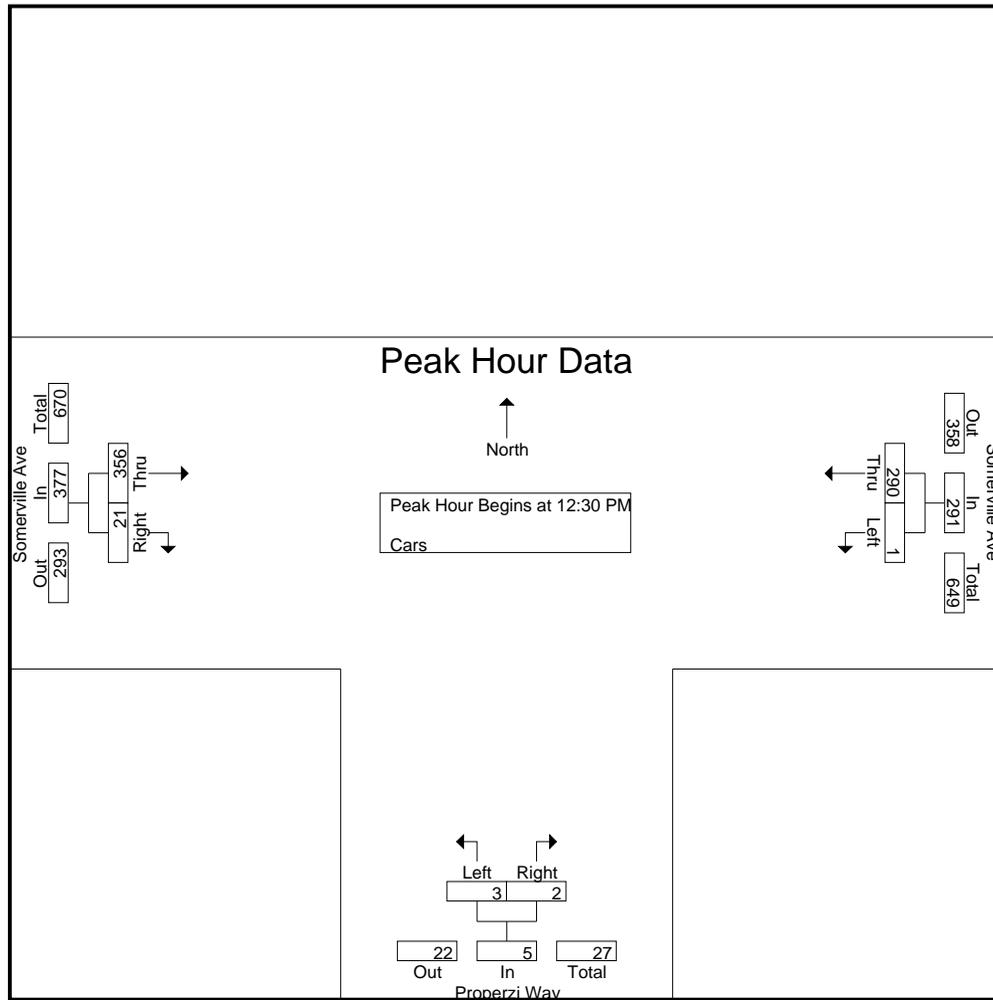
N/S Street : Properzi Way  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 12:30 PM

12:30 PM	0	<b>89</b>	<b>89</b>	1	0	1	95	6	101	<b>191</b>
12:45 PM	1	68	69	0	0	0	86	7	93	162
01:00 PM	0	60	60	2	1	3	68	4	72	135
01:15 PM	0	73	73	0	1	1	<b>107</b>	4	<b>111</b>	185
Total Volume	1	290	291	3	2	5	356	21	377	673
% App. Total	0.3	99.7		60	40		94.4	5.6		
PHF	.250	.815	.817	.375	.500	.417	.832	.750	.849	.881

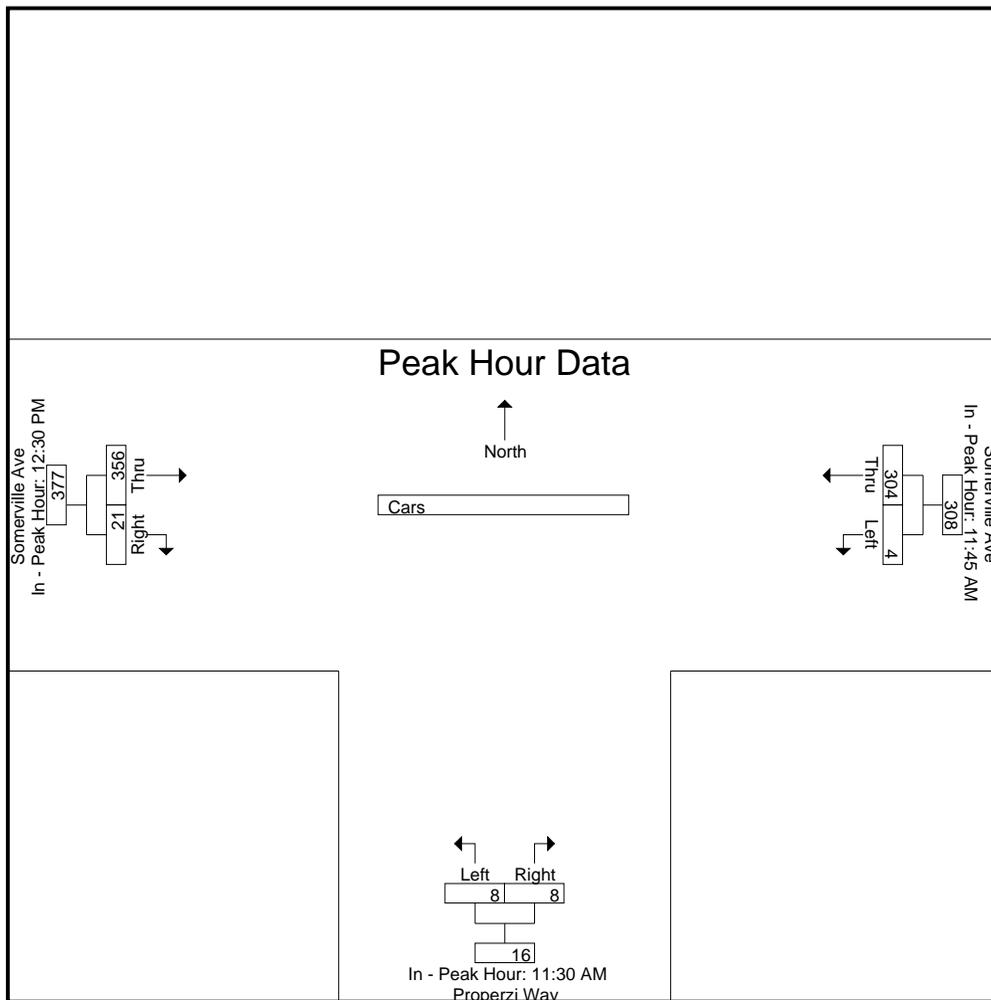
N/S Street : Properzi Way  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	11:45 AM			11:30 AM			12:30 PM		
+0 mins.	1	74	75	1	1	2	95	6	101
+15 mins.	3	76	79	3	0	3	86	7	93
+30 mins.	0	65	65	2	4	6	68	4	72
+45 mins.	0	89	89	2	3	5	107	4	111
Total Volume	4	304	308	8	8	16	356	21	377
% App. Total	1.3	98.7		50	50		94.4	5.6	
PHF	.333	.854	.865	.667	.500	.667	.832	.750	.849

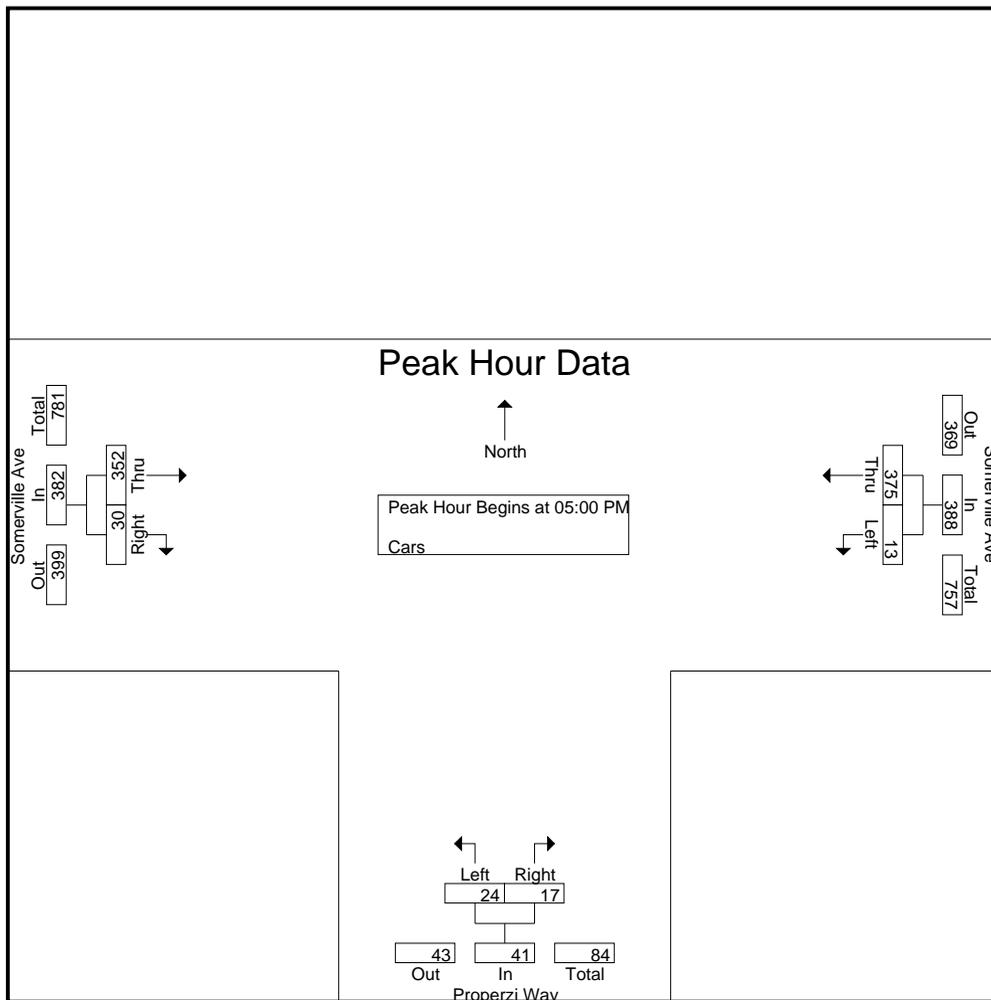
N/S Street : Properzi Way  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 02:00 PM to 07:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	4	95	99	9	6	15	96	6	102	216
05:15 PM	2	99	101	5	4	9	77	7	84	194
05:30 PM	4	87	91	3	3	6	94	10	104	201
05:45 PM	3	94	97	7	4	11	85	7	92	200
Total Volume	13	375	388	24	17	41	352	30	382	811
% App. Total	3.4	96.6		58.5	41.5		92.1	7.9		
PHF	.813	.947	.960	.667	.708	.683	.917	.750	.918	.939

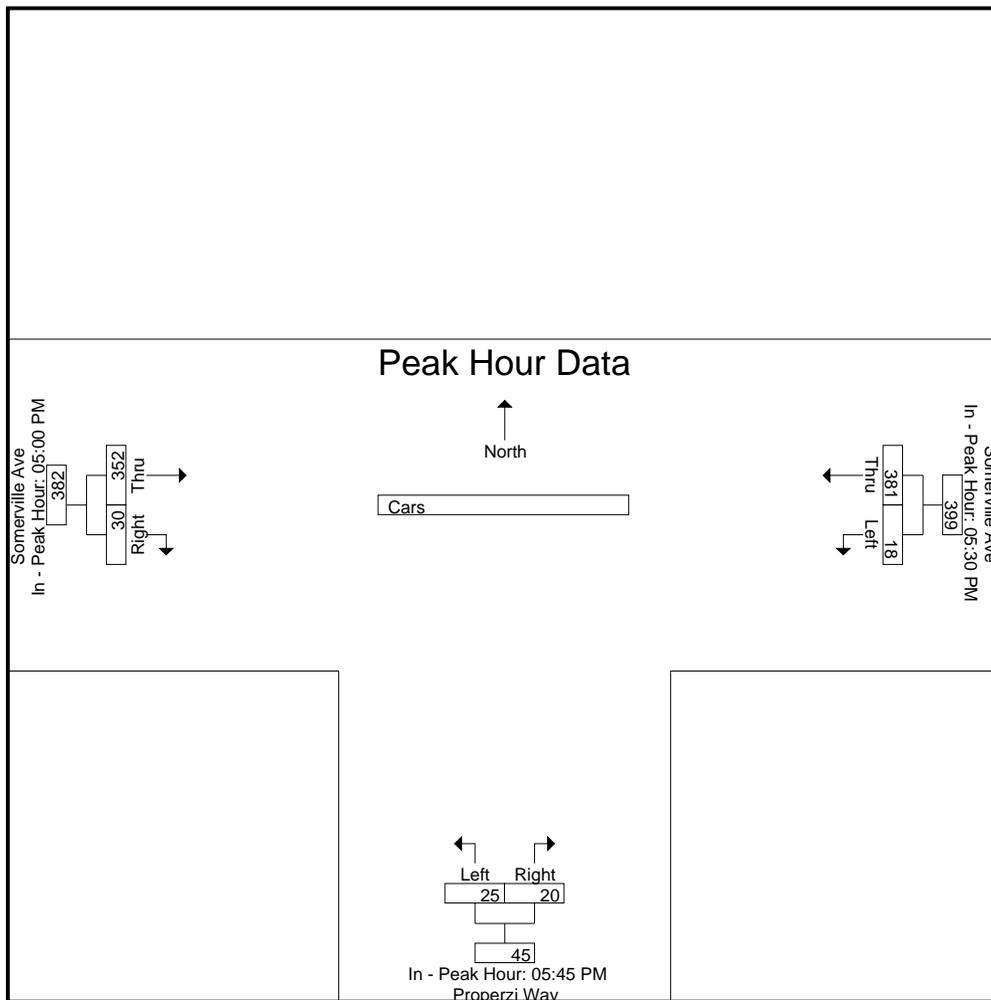
N/S Street : Properzi Way  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 02:00 PM to 07:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	05:30 PM			05:45 PM			05:00 PM		
+0 mins.	4	87	91	7	4	11	<b>96</b>	6	102
+15 mins.	3	94	97	7	<b>10</b>	<b>17</b>	77	7	84
+30 mins.	5	93	98	3	5	8	94	<b>10</b>	<b>104</b>
+45 mins.	<b>6</b>	<b>107</b>	<b>113</b>	<b>8</b>	1	9	85	7	92
Total Volume	18	381	399	25	20	45	352	30	382
% App. Total	4.5	95.5		55.6	44.4		92.1	7.9	
PHF	.750	.890	.883	.781	.500	.662	.917	.750	.918

N/S Street : Properzi Way  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



# Accurate Counts

978-664-2565

N/S Street : Properzi Way  
 E/W Street : Somerville Avenue  
 City/State : Somerville, MA  
 Weather : Clear

File Name : 90480003  
 Site Code : 90480003  
 Start Date : 1/13/2022  
 Page No : 17

## Groups Printed- Trucks

Start Time	Somerville Ave From East		Properzi Way From South		Somerville Ave From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
06:00 AM	0	5	0	0	1	0	6
06:15 AM	0	3	0	0	3	0	6
06:30 AM	0	5	0	0	2	0	7
06:45 AM	0	6	0	0	5	0	11
Total	0	19	0	0	11	0	30
07:00 AM	0	1	0	0	2	0	3
07:15 AM	0	4	0	0	4	0	8
07:30 AM	0	4	0	0	3	0	7
07:45 AM	0	2	0	0	2	0	4
Total	0	11	0	0	11	0	22
08:00 AM	0	1	0	0	2	0	3
08:15 AM	0	1	0	0	4	0	5
08:30 AM	0	1	0	0	4	0	5
08:45 AM	0	3	0	0	2	0	5
Total	0	6	0	0	12	0	18
09:00 AM	0	3	0	0	3	0	6
09:15 AM	0	5	0	0	3	0	8
09:30 AM	0	4	0	0	2	0	6
09:45 AM	0	2	0	0	3	0	5
Total	0	14	0	0	11	0	25
10:00 AM	0	4	0	0	2	0	6
10:15 AM	0	0	0	0	3	0	3
10:30 AM	0	2	0	0	3	0	5
10:45 AM	0	1	0	0	4	0	5
Total	0	7	0	0	12	0	19
11:00 AM	0	5	0	0	2	0	7
11:15 AM	0	1	0	0	5	0	6
11:30 AM	0	3	0	0	3	0	6
11:45 AM	0	3	0	0	2	0	5
Total	0	12	0	0	12	0	24
12:00 PM	0	3	0	0	4	0	7
12:15 PM	0	2	0	0	3	0	5
12:30 PM	0	1	0	0	1	0	2
12:45 PM	0	3	0	0	1	0	4
Total	0	9	0	0	9	0	18
01:00 PM	0	2	0	0	2	0	4
01:15 PM	0	0	0	0	3	0	3
01:30 PM	0	2	0	0	2	0	4
01:45 PM	0	0	0	0	1	0	1
Total	0	4	0	0	8	0	12
02:00 PM	0	1	0	0	4	0	5
02:15 PM	0	1	0	0	1	0	2
02:30 PM	0	1	0	0	2	0	3
02:45 PM	0	0	0	0	2	0	2
Total	0	3	0	0	9	0	12
03:00 PM	0	2	0	0	1	0	3
03:15 PM	0	1	0	0	0	0	1
03:30 PM	0	3	0	0	3	0	6
03:45 PM	0	0	0	0	4	0	4
Total	0	6	0	0	8	0	14
04:00 PM	0	1	0	0	5	0	6
04:15 PM	0	3	0	0	2	0	5
04:30 PM	0	0	0	0	2	0	2
04:45 PM	0	2	0	0	1	0	3
Total	0	6	0	0	10	0	16

# Accurate Counts

978-664-2565

N/S Street : Properzi Way  
 E/W Street : Somerville Avenue  
 City/State : Somerville, MA  
 Weather : Clear

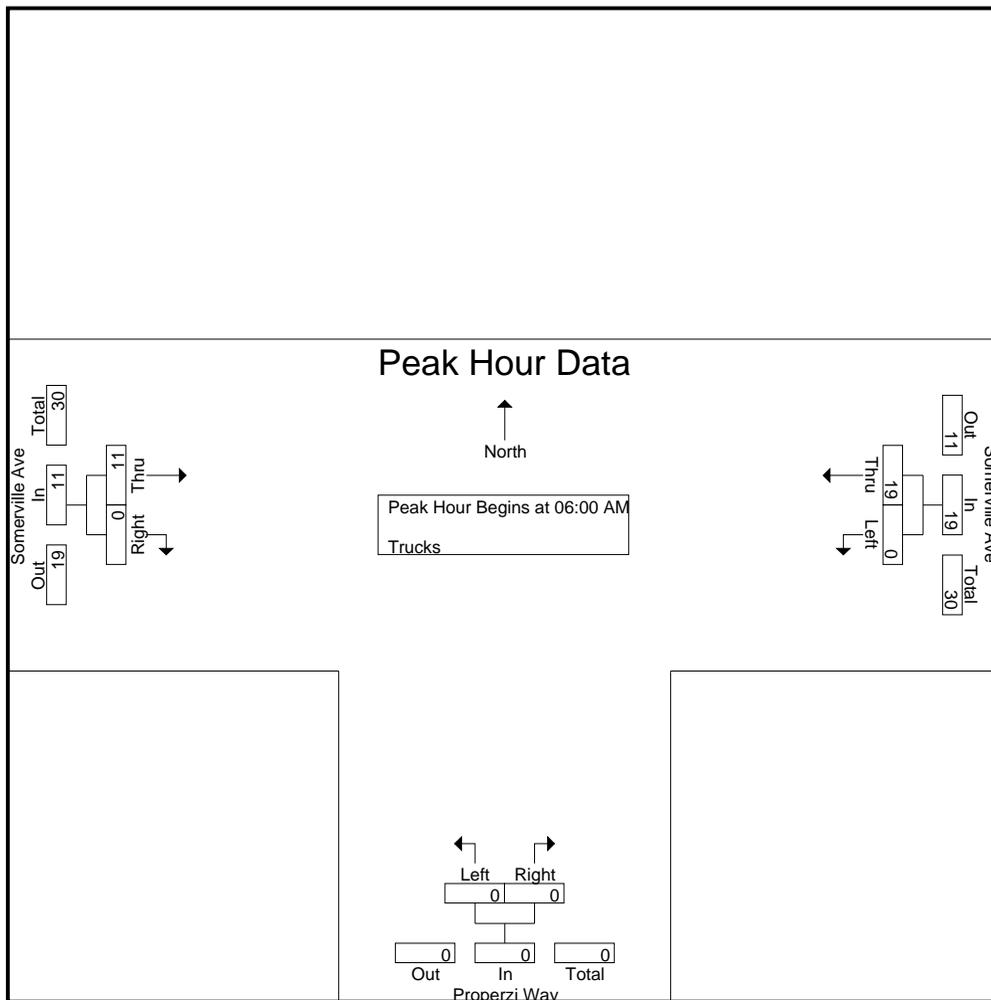
File Name : 90480003  
 Site Code : 90480003  
 Start Date : 1/13/2022  
 Page No : 18

### Groups Printed- Trucks

Start Time	Somerville Ave From East		Properzi Way From South		Somerville Ave From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
05:00 PM	0	1	0	0	0	0	1
05:15 PM	0	1	0	0	1	0	2
05:30 PM	0	2	0	0	2	0	4
05:45 PM	0	1	0	0	1	0	2
<b>Total</b>	0	5	0	0	4	0	9
06:00 PM	0	1	0	0	0	0	1
06:15 PM	0	1	0	0	1	0	2
06:30 PM	0	1	0	0	5	0	6
06:45 PM	0	0	0	0	2	0	2
<b>Total</b>	0	3	0	0	8	0	11
07:00 PM	0	1	0	0	1	0	2
07:15 PM	0	1	0	0	1	0	2
07:30 PM	0	1	0	0	0	0	1
07:45 PM	0	1	0	0	0	0	1
<b>Total</b>	0	4	0	0	2	0	6
<b>Grand Total</b>	0	109	0	0	127	0	236
Apprch %	0	100	0	0	100	0	
Total %	0	46.2	0	0	53.8	0	

Start Time	Somerville Ave From East			Properzi Way From South			Somerville Ave From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 06:00 AM										
06:00 AM	0	5	5	0	0	0	1	0	1	6
06:15 AM	0	3	3	0	0	0	3	0	3	6
06:30 AM	0	5	5	0	0	0	2	0	2	7
06:45 AM	0	6	6	0	0	0	5	0	5	11
<b>Total Volume</b>	0	19	19	0	0	0	11	0	11	30
<b>% App. Total</b>	0	100		0	0		100	0		
<b>PHF</b>	.000	.792	.792	.000	.000	.000	.550	.000	.550	.682

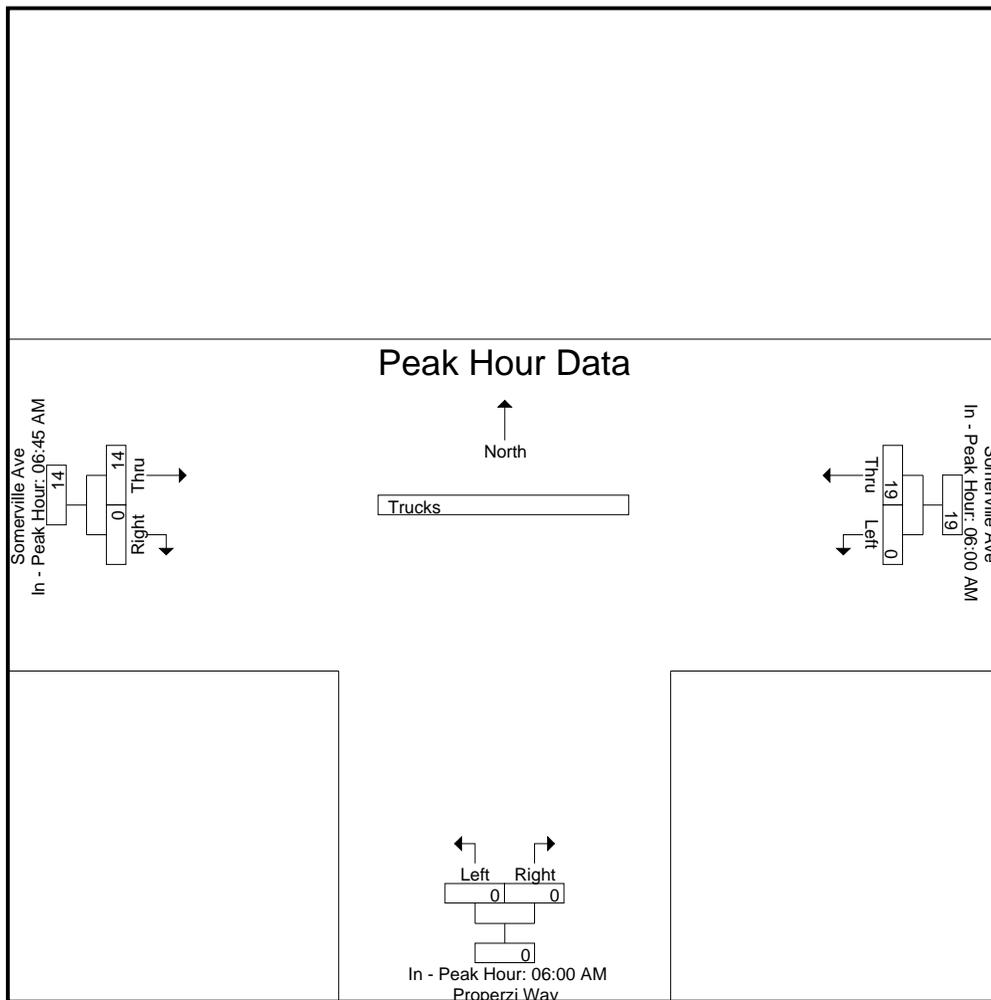
N/S Street : Properzi Way  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	06:00 AM			06:00 AM			06:45 AM		
+0 mins.	0	5	5	0	0	0	5	0	5
+15 mins.	0	3	3	0	0	0	2	0	2
+30 mins.	0	5	5	0	0	0	4	0	4
+45 mins.	0	6	6	0	0	0	3	0	3
Total Volume	0	19	19	0	0	0	14	0	14
% App. Total	0	100		0	0		100	0	
PHF	.000	.792	.792	.000	.000	.000	.700	.000	.700

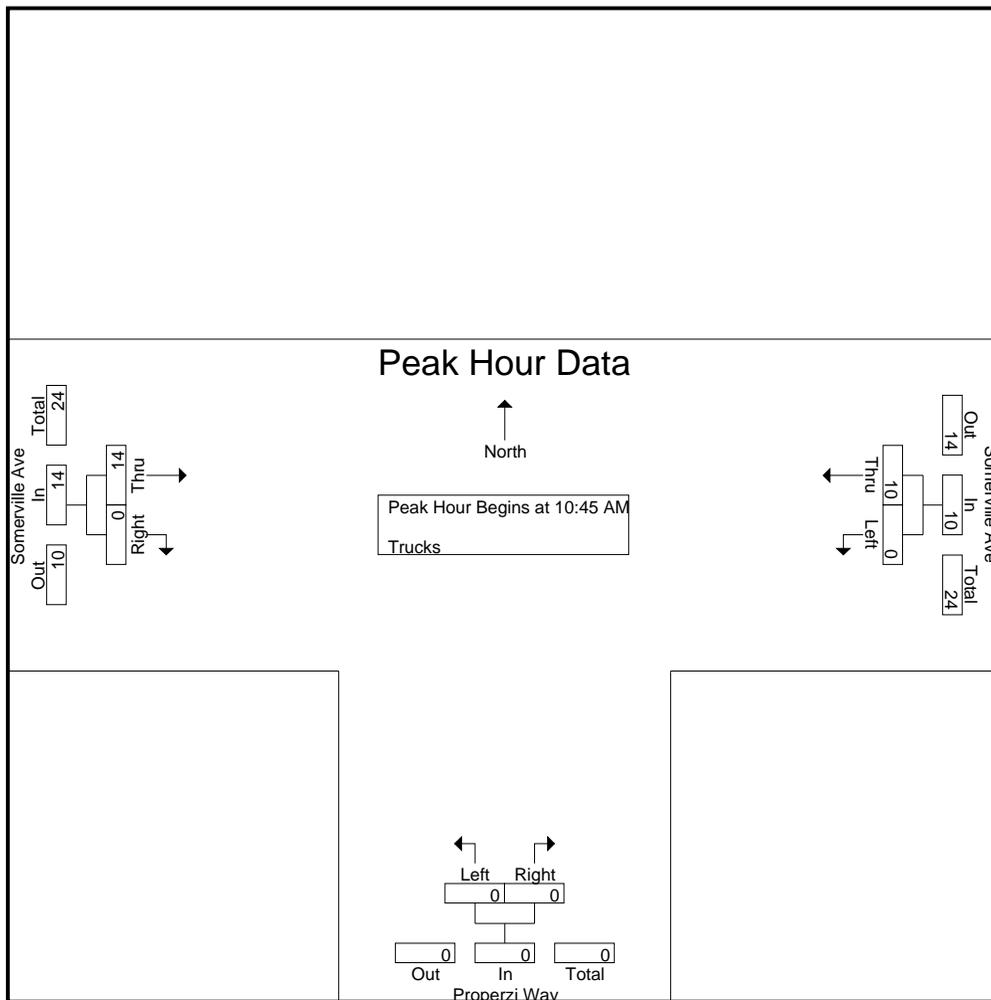
N/S Street : Properzi Way  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 10:45 AM

10:45 AM	0	1	1	0	0	0	4	0	4	5
11:00 AM	0	5	5	0	0	0	2	0	2	7
11:15 AM	0	1	1	0	0	0	5	0	5	6
11:30 AM	0	3	3	0	0	0	3	0	3	6
Total Volume	0	10	10	0	0	0	14	0	14	24
% App. Total	0	100		0	0		100	0		
PHF	.000	.500	.500	.000	.000	.000	.700	.000	.700	.857

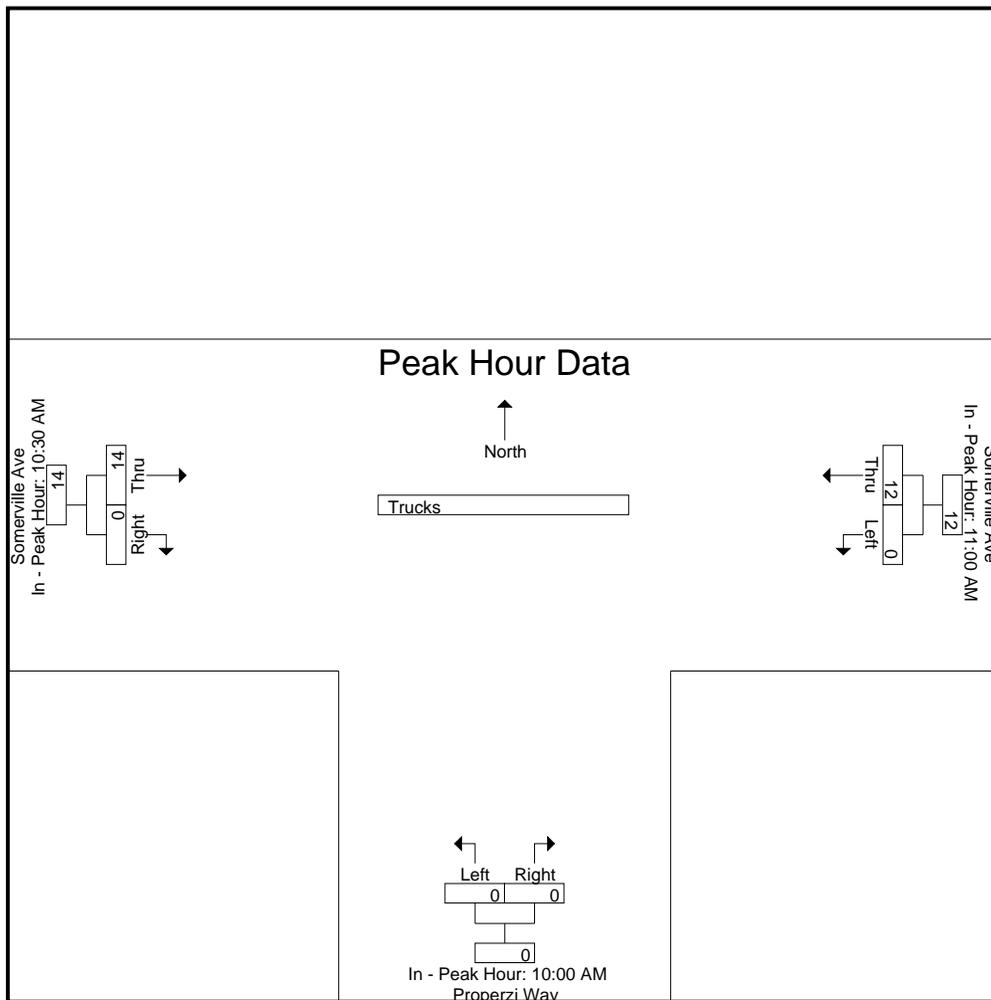
N/S Street : Properzi Way  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	11:00 AM			10:00 AM			10:30 AM		
+0 mins.	0	5	5	0	0	0	3	0	3
+15 mins.	0	1	1	0	0	0	4	0	4
+30 mins.	0	3	3	0	0	0	2	0	2
+45 mins.	0	3	3	0	0	0	5	0	5
Total Volume	0	12	12	0	0	0	14	0	14
% App. Total	0	100		0	0		100	0	
PHF	.000	.600	.600	.000	.000	.000	.700	.000	.700

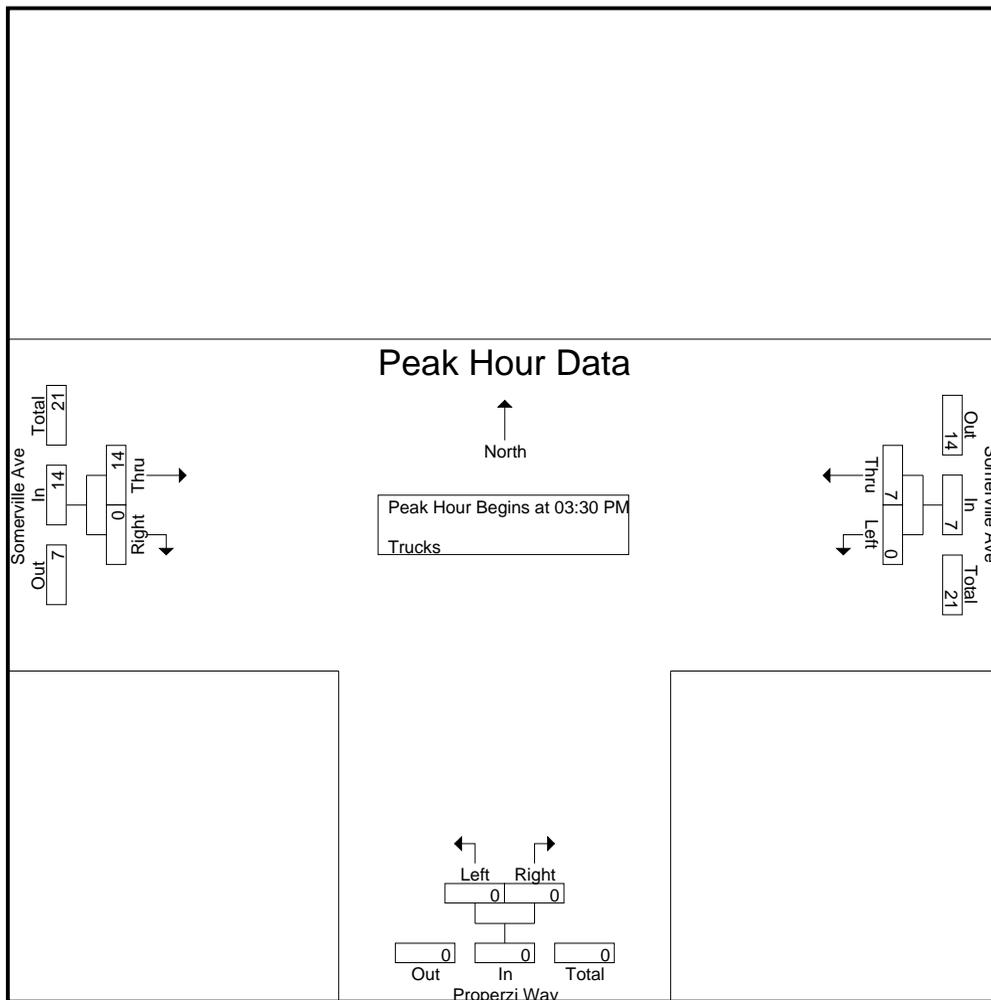
N/S Street : Properzi Way  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 02:00 PM to 07:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 03:30 PM

03:30 PM	0	3	3	0	0	0	3	0	3	6
03:45 PM	0	0	0	0	0	0	4	0	4	4
04:00 PM	0	1	1	0	0	0	5	0	5	6
04:15 PM	0	3	3	0	0	0	2	0	2	5
Total Volume	0	7	7	0	0	0	14	0	14	21
% App. Total	0	100		0	0		100	0		
PHF	.000	.583	.583	.000	.000	.000	.700	.000	.700	.875

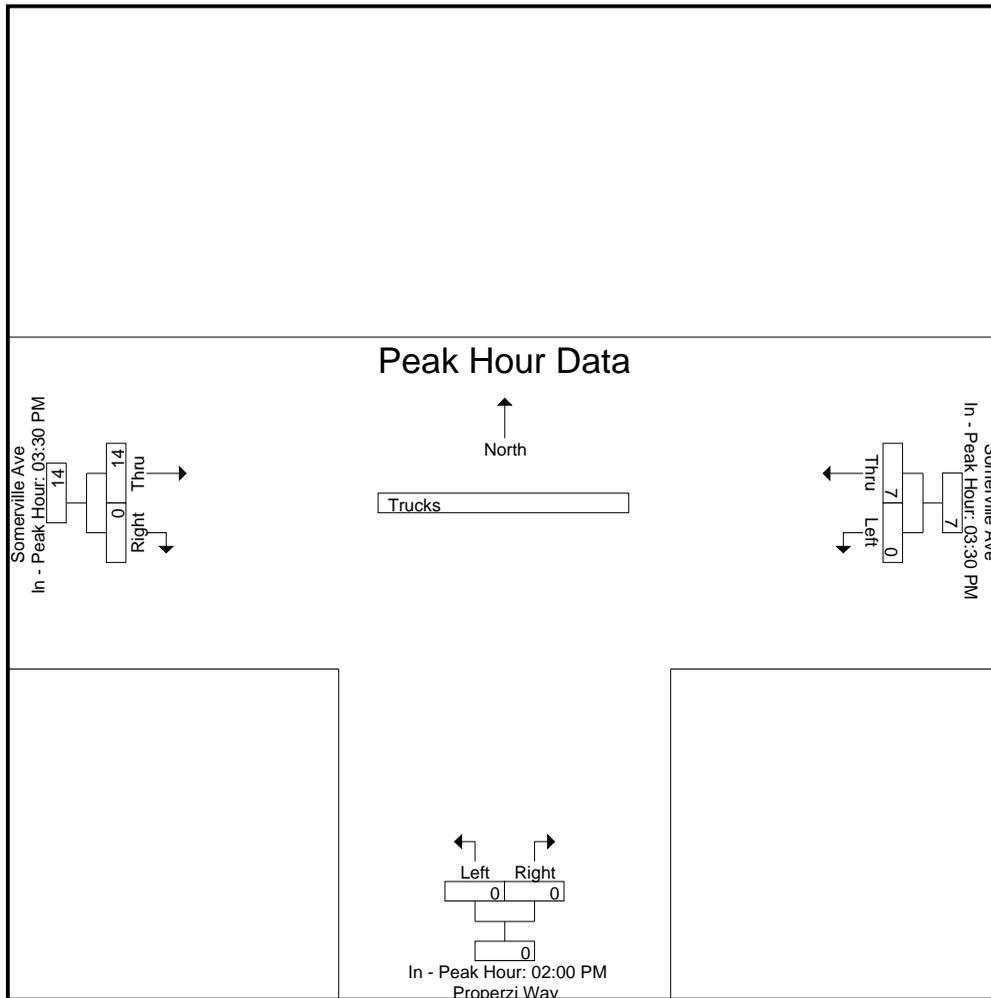
N/S Street : Properzi Way  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 02:00 PM to 07:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	03:30 PM			02:00 PM			03:30 PM		
+0 mins.	0	3	3	0	0	0	3	0	3
+15 mins.	0	0	0	0	0	0	4	0	4
+30 mins.	0	1	1	0	0	0	5	0	5
+45 mins.	0	3	3	0	0	0	2	0	2
Total Volume	0	7	7	0	0	0	14	0	14
% App. Total	0	100		0	0		100	0	
PHF	.000	.583	.583	.000	.000	.000	.700	.000	.700

N/S Street : Properzi Way  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



# Accurate Counts

978-664-2565

N/S Street : Properzi Way  
 E/W Street : Somerville Avenue  
 City/State : Somerville, MA  
 Weather : Clear

File Name : 90480003  
 Site Code : 90480003  
 Start Date : 1/13/2022  
 Page No : 25

## Groups Printed- Bikes Peds

Start Time	Somerville Ave From East			Properzi Way From South			Somerville Ave From West			Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds			
06:00 AM	1	0	0	0	0	0	0	0	0	0	1	1
06:15 AM	0	1	0	0	0	1	2	0	3	4	3	7
06:30 AM	0	1	1	0	0	0	2	0	1	2	3	5
06:45 AM	0	2	1	0	0	2	2	0	0	3	4	7
<b>Total</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>9</b>	<b>11</b>	<b>20</b>
07:00 AM	1	0	0	0	0	0	0	0	1	1	1	2
07:15 AM	0	1	0	0	0	6	0	1	0	6	2	8
07:30 AM	0	3	2	0	0	8	3	0	1	11	6	17
07:45 AM	2	2	0	0	0	4	5	0	1	5	9	14
<b>Total</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>8</b>	<b>1</b>	<b>3</b>	<b>23</b>	<b>18</b>	<b>41</b>
08:00 AM	0	1	1	0	0	7	5	0	2	10	6	16
08:15 AM	0	0	0	0	0	5	9	0	0	5	9	14
08:30 AM	0	3	0	0	0	9	6	0	0	9	9	18
08:45 AM	0	2	0	1	0	12	8	3	0	12	14	26
<b>Total</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>28</b>	<b>3</b>	<b>2</b>	<b>36</b>	<b>38</b>	<b>74</b>
09:00 AM	0	3	0	0	0	5	11	0	0	5	14	19
09:15 AM	0	5	1	0	0	6	3	1	0	7	9	16
09:30 AM	0	0	0	0	0	2	4	0	0	2	4	6
09:45 AM	1	3	0	1	0	9	7	1	0	9	13	22
<b>Total</b>	<b>1</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>40</b>	<b>63</b>
10:00 AM	0	3	1	0	0	6	7	0	0	7	10	17
10:15 AM	0	0	2	1	0	8	1	1	1	11	3	14
10:30 AM	0	3	1	0	0	6	2	0	0	7	5	12
10:45 AM	0	5	0	0	0	12	5	0	0	12	10	22
<b>Total</b>	<b>0</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>32</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>37</b>	<b>28</b>	<b>65</b>
11:00 AM	0	0	0	0	0	8	4	1	1	9	5	14
11:15 AM	0	3	0	0	0	3	1	1	1	4	5	9
11:30 AM	0	0	0	1	0	14	0	0	1	15	1	16
11:45 AM	1	2	0	0	0	9	5	1	3	12	9	21
<b>Total</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>34</b>	<b>10</b>	<b>3</b>	<b>6</b>	<b>40</b>	<b>20</b>	<b>60</b>
12:00 PM	0	7	0	0	1	9	4	0	2	11	12	23
12:15 PM	0	3	1	0	0	12	4	0	0	13	7	20
12:30 PM	0	5	2	0	0	10	1	0	1	13	6	19
12:45 PM	0	2	0	0	0	7	3	1	0	7	6	13
<b>Total</b>	<b>0</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>38</b>	<b>12</b>	<b>1</b>	<b>3</b>	<b>44</b>	<b>31</b>	<b>75</b>
01:00 PM	0	3	0	1	0	15	7	1	2	17	12	29
01:15 PM	0	3	1	0	0	13	5	0	1	15	8	23
01:30 PM	0	0	0	0	0	6	5	0	2	8	5	13
01:45 PM	0	2	1	0	0	12	3	0	0	13	5	18
<b>Total</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>46</b>	<b>20</b>	<b>1</b>	<b>5</b>	<b>53</b>	<b>30</b>	<b>83</b>
02:00 PM	0	2	1	0	0	17	2	1	1	19	5	24
02:15 PM	0	0	1	0	0	9	3	1	3	13	4	17
02:30 PM	1	6	5	0	0	5	5	0	1	11	12	23
02:45 PM	0	6	4	0	0	12	1	0	2	18	7	25
<b>Total</b>	<b>1</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>11</b>	<b>2</b>	<b>7</b>	<b>61</b>	<b>28</b>	<b>89</b>
03:00 PM	0	3	0	0	1	11	4	0	0	11	8	19
03:15 PM	1	7	1	1	0	13	4	0	0	14	13	27
03:30 PM	0	3	2	0	0	6	5	0	2	10	8	18
03:45 PM	0	3	0	1	0	7	3	0	1	8	7	15
<b>Total</b>	<b>1</b>	<b>16</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>37</b>	<b>16</b>	<b>0</b>	<b>3</b>	<b>43</b>	<b>36</b>	<b>79</b>
04:00 PM	0	4	0	0	0	13	5	1	0	13	10	23
04:15 PM	1	2	0	0	0	20	6	2	1	21	11	32
04:30 PM	0	7	3	0	0	15	5	0	2	20	12	32
04:45 PM	0	3	1	1	0	13	2	1	2	16	7	23
<b>Total</b>	<b>1</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>18</b>	<b>4</b>	<b>5</b>	<b>70</b>	<b>40</b>	<b>110</b>

**Accurate Counts**  
978-664-2565

File Name : 90480003  
Site Code : 90480003  
Start Date : 1/13/2022  
Page No : 26

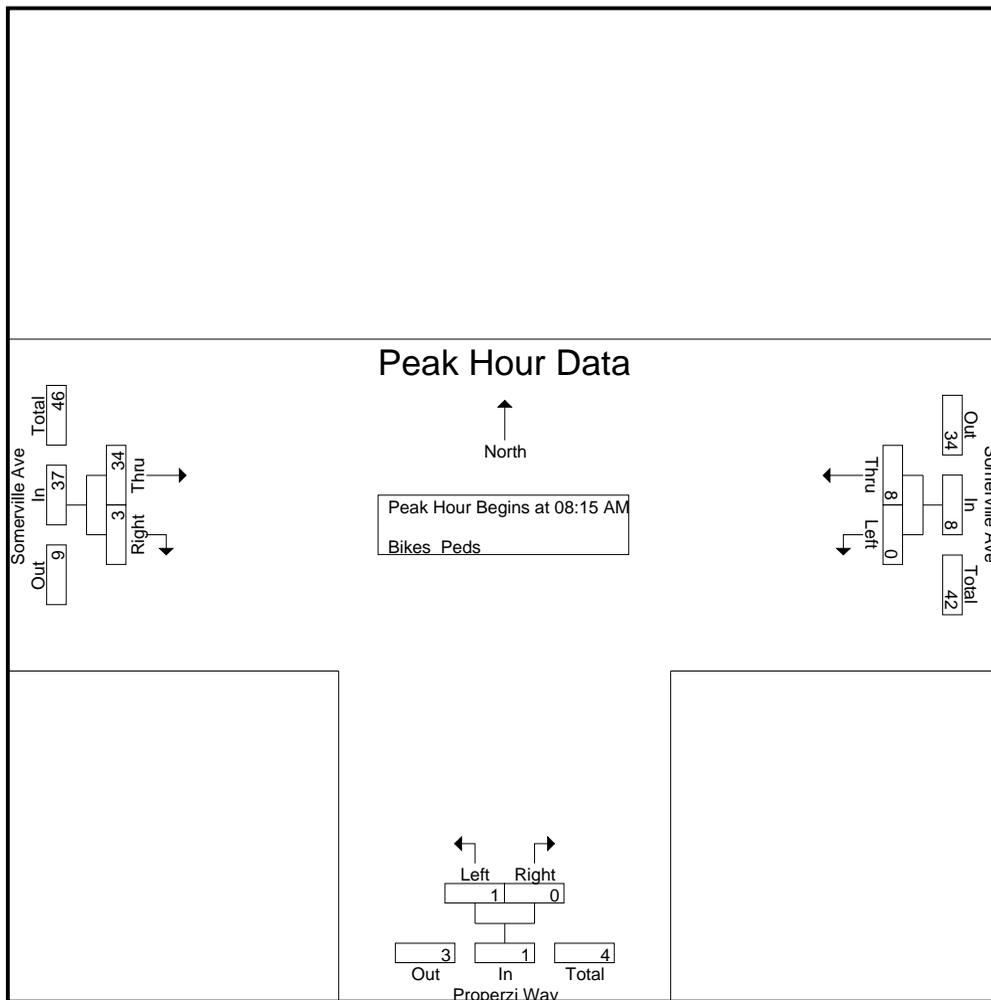
N/S Street : Properzi Way  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear

Groups Printed- Bikes Peds

Start Time	Somerville Ave From East			Properzi Way From South			Somerville Ave From West			Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds			
05:00 PM	1	5	0	0	0	4	2	1	1	5	9	14
05:15 PM	0	8	0	0	0	7	1	1	0	7	10	17
05:30 PM	0	5	1	0	0	10	8	1	0	11	14	25
05:45 PM	0	9	1	2	0	6	4	1	1	8	16	24
Total	1	27	2	2	0	27	15	4	2	31	49	80
06:00 PM	0	3	0	0	0	8	3	1	1	9	7	16
06:15 PM	0	7	5	0	0	4	3	1	4	13	11	24
06:30 PM	0	4	3	2	0	10	7	0	0	13	13	26
06:45 PM	0	1	2	1	0	9	7	2	1	12	11	23
Total	0	15	10	3	0	31	20	4	6	47	42	89
07:00 PM	3	9	2	1	0	5	3	3	0	7	19	26
07:15 PM	0	5	3	0	0	13	4	0	1	17	9	26
07:30 PM	0	3	0	2	0	4	3	0	1	5	8	13
07:45 PM	0	4	0	2	0	7	2	0	0	7	8	15
Total	3	21	5	5	0	29	12	3	2	36	44	80
Grand Total	13	177	50	18	2	454	216	29	49	553	455	1008
Apprch %	6.8	93.2		90	10		88.2	11.8				
Total %	2.9	38.9		4	0.4		47.5	6.4		54.9	45.1	

Start Time	Somerville Ave From East			Properzi Way From South			Somerville Ave From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:15 AM										
08:15 AM	0	0	0	0	0	0	9	0	9	9
08:30 AM	0	3	3	0	0	0	6	0	6	9
08:45 AM	0	2	2	1	0	1	8	3	11	14
09:00 AM	0	3	3	0	0	0	11	0	11	14
Total Volume	0	8	8	1	0	1	34	3	37	46
% App. Total	0	100		100	0		91.9	8.1		
PHF	.000	.667	.667	.250	.000	.250	.773	.250	.841	.821

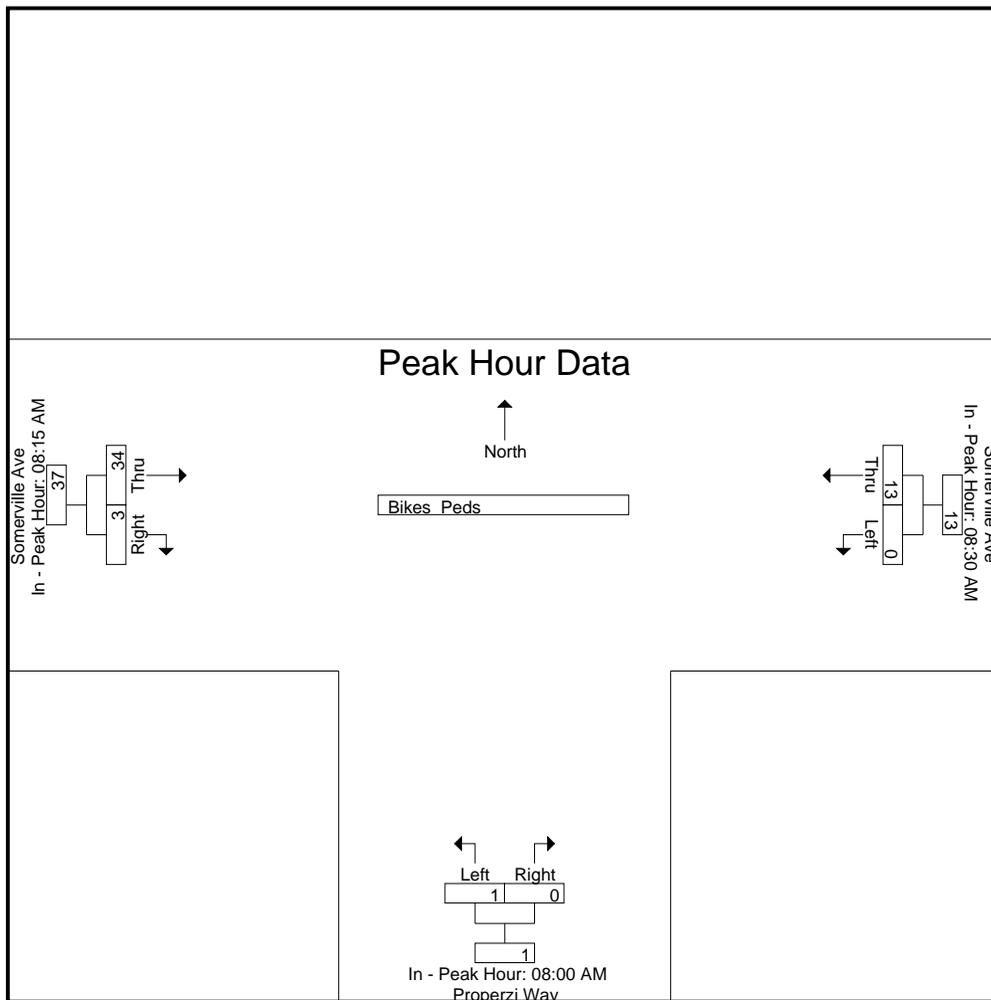
N/S Street : Properzi Way  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	08:30 AM			08:00 AM			08:15 AM		
+0 mins.	0	3	3	0	0	0	9	0	9
+15 mins.	0	2	2	0	0	0	6	0	6
+30 mins.	0	3	3	0	0	0	8	3	11
+45 mins.	0	5	5	1	0	1	11	0	11
Total Volume	0	13	13	1	0	1	34	3	37
% App. Total	0	100		100	0		91.9	8.1	
PHF	.000	.650	.650	.250	.000	.250	.773	.250	.841

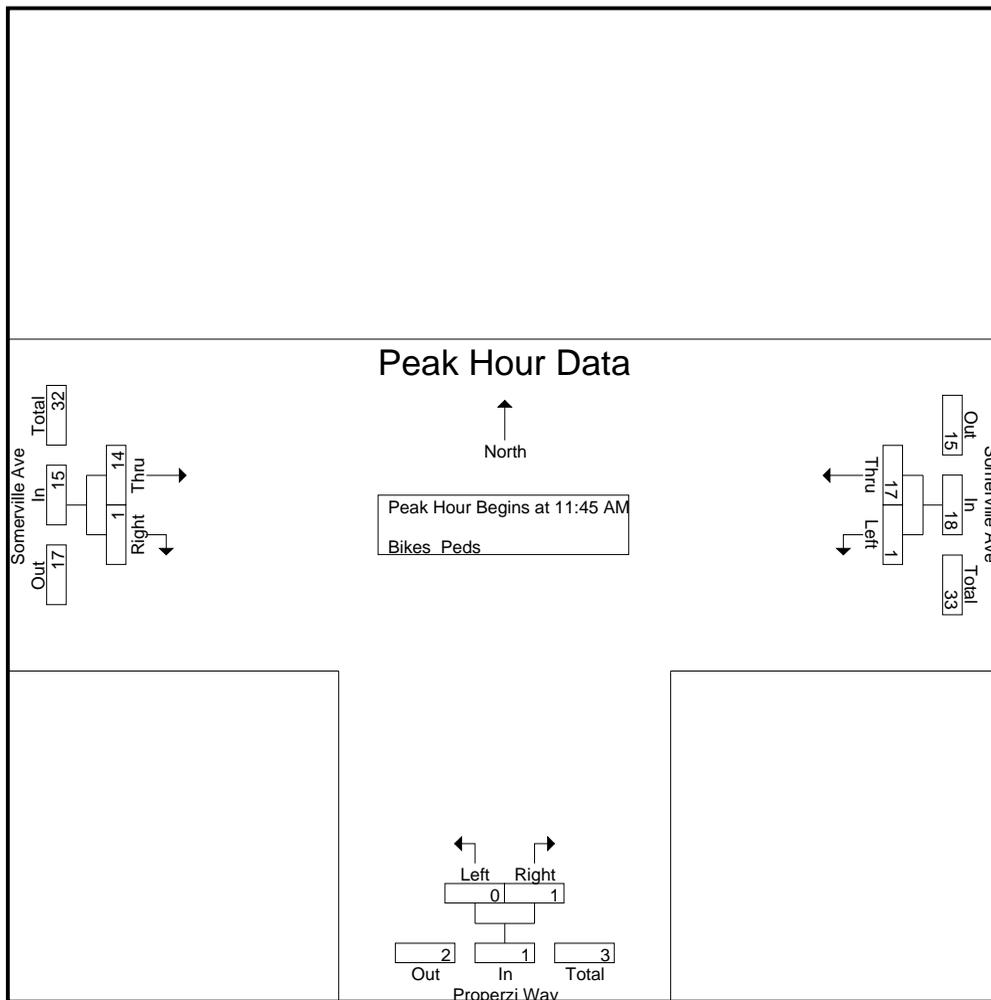
N/S Street : Properzi Way  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 11:45 AM

11:45 AM	1	2	3	0	0	0	5	1	6	9
12:00 PM	0	7	7	0	1	1	4	0	4	12
12:15 PM	0	3	3	0	0	0	4	0	4	7
12:30 PM	0	5	5	0	0	0	1	0	1	6
<b>Total Volume</b>	1	17	18	0	1	1	14	1	15	34
<b>% App. Total</b>	5.6	94.4		0	100		93.3	6.7		
<b>PHF</b>	.250	.607	.643	.000	.250	.250	.700	.250	.625	.708

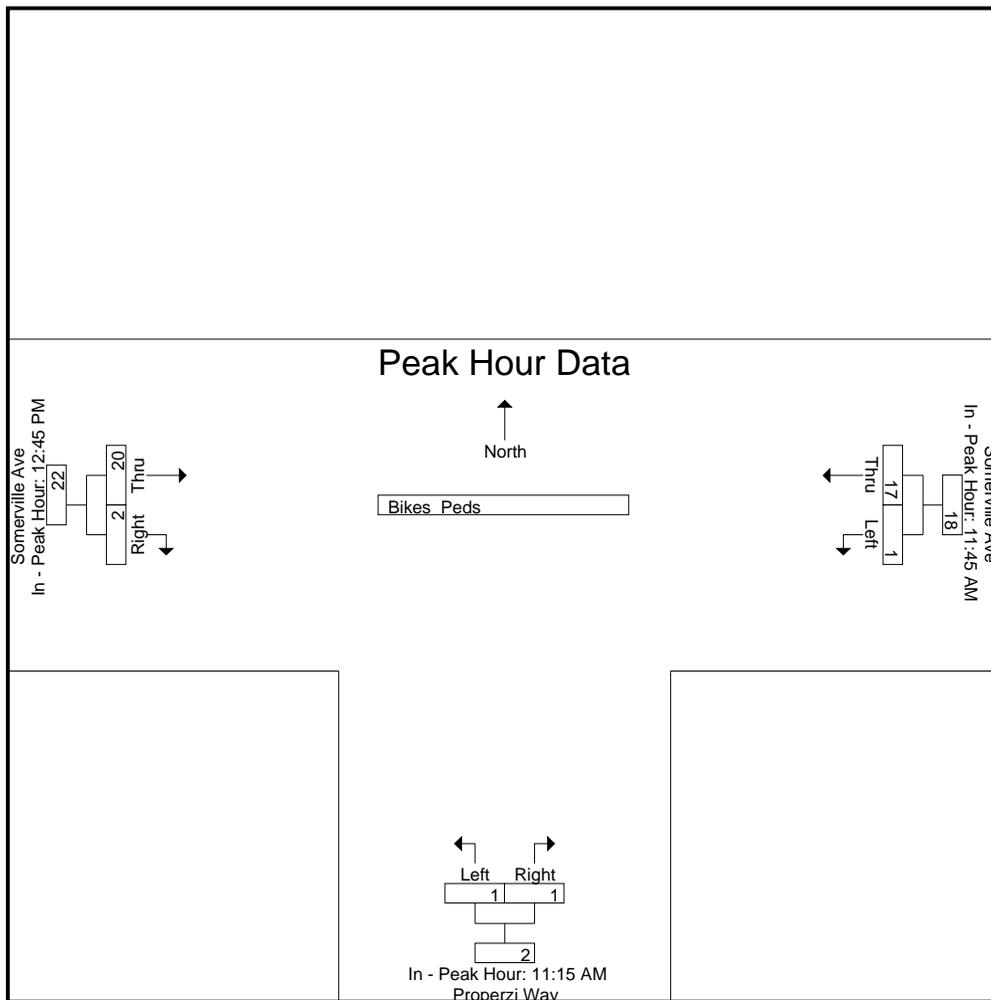
N/S Street : Properzi Way  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	11:45 AM			11:15 AM			12:45 PM		
+0 mins.	1	2	3	0	0	0	3	1	4
+15 mins.	0	7	7	1	0	1	7	1	8
+30 mins.	0	3	3	0	0	0	5	0	5
+45 mins.	0	5	5	0	1	1	5	0	5
Total Volume	1	17	18	1	1	2	20	2	22
% App. Total	5.6	94.4		50	50		90.9	9.1	
PHF	.250	.607	.643	.250	.250	.500	.714	.500	.688

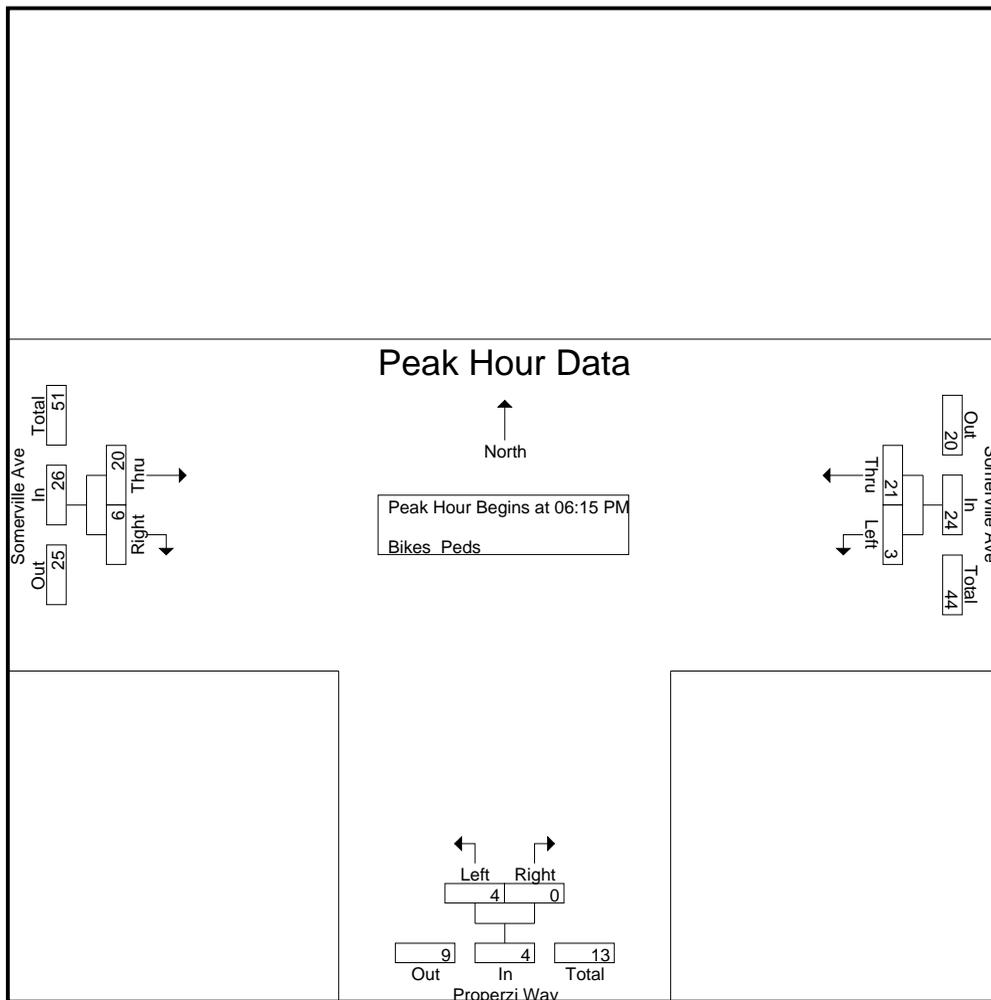
N/S Street : Properzi Way  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 02:00 PM to 07:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 06:15 PM

06:15 PM	0	7	7	0	0	0	3	1	4	11
06:30 PM	0	4	4	2	0	2	7	0	7	13
06:45 PM	0	1	1	1	0	1	7	2	9	11
07:00 PM	3	9	12	1	0	1	3	3	6	19
Total Volume	3	21	24	4	0	4	20	6	26	54
% App. Total	12.5	87.5		100	0		76.9	23.1		
PHF	.250	.583	.500	.500	.000	.500	.714	.500	.722	.711

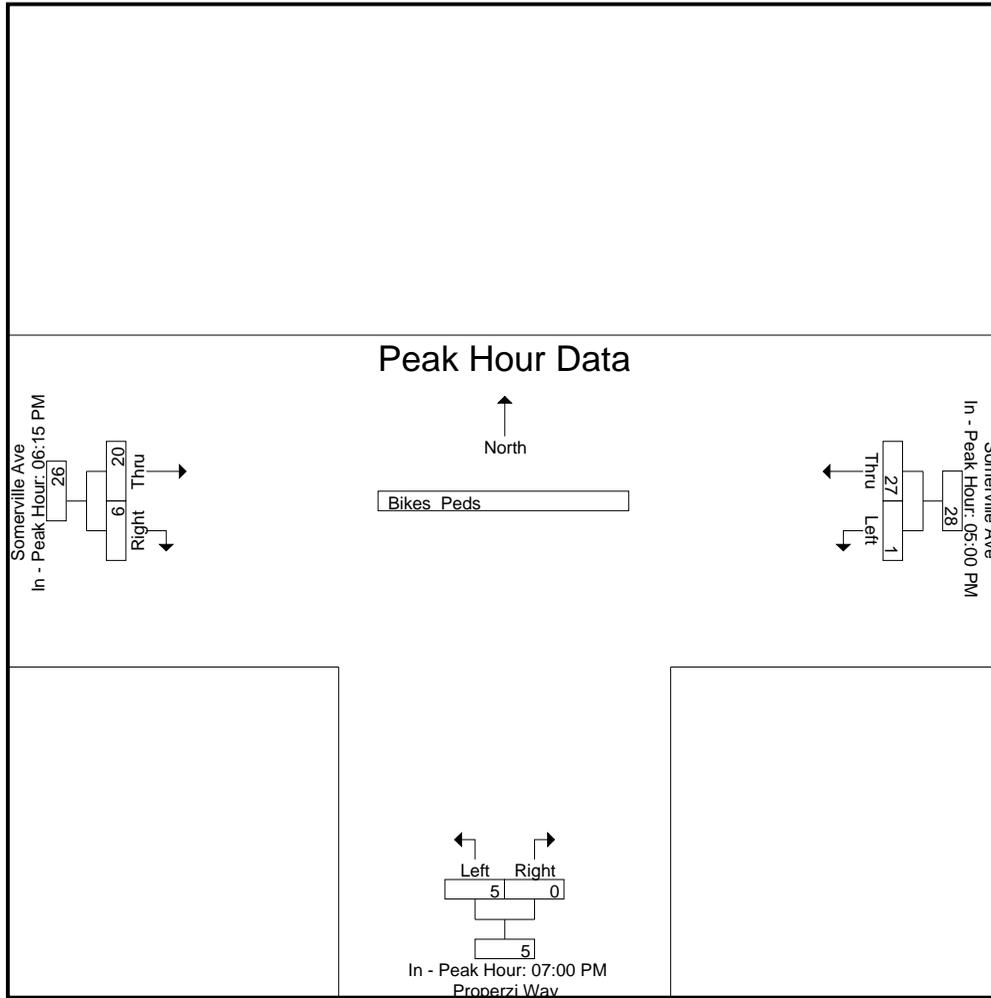
N/S Street : Properzi Way  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 02:00 PM to 07:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	05:00 PM			07:00 PM			06:15 PM		
+0 mins.	1	5	6	1	0	1	3	1	4
+15 mins.	0	8	8	0	0	0	7	0	7
+30 mins.	0	5	5	2	0	2	7	2	9
+45 mins.	0	9	9	2	0	2	3	3	6
Total Volume	1	27	28	5	0	5	20	6	26
% App. Total	3.6	96.4		100	0		76.9	23.1	
PHF	.250	.750	.778	.625	.000	.625	.714	.500	.722

N/S Street : Properzi Way  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

File Name : 904800S3  
Site Code : 90480003  
Start Date : 1/15/2022  
Page No : 1

N/S Street : Properzi Way  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear

Groups Printed- Cars - Trucks

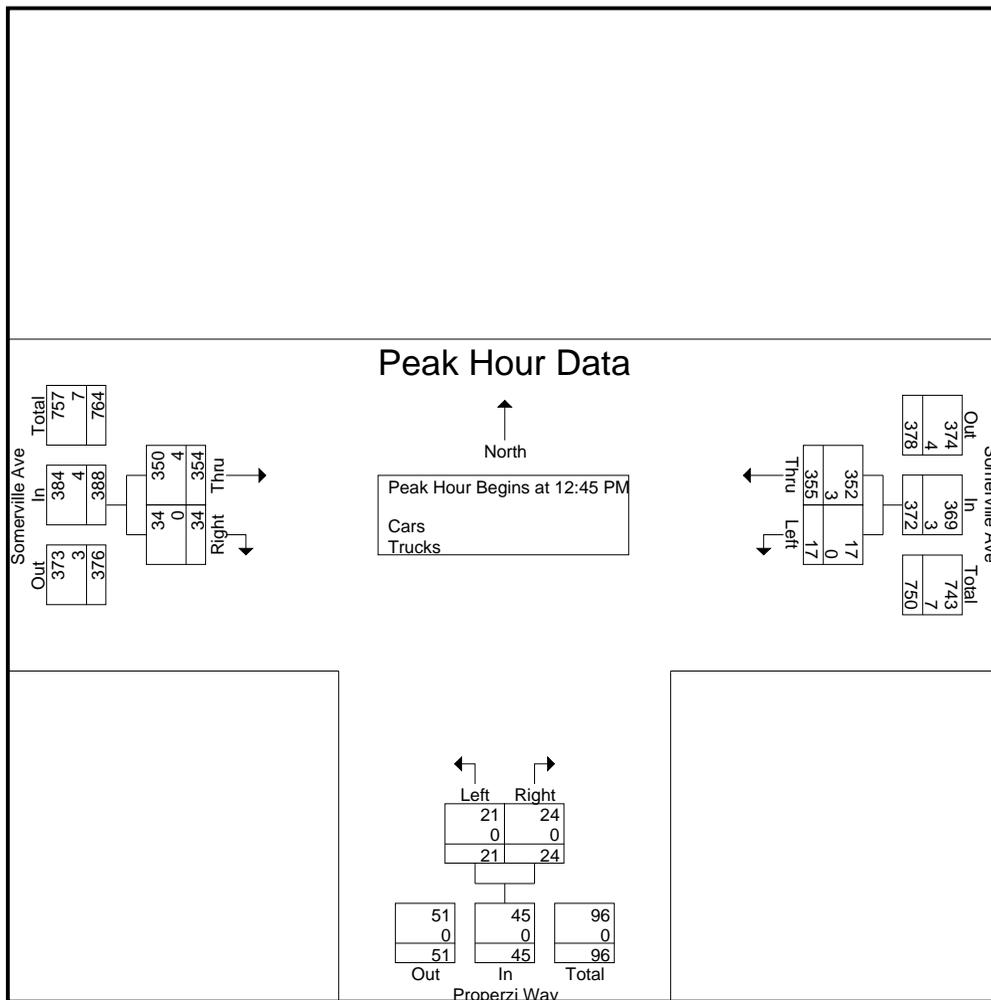
Start Time	Somerville Ave From East		Properzi Way From South		Somerville Ave From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
10:00 AM	1	57	3	2	70	2	135
10:15 AM	1	68	1	4	60	4	138
10:30 AM	1	74	2	3	75	7	162
10:45 AM	2	72	1	6	77	6	164
<b>Total</b>	<b>5</b>	<b>271</b>	<b>7</b>	<b>15</b>	<b>282</b>	<b>19</b>	<b>599</b>
11:00 AM	1	79	1	4	80	4	169
11:15 AM	1	73	3	2	95	2	176
11:30 AM	3	80	3	3	68	8	165
11:45 AM	2	79	2	4	91	3	181
<b>Total</b>	<b>7</b>	<b>311</b>	<b>9</b>	<b>13</b>	<b>334</b>	<b>17</b>	<b>691</b>
12:00 PM	2	94	1	3	86	8	194
12:15 PM	3	89	4	4	93	5	198
12:30 PM	2	94	0	2	82	7	187
12:45 PM	4	95	3	4	95	6	207
<b>Total</b>	<b>11</b>	<b>372</b>	<b>8</b>	<b>13</b>	<b>356</b>	<b>26</b>	<b>786</b>
01:00 PM	3	80	5	7	71	9	175
01:15 PM	6	87	9	6	87	9	204
01:30 PM	4	93	4	7	101	10	219
01:45 PM	1	74	3	5	86	7	176
<b>Total</b>	<b>14</b>	<b>334</b>	<b>21</b>	<b>25</b>	<b>345</b>	<b>35</b>	<b>774</b>
<b>Grand Total</b>	<b>37</b>	<b>1288</b>	<b>45</b>	<b>66</b>	<b>1317</b>	<b>97</b>	<b>2850</b>
Apprch %	2.8	97.2	40.5	59.5	93.1	6.9	
Total %	1.3	45.2	1.6	2.3	46.2	3.4	
Cars	37	1275	45	66	1299	97	2819
% Cars	100	99	100	100	98.6	100	98.9
Trucks	0	13	0	0	18	0	31
% Trucks	0	1	0	0	1.4	0	1.1

Start Time	Somerville Ave From East			Properzi Way From South			Somerville Ave From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:45 PM										
12:45 PM	4	<b>95</b>	<b>99</b>	3	4	7	95	6	101	207
01:00 PM	3	80	83	5	7	12	71	9	80	175
01:15 PM	6	87	93	9	6	15	87	9	96	204
01:30 PM	4	93	97	4	7	11	<b>101</b>	<b>10</b>	<b>111</b>	<b>219</b>
<b>Total Volume</b>	17	355	372	21	24	45	354	34	388	805
% App. Total	4.6	95.4		46.7	53.3		91.2	8.8		
PHF	.708	.934	.939	.583	.857	.750	.876	.850	.874	.919
Cars	17	352	369	21	24	45	350	34	384	798
% Cars	100	99.2	99.2	100	100	100	98.9	100	99.0	99.1
Trucks	0	3	3	0	0	0	4	0	4	7
% Trucks	0	0.8	0.8	0	0	0	1.1	0	1.0	0.9

**Accurate Counts**  
978-664-2565

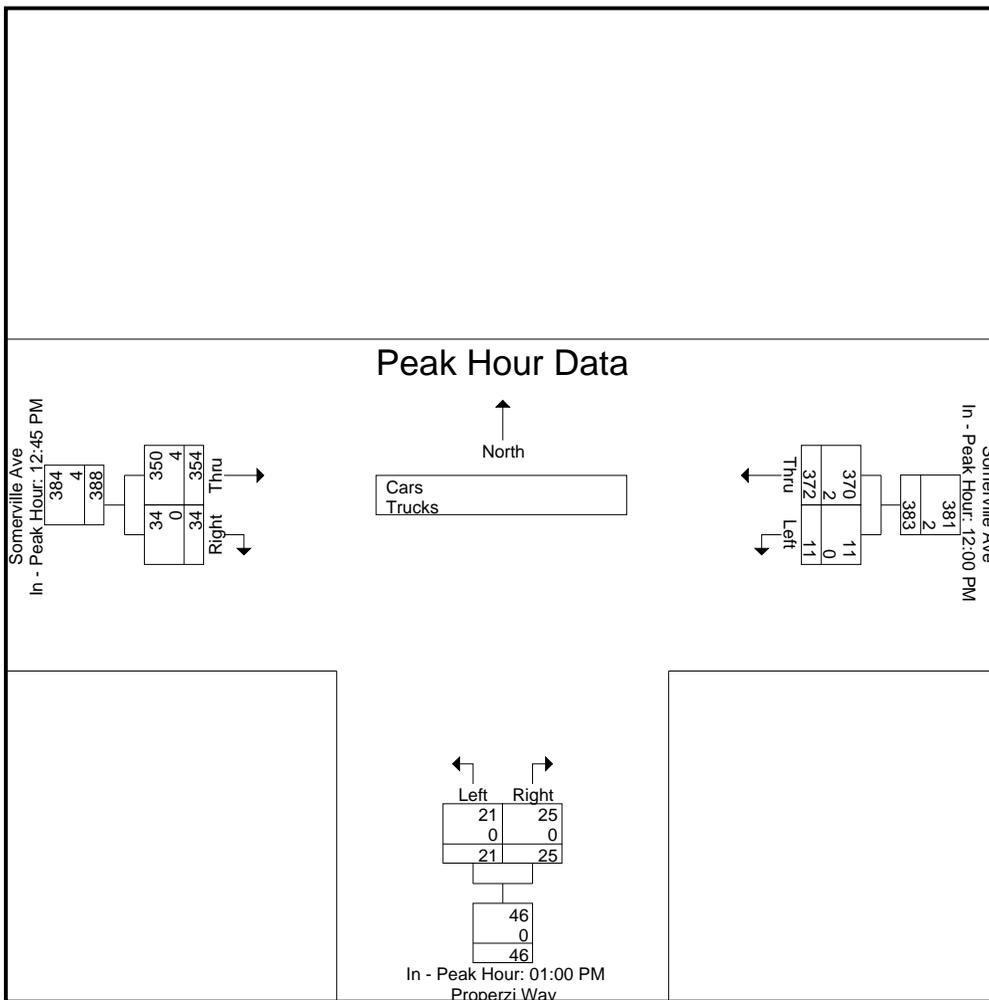
File Name : 904800S3  
Site Code : 90480003  
Start Date : 1/15/2022  
Page No : 2

N/S Street : Properzi Way  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	12:00 PM			01:00 PM			12:45 PM		
+0 mins.	2	94	96	5	7	12	95	6	101
+15 mins.	3	89	92	9	6	15	71	9	80
+30 mins.	2	94	96	4	7	11	87	9	96
+45 mins.	4	95	99	3	5	8	101	10	111
Total Volume	11	372	383	21	25	46	354	34	388
% App. Total	2.9	97.1		45.7	54.3		91.2	8.8	
PHF	.688	.979	.967	.583	.893	.767	.876	.850	.874
Cars	11	370	381	21	25	46	350	34	384
% Cars	100	99.5	99.5	100	100	100	98.9	100	99
Trucks	0	2	2	0	0	0	4	0	4
% Trucks	0	0.5	0.5	0	0	0	1.1	0	1



# Accurate Counts

978-664-2565

N/S Street : Properzi Way  
 E/W Street : Somerville Avenue  
 City/State : Somerville, MA  
 Weather : Clear

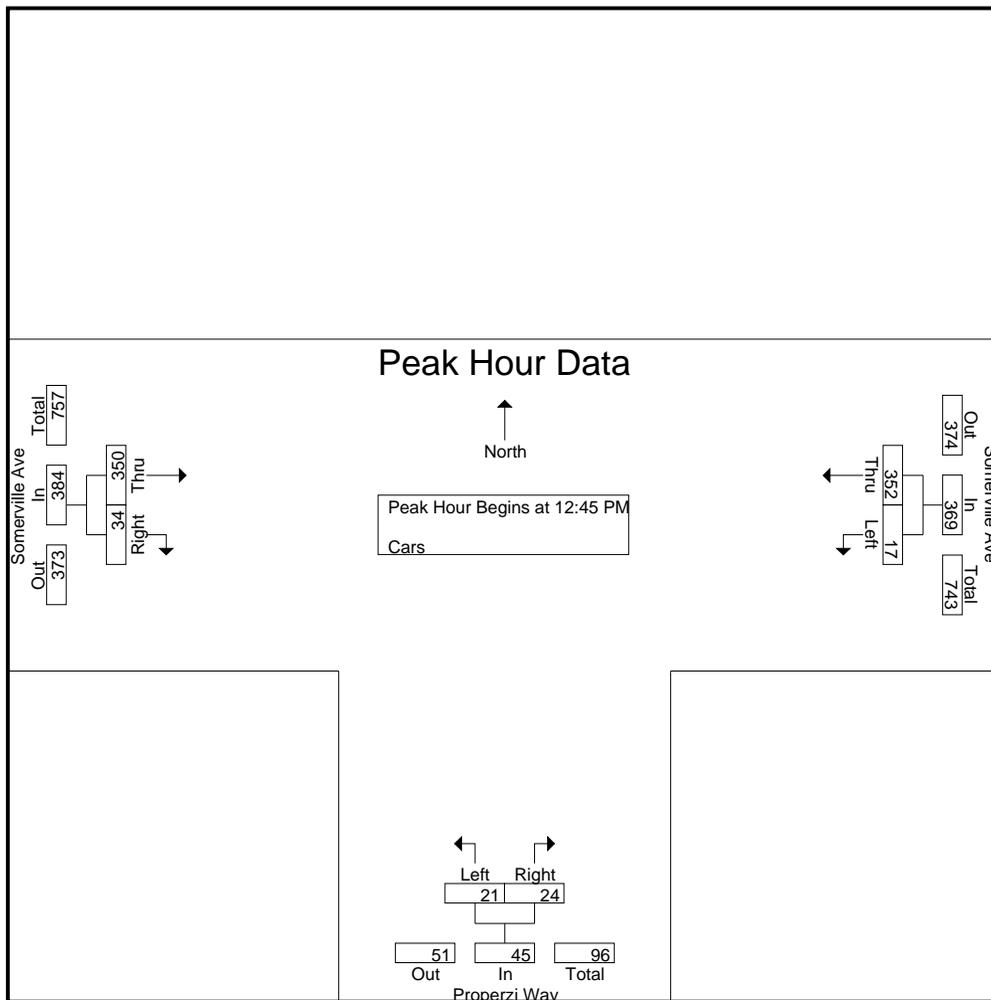
File Name : 904800S3  
 Site Code : 90480003  
 Start Date : 1/15/2022  
 Page No : 4

## Groups Printed- Cars

Start Time	Somerville Ave From East		Properzi Way From South		Somerville Ave From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
10:00 AM	1	56	3	2	67	2	131
10:15 AM	1	68	1	4	59	4	137
10:30 AM	1	72	2	3	73	7	158
10:45 AM	2	71	1	6	76	6	162
<b>Total</b>	<b>5</b>	<b>267</b>	<b>7</b>	<b>15</b>	<b>275</b>	<b>19</b>	<b>588</b>
11:00 AM	1	79	1	4	80	4	169
11:15 AM	1	71	3	2	92	2	171
11:30 AM	3	80	3	3	68	8	165
11:45 AM	2	78	2	4	90	3	179
<b>Total</b>	<b>7</b>	<b>308</b>	<b>9</b>	<b>13</b>	<b>330</b>	<b>17</b>	<b>684</b>
12:00 PM	2	94	1	3	86	8	194
12:15 PM	3	88	4	4	91	5	195
12:30 PM	2	93	0	2	81	7	185
12:45 PM	4	95	3	4	93	6	205
<b>Total</b>	<b>11</b>	<b>370</b>	<b>8</b>	<b>13</b>	<b>351</b>	<b>26</b>	<b>779</b>
01:00 PM	3	78	5	7	70	9	172
01:15 PM	6	86	9	6	87	9	203
01:30 PM	4	93	4	7	100	10	218
01:45 PM	1	73	3	5	86	7	175
<b>Total</b>	<b>14</b>	<b>330</b>	<b>21</b>	<b>25</b>	<b>343</b>	<b>35</b>	<b>768</b>
<b>Grand Total</b>	<b>37</b>	<b>1275</b>	<b>45</b>	<b>66</b>	<b>1299</b>	<b>97</b>	<b>2819</b>
Apprch %	2.8	97.2	40.5	59.5	93.1	6.9	
Total %	1.3	45.2	1.6	2.3	46.1	3.4	

Start Time	Somerville Ave From East			Properzi Way From South			Somerville Ave From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:45 PM										
12:45 PM	4	<b>95</b>	<b>99</b>	3	4	7	93	6	99	205
01:00 PM	3	78	81	5	7	12	70	9	79	172
01:15 PM	<b>6</b>	86	92	<b>9</b>	6	<b>15</b>	87	9	96	203
01:30 PM	4	93	97	4	7	11	<b>100</b>	<b>10</b>	<b>110</b>	<b>218</b>
Total Volume	17	352	369	21	24	45	350	34	384	798
% App. Total	4.6	95.4		46.7	53.3		91.1	8.9		
PHF	.708	.926	.932	.583	.857	.750	.875	.850	.873	.915

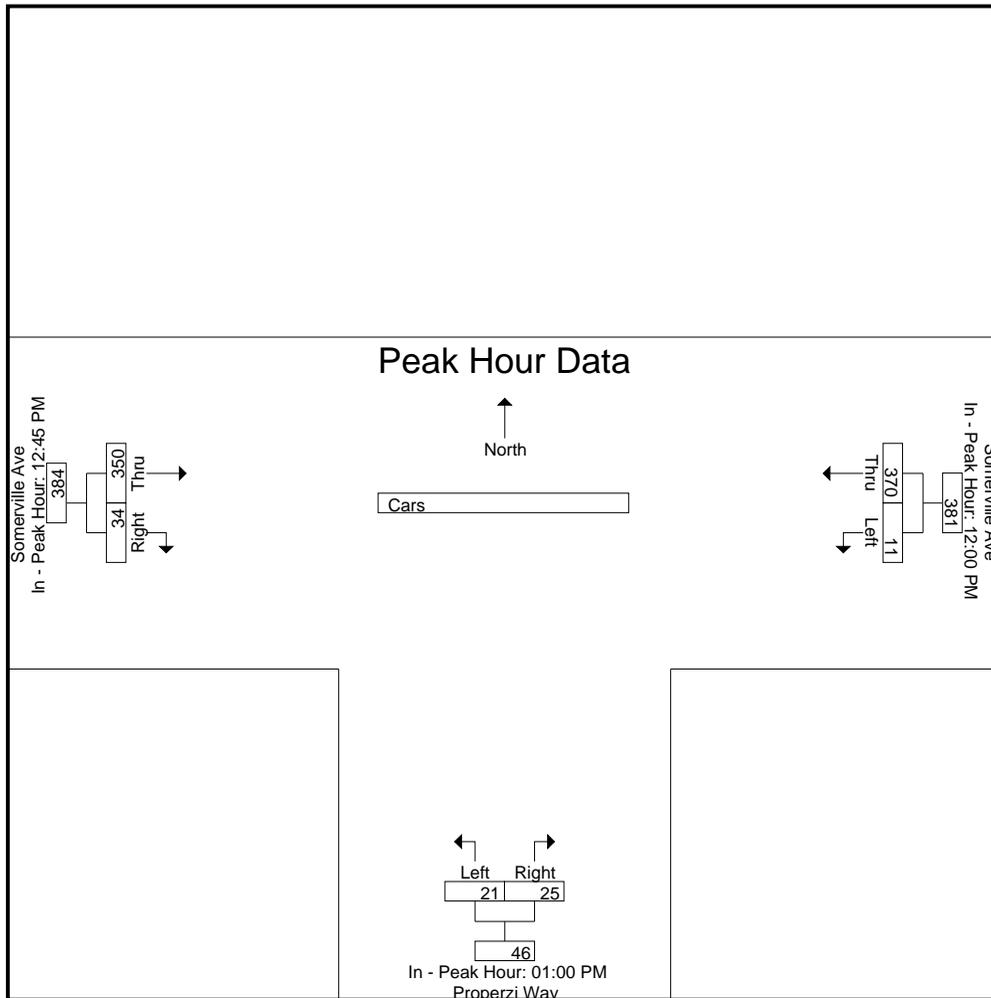
N/S Street : Properzi Way  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	12:00 PM			01:00 PM			12:45 PM		
+0 mins.	2	94	96	5	7	12	93	6	99
+15 mins.	3	88	91	9	6	15	70	9	79
+30 mins.	2	93	95	4	7	11	87	9	96
+45 mins.	4	95	99	3	5	8	100	10	110
Total Volume	11	370	381	21	25	46	350	34	384
% App. Total	2.9	97.1		45.7	54.3		91.1	8.9	
PHF	.688	.974	.962	.583	.893	.767	.875	.850	.873

N/S Street : Properzi Way  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



# Accurate Counts

978-664-2565

N/S Street : Properzi Way  
 E/W Street : Somerville Avenue  
 City/State : Somerville, MA  
 Weather : Clear

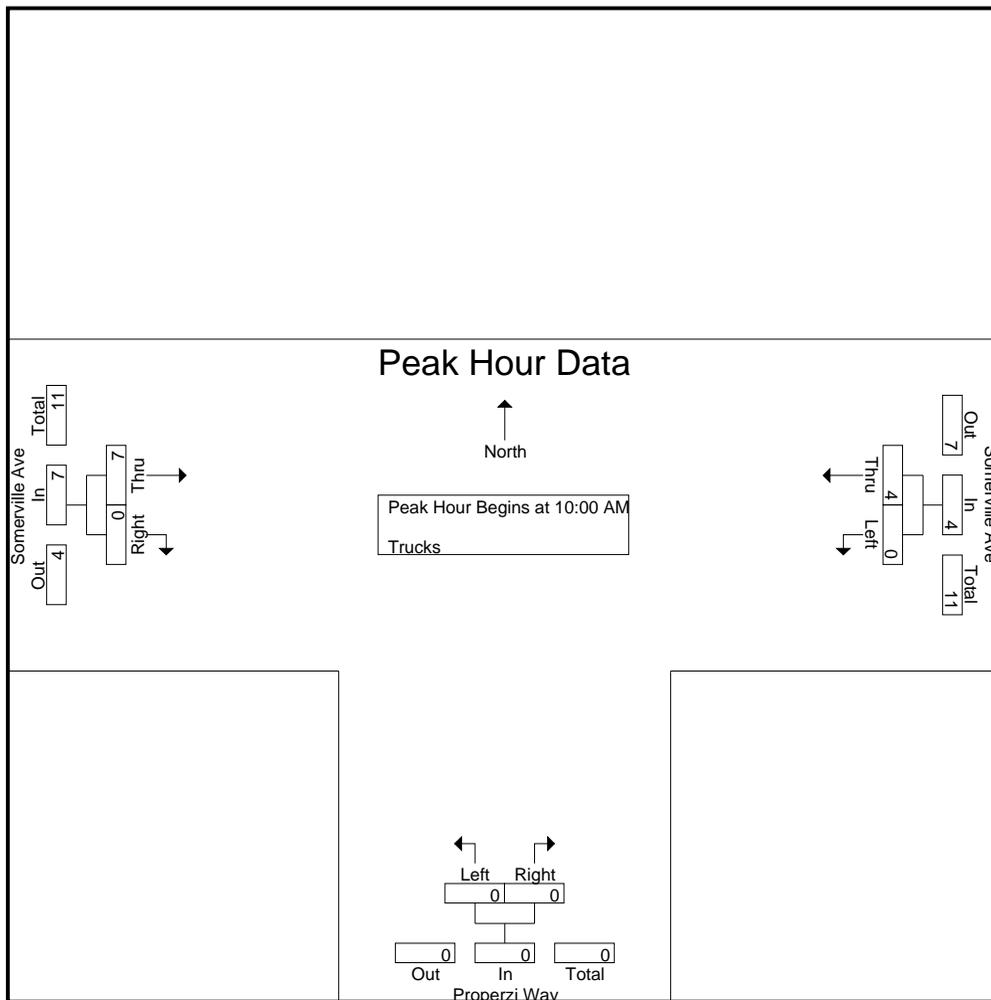
File Name : 904800S3  
 Site Code : 90480003  
 Start Date : 1/15/2022  
 Page No : 7

### Groups Printed- Trucks

Start Time	Somerville Ave From East		Properzi Way From South		Somerville Ave From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
10:00 AM	0	1	0	0	3	0	4
10:15 AM	0	0	0	0	1	0	1
10:30 AM	0	2	0	0	2	0	4
10:45 AM	0	1	0	0	1	0	2
<b>Total</b>	0	4	0	0	7	0	11
11:00 AM	0	0	0	0	0	0	0
11:15 AM	0	2	0	0	3	0	5
11:30 AM	0	0	0	0	0	0	0
11:45 AM	0	1	0	0	1	0	2
<b>Total</b>	0	3	0	0	4	0	7
12:00 PM	0	0	0	0	0	0	0
12:15 PM	0	1	0	0	2	0	3
12:30 PM	0	1	0	0	1	0	2
12:45 PM	0	0	0	0	2	0	2
<b>Total</b>	0	2	0	0	5	0	7
01:00 PM	0	2	0	0	1	0	3
01:15 PM	0	1	0	0	0	0	1
01:30 PM	0	0	0	0	1	0	1
01:45 PM	0	1	0	0	0	0	1
<b>Total</b>	0	4	0	0	2	0	6
<b>Grand Total</b>	0	13	0	0	18	0	31
Apprch %	0	100	0	0	100	0	
Total %	0	41.9	0	0	58.1	0	

Start Time	Somerville Ave From East			Properzi Way From South			Somerville Ave From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 10:00 AM										
10:00 AM	0	1	1	0	0	0	3	0	3	4
10:15 AM	0	0	0	0	0	0	1	0	1	1
10:30 AM	0	2	2	0	0	0	2	0	2	4
10:45 AM	0	1	1	0	0	0	1	0	1	2
<b>Total Volume</b>	0	4	4	0	0	0	7	0	7	11
<b>% App. Total</b>	0	100		0	0		100	0		
<b>PHF</b>	.000	.500	.500	.000	.000	.000	.583	.000	.583	.688

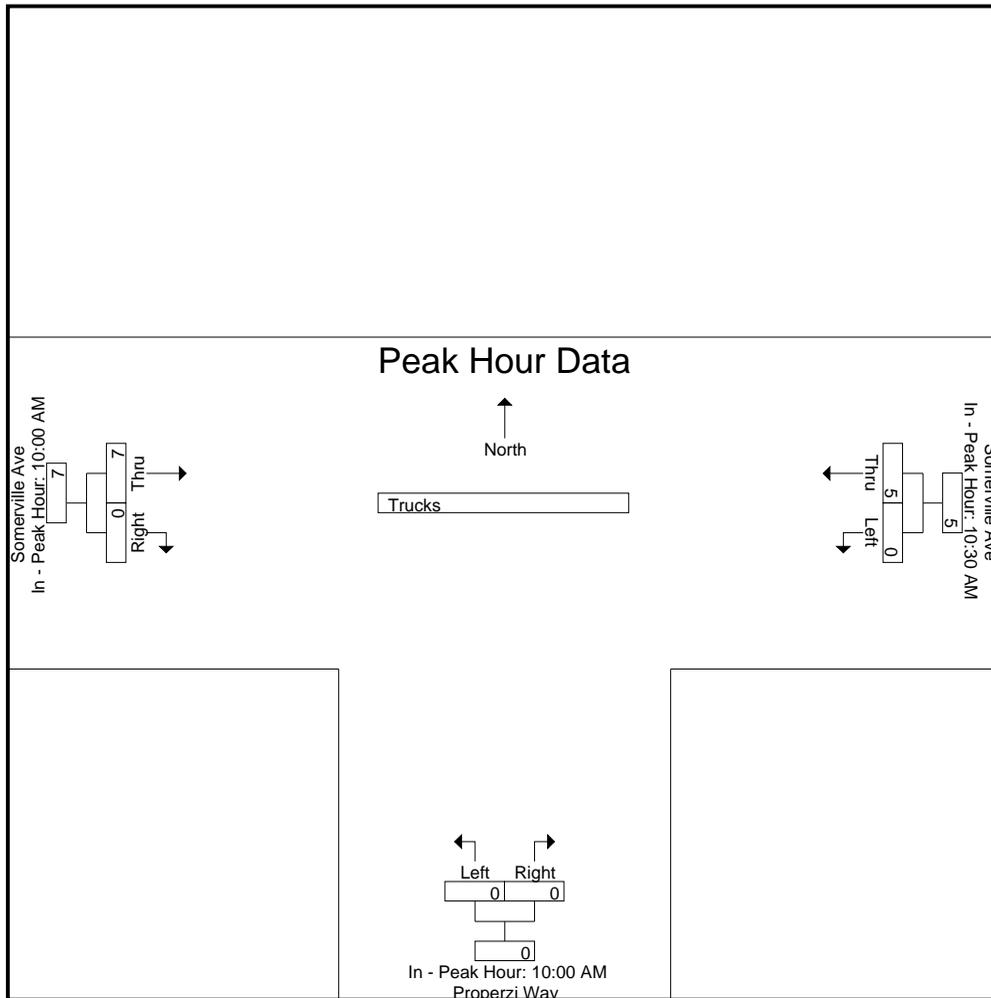
N/S Street : Properzi Way  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	10:30 AM			10:00 AM			10:00 AM		
+0 mins.	0	2	2	0	0	0	3	0	3
+15 mins.	0	1	1	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	2	0	2
+45 mins.	0	2	2	0	0	0	1	0	1
Total Volume	0	5	5	0	0	0	7	0	7
% App. Total	0	100		0	0		100	0	
PHF	.000	.625	.625	.000	.000	.000	.583	.000	.583

N/S Street : Properzi Way  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

File Name : 904800S3  
Site Code : 90480003  
Start Date : 1/15/2022  
Page No : 10

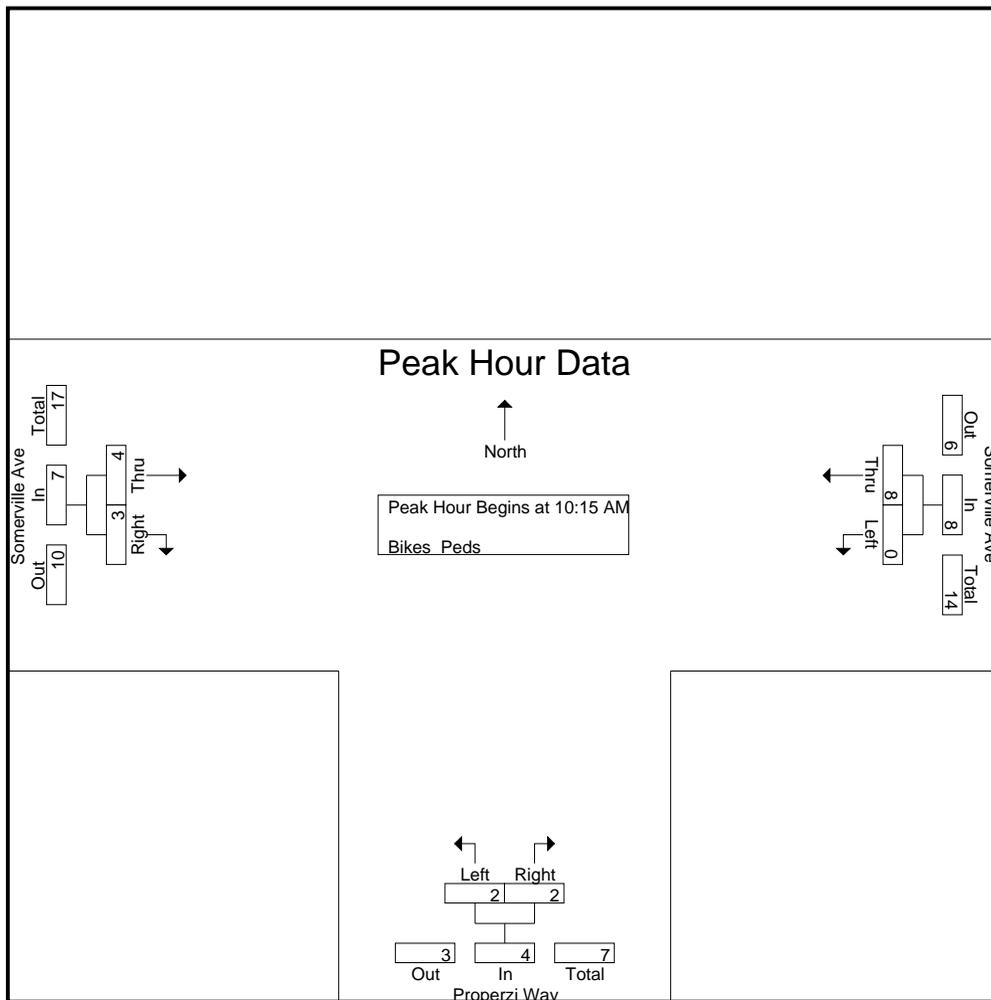
N/S Street : Properzi Way  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear

Groups Printed- Bikes Peds

Start Time	Somerville Ave From East			Properzi Way From South			Somerville Ave From West			Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds			
10:00 AM	0	2	0	0	0	3	0	1	0	3	3	6
10:15 AM	0	2	0	0	0	2	1	0	0	2	3	5
10:30 AM	0	2	0	1	0	2	1	0	0	2	4	6
10:45 AM	0	2	1	0	2	6	1	1	0	7	6	13
<b>Total</b>	0	8	1	1	2	13	3	2	0	14	16	30
11:00 AM	0	2	0	1	0	3	1	2	1	4	6	10
11:15 AM	0	1	3	0	0	7	1	0	0	10	2	12
11:30 AM	0	0	0	0	0	4	0	0	0	4	0	4
11:45 AM	0	2	5	0	0	5	0	0	0	10	2	12
<b>Total</b>	0	5	8	1	0	19	2	2	1	28	10	38
12:00 PM	0	0	2	0	0	6	1	0	0	8	1	9
12:15 PM	0	1	1	0	0	8	2	0	1	10	3	13
12:30 PM	0	0	0	0	0	5	0	0	0	5	0	5
12:45 PM	0	1	1	1	0	5	0	0	0	6	2	8
<b>Total</b>	0	2	4	1	0	24	3	0	1	29	6	35
01:00 PM	0	1	1	0	0	11	3	0	0	12	4	16
01:15 PM	0	1	2	0	0	8	2	0	3	13	3	16
01:30 PM	0	1	0	0	0	14	1	0	6	20	2	22
01:45 PM	0	1	2	0	0	5	0	0	0	7	1	8
<b>Total</b>	0	4	5	0	0	38	6	0	9	52	10	62
<b>Grand Total</b>	0	19	18	3	2	94	14	4	11	123	42	165
Apprch %	0	100		60	40		77.8	22.2				
Total %	0	45.2		7.1	4.8		33.3	9.5		74.5	25.5	

Start Time	Somerville Ave From East			Properzi Way From South			Somerville Ave From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 10:15 AM										
10:15 AM	0	2	2	0	0	0	1	0	1	3
10:30 AM	0	2	2	1	0	1	1	0	1	4
10:45 AM	0	2	2	0	2	2	1	1	2	6
11:00 AM	0	2	2	1	0	1	1	2	3	6
<b>Total Volume</b>	0	8	8	2	2	4	4	3	7	19
<b>% App. Total</b>	0	100		50	50		57.1	42.9		
<b>PHF</b>	.000	1.00	1.00	.500	.250	.500	1.00	.375	.583	.792

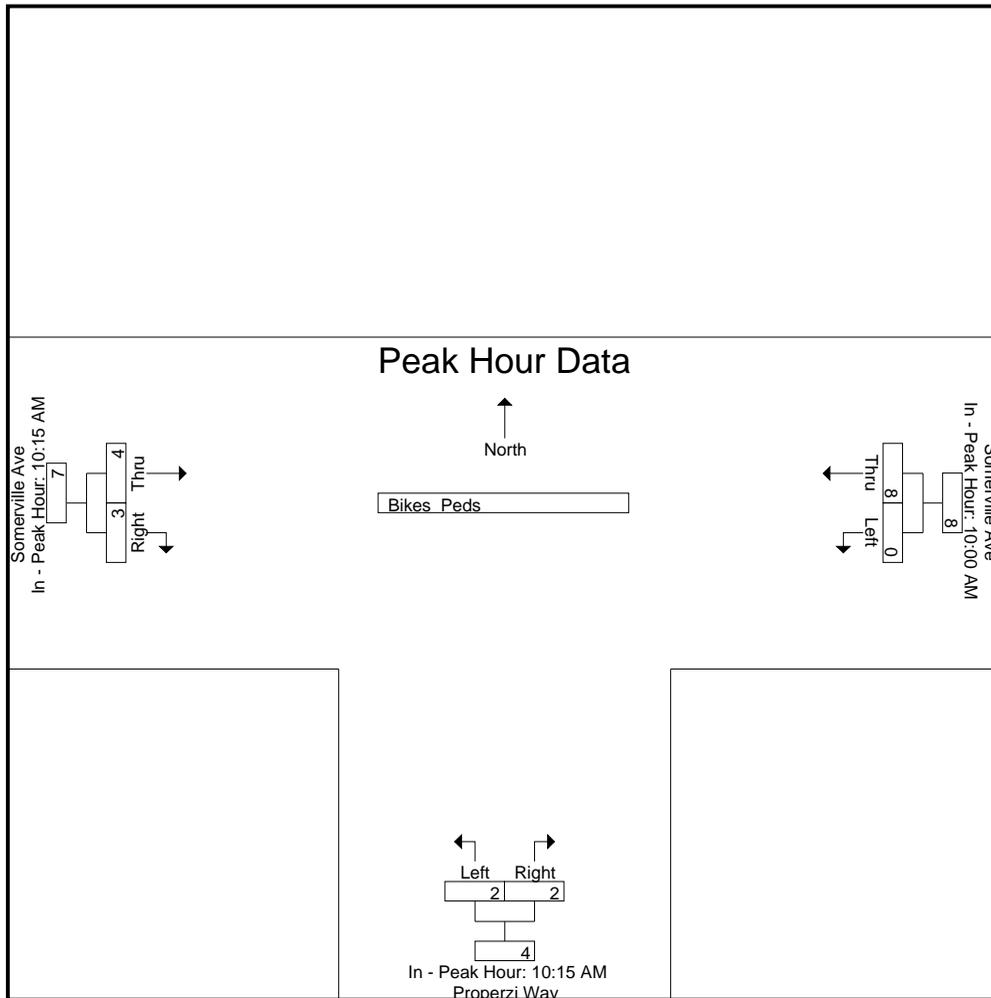
N/S Street : Properzi Way  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	10:00 AM			10:15 AM			10:15 AM		
+0 mins.	0	2	2	0	0	0	1	0	1
+15 mins.	0	2	2	1	0	1	1	0	1
+30 mins.	0	2	2	0	2	2	1	1	2
+45 mins.	0	2	2	1	0	1	1	2	3
Total Volume	0	8	8	2	2	4	4	3	7
% App. Total	0	100		50	50		57.1	42.9	
PHF	.000	1.000	1.000	.500	.250	.500	1.000	.375	.583

N/S Street : Properzi Way  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : China Delight  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear

File Name : 90480004  
Site Code : 90480004  
Start Date : 1/13/2022  
Page No : 1

**Groups Printed- Bikes**

Start Time	Somerville Ave From East		China Delight From South		Somerville Ave From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
07:00 AM	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0
08:45 AM	0	1	0	0	1	0	2
Total	0	1	0	0	1	0	2
09:00 AM	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
01:00 PM	0	1	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	1
02:00 PM	0	0	0	0	1	0	1
02:15 PM	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	1
03:00 PM	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
05:00 PM	0	1	0	0	1	0	2
05:15 PM	0	0	0	0	0	0	0

# Accurate Counts

978-664-2565

N/S Street : China Delight  
 E/W Street : Somerville Avenue  
 City/State : Somerville, MA  
 Weather : Clear

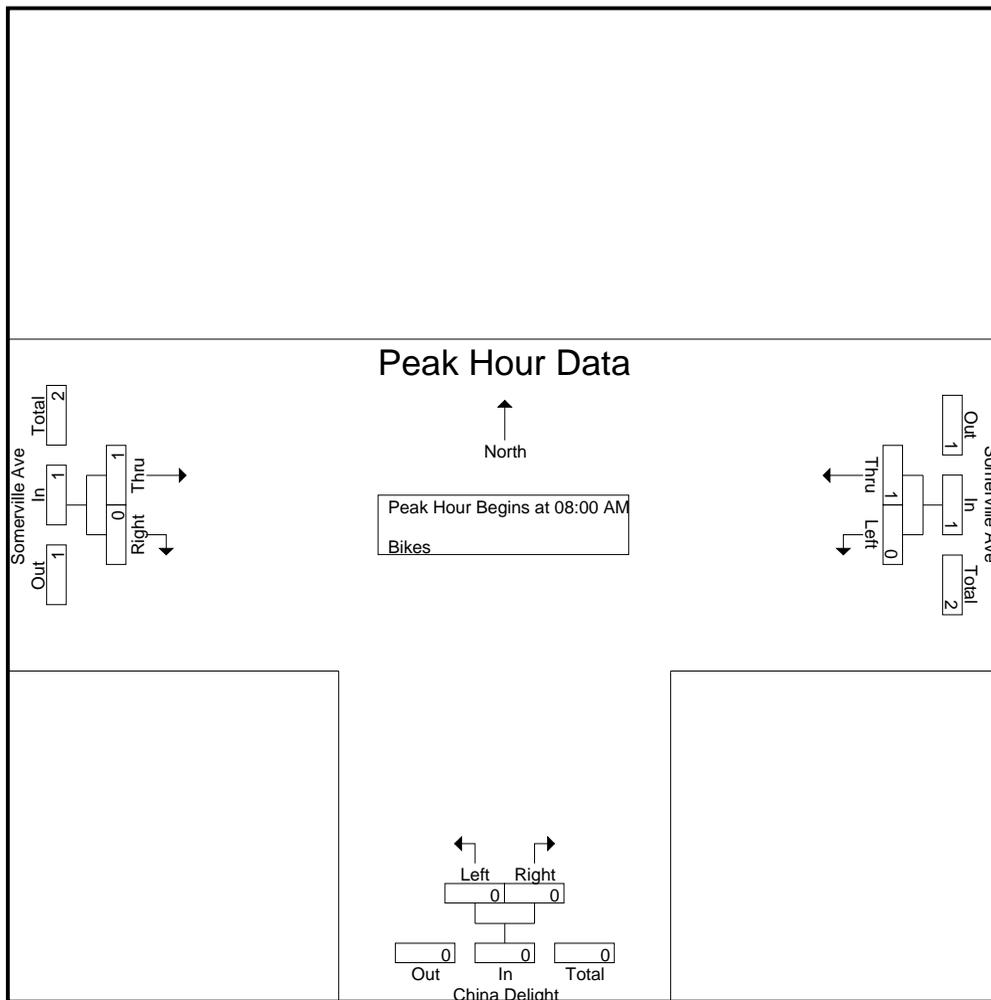
File Name : 90480004  
 Site Code : 90480004  
 Start Date : 1/13/2022  
 Page No : 2

### Groups Printed- Bikes

Start Time	Somerville Ave From East		China Delight From South		Somerville Ave From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
05:30 PM	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0
<b>Total</b>	0	1	0	0	1	0	2
06:00 PM	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0
<b>Grand Total</b>	0	3	0	0	3	0	6
Apprch %	0	100	0	0	100	0	
Total %	0	50	0	0	50	0	

Start Time	Somerville Ave From East			China Delight From South			Somerville Ave From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	1	0	0	0	1	0	1	2
<b>Total Volume</b>	0	1	1	0	0	0	1	0	1	2
<b>% App. Total</b>	0	100		0	0		100	0		
<b>PHF</b>	.000	.250	.250	.000	.000	.000	.250	.000	.250	.250

N/S Street : China Delight  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



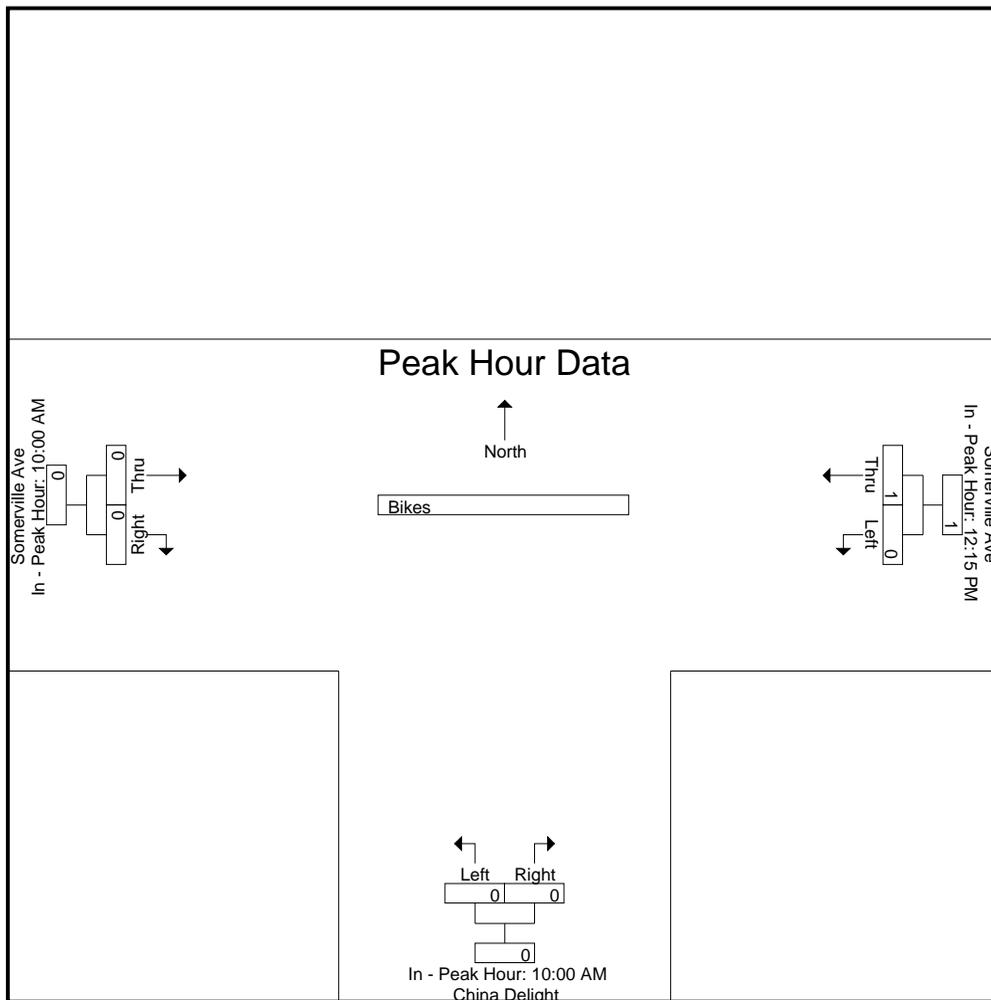
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	08:00 AM			07:00 AM			08:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	1	0	0	0	1	0	1
Total Volume	0	1	1	0	0	0	1	0	1
% App. Total	0	100		0	0		100	0	
PHF	.000	.250	.250	.000	.000	.000	.250	.000	.250





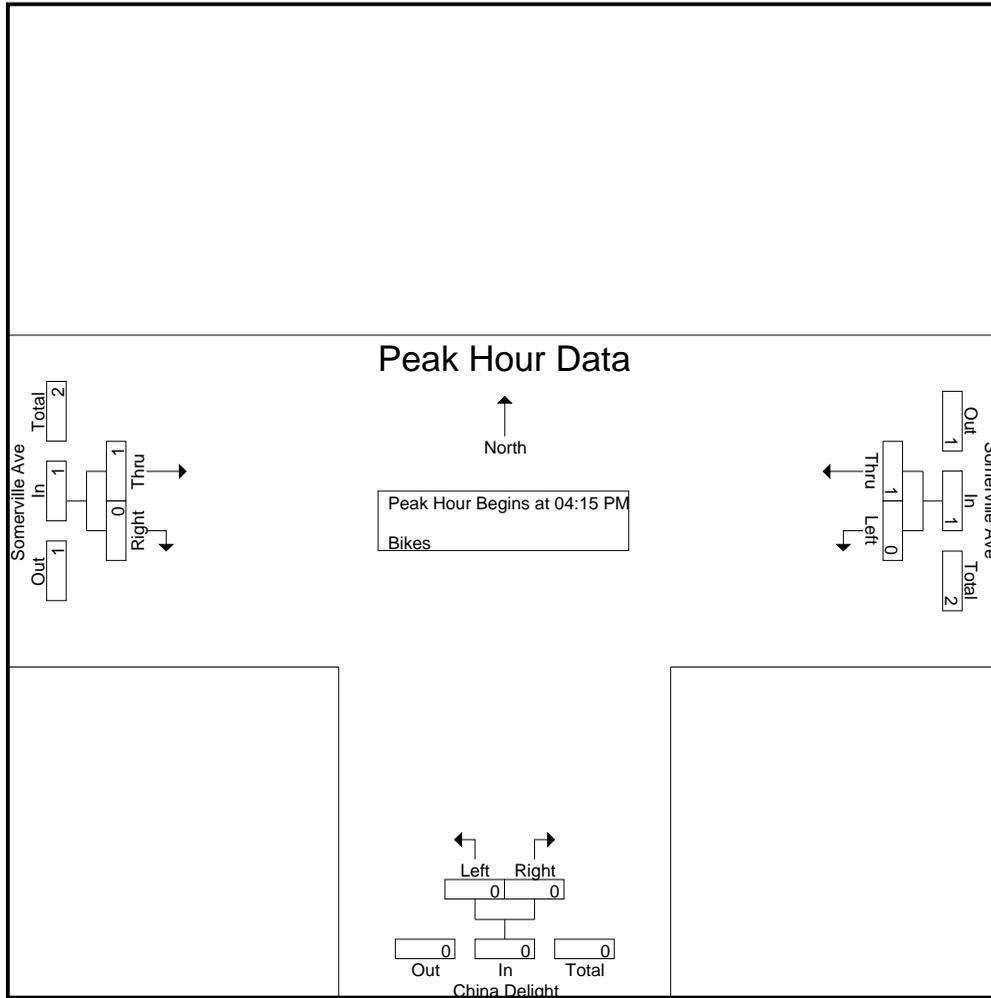
N/S Street : China Delight  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 04:15 PM

04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	1	0	0	0	1	0	1	2
Total Volume	0	1	1	0	0	0	1	0	1	2
% App. Total	0	100		0	0		100	0		
PHF	.000	.250	.250	.000	.000	.000	.250	.000	.250	.250

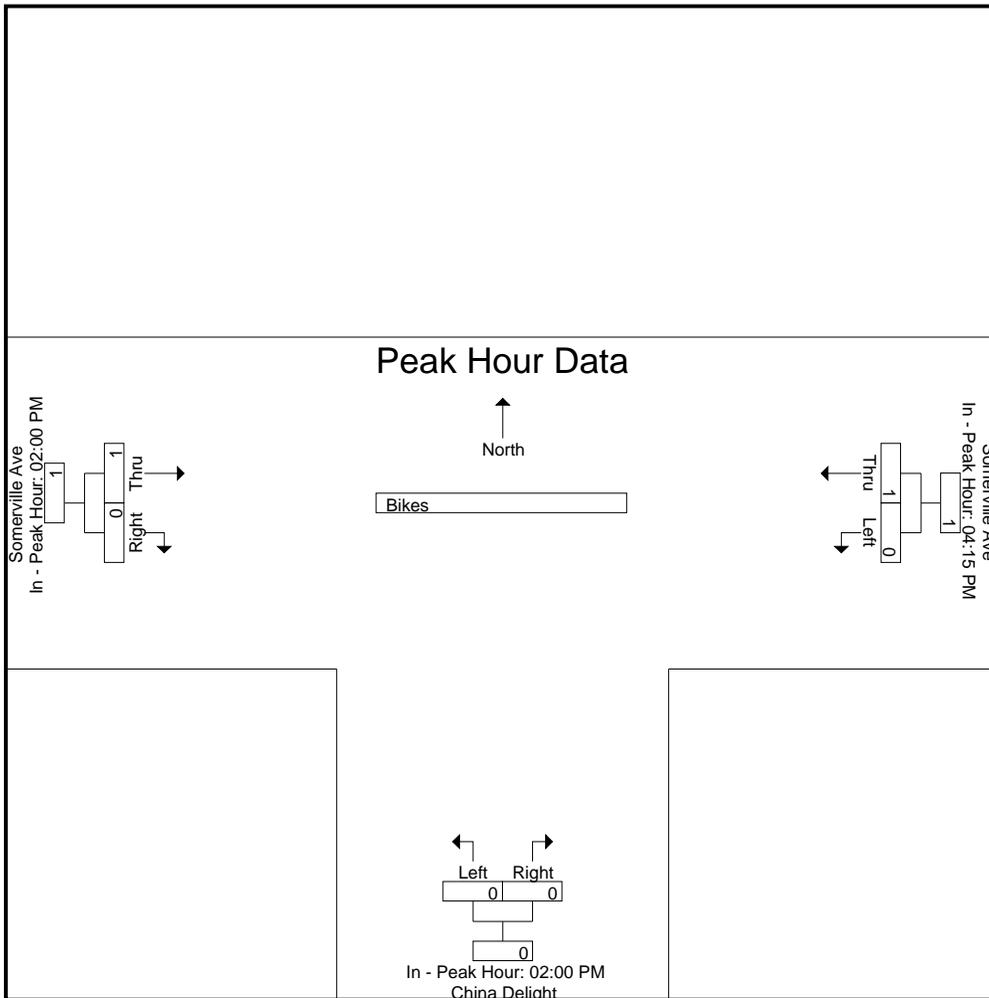
N/S Street : China Delight  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	04:15 PM			02:00 PM			02:00 PM		
+0 mins.	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	1	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	1	0	1
% App. Total	0	100		0	0		100	0	
PHF	.000	.250	.250	.000	.000	.000	.250	.000	.250

N/S Street : China Delight  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : China Delight  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear

File Name : 90480004  
Site Code : 90480004  
Start Date : 1/13/2022  
Page No : 1

**Groups Printed- Peds - Bikes**

Start Time	Somerville Ave From East		China Delight From South		Somerville Ave From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
07:00 AM	0	1	0	0	3	0	4
07:15 AM	0	4	0	0	4	0	8
07:30 AM	0	3	0	0	9	0	12
07:45 AM	0	6	0	0	5	0	11
Total	0	14	0	0	21	0	35
08:00 AM	0	2	0	0	4	0	6
08:15 AM	0	10	0	0	8	0	18
08:30 AM	0	9	0	0	8	0	17
08:45 AM	0	11	0	0	12	0	23
Total	0	32	0	0	32	0	64
09:00 AM	0	7	0	0	10	0	17
09:15 AM	0	3	0	0	4	0	7
09:30 AM	0	1	0	0	1	0	2
09:45 AM	0	6	0	0	5	0	11
Total	0	17	0	0	20	0	37
10:00 AM	0	4	0	0	7	0	11
10:15 AM	0	5	0	0	5	0	10
10:30 AM	0	8	0	0	11	0	19
10:45 AM	0	10	0	0	6	0	16
Total	0	27	0	0	29	0	56
11:00 AM	0	6	0	0	12	0	18
11:15 AM	0	2	0	0	5	0	7
11:30 AM	0	15	0	0	6	0	21
11:45 AM	4	8	2	0	11	3	28
Total	4	31	2	0	34	3	74
12:00 PM	0	4	2	1	9	1	17
12:15 PM	1	5	2	0	10	3	21
12:30 PM	0	9	0	1	11	2	23
12:45 PM	0	5	2	1	10	2	20
Total	1	23	6	3	40	8	81
01:00 PM	3	7	1	3	13	1	28
01:15 PM	1	9	0	1	13	0	24
01:30 PM	0	4	0	0	11	0	15
01:45 PM	0	8	0	0	7	0	15
Total	4	28	1	4	44	1	82
02:00 PM	2	16	0	2	12	1	33
02:15 PM	0	2	1	0	10	0	13
02:30 PM	0	11	0	0	4	1	16
02:45 PM	1	13	1	1	10	0	26
Total	3	42	2	3	36	2	88
03:00 PM	0	8	0	0	13	0	21
03:15 PM	1	14	2	1	11	1	30
03:30 PM	2	12	1	1	2	0	18
03:45 PM	0	5	1	0	8	1	15
Total	3	39	4	2	34	2	84
04:00 PM	0	9	2	0	11	2	24
04:15 PM	1	8	0	1	15	2	27
04:30 PM	1	11	0	3	13	1	29
04:45 PM	2	8	0	3	13	0	26
Total	4	36	2	7	52	5	106
05:00 PM	0	2	0	0	9	0	11
05:15 PM	1	7	2	1	14	2	27

**Accurate Counts**  
978-664-2565

N/S Street : China Delight  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear

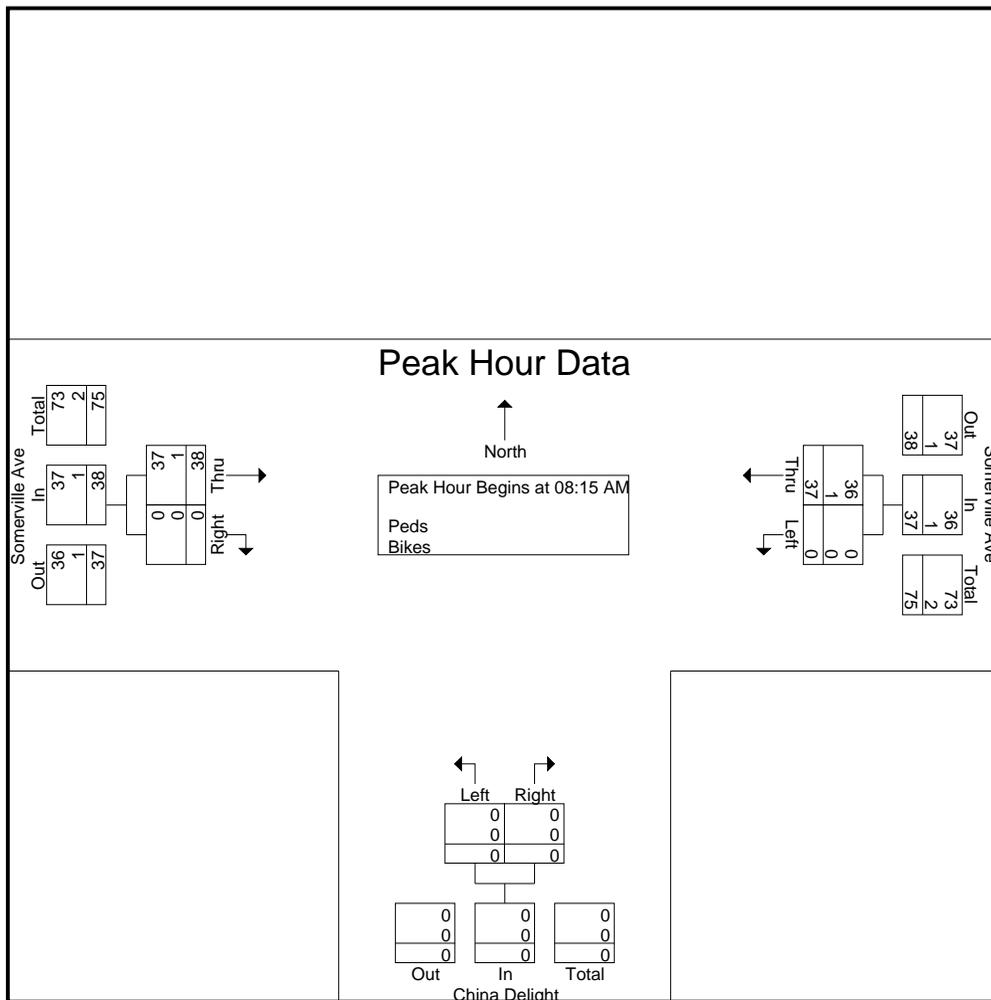
File Name : 90480004  
Site Code : 90480004  
Start Date : 1/13/2022  
Page No : 2

**Groups Printed- Peds - Bikes**

Start Time	Somerville Ave From East		China Delight From South		Somerville Ave From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
05:30 PM	0	10	0	0	10	0	20
05:45 PM	0	7	1	1	12	2	23
<b>Total</b>	<b>1</b>	<b>26</b>	<b>3</b>	<b>2</b>	<b>45</b>	<b>4</b>	<b>81</b>
06:00 PM	0	1	0	0	9	0	10
06:15 PM	1	7	2	1	14	2	27
06:30 PM	0	10	0	0	10	0	20
06:45 PM	1	7	2	1	13	1	25
<b>Total</b>	<b>2</b>	<b>25</b>	<b>4</b>	<b>2</b>	<b>46</b>	<b>3</b>	<b>82</b>
<b>Grand Total</b>	<b>22</b>	<b>340</b>	<b>24</b>	<b>23</b>	<b>433</b>	<b>28</b>	<b>870</b>
Apprch %	6.1	93.9	51.1	48.9	93.9	6.1	
Total %	2.5	39.1	2.8	2.6	49.8	3.2	
Peds	22	337	24	23	430	28	864
% Peds	100	99.1	100	100	99.3	100	99.3
Bikes	0	3	0	0	3	0	6
% Bikes	0	0.9	0	0	0.7	0	0.7

Start Time	Somerville Ave From East			China Delight From South			Somerville Ave From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:15 AM										
08:15 AM	0	10	10	0	0	0	8	0	8	18
08:30 AM	0	9	9	0	0	0	8	0	8	17
08:45 AM	0	11	11	0	0	0	12	0	12	23
09:00 AM	0	7	7	0	0	0	10	0	10	17
<b>Total Volume</b>	<b>0</b>	<b>37</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>38</b>	<b>75</b>
% App. Total	0	100		0	0		100	0		
PHF	.000	.841	.841	.000	.000	.000	.792	.000	.792	.815
Peds	0	36	36	0	0	0	37	0	37	73
% Peds	0	97.3	97.3	0	0	0	97.4	0	97.4	97.3
Bikes	0	1	1	0	0	0	1	0	1	2
% Bikes	0	2.7	2.7	0	0	0	2.6	0	2.6	2.7

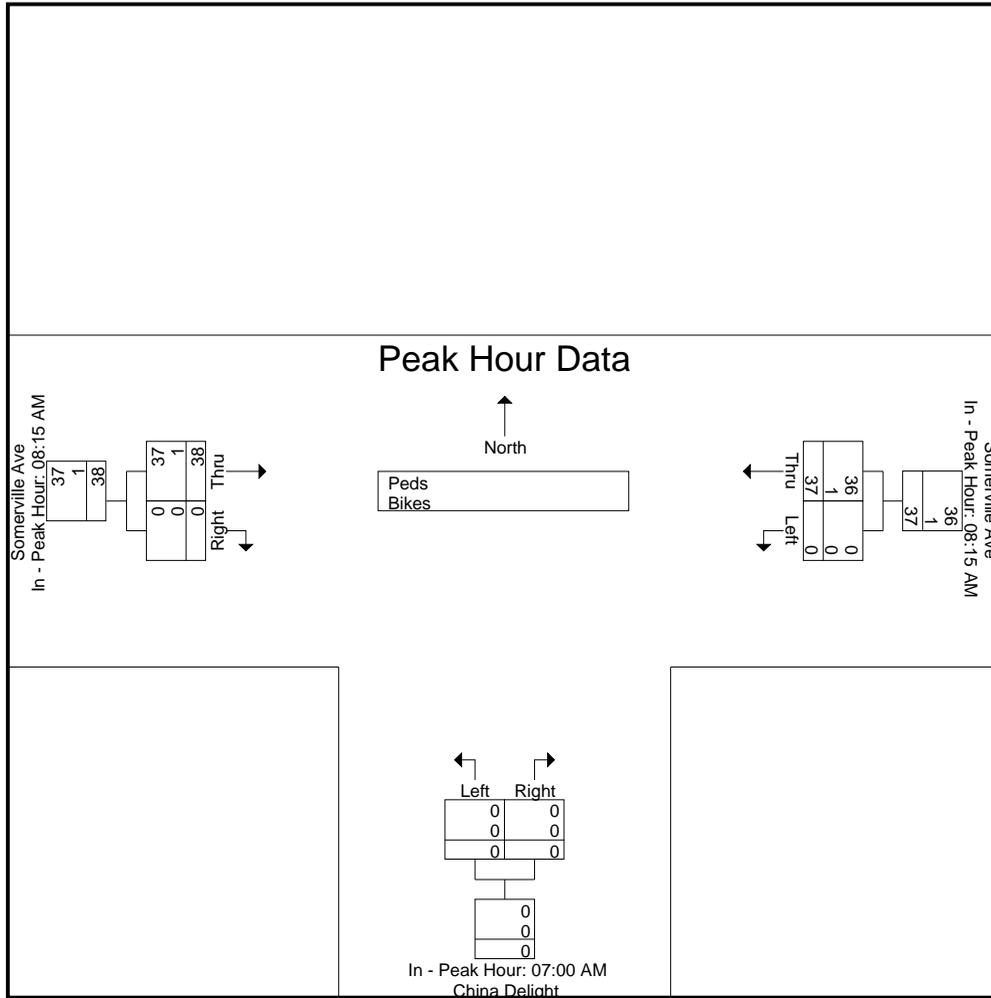
N/S Street : China Delight  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	08:15 AM			07:00 AM			08:15 AM		
+0 mins.	0	10	10	0	0	0	8	0	8
+15 mins.	0	9	9	0	0	0	8	0	8
+30 mins.	0	11	11	0	0	0	12	0	12
+45 mins.	0	7	7	0	0	0	10	0	10
Total Volume	0	37	37	0	0	0	38	0	38
% App. Total	0	100		0	0		100	0	
PHF	.000	.841	.841	.000	.000	.000	.792	.000	.792
Peds	0	36	36	0	0	0	37	0	37
% Peds	0	97.3	97.3	0	0	0	97.4	0	97.4
Bikes	0	1	1	0	0	0	1	0	1
% Bikes	0	2.7	2.7	0	0	0	2.6	0	2.6

N/S Street : China Delight  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 12:30 PM

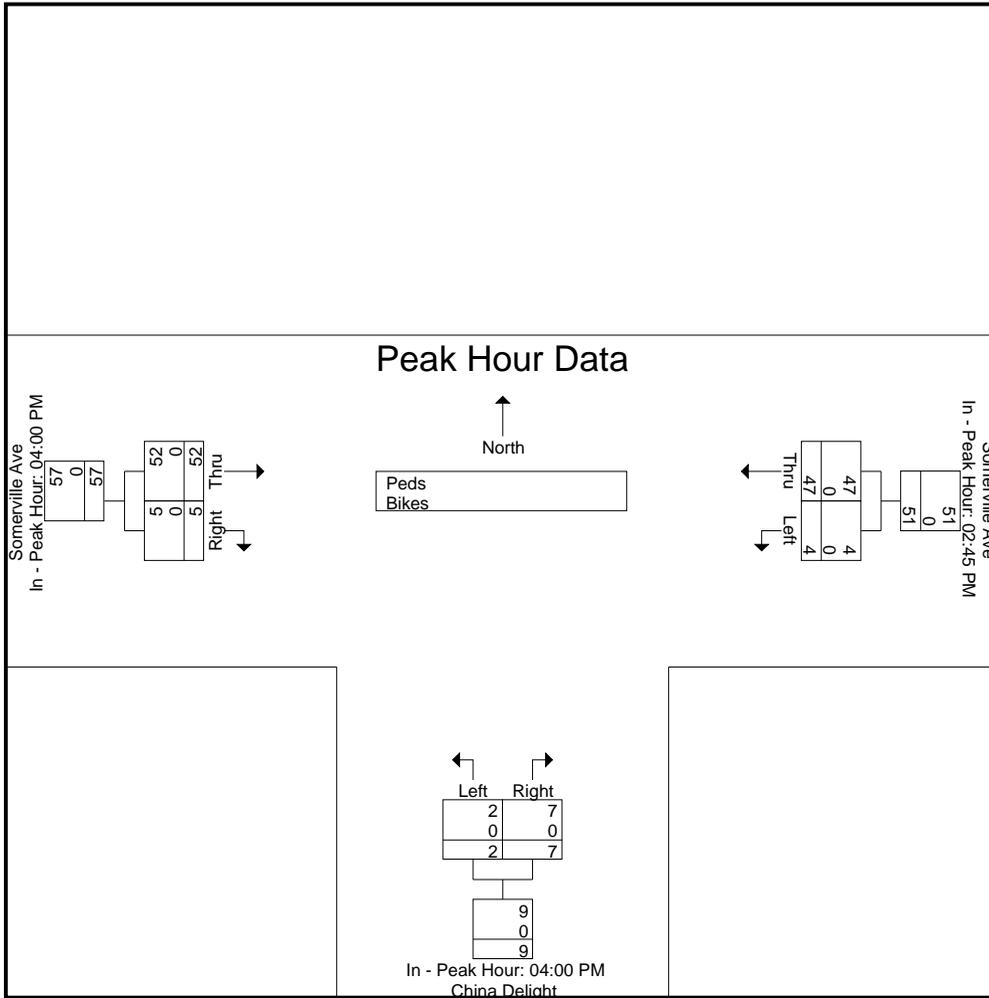
12:30 PM	0	9	9	0	1	1	11	2	13	23
12:45 PM	0	5	5	2	1	3	10	2	12	20
01:00 PM	3	7	10	1	3	4	13	1	14	28
01:15 PM	1	9	10	0	1	1	13	0	13	24
Total Volume	4	30	34	3	6	9	47	5	52	95
% App. Total	11.8	88.2		33.3	66.7		90.4	9.6		
PHF	.333	.833	.850	.375	.500	.563	.904	.625	.929	.848
Peds	4	29	33	3	6	9	47	5	52	94
% Peds	100	96.7	97.1	100	100	100	100	100	100	98.9
Bikes	0	1	1	0	0	0	0	0	0	1
% Bikes	0	3.3	2.9	0	0	0	0	0	0	1.1







N/S Street : China Delight  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : China Delight  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear

File Name : 90480004  
Site Code : 90480004  
Start Date : 1/13/2022  
Page No : 1

**Groups Printed- Peds**

Start Time	Somerville Ave From East		China Delight From South		Somerville Ave From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
07:00 AM	0	1	0	0	3	0	4
07:15 AM	0	4	0	0	4	0	8
07:30 AM	0	3	0	0	9	0	12
07:45 AM	0	6	0	0	5	0	11
Total	0	14	0	0	21	0	35
08:00 AM	0	2	0	0	4	0	6
08:15 AM	0	10	0	0	8	0	18
08:30 AM	0	9	0	0	8	0	17
08:45 AM	0	10	0	0	11	0	21
Total	0	31	0	0	31	0	62
09:00 AM	0	7	0	0	10	0	17
09:15 AM	0	3	0	0	4	0	7
09:30 AM	0	1	0	0	1	0	2
09:45 AM	0	6	0	0	5	0	11
Total	0	17	0	0	20	0	37
10:00 AM	0	4	0	0	7	0	11
10:15 AM	0	5	0	0	5	0	10
10:30 AM	0	8	0	0	11	0	19
10:45 AM	0	10	0	0	6	0	16
Total	0	27	0	0	29	0	56
11:00 AM	0	6	0	0	12	0	18
11:15 AM	0	2	0	0	5	0	7
11:30 AM	0	15	0	0	6	0	21
11:45 AM	4	8	2	0	11	3	28
Total	4	31	2	0	34	3	74
12:00 PM	0	4	2	1	9	1	17
12:15 PM	1	5	2	0	10	3	21
12:30 PM	0	9	0	1	11	2	23
12:45 PM	0	5	2	1	10	2	20
Total	1	23	6	3	40	8	81
01:00 PM	3	6	1	3	13	1	27
01:15 PM	1	9	0	1	13	0	24
01:30 PM	0	4	0	0	11	0	15
01:45 PM	0	8	0	0	7	0	15
Total	4	27	1	4	44	1	81
02:00 PM	2	16	0	2	11	1	32
02:15 PM	0	2	1	0	10	0	13
02:30 PM	0	11	0	0	4	1	16
02:45 PM	1	13	1	1	10	0	26
Total	3	42	2	3	35	2	87
03:00 PM	0	8	0	0	13	0	21
03:15 PM	1	14	2	1	11	1	30
03:30 PM	2	12	1	1	2	0	18
03:45 PM	0	5	1	0	8	1	15
Total	3	39	4	2	34	2	84
04:00 PM	0	9	2	0	11	2	24
04:15 PM	1	8	0	1	15	2	27
04:30 PM	1	11	0	3	13	1	29
04:45 PM	2	8	0	3	13	0	26
Total	4	36	2	7	52	5	106
05:00 PM	0	1	0	0	8	0	9
05:15 PM	1	7	2	1	14	2	27

# Accurate Counts

978-664-2565

N/S Street : China Delight  
 E/W Street : Somerville Avenue  
 City/State : Somerville, MA  
 Weather : Clear

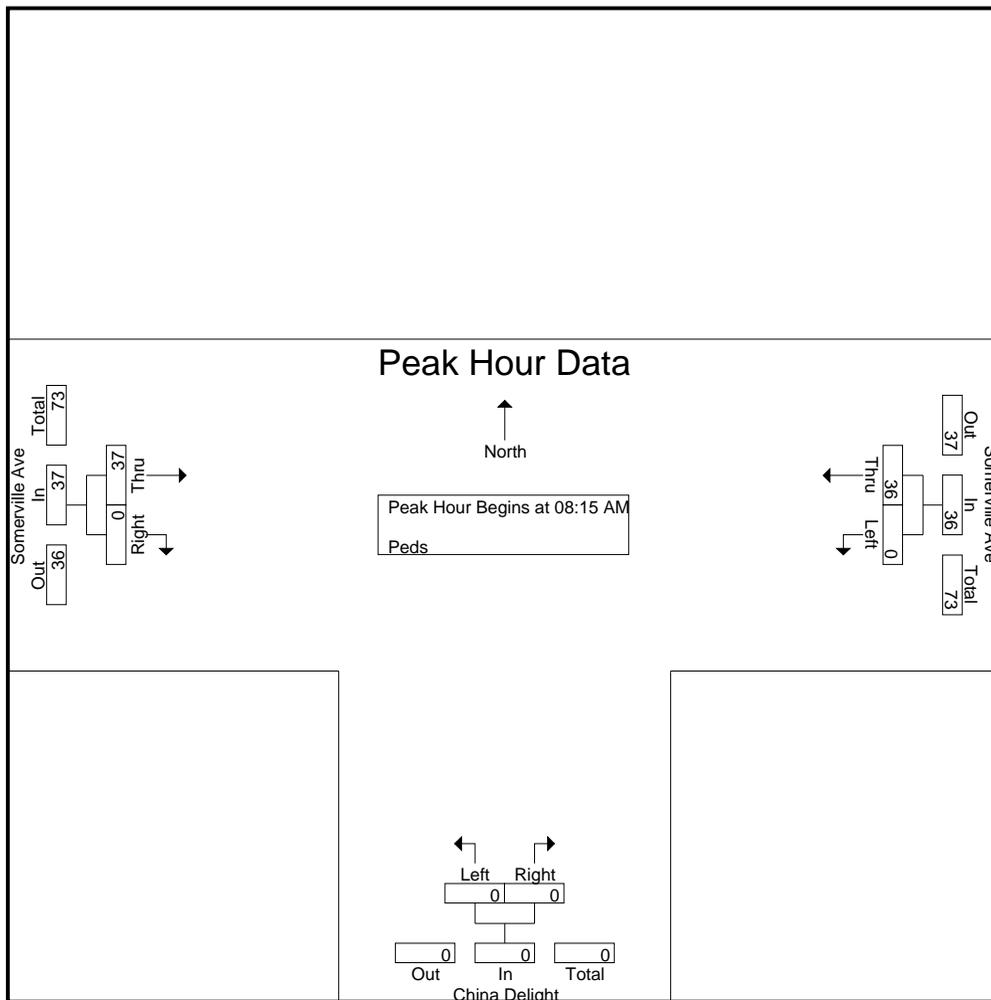
File Name : 90480004  
 Site Code : 90480004  
 Start Date : 1/13/2022  
 Page No : 2

### Groups Printed- Peds

Start Time	Somerville Ave From East		China Delight From South		Somerville Ave From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
05:30 PM	0	10	0	0	10	0	20
05:45 PM	0	7	1	1	12	2	23
<b>Total</b>	<b>1</b>	<b>25</b>	<b>3</b>	<b>2</b>	<b>44</b>	<b>4</b>	<b>79</b>
06:00 PM	0	1	0	0	9	0	10
06:15 PM	1	7	2	1	14	2	27
06:30 PM	0	10	0	0	10	0	20
06:45 PM	1	7	2	1	13	1	25
<b>Total</b>	<b>2</b>	<b>25</b>	<b>4</b>	<b>2</b>	<b>46</b>	<b>3</b>	<b>82</b>
<b>Grand Total</b>	<b>22</b>	<b>337</b>	<b>24</b>	<b>23</b>	<b>430</b>	<b>28</b>	<b>864</b>
Apprch %	6.1	93.9	51.1	48.9	93.9	6.1	
Total %	2.5	39	2.8	2.7	49.8	3.2	

Start Time	Somerville Ave From East			China Delight From South			Somerville Ave From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:15 AM										
08:15 AM	0	10	10	0	0	0	8	0	8	18
08:30 AM	0	9	9	0	0	0	8	0	8	17
08:45 AM	0	10	10	0	0	0	11	0	11	21
09:00 AM	0	7	7	0	0	0	10	0	10	17
<b>Total Volume</b>	<b>0</b>	<b>36</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>37</b>	<b>73</b>
% App. Total	0	100		0	0		100	0		
PHF	.000	.900	.900	.000	.000	.000	.841	.000	.841	.869

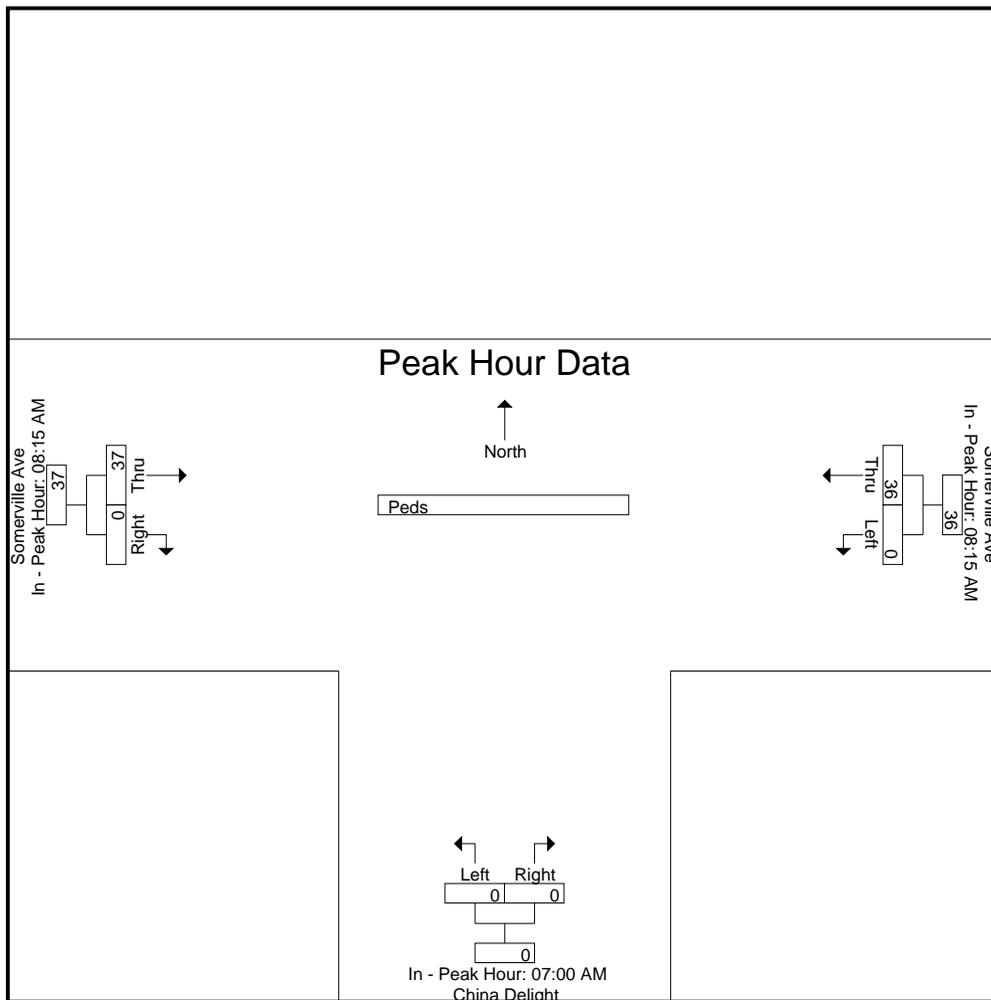
N/S Street : China Delight  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	08:15 AM			07:00 AM			08:15 AM		
+0 mins.	0	10	10	0	0	0	8	0	8
+15 mins.	0	9	9	0	0	0	8	0	8
+30 mins.	0	10	10	0	0	0	11	0	11
+45 mins.	0	7	7	0	0	0	10	0	10
Total Volume	0	36	36	0	0	0	37	0	37
% App. Total	0	100		0	0		100	0	
PHF	.000	.900	.900	.000	.000	.000	.841	.000	.841

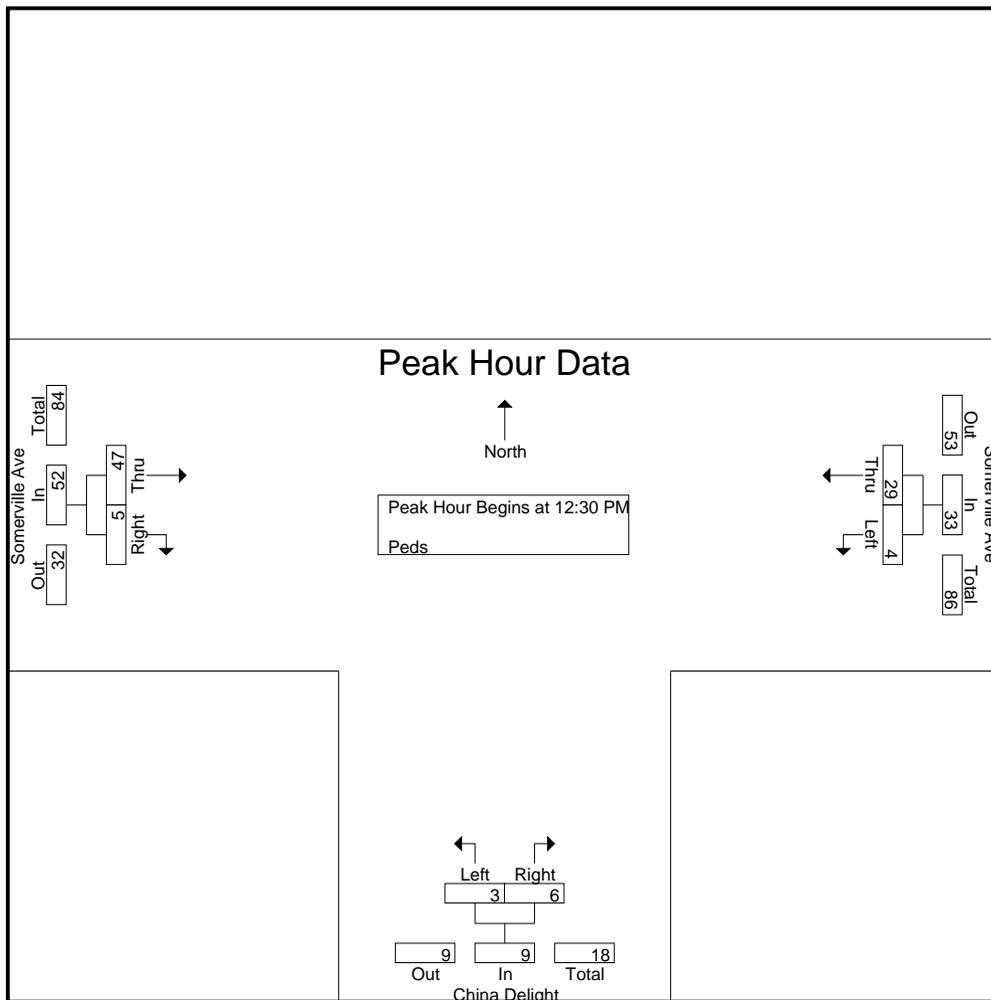
N/S Street : China Delight  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 12:30 PM

12:30 PM	0	9	9	0	1	1	11	2	13	23
12:45 PM	0	5	5	2	1	3	10	2	12	20
01:00 PM	3	6	9	1	3	4	13	1	14	27
01:15 PM	1	9	10	0	1	1	13	0	13	24
Total Volume	4	29	33	3	6	9	47	5	52	94
% App. Total	12.1	87.9		33.3	66.7		90.4	9.6		
PHF	.333	.806	.825	.375	.500	.563	.904	.625	.929	.870

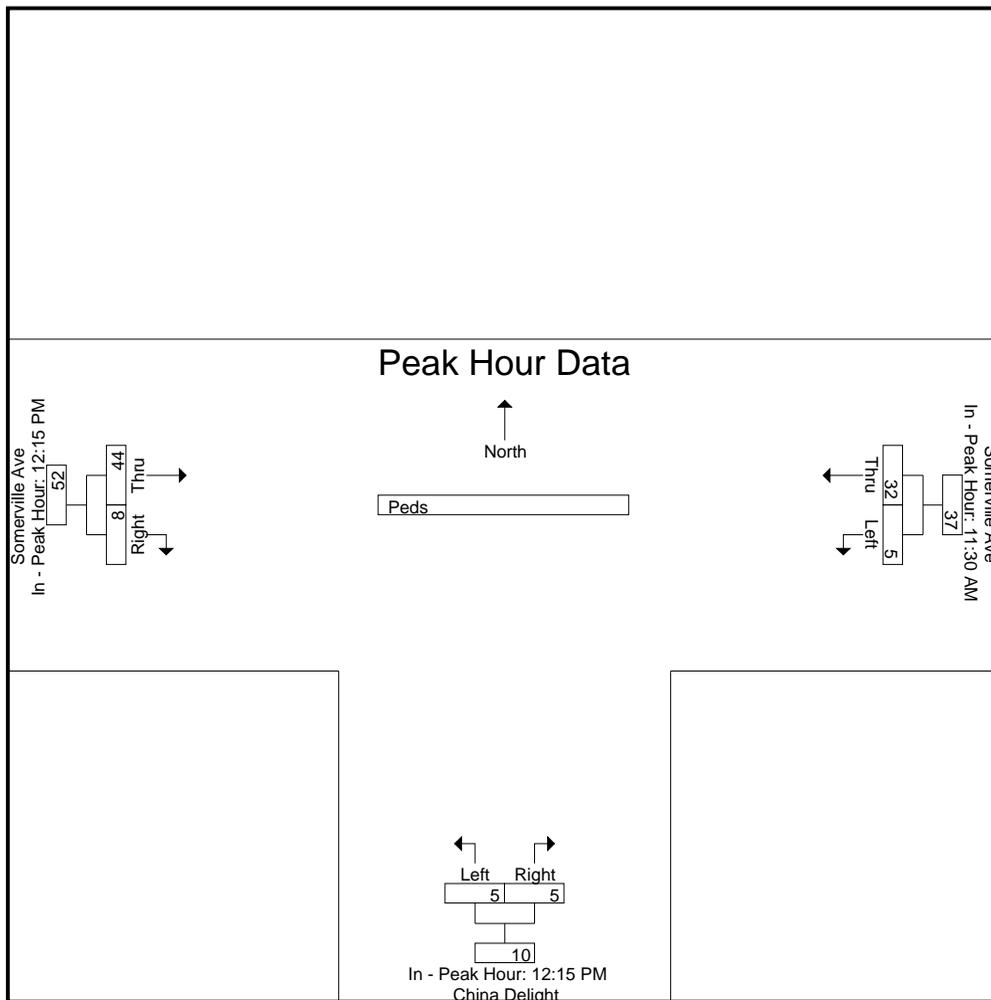
N/S Street : China Delight  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	11:30 AM			12:15 PM			12:15 PM		
+0 mins.	0	15	15	2	0	2	10	3	13
+15 mins.	4	8	12	0	1	1	11	2	13
+30 mins.	0	4	4	2	1	3	10	2	12
+45 mins.	1	5	6	1	3	4	13	1	14
Total Volume	5	32	37	5	5	10	44	8	52
% App. Total	13.5	86.5		50	50		84.6	15.4	
PHF	.313	.533	.617	.625	.417	.625	.846	.667	.929

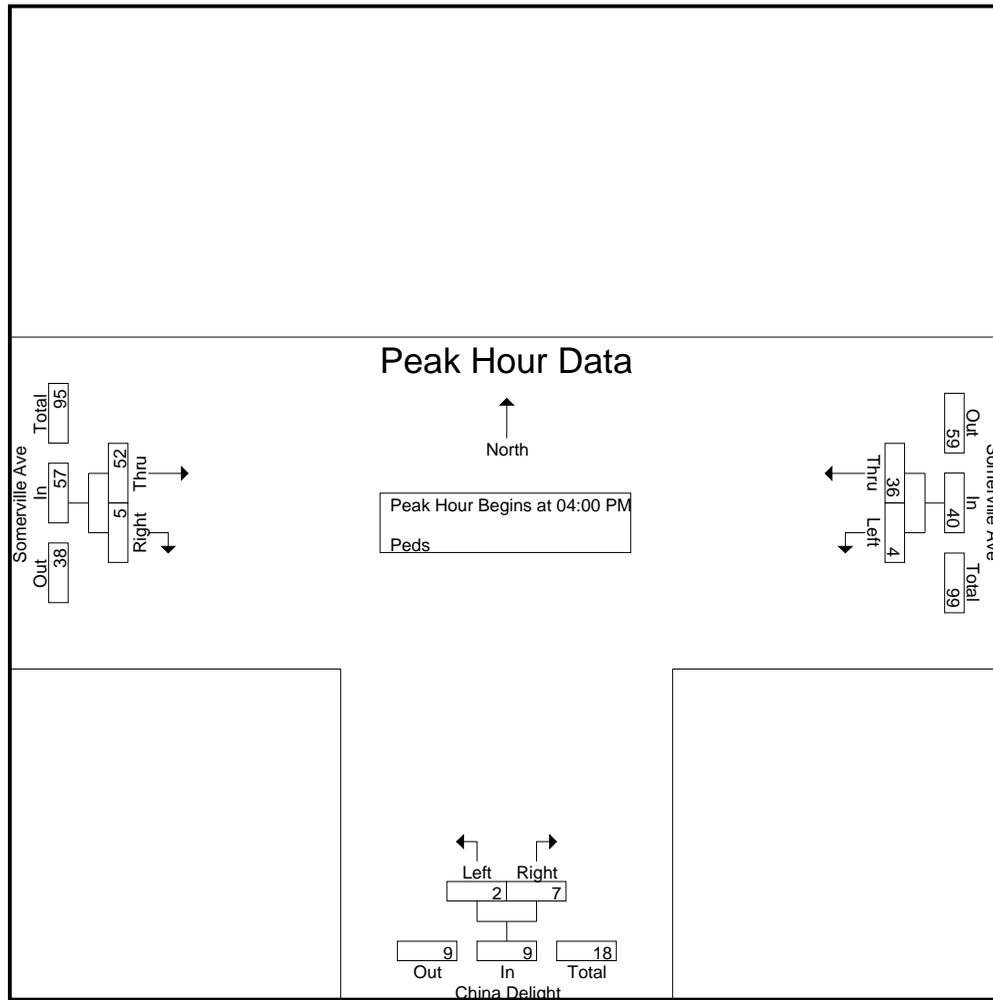
N/S Street : China Delight  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	9	9	2	0	2	11	2	13	24
04:15 PM	1	8	9	0	1	1	15	2	17	27
04:30 PM	1	11	12	0	3	3	13	1	14	29
04:45 PM	2	8	10	0	3	3	13	0	13	26
Total Volume	4	36	40	2	7	9	52	5	57	106
% App. Total	10	90		22.2	77.8		91.2	8.8		
PHF	.500	.818	.833	.250	.583	.750	.867	.625	.838	.914

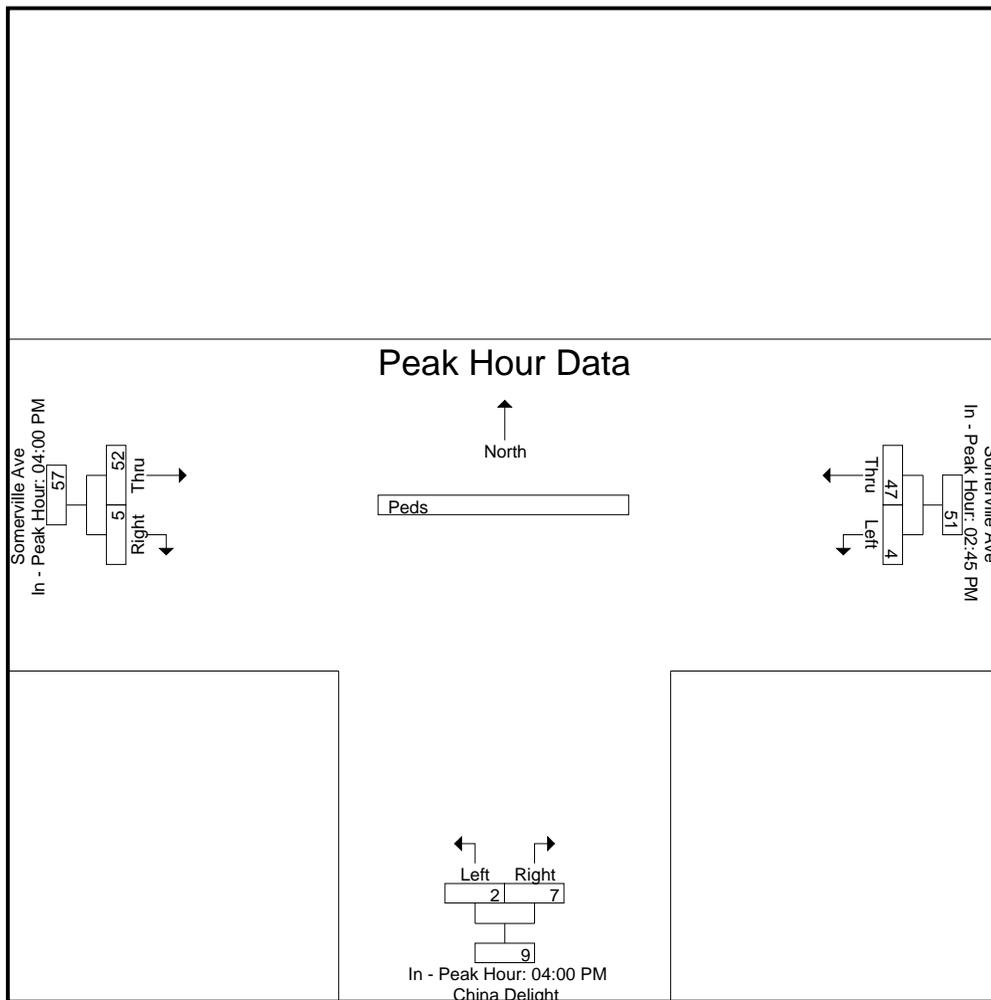
N/S Street : China Delight  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	02:45 PM			04:00 PM			04:00 PM		
+0 mins.	1	13	14	2	0	2	11	2	13
+15 mins.	0	8	8	0	1	1	15	2	17
+30 mins.	1	14	15	0	3	3	13	1	14
+45 mins.	2	12	14	0	3	3	13	0	13
Total Volume	4	47	51	2	7	9	52	5	57
% App. Total	7.8	92.2		22.2	77.8		91.2	8.8	
PHF	.500	.839	.850	.250	.583	.750	.867	.625	.838

N/S Street : China Delight  
E/W Street : Somerville Avenue  
City/State : Somerville, MA  
Weather : Clear



SEASONAL ADJUSTMENT DATA

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Massachusetts Highway Department  
Statewide Traffic Data Collection  
2019 Weekday Seasonal Factors

Factor Group	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Axle Factor
R1	1.22	1.14	1.12	1.06	1.00	0.96	0.87	0.85	0.96	0.99	1.04	1.12	0.85
R2	0.95	0.96	0.98	0.97	0.97	0.93	0.97	0.94	0.96	0.90	0.92	0.93	0.96
R3	1.15	1.06	1.07	1.00	0.89	0.88	0.89	0.89	0.95	0.92	1.02	1.01	0.97
R4-R7	1.09	1.09	1.11	1.02	0.96	0.92	0.89	0.89	0.99	0.98	1.09	1.13	0.98
U1-Boston	1.03	1.01	0.98	0.94	0.94	0.92	0.95	0.93	0.94	0.94	0.97	1.04	0.96
U1-Essex	1.09	1.06	1.03	0.99	0.94	0.90	0.88	0.86	0.93	0.94	0.99	1.06	0.93
U1-Southeast	1.06	1.05	1.01	0.97	0.95	0.93	0.93	0.90	0.94	0.94	0.98	1.04	0.98
U1-West	1.19	1.14	1.09	0.95	0.92	0.89	0.89	0.86	0.91	0.95	0.97	1.07	0.84
U1-Worcester	1.02	1.04	0.97	0.94	0.93	0.91	0.95	0.91	0.93	0.92	0.95	1.10	0.88
U2	1.01	1.00	0.94	0.93	0.91	0.89	0.93	0.90	0.90	0.91	0.94	1.02	0.99
U3	1.06	1.03	0.98	0.94	0.93	0.91	0.95	0.91	0.92	0.93	0.97	1.00	0.98
U4-U7	1.01	1.00	0.95	0.92	0.88	0.86	0.92	0.91	0.92	0.94	0.99	1.04	0.99
Rec - East	1.04	1.16	1.12	0.98	0.92	0.88	0.77	0.81	0.94	1.02	1.08	1.12	0.99
Rec - West	1.30	1.23	1.32	1.18	0.95	0.82	0.70	0.69	0.97	0.96	1.16	1.15	0.98

Round off:

0-999 = 10

>1000 = 100

U = Urban

R = Rural

1 - Interstate

2 - Freeway and Expressway

3 - Other Principal Arterial

4 - Minor Arterial

5 - Major Collector

6 - Minor Collector

7 - Local Road and Street

**Recreational - East Group** - Cape Cod (all towns) including the town of Plymouth south of Route 3A (stations 7014,7079,7080,7090,7091,7092,7093,7094,7095,7096,7097,7108 and 7178), Martha's Vineyard and Nantucket.

**Recreational - West Group** - Continuous Stations 2 and 189 including stations 1066,1067,1083,1084,1085,1086,1087,1088,1089,1090,1091,1092,1093,1094,1095,1096,1097,1098,1099,1100,1101,1102,1103,1104,1105,1106,1107,1108,1113,1114, 1116,2196,2197 and 2198.

COVID-19 ADJUSTMENT DATA

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## **Covid Adjustments for Somerville Avenue, East of Park Street**

### **January 2017 Turning Movement Counts**

*Weekday Morning Peak Hour Volume* = 934

*Weekday Evening Peak Hour Volume* = 973

Growth Rate (2017-2018): 1.4% [MassDOT Yearly Growth Rates]

Growth Rate (2018-2019): 0.4% [MassDOT Yearly Growth Rates]

Growth Rate (2019-2020): 0.0% [MassDOT Guidance on Traffic Count Data]

Growth Rate (2020-2021): 0.25% [Assumed-Somerville TIS Standards]

Growth Rate (2021-2022): 0.25% [Assumed-Somerville TIS Standards]

*Total Growth Adjustment:*  $(1.014) \times (1.004) \times (1.000) \times (1.0025) \times (1.0025) = 1.023$

*Weekday Morning* =  $934 \times (1.023) = 955$

*Weekday Evening* =  $973 \times (1.023) = 995$

### **January 2022 Turning Movement Counts**

*Weekday Morning Peak Hour Volume* = 681

*Weekday Evening Peak Hour Volume* = 790

### **January Covid Adjustments**

*Weekday Morning* =  $\frac{955}{681} = 1.402$

*Weekday Evening* =  $\frac{995}{790} = 1.259$

## **Covid Adjustments for Somerville Avenue, East of Park Street**

### **April 2018 Turning Movement Counts**

*Saturday Midday Peak Hour Volume* = 1,036

April Seasonal Adjustment: 0.94 [MassDOT 2019 Weekday Seasonal Factors – U3]

Growth Rate (2018-2019): 0.4% [MassDOT Yearly Growth Rates]

Growth Rate (2019-2020): 0.0% [MassDOT Guidance on Traffic Count Data]

Growth Rate (2020-2021): 0.25% [Assumed-Somerville TIS Standards]

Growth Rate (2021-2022): 0.25% [Assumed-Somerville TIS Standards]

*Total Growth Adjustment:*  $(1.004) \times (1.000) \times (1.0025) \times (1.0025) = 1.009$

*Saturday Midday* =  $1,036 \times (0.94) \times (1.009) = 983$

### **January 2022 Turning Movement Counts**

*Saturday Midday Peak Hour Volume* = 799

January Seasonal Adjustment: 1.06 [MassDOT 2019 Weekday Seasonal Factors – U3]

*Saturday Midday* =  $799 \times (1.06) = 847$

### **January Covid Adjustments**

*Saturday Midday* =  $\frac{983}{847} = 1.161$

# Accurate Counts

978-664-2565

N/S Street : Store Drivway / Park Street

E/W Street: Somerville Avenue

City/State : Somerville, MA

Weather : Rain

File Name : 13099002

Site Code : 13099002

Start Date : 1/12/2017

Page No : 1

## Groups Printed- Cars - Trucks

Start Time	Store Drwy From North			Somerville Ave From East			Park St From South			Somerville Ave From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	3	1	0	20	73	3	22	2	6	1	85	17	233
07:15 AM	4	1	0	20	62	8	37	1	8	2	91	27	261
07:30 AM	6	1	0	24	85	7	41	3	5	0	96	28	296
07:45 AM	6	2	0	30	96	8	43	5	8	0	90	46	334
Total	19	5	0	94	316	26	143	11	27	3	362	118	1124
08:00 AM	4	1	0	47	90	6	48	2	8	1	80	45	332
08:15 AM	2	1	0	30	77	8	46	1	13	2	93	41	314
08:30 AM	2	2	0	38	76	7	44	2	9	0	106	40	326
08:45 AM	10	0	0	36	87	8	47	4	16	1	86	39	334
Total	18	4	0	151	330	29	185	9	46	4	365	165	1306
Grand Total	37	9	0	245	646	55	328	20	73	7	727	283	2430
Aprch %	80.4	19.6	0	25.9	68.3	5.8	77.9	4.8	17.3	0.7	71.5	27.8	
Total %	1.5	0.4	0	10.1	26.6	2.3	13.5	0.8	3	0.3	29.9	11.6	
Cars	36	9	0	245	625	55	321	20	72	6	717	274	2380
% Cars	97.3	100	0	100	96.7	100	97.9	100	98.6	85.7	98.6	96.8	97.9
Trucks	1	0	0	0	21	0	7	0	1	1	10	9	50
% Trucks	2.7	0	0	0	3.3	0	2.1	0	1.4	14.3	1.4	3.2	2.1

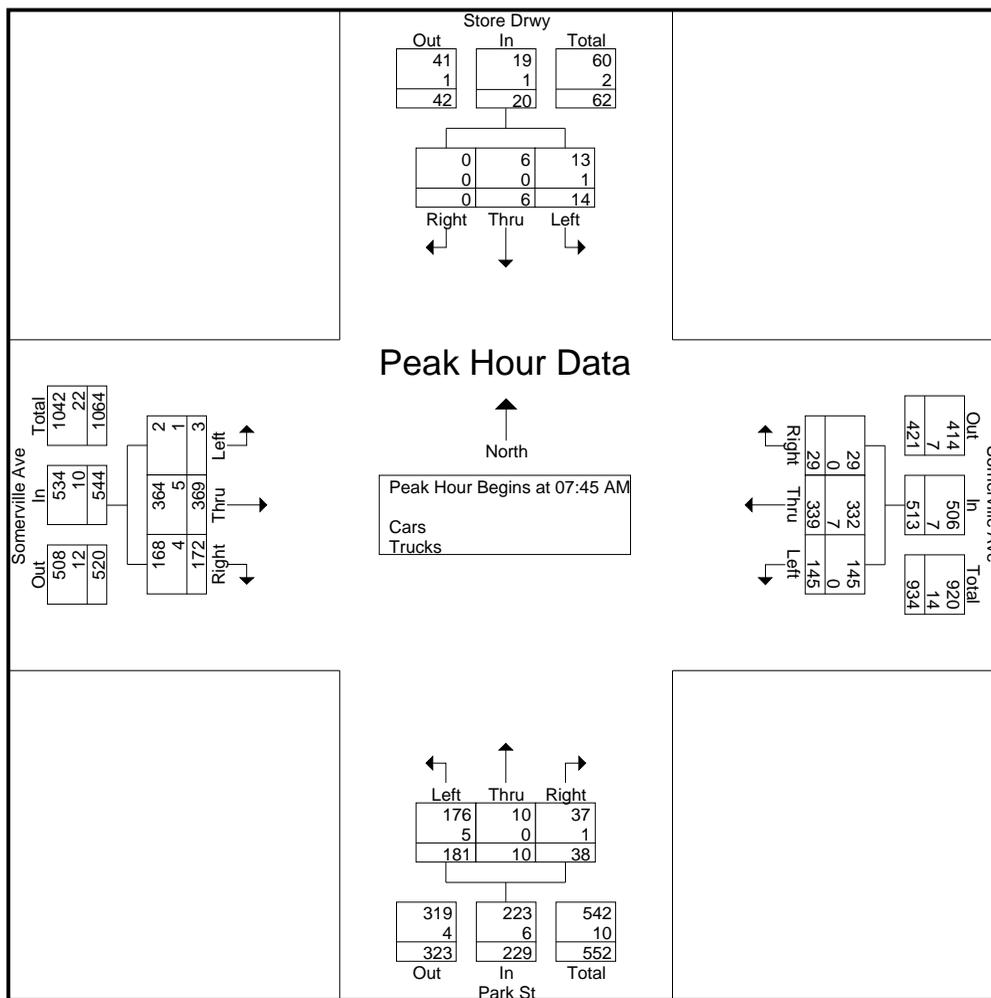
# Accurate Counts

978-664-2565

N/S Street : Store Drivway / Park Street  
 E/W Street: Somerville Avenue  
 City/State : Somerville, MA  
 Weather : Rain

File Name : 13099002  
 Site Code : 13099002  
 Start Date : 1/12/2017  
 Page No : 2

Start Time	Store Drwy From North				Somerville Ave From East				Park St From South				Somerville Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																	
<b>Peak Hour for Entire Intersection Begins at 07:45 AM</b>																	
07:45 AM	6	2	0	8	30	96	8	134	43	5	8	56	0	90	46	136	<b>334</b>
08:00 AM	4	1	0	5	47	90	6	143	48	2	8	58	1	80	45	126	332
08:15 AM	2	1	0	3	30	77	8	115	46	1	13	60	2	93	41	136	314
08:30 AM	2	2	0	4	38	76	7	121	44	2	9	55	0	106	40	146	326
<b>Total Volume</b>	14	6	0	20	145	339	29	513	181	10	38	229	3	369	172	544	1306
<b>% App. Total</b>	70	30	0		28.3	66.1	5.7		79	4.4	16.6		0.6	67.8	31.6		
<b>PHF</b>	.583	.750	.000	.625	.771	.883	.906	.897	.943	.500	.731	.954	.375	.870	.935	.932	.978
Cars	13	6	0	19	145	332	29	506	176	10	37	223	2	364	168	534	1282
<b>% Cars</b>	92.9	100	0	95.0	100	97.9	100	98.6	97.2	100	97.4	97.4	66.7	98.6	97.7	98.2	98.2
Trucks	1	0	0	1	0	7	0	7	5	0	1	6	1	5	4	10	24
<b>% Trucks</b>	7.1	0	0	5.0	0	2.1	0	1.4	2.8	0	2.6	2.6	33.3	1.4	2.3	1.8	1.8



# Accurate Counts

978-664-2565

N/S Street : Store Drivway / Park Street  
 E/W Street: Somerville Avenue  
 City/State : Somerville, MA  
 Weather : Rain

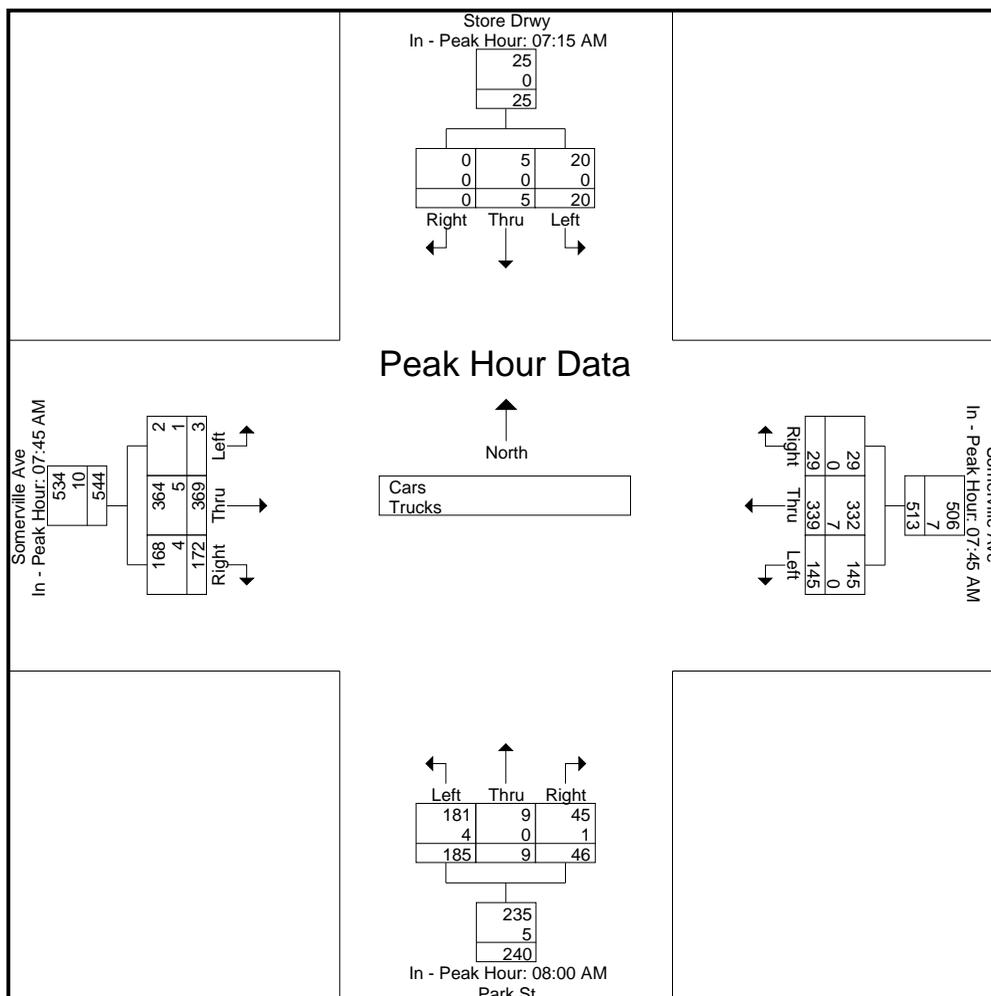
File Name : 13099002  
 Site Code : 13099002  
 Start Date : 1/12/2017  
 Page No : 3

Start Time	Store Drwy From North				Somerville Ave From East				Park St From South				Somerville Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:45 AM				08:00 AM				07:45 AM			
+0 mins.	4	1	0	5	30	<b>96</b>	<b>8</b>	134	<b>48</b>	2	8	58	0	90	<b>46</b>	136
+15 mins.	<b>6</b>	1	0	7	<b>47</b>	90	6	<b>143</b>	46	1	13	60	1	80	45	126
+30 mins.	6	<b>2</b>	0	<b>8</b>	30	77	8	115	44	2	9	55	<b>2</b>	93	41	136
+45 mins.	4	1	0	5	38	76	7	121	47	<b>4</b>	<b>16</b>	<b>67</b>	0	<b>106</b>	40	<b>146</b>
Total Volume	20	5	0	25	145	339	29	513	185	9	46	240	3	369	172	544
% App. Total	80	20	0		28.3	66.1	5.7		77.1	3.8	19.2		0.6	67.8	31.6	
PHF	.833	.625	.000	.781	.771	.883	.906	.897	.964	.563	.719	.896	.375	.870	.935	.932
Cars	20	5	0	25	145	332	29	506	181	9	45	235	2	364	168	534
% Cars	100	100	0	100	100	97.9	100	98.6	97.8	100	97.8	97.9	66.7	98.6	97.7	98.2
Trucks	0	0	0	0	0	7	0	7	4	0	1	5	1	5	4	10
% Trucks	0	0	0	0	0	2.1	0	1.4	2.2	0	2.2	2.1	33.3	1.4	2.3	1.8



# Accurate Counts

978-664-2565

N/S Street : Store Drivway / Park Street

E/W Street: Somerville Avenue

City/State : Somerville, MA

Weather : Rain

File Name : 13099002

Site Code : 13099002

Start Date : 1/12/2017

Page No : 4

## Groups Printed- Cars

Start Time	Store Drwy From North			Somerville Ave From East			Park St From South			Somerville Ave From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	3	1	0	20	68	3	21	2	6	1	83	16	224
07:15 AM	4	1	0	20	60	8	37	1	8	2	89	26	256
07:30 AM	6	1	0	24	80	7	40	3	5	0	96	28	290
07:45 AM	6	2	0	30	93	8	42	5	8	0	90	44	328
Total	19	5	0	94	301	26	140	11	27	3	358	114	1098
08:00 AM	4	1	0	47	88	6	47	2	7	1	76	44	323
08:15 AM	2	1	0	30	77	8	45	1	13	1	93	40	311
08:30 AM	1	2	0	38	74	7	42	2	9	0	105	40	320
08:45 AM	10	0	0	36	85	8	47	4	16	1	85	36	328
Total	17	4	0	151	324	29	181	9	45	3	359	160	1282
Grand Total	36	9	0	245	625	55	321	20	72	6	717	274	2380
Apprch %	80	20	0	26.5	67.6	5.9	77.7	4.8	17.4	0.6	71.9	27.5	
Total %	1.5	0.4	0	10.3	26.3	2.3	13.5	0.8	3	0.3	30.1	11.5	

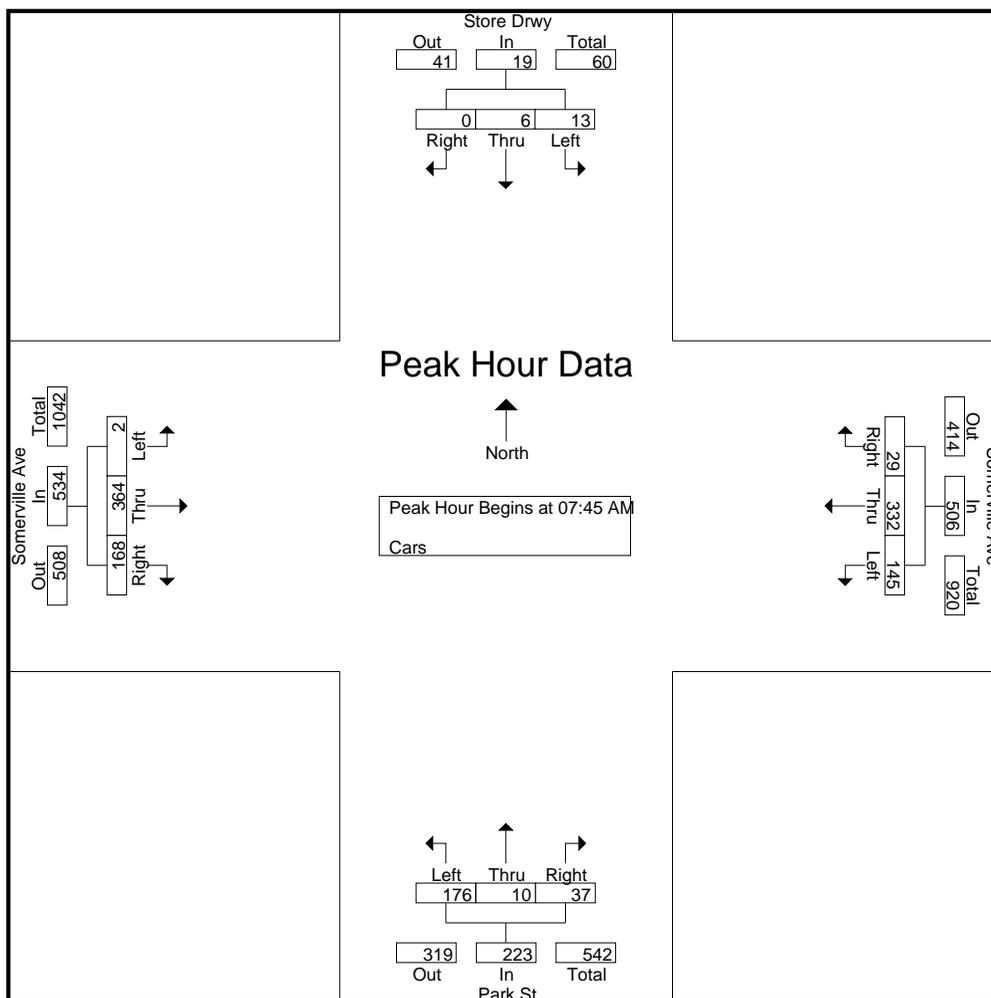
# Accurate Counts

978-664-2565

N/S Street : Store Drivway / Park Street  
 E/W Street: Somerville Avenue  
 City/State : Somerville, MA  
 Weather : Rain

File Name : 13099002  
 Site Code : 13099002  
 Start Date : 1/12/2017  
 Page No : 5

Start Time	Store Drwy From North				Somerville Ave From East				Park St From South				Somerville Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	6	2	0	8	30	93	8	131	42	5	8	55	0	90	44	134	328
08:00 AM	4	1	0	5	47	88	6	141	47	2	7	56	1	76	44	121	323
08:15 AM	2	1	0	3	30	77	8	115	45	1	13	59	1	93	40	134	311
08:30 AM	1	2	0	3	38	74	7	119	42	2	9	53	0	105	40	145	320
Total Volume	13	6	0	19	145	332	29	506	176	10	37	223	2	364	168	534	1282
% App. Total	68.4	31.6	0		28.7	65.6	5.7		78.9	4.5	16.6		0.4	68.2	31.5		
PHF	.542	.750	.000	.594	.771	.892	.906	.897	.936	.500	.712	.945	.500	.867	.955	.921	.977



# Accurate Counts

978-664-2565

N/S Street : Store Drivway / Park Street  
 E/W Street: Somerville Avenue  
 City/State : Somerville, MA  
 Weather : Rain

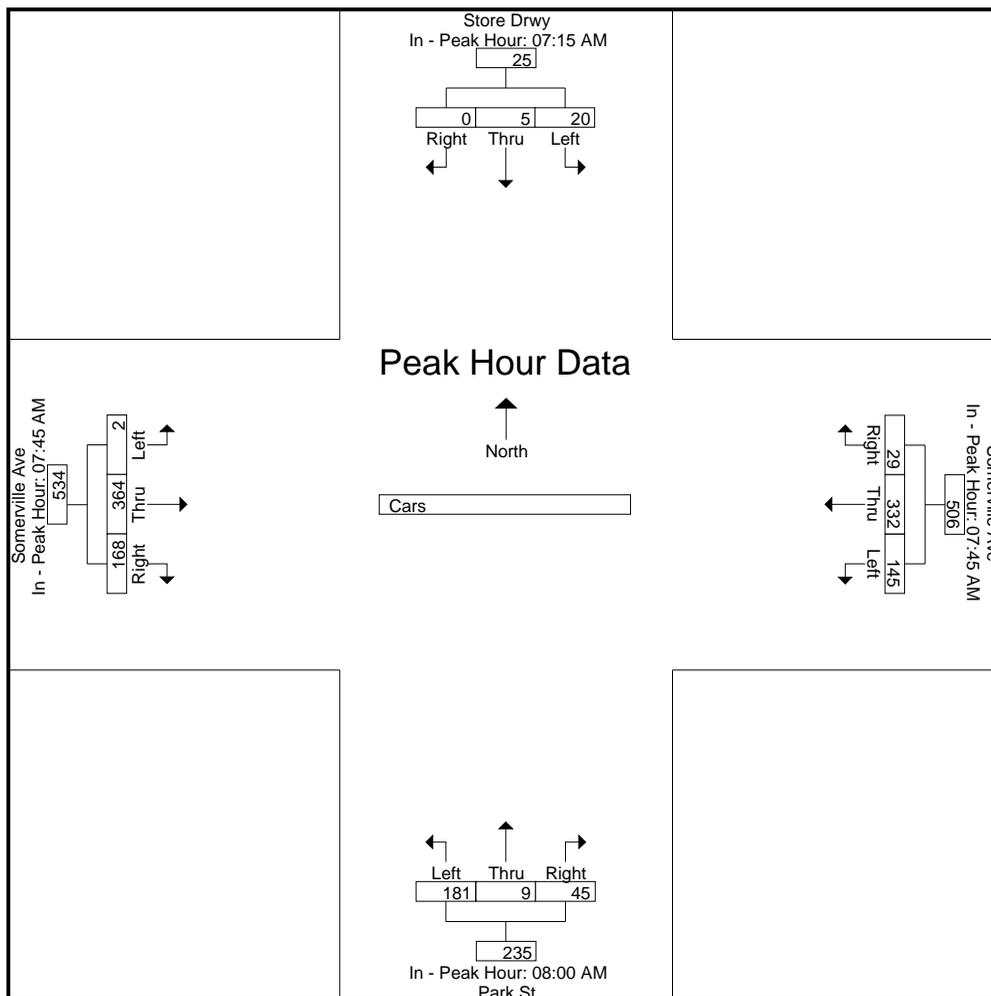
File Name : 13099002  
 Site Code : 13099002  
 Start Date : 1/12/2017  
 Page No : 6

Start Time	Store Drwy From North				Somerville Ave From East				Park St From South				Somerville Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:45 AM				08:00 AM				07:45 AM			
+0 mins.	4	1	0	5	30	<b>93</b>	<b>8</b>	131	<b>47</b>	2	7	56	0	90	<b>44</b>	134
+15 mins.	<b>6</b>	1	0	7	<b>47</b>	88	6	<b>141</b>	45	1	13	59	<b>1</b>	76	44	121
+30 mins.	6	<b>2</b>	0	<b>8</b>	30	77	8	115	42	2	9	53	1	93	40	134
+45 mins.	4	1	0	5	38	74	7	119	47	<b>4</b>	<b>16</b>	<b>67</b>	0	<b>105</b>	40	<b>145</b>
Total Volume	20	5	0	25	145	332	29	506	181	9	45	235	2	364	168	534
% App. Total	80	20	0		28.7	65.6	5.7		77	3.8	19.1		0.4	68.2	31.5	
PHF	.833	.625	.000	.781	.771	.892	.906	.897	.963	.563	.703	.877	.500	.867	.955	.921



# Accurate Counts

978-664-2565

N/S Street : Store Drivway / Park Street  
 E/W Street: Somerville Avenue  
 City/State : Somerville, MA  
 Weather : Rain

File Name : 13099002  
 Site Code : 13099002  
 Start Date : 1/12/2017  
 Page No : 7

## Groups Printed- Trucks

Start Time	Store Drwy From North			Somerville Ave From East			Park St From South			Somerville Ave From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	0	0	5	0	1	0	0	0	2	1	9
07:15 AM	0	0	0	0	2	0	0	0	0	0	2	1	5
07:30 AM	0	0	0	0	5	0	1	0	0	0	0	0	6
07:45 AM	0	0	0	0	3	0	1	0	0	0	0	2	6
Total	0	0	0	0	15	0	3	0	0	0	4	4	26
08:00 AM	0	0	0	0	2	0	1	0	1	0	4	1	9
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	1	3
08:30 AM	1	0	0	0	2	0	2	0	0	0	1	0	6
08:45 AM	0	0	0	0	2	0	0	0	0	0	1	3	6
Total	1	0	0	0	6	0	4	0	1	1	6	5	24
Grand Total	1	0	0	0	21	0	7	0	1	1	10	9	50
Apprch %	100	0	0	0	100	0	87.5	0	12.5	5	50	45	
Total %	2	0	0	0	42	0	14	0	2	2	20	18	

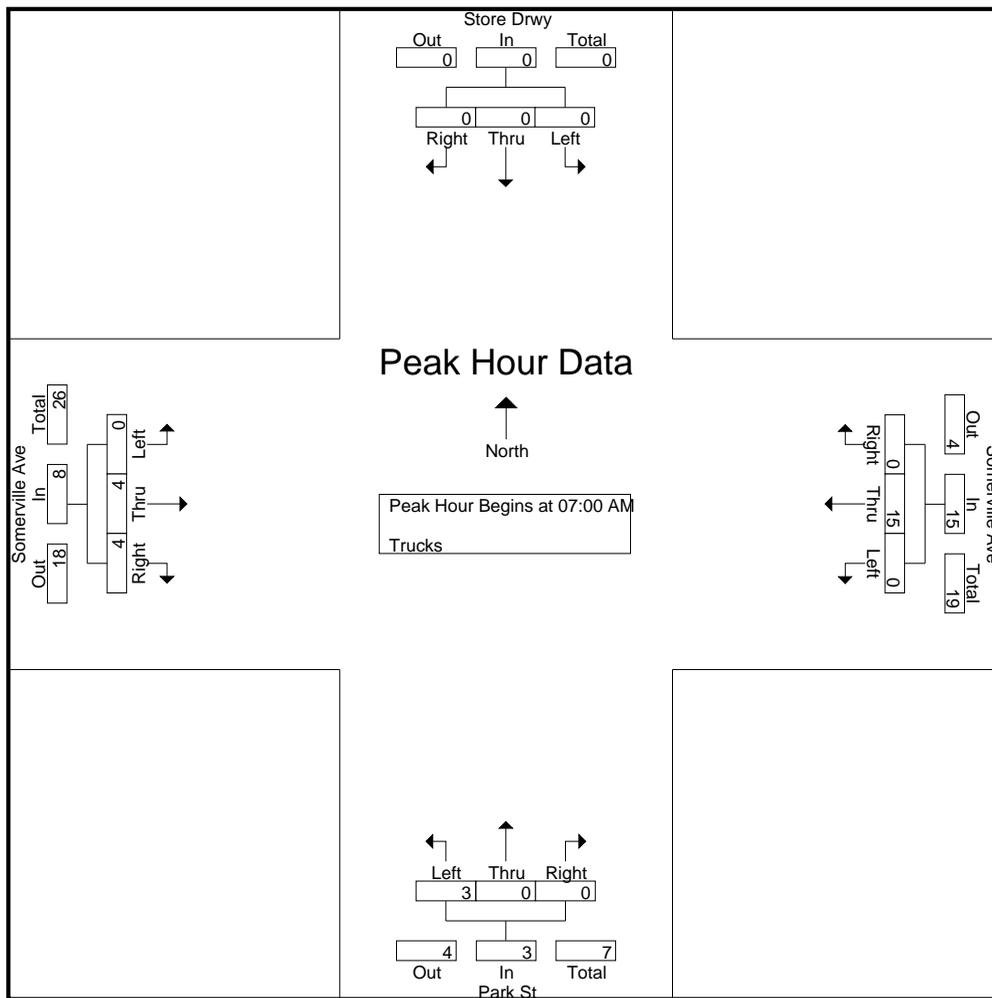
# Accurate Counts

978-664-2565

N/S Street : Store Drivway / Park Street  
 E/W Street: Somerville Avenue  
 City/State : Somerville, MA  
 Weather : Rain

File Name : 13099002  
 Site Code : 13099002  
 Start Date : 1/12/2017  
 Page No : 8

Start Time	Store Drwy From North				Somerville Ave From East				Park St From South				Somerville Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	5	0	5	1	0	0	1	0	2	1	3	9
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	1	3	5
07:30 AM	0	0	0	0	0	5	0	5	1	0	0	1	0	0	0	0	6
07:45 AM	0	0	0	0	0	3	0	3	1	0	0	1	0	0	2	2	6
<b>Total Volume</b>	0	0	0	0	0	15	0	15	3	0	0	3	0	4	4	8	26
<b>% App. Total</b>	0	0	0		0	100	0		100	0	0		0	50	50		
<b>PHF</b>	.000	.000	.000	.000	.000	.750	.000	.750	.750	.000	.000	.750	.000	.500	.500	.667	.722



# Accurate Counts

978-664-2565

N/S Street : Store Drivway / Park Street  
 E/W Street: Somerville Avenue  
 City/State : Somerville, MA  
 Weather : Rain

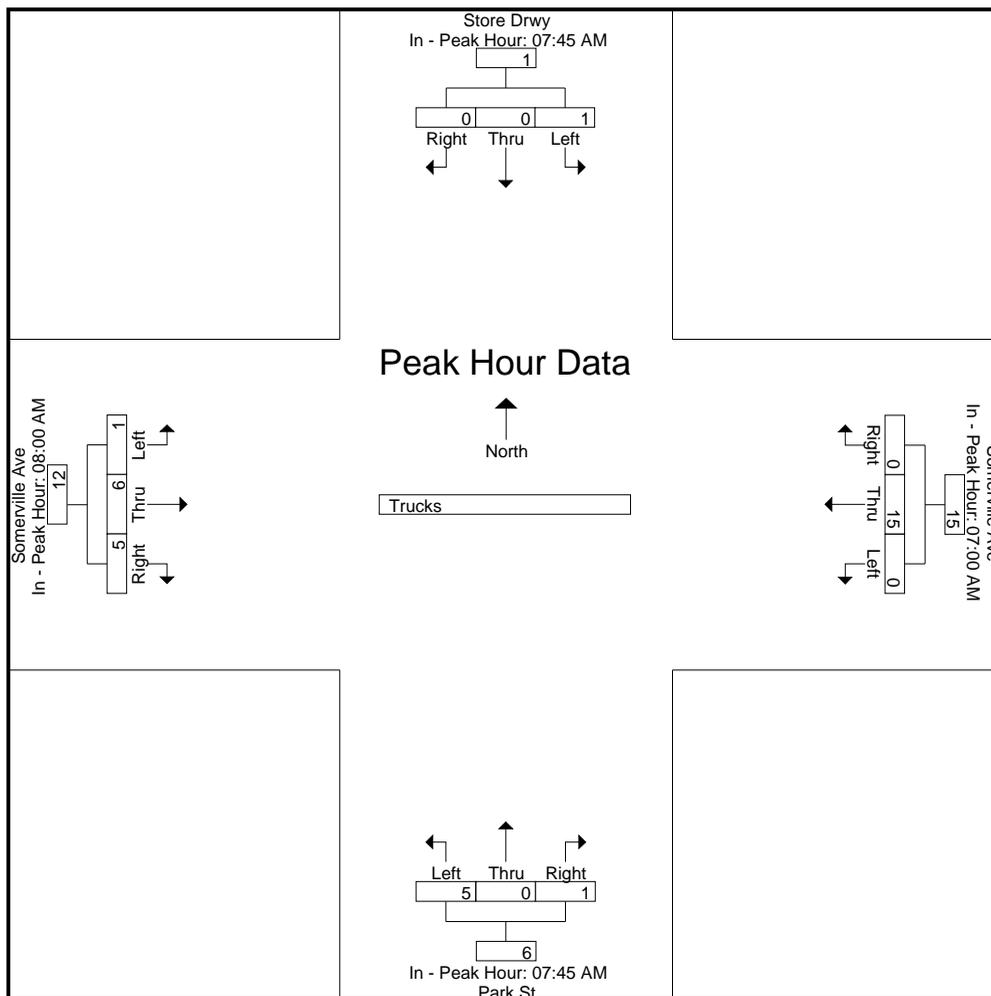
File Name : 13099002  
 Site Code : 13099002  
 Start Date : 1/12/2017  
 Page No : 9

Start Time	Store Drwy From North				Somerville Ave From East				Park St From South				Somerville Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				07:45 AM				08:00 AM			
+0 mins.	0	0	0	0	0	5	0	5	1	0	0	1	0	4	1	5
+15 mins.	0	0	0	0	0	2	0	2	1	0	1	2	1	0	1	2
+30 mins.	0	0	0	0	0	5	0	5	1	0	0	1	0	1	0	1
+45 mins.	1	0	0	1	0	3	0	3	2	0	0	2	0	1	3	4
Total Volume	1	0	0	1	0	15	0	15	5	0	1	6	1	6	5	12
% App. Total	100	0	0		0	100	0		83.3	0	16.7		8.3	50	41.7	
PHF	.250	.000	.000	.250	.000	.750	.000	.750	.625	.000	.250	.750	.250	.375	.417	.600



# Accurate Counts

978-664-2565

N/S Street : Store Drivway / Park Street  
 E/W Street: Somerville Avenue  
 City/State : Somerville, MA  
 Weather : Rain

File Name : 13099002  
 Site Code : 13099002  
 Start Date : 1/12/2017  
 Page No : 10

## Groups Printed- Bikes Peds

Start Time	Store Drwy From North				Somerville Ave From East				Park St From South				Somerville Ave From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
07:00 AM	0	0	0	7	0	1	0	2	0	0	1	1	0	0	2	0	10	4	14
07:15 AM	0	0	0	11	3	3	0	4	0	0	0	8	0	3	0	0	23	9	32
07:30 AM	0	1	0	14	3	1	0	6	2	0	0	5	0	9	2	0	25	18	43
07:45 AM	0	0	0	18	2	5	0	5	0	0	0	8	0	8	3	0	31	18	49
Total	0	1	0	50	8	10	0	17	2	0	1	22	0	20	7	0	89	49	138
08:00 AM	0	0	0	21	7	2	0	11	0	0	1	4	0	9	11	1	37	30	67
08:15 AM	0	0	0	13	2	1	0	8	0	0	0	1	0	9	7	0	22	19	41
08:30 AM	0	0	0	21	5	4	0	13	1	0	1	9	0	13	11	1	44	35	79
08:45 AM	0	1	0	19	10	6	0	17	1	0	0	8	0	14	5	4	48	37	85
Total	0	1	0	74	24	13	0	49	2	0	2	22	0	45	34	6	151	121	272
Grand Total	0	2	0	124	32	23	0	66	4	0	3	44	0	65	41	6	240	170	410
Apprch %	0	100	0		58.2	41.8	0		57.1	0	42.9		0	61.3	38.7				
Total %	0	1.2	0		18.8	13.5	0		2.4	0	1.8		0	38.2	24.1		58.5	41.5	

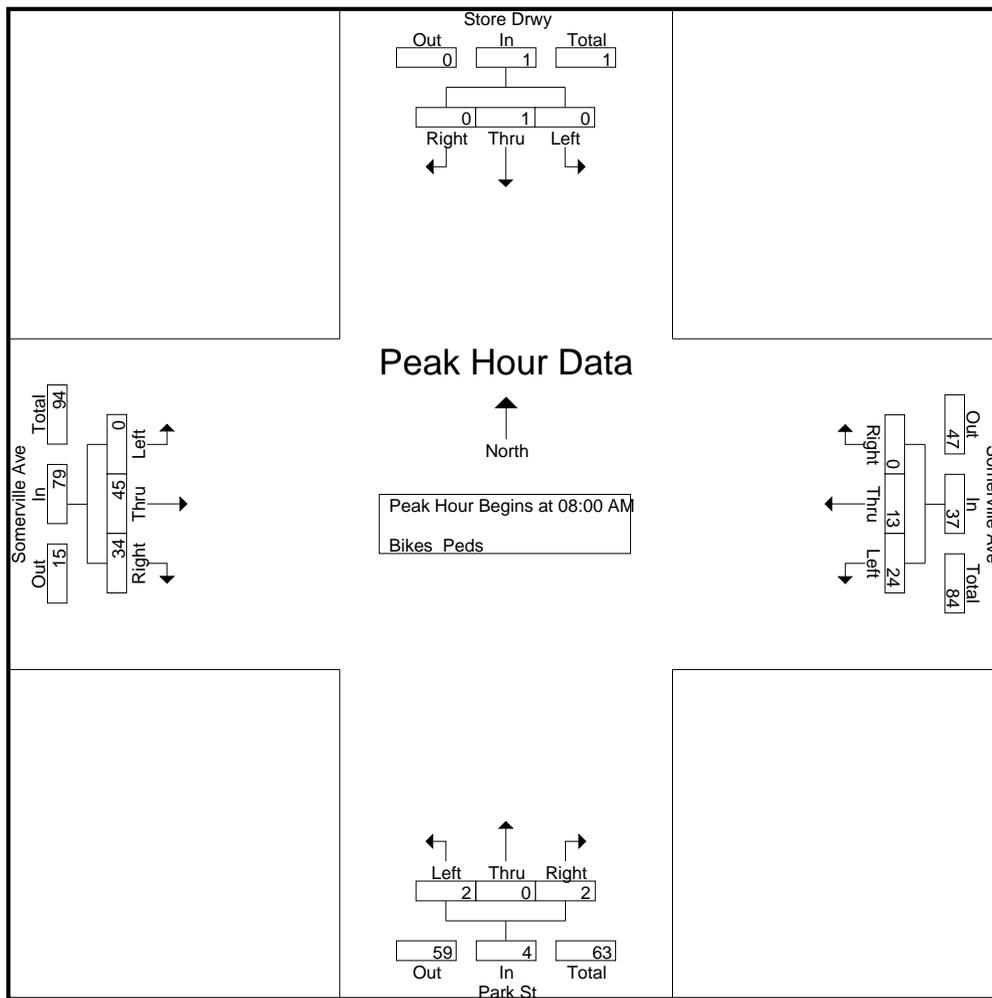
# Accurate Counts

978-664-2565

N/S Street : Store Drivway / Park Street  
 E/W Street: Somerville Avenue  
 City/State : Somerville, MA  
 Weather : Rain

File Name : 13099002  
 Site Code : 13099002  
 Start Date : 1/12/2017  
 Page No : 11

Start Time	Store Drwy From North				Somerville Ave From East				Park St From South				Somerville Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	7	2	0	9	0	0	1	1	0	9	11	20	30
08:15 AM	0	0	0	0	2	1	0	3	0	0	0	0	0	9	7	16	19
08:30 AM	0	0	0	0	5	4	0	9	1	0	1	2	0	13	11	24	35
08:45 AM	0	1	0	1	10	6	0	16	1	0	0	1	0	14	5	19	37
Total Volume	0	1	0	1	24	13	0	37	2	0	2	4	0	45	34	79	121
% App. Total	0	100	0		64.9	35.1	0		50	0	50		0	57	43		
PHF	.000	.250	.000	.250	.600	.542	.000	.578	.500	.000	.500	.500	.000	.804	.773	.823	.818



# Accurate Counts

978-664-2565

N/S Street : Store Drivway / Park Street  
 E/W Street: Somerville Avenue  
 City/State : Somerville, MA  
 Weather : Rain

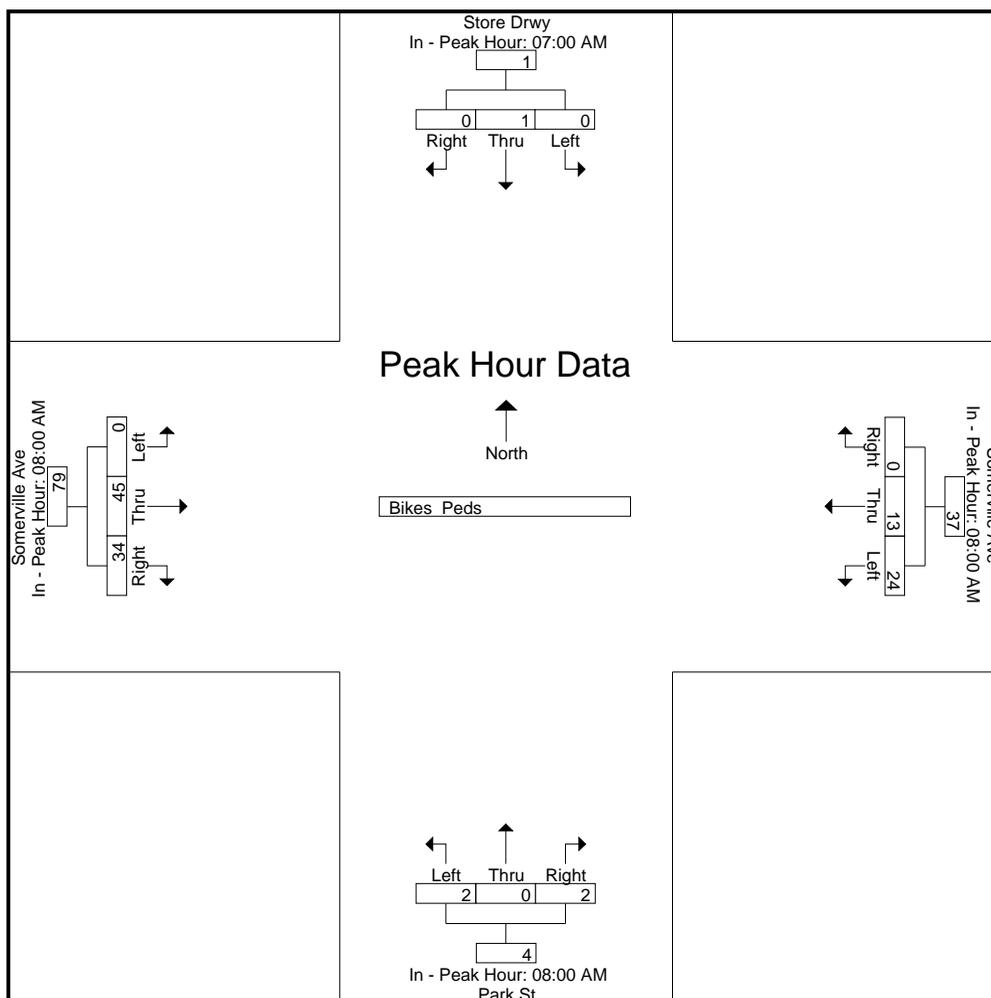
File Name : 13099002  
 Site Code : 13099002  
 Start Date : 1/12/2017  
 Page No : 12

Start Time	Store Drwy From North				Somerville Ave From East				Park St From South				Somerville Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	7	2	0	9	0	0	1	1	0	9	11	20
+15 mins.	0	0	0	0	2	1	0	3	0	0	0	0	0	9	7	16
+30 mins.	0	1	0	1	5	4	0	9	1	0	1	2	0	13	11	24
+45 mins.	0	0	0	0	10	6	0	16	1	0	0	1	0	14	5	19
Total Volume	0	1	0	1	24	13	0	37	2	0	2	4	0	45	34	79
% App. Total	0	100	0		64.9	35.1	0		50	0	50		0	57	43	
PHF	.000	.250	.000	.250	.600	.542	.000	.578	.500	.000	.500	.500	.000	.804	.773	.823



# Accurate Counts

978-664-2565

N/S Street : Store Drivway / Park Street  
 E/W Street: Somerville Avenue  
 City/State : Somerville, MA  
 Weather : Rain

File Name : 13099002  
 Site Code : 13099002  
 Start Date : 1/12/2017  
 Page No : 1

## Groups Printed- Cars - Trucks

Start Time	Store Drwy From North			Somerville Ave From East			Park St From South			Somerville Ave From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	1	0	0	18	105	10	95	1	12	2	82	20	346
04:15 PM	2	1	1	20	115	10	93	1	15	0	71	20	349
04:30 PM	1	0	1	22	109	6	89	1	14	1	81	17	342
04:45 PM	2	2	0	10	121	3	98	3	13	0	77	21	350
<b>Total</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>70</b>	<b>450</b>	<b>29</b>	<b>375</b>	<b>6</b>	<b>54</b>	<b>3</b>	<b>311</b>	<b>78</b>	<b>1387</b>
05:00 PM	4	0	0	19	120	8	94	2	18	0	84	15	364
05:15 PM	3	0	0	13	112	0	106	1	11	0	84	17	347
05:30 PM	2	0	0	19	128	4	96	0	9	0	76	34	368
05:45 PM	1	1	0	19	148	9	93	2	14	0	68	25	380
<b>Total</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>508</b>	<b>21</b>	<b>389</b>	<b>5</b>	<b>52</b>	<b>0</b>	<b>312</b>	<b>91</b>	<b>1459</b>
<b>Grand Total</b>	<b>16</b>	<b>4</b>	<b>2</b>	<b>140</b>	<b>958</b>	<b>50</b>	<b>764</b>	<b>11</b>	<b>106</b>	<b>3</b>	<b>623</b>	<b>169</b>	<b>2846</b>
Apprch %	72.7	18.2	9.1	12.2	83.4	4.4	86.7	1.2	12	0.4	78.4	21.3	
Total %	0.6	0.1	0.1	4.9	33.7	1.8	26.8	0.4	3.7	0.1	21.9	5.9	
Cars	16	4	2	139	944	50	757	11	105	3	613	165	2809
% Cars	100	100	100	99.3	98.5	100	99.1	100	99.1	100	98.4	97.6	98.7
Trucks	0	0	0	1	14	0	7	0	1	0	10	4	37
% Trucks	0	0	0	0.7	1.5	0	0.9	0	0.9	0	1.6	2.4	1.3

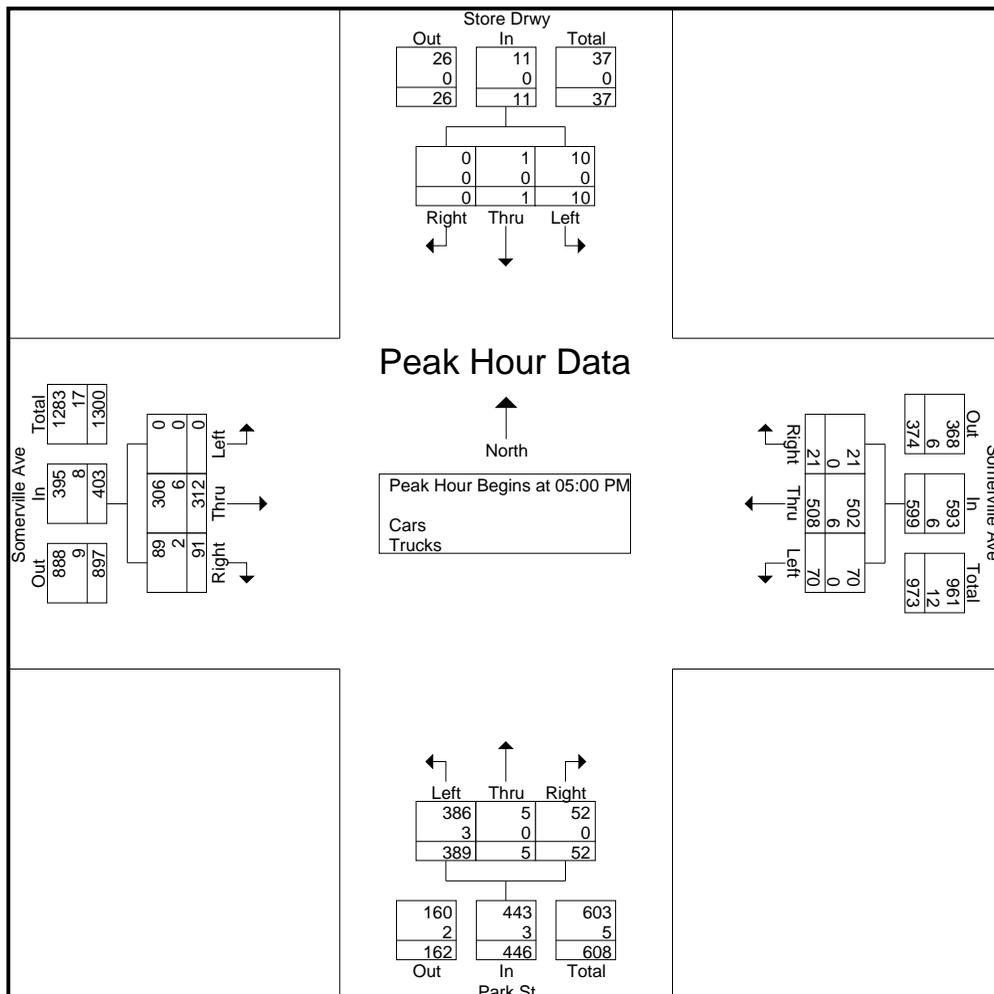
# Accurate Counts

978-664-2565

N/S Street : Store Drivway / Park Street  
 E/W Street: Somerville Avenue  
 City/State : Somerville, MA  
 Weather : Rain

File Name : 13099002  
 Site Code : 13099002  
 Start Date : 1/12/2017  
 Page No : 2

Start Time	Store Drwy From North				Somerville Ave From East				Park St From South				Somerville Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	4	0	0	4	19	120	8	147	94	2	18	114	0	84	15	99	364
05:15 PM	3	0	0	3	13	112	0	125	106	1	11	118	0	84	17	101	347
05:30 PM	2	0	0	2	19	128	4	151	96	0	9	105	0	76	34	110	368
05:45 PM	1	1	0	2	19	148	9	176	93	2	14	109	0	68	25	93	380
Total Volume	10	1	0	11	70	508	21	599	389	5	52	446	0	312	91	403	1459
% App. Total	90.9	9.1	0		11.7	84.8	3.5		87.2	1.1	11.7		0	77.4	22.6		
PHF	.625	.250	.000	.688	.921	.858	.583	.851	.917	.625	.722	.945	.000	.929	.669	.916	.960
Cars	10	1	0	11	70	502	21	593	386	5	52	443	0	306	89	395	1442
% Cars	100	100	0	100	100	98.8	100	99.0	99.2	100	100	99.3	0	98.1	97.8	98.0	98.8
Trucks	0	0	0	0	0	6	0	6	3	0	0	3	0	6	2	8	17
% Trucks	0	0	0	0	0	1.2	0	1.0	0.8	0	0	0.7	0	1.9	2.2	2.0	1.2



# Accurate Counts

978-664-2565

N/S Street : Store Drivway / Park Street  
 E/W Street: Somerville Avenue  
 City/State : Somerville, MA  
 Weather : Rain

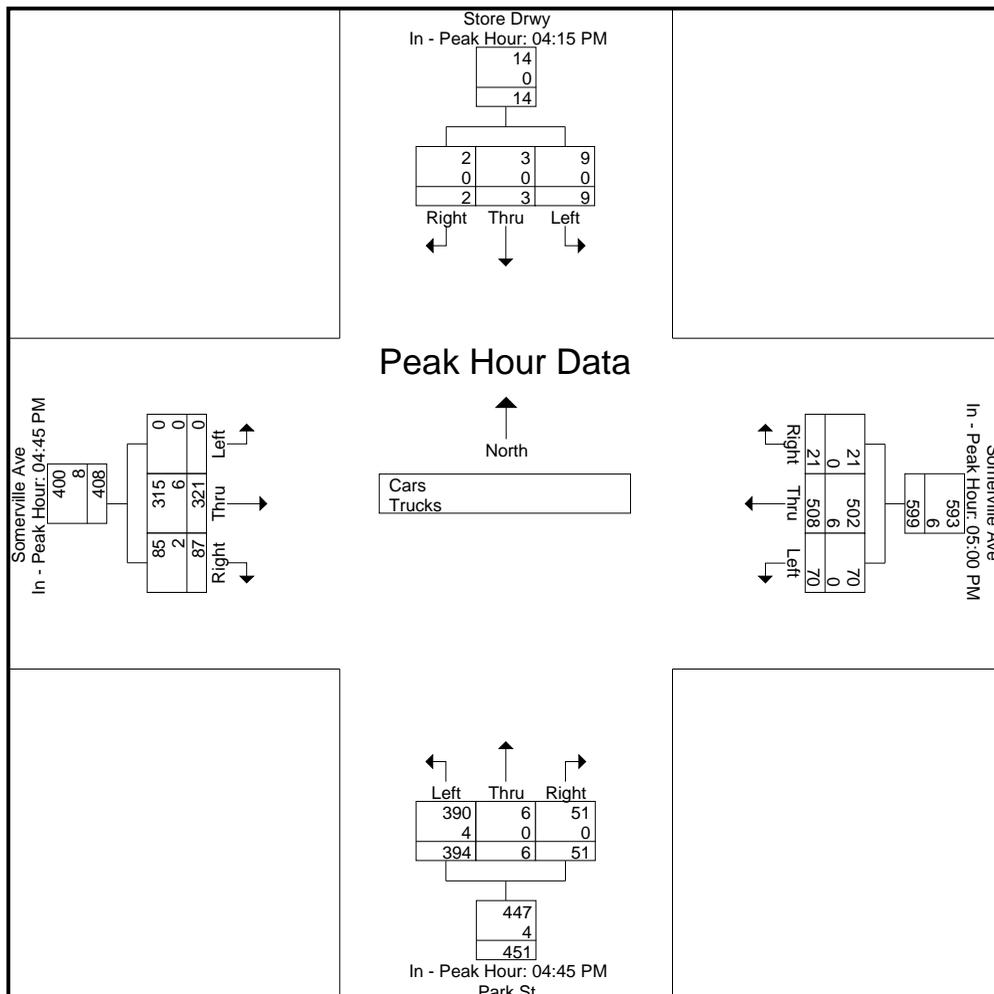
File Name : 13099002  
 Site Code : 13099002  
 Start Date : 1/12/2017  
 Page No : 3

Start Time	Store Drwy From North				Somerville Ave From East				Park St From South				Somerville Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				05:00 PM				04:45 PM				04:45 PM			
+0 mins.	2	1	1	4	19	120	8	147	98	3	13	114	0	77	21	98
+15 mins.	1	0	1	2	13	112	0	125	94	2	18	114	0	84	15	99
+30 mins.	2	2	0	4	19	128	4	151	106	1	11	118	0	84	17	101
+45 mins.	4	0	0	4	19	148	9	176	96	0	9	105	0	76	34	110
Total Volume	9	3	2	14	70	508	21	599	394	6	51	451	0	321	87	408
% App. Total	64.3	21.4	14.3		11.7	84.8	3.5		87.4	1.3	11.3		0	78.7	21.3	
PHF	.563	.375	.500	.875	.921	.858	.583	.851	.929	.500	.708	.956	.000	.955	.640	.927
Cars	9	3	2	14	70	502	21	593	390	6	51	447	0	315	85	400
% Cars	100	100	100	100	100	98.8	100	99	99	100	100	99.1	0	98.1	97.7	98
Trucks	0	0	0	0	0	6	0	6	4	0	0	4	0	6	2	8
% Trucks	0	0	0	0	0	1.2	0	1	1	0	0	0.9	0	1.9	2.3	2



# Accurate Counts

978-664-2565

N/S Street : Store Drivway / Park Street  
 E/W Street: Somerville Avenue  
 City/State : Somerville, MA  
 Weather : Rain

File Name : 13099002  
 Site Code : 13099002  
 Start Date : 1/12/2017  
 Page No : 4

## Groups Printed- Cars

Start Time	Store Drwy From North			Somerville Ave From East			Park St From South			Somerville Ave From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	1	0	0	18	105	10	94	1	11	2	79	20	341
04:15 PM	2	1	1	19	113	10	93	1	15	0	71	20	346
04:30 PM	1	0	1	22	106	6	88	1	14	1	80	16	336
04:45 PM	2	2	0	10	118	3	96	3	13	0	77	20	344
Total	6	3	2	69	442	29	371	6	53	3	307	76	1367
05:00 PM	4	0	0	19	119	8	93	2	18	0	81	15	359
05:15 PM	3	0	0	13	111	0	106	1	11	0	83	17	345
05:30 PM	2	0	0	19	125	4	95	0	9	0	74	33	361
05:45 PM	1	1	0	19	147	9	92	2	14	0	68	24	377
Total	10	1	0	70	502	21	386	5	52	0	306	89	1442
Grand Total	16	4	2	139	944	50	757	11	105	3	613	165	2809
Apprch %	72.7	18.2	9.1	12.3	83.3	4.4	86.7	1.3	12	0.4	78.5	21.1	
Total %	0.6	0.1	0.1	4.9	33.6	1.8	26.9	0.4	3.7	0.1	21.8	5.9	

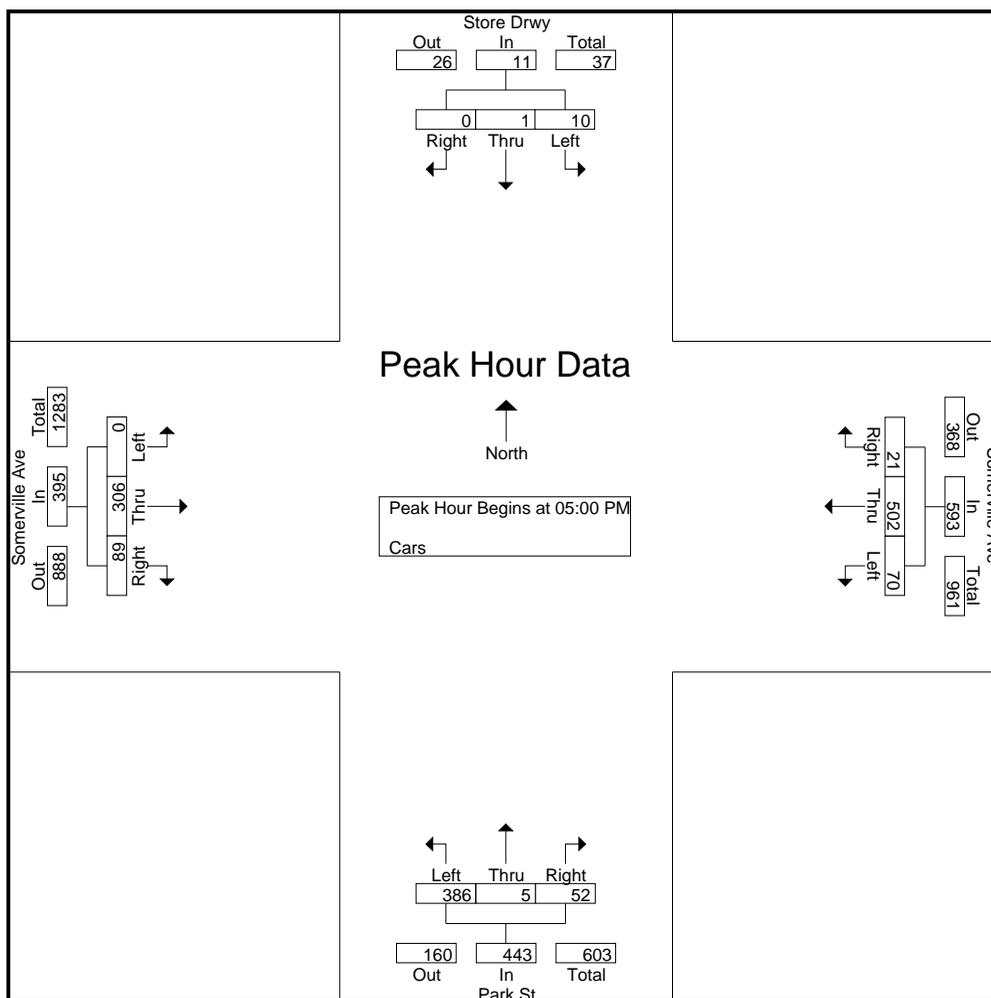
# Accurate Counts

978-664-2565

N/S Street : Store Drivway / Park Street  
 E/W Street: Somerville Avenue  
 City/State : Somerville, MA  
 Weather : Rain

File Name : 13099002  
 Site Code : 13099002  
 Start Date : 1/12/2017  
 Page No : 5

Start Time	Store Drwy From North				Somerville Ave From East				Park St From South				Somerville Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	4	0	0	4	19	119	8	146	93	2	18	113	0	81	15	96	359
05:15 PM	3	0	0	3	13	111	0	124	106	1	11	118	0	83	17	100	345
05:30 PM	2	0	0	2	19	125	4	148	95	0	9	104	0	74	33	107	361
05:45 PM	1	1	0	2	19	147	9	175	92	2	14	108	0	68	24	92	377
Total Volume	10	1	0	11	70	502	21	593	386	5	52	443	0	306	89	395	1442
% App. Total	90.9	9.1	0		11.8	84.7	3.5		87.1	1.1	11.7		0	77.5	22.5		
PHF	.625	.250	.000	.688	.921	.854	.583	.847	.910	.625	.722	.939	.000	.922	.674	.923	.956



# Accurate Counts

978-664-2565

N/S Street : Store Drivway / Park Street  
 E/W Street: Somerville Avenue  
 City/State : Somerville, MA  
 Weather : Rain

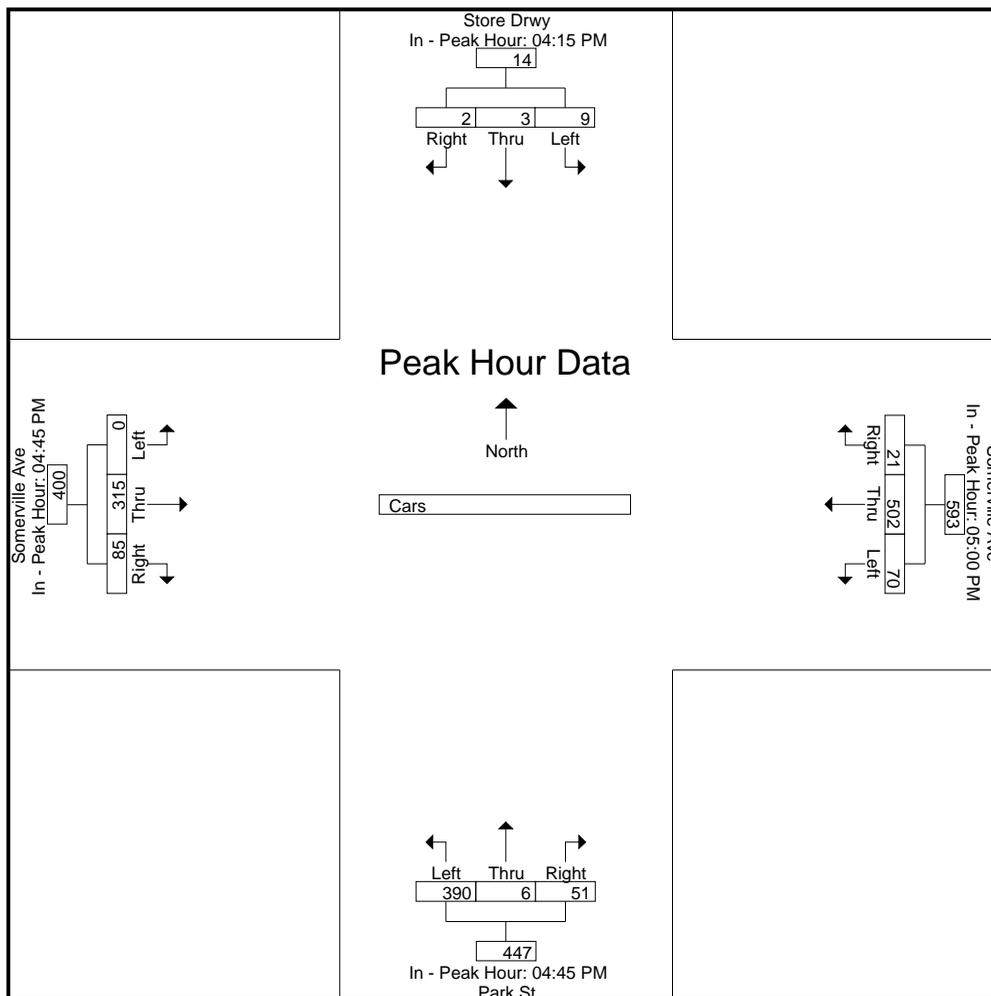
File Name : 13099002  
 Site Code : 13099002  
 Start Date : 1/12/2017  
 Page No : 6

Start Time	Store Drwy From North				Somerville Ave From East				Park St From South				Somerville Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				05:00 PM				04:45 PM				04:45 PM			
+0 mins.	2	1	1	4	19	119	8	146	96	3	13	112	0	77	20	97
+15 mins.	1	0	1	2	13	111	0	124	93	2	18	113	0	81	15	96
+30 mins.	2	2	0	4	19	125	4	148	106	1	11	118	0	83	17	100
+45 mins.	4	0	0	4	19	147	9	175	95	0	9	104	0	74	33	107
Total Volume	9	3	2	14	70	502	21	593	390	6	51	447	0	315	85	400
% App. Total	64.3	21.4	14.3		11.8	84.7	3.5		87.2	1.3	11.4		0	78.8	21.2	
PHF	.563	.375	.500	.875	.921	.854	.583	.847	.920	.500	.708	.947	.000	.949	.644	.935



# Accurate Counts

978-664-2565

N/S Street : Store Drivway / Park Street

E/W Street: Somerville Avenue

City/State : Somerville, MA

Weather : Rain

File Name : 13099002

Site Code : 13099002

Start Date : 1/12/2017

Page No : 7

## Groups Printed- Trucks

Start Time	Store Drwy From North			Somerville Ave From East			Park St From South			Somerville Ave From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	0	0	0	0	0	0	1	0	1	0	3	0	5
04:15 PM	0	0	0	1	2	0	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	3	0	1	0	0	0	1	1	6
04:45 PM	0	0	0	0	3	0	2	0	0	0	0	1	6
<b>Total</b>	0	0	0	1	8	0	4	0	1	0	4	2	20
05:00 PM	0	0	0	0	1	0	1	0	0	0	3	0	5
05:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
05:30 PM	0	0	0	0	3	0	1	0	0	0	2	1	7
05:45 PM	0	0	0	0	1	0	1	0	0	0	0	1	3
<b>Total</b>	0	0	0	0	6	0	3	0	0	0	6	2	17
<b>Grand Total</b>	0	0	0	1	14	0	7	0	1	0	10	4	37
<b>Apprch %</b>	0	0	0	6.7	93.3	0	87.5	0	12.5	0	71.4	28.6	
<b>Total %</b>	0	0	0	2.7	37.8	0	18.9	0	2.7	0	27	10.8	

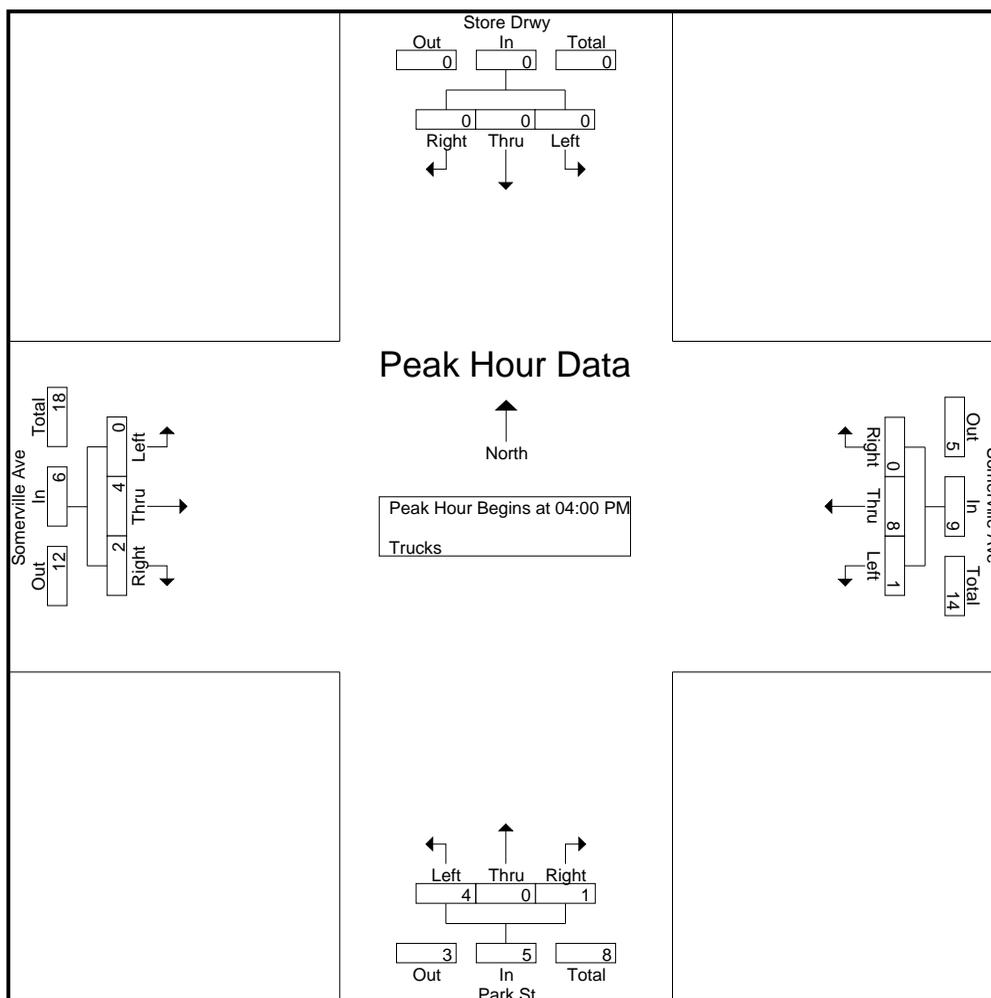
# Accurate Counts

978-664-2565

N/S Street : Store Drivway / Park Street  
 E/W Street: Somerville Avenue  
 City/State : Somerville, MA  
 Weather : Rain

File Name : 13099002  
 Site Code : 13099002  
 Start Date : 1/12/2017  
 Page No : 8

Start Time	Store Drwy From North				Somerville Ave From East				Park St From South				Somerville Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	1	0	1	2	0	3	0	3	5
04:15 PM	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	3	0	3	1	0	0	1	0	1	1	2	6
04:45 PM	0	0	0	0	0	3	0	3	2	0	0	2	0	0	1	1	6
Total Volume	0	0	0	0	1	8	0	9	4	0	1	5	0	4	2	6	20
% App. Total	0	0	0		11.1	88.9	0		80	0	20		0	66.7	33.3		
PHF	.000	.000	.000	.000	.250	.667	.000	.750	.500	.000	.250	.625	.000	.333	.500	.500	.833



# Accurate Counts

978-664-2565

N/S Street : Store Drivway / Park Street  
 E/W Street: Somerville Avenue  
 City/State : Somerville, MA  
 Weather : Rain

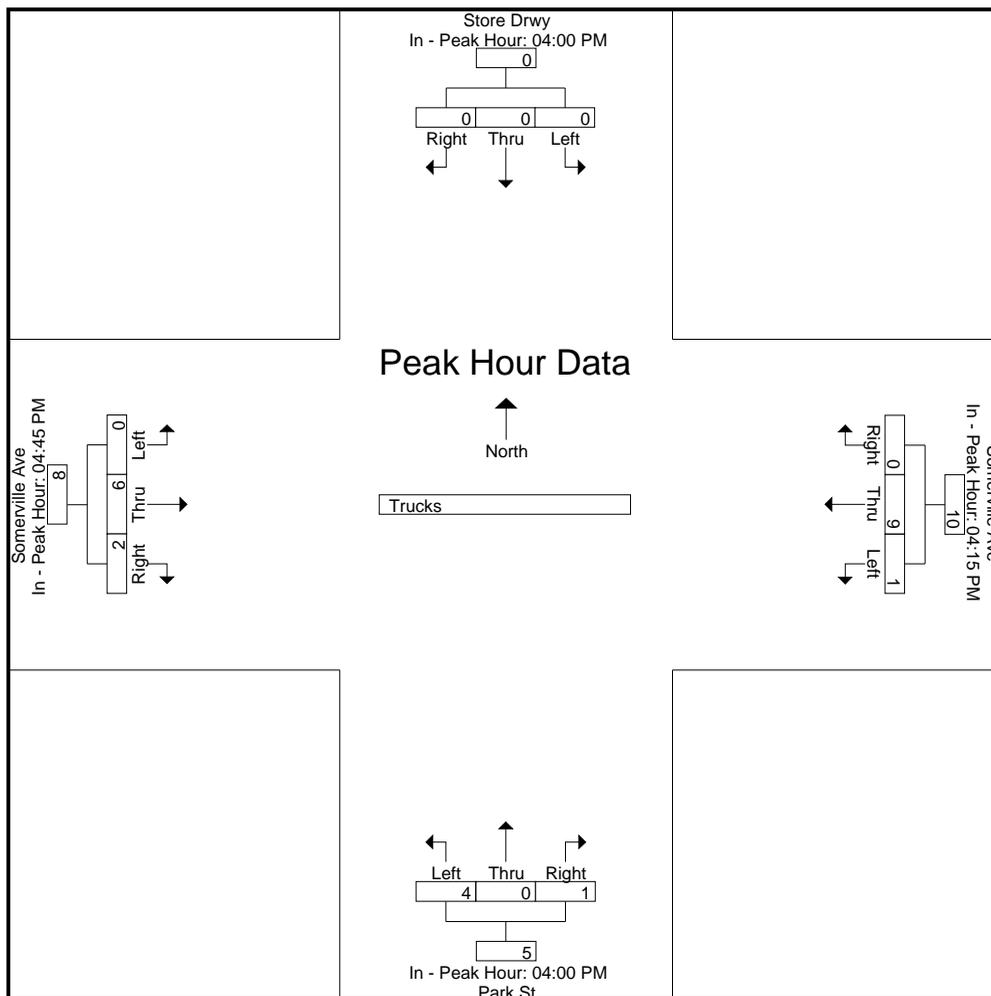
File Name : 13099002  
 Site Code : 13099002  
 Start Date : 1/12/2017  
 Page No : 9

Start Time	Store Drwy From North				Somerville Ave From East				Park St From South				Somerville Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:00 PM				04:45 PM			
+0 mins.	0	0	0	0	1	2	0	3	1	0	1	2	0	0	1	1
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	3	0	3	1	0	0	1	0	1	0	1
+45 mins.	0	0	0	0	0	1	0	1	2	0	0	2	0	2	1	3
Total Volume	0	0	0	0	1	9	0	10	4	0	1	5	0	6	2	8
% App. Total	0	0	0		10	90	0		80	0	20		0	75	25	
PHF	.000	.000	.000	.000	.250	.750	.000	.833	.500	.000	.250	.625	.000	.500	.500	.667



# Accurate Counts

978-664-2565

N/S Street : Store Drivway / Park Street

E/W Street: Somerville Avenue

City/State : Somerville, MA

Weather : Rain

File Name : 13099002

Site Code : 13099002

Start Date : 1/12/2017

Page No : 10

## Groups Printed- Bikes Peds

Start Time	Store Drwy From North				Somerville Ave From East				Park St From South				Somerville Ave From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
04:00 PM	0	0	0	8	0	6	0	6	3	0	0	17	0	4	2	0	31	15	46
04:15 PM	0	0	0	16	2	7	0	7	1	0	0	12	0	3	1	0	35	14	49
04:30 PM	0	0	0	17	2	4	0	14	3	0	0	12	0	6	2	2	45	17	62
04:45 PM	0	0	0	11	1	5	0	13	4	0	1	6	0	4	2	0	30	17	47
Total	0	0	0	52	5	22	0	40	11	0	1	47	0	17	7	2	141	63	204
05:00 PM	0	0	0	9	0	5	0	2	7	0	1	9	0	2	1	1	21	16	37
05:15 PM	0	0	0	12	2	8	0	6	11	0	0	9	0	3	1	1	28	25	53
05:30 PM	1	0	0	13	0	9	0	10	11	0	0	11	0	5	3	0	34	29	63
05:45 PM	0	0	0	12	0	5	0	7	16	0	0	10	0	3	1	1	30	25	55
Total	1	0	0	46	2	27	0	25	45	0	1	39	0	13	6	3	113	95	208
Grand Total	1	0	0	98	7	49	0	65	56	0	2	86	0	30	13	5	254	158	412
Apprch %	100	0	0		12.5	87.5	0		96.6	0	3.4		0	69.8	30.2				
Total %	0.6	0	0		4.4	31	0		35.4	0	1.3		0	19	8.2		61.7	38.3	

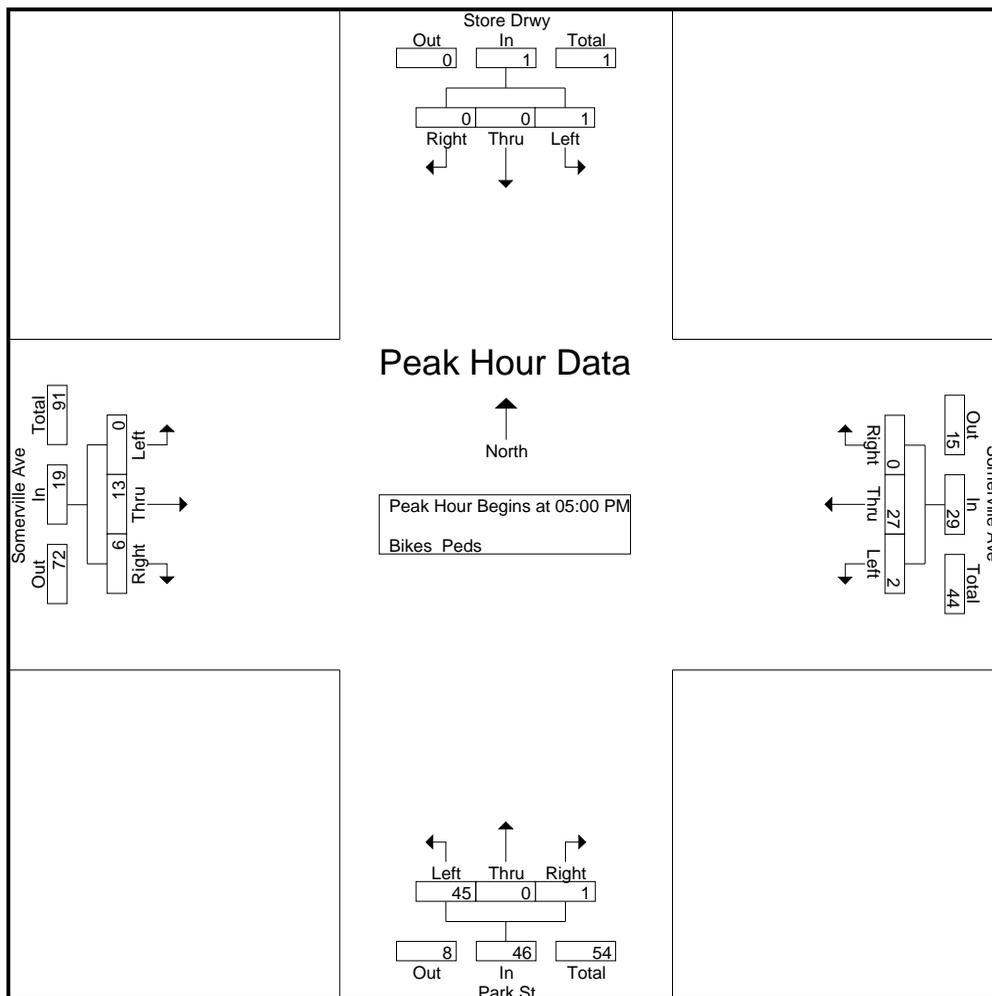
# Accurate Counts

978-664-2565

N/S Street : Store Drivway / Park Street  
 E/W Street: Somerville Avenue  
 City/State : Somerville, MA  
 Weather : Rain

File Name : 13099002  
 Site Code : 13099002  
 Start Date : 1/12/2017  
 Page No : 11

Start Time	Store Drwy From North				Somerville Ave From East				Park St From South				Somerville Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	5	0	5	7	0	1	8	0	2	1	3	16
05:15 PM	0	0	0	0	2	8	0	10	11	0	0	11	0	3	1	4	25
05:30 PM	1	0	0	1	0	9	0	9	11	0	0	11	0	5	3	8	29
05:45 PM	0	0	0	0	0	5	0	5	16	0	0	16	0	3	1	4	25
Total Volume	1	0	0	1	2	27	0	29	45	0	1	46	0	13	6	19	95
% App. Total	100	0	0		6.9	93.1	0		97.8	0	2.2		0	68.4	31.6		
PHF	.250	.000	.000	.250	.250	.750	.000	.725	.703	.000	.250	.719	.000	.650	.500	.594	.819



# Accurate Counts

978-664-2565

N/S Street : Store Drivway / Park Street  
 E/W Street: Somerville Avenue  
 City/State : Somerville, MA  
 Weather : Rain

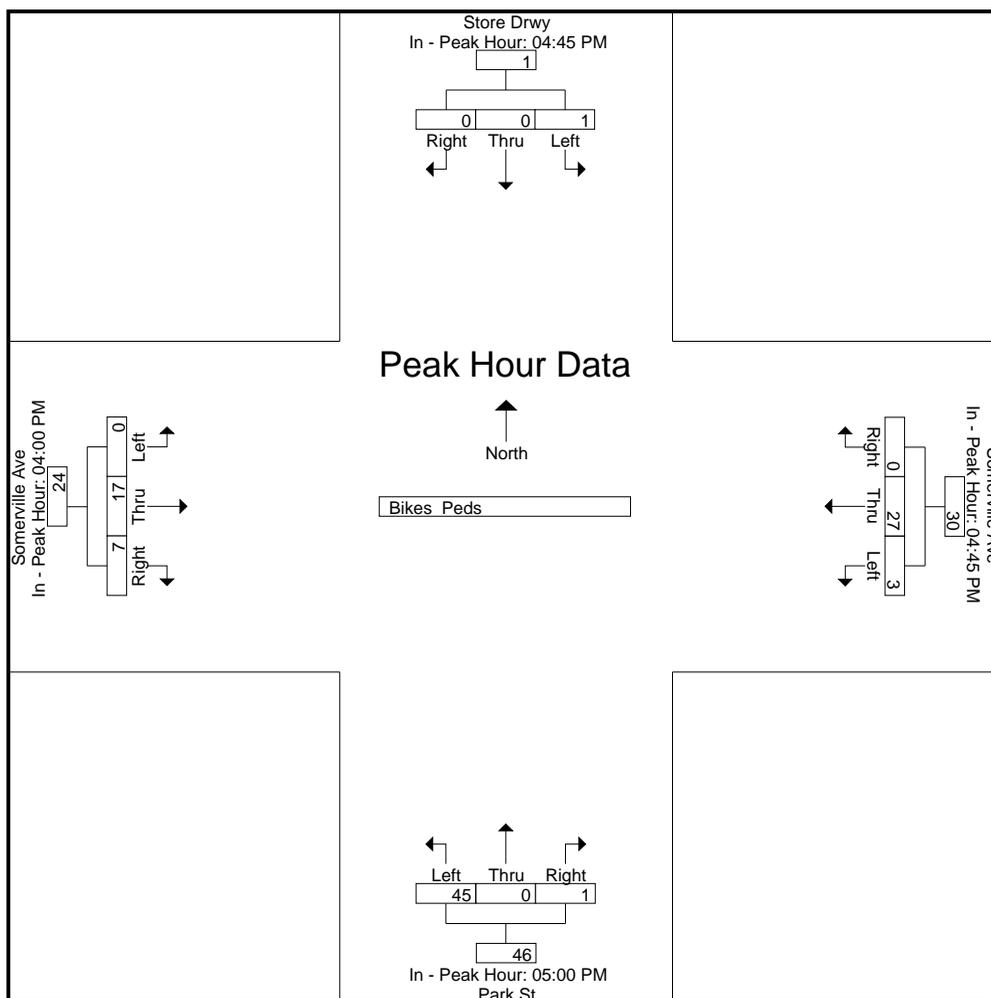
File Name : 13099002  
 Site Code : 13099002  
 Start Date : 1/12/2017  
 Page No : 12

Start Time	Store Drwy From North				Somerville Ave From East				Park St From South				Somerville Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				05:00 PM				04:00 PM			
+0 mins.	0	0	0	0	1	5	0	6	7	0	1	8	0	4	2	6
+15 mins.	0	0	0	0	0	5	0	5	11	0	0	11	0	3	1	4
+30 mins.	0	0	0	0	2	8	0	10	11	0	0	11	0	6	2	8
+45 mins.	1	0	0	1	0	9	0	9	16	0	0	16	0	4	2	6
Total Volume	1	0	0	1	3	27	0	30	45	0	1	46	0	17	7	24
% App. Total	100	0	0		10	90	0		97.8	0	2.2		0	70.8	29.2	
PHF	.250	.000	.000	.250	.375	.750	.000	.750	.703	.000	.250	.719	.000	.708	.875	.750



# Accurate Counts

978-664-2565

N/S Street : Store Drivway / Park Street

E/W Street: Somerville Avenue

City/State : Somerville, MA

Weather : Clear

File Name : 130990S2

Site Code : 13099002

Start Date : 1/14/2017

Page No : 1

## Groups Printed- Cars - Trucks

Start Time	Store Drwy From North			Somerville Ave From East			Park St From South			Somerville Ave From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11:00 AM	1	1	1	14	109	4	56	3	14	1	95	31	330
11:15 AM	4	1	1	36	109	8	61	4	9	1	94	21	349
11:30 AM	3	4	1	17	124	3	65	5	14	1	90	26	353
11:45 AM	2	0	1	18	136	6	67	2	17	2	96	31	378
<b>Total</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>85</b>	<b>478</b>	<b>21</b>	<b>249</b>	<b>14</b>	<b>54</b>	<b>5</b>	<b>375</b>	<b>109</b>	<b>1410</b>
12:00 PM	6	0	2	21	115	10	53	3	28	3	86	27	354
12:15 PM	0	1	1	20	108	11	70	1	10	5	95	33	355
12:30 PM	2	0	1	18	119	10	60	1	20	6	91	24	352
12:45 PM	2	1	0	25	122	7	65	3	12	1	107	28	373
<b>Total</b>	<b>10</b>	<b>2</b>	<b>4</b>	<b>84</b>	<b>464</b>	<b>38</b>	<b>248</b>	<b>8</b>	<b>70</b>	<b>15</b>	<b>379</b>	<b>112</b>	<b>1434</b>
<b>Grand Total</b>	<b>20</b>	<b>8</b>	<b>8</b>	<b>169</b>	<b>942</b>	<b>59</b>	<b>497</b>	<b>22</b>	<b>124</b>	<b>20</b>	<b>754</b>	<b>221</b>	<b>2844</b>
<b>Apprch %</b>	<b>55.6</b>	<b>22.2</b>	<b>22.2</b>	<b>14.4</b>	<b>80.5</b>	<b>5</b>	<b>77.3</b>	<b>3.4</b>	<b>19.3</b>	<b>2</b>	<b>75.8</b>	<b>22.2</b>	
<b>Total %</b>	<b>0.7</b>	<b>0.3</b>	<b>0.3</b>	<b>5.9</b>	<b>33.1</b>	<b>2.1</b>	<b>17.5</b>	<b>0.8</b>	<b>4.4</b>	<b>0.7</b>	<b>26.5</b>	<b>7.8</b>	
<b>Cars</b>	<b>20</b>	<b>8</b>	<b>8</b>	<b>169</b>	<b>937</b>	<b>59</b>	<b>493</b>	<b>22</b>	<b>123</b>	<b>20</b>	<b>745</b>	<b>217</b>	<b>2821</b>
<b>% Cars</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>99.5</b>	<b>100</b>	<b>99.2</b>	<b>100</b>	<b>99.2</b>	<b>100</b>	<b>98.8</b>	<b>98.2</b>	<b>99.2</b>
<b>Trucks</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>4</b>	<b>23</b>
<b>% Trucks</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.5</b>	<b>0</b>	<b>0.8</b>	<b>0</b>	<b>0.8</b>	<b>0</b>	<b>1.2</b>	<b>1.8</b>	<b>0.8</b>

# Accurate Counts

978-664-2565

N/S Street : Store Drivway / Park Street

E/W Street: Somerville Avenue

City/State : Somerville, MA

Weather : Clear

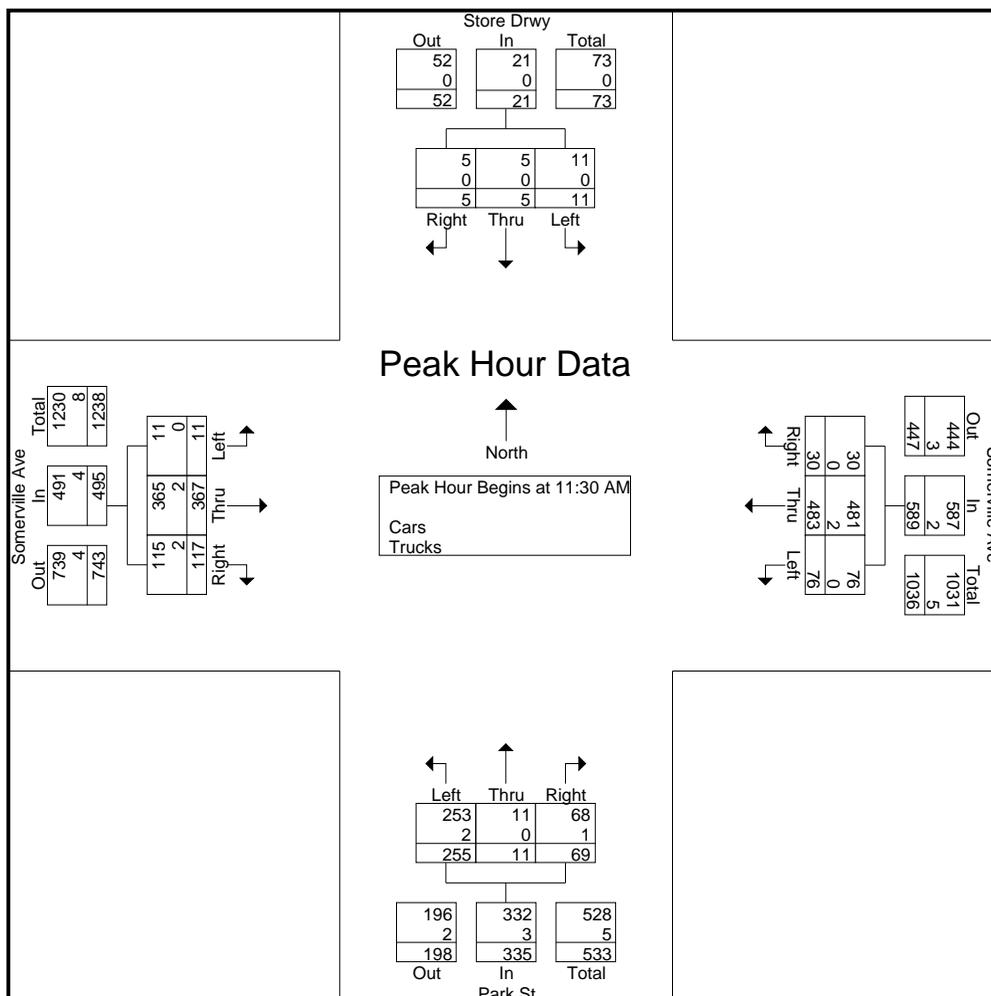
File Name : 130990S2

Site Code : 13099002

Start Date : 1/14/2017

Page No : 2

Start Time	Store Drwy From North				Somerville Ave From East				Park St From South				Somerville Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:30 AM																	
11:30 AM	3	4	1	8	17	124	3	144	65	5	14	84	1	90	26	117	353
11:45 AM	2	0	1	3	18	136	6	160	67	2	17	86	2	96	31	129	378
12:00 PM	6	0	2	8	21	115	10	146	53	3	28	84	3	86	27	116	354
12:15 PM	0	1	1	2	20	108	11	139	70	1	10	81	5	95	33	133	355
Total Volume	11	5	5	21	76	483	30	589	255	11	69	335	11	367	117	495	1440
% App. Total	52.4	23.8	23.8		12.9	82	5.1		76.1	3.3	20.6		2.2	74.1	23.6		
PHF	.458	.313	.625	.656	.905	.888	.682	.920	.911	.550	.616	.974	.550	.956	.886	.930	.952
Cars	11	5	5	21	76	481	30	587	253	11	68	332	11	365	115	491	1431
% Cars	100	100	100	100	100	99.6	100	99.7	99.2	100	98.6	99.1	100	99.5	98.3	99.2	99.4
Trucks	0	0	0	0	0	2	0	2	2	0	1	3	0	2	2	4	9
% Trucks	0	0	0	0	0	0.4	0	0.3	0.8	0	1.4	0.9	0	0.5	1.7	0.8	0.6



# Accurate Counts

978-664-2565

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 E/W Street: Somerville Avenue  
 City/State : Somerville, MA  
 Weather : Clear

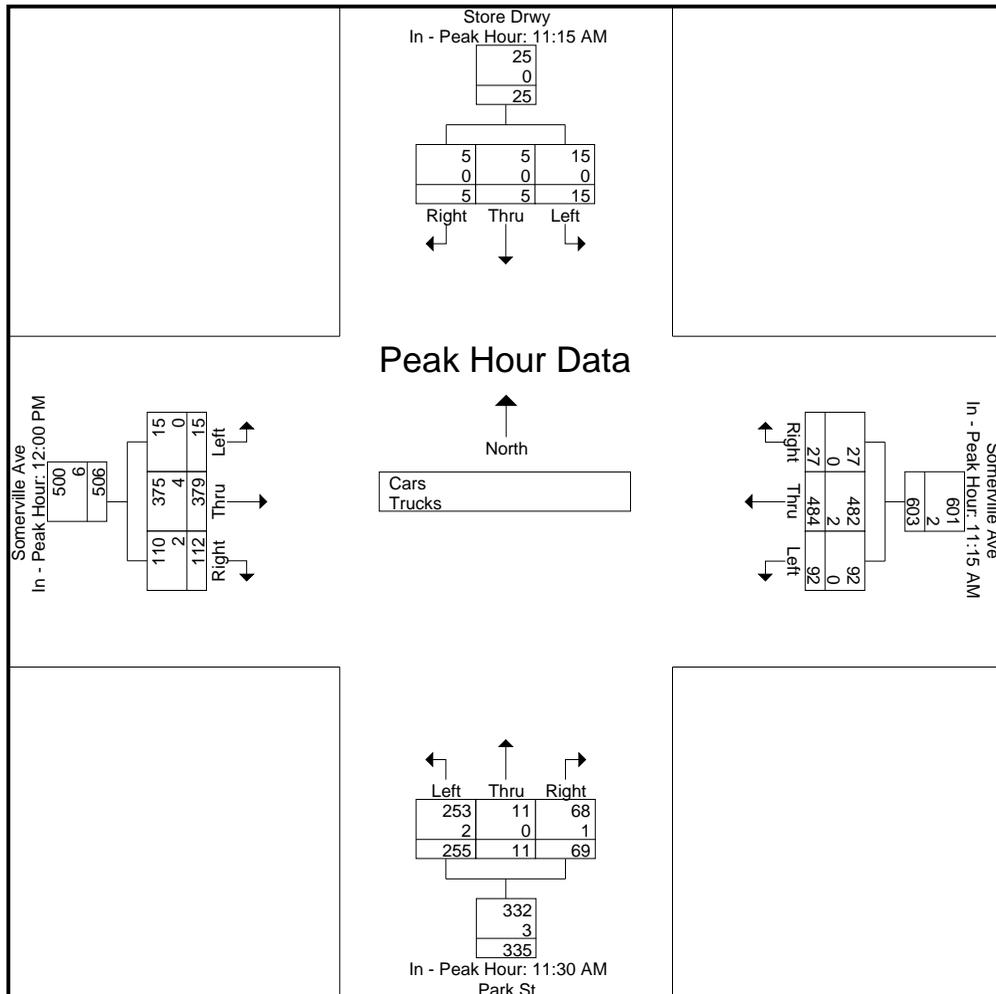
File Name : 130990S2  
 Site Code : 13099002  
 Start Date : 1/14/2017  
 Page No : 3

Start Time	Store Drwy From North				Somerville Ave From East				Park St From South				Somerville Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:15 AM				11:15 AM				11:30 AM				12:00 PM			
+0 mins.	4	1	1	6	<b>36</b>	109	8	153	65	<b>5</b>	14	84	3	86	27	116
+15 mins.	3	<b>4</b>	1	<b>8</b>	17	124	3	144	67	2	17	<b>86</b>	5	95	<b>33</b>	133
+30 mins.	2	0	1	3	18	<b>136</b>	6	<b>160</b>	53	3	<b>28</b>	84	<b>6</b>	91	24	121
+45 mins.	<b>6</b>	0	<b>2</b>	8	21	115	<b>10</b>	146	<b>70</b>	1	10	81	1	<b>107</b>	28	<b>136</b>
Total Volume	15	5	5	25	92	484	27	603	255	11	69	335	15	379	112	506
% App. Total	60	20	20		15.3	80.3	4.5		76.1	3.3	20.6		3	74.9	22.1	
PHF	.625	.313	.625	.781	.639	.890	.675	.942	.911	.550	.616	.974	.625	.886	.848	.930
Cars	15	5	5	25	92	482	27	601	253	11	68	332	15	375	110	500
% Cars	100	100	100	100	100	99.6	100	99.7	99.2	100	98.6	99.1	100	98.9	98.2	98.8
Trucks	0	0	0	0	0	2	0	2	2	0	1	3	0	4	2	6
% Trucks	0	0	0	0	0	0.4	0	0.3	0.8	0	1.4	0.9	0	1.1	1.8	1.2



# Accurate Counts

978-664-2565

N/S Street : Store Drivway / Park Street

E/W Street: Somerville Avenue

City/State : Somerville, MA

Weather : Clear

File Name : 130990S2

Site Code : 13099002

Start Date : 1/14/2017

Page No : 4

## Groups Printed- Cars

Start Time	Store Drwy From North			Somerville Ave From East			Park St From South			Somerville Ave From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11:00 AM	1	1	1	14	108	4	56	3	14	1	92	30	325
11:15 AM	4	1	1	36	109	8	60	4	9	1	94	21	348
11:30 AM	3	4	1	17	123	3	64	5	14	1	89	26	350
11:45 AM	2	0	1	18	136	6	67	2	17	2	95	30	376
Total	10	6	4	85	476	21	247	14	54	5	370	107	1399
12:00 PM	6	0	2	21	114	10	53	3	27	3	86	26	351
12:15 PM	0	1	1	20	108	11	69	1	10	5	95	33	354
12:30 PM	2	0	1	18	118	10	59	1	20	6	89	23	347
12:45 PM	2	1	0	25	121	7	65	3	12	1	105	28	370
Total	10	2	4	84	461	38	246	8	69	15	375	110	1422
Grand Total	20	8	8	169	937	59	493	22	123	20	745	217	2821
Apprch %	55.6	22.2	22.2	14.5	80.4	5.1	77.3	3.4	19.3	2	75.9	22.1	
Total %	0.7	0.3	0.3	6	33.2	2.1	17.5	0.8	4.4	0.7	26.4	7.7	

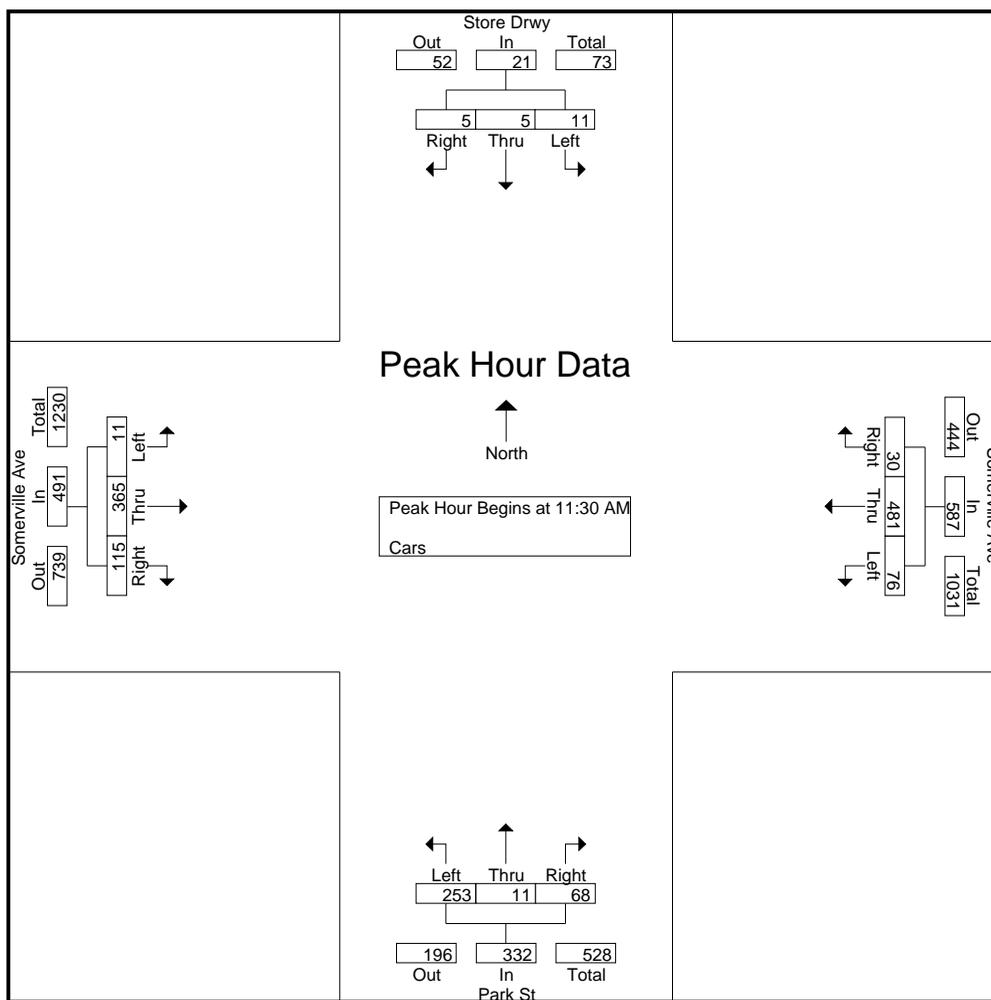
# Accurate Counts

978-664-2565

N/S Street : Store Drivway / Park Street  
 E/W Street: Somerville Avenue  
 City/State : Somerville, MA  
 Weather : Clear

File Name : 130990S2  
 Site Code : 13099002  
 Start Date : 1/14/2017  
 Page No : 5

Start Time	Store Drwy From North				Somerville Ave From East				Park St From South				Somerville Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:30 AM																	
11:30 AM	3	<b>4</b>	1	<b>8</b>	17	123	3	143	64	<b>5</b>	14	83	1	89	26	116	350
11:45 AM	2	0	1	3	18	<b>136</b>	6	<b>160</b>	67	2	17	<b>86</b>	2	<b>95</b>	30	127	<b>376</b>
12:00 PM	<b>6</b>	0	<b>2</b>	8	<b>21</b>	114	10	145	53	3	<b>27</b>	83	3	86	26	115	351
12:15 PM	0	1	1	2	20	108	<b>11</b>	139	<b>69</b>	1	10	80	<b>5</b>	95	<b>33</b>	<b>133</b>	354
Total Volume	11	5	5	21	76	481	30	587	253	11	68	332	11	365	115	491	1431
% App. Total	52.4	23.8	23.8		12.9	81.9	5.1		76.2	3.3	20.5		2.2	74.3	23.4		
PHF	.458	.313	.625	.656	.905	.884	.682	.917	.917	.550	.630	.965	.550	.961	.871	.923	.951



# Accurate Counts

978-664-2565

N/S Street : Store Drivway / Park Street  
 E/W Street: Somerville Avenue  
 City/State : Somerville, MA  
 Weather : Clear

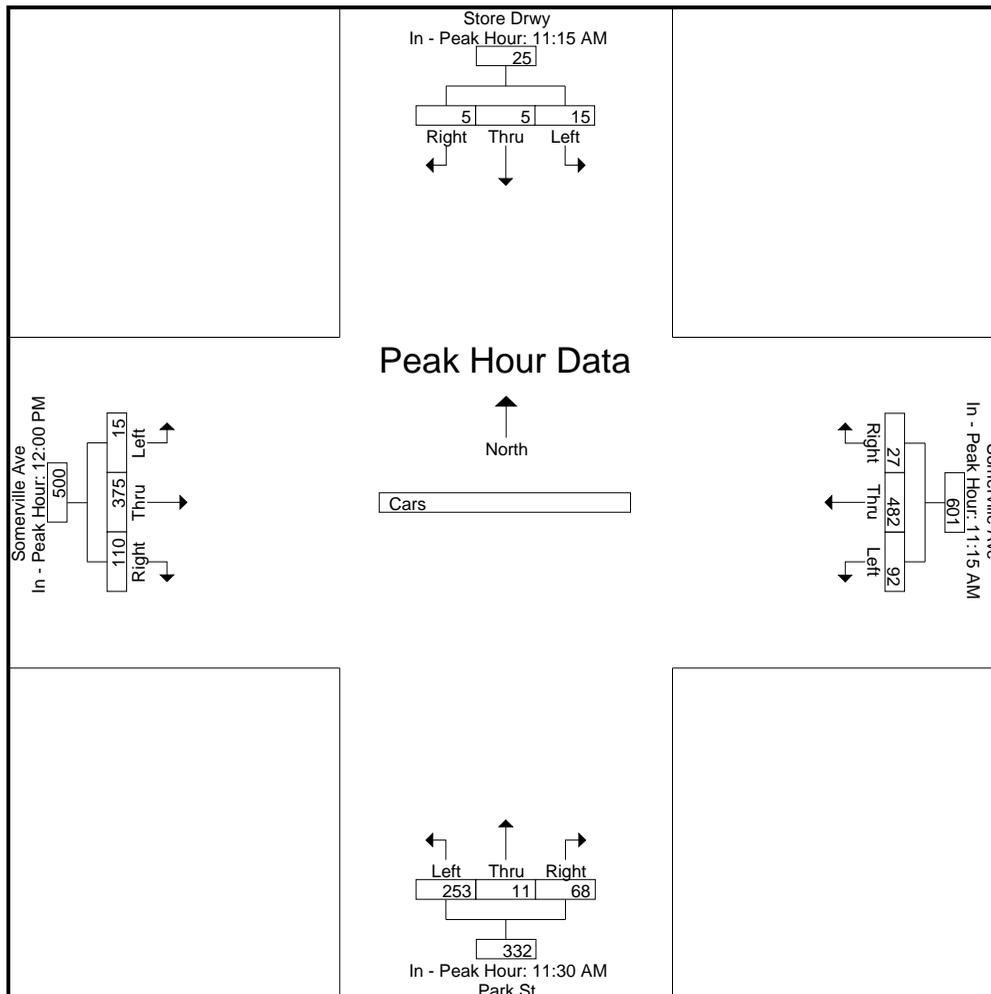
File Name : 130990S2  
 Site Code : 13099002  
 Start Date : 1/14/2017  
 Page No : 6

Start Time	Store Drwy From North				Somerville Ave From East				Park St From South				Somerville Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:15 AM				11:15 AM				11:30 AM				12:00 PM			
+0 mins.	4	1	1	6	<b>36</b>	109	8	153	64	<b>5</b>	14	83	3	86	26	115
+15 mins.	3	<b>4</b>	1	<b>8</b>	17	123	3	143	67	2	17	<b>86</b>	5	95	<b>33</b>	133
+30 mins.	2	0	1	3	18	<b>136</b>	6	<b>160</b>	53	3	<b>27</b>	83	<b>6</b>	89	23	118
+45 mins.	<b>6</b>	0	<b>2</b>	8	21	114	<b>10</b>	145	<b>69</b>	1	10	80	1	<b>105</b>	28	<b>134</b>
Total Volume	15	5	5	25	92	482	27	601	253	11	68	332	15	375	110	500
% App. Total	60	20	20		15.3	80.2	4.5		76.2	3.3	20.5		3	75	22	
PHF	.625	.313	.625	.781	.639	.886	.675	.939	.917	.550	.630	.965	.625	.893	.833	.933



# Accurate Counts

978-664-2565

N/S Street : Store Drivway / Park Street  
 E/W Street: Somerville Avenue  
 City/State : Somerville, MA  
 Weather : Clear

File Name : 130990S2  
 Site Code : 13099002  
 Start Date : 1/14/2017  
 Page No : 7

## Groups Printed- Trucks

Start Time	Store Drwy From North			Somerville Ave From East			Park St From South			Somerville Ave From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11:00 AM	0	0	0	0	1	0	0	0	0	0	3	1	5
11:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
11:30 AM	0	0	0	0	1	0	1	0	0	0	1	0	3
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>11</b>
12:00 PM	0	0	0	0	1	0	0	0	1	0	0	1	3
12:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
12:30 PM	0	0	0	0	1	0	1	0	0	0	2	1	5
12:45 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>12</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>4</b>	<b>23</b>
Apprch %	0	0	0	0	100	0	80	0	20	0	69.2	30.8	
Total %	0	0	0	0	21.7	0	17.4	0	4.3	0	39.1	17.4	

# Accurate Counts

978-664-2565

File Name : 130990S2

Site Code : 13099002

Start Date : 1/14/2017

Page No : 8

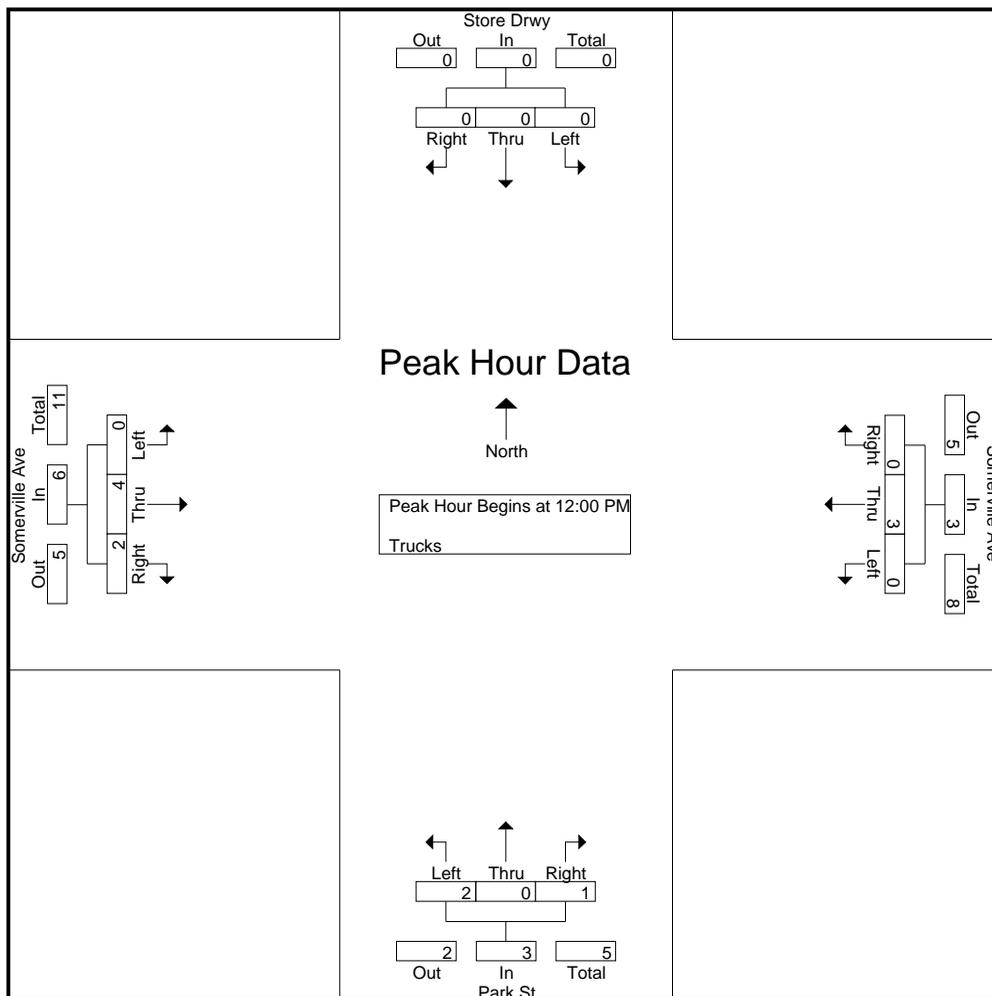
N/S Street : Store Drivway / Park Street

E/W Street: Somerville Avenue

City/State : Somerville, MA

Weather : Clear

Start Time	Store Drwy From North				Somerville Ave From East				Park St From South				Somerville Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	1	1	3
12:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
12:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	2	1	3	5
12:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total Volume	0	0	0	0	0	3	0	3	2	0	1	3	0	4	2	6	12
% App. Total	0	0	0	0	0	100	0		66.7	0	33.3		0	66.7	33.3		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.500	.000	.250	.750	.000	.500	.500	.500	.600



# Accurate Counts

978-664-2565

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 City/State : Somerville, MA  
 Weather : Clear

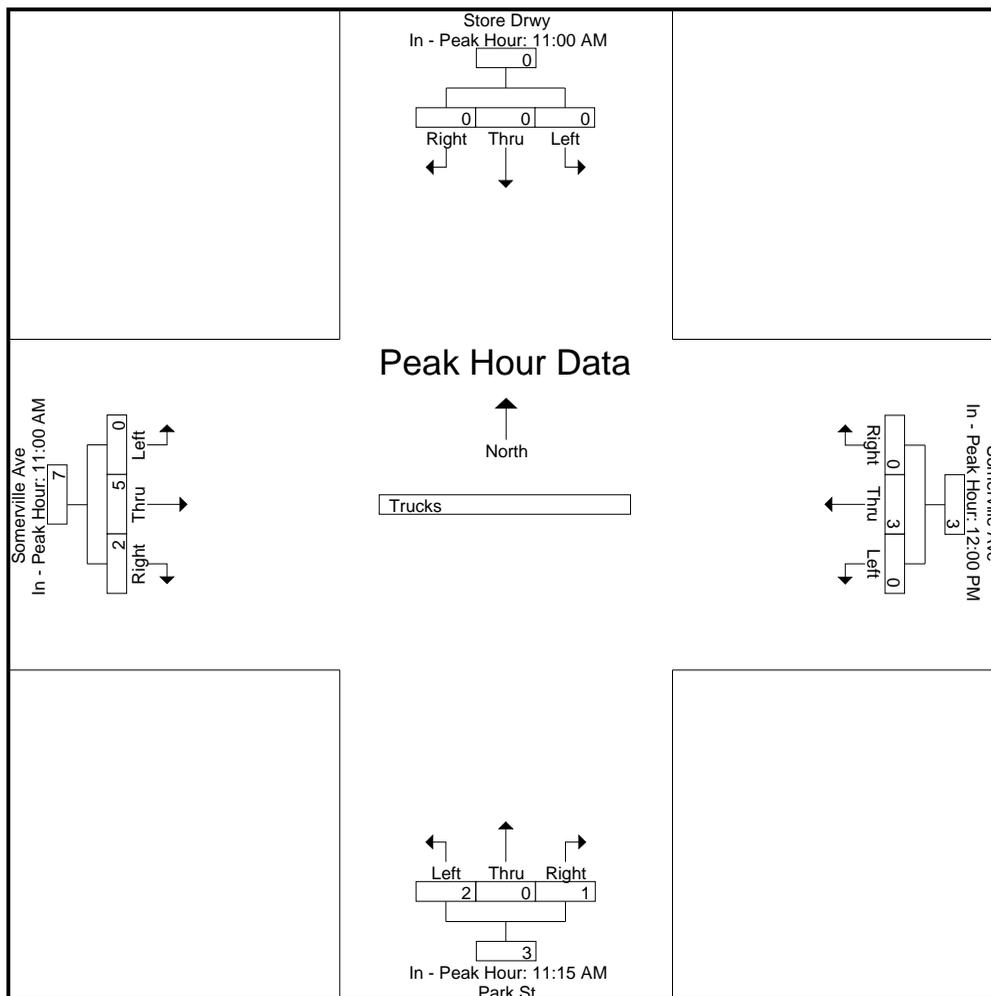
File Name : 130990S2  
 Site Code : 13099002  
 Start Date : 1/14/2017  
 Page No : 9

Start Time	Store Drwy From North				Somerville Ave From East				Park St From South				Somerville Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:00 AM				12:00 PM				11:15 AM				11:00 AM			
+0 mins.	0	0	0	0	0	1	0	1	1	0	0	1	0	3	1	4
+15 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	1	1	0	1	1	2
Total Volume	0	0	0	0	0	3	0	3	2	0	1	3	0	5	2	7
% App. Total	0	0	0		0	100	0		66.7	0	33.3		0	71.4	28.6	
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.500	.000	.250	.750	.000	.417	.500	.438



# Accurate Counts

978-664-2565

N/S Street : Store Drivway / Park Street  
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 City/State : Somerville, MA  
 Weather : Clear

File Name : 130990S2  
 Site Code : 13099002  
 Start Date : 1/14/2017  
 Page No : 10

## Groups Printed- Bikes Peds

Start Time	Store Drwy From North				Somerville Ave From East				Park St From South				Somerville Ave From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
11:00 AM	0	0	0	20	0	0	0	12	2	0	0	8	0	2	3	0	40	7	47
11:15 AM	0	0	0	20	0	2	0	15	3	0	2	12	0	1	1	2	49	9	58
11:30 AM	0	0	0	21	0	1	0	7	0	0	1	16	0	3	2	2	46	7	53
11:45 AM	0	0	0	24	0	5	0	6	1	0	1	6	0	4	0	0	36	11	47
<b>Total</b>	0	0	0	85	0	8	0	40	6	0	4	42	0	10	6	4	171	34	205
12:00 PM	0	0	0	29	0	4	0	9	3	0	1	24	0	9	1	1	63	18	81
12:15 PM	0	0	0	31	1	3	0	15	0	0	0	12	0	3	0	0	58	7	65
12:30 PM	0	0	0	24	2	3	0	8	2	0	1	20	0	1	0	0	52	9	61
12:45 PM	0	0	0	28	0	3	0	16	0	0	0	22	0	2	2	1	67	7	74
<b>Total</b>	0	0	0	112	3	13	0	48	5	0	2	78	0	15	3	2	240	41	281
<b>Grand Total</b>	0	0	0	197	3	21	0	88	11	0	6	120	0	25	9	6	411	75	486
Apprch %	0	0	0		12.5	87.5	0		64.7	0	35.3		0	73.5	26.5				
Total %	0	0	0		4	28	0		14.7	0	8		0	33.3	12		84.6	15.4	

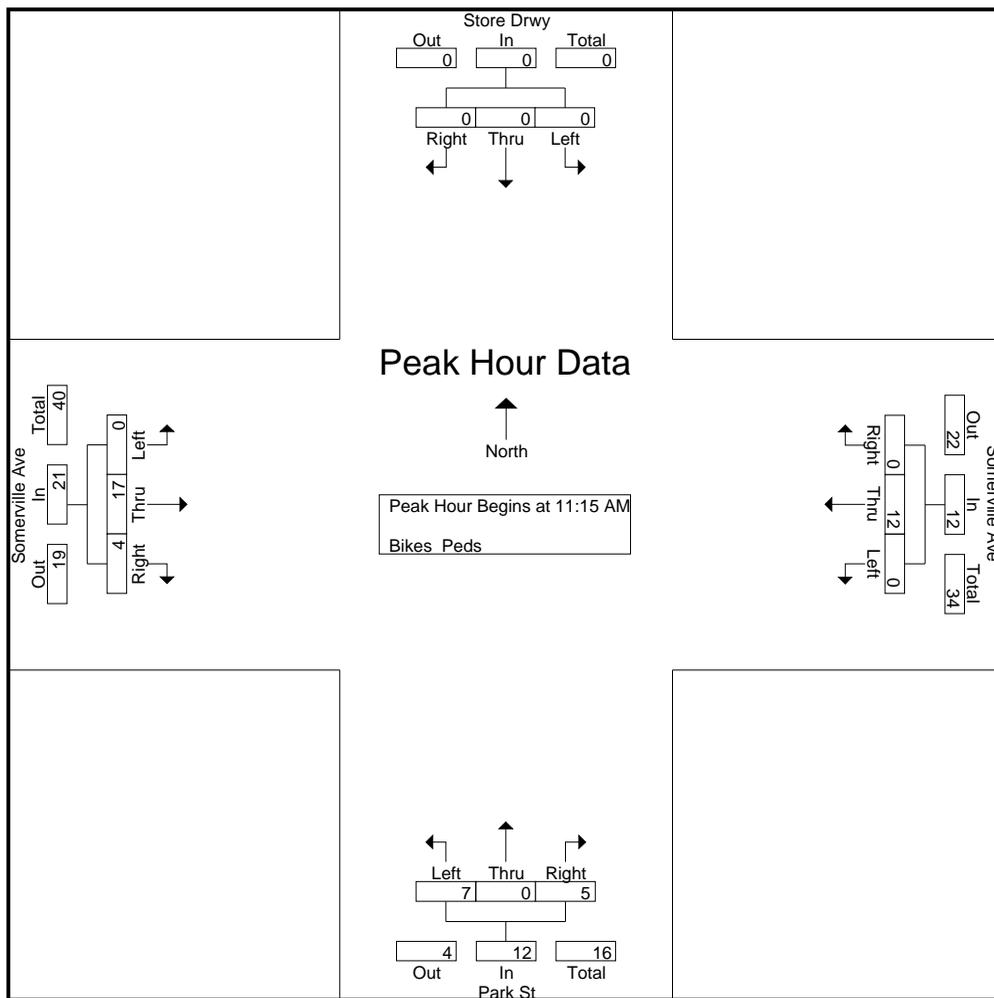
# Accurate Counts

978-664-2565

N/S Street : Store Drivway / Park Street  
 E/W Street: Somerville Avenue  
 City/State : Somerville, MA  
 Weather : Clear

File Name : 130990S2  
 Site Code : 13099002  
 Start Date : 1/14/2017  
 Page No : 11

Start Time	Store Drwy From North				Somerville Ave From East				Park St From South				Somerville Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:15 AM																	
11:15 AM	0	0	0	0	0	2	0	2	3	0	2	5	0	1	1	2	9
11:30 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	3	2	5	7
11:45 AM	0	0	0	0	0	5	0	5	1	0	1	2	0	4	0	4	11
12:00 PM	0	0	0	0	0	4	0	4	3	0	1	4	0	9	1	10	18
Total Volume	0	0	0	0	0	12	0	12	7	0	5	12	0	17	4	21	45
% App. Total	0	0	0	0	0	100	0		58.3	0	41.7		0	81	19		
PHF	.000	.000	.000	.000	.000	.600	.000	.600	.583	.000	.625	.600	.000	.472	.500	.525	.625



# Accurate Counts

978-664-2565

N/S Street : Store Drivway / Park Street  
 E/W Street: Somerville Avenue  
 City/State : Somerville, MA  
 Weather : Clear

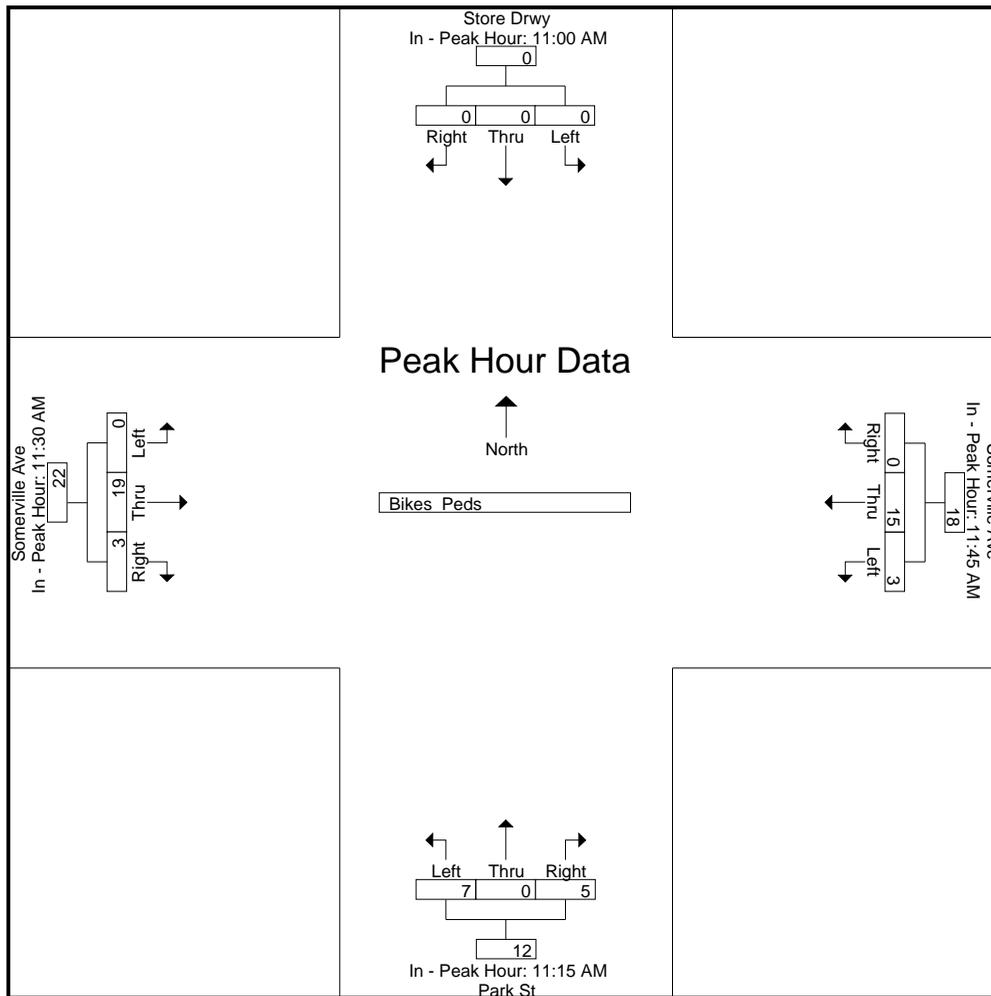
File Name : 130990S2  
 Site Code : 13099002  
 Start Date : 1/14/2017  
 Page No : 12

Start Time	Store Drwy From North				Somerville Ave From East				Park St From South				Somerville Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

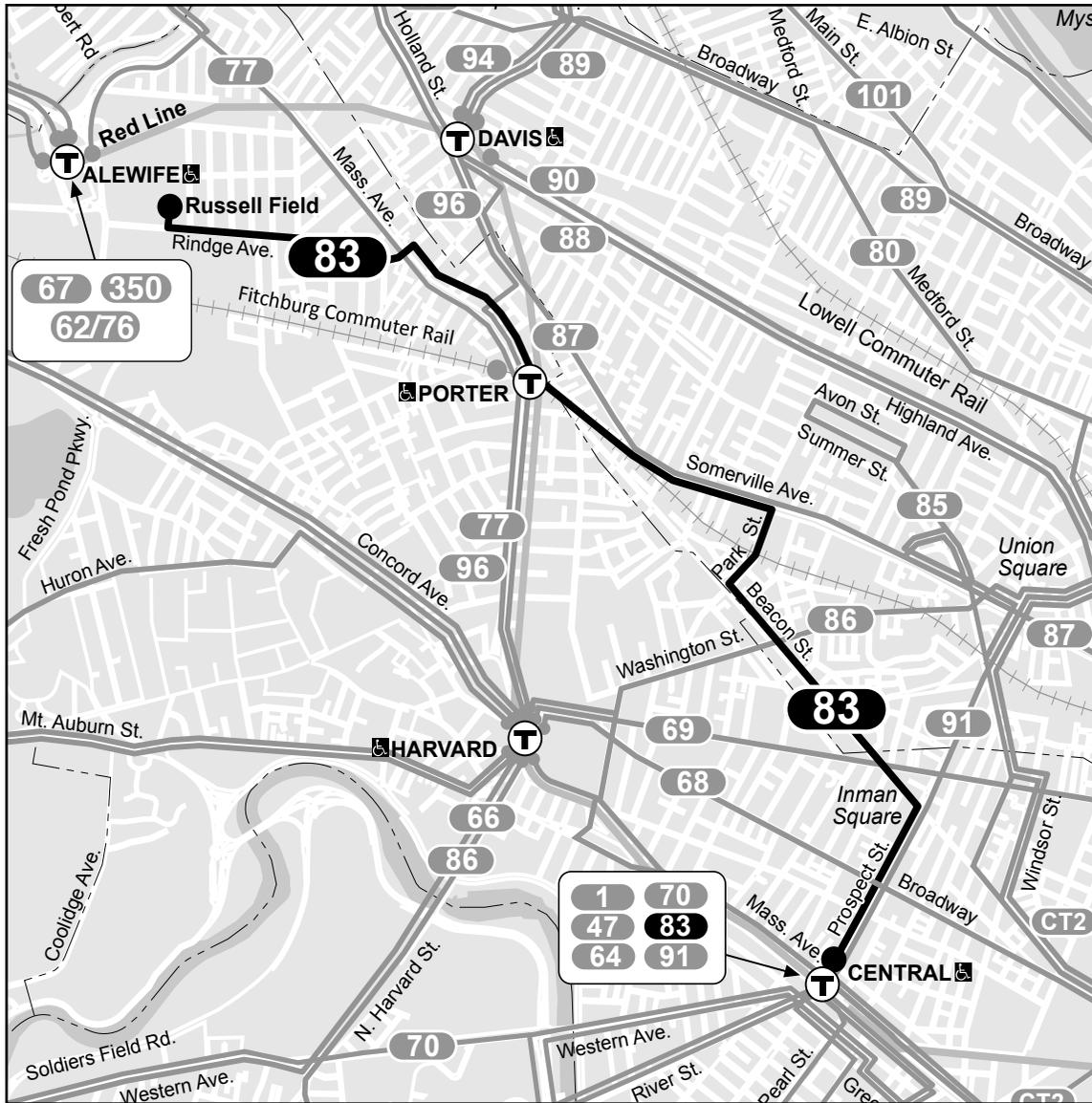
	11:00 AM				11:45 AM				11:15 AM				11:30 AM				
+0 mins.	0	0	0	0	0	5	0	5	3	0	2	5	0	3	2	5	
+15 mins.	0	0	0	0	0	4	0	4	0	0	1	1	0	4	0	4	
+30 mins.	0	0	0	0	1	3	0	4	1	0	1	2	0	9	1	10	
+45 mins.	0	0	0	0	2	3	0	5	3	0	1	4	0	3	0	3	
Total Volume	0	0	0	0	3	15	0	18	7	0	5	12	0	19	3	22	
% App. Total	0	0	0		16.7	83.3	0		58.3	0	41.7		0	86.4	13.6		
PHF	.000	.000	.000	.000	.375	.750	.000	.900	.583	.000	.625	.600	.000	.528	.375	.550	



PUBLIC TRANSPORTATION DATA

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**A** Information in this timetable is subject to change without notice. Traffic conditions and weather can affect running time.

Effective Dec 19, 2021

**A** Schedule Change

# 83

## Rindge Avenue - Central Sq, Cambridge



[mbta.com](http://mbta.com)  
617-222-3200  
617-222-5146 (TTY)

**Lost & Found**  
617-222-5560



83 Weekday						83 Saturday						83 Sunday					
Inbound			Outbound			Inbound			Outbound			Inbound			Outbound		
Leave Rindge Avenue	Arrive Porter Sq. Station	Arrive Central Square	Leave Central Square	Arrive Porter Sq. Station	Arrive Rindge Avenue	Leave Rindge Avenue	Arrive Porter Sq. Station	Arrive Central Square	Leave Central Square	Arrive Porter Sq. Station	Arrive Rindge Avenue	Leave Rindge Avenue	Arrive Porter Sq. Station	Arrive Central Square	Leave Central Square	Arrive Porter Sq. Station	Arrive Rindge Avenue
5:10A	5:15A	5:28A	5:30A	5:39A	5:47A	5:10A	5:14A	5:27A	5:32A	5:42A	5:50A	7:46A	7:51A	8:05A	7:25A	7:36A	7:43A
5:30	5:35	5:48	5:50	5:59	6:07	5:55	5:59	6:12	6:17	6:27	6:35	8:36	8:41	8:57	8:15	8:26	8:33
5:50	5:55	6:09	6:15	6:24	6:32	6:40	6:44	6:57	7:02	7:12	7:20	9:31	9:36	9:52	9:05	9:16	9:24
6:10	6:15	6:29	6:35	6:44	6:52	7:25	7:29	7:43	7:47	7:57	8:05	10:26	10:31	10:48	10:00	10:13	10:22
6:35	6:40	6:54	7:00	7:12	7:21	8:10	8:15	8:29	8:32	8:42	8:50	11:21	11:26	11:43	10:55	11:08	11:17
6:55	7:00	7:18	7:25	7:37	7:46	8:55	9:00	9:16	9:00	9:12	9:21				11:50	12:03P	12:12P
7:15	7:20	7:38	7:45	7:57	8:07	9:30	9:35	9:53	9:30	9:42	9:51	12:16P	12:22P	12:39P			
7:35	7:40	7:58	8:05	8:18	8:28	10:00	10:05	10:23	10:00	10:12	10:21	1:11	1:17	1:34	12:45P	12:58	1:07
7:55	8:00	8:23	8:28	8:41	8:51	10:30	10:35	10:53	10:30	10:42	10:51	2:06	2:12	2:29	1:40	1:53	2:02
8:15	8:21	8:44	8:50	9:03	9:13	11:00	11:05	11:23	11:00	11:13	11:23	3:01	3:07	3:24	2:35	2:48	2:57
8:35	8:41	9:04	9:10	9:23	9:33	11:30	11:35	11:56	11:30	11:43	11:53	3:56	4:02	4:19	3:30	3:43	3:52
8:55	9:01	9:21	9:30	9:43	9:53							4:51	4:57	5:14	4:25	4:38	4:47
9:20	9:25	9:45	10:00	10:13	10:23	12:00N	12:05P	12:26P	12:00P	12:13P	12:23P	5:46	5:52	6:09	5:20	5:33	5:42
9:40	9:45	10:05	10:30	10:43	10:53	12:30	12:35	12:56	12:30	12:43	12:53	6:41	6:47	7:04	6:15	6:28	6:37
10:00	10:05	10:25	11:00	11:13	11:23	1:00	1:05	1:26	1:00	1:13	1:23	7:36	7:42	7:59	7:10	7:23	7:32
10:30	10:35	10:55	11:30	11:43	11:53	1:30	1:35	1:56	1:30	1:43	1:53	8:31	8:37	8:52	8:05	8:16	8:25
11:00	11:05	11:25				2:00	2:05	2:26	2:00	2:13	2:23	9:26	9:32	9:46	9:00	9:11	9:20
11:30	11:35	11:55	12:00N	12:13P	12:23P	2:30	2:35	2:56	2:30	2:43	2:53	10:16	10:21	10:35	9:50	10:01	10:10
			12:30	12:43	12:53	3:00	3:05	3:26	3:00	3:13	3:23	11:06	11:11	11:25	10:40	10:51	11:00
12:00N	12:05P	12:25P	1:00	1:13	1:23	3:30	3:35	3:56	3:30	3:43	3:53	11:56	12:01A	12:13A	11:30	11:40	11:47
12:30	12:35	12:55	1:30	1:43	1:53	4:00	4:05	4:26	4:00	4:13	4:23	12:46A	12:51	1:03	12:20A	12:30A	12:37A
1:00	1:05	1:25	2:00	2:15	2:27	4:30	4:35	4:53	4:30	4:43	4:53				w 1:10	1:18	1:25
1:30	1:35	1:55	2:30	2:45	2:57	5:00	5:05	5:23	5:00	5:13	5:23						
2:00	2:05	2:25	3:05	3:20	3:32	5:30	5:35	5:53	5:30	5:43	5:53						
2:35	2:40	3:00	s 3:10	3:28	3:42	6:00	6:05	6:23	6:00	6:13	6:23						
3:05	3:10	3:30	s 3:15	3:33	3:47	6:30	6:35	6:51	6:30	6:43	6:53						
3:40	3:45	4:05	s 3:35	3:50	4:02	7:00	7:05	7:21	7:00	7:13	7:23						
4:10	4:15	4:36	4:00	4:15	4:27	7:30	7:35	7:51	7:55	8:08	8:18						
4:40	4:45	5:08	4:25	4:42	4:55	8:25	8:30	8:46	8:50	9:03	9:13						
5:05	5:10	5:33	4:50	5:08	5:21	9:20	9:25	9:40	9:45	9:56	10:05						
5:30	5:35	5:58	5:15	5:35	5:48	10:10	10:14	10:28	10:35	10:46	10:55						
5:55	6:00	6:23	5:40	6:00	6:11	11:05	11:09	11:23	11:30	11:41	11:50						
6:20	6:25	6:43	6:05	6:21	6:32	11:55	11:59	12:13A	12:20A	12:29A	12:36A						
6:40	6:45	7:02	6:30	6:46	6:57	12:45A	12:49A	1:03	w 1:15	1:24	1:31						
7:10	7:15	7:32	6:50	7:06	7:17												
7:40	7:45	8:02	7:10	7:26	7:36												
8:35	8:40	8:57	7:40	7:54	8:03												
9:30	9:35	9:48	8:10	8:21	8:30												
10:20	10:25	10:38	9:05	9:16	9:25												
11:10	11:15	11:28	9:55	10:06	10:15												
12:00M	12:05A	12:18A	10:45	10:56	11:04												
12:45	12:50	1:03	11:35	11:45	11:53												
			12:20A	12:30A	12:38A												
			w 1:05	1:13	1:21												

 All buses are accessible to persons with disabilities

Fare	Local Bus	Bus + Bus	Subway	Bus + Subway
CharlieCard	\$1.70	\$1.70	\$2.40	\$2.40
CharlieTicket	\$1.70	\$1.70	\$2.40	\$4.10*
Cash-on-Board	\$1.70	\$3.40	\$2.40	\$4.10
Student/Youth**	\$0.85	\$0.85	\$1.10	\$1.10
Senior/TAP***	\$0.85	\$0.85	\$1.10	\$1.10

**FREE FARES:** Children 11 and under ride free when accompanied by a paying customer; Blind Access CharlieCard holders ride free and if using a guide, the guide rides free.  
 \* Transfers Subway to Silver Line SL4 or SL5 pay \$2.40  
 \*\* Requires Student CharlieCard or Youth CharlieCard. Student CharlieCards available to students through participating middle and high schools. Youth CharlieCards available through community partners across Greater Boston.  
 \*\*\* Requires Senior/TAP CharlieCard, available to Medicare cardholders, seniors 65+, and persons with disabilities.

<b>Saturday</b> Christmas Eve; NY Eve; MLK Day; President's Day
<b>Sunday</b> Christmas Day; NY Day

s - Leaves from Broadway at Felton Steet and does NOT run during school vacation.  
 w- Waits for last train to arrive at Central Square Station.

**Saturday**  
Christmas Eve; NY Eve; MLK Day; President's Day  
**Sunday**  
Christmas Day; NY Day

Inbound		Outbound			
Leave Spring Hill	Arrive Union Square	Arrive Kendall/MIT Sta.	Leave Kendall/MIT Sta.	Arrive Union Square	Arrive Spring Hill
5:35A	5:39A	5:52A	5:55A	6:02A	6:09A
6:15	6:19	6:32	6:35	6:42	6:49
6:55	6:59	7:13	7:15	7:22	7:29
7:35	7:39	7:53	8:05	8:13	8:21
8:00	8:05	8:24	9:00	9:08	9:16
8:25	8:30	8:49			
9:20	9:24	9:39	2:25P	2:33P	2:41P
			3:10	3:18	3:26
2:47P	2:51P	3:04P	3:55	4:03	4:13
3:32	3:36	3:49	4:40	4:48	4:58
4:17	4:21	4:34	5:25	5:35	5:47
5:02	5:06	5:19	6:15	6:24	6:33
5:52	5:56	6:09	7:00	7:08	7:15
6:37	6:41	6:54	7:45	7:53	8:00
7:22	7:26	7:39			



## Spring Hill - Kendall/MIT Station

# 85



mbta.com  
617-222-3200  
617-222-5146 (TTY)

Lost & Found  
617-222-5560

Effective Dec 19, 2021

All buses are accessible to persons with disabilities

Fare	Local Bus	Bus + Bus	Subway	Bus + Subway
CharlieCard	\$1.70	\$1.70	\$2.40	\$2.40
CharlieTicket	\$1.70	\$1.70	\$2.40	\$4.10*
Cash-on-Board	\$1.70	\$3.40	\$2.40	\$4.10
Student/Youth**	\$0.85	\$0.85	\$1.10	\$1.10
Senior/TAP***	\$0.85	\$0.85	\$1.10	\$1.10

\* For transfers to other modes of transit, including the Red Line, the fare will be \$4.10.  
\*\* Reduced fares are available for students and youth. Student fares are available for students attending an eligible institution. Youth fares are available for youth aged 12-18. Both student and youth fares are available through participating retailers and cash payments. Youth fares are available through participating retailers and cash payments. Youth fares are available through participating retailers and cash payments.  
\*\*\* Reduced fares are available for seniors and persons with disabilities. Reduced fares are available for seniors and persons with disabilities.

**Saturday**  
Christmas Eve; NY Eve; MLK Day; President's Day  
**Sunday**  
Christmas Day; NY Day

This bus has a snow route.  
Active snow routes [mbta.com/alerts/bus](http://mbta.com/alerts/bus)

Omits Avon Street. Use stops on Summer Street or Highland Avenue.



Information in this timetable is subject to change without notice. Traffic conditions and weather can affect running time.

Effective Dec 19, 2021

**A** Schedule Change

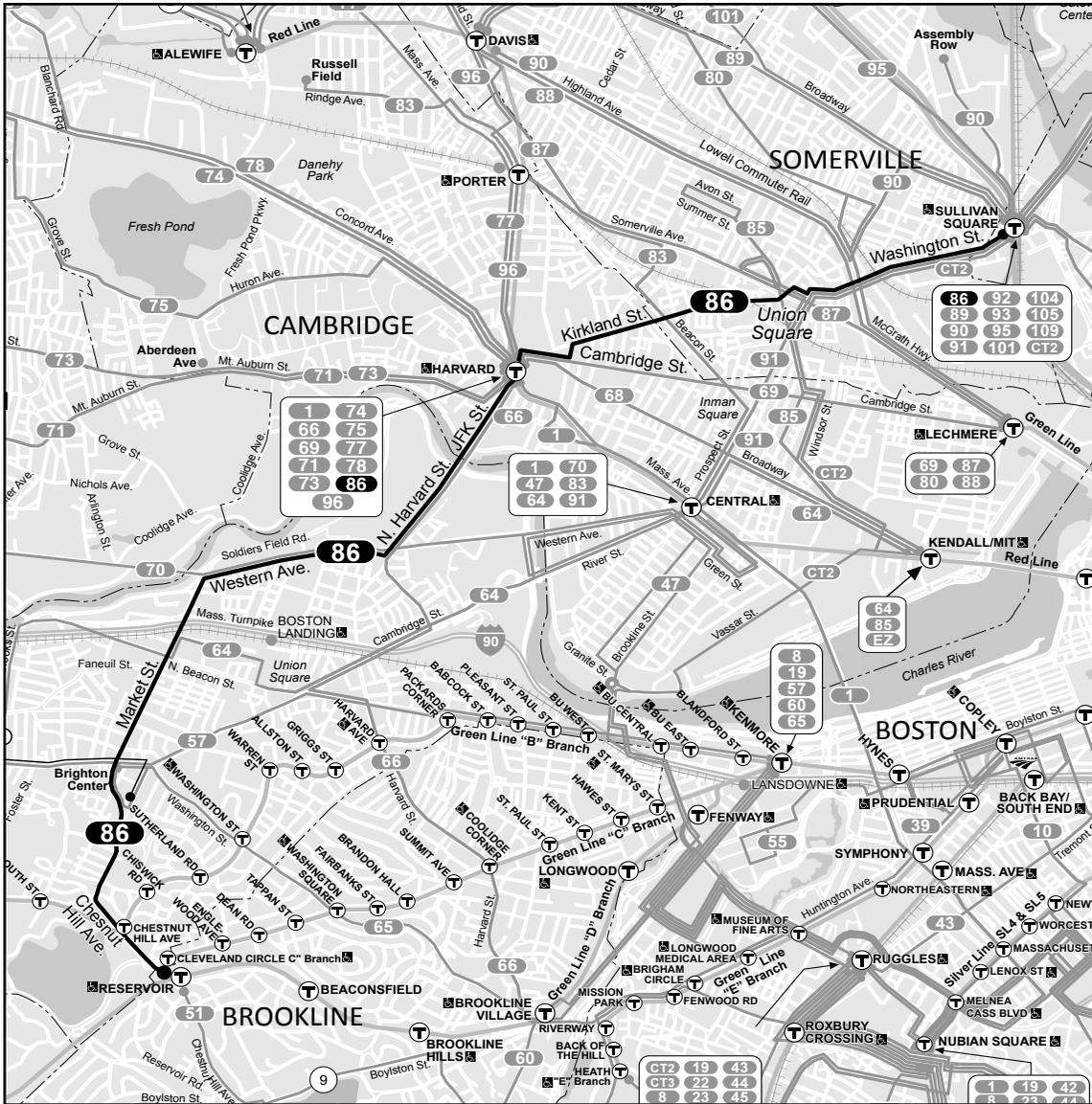
# 86

## Sullivan Station - Cleveland Circle



[mbta.com](http://mbta.com)  
617-222-3200  
617-222-5146 (TTY)

**Lost & Found**  
617-222-5560



**A** Information in this timetable is subject to change without notice. Traffic conditions and weather can affect running time.

86		Weekday				
Inbound		Outbound				
Leave Sullivan Sq. Station	Arrive Harvard Square	Arrive Reservoir Station	Leave Reservoir Station	Arrive Harvard Square	Arrive Sullivan Sq. Station	
5:00A	5:09A	5:30A	5:39A	5:58A	6:13A	
5:20	5:29	5:50	5:58	6:17	6:33	
5:40	5:49	6:10	6:17	6:37	6:56	
5:57	6:06	6:27	6:35	6:59	7:18	
6:09	6:18	6:41	6:49	7:13	7:33	
6:19	6:28	6:52	7:02	7:26	7:50	
6:29	6:43	7:07	7:14	7:42	8:07	
6:39	6:53	7:17	7:27	8:01	8:26	
6:49	7:03	7:27	7:39	8:13	8:38	
6:59	7:13	7:40	7:52	8:26	8:51	
7:09	7:23	7:53	8:05	8:39	9:03	
7:19	7:34	8:08	8:18	8:52	9:14	
7:29	7:47	8:21	8:31	9:04	9:24	
7:40	7:58	8:32	8:42	9:14	9:34	
7:51	8:09	8:43	8:53	9:22	9:42	
8:02	8:20	8:54	9:04	9:32	9:52	
8:13	8:31	9:05	9:16	9:44	10:04	
8:24	8:42	9:16	9:28	9:56	10:16	
8:35	8:53	9:27	9:40	10:08	10:28	
8:55	9:13	9:44	10:00	10:28	10:48	
9:30	9:44	10:13	10:25	10:53	11:13	
10:05	10:19	10:48	11:00	11:28	11:48	
10:40	10:54	11:23	11:35	12:03P	12:23P	
11:20	11:34	12:03P				
11:55	12:09P	12:38	12:15P	12:43	1:03	
			12:50	1:18	1:38	
12:30P	12:44	1:13	1:25	1:53	2:15	
1:05	1:19	1:48	2:00	2:27	2:50	
1:25	1:39	2:10	2:25	2:52	3:19	
1:40	1:54	2:26	2:44	3:11	3:39	
1:55	2:12	2:46	3:00	3:27	3:55	
2:10	2:28	3:02	3:15	3:42	4:10	
2:25	2:43	3:17	3:30	3:57	4:25	
2:40	2:58	3:32	3:45	4:12	4:43	
2:55	3:13	3:47	4:00	4:27	5:00	
3:10	3:28	4:02	4:15	4:42	5:15	
3:25	3:43	4:17	4:30	4:58	5:31	
3:37	3:55	4:29	4:44	5:12	5:45	
3:49	4:07	4:41	4:58	5:26	5:59	
4:01	4:19	4:53	5:10	5:38	6:11	
4:13	4:31	5:07	5:22	5:50	6:22	
4:25	4:43	5:22	5:34	6:02	6:32	
4:37	4:55	5:35	5:46	6:12	6:42	
4:49	5:08	5:48	5:58	6:21	6:51	
5:01	5:21	6:01	6:10	6:33	7:03	
5:13	5:33	6:13	6:24	6:47	7:15	
5:28	5:48	6:28	6:38	7:01	7:28	
5:48	6:08	6:43	6:55	7:18	7:45	
6:08	6:28	7:00	7:15	7:38	8:02	
6:30	6:46	7:18	7:35	7:58	8:15	
7:00	7:16	7:46	8:00	8:20	8:37	
7:35	7:47	8:15	8:25	8:45	9:02	
8:20	8:32	9:00	9:10	9:30	9:47	
9:10	9:22	9:47	9:55	10:15	10:32	
9:55	10:05	10:28	10:35	10:55	11:11	
10:40	10:50	11:11	11:20	11:35	11:50	
11:20	11:30	11:49	12:00M	12:15A	12:30A	
12:05A	12:15A	12:34A	12:40	12:55	1:10	

86		Saturday				
Inbound		Outbound				
Leave Sullivan Sq. Station	Arrive Harvard Square	Arrive Reservoir Station	Leave Reservoir Station	Arrive Harvard Square	Arrive Sullivan Sq. Station	
5:00A	5:09A	5:22A	5:30A	5:44A	5:56A	
6:00	6:09	6:26	6:30	6:47	7:00	
6:30	6:39	6:56	7:05	7:22	7:35	
6:55	7:05	7:26	7:31	7:48	8:01	
7:20	7:30	7:51	7:57	8:18	8:35	
7:45	7:55	8:16	8:27	8:48	9:05	
8:15	8:25	8:46	8:54	9:15	9:32	
8:40	8:50	9:12	9:21	9:46	10:02	
9:05	9:19	9:43	9:48	10:14	10:30	
9:25	9:39	10:03	10:15	10:41	11:00	
9:50	10:04	10:28	10:42	11:08	11:27	
10:15	10:29	10:57	11:09	11:35	11:54	
10:42	10:57	11:25	11:36	12:02P	12:21P	
11:09	11:24	11:52				
11:36	11:51	12:19P	12:03P	12:29	12:48	
			12:30	12:56	1:15	
12:03P	12:18P	12:46	12:57	1:23	1:42	
12:30	12:45	1:13	1:24	1:50	2:09	
12:57	1:12	1:40	1:51	2:17	2:36	
1:24	1:39	2:07	2:18	2:44	3:03	
1:51	2:06	2:34	2:45	3:11	3:30	
2:18	2:33	3:01	3:12	3:38	3:57	
2:45	3:00	3:28	3:39	4:05	4:24	
3:12	3:27	3:55	4:06	4:32	4:51	
3:39	3:54	4:22	4:33	4:56	5:15	
4:06	4:21	4:49	5:00	5:23	5:42	
4:33	4:48	5:16	5:27	5:50	6:09	
5:00	5:15	5:43	5:54	6:17	6:36	
5:27	5:42	6:10	6:21	6:44	7:01	
5:55	6:09	6:37	6:48	7:10	7:27	
6:25	6:38	7:06	7:15	7:37	7:54	
6:55	7:08	7:34	7:40	8:02	8:19	
7:40	7:50	8:14	8:25	8:47	9:04	
8:25	8:35	8:59	9:10	9:30	9:46	
9:10	9:20	9:44	9:55	10:15	10:31	
9:55	10:05	10:25	10:35	10:55	11:11	
10:40	10:50	11:10	11:15	11:34	11:48	
11:20	11:28	11:46	11:55	12:11A	12:25A	
12:00M	12:08A	12:26A	12:35A	12:51	1:05	

**Route 86**  
**Sullivan Station-**  
**Reservoir Station (Cleveland Circle)**

86		Sunday				
Inbound		Outbound				
Leave Sullivan Sq. Station	Arrive Harvard Square	Arrive Reservoir Station	Leave Reservoir Station	Arrive Harvard Square	Arrive Sullivan Sq. Station	
7:30A	7:41A	8:01A	8:05A	8:24A	8:41A	
8:09	8:20	8:40	8:45	9:05	9:22	
8:45	8:56	9:16	9:20	9:41	9:58	
9:11	9:22	9:44	9:50	10:11	10:28	
9:38	9:49	10:13	10:18	10:41	10:59	
10:05	10:18	10:41	10:46	11:11	11:29	
10:34	10:47	11:11	11:18	11:43	12:01	
11:04	11:17	11:41	11:48	12:15P	12:33P	
11:34	11:48	12:14P				
			12:21P	12:47	1:05	
12:06P	12:20P	12:46	12:54	1:20	1:38	
12:39	12:53	1:19	1:27	1:53	2:11	
1:12	1:26	1:54	2:01	2:27	2:45	
1:44	1:58	2:26	2:34	3:01	3:19	
2:18	2:32	3:00	3:07	3:34	3:52	
2:52	3:06	3:34	3:41	4:04	4:22	
3:25	3:39	4:07	4:14	4:37	4:55	
3:58	4:12	4:40	4:47	5:10	5:28	
4:29	4:43	5:08	5:17	5:40	5:58	
5:01	5:15	5:40	5:49	6:12	6:30	
5:34	5:48	6:13	6:20	6:43	7:01	
6:03	6:17	6:41	6:49	7:12	7:30	
6:35	6:46	7:09	7:19	7:41	7:56	
7:08	7:19	7:42	7:49	8:08	8:23	
7:38	7:49	8:12	8:19	8:38	8:53	
8:08	8:19	8:41	8:45	9:04	9:19	
8:58	9:09	9:30	9:35	9:54	10:09	

 All buses are accessible to persons with disabilities

Fare	Local Bus	Bus + Bus	Subway	Bus + Subway
CharlieCard	\$1.70	\$1.70	\$2.40	\$2.40
CharlieTicket	\$1.70	\$1.70	\$2.40	\$4.10*
Cash-on-Board	\$1.70	\$3.40	\$2.40	\$4.10
Student/Youth**	\$0.85	\$0.85	\$1.10	\$1.10
Senior/TAP***	\$0.85	\$0.85	\$1.10	\$1.10

FREE FARES: Children 11 and under ride free when accompanied by a paying customer; Blind Access CharlieCard holders ride free and if using a guide, the guide rides free.  
\* Transfers Subway to Silver Line SL4 or SL5 pay \$2.40  
\*\* Requires Student CharlieCard or Youth CharlieCard. Student CharlieCards available to students through participating middle and high schools. Youth CharlieCards available through community partners across Greater Boston.  
\*\*\* Requires Senior/TAP CharlieCard, available to Medicare cardholders, seniors 65+, and persons with disabilities.

Saturday
Christmas Eve; NY Eve; MLK Day; President's Day
Sunday
Christmas Day; NY Day

Effective Dec 19, 2021

**A** Schedule Change

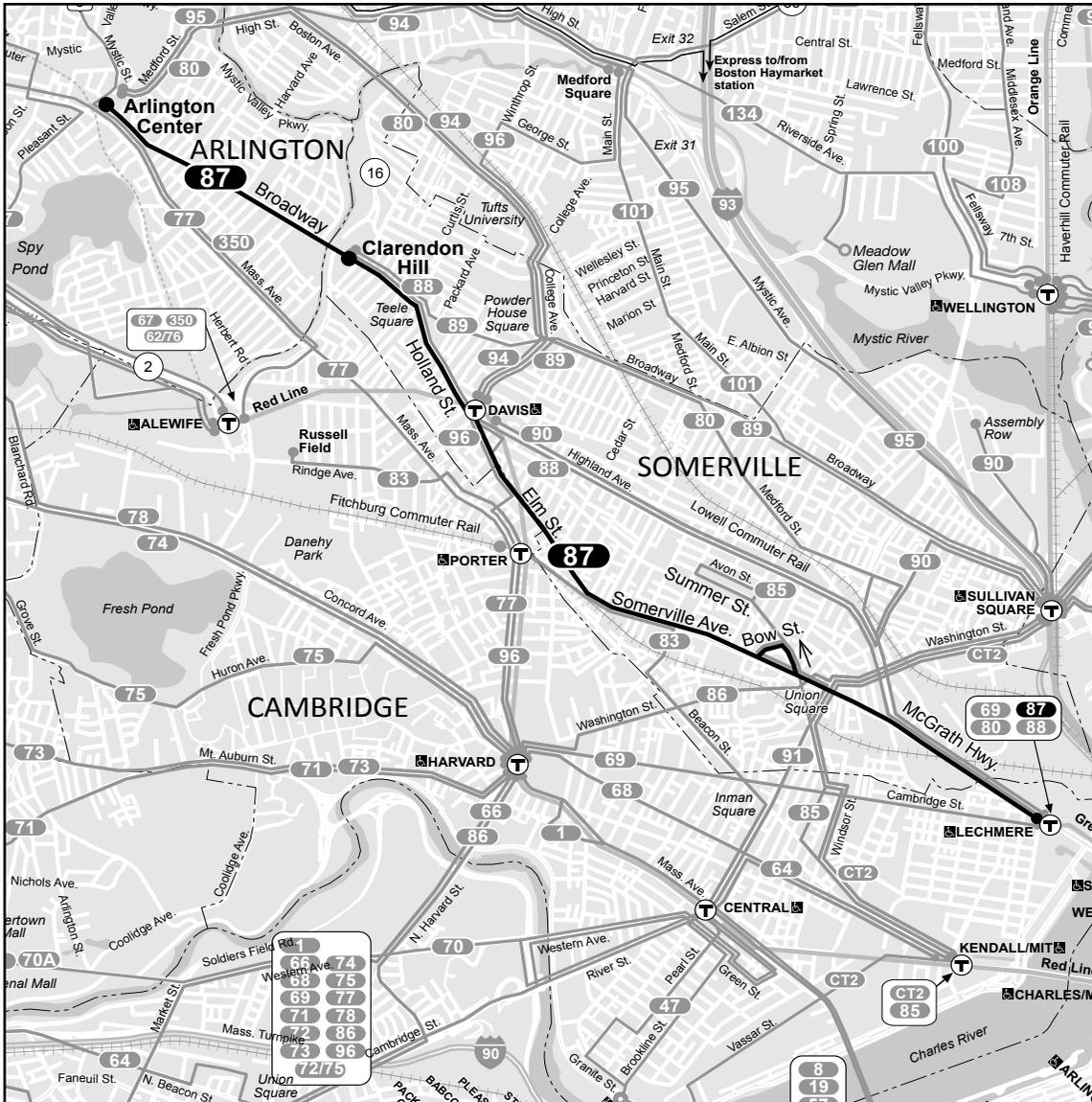
# 87

## Arlington Ctr or Clarendon Hill - Lechmere Sta



[mbta.com](http://mbta.com)  
617-222-3200  
617-222-5146 (TTY)

**Lost & Found**  
617-222-5560



**A** Information in this timetable is subject to change without notice. Traffic conditions and weather can affect running time.

**87**

**Weekday**

Inbound				Outbound			
Leave Arlington Center	Lv/Arrive Clarendon Hill	Arrive Davis Station	Arrive Lechmere Station	Leave Lechmere Station	Arrive Davis Station	Arrive Clarendon Hill	Arrive Arlington Center
.....	5:05A	5:08A	5:26A	5:29A	5:42A	5:48A	.....
.....	5:25	5:28	5:46	5:50	6:03	6:09	6:13A
.....	5:50	5:53	6:14	6:14	6:27	6:33	6:37
.....	6:08	6:12	6:34	6:34	6:47	6:53	6:57
6:19A	6:24	6:27	6:49	6:54	7:09	7:15	7:21
6:35	6:40	6:43	7:05	7:14	7:30	7:36	7:42
6:51	6:56	6:59	7:21	7:29	7:45	7:51	7:57
7:07	7:12	7:15	7:38	7:47	8:04	8:13	8:19
7:23	7:28	7:33	8:02	8:06	8:23	8:32	8:38
7:39	7:44	7:49	8:19	8:27	8:44	8:53	8:59
7:56	8:02	8:07	8:40	8:49	9:06	9:15	9:21
8:14	8:20	8:25	8:58	9:11	9:28	9:37	9:43
8:32	8:38	8:43	9:11	9:33	9:50	9:59	10:05
8:52	8:58	9:01	9:25	9:53	10:10	10:19	10:25
9:13	9:18	9:21	9:45	10:22	10:39	10:48	10:54
9:35	9:40	9:43	10:07	10:52	11:10	11:20	11:25
9:57	10:02	10:05	10:29	11:22	11:40	11:50	11:55
10:30	10:35	10:38	11:03	11:52	12:10P	12:20P	12:25P
11:00	11:05	11:08	11:35	.....	.....	.....	.....
11:30	11:35	11:38	12:05P	12:22P	12:40	12:50	12:55
12:00N	12:05P	12:08P	12:35	12:52	1:10	1:20	1:25
12:30	12:35	12:38	1:05	1:22	1:40	1:50	1:55
1:00	1:05	1:08	1:35	1:52	2:10	2:20	2:25
1:30	1:35	1:38	2:05	2:22	2:40	2:50	2:55
2:00	2:05	2:08	2:35	2:48	3:06	3:16	3:21
2:17	2:22	2:25	2:54	3:08	3:26	3:36	3:41
2:37	2:42	2:45	3:14	3:28	3:46	3:56	4:01
2:57	3:02	3:05	3:34	3:48	4:06	4:16	4:21
3:15	3:20	3:23	3:52	4:09	4:27	4:38	4:45
3:35	3:40	3:43	4:12	4:30	4:49	5:01	5:08
3:55	4:00	4:03	4:32	4:50	5:09	5:21	5:28
4:15	4:20	4:23	4:52	5:10	5:29	5:41	5:48
4:36	4:41	4:44	5:14	5:30	5:49	6:01	6:05
4:57	5:02	5:05	5:35	5:50	6:09	6:21	6:25
5:17	5:22	5:25	5:55	6:10	6:28	6:37	6:41
5:37	5:42	5:45	6:15	6:30	6:46	6:54	6:58
5:57	6:02	6:05	6:34	6:50	7:06	7:14	7:18
6:17	6:22	6:25	6:51	7:10	7:26	7:34	7:38
6:37	6:42	6:45	7:09	7:30	7:46	7:54	7:58
7:03	7:07	7:10	7:30	7:55	8:11	8:19	.....
7:23	7:27	7:30	7:50	8:25	8:38	8:44	.....
7:50	7:54	7:57	8:15	8:55	9:08	9:14	.....
.....	8:25	8:28	8:46	9:25	9:38	9:44	.....
.....	8:55	8:58	9:16	9:50	10:03	10:09	.....
.....	9:25	9:28	9:46	10:20	10:33	10:39	.....
.....	9:55	9:58	10:14	10:50	11:03	11:09	.....
.....	10:25	10:28	10:44	11:20	11:33	11:39	.....
.....	10:55	10:58	11:13	11:55	12:07A	12:13A	.....
.....	11:30	11:33	11:48	12:25A	12:37	12:43	.....
.....	12:00M	12:03A	12:17A	12:55	1:07	1:13	.....
.....	12:30	12:33	12:47	w 1:22	1:34	1:40	.....
.....	1:00	1:03	1:17	.....	.....	.....	.....

**87**

**Saturday**

Inbound				Outbound			
Leave Arlington Center	Lv/Arrive Clarendon Hill	Arrive Davis Station	Arrive Lechmere Station	Leave Lechmere Station	Arrive Davis Station	Arrive Clarendon Hill	Arrive Arlington Center
.....	5:15A	5:18A	5:31A	5:38A	5:50A	5:55A	6:00A
.....	5:45	5:48	6:02	6:10	6:22	6:27	6:32
6:10A	6:15	6:18	6:34	6:40	6:52	6:57	7:02
6:40	6:45	6:48	7:04	7:10	7:23	7:28	7:33
7:10	7:15	7:18	7:34	7:40	7:53	7:58	8:03
7:40	7:45	7:48	8:05	8:10	8:23	8:28	8:33
8:10	8:15	8:18	8:35	8:40	8:56	9:02	9:07
8:40	8:45	8:48	9:05	9:10	9:26	9:32	9:37
9:13	9:19	9:22	9:39	9:35	9:51	9:57	10:02
9:43	9:49	9:52	10:15	10:02	10:18	10:24	10:29
10:10	10:16	10:20	10:43	10:20	10:38	10:44	10:50
10:35	10:41	10:45	11:08	10:47	11:06	11:12	11:18
11:07	11:13	11:17	11:43	11:15	11:34	11:40	11:46
11:35	11:41	11:45	12:11P	11:40	11:59	12:05P	12:11P
12:00N	12:06P	12:10P	12:36	12:05P	12:24P	12:30	12:36
12:25	12:31	12:35	1:01	12:30	12:49	12:55	1:01
12:50	12:56	1:00	1:24	12:55	1:14	1:20	1:26
1:15	1:21	1:25	1:49	1:20	1:39	1:45	1:51
1:41	1:47	1:51	2:15	1:45	2:04	2:10	2:16
2:06	2:12	2:16	2:40	2:10	2:29	2:35	2:41
2:31	2:37	2:41	3:05	2:35	2:54	3:00	3:06
2:56	3:02	3:06	3:30	3:00	3:19	3:25	3:31
3:21	3:27	3:31	3:55	3:25	3:44	3:50	3:56
3:46	3:52	3:56	4:19	3:50	4:09	4:15	4:21
4:11	4:17	4:21	4:44	4:15	4:34	4:40	4:46
4:36	4:42	4:46	5:09	4:40	4:58	5:04	5:10
5:01	5:07	5:11	5:34	5:05	5:23	5:29	5:35
5:26	5:32	5:36	5:59	5:30	5:48	5:54	6:00
5:51	5:57	6:01	6:24	5:55	6:13	6:19	6:25
6:16	6:22	6:26	6:49	6:20	6:36	6:42	6:48
6:45	6:51	6:55	7:14	6:50	7:05	7:11	7:17
7:25	7:30	7:33	7:51	7:25	7:40	7:46	7:52
8:00	8:05	8:08	8:24	8:05	8:20	8:26	.....
.....	8:40	8:43	8:59	8:50	9:05	9:11	.....
.....	9:20	9:23	9:39	9:30	9:45	9:51	.....
.....	9:57	10:00	10:16	10:05	10:20	10:25	.....
.....	10:32	10:35	10:51	10:40	10:55	11:00	.....
.....	11:07	11:10	11:26	11:15	11:30	11:33	.....
.....	11:40	11:43	11:59	11:50	12:04A	12:07A	.....
.....	12:20A	12:23A	12:37A	12:30A	12:44	12:47	.....
.....	12:55	12:58	1:12	w1:20	1:33	1:36	.....

w- Waits for last trolley to arrive at Lechmere Station.

 All buses are accessible to persons with disabilities

**87**

**Sunday**

Inbound				Outbound			
Leave Clarendon Hill	Arrive Davis Station	Arrive Lechmere Station	Leave Lechmere Station	Arrive Davis Station	Arrive Clarendon Hill	Arrive Arlington Center	.....
6:00A	6:03A	6:18A	6:38A	6:52A	6:58A	.....	.....
7:00	7:03	7:18	7:38	7:52	7:58	.....	.....
8:00	8:03	8:18	8:38	8:52	8:58	.....	.....
8:55	8:58	9:13	9:35	9:50	9:57	.....	.....
9:30	9:33	9:48	10:15	10:30	10:38	.....	.....
10:05	10:08	10:26	10:55	11:13	11:21	.....	.....
10:45	10:48	11:07	11:35	11:53	12:01P	.....	.....
11:25	11:29	11:50	.....	.....	.....	.....	.....
12:05P	12:09P	12:30P	12:15P	12:33P	12:41	.....	.....
12:45	12:49	1:10	1:35	1:53	2:01	.....	.....
1:25	1:29	1:50	2:15	2:33	2:41	.....	.....
2:05	2:09	2:30	2:55	3:13	3:21	.....	.....
2:45	2:49	3:10	3:35	3:53	4:01	.....	.....
3:25	3:29	3:50	4:15	4:33	4:41	.....	.....
4:05	4:09	4:30	4:55	5:13	5:21	.....	.....
4:45	4:49	5:10	5:35	5:53	6:01	.....	.....
5:25	5:29	5:50	6:15	6:33	6:41	.....	.....
6:05	6:09	6:27	7:00	7:18	7:26	.....	.....
6:45	6:49	7:07	7:55	8:12	8:19	.....	.....
7:30	7:33	7:50	8:55	9:10	9:16	.....	.....
8:30	8:33	8:49	9:50	10:03	10:09	.....	.....
9:25	9:28	9:44	10:40	10:53	10:59	.....	.....
10:15	10:18	10:34	11:30	11:43	11:49	.....	.....
11:05	11:08	11:24	12:20A	12:32A	12:38A	.....	.....
11:55	11:58	12:11A	w 1:18	1:29	1:35	.....	.....
12:45A	12:48A	1:01	.....	.....	.....	.....	.....

Fare	Local Bus	Bus + Bus	Subway	Bus + Subway
CharlieCard	\$1.70	\$1.70	\$2.40	\$2.40
CharlieTicket	\$1.70	\$1.70	\$2.40	\$4.10*
Cash-on-Board	\$1.70	\$3.40	\$2.40	\$4.10
Student/Youth**	\$0.85	\$0.85	\$1.10	\$1.10
Senior/TAP***	\$0.85	\$0.85	\$1.10	\$1.10

**FREE FARES:** Children 11 and under ride free when accompanied by a paying customer; Blind Access CharlieCard holders ride free and if using a guide, the guide rides free.  
 \* Transfers Subway to Silver Line SL4 or SL5 pay \$2.40  
 \*\* Requires Student CharlieCard or Youth CharlieCard. Student CharlieCards available to students through participating middle and high schools. Youth CharlieCards available through community partners across Greater Boston.  
 \*\*\* Requires Senior/TAP CharlieCard, available to Medicare cardholders, seniors 65+, and persons with disabilities.

Saturday
Christmas Eve; NY Eve; MLK Day; President's Day
Sunday
Christmas Day; NY Day

Effective Dec 19, 2021

**A** Schedule Change

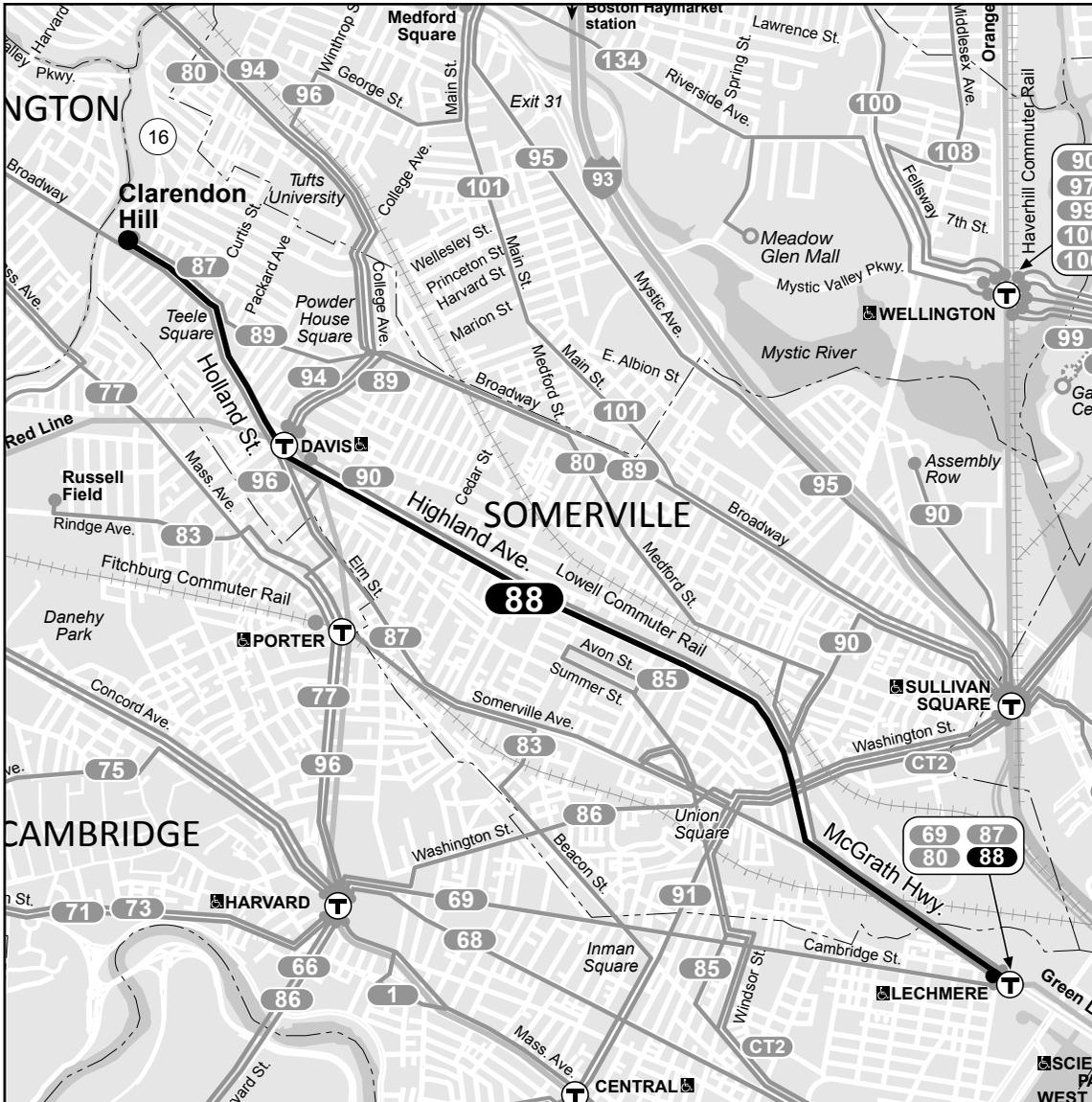
# 88

## Clarendon Hill - Lechmere Station



[mbta.com](http://mbta.com)  
617-222-3200  
617-222-5146 (TTY)

**Lost & Found**  
617-222-5560



**A** Information in this timetable is subject to change without notice. Traffic conditions and weather can affect running time.

88 Weekday				88 Saturday				88 Sunday							
Inbound		Outbound		Inbound		Outbound		Inbound		Outbound					
Leave Clarendon Hill	Arrive Davis Square	Arrive Somerville High School	Arrive Lechmere Station	Leave Lechmere Station	Arrive Somerville High School	Arrive Davis Square	Arrive Clarendon Hill	Leave Clarendon Hill	Arrive Davis Square	Arrive Somerville High School	Arrive Lechmere Station	Leave Lechmere Station	Arrive Somerville High School	Arrive Davis Square	Arrive Clarendon Hill
5:15A	5:18A	5:23A	5:33A	5:37A	5:43A	5:49A	5:55A	5:30A	5:33A	5:38A	5:47A	5:55A	6:01A	6:07A	6:12A
5:40	5:43	5:48	5:58	6:04	6:10	6:16	6:22	6:00	6:03	6:08	6:18	6:25	6:31	6:37	6:42
6:00	6:03	6:12	6:26	6:24	6:30	6:36	6:42	6:30	6:33	6:38	6:48	6:55	7:01	7:07	7:12
6:16	6:19	6:28	6:42	6:44	6:50	6:56	7:02	7:00	7:03	7:08	7:18	7:25	7:31	7:37	7:42
6:32	6:35	6:44	6:58	7:04	7:11	7:19	7:25	7:30	7:33	7:38	7:48	7:55	8:01	8:07	8:12
6:48	6:51	7:00	7:14	7:21	7:28	7:36	7:42	8:00	8:03	8:10	8:20	8:25	8:31	8:39	8:45
7:04	7:07	7:16	7:30	7:38	7:45	7:53	7:59	8:30	8:33	8:40	8:50	8:55	9:01	9:09	9:15
7:20	7:23	7:32	7:48	7:56	8:04	8:14	8:23	9:02	9:05	9:13	9:24	9:25	9:31	9:39	9:45
7:36	7:41	7:51	8:07	8:16	8:24	8:34	8:43	9:33	9:36	9:44	9:55	9:55	10:02	10:11	10:17
7:53	7:58	8:10	8:26	8:38	8:46	8:56	9:05	10:00	10:04	10:13	10:26	10:30	10:37	10:46	10:52
8:11	8:16	8:28	8:44	9:00	9:07	9:15	9:24	10:30	10:34	10:43	10:56	11:05	11:12	11:21	11:27
8:29	8:34	8:46	9:02	9:22	9:29	9:37	9:46	11:00	11:04	11:13	11:26	11:30	11:37	11:46	11:52
8:48	8:53	9:04	9:18	9:43	9:50	9:58	10:07	11:31	11:35	11:44	11:57	11:55	12:02P	12:11P	12:17P
9:08	9:11	9:22	9:36	10:10	10:17	10:25	10:34	11:56	12:00N	12:09P	12:22P	12:20P	12:27	12:36	12:42
9:29	9:32	9:43	9:57	10:40	10:47	10:55	11:05	12:21P	12:25	12:34	12:47	12:45	12:52	1:01	1:07
9:51	9:54	10:05	10:19	11:10	11:18	11:26	11:36	12:46	12:50	12:59	1:11	1:10	1:17	1:26	1:32
10:18	10:21	10:32	10:46	11:40	11:48	11:56	12:06P	1:11	1:15	1:24	1:36	1:35	1:42	1:51	1:57
10:48	10:51	11:02	11:16	12:10P	12:18P	12:26P	12:36	1:36	1:40	1:49	2:01	2:00	2:07	2:16	2:22
11:18	11:21	11:31	11:45	12:40	12:48	12:56	1:06	2:01	2:05	2:14	2:26	2:25	2:32	2:41	2:47
11:48	11:51	12:01P	12:15P	1:10	1:18	1:26	1:36	2:26	2:30	2:39	2:51	2:50	2:57	3:06	3:12
12:18P	12:21P	12:31	12:45	1:40	1:48	1:56	2:06	2:51	2:55	3:04	3:16	3:15	3:22	3:30	3:36
12:48	12:51	1:01	1:15	2:10	2:18	2:26	2:36	3:16	3:20	3:29	3:41	3:40	3:47	3:55	4:01
1:18	1:21	1:31	1:45	s .....	2:35	2:43	2:53	3:41	3:45	3:54	4:06	4:05	4:12	4:20	4:26
1:48	1:51	2:01	2:15	s .....	2:40	2:48	2:58	4:06	4:10	4:19	4:31	4:30	4:37	4:45	4:51
2:12	2:15	2:25	2:39	2:40	2:48	2:56	3:06	4:31	4:35	4:44	4:56	4:55	5:02	5:10	5:16
2:32	2:35	2:45	2:59	s .....	2:50	2:58	3:08	4:56	5:00	5:09	5:21	5:20	5:27	5:35	5:41
2:52	2:55	3:05	3:19	3:00	3:08	3:16	3:26	5:21	5:25	5:34	5:46	5:45	5:52	6:00	6:06
3:12	3:15	3:25	3:39	3:20	3:28	3:36	3:46	5:48	5:52	6:01	6:13	6:10	6:17	6:25	6:31
3:32	3:35	3:45	3:59	3:40	3:48	3:56	4:06	6:13	6:17	6:26	6:38	6:35	6:42	6:50	6:56
3:52	3:55	4:05	4:19	4:00	4:08	4:16	4:26	6:36	6:39	6:48	7:00	7:05	7:12	7:20	7:26
4:10	4:13	4:23	4:37	4:20	4:28	4:38	4:50	7:08	7:11	7:20	7:32	7:45	7:51	7:59	8:05
4:30	4:33	4:43	4:57	4:40	4:49	4:59	5:11	7:40	7:43	7:52	8:02	8:30	8:36	8:43	8:49
4:54	4:57	5:07	5:23	5:00	5:09	5:19	5:31	8:20	8:23	8:32	8:42	9:10	9:16	9:23	9:29
5:14	5:17	5:27	5:43	5:20	5:29	5:39	5:51	9:00	9:03	9:11	9:21	9:50	9:56	10:03	10:08
5:34	5:37	5:47	6:03	5:40	5:49	5:59	6:11	9:40	9:43	9:51	10:01	10:25	10:31	10:38	10:43
5:54	5:57	6:07	6:23	6:00	6:09	6:19	6:31	10:15	10:18	10:26	10:36	11:00	11:06	11:13	11:18
6:14	6:17	6:27	6:41	6:20	6:29	6:37	6:45	10:50	10:53	11:01	11:11	11:35	11:41	11:48	11:51
6:34	6:37	6:46	6:59	6:40	6:47	6:55	7:03	11:23	11:26	11:32	11:42	12:10A	12:16A	12:23A	12:26A
6:55	6:58	7:05	7:15	7:00	7:07	7:15	7:23	12:00M	12:03A	12:09A	12:19A	12:45	12:50	12:57	1:00
7:15	7:18	7:25	7:35	7:20	7:27	7:35	7:43	12:40	12:43	12:49	12:59	w1:20	1:25	1:32	1:35
7:39	7:42	7:49	7:59	7:40	7:47	7:55	8:03								
8:10	8:13	8:20	8:30	8:10	8:17	8:25	8:32								
8:40	8:43	8:50	9:00	8:40	8:46	8:52	8:58								
9:10	9:13	9:20	9:30	9:10	9:16	9:22	9:28								
9:40	9:43	9:50	10:00	9:40	9:46	9:52	9:58								
10:10	10:13	10:20	10:30	10:05	10:11	10:17	10:23								
10:40	10:43	10:50	11:00	10:35	10:41	10:47	10:53								
11:10	11:13	11:20	11:30	11:05	11:11	11:17	11:23								
11:45	11:48	11:55	12:05A	11:35	11:41	11:47	11:53								
12:15A	12:18A	12:23A	12:33	12:10A	12:16A	12:21A	12:27A								
12:50	12:53	12:58	1:08	12:40	12:46	12:51	12:57								
				w1:22	1:28	1:33	1:39								

s - Does NOT run during school vacation  
w - Waits for last trolley to arrive at Lechmere Station.

 All buses are accessible to persons with disabilities

Fare	Local Bus	Bus + Bus	Subway	Bus + Subway
CharlieCard	\$1.70	\$1.70	\$2.40	\$2.40
CharlieTicket	\$1.70	\$1.70	\$2.40	\$4.10*
Cash-on-Board	\$1.70	\$3.40	\$2.40	\$4.10
Student/Youth**	\$0.85	\$0.85	\$1.10	\$1.10
Senior/TAP***	\$0.85	\$0.85	\$1.10	\$1.10

FREE FARES: Children 11 and under ride free when accompanied by a paying customer; Blind Access CharlieCard holders ride free and if using a guide, the guide rides free.  
\* Transfers Subway to Silver Line SL4 or SL5 pay \$2.40  
\*\* Requires Student CharlieCard or Youth CharlieCard. Student CharlieCards available to students through participating middle and high schools. Youth CharlieCards available through community partners across Greater Boston.  
\*\*\* Requires Senior/TAP CharlieCard, available to Medicare cardholders, seniors 65+, and persons with disabilities.

**Saturday**  
Christmas Eve; NY Eve; MLK Day; President's Day  
**Sunday**  
Christmas Day; NY Day

Effective Aug 29, 2021

**A** Schedule Change

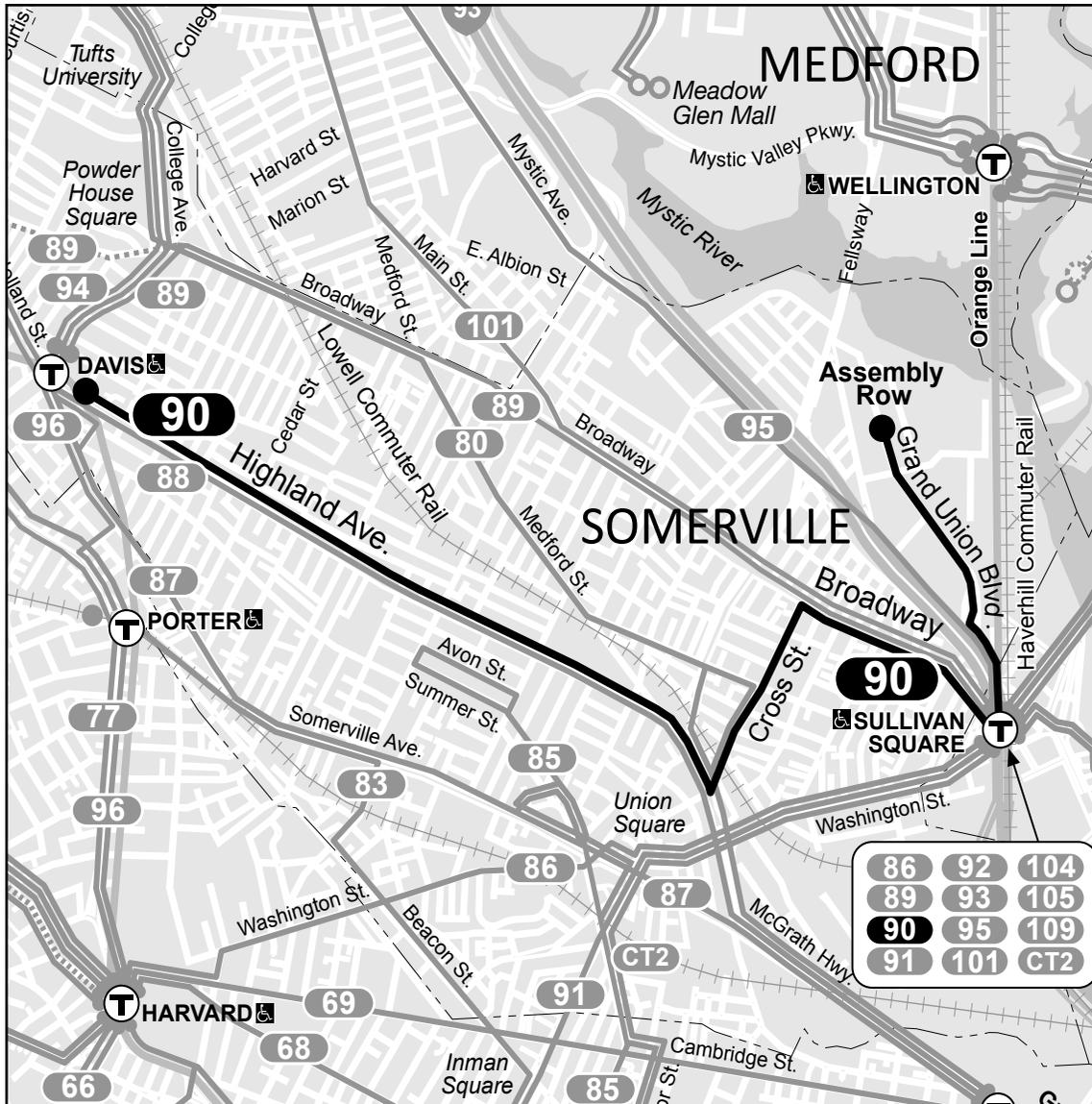
# 90

## Davis Station - Assembly Row



**mbta.com**  
617-222-3200  
617-222-5146 (TTY)

**Lost & Found**  
617-222-5607



86	92	104
89	93	105
<b>90</b>	95	109
91	101	CT2

**A** Information in this timetable is subject to change without notice. Traffic conditions and weather can affect running time.

90 Weekday						90 Saturday						90					
Inbound			Outbound			Inbound			Outbound			Inbound			Outbound		
Leave Davis Station	Arrive Sullivan Station	Arrive Assembly Row	Leave Assembly Row	Arrive Sullivan Station	Arrive Davis Station	Leave Davis Station	Arrive Sullivan Station	Arrive Assembly Row	Leave Assembly Row	Arrive Sullivan Station	Arrive Davis Station	Leave Davis Station	Arrive Sullivan Station	Arrive Assembly Row	Leave Assembly Row	Arrive Sullivan Station	Arrive Davis Station
6:30A	6:51A	6:58A	6:30A	6:34A	6:51A	7:35A	7:51A	7:56A	7:10A	7:13A	7:30A	10:30A	10:50A	10:57A	11:05A	11:09A	11:31A
7:05	7:26	7:33	7:05	7:09	7:31	8:25	8:41	8:46	8:00	8:03	8:20	11:40	12:00N	12:07P			
7:40	8:02	8:09	7:40	7:44	8:08	9:15	9:33	9:38	8:50	8:53	9:12				12:15P	12:19P	12:41P
8:15	8:39	8:46	8:15	8:19	8:43	10:15	10:35	10:42	9:45	9:48	10:08	12:50P	1:11	1:18	1:25	1:30	1:52
8:50	9:11	9:18	8:50	8:54	9:15	11:20	11:40	11:47	10:50	10:54	11:15	2:00	2:20	2:28	2:35	2:40	3:00
9:25	9:45	9:52	9:25	9:29	9:50				11:55	11:59	12:21P	3:10	3:30	3:38	3:45	3:50	4:10
10:00	10:20	10:27	10:30	10:34	10:55	12:30P	12:51P	12:58P				4:20	4:40	4:46	4:55	5:00	5:20
11:00	11:19	11:26	11:35	11:39	12:00N	1:40	2:01	2:09	1:05P	1:10P	1:32	5:30	5:48	5:54	6:05	6:10	6:30
						2:45	3:05	3:13	2:15	2:20	2:40	6:40	6:58	7:04			
12:05P	12:24P	12:31P	12:40P	12:44P	1:05	3:50	4:10	4:16	3:20	3:25	3:45						
1:10	1:29	1:36	1:45	1:49	2:10	4:50	5:08	5:14	4:20	4:25	4:45						
2:15	2:37	2:44	2:50	2:54	3:15	5:50	6:08	6:14	5:20	5:25	5:45						
3:20	3:42	3:49	3:25	3:29	3:50	6:50	7:06	7:12	6:20	6:25	6:45						
3:55	4:17	4:24	4:00	4:04	4:25	7:50	8:06	8:12	7:20	7:24	7:44						
4:30	4:52	4:59	4:35	4:40	5:01	8:50	9:06	9:12	8:20	8:24	8:42						
5:05	5:27	5:34	5:10	5:15	5:36	9:45	10:01	10:07	9:20	9:23	9:40						
5:40	6:02	6:09	5:45	5:50	6:11				10:15	10:18	10:35						
6:15	6:35	6:42	6:20	6:25	6:44												
6:50	7:08	7:15	6:55	6:59	7:18												
7:35	7:51	7:58	7:30	7:34	7:53												
8:35	8:51	8:58	8:05	8:09	8:28												
9:35	9:51	9:58	9:05	9:09	9:26												
			10:05	10:09	10:26												

Fare	Local Bus	Bus + Bus	Subway	Bus + Subway
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CharlieTicket	\$1.70	\$1.70	\$2.40	\$4.10*
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Student/Youth**	\$0.85	\$0.85	\$1.10	\$1.10
Senior/TAP***	\$0.85	\$0.85	\$1.10	\$1.10

**FREE FARES:** Children 11 and under ride free when accompanied by a paying customer; Blind Access CharlieCard holders ride free and if using a guide, the guide rides free.  
 \* Transfers Subway to Silver Line SL4 or SL5 pay \$2.40  
 \*\* Requires Student CharlieCard or Youth CharlieCard. Student CharlieCards available to students through participating middle and high schools. Youth CharlieCards available through community partners across Greater Boston.  
 \*\*\* Requires Senior/TAP CharlieCard, available to Medicare cardholders, seniors 65+, and persons with disabilities.

**Route 90  
Davis Station-Assembly Row**

**Holidays** Fall 2021/Winter 2022  
**Saturday**  
 Christmas Eve; NY Eve; MLK Day; President's Day  
**Sunday**  
 Labor Day; Thanksgiving; Christmas Day; NY Day

 All MBTA buses accessible to persons with disabilities

VEHICLE TRAVEL SPEED DATA

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Location : Somerville Avenue  
 Location : East of Park Street  
 City/State: Somerville, MA  
 Direction: WB,

90480001

1/13/2022	0 - 3	> 3 - 6	> 6 - 9	> 9 - 12	> 12 - 15	> 15 - 18	> 18 - 21	> 21 - 24	> 24 - 27	> 27 - 30	> 30 - 33	> 33 - 36	> 36 - 39	> 39	Total
Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	0	0	0	1	4	1	9	2	8	1	0	1	27
1:00	0	0	0	0	0	0	0	0	2	2	0	0	0	0	4
2:00	0	0	0	0	0	0	0	0	0	0	2	1	0	1	4
3:00	0	0	0	0	0	0	0	0	1	1	1	0	0	0	3
4:00	0	0	0	0	0	0	0	1	6	5	1	1	0	0	14
5:00	0	0	1	3	3	1	6	13	26	16	3	1	0	1	74
6:00	0	0	6	4	2	6	27	34	36	13	0	0	0	0	128
7:00	0	0	3	7	6	12	48	51	53	15	6	3	0	0	204
8:00	0	0	34	25	31	30	85	68	17	9	2	1	1	0	303
9:00	0	0	15	19	27	26	56	50	27	9	2	0	0	0	231
10:00	0	0	15	12	33	37	82	52	32	2	0	0	0	1	266
11:00	0	0	11	25	35	33	84	47	15	4	0	0	0	0	254
12:00 PM	0	0	25	16	30	37	74	56	36	5	1	0	0	0	280
1:00	0	0	19	15	24	20	69	63	43	16	4	0	1	2	276
2:00	0	0	19	16	27	40	65	82	35	12	4	0	1	0	301
3:00	0	0	34	45	49	55	69	59	39	7	3	1	0	0	361
4:00	0	0	15	26	31	56	75	89	41	10	4	0	0	0	347
5:00	0	0	40	35	68	54	78	76	26	1	1	0	0	0	379
6:00	0	0	34	25	55	75	101	47	29	8	1	0	1	0	376
7:00	0	0	14	11	15	21	58	91	37	7	1	0	0	0	255
8:00	0	0	3	9	8	20	59	39	37	16	2	0	0	0	193
9:00	0	0	7	6	8	10	26	41	30	16	2	0	0	0	146
10:00	0	0	2	1	3	2	3	22	33	14	6	2	2	0	90
11:00	0	0	1	0	2	0	3	5	27	5	4	0	0	0	47
<b>Total</b>	<b>0</b>	<b>0</b>	<b>298</b>	<b>300</b>	<b>457</b>	<b>536</b>	<b>1072</b>	<b>987</b>	<b>637</b>	<b>195</b>	<b>58</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>4563</b>

Percentile	15th	50th	85th	95th
Speed	12.9	19.8	24.8	27.2
Mean Speed (Average)	19.5			
10 MPH Pace Speed	17-26			
Number in Pace	2871			
Percent in Pace	62.9%			
Number > 21 MPH	1900			
Percent > 21 MPH	41.6%			

Location : Somerville Avenue  
 Location : East of Park Street  
 City/State: Somerville, MA  
 Direction: WB,

90480001

1/14/2022	0 - 3	> 3 - 6	> 6 - 9	> 9 - 12	> 12 - 15	> 15 - 18	> 18 - 21	> 21 - 24	> 24 - 27	> 27 - 30	> 30 - 33	> 33 - 36	> 36 - 39	> 39	Total
Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	1	0	1	1	2	9	12	7	3	1	0	1	38
1:00	0	0	0	0	0	0	0	0	2	3	4	0	0	0	9
2:00	0	0	0	1	0	0	0	1	3	1	0	1	0	0	7
3:00	0	0	0	1	0	0	0	1	2	4	1	1	1	0	11
4:00	0	0	0	0	0	0	0	3	4	3	1	1	1	0	13
5:00	0	0	0	2	1	2	3	12	17	14	4	2	0	1	58
6:00	0	0	3	5	8	8	22	37	30	13	4	0	0	0	130
7:00	0	0	20	11	8	22	34	39	42	20	2	2	0	0	200
8:00	0	0	14	20	21	26	63	74	31	9	0	1	0	0	259
9:00	0	0	13	17	30	25	74	61	38	12	1	0	0	0	271
10:00	0	0	14	15	32	48	52	44	28	11	1	1	0	1	247
11:00	0	0	1	8	23	32	84	71	29	11	2	0	0	0	261
12:00 PM	0	0	37	30	44	61	84	55	41	6	2	1	0	0	361
1:00	0	0	32	24	25	29	58	74	68	16	5	2	0	0	333
2:00	0	0	28	25	60	46	86	49	29	16	1	0	0	0	340
3:00	0	0	27	15	48	30	95	74	37	15	1	2	2	0	346
4:00	0	0	37	31	56	69	96	62	23	10	2	0	0	0	386
5:00	0	0	37	49	42	56	74	73	40	4	0	0	0	0	375
6:00	0	0	18	11	43	66	87	81	24	7	0	0	1	0	338
7:00	0	0	6	21	22	50	88	86	32	8	2	1	0	0	316
8:00	0	0	4	8	7	18	42	68	39	14	8	2	1	0	211
9:00	0	0	5	12	4	7	47	33	32	14	9	1	0	0	164
10:00	0	0	4	3	3	4	30	34	40	12	4	0	1	0	135
11:00	0	0	2	0	6	4	10	13	24	15	5	1	1	1	82
<b>Total</b>	<b>0</b>	<b>0</b>	<b>303</b>	<b>309</b>	<b>484</b>	<b>604</b>	<b>1131</b>	<b>1054</b>	<b>667</b>	<b>245</b>	<b>62</b>	<b>20</b>	<b>8</b>	<b>4</b>	<b>4891</b>

Percentile 15th 50th 85th 95th  
 Speed 12.9 19.8 24.8 27.9  
 Mean Speed (Average) 19.5  
 10 MPH Pace Speed 17-26  
 Number in Pace 3051  
 Percent in Pace 62.4%  
 Number > 21 MPH 2060  
 Percent > 21 MPH 42.1%

Location : Somerville Avenue  
 Location : East of Park Street  
 City/State: Somerville, MA  
 Direction: WB,

90480001

1/15/2022	0 - 3	> 3 - 6	> 6 - 9	> 9 - 12	> 12 - 15	> 15 - 18	> 18 - 21	> 21 - 24	> 24 - 27	> 27 - 30	> 30 - 33	> 33 - 36	> 36 - 39	> 39	Total
Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	4	2	2	0	2	13	23	13	6	1	1	0	67
1:00	0	0	0	1	2	1	2	3	17	12	6	1	2	1	48
2:00	0	0	0	0	0	0	0	2	2	2	4	1	1	0	12
3:00	0	0	1	0	0	1	0	0	2	1	2	0	1	0	8
4:00	0	0	0	0	0	0	1	3	2	3	1	1	0	0	11
5:00	0	0	0	1	0	2	2	2	7	7	1	0	0	0	22
6:00	0	0	0	2	0	4	7	7	10	8	6	0	0	0	44
7:00	0	0	2	0	3	5	14	16	31	17	10	1	0	1	100
8:00	0	0	2	6	4	9	28	37	38	24	8	2	1	0	159
9:00	0	0	2	5	14	15	31	60	67	26	10	2	0	0	232
10:00	0	0	8	13	19	10	53	68	69	19	7	2	0	0	268
11:00	0	0	10	16	17	26	74	83	40	25	4	0	0	0	295
12:00 PM	0	0	19	22	46	33	69	88	56	17	4	1	0	0	355
1:00	0	0	16	18	47	31	69	70	55	20	6	1	0	0	333
2:00	0	0	23	24	39	38	48	69	54	12	9	0	0	0	316
3:00	0	0	15	13	33	35	65	77	45	21	2	0	0	0	306
4:00	0	0	13	9	19	34	57	108	37	15	2	0	0	0	294
5:00	0	0	17	17	19	47	80	73	35	6	1	1	0	1	297
6:00	0	0	8	15	8	28	75	67	44	16	2	0	0	0	263
7:00	0	0	13	8	11	25	73	55	33	14	3	0	0	0	235
8:00	0	0	2	1	6	17	35	34	44	15	3	1	0	1	159
9:00	0	0	1	8	1	9	17	47	24	18	6	1	0	0	132
10:00	0	0	2	6	2	4	16	42	31	20	8	0	3	0	134
11:00	0	0	0	4	0	2	9	22	39	18	3	0	0	0	97
<b>Total</b>	<b>0</b>	<b>0</b>	<b>158</b>	<b>191</b>	<b>292</b>	<b>376</b>	<b>827</b>	<b>1046</b>	<b>805</b>	<b>349</b>	<b>114</b>	<b>16</b>	<b>9</b>	<b>4</b>	<b>4187</b>
				Percentile	15th	50th	85th	95th							
				Speed	14.8	21	26	29.1							
				Mean Speed (Average)	21.2										
				10 MPH Pace Speed	18-27										
				Number in Pace	2795										
				Percent in Pace	66.8%										
				Number > 21 MPH	2343										
				Percent > 21 MPH	56.0%										
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>759</b>	<b>800</b>	<b>1233</b>	<b>1516</b>	<b>3030</b>	<b>3087</b>	<b>2109</b>	<b>789</b>	<b>234</b>	<b>47</b>	<b>23</b>	<b>14</b>	<b>13641</b>
				Percentile	15th	50th	85th	95th							
				Speed	13.6	20.4	25.4	27.9							
				Mean Speed (Average)	20.0										
				10 MPH Pace Speed	17-26										
				Number in Pace	8712										
				Percent in Pace	63.9%										
				Number > 21 MPH	6303										
				Percent > 21 MPH	46.2%										

Location : Somerville Avenue  
 Location : East of Park Street  
 City/State: Somerville, MA  
 Direction: EB,

90480001

1/13/2022	0 - 3	> 3 - 6	> 6 - 9	> 9 - 12	> 12 - 15	> 15 - 18	> 18 - 21	> 21 - 24	> 24 - 27	> 27 - 30	> 30 - 33	> 33 - 36	> 36 - 39	> 39	Total
Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	1	1	0	0	5	4	8	8	4	4	1	2	38
1:00	0	0	0	1	0	0	4	2	13	5	3	4	1	0	33
2:00	0	0	0	0	0	0	4	1	2	3	3	0	0	0	13
3:00	0	0	0	4	2	1	2	2	1	0	1	0	1	0	14
4:00	0	0	0	0	2	1	1	2	6	7	5	1	4	3	32
5:00	0	0	0	3	6	8	6	10	19	11	12	3	1	2	81
6:00	0	0	5	15	29	10	33	48	66	27	12	1	0	0	246
7:00	0	0	7	34	58	66	99	84	67	24	6	2	2	0	449
8:00	0	0	16	60	98	82	131	92	46	13	7	1	0	0	546
9:00	0	0	10	20	41	67	102	64	25	12	6	0	0	0	347
10:00	0	0	10	24	50	65	153	54	27	3	1	0	0	0	387
11:00	0	0	12	10	54	82	137	54	9	1	0	0	1	0	360
12:00 PM	0	0	7	40	56	88	132	68	36	5	7	0	1	0	440
1:00	0	0	12	33	81	83	155	87	34	7	3	0	2	0	497
2:00	0	0	19	36	63	66	125	84	50	17	3	1	0	0	464
3:00	0	0	11	43	60	68	135	105	50	12	2	0	1	0	487
4:00	0	0	17	34	69	85	108	84	37	15	7	1	0	1	458
5:00	0	0	9	30	76	100	174	89	25	5	0	1	0	0	509
6:00	0	0	16	43	68	87	129	91	46	7	3	1	1	0	492
7:00	0	0	18	42	58	49	106	83	41	5	2	0	0	0	404
8:00	0	0	6	25	31	12	61	96	35	13	2	1	0	0	282
9:00	0	0	0	14	12	4	30	56	41	18	7	1	0	0	183
10:00	0	0	1	2	7	5	20	31	40	14	2	2	1	1	126
11:00	0	0	0	0	2	3	8	23	31	9	8	6	2	0	92
<b>Total</b>	<b>0</b>	<b>0</b>	<b>177</b>	<b>514</b>	<b>923</b>	<b>1032</b>	<b>1860</b>	<b>1314</b>	<b>755</b>	<b>241</b>	<b>106</b>	<b>30</b>	<b>19</b>	<b>9</b>	<b>6980</b>

Percentile 15th 50th 85th 95th  
 Speed 13.6 19.2 24.1 27.2  
 Mean Speed (Average) 19.3  
 10 MPH Pace Speed 14-23  
 Number in Pace 4501  
 Percent in Pace 64.5%  
 Number > 21 MPH 2474  
 Percent > 21 MPH 35.4%

Location : Somerville Avenue  
 Location : East of Park Street  
 City/State: Somerville, MA  
 Direction: EB,

90480001

1/14/2022	0 - 3	> 3 - 6	> 6 - 9	> 9 - 12	> 12 - 15	> 15 - 18	> 18 - 21	> 21 - 24	> 24 - 27	> 27 - 30	> 30 - 33	> 33 - 36	> 36 - 39	> 39	Total
Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	0	0	0	0	5	18	9	11	4	2	4	1	54
1:00	0	0	0	0	0	0	0	2	8	10	4	1	0	0	25
2:00	0	0	0	0	0	1	1	1	5	2	2	0	1	0	13
3:00	0	0	0	3	0	0	1	2	5	2	1	1	2	0	17
4:00	0	0	0	0	1	0	1	4	2	3	2	2	3	2	20
5:00	0	0	0	5	2	2	3	19	18	12	11	3	1	1	77
6:00	0	0	0	23	30	21	36	56	42	14	11	0	0	0	233
7:00	0	0	8	20	60	53	97	79	64	26	9	1	0	0	417
8:00	0	0	12	40	57	53	107	95	58	12	7	0	0	0	441
9:00	0	0	6	26	48	58	112	115	34	9	4	2	1	0	415
10:00	0	0	10	32	53	57	121	75	40	14	2	0	0	2	406
11:00	0	0	9	27	42	77	120	98	34	6	4	2	0	0	419
12:00 PM	0	0	12	41	60	54	114	98	55	17	3	1	0	1	456
1:00	0	0	14	27	47	67	140	98	52	16	10	0	0	1	472
2:00	0	0	19	39	59	79	129	102	50	14	5	2	1	0	499
3:00	0	0	5	31	71	65	157	112	69	13	1	2	1	0	527
4:00	0	0	12	51	68	66	137	96	53	6	5	0	1	0	495
5:00	0	0	17	61	59	94	148	78	43	11	1	2	0	1	515
6:00	0	0	13	39	69	70	154	103	35	6	0	1	0	0	490
7:00	0	0	19	46	34	62	139	71	35	17	4	0	0	0	427
8:00	0	0	5	19	29	23	97	90	50	11	4	1	2	0	331
9:00	0	0	3	11	5	8	42	52	41	14	5	1	0	0	182
10:00	0	0	0	8	12	4	17	30	36	11	2	2	0	1	123
11:00	0	0	1	15	6	6	7	24	32	20	10	3	0	0	124
Total	0	0	165	564	812	920	1885	1518	870	277	111	29	17	10	7178

Percentile	15th	50th	85th	95th
Speed	13.6	19.2	24.1	27.9
Mean Speed (Average)	19.7			
10 MPH Pace Speed	15-24			
Number in Pace	4611			
Percent in Pace	64.2%			
Number > 21 MPH	2832			
Percent > 21 MPH	39.5%			



Location : Somerville Avenue  
 Location : East of Park Street  
 City/State: Somerville, MA  
 Direction: Combined

90480001

1/13/2022	0 - 3	> 3 - 6	> 6 - 9	> 9 - 12	> 12 - 15	> 15 - 18	> 18 - 21	> 21 - 24	> 24 - 27	> 27 - 30	> 30 - 33	> 33 - 36	> 36 - 39	> 39	Total
Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	1	1	0	1	9	5	17	10	12	5	1	3	65
1:00	0	0	0	1	0	0	4	2	15	7	3	4	1	0	37
2:00	0	0	0	0	0	0	4	1	2	3	5	1	0	1	17
3:00	0	0	0	4	2	1	2	2	2	1	2	0	1	0	17
4:00	0	0	0	0	2	1	1	3	12	12	6	2	4	3	46
5:00	0	0	1	6	9	9	12	23	45	27	15	4	1	3	155
6:00	0	0	11	19	31	16	60	82	102	40	12	1	0	0	374
7:00	0	0	10	41	64	78	147	135	120	39	12	5	2	0	653
8:00	0	0	50	85	129	112	216	160	63	22	9	2	1	0	849
9:00	0	0	25	39	68	93	158	114	52	21	8	0	0	0	578
10:00	0	0	25	36	83	102	235	106	59	5	1	0	0	1	653
11:00	0	0	23	35	89	115	221	101	24	5	0	0	1	0	614
12:00 PM	0	0	32	56	86	125	206	124	72	10	8	0	1	0	720
1:00	0	0	31	48	105	103	224	150	77	23	7	0	3	2	773
2:00	0	0	38	52	90	106	190	166	85	29	7	1	1	0	765
3:00	0	0	45	88	109	123	204	164	89	19	5	1	1	0	848
4:00	0	0	32	60	100	141	183	173	78	25	11	1	0	1	805
5:00	0	0	49	65	144	154	252	165	51	6	1	1	0	0	888
6:00	0	0	50	68	123	162	230	138	75	15	4	1	2	0	868
7:00	0	0	32	53	73	70	164	174	78	12	3	0	0	0	659
8:00	0	0	9	34	39	32	120	135	72	29	4	1	0	0	475
9:00	0	0	7	20	20	14	56	97	71	34	9	1	0	0	329
10:00	0	0	3	3	10	7	23	53	73	28	8	4	3	1	216
11:00	0	0	1	0	4	3	11	28	58	14	12	6	2	0	139
Total	0	0	475	814	1380	1568	2932	2301	1392	436	164	41	25	15	11543

Percentile	15th	50th	85th	95th
Speed	12.9	19.2	24.1	27.2
Mean Speed (Average)	19.4			
10 MPH Pace Speed	15-24			
Number in Pace	7265			
Percent in Pace	62.9%			
Number > 21 MPH	4374			
Percent > 21 MPH	37.9%			





Location : Central Street  
 Location : North of Somerville Avenue  
 City/State: Somerville, MA  
 Direction: NB,

90480002

1/13/2022	0 - 3	> 3 - 6	> 6 - 9	> 9 - 12	> 12 - 15	> 15 - 18	> 18 - 21	> 21 - 24	> 24 - 27	> 27 - 30	> 30 - 33	> 33 - 36	> 36 - 39	> 39	Total
Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	0	1	4	6	11	4	1	0	0	0	0	0	27
1:00	0	0	0	0	1	4	2	1	0	0	0	0	0	0	8
2:00	0	0	0	0	1	3	3	1	0	0	0	0	0	0	8
3:00	0	0	0	1	1	0	1	0	0	0	0	0	0	0	3
4:00	0	0	0	0	2	1	3	0	0	0	0	0	0	0	6
5:00	0	0	0	2	4	8	2	3	1	1	0	0	0	0	21
6:00	0	0	3	8	14	36	18	4	0	0	0	0	0	0	83
7:00	0	0	6	12	27	41	20	3	0	0	0	0	0	0	109
8:00	1	2	4	19	44	65	27	3	0	0	0	0	0	0	165
9:00	0	0	6	16	38	71	29	2	1	0	1	0	0	0	164
10:00	0	0	3	14	37	63	35	9	1	0	0	0	0	0	162
11:00	0	1	4	13	41	71	42	8	1	0	0	0	0	0	181
12:00 PM	1	4	0	5	5	2	0	0	0	0	0	0	0	0	17
1:00	0	2	1	5	12	40	12	3	1	0	0	0	0	0	76
2:00	0	0	6	15	64	123	73	12	1	0	0	0	0	0	294
3:00	0	1	0	20	90	141	69	11	1	0	0	0	0	0	333
4:00	0	0	2	15	70	129	62	14	3	1	0	0	0	0	296
5:00	0	0	5	15	69	132	94	13	1	0	0	0	0	0	329
6:00	0	0	0	7	52	119	65	13	3	0	1	0	0	0	260
7:00	0	0	2	9	26	104	67	12	2	2	0	0	0	0	224
8:00	0	0	0	6	37	73	55	16	2	0	0	0	0	0	189
9:00	0	0	0	2	19	44	47	13	4	0	0	0	0	0	129
10:00	0	0	1	3	12	36	28	11	1	0	0	0	0	0	92
11:00	0	0	0	2	6	29	21	8	3	0	0	0	0	0	69
<b>Total</b>	<b>2</b>	<b>10</b>	<b>43</b>	<b>190</b>	<b>676</b>	<b>1341</b>	<b>786</b>	<b>164</b>	<b>27</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3245</b>

Percentile 15th 50th 85th 95th  
 Speed 13.5 16.5 19.3 21.2  
 Mean Speed (Average) 16.5  
 10 MPH Pace Speed 12-21  
 Number in Pace 2859  
 Percent in Pace 88.1%  
 Number > 21 MPH 197  
 Percent > 21 MPH 6.1%

Location : Central Street  
 Location : North of Somerville Avenue  
 City/State: Somerville, MA  
 Direction: NB,

90480002

1/14/2022	0 - 3	> 3 - 6	> 6 - 9	> 9 - 12	> 12 - 15	> 15 - 18	> 18 - 21	> 21 - 24	> 24 - 27	> 27 - 30	> 30 - 33	> 33 - 36	> 36 - 39	> 39	Total
Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	0	3	6	13	9	6	1	0	0	0	0	0	38
1:00	0	0	0	0	0	1	7	2	0	0	0	0	0	0	10
2:00	0	0	0	0	2	2	4	2	0	0	0	0	0	0	10
3:00	0	0	0	1	0	2	5	0	0	0	0	0	0	0	8
4:00	0	0	0	0	1	3	0	0	0	0	0	0	0	0	4
5:00	0	0	2	3	5	9	3	0	0	0	0	0	0	0	22
6:00	0	0	0	6	11	26	21	5	1	0	0	0	0	0	70
7:00	0	0	1	7	28	67	14	8	0	0	0	0	0	0	125
8:00	0	0	2	17	36	52	16	3	1	0	0	0	0	0	127
9:00	0	0	8	22	48	64	26	9	0	0	0	0	0	0	177
10:00	0	1	6	20	48	58	20	2	0	0	0	0	0	0	155
11:00	0	1	8	16	43	69	43	9	1	0	0	0	0	0	190
12:00 PM	0	0	3	12	64	107	62	13	0	0	0	0	0	0	261
1:00	0	0	3	25	46	128	59	14	2	0	0	0	0	0	277
2:00	0	0	3	11	52	131	77	19	5	0	0	0	0	0	298
3:00	0	0	3	11	64	139	84	16	1	0	0	0	0	0	318
4:00	0	0	2	15	54	149	81	21	1	1	0	0	0	0	324
5:00	0	1	3	21	72	166	65	10	3	0	0	0	0	0	341
6:00	0	2	2	15	51	121	90	11	1	1	0	0	0	0	294
7:00	0	0	2	20	50	110	52	17	3	1	1	0	0	0	256
8:00	0	0	2	12	23	71	37	16	2	0	0	0	0	0	163
9:00	0	0	4	11	12	43	34	13	2	0	1	0	0	0	120
10:00	0	0	0	3	14	42	27	6	3	0	0	0	0	0	95
11:00	0	0	1	2	8	40	24	2	1	0	0	0	0	0	78
<b>Total</b>	<b>0</b>	<b>5</b>	<b>55</b>	<b>253</b>	<b>738</b>	<b>1613</b>	<b>860</b>	<b>204</b>	<b>28</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3761</b>

Percentile	15th	50th	85th	95th
Speed	13.4	16.5	19.3	21.3
Mean Speed (Average)	16.5			
10 MPH Pace Speed	12-21			
Number in Pace	3281			
Percent in Pace	87.2%			
Number > 21 MPH	237			
Percent > 21 MPH	6.3%			

Location : Central Street  
 Location : North of Somerville Avenue  
 City/State: Somerville, MA  
 Direction: NB,

90480002

1/15/2022	0 - 3	> 3 - 6	> 6 - 9	> 9 - 12	> 12 - 15	> 15 - 18	> 18 - 21	> 21 - 24	> 24 - 27	> 27 - 30	> 30 - 33	> 33 - 36	> 36 - 39	> 39	Total
Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	0	3	9	20	19	10	1	0	0	0	0	0	62
1:00	0	0	0	0	11	13	14	9	3	0	0	0	0	0	50
2:00	0	0	0	0	1	6	2	2	1	0	0	0	0	0	12
3:00	0	0	0	1	2	2	2	0	1	0	0	0	0	0	8
4:00	0	0	0	1	0	0	4	0	0	0	0	0	0	0	5
5:00	0	0	0	0	2	3	0	2	0	1	0	0	0	0	8
6:00	0	0	0	2	2	6	10	2	0	0	0	0	0	0	22
7:00	0	0	0	0	2	20	16	4	0	0	0	0	0	0	42
8:00	0	0	0	4	19	35	20	9	0	0	0	0	0	0	87
9:00	0	0	3	11	17	62	43	8	2	0	0	0	0	0	146
10:00	0	0	1	16	24	75	52	6	3	2	0	0	0	0	179
11:00	0	0	5	19	39	92	69	10	3	0	0	0	0	0	237
12:00 PM	0	0	2	9	34	95	85	21	3	1	0	0	0	0	250
1:00	0	0	4	11	42	71	69	14	1	0	0	0	0	0	212
2:00	0	1	3	12	54	91	48	15	5	0	1	0	0	0	230
3:00	0	0	0	16	29	120	66	19	0	0	0	0	0	0	250
4:00	0	0	0	8	33	103	62	17	3	0	0	0	0	0	226
5:00	0	0	4	8	51	89	63	13	3	0	0	0	0	0	231
6:00	0	0	0	8	34	86	66	11	3	1	0	0	0	0	209
7:00	0	0	0	15	43	52	53	8	0	0	0	0	0	0	171
8:00	0	0	1	10	22	61	36	12	0	1	0	0	0	0	143
9:00	0	0	0	2	16	62	22	8	0	0	0	0	0	0	110
10:00	0	0	0	5	11	26	34	4	2	1	0	0	0	0	83
11:00	0	0	0	6	9	26	22	4	0	0	0	0	0	0	67
Total	0	1	23	167	506	1216	877	208	34	7	1	0	0	0	3040

Percentile 15th 50th 85th 95th  
 Speed 13.9 17 19.8 21.6  
 Mean Speed (Average) 17.1  
 10 MPH Pace Speed 12-21  
 Number in Pace 2667  
 Percent in Pace 87.7%  
 Number > 21 MPH 250  
 Percent > 21 MPH 8.2%

Grand Total	2	16	121	610	1920	4170	2523	576	89	14	5	0	0	0	10046
Stats	Percentile				15th	50th	85th	95th							
	Speed				13.6	16.6	19.4	21.4							
	Mean Speed (Average)				16.7										
	10 MPH Pace Speed				12-21										
	Number in Pace				8806										
	Percent in Pace				87.7%										
	Number > 21 MPH				684										
	Percent > 21 MPH				6.8%										

Location : Park Street  
 Location : South of Somerville Avenue  
 City/State: Somerville, MA  
 Direction: SB,

90480003

1/13/2022	0 - 3	> 3 - 6	> 6 - 9	> 9 - 12	> 12 - 15	> 15 - 18	> 18 - 21	> 21 - 24	> 24 - 27	> 27 - 30	> 30 - 33	> 33 - 36	> 36 - 39	> 39	Total
Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	0	0	0	0	2	4	0	2	0	0	0	0	8
1:00	0	0	0	0	0	0	0	1	4	1	0	0	0	0	6
2:00	0	0	0	0	0	0	0	2	0	2	0	0	0	0	4
3:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
4:00	0	0	0	0	0	0	2	4	0	1	0	0	0	0	7
5:00	0	0	0	0	1	1	5	11	12	2	1	0	0	0	33
6:00	0	0	0	0	0	4	14	19	19	6	2	0	0	0	64
7:00	0	0	1	0	1	5	25	31	31	9	3	0	0	0	106
8:00	0	0	2	3	5	3	25	37	19	10	4	1	1	0	110
9:00	0	0	0	0	0	6	14	33	14	8	1	0	0	0	76
10:00	0	0	0	1	0	4	31	27	25	9	1	1	0	0	99
11:00	0	0	1	0	4	7	18	24	20	12	3	0	0	0	89
12:00 PM	0	0	5	2	5	13	21	33	19	3	0	0	0	0	101
1:00	0	0	0	4	5	14	23	14	12	4	1	0	0	0	77
2:00	0	0	2	2	10	7	24	20	14	8	1	0	0	0	88
3:00	0	0	2	5	9	11	39	27	17	3	0	0	0	0	113
4:00	0	0	0	1	5	12	19	42	20	3	0	0	0	0	102
5:00	0	0	1	2	11	16	40	32	15	9	1	0	0	0	127
6:00	0	0	1	1	10	27	28	28	15	5	0	0	0	0	115
7:00	0	0	0	0	2	7	19	31	24	3	0	0	0	0	86
8:00	0	0	0	0	6	4	20	28	20	5	0	0	1	0	84
9:00	0	0	0	0	1	4	12	11	12	2	0	0	0	0	42
10:00	0	0	0	1	0	4	3	15	7	7	4	0	0	0	41
11:00	0	0	0	0	1	1	4	13	8	7	1	0	0	0	35
<b>Total</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>22</b>	<b>76</b>	<b>150</b>	<b>388</b>	<b>488</b>	<b>328</b>	<b>121</b>	<b>23</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1615</b>

Percentile 15th 50th 85th 95th  
 Speed 17.3 21.6 26 28.5  
 Mean Speed (Average) 21.8  
 10 MPH Pace Speed 17-26  
 Number in Pace 1248  
 Percent in Pace 77.3%  
 Number > 21 MPH 964  
 Percent > 21 MPH 59.7%

Location : Park Street  
 Location : South of Somerville Avenue  
 City/State: Somerville, MA  
 Direction: SB,

90480003

1/14/2022	0 - 3	> 3 - 6	> 6 - 9	> 9 - 12	> 12 - 15	> 15 - 18	> 18 - 21	> 21 - 24	> 24 - 27	> 27 - 30	> 30 - 33	> 33 - 36	> 36 - 39	> 39	Total
Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	0	0	2	1	7	2	1	1	1	0	0	0	15
1:00	0	0	0	0	0	1	2	3	0	0	0	0	0	0	6
2:00	0	0	0	0	0	0	0	1	3	2	0	0	0	0	6
3:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:00	0	0	0	0	0	0	2	2	1	5	0	0	0	0	10
5:00	0	0	0	0	0	1	2	5	12	5	0	0	0	0	25
6:00	0	0	0	1	1	1	22	19	16	9	2	1	0	0	72
7:00	0	0	0	2	4	3	18	38	20	10	3	0	0	0	98
8:00	0	0	0	0	3	8	25	32	21	6	3	0	0	0	98
9:00	0	0	2	0	2	3	24	24	21	1	2	0	0	0	79
10:00	0	0	1	3	8	6	24	26	13	6	1	1	0	0	89
11:00	0	0	0	0	7	11	34	24	11	7	2	0	1	0	97
12:00 PM	0	0	1	1	5	10	29	31	25	3	2	1	1	0	109
1:00	0	0	1	1	3	5	29	31	25	11	0	0	1	1	108
2:00	0	0	0	0	3	12	32	36	13	5	2	0	0	0	103
3:00	0	0	1	1	8	17	44	33	9	2	1	0	0	0	116
4:00	0	0	3	3	14	27	24	30	7	1	0	0	0	0	109
5:00	0	0	0	0	8	19	33	26	15	6	1	0	0	0	108
6:00	0	0	0	1	10	25	32	33	8	7	2	0	0	0	118
7:00	0	0	0	0	8	15	12	35	13	1	2	1	1	0	88
8:00	0	0	1	1	3	7	17	20	16	3	3	0	0	0	71
9:00	0	0	0	0	1	8	8	15	10	7	8	0	0	0	57
10:00	0	0	0	0	3	1	15	21	11	2	3	0	0	0	56
11:00	0	0	0	0	0	1	5	9	11	1	2	0	0	0	29
Total	0	0	10	14	93	182	440	497	282	101	40	4	4	1	1668

Percentile 15th 50th 85th 95th  
 Speed 17.3 21.6 25.4 28.5  
 Mean Speed (Average) 21.6  
 10 MPH Pace Speed 17-26  
 Number in Pace 1276  
 Percent in Pace 76.5%  
 Number > 21 MPH 929  
 Percent > 21 MPH 55.7%

Location : Park Street  
 Location : South of Somerville Avenue  
 City/State: Somerville, MA  
 Direction: SB,

90480003

1/15/2022	0 - 3	> 3 - 6	> 6 - 9	> 9 - 12	> 12 - 15	> 15 - 18	> 18 - 21	> 21 - 24	> 24 - 27	> 27 - 30	> 30 - 33	> 33 - 36	> 36 - 39	> 39	Total
Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	0	1	1	4	6	14	6	6	0	0	0	0	38
1:00	0	0	0	0	0	0	3	5	9	2	2	0	0	0	21
2:00	0	0	0	1	0	0	1	2	1	2	0	0	1	0	8
3:00	0	0	0	0	0	0	1	1	3	3	1	0	0	0	9
4:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3
5:00	0	0	0	0	0	1	0	5	4	1	3	0	0	0	14
6:00	0	0	0	0	0	0	2	8	6	3	0	0	0	0	19
7:00	0	0	0	1	0	1	2	11	11	8	0	0	0	0	34
8:00	0	0	0	0	2	3	10	16	18	2	1	1	1	0	54
9:00	0	0	0	0	2	6	30	26	26	9	0	1	1	0	101
10:00	0	0	0	0	0	3	20	39	28	13	0	0	0	0	103
11:00	0	0	0	1	0	3	23	33	37	6	2	1	0	0	106
12:00 PM	0	0	3	2	8	14	29	44	24	8	1	1	0	0	134
1:00	0	0	0	0	2	6	34	57	39	12	0	0	0	0	150
2:00	0	0	1	1	5	12	42	49	22	9	2	0	1	0	144
3:00	0	0	3	5	5	6	25	38	19	10	0	0	1	0	112
4:00	0	0	1	2	0	12	27	53	23	7	2	0	0	0	127
5:00	0	0	0	0	1	5	25	45	19	12	5	0	1	0	113
6:00	0	0	3	1	1	7	17	49	19	7	4	0	0	0	108
7:00	0	0	0	0	4	3	22	25	19	4	1	1	0	0	79
8:00	0	0	0	1	4	6	17	26	13	6	0	0	0	0	73
9:00	0	0	0	1	2	3	13	14	15	2	1	0	0	0	51
10:00	0	0	0	0	1	3	10	12	17	3	3	1	0	0	50
11:00	0	0	0	0	0	3	5	9	17	1	0	0	0	0	35
<b>Total</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>17</b>	<b>38</b>	<b>101</b>	<b>364</b>	<b>581</b>	<b>397</b>	<b>137</b>	<b>28</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>1686</b>
				Percentile	15th	50th	85th	95th							
				Speed	18.5	22.3	26	28.5							
				Mean Speed (Average)	22.6										
				10 MPH Pace Speed	18-27										
				Number in Pace	1386										
				Percent in Pace	82.2%										
				Number > 21 MPH	1155										
				Percent > 21 MPH	68.5%										
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>53</b>	<b>207</b>	<b>433</b>	<b>1192</b>	<b>1566</b>	<b>1007</b>	<b>359</b>	<b>91</b>	<b>12</b>	<b>12</b>	<b>1</b>	<b>4969</b>
				Percentile	15th	50th	85th	95th							
				Speed	17.9	21.6	26	28.5							
				Mean Speed (Average)	22.0										
				10 MPH Pace Speed	17-26										
				Number in Pace	3890										
				Percent in Pace	78.3%										
				Number > 21 MPH	3048										
				Percent > 21 MPH	61.3%										

Location : Park Street  
 Location : South of Somerville Avenue  
 City/State: Somerville, MA  
 Direction: NB,

90480003

1/13/2022	0 - 3	> 3 - 6	> 6 - 9	> 9 - 12	> 12 - 15	> 15 - 18	> 18 - 21	> 21 - 24	> 24 - 27	> 27 - 30	> 30 - 33	> 33 - 36	> 36 - 39	> 39	Total
Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	0	0	0	1	3	11	14	6	0	1	0	0	36
1:00	0	0	0	0	0	1	6	6	8	1	1	0	1	0	24
2:00	0	0	0	0	0	0	1	4	5	2	1	0	0	0	13
3:00	0	0	0	0	1	0	0	0	2	1	0	1	0	0	5
4:00	0	0	0	0	0	1	2	0	1	3	0	0	0	0	7
5:00	0	0	0	1	1	1	6	5	8	1	2	0	1	0	26
6:00	0	0	2	0	5	11	13	20	15	7	1	2	0	0	76
7:00	0	0	7	15	20	23	42	23	20	5	2	1	0	0	158
8:00	0	0	7	12	29	30	52	24	14	7	3	0	1	1	180
9:00	0	0	4	14	23	12	44	27	18	9	2	0	0	1	154
10:00	0	0	11	13	26	21	41	27	18	7	1	1	0	0	166
11:00	0	0	16	27	36	38	51	35	9	4	1	0	0	0	217
12:00 PM	0	0	35	31	46	35	49	24	13	6	2	1	0	0	242
1:00	0	0	26	31	58	47	41	31	7	5	0	1	0	0	247
2:00	0	0	45	45	67	34	63	34	14	5	2	0	0	0	309
3:00	0	0	68	64	95	85	41	8	8	1	0	0	0	0	370
4:00	0	0	51	85	79	39	23	14	6	0	1	0	0	0	298
5:00	0	0	71	77	115	49	45	8	2	0	1	0	0	0	368
6:00	0	0	60	63	79	59	38	14	10	4	0	0	0	0	327
7:00	0	0	25	32	38	34	62	34	21	8	0	0	0	0	254
8:00	0	0	15	22	22	40	54	28	15	3	2	0	0	0	201
9:00	0	0	6	2	11	14	39	34	20	6	2	2	0	0	136
10:00	0	0	0	1	11	11	32	22	21	8	2	1	0	0	109
11:00	0	0	1	0	6	11	23	18	12	7	2	0	0	0	80
<b>Total</b>	<b>0</b>	<b>0</b>	<b>450</b>	<b>535</b>	<b>768</b>	<b>597</b>	<b>771</b>	<b>451</b>	<b>281</b>	<b>106</b>	<b>28</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>4003</b>

Percentile	15th	50th	85th	95th
Speed	9.8	16.1	22.9	26
Mean Speed (Average)	16.6			
10 MPH Pace Speed	11-20			
Number in Pace	2306			
Percent in Pace	57.6%			
Number > 21 MPH	882			
Percent > 21 MPH	22.0%			

Location : Park Street  
 Location : South of Somerville Avenue  
 City/State: Somerville, MA  
 Direction: NB,

90480003

1/14/2022	0 - 3	> 3 - 6	> 6 - 9	> 9 - 12	> 12 - 15	> 15 - 18	> 18 - 21	> 21 - 24	> 24 - 27	> 27 - 30	> 30 - 33	> 33 - 36	> 36 - 39	> 39	Total
Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	0	0	2	3	8	13	6	0	2	2	0	0	36
1:00	0	0	0	0	0	1	1	2	4	1	0	0	0	0	9
2:00	0	0	0	2	1	0	2	1	11	2	0	0	0	0	19
3:00	0	0	0	0	0	1	1	1	2	1	0	0	0	0	6
4:00	0	0	0	0	0	0	3	1	1	0	0	0	0	0	5
5:00	0	0	0	0	0	3	5	6	7	5	0	0	0	0	26
6:00	0	0	0	4	4	9	20	20	10	3	1	2	0	0	73
7:00	0	0	9	13	25	23	33	25	14	4	0	1	0	0	147
8:00	0	0	19	25	31	32	36	25	21	1	5	0	0	0	195
9:00	0	0	13	19	29	31	44	29	13	1	0	0	0	0	179
10:00	0	0	23	19	27	36	37	26	9	7	0	0	0	0	184
11:00	0	0	16	25	34	28	66	25	14	3	1	0	0	0	212
12:00 PM	0	0	38	37	46	45	53	25	16	4	0	0	0	1	265
1:00	0	0	32	47	54	32	48	33	19	5	3	0	0	0	273
2:00	0	0	57	52	73	41	54	38	10	2	2	0	0	0	329
3:00	0	0	72	87	109	83	36	13	7	0	1	0	1	0	409
4:00	0	0	73	94	98	50	36	12	2	2	0	0	0	1	368
5:00	0	0	72	76	98	55	47	13	5	3	1	0	0	0	370
6:00	0	0	37	55	79	62	39	25	12	3	0	0	0	0	312
7:00	0	0	21	41	54	44	52	29	14	1	1	1	0	0	258
8:00	0	0	13	31	46	35	39	29	18	6	1	0	0	0	218
9:00	0	0	7	9	14	19	39	40	21	5	2	1	0	0	157
10:00	0	0	2	6	5	11	28	24	20	3	3	0	0	0	102
11:00	0	0	2	3	7	8	34	25	17	4	1	0	1	0	102
Total	0	0	506	645	836	652	761	480	273	66	24	7	2	2	4254

Percentile 15th 50th 85th 95th  
 Speed 9.8 15.4 21.6 24.8  
 Mean Speed (Average) 16.1  
 10 MPH Pace Speed 11-20  
 Number in Pace 2460  
 Percent in Pace 57.8%  
 Number > 21 MPH 854  
 Percent > 21 MPH 20.1%



Location : Park Street  
 Location : South of Somerville Avenue  
 City/State: Somerville, MA  
 Direction: Combined

90480003

1/13/2022	0 - 3	> 3 - 6	> 6 - 9	> 9 - 12	> 12 - 15	> 15 - 18	> 18 - 21	> 21 - 24	> 24 - 27	> 27 - 30	> 30 - 33	> 33 - 36	> 36 - 39	> 39	Total
Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	0	0	0	1	5	15	14	8	0	1	0	0	44
1:00	0	0	0	0	0	1	6	7	12	2	1	0	1	0	30
2:00	0	0	0	0	0	0	1	6	5	4	1	0	0	0	17
3:00	0	0	0	0	1	0	0	1	3	1	0	1	0	0	7
4:00	0	0	0	0	0	1	4	4	1	4	0	0	0	0	14
5:00	0	0	0	1	2	2	11	16	20	3	3	0	1	0	59
6:00	0	0	2	0	5	15	27	39	34	13	3	2	0	0	140
7:00	0	0	8	15	21	28	67	54	51	14	5	1	0	0	264
8:00	0	0	9	15	34	33	77	61	33	17	7	1	2	1	290
9:00	0	0	4	14	23	18	58	60	32	17	3	0	0	1	230
10:00	0	0	11	14	26	25	72	54	43	16	2	2	0	0	265
11:00	0	0	17	27	40	45	69	59	29	16	4	0	0	0	306
12:00 PM	0	0	40	33	51	48	70	57	32	9	2	1	0	0	343
1:00	0	0	26	35	63	61	64	45	19	9	1	1	0	0	324
2:00	0	0	47	47	77	41	87	54	28	13	3	0	0	0	397
3:00	0	0	70	69	104	96	80	35	25	4	0	0	0	0	483
4:00	0	0	51	86	84	51	42	56	26	3	1	0	0	0	400
5:00	0	0	72	79	126	65	85	40	17	9	2	0	0	0	495
6:00	0	0	61	64	89	86	66	42	25	9	0	0	0	0	442
7:00	0	0	25	32	40	41	81	65	45	11	0	0	0	0	340
8:00	0	0	15	22	28	44	74	56	35	8	2	0	1	0	285
9:00	0	0	6	2	12	18	51	45	32	8	2	2	0	0	178
10:00	0	0	0	2	11	15	35	37	28	15	6	1	0	0	150
11:00	0	0	1	0	7	12	27	31	20	14	3	0	0	0	115
<b>Total</b>	<b>0</b>	<b>0</b>	<b>465</b>	<b>557</b>	<b>844</b>	<b>747</b>	<b>1159</b>	<b>939</b>	<b>609</b>	<b>227</b>	<b>51</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>5618</b>

Percentile 15th 50th 85th 95th  
 Speed 11.1 17.9 24.1 27.2  
 Mean Speed (Average) 18.1  
 10 MPH Pace Speed 14-23  
 Number in Pace 3123  
 Percent in Pace 55.6%  
 Number > 21 MPH 1846  
 Percent > 21 MPH 32.9%

Location : Park Street  
 Location : South of Somerville Avenue  
 City/State: Somerville, MA  
 Direction: Combined

90480003

1/14/2022	0 - 3	> 3 - 6	> 6 - 9	> 9 - 12	> 12 - 15	> 15 - 18	> 18 - 21	> 21 - 24	> 24 - 27	> 27 - 30	> 30 - 33	> 33 - 36	> 36 - 39	> 39	Total
Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	0	0	4	4	15	15	7	1	3	2	0	0	51
1:00	0	0	0	0	0	2	3	5	4	1	0	0	0	0	15
2:00	0	0	0	2	1	0	2	2	14	4	0	0	0	0	25
3:00	0	0	0	0	0	1	1	2	2	1	0	0	0	0	7
4:00	0	0	0	0	0	0	5	3	2	5	0	0	0	0	15
5:00	0	0	0	0	0	4	7	11	19	10	0	0	0	0	51
6:00	0	0	0	5	5	10	42	39	26	12	3	3	0	0	145
7:00	0	0	9	15	29	26	51	63	34	14	3	1	0	0	245
8:00	0	0	19	25	34	40	61	57	42	7	8	0	0	0	293
9:00	0	0	15	19	31	34	68	53	34	2	2	0	0	0	258
10:00	0	0	24	22	35	42	61	52	22	13	1	1	0	0	273
11:00	0	0	16	25	41	39	100	49	25	10	3	0	1	0	309
12:00 PM	0	0	39	38	51	55	82	56	41	7	2	1	1	1	374
1:00	0	0	33	48	57	37	77	64	44	16	3	0	1	1	381
2:00	0	0	57	52	76	53	86	74	23	7	4	0	0	0	432
3:00	0	0	73	88	117	100	80	46	16	2	2	0	1	0	525
4:00	0	0	76	97	112	77	60	42	9	3	0	0	0	1	477
5:00	0	0	72	76	106	74	80	39	20	9	2	0	0	0	478
6:00	0	0	37	56	89	87	71	58	20	10	2	0	0	0	430
7:00	0	0	21	41	62	59	64	64	27	2	3	2	1	0	346
8:00	0	0	14	32	49	42	56	49	34	9	4	0	0	0	289
9:00	0	0	7	9	15	27	47	55	31	12	10	1	0	0	214
10:00	0	0	2	6	8	12	43	45	31	5	6	0	0	0	158
11:00	0	0	2	3	7	9	39	34	28	5	3	0	1	0	131
<b>Total</b>	<b>0</b>	<b>0</b>	<b>516</b>	<b>659</b>	<b>929</b>	<b>834</b>	<b>1201</b>	<b>977</b>	<b>555</b>	<b>167</b>	<b>64</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>5922</b>

Percentile 15th 50th 85th 95th  
 Speed 11.1 17.9 23.5 26.6  
 Mean Speed (Average) 17.7  
 10 MPH Pace Speed 14-23  
 Number in Pace 3320  
 Percent in Pace 56.1%  
 Number > 21 MPH 1783  
 Percent > 21 MPH 30.1%



MASSDOT CRASH RATE WORKSHEETS AND HIGH CRASH LOCATION MAPPING



## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN :           Somerville                COUNT DATE :           Jan-22          

DISTRICT :       4            UNSIGNALIZED :       SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET :           Somerville Avenue          

MINOR STREET(S) :           Central Street          

**INTERSECTION  
 DIAGRAM  
 (Label Approaches)**



**PEAK HOUR VOLUMES**

APPROACH :	1	2	3	4	5	<b>Total Peak Hourly Approach Volume</b>
DIRECTION :	NB	SB	EB	WB		
PEAK HOURLY VOLUMES (PM) :	33	0	552	921		<b>1,506</b>

" K " FACTOR :       INTERSECTION ADT ( V ) = TOTAL DAILY APPROACH VOLUME :

TOTAL # OF CRASHES :       # OF YEARS :       AVERAGE # OF CRASHES PER YEAR ( A ) :

**CRASH RATE CALCULATION :**            RATE =  $\frac{( A * 1,000,000 )}{( V * 365 )}$

Comments :           Below Statewide and District Crash Rates            
 Project Title & Date:           Proposed Marijuana Dispensary

## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN :           Somerville                COUNT DATE :           Jan-22          

DISTRICT :       4            UNSIGNALIZED :       SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET :           Somerville Avenue          

MINOR STREET(S) :           Park Street          

**INTERSECTION  
 DIAGRAM**  
 (Label Approaches)



**PEAK HOUR VOLUMES**

APPROACH :	1	2	3	4	5	<b>Total Peak Hourly Approach Volume</b>
DIRECTION :	NB	SB	EB	WB		
PEAK HOURLY VOLUMES (PM) :	462	10	455	622		<b>1,549</b>

" K " FACTOR :       INTERSECTION ADT ( V ) = TOTAL DAILY APPROACH VOLUME :

TOTAL # OF CRASHES :       # OF YEARS :       AVERAGE # OF CRASHES PER YEAR ( A ) :

**CRASH RATE CALCULATION :**            RATE =  $\frac{( A * 1,000,000 )}{( V * 365 )}$

Comments :           Below Statewide and District Crash Rates            
 Project Title & Date:           Proposed Marijuana Dispensary

## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN :           Somerville                COUNT DATE :           Jan-22          

DISTRICT :       4            UNSIGNALIZED :       SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET :           Somerville Avenue          

MINOR STREET(S) :           Properzi Way          

**INTERSECTION  
 DIAGRAM  
 (Label Approaches)**



**PEAK HOUR VOLUMES**

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	EB	WB			
PEAK HOURLY VOLUMES (PM) :	55	515	524			<b>1,094</b>

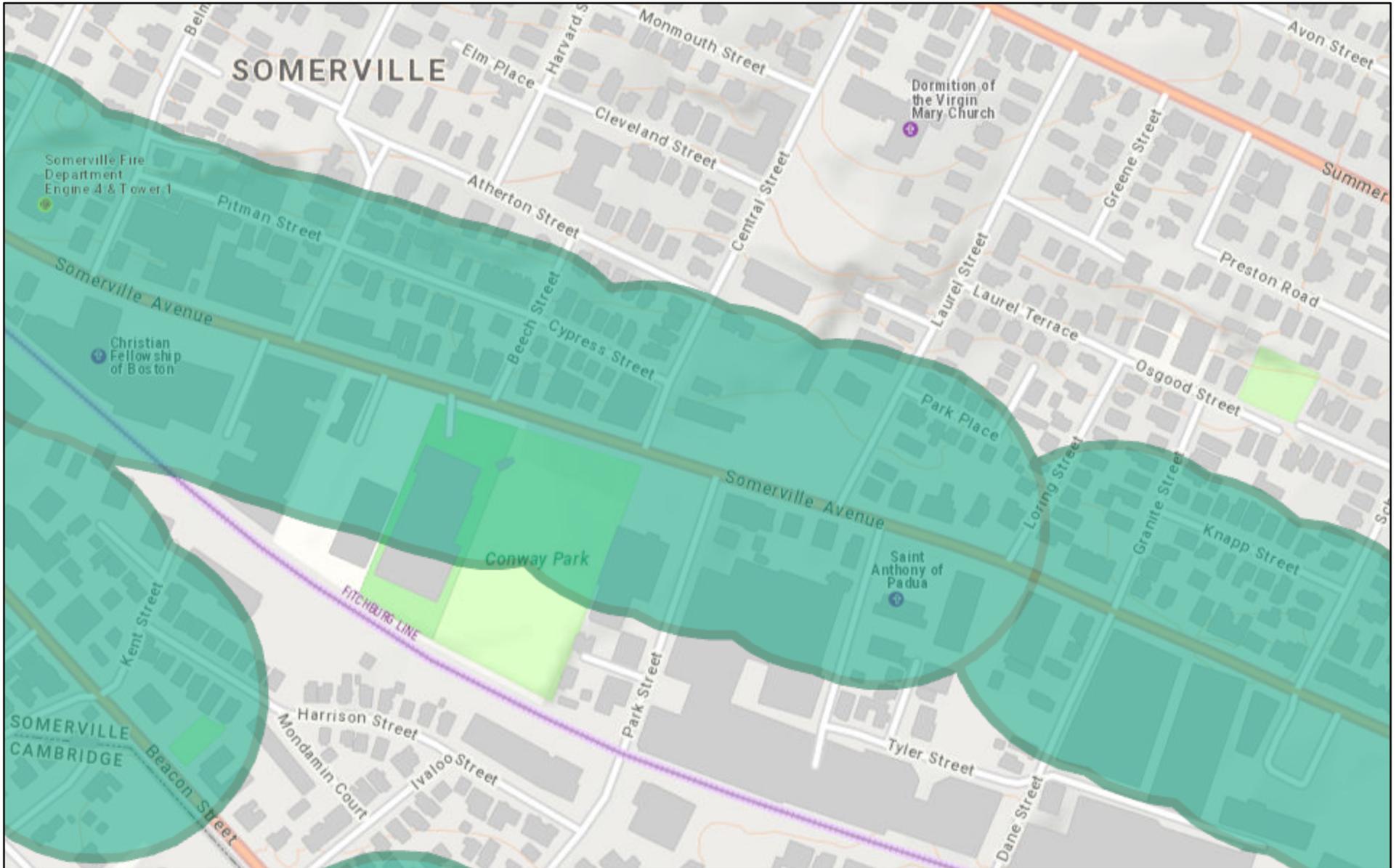
" K " FACTOR :       INTERSECTION ADT ( V ) = TOTAL DAILY APPROACH VOLUME :

TOTAL # OF CRASHES :       # OF YEARS :       AVERAGE # OF CRASHES PER YEAR ( A ) :

**CRASH RATE CALCULATION :**            RATE =  $\frac{( A * 1,000,000 )}{( V * 365 )}$

Comments :           Below Statewide and District Crash Rates            
 Project Title & Date:           Proposed Marijuana Dispensary

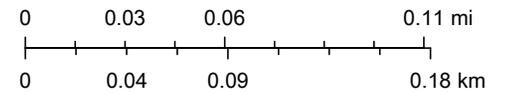
# MassDOT Top Crash Locations



3/1/2022, 2:30:43 PM

 2010-2019 HSIP Bicycle Cluster

1:4,514



MassGIS

MassDOT  
MassGIS |

GENERAL BACKGROUND TRAFFIC GROWTH

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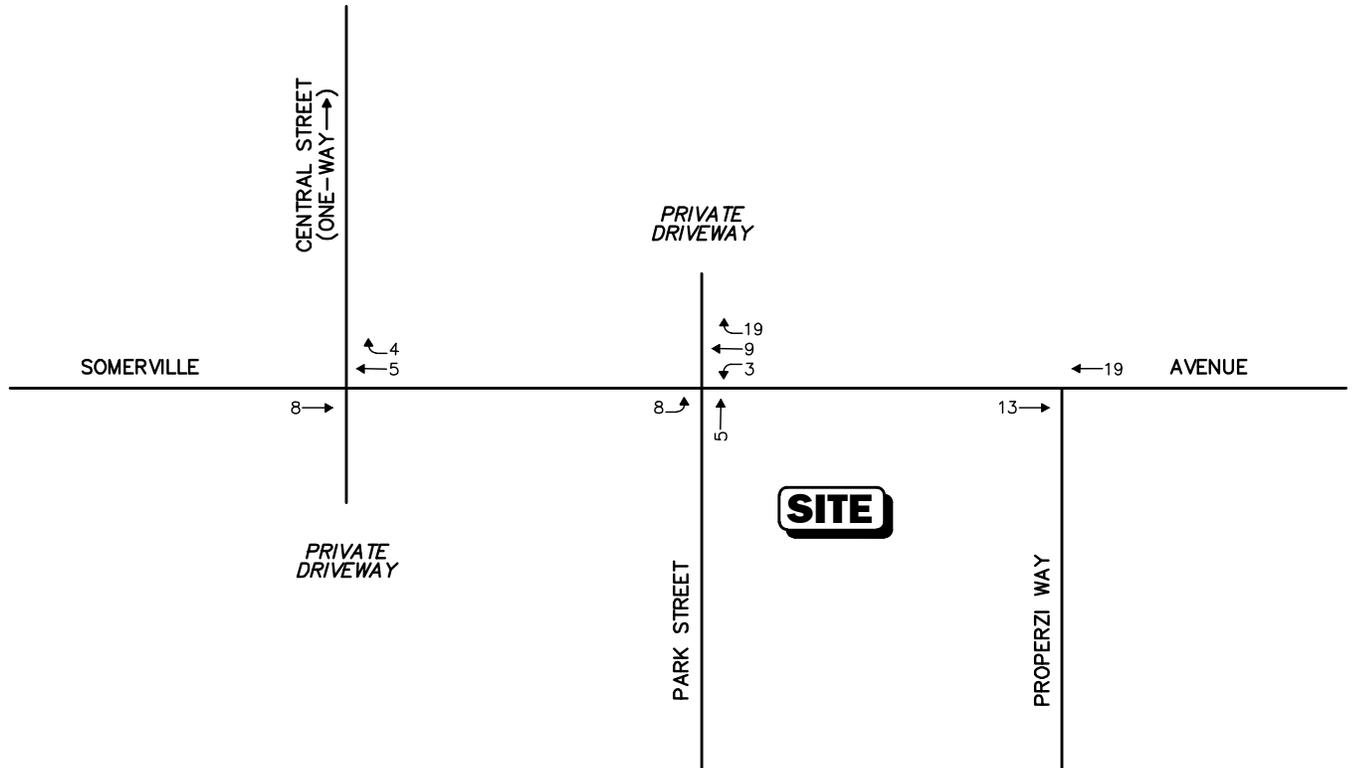


**General Background Traffic Growth - Daily Traffic Volumes**

<b>CITY/TOWN</b>	<b>ROUTE/STREET</b>	<b>LOCATION</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>Annual Growth Rate</b>
Somerville	Broadway	West of Medford Street	19,295	19,102	19,011	18,902	19,083	19,675	17,931	19,043	19,367	19,425	19,347	<b>0.10%</b>
Somerville	Interstate 93	at the Medford City Line		141,712				144,076	148,021	152,241	151,784	155,803	147,366	<b>0.77%</b>
Somerville	Mystic Valley Parkway	at the Medford City Line									12,657	12,695	12,644	<b>-0.05%</b>
Somerville	McGrath Highway	at the Medford City Line								62,672	63,361	64,248	64,505	<b>1.00%</b>
Somerville	Prospect Street	North of Somerville Avenue			31,000	21,014	21,238	22,406	22,652	22,946	23,198	23,523	23,617	<b>-1.01%</b>
														<b>0.16%</b>

BACKGROUND DEVELOPMENT TRAFFIC-VOLUME NETWORKS

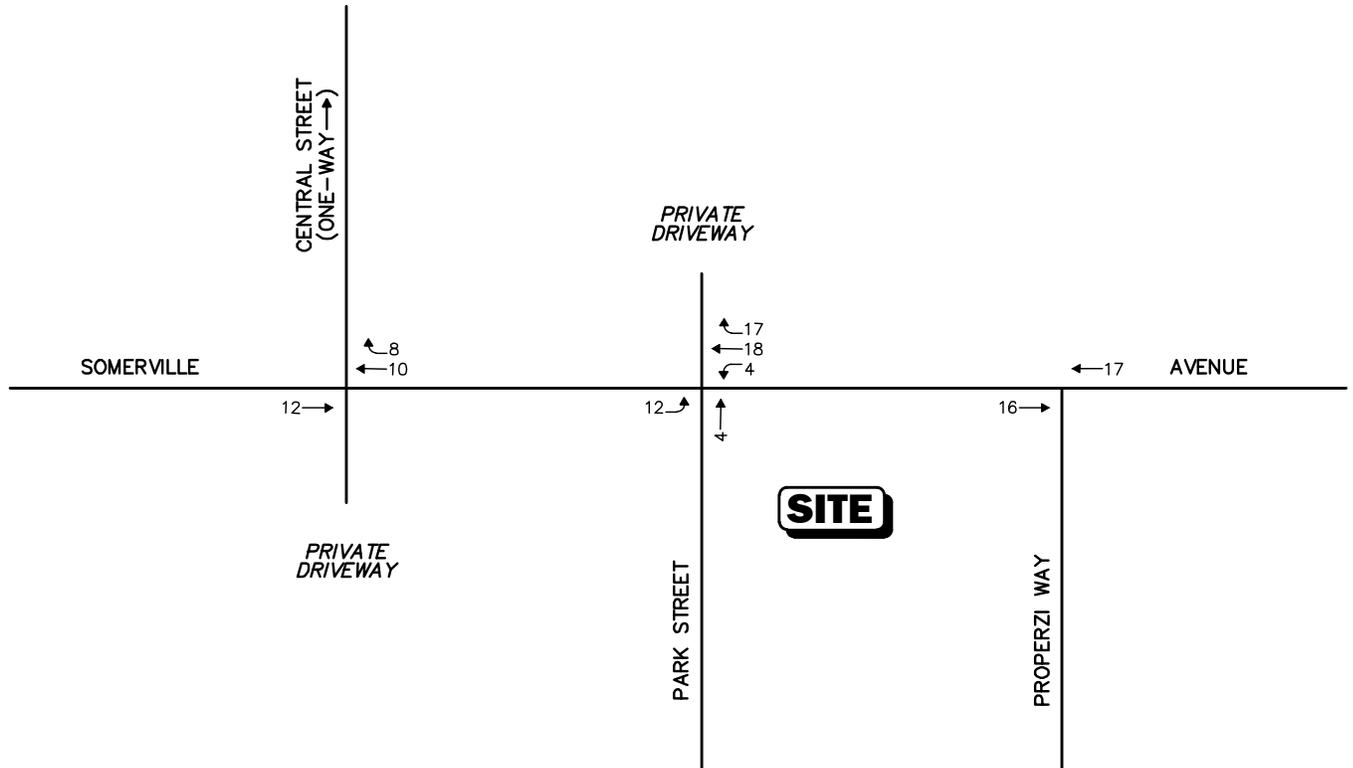




Not To Scale **Figure A-1**



**Proposed Hotel  
Weekday Morning  
Peak-Hour Traffic Volumes**

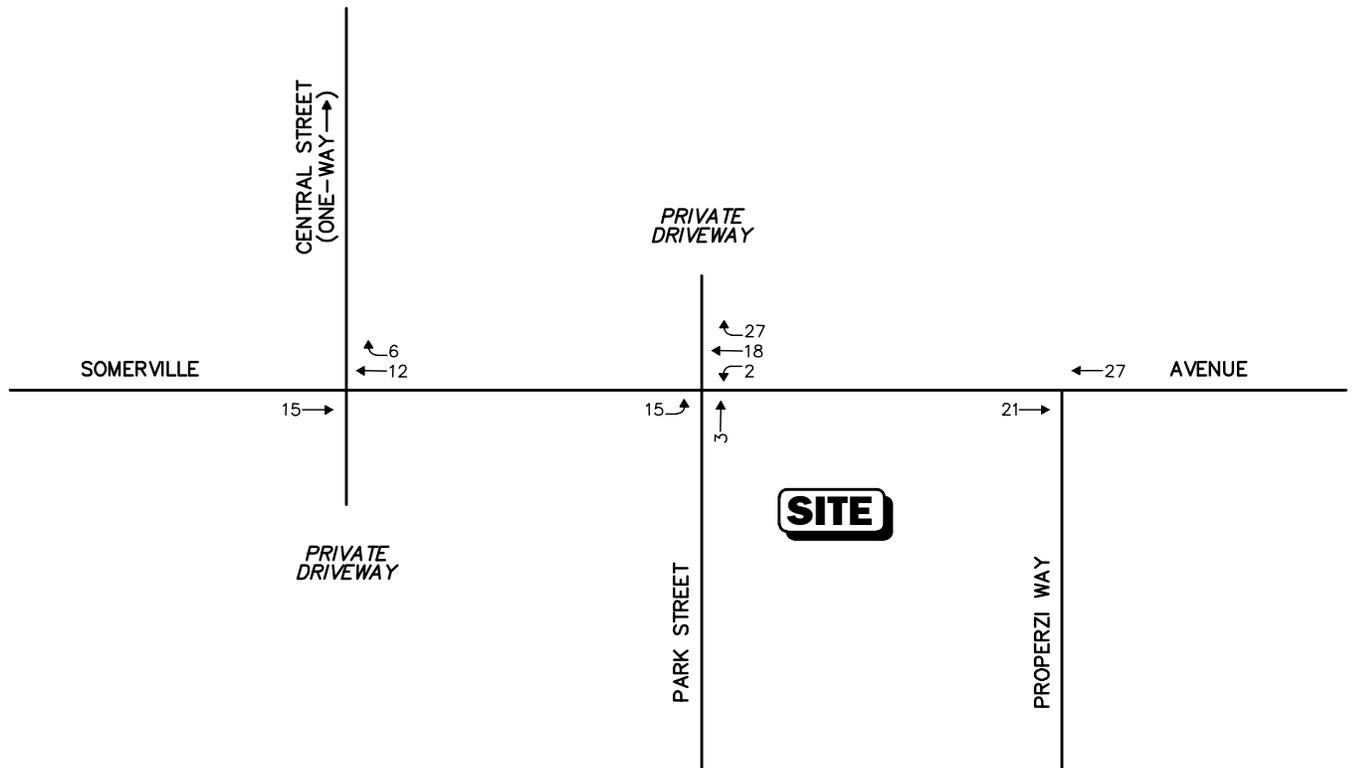


 Not To Scale

Figure A-2



Proposed Hotel  
Weekday Evening  
Peak-Hour Traffic Volumes



 Not To Scale

Figure A-3



Proposed Hotel  
Saturday Midday  
Peak-Hour Traffic Volumes

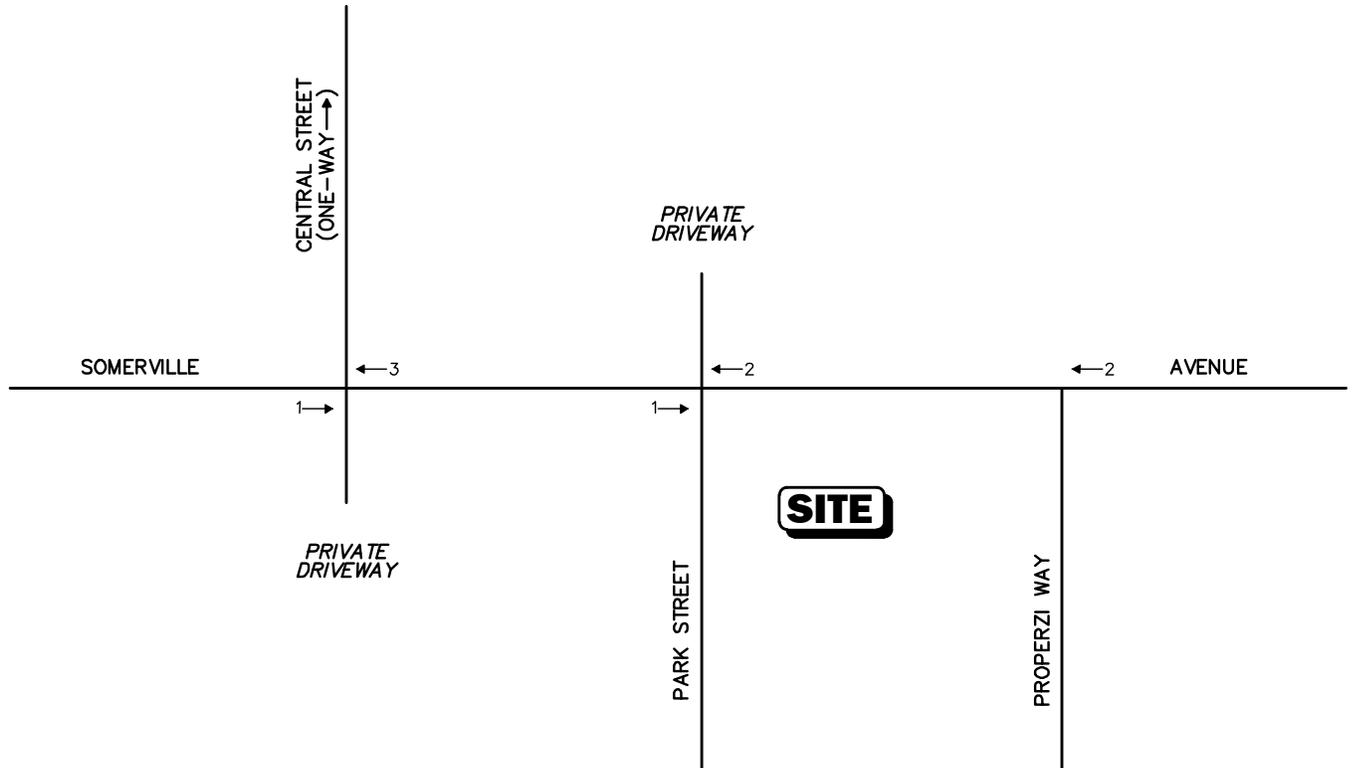
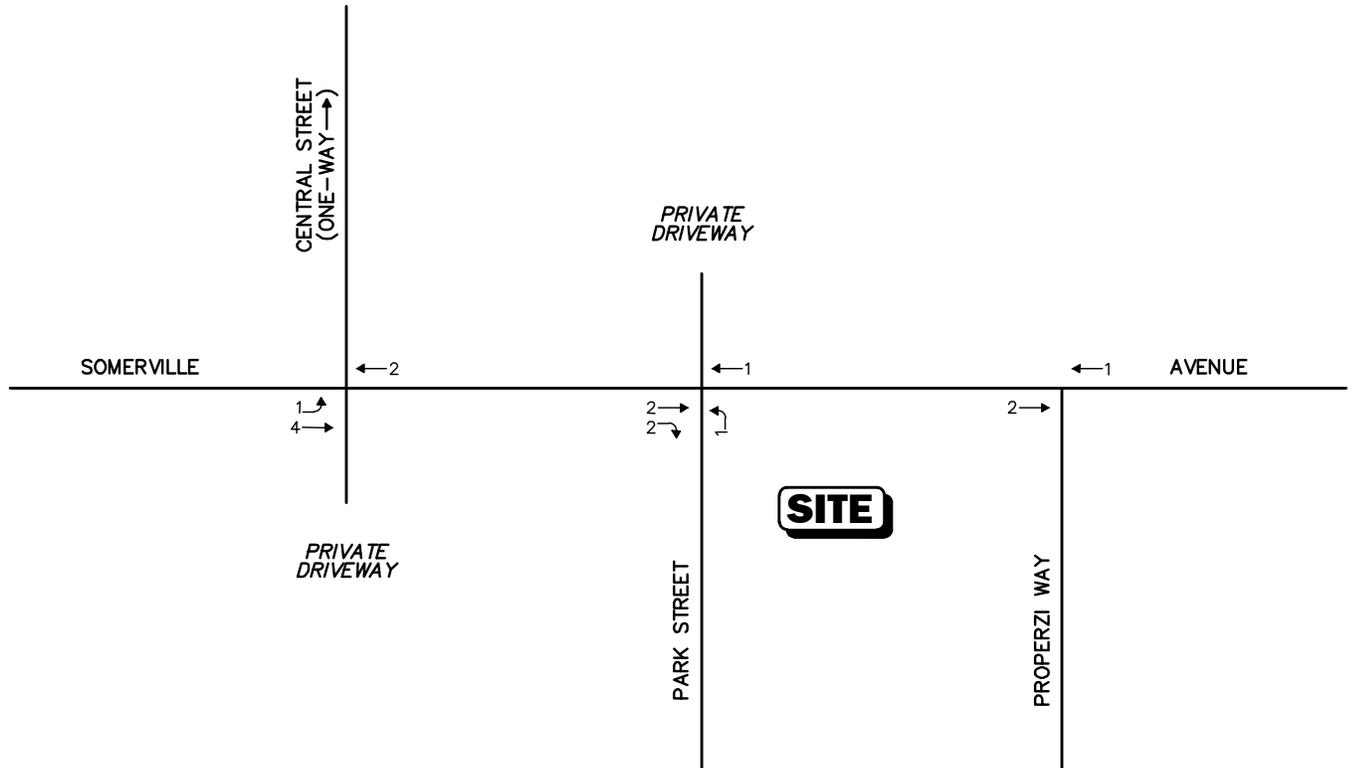


Figure A-4



Proposed Laboratory  
Weekday Morning  
Peak-Hour Traffic Volumes



Not To Scale **Figure A-5**



**Proposed Laboratory  
Weekday Evening  
Peak-Hour Traffic Volumes**

R:\9048\9048NT1.dwg, 2/28/2022 2:25:37 PM

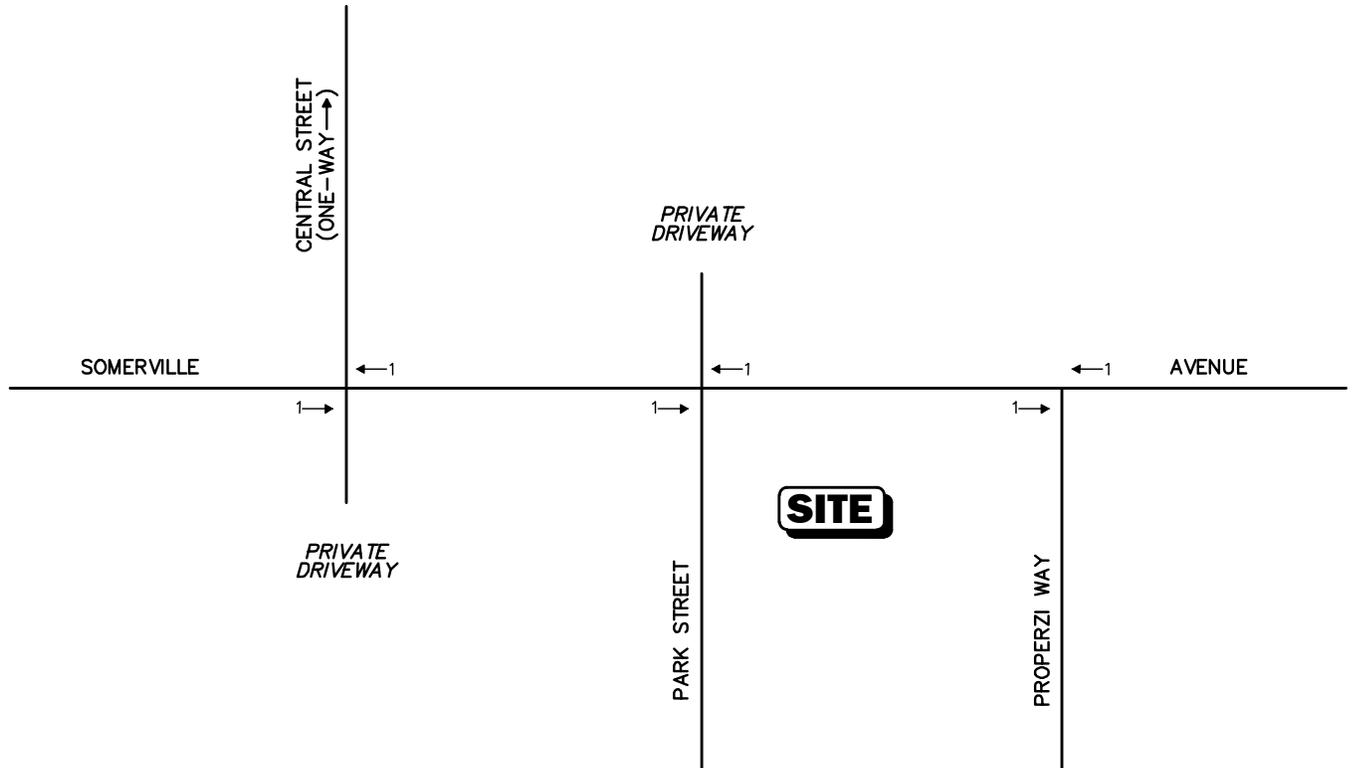


Figure A-6

Proposed Laboratory  
Saturday Midday  
Peak-Hour Traffic Volumes

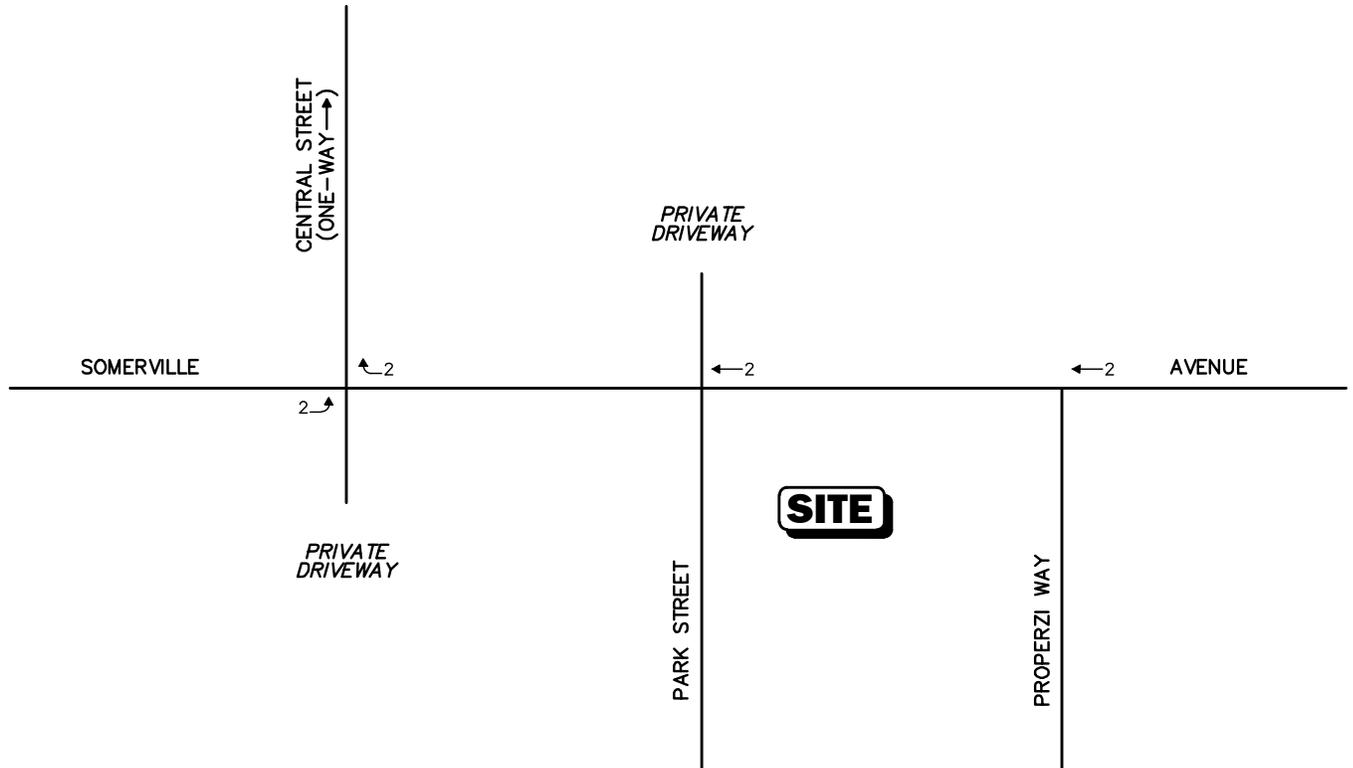
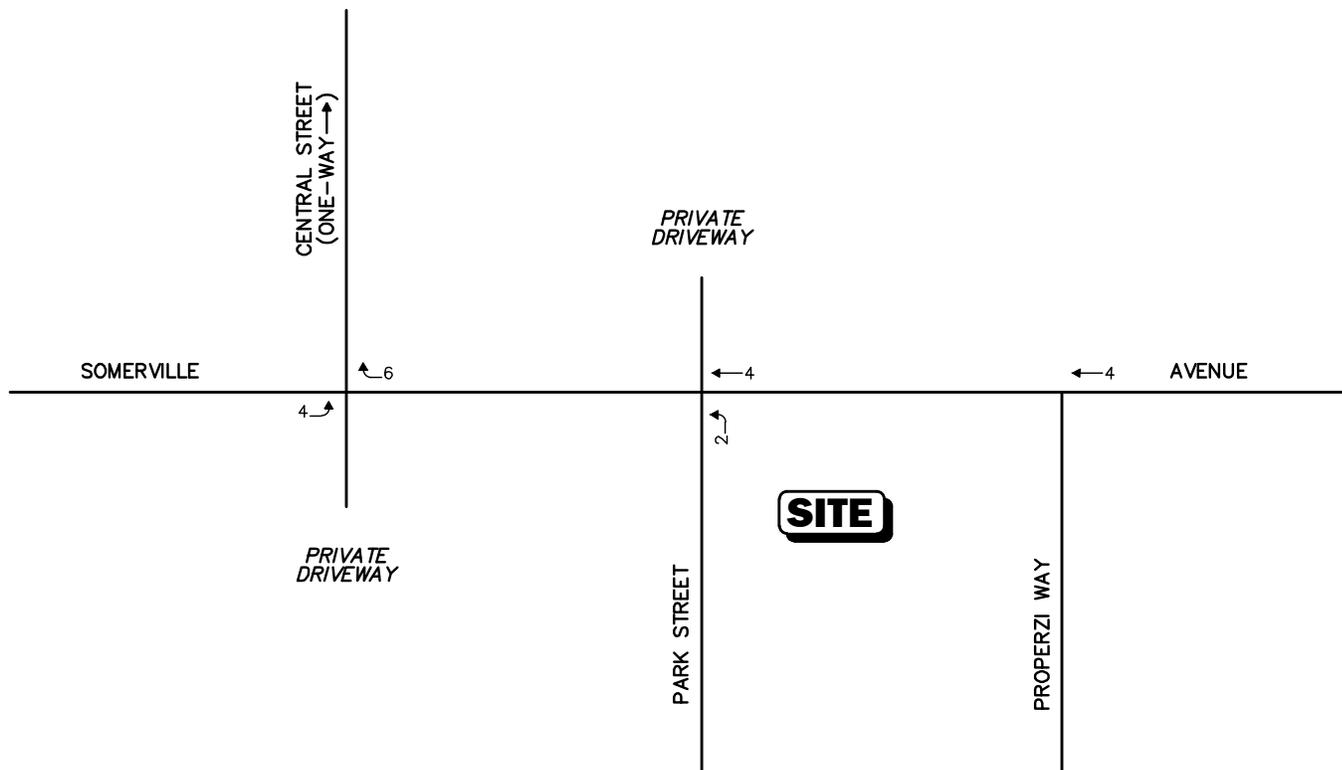


Figure A-7

Proposed Multifamily Residential Development  
Weekday Morning  
Peak-Hour Traffic Volumes

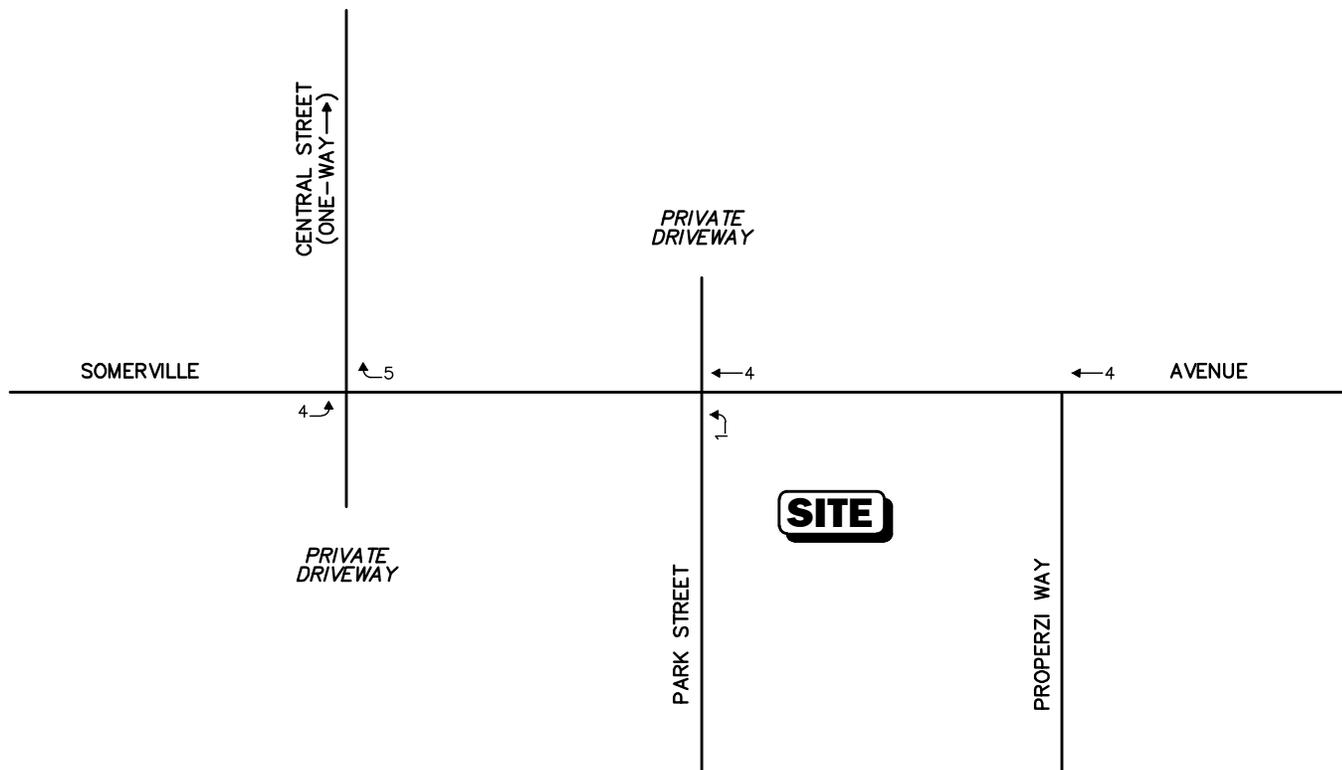


 Not To Scale

Figure A-8



Proposed Multifamily  
Residential Development  
Weekday Evening  
Peak-Hour Traffic Volumes



 Not To Scale

Figure A-9



Proposed Multifamily  
Residential Development  
Saturday Midday  
Peak-Hour Traffic Volumes

PROPOSED TRIP-GENERATION CALCULATIONS



# Marijuana Dispensary (882)

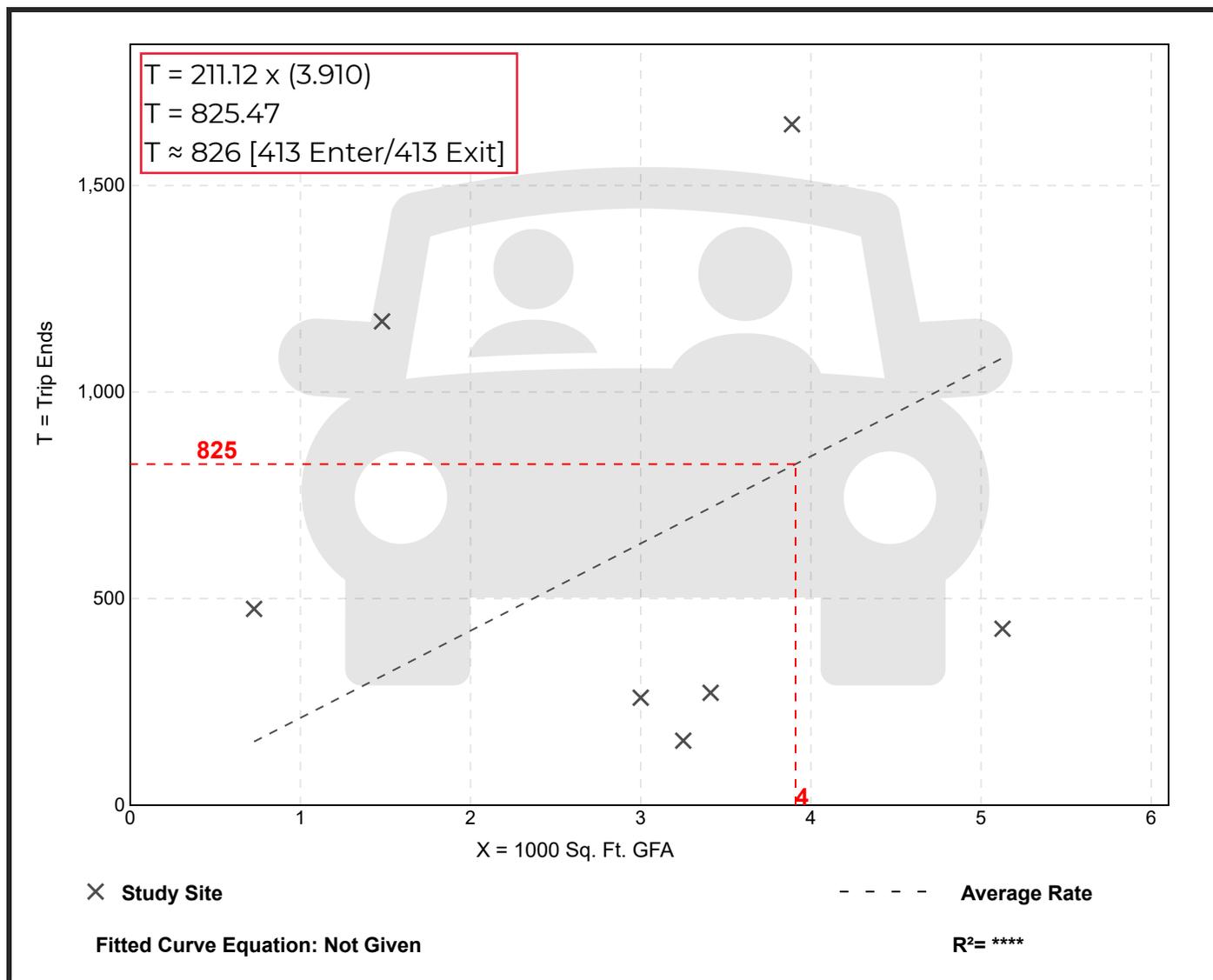
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Weekday

Setting/Location: General Urban/Suburban  
Number of Studies: 7  
Avg. 1000 Sq. Ft. GFA: 3  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
211.12	48.00 - 791.22	246.90

## Data Plot and Equation



# Marijuana Dispensary (882)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Saturday

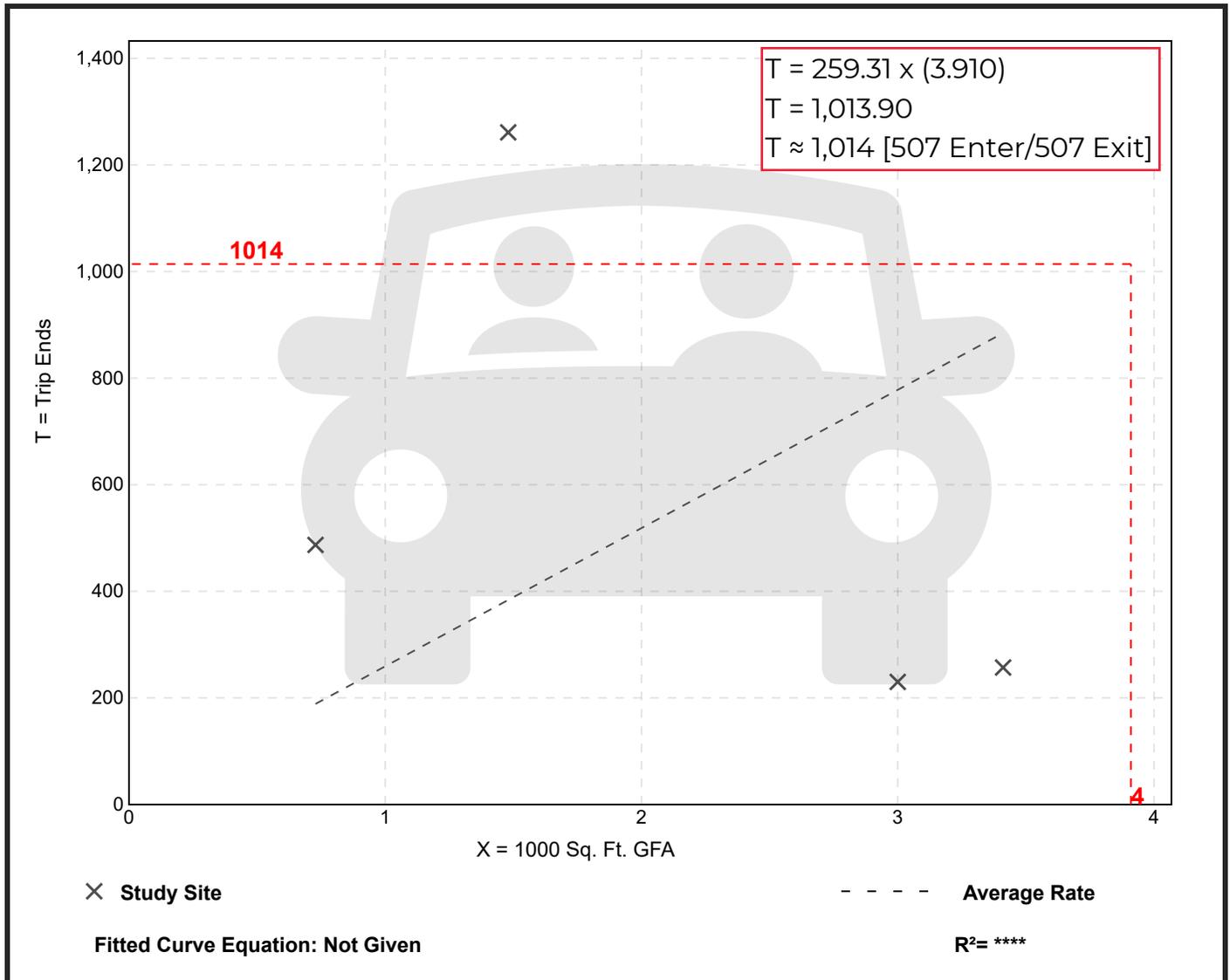
Setting/Location: General Urban/Suburban  
Number of Studies: 4  
Avg. 1000 Sq. Ft. GFA: 2  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
259.31	75.34 - 852.03	364.24

## Data Plot and Equation

Caution – Small Sample Size



# VAI Calculations

Job: Millbury  
 Location: 266 N. Main Street  
 Title: Traffic Count (Weekday)  
 Calculated by: SRF

Job Number: 8667  
 Date: 7/29/20  
 Sheet: 1 of 1  
 Size: 3,700 SF

Start Time	Ins	Outs	Total	Hourly Total	Trip Rate Hourly Total	Parking Demand	Parking Demand Ratio
7:00AM	0	0	0		0.00	1	0.27
7:15	1	0	1		0.00	2	0.54
7:30	1	0	1		0.00	3	0.81
7:45	2	0	2	4	1.08	5	1.35
8:00	1	0	1	5	1.35	6	1.62
8:15	3	0	3	7	1.89	9	2.43
8:30	1	0	1	7	1.89	10	2.70
8:45	0	0	0	5	1.35	10	2.70
9:00	1	0	1	5	1.35	11	2.97
9:15	0	0	0	2	0.54	11	2.97
9:30	0	0	0	1	0.27	11	2.97
9:45	2	0	2	3	0.81	13	3.51
10:00	7	5	12	14	3.78	15	4.05
→ 10:15	11	7	18	32	8.65	19	5.14
10:30	11	15	26	58	15.68	15	4.05
10:45	10	7	17	73	19.73	18	4.86
11:00	7	10	17	78	21.08	15	4.05
11:15	10	8	18	78	21.08	17	4.59
11:30	6	8	14	66	17.84	15	4.05
11:45	7	6	13	62	16.76	16	4.32
12:00	9	10	19	64	17.30	15	4.05
12:15	7	6	13	59	15.95	16	4.32
12:30	13	7	20	65	17.57	22	5.95
12:45	8	15	23	75	20.27	15	4.05
1:00	10	9	19	75	20.27	16	4.32
1:15	9	5	14	76	20.54	20	5.41
1:30	5	8	13	69	18.65	17	4.59
1:45	7	5	12	58	15.68	19	5.14
2:00	10	9	19	58	15.68	20	5.41
2:15	5	7	12	56	15.14	18	4.86
2:30	4	3	7	50	13.51	19	5.14
2:45	7	6	13	51	13.78	20	5.41
3:00	10	9	19	51	13.78	21	5.68
3:15	8	12	20	59	15.95	17	4.59
3:30	11	11	22	74	20.00	17	4.59
3:45	7	9	16	77	20.81	15	4.05
→ 4:00	11	10	21	79	21.35	16	4.32
4:15	11	13	24	83	22.43	14	3.78
4:30	17	10	27	88	23.78	21	5.68
4:45	11	20	31	103	27.84	12	3.24
5:00	10	10	20	102	27.57	12	3.24
5:15	11	13	24	102	27.57	10	2.70
5:30	6	7	13	88	23.78	9	2.43
5:45	12	7	19	76	20.54	14	3.78
6:00	9	11	20	76	20.54	12	3.24
6:15	15	12	27	79	21.35	15	4.05
6:30	8	12	20	86	23.24	11	2.97
6:45	10	8	18	85	22.97	13	3.51
Total	342	330	672				
Pk Hr Total	50	53	103				

1 car in lot at 7:00 am / 13 cars in lot at 7 pm

# VAI Calculations

Job: Millbury  
 Location: 266 N. Main Street  
 Title: Traffic Count (Saturday)  
 Calculated by: SRF

Job Number: 8667  
 Date: 7/25/20  
 Sheet: 1 of 1  
 Checked by:  
 Size: 3,700 SF

Start Time	Ins	Outs	Total	Hourly	Trip Rate	Parking	Parking
				Total	Hourly Total	Demand	Demand Ratio
→ 11:00AM	14	14	28		0.00	18	4.86
11:15	12	14	26		0.00	16	4.32
11:30	11	13	24		0.00	14	3.78
11:45	15	14	29	107	28.92	15	4.05
12:00	8	10	18	97	26.22	13	3.51
12:15	14	11	25	96	25.95	16	4.32
12:30	13	11	24	96	25.95	18	4.86
12:45	10	10	20	87	23.51	18	4.86
1:00	10	11	21	90	24.32	17	4.59
1:15	9	8	17	82	22.16	18	4.86
1:30	10	9	19	77	20.81	19	5.14
1:45	6	11	17	74	20.00	14	3.78
<b>Total</b>	132	136	268				
Pk Hr Total	52	55	107				

\* 17 cars and 1 box truck in lot at 11:00 am.

\*\*\* 14 cars in lot at 2:00 pm.

\*\* 1 of the outs in interval 1 (11:00-11:15) was the box truck

**Empirical Weekday Morning Peak Hour of Roadway Rate = 1.89**

$$T = 1.89 \times (3.910) = 7.39$$

$$T \approx 7 [7 \text{ Enter} - 0 \text{ Exit}]$$

**Empirical Weekday Morning Peak Hour of Generator Rate = 21.08**

$$T = 21.08 \times (3.910) = 82.42$$

$$T \approx 82 [41 \text{ Enter} - 41 \text{ Exit}]$$

**Empirical Weekday Evening Peak Hour Rate (Generator and Roadway) = 27.84**

$$T = 27.84 \times (3.910) = 108.85$$

$$T \approx 109 [53 \text{ Enter} - 56 \text{ Exit}]$$

**Empirical Saturday Midday Peak Hour of Generator Rate = 28.92**

$$T = 28.92 \times (3.910) = 113.08$$

$$T \approx 113 [55 \text{ Enter} - 58 \text{ Exit}]$$

Table: ACSST5Y2019.S0801	Census Tract 3512.04, Middlesex County, Massachusetts					
	Total		Male		Female	
Label	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Workers 16 years and over	3,199	±350	1,696	±278	1,503	±215
MEANS OF TRANSPORTATION TO WORK						
Car, truck, or van	37.3%	±5.5	40.8%	±8.3	33.4%	±6.3
Drove alone	35.9%	±5.6	38.7%	±8.5	32.7%	±6.3
Carpooled	1.4%	±0.9	2.1%	±1.7	0.7%	±1.1
In 2-person carpool	1.4%	±0.9	2.1%	±1.7	0.7%	±1.1
In 3-person carpool	0.0%	±1.1	0.0%	±2.0	0.0%	±2.3
In 4-or-more person carpool	0.0%	±1.1	0.0%	±2.0	0.0%	±2.3
Workers per car, truck, or van	1.02	±0.01	1.03	±0.03	1.01	±0.02
Public transportation (excluding taxicab)	26.4%	±4.4	24.9%	±7.4	28.1%	±7.6
Walked	16.7%	±4.2	16.0%	±5.9	17.6%	±5.3
Bicycle	14.4%	±3.9	14.9%	±4.6	13.8%	±5.9
Taxicab, motorcycle, or other means	0.3%	±0.5	0.6%	±0.9	0.0%	±2.3
Worked from home	4.8%	±2.4	2.8%	±1.6	7.2%	±4.3
PLACE OF WORK						
Worked in state of residence	99.4%	±0.6	98.9%	±1.2	100.0%	±2.3
Worked in county of residence	61.9%	±5.7	56.0%	±8.0	68.6%	±8.1
Worked outside county of residence	37.5%	±5.7	43.0%	±8.1	31.4%	±8.1
Worked outside state of residence	0.6%	±0.6	1.1%	±1.2	0.0%	±2.3
Living in a place	100.0%	±1.1	100.0%	±2.0	100.0%	±2.3
Worked in place of residence	11.9%	±4.2	13.3%	±5.1	10.3%	±5.0
Worked outside place of residence	88.1%	±4.2	86.7%	±5.1	89.7%	±5.0
Not living in a place	0.0%	±1.1	0.0%	±2.0	0.0%	±2.3
Living in 12 selected states	100.0%	±1.1	100.0%	±2.0	100.0%	±2.3
Worked in minor civil division of residence	11.9%	±4.2	13.3%	±5.1	10.3%	±5.0
Worked outside minor civil division of residence	88.1%	±4.2	86.7%	±5.1	89.7%	±5.0
Not living in 12 selected states	0.0%	±1.1	0.0%	±2.0	0.0%	±2.3
Workers 16 years and over who did not work from home	3,044	±349	1,649	±279	1,395	±209
TIME OF DEPARTURE TO GO TO WORK						
12:00 a.m. to 4:59 a.m.	0.4%	±0.6	0.7%	±1.1	0.0%	±2.5
5:00 a.m. to 5:29 a.m.	1.6%	±1.9	3.0%	±3.5	0.0%	±2.5
5:30 a.m. to 5:59 a.m.	1.0%	±1.1	1.8%	±2.0	0.0%	±2.5
6:00 a.m. to 6:29 a.m.	2.4%	±1.6	3.9%	±2.9	0.6%	±1.0
6:30 a.m. to 6:59 a.m.	3.7%	±2.0	2.1%	±1.7	5.6%	±3.2
7:00 a.m. to 7:29 a.m.	8.6%	±2.5	9.6%	±3.9	7.4%	±3.1
7:30 a.m. to 7:59 a.m.	19.9%	±5.8	20.0%	±6.3	19.9%	±8.5
8:00 a.m. to 8:29 a.m.	22.0%	±5.6	19.2%	±7.2	25.3%	±7.6
8:30 a.m. to 8:59 a.m.	13.5%	±3.5	12.7%	±4.5	14.4%	±5.8
9:00 a.m. to 11:59 p.m.	26.9%	±4.6	26.9%	±6.6	26.8%	±6.7
TRAVEL TIME TO WORK						
Less than 10 minutes	5.2%	±2.7	3.7%	±4.0	7.0%	±4.2
10 to 14 minutes	14.2%	±3.9	15.5%	±5.2	12.7%	±5.9
15 to 19 minutes	12.9%	±3.7	15.3%	±5.2	10.0%	±5.0
20 to 24 minutes	15.0%	±3.9	13.6%	±4.2	16.7%	±6.5
25 to 29 minutes	5.0%	±2.8	4.7%	±3.7	5.3%	±3.9
30 to 34 minutes	14.2%	±4.2	11.1%	±6.2	17.8%	±5.6
35 to 44 minutes	11.3%	±3.5	11.3%	±5.0	11.2%	±4.9
45 to 59 minutes	18.3%	±4.7	21.0%	±7.1	15.1%	±6.2
60 or more minutes	3.9%	±1.9	3.8%	±2.4	4.2%	±3.2
Mean travel time to work (minutes)	28.0	±1.8	28.6	±2.9	27.3	±2.3
VEHICLES AVAILABLE						
Workers 16 years and over in households	3,199	±350	1,696	±278	1,503	±215
No vehicle available	14.6%	±5.6	13.3%	±6.6	16.0%	±6.8
1 vehicle available	56.4%	±7.9	56.9%	±9.7	55.8%	±9.3
2 vehicles available	23.2%	±6.4	24.7%	±8.8	21.6%	±7.7
3 or more vehicles available	5.8%	±3.1	5.1%	±3.4	6.6%	±4.2
PERCENT ALLOCATED						
Means of transportation to work	12.3%	(X)	(X)	(X)	(X)	(X)
Private vehicle occupancy	16.2%	(X)	(X)	(X)	(X)	(X)
Place of work	13.7%	(X)	(X)	(X)	(X)	(X)
Time of departure to go to work	20.3%	(X)	(X)	(X)	(X)	(X)
Travel time to work	15.5%	(X)	(X)	(X)	(X)	(X)
Vehicles available	1.3%	(X)	(X)	(X)	(X)	(X)

EXISTING TRIP-GENERATION CALCULATIONS

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# High-Turnover (Sit-Down) Restaurant (932)

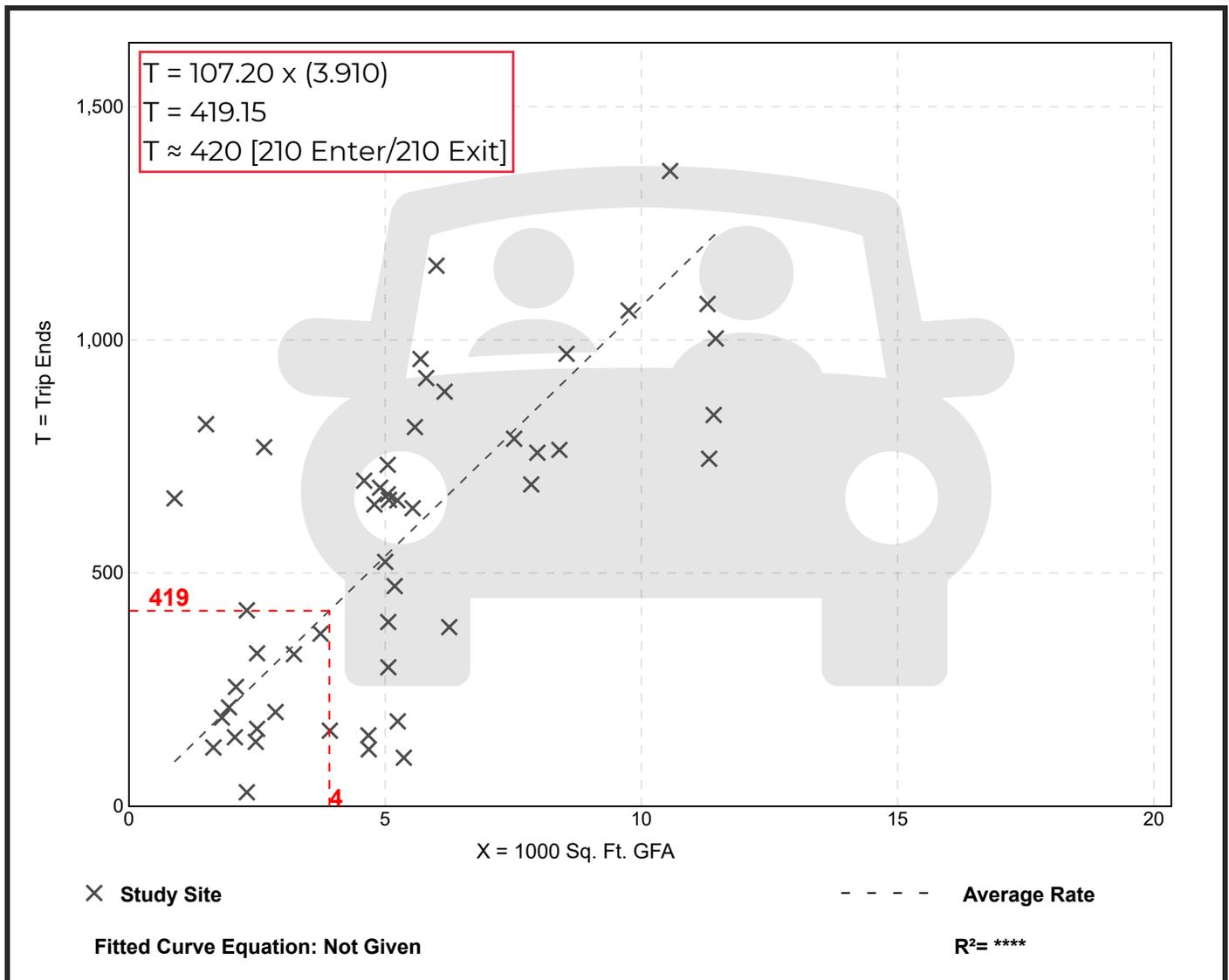
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Weekday

Setting/Location: General Urban/Suburban  
Number of Studies: 50  
Avg. 1000 Sq. Ft. GFA: 5  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
107.20	13.04 - 742.41	66.72

## Data Plot and Equation



# High-Turnover (Sit-Down) Restaurant (932)

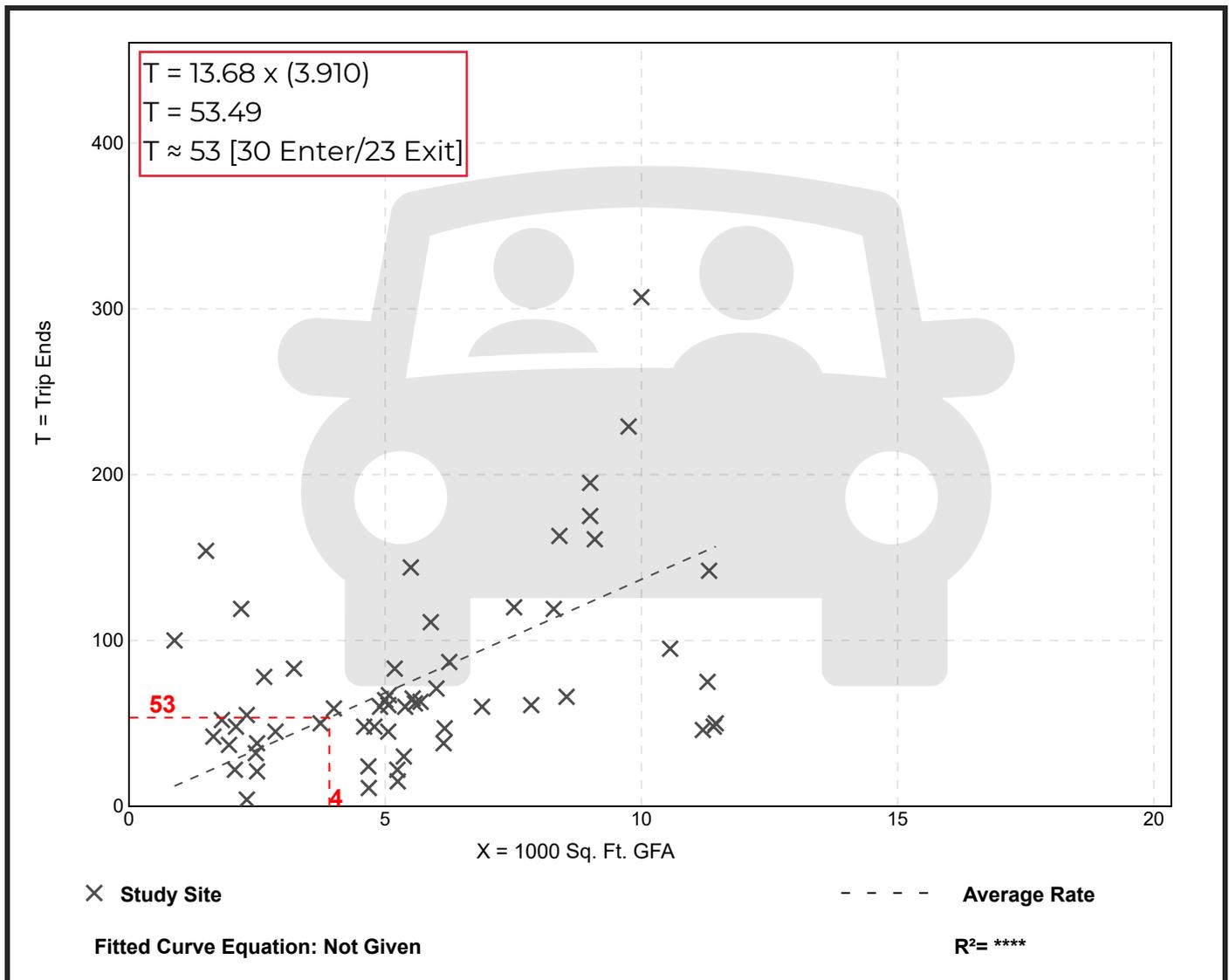
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
 On a: Weekday,  
 AM Peak Hour of Generator

Setting/Location: General Urban/Suburban  
 Number of Studies: 58  
 Avg. 1000 Sq. Ft. GFA: 6  
 Directional Distribution: 57% entering, 43% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
13.68	1.74 - 112.49	11.29

## Data Plot and Equation



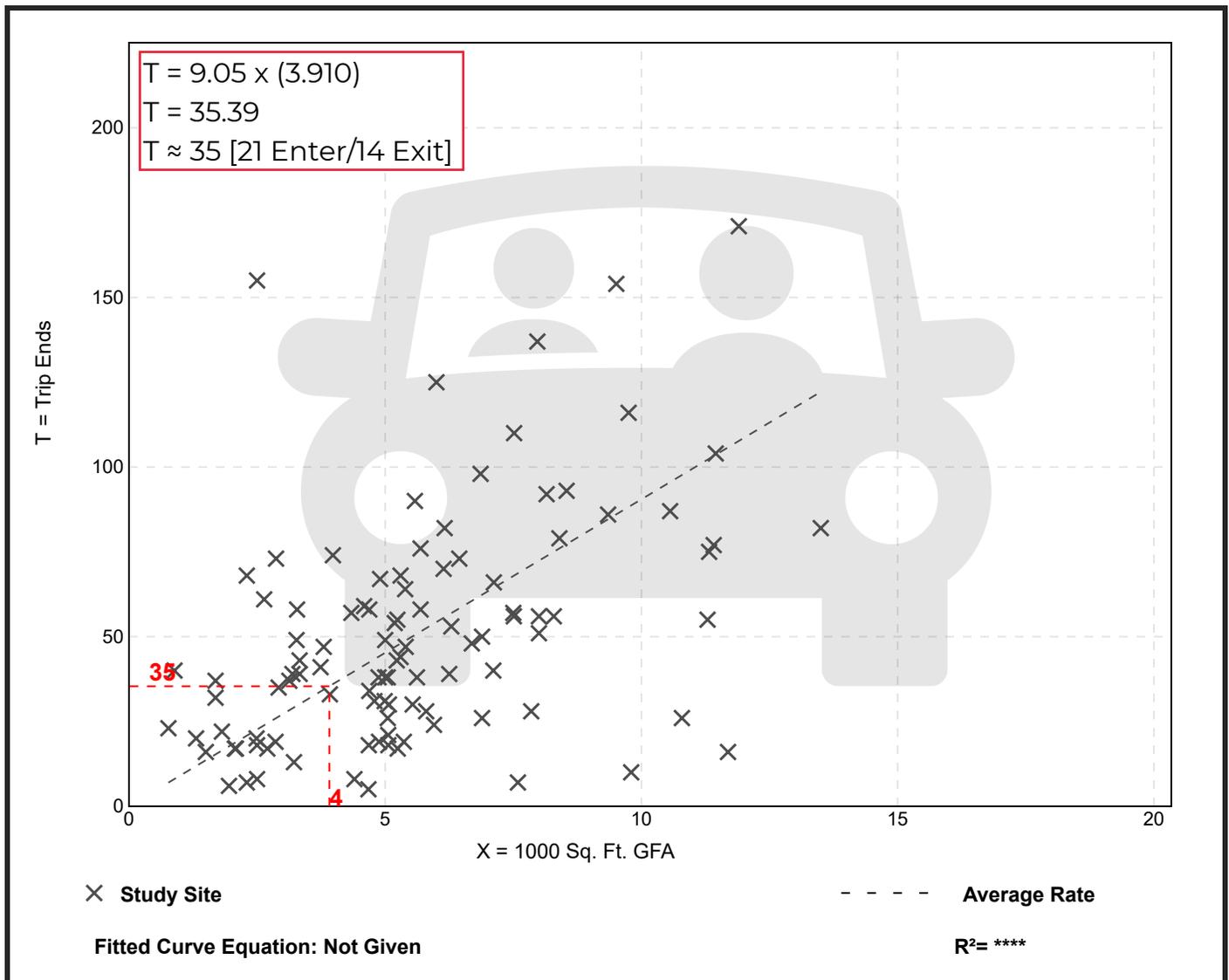
# High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
 On a: Weekday,  
 Peak Hour of Adjacent Street Traffic,  
 One Hour Between 4 and 6 p.m.  
 Setting/Location: General Urban/Suburban  
 Number of Studies: 104  
 Avg. 1000 Sq. Ft. GFA: 6  
 Directional Distribution: 61% entering, 39% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.05	0.92 - 62.00	6.18

## Data Plot and Equation



# High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Saturday

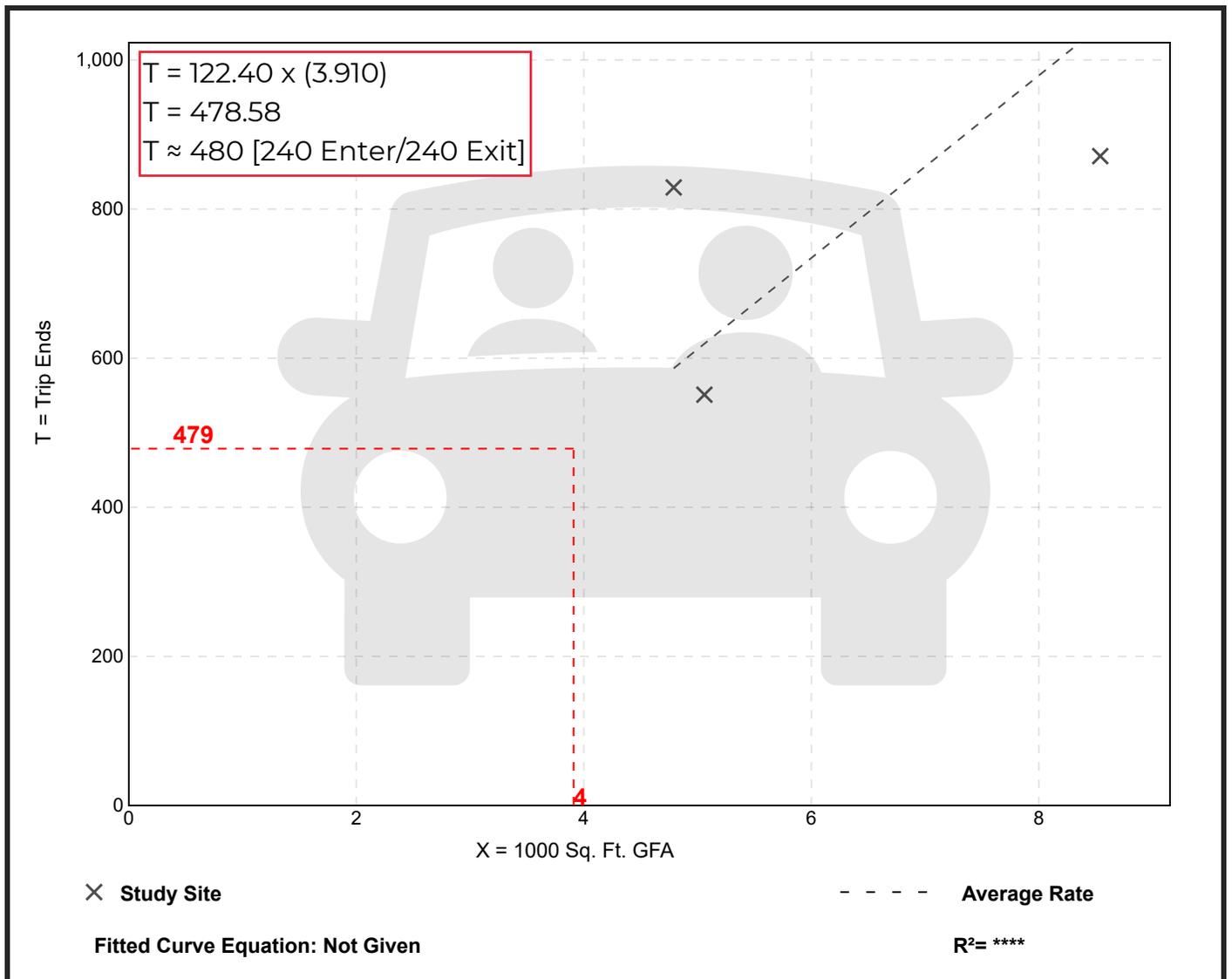
Setting/Location: General Urban/Suburban  
Number of Studies: 3  
Avg. 1000 Sq. Ft. GFA: 6  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
122.40	101.99 - 173.07	36.99

## Data Plot and Equation

Caution – Small Sample Size



# High-Turnover (Sit-Down) Restaurant (932)

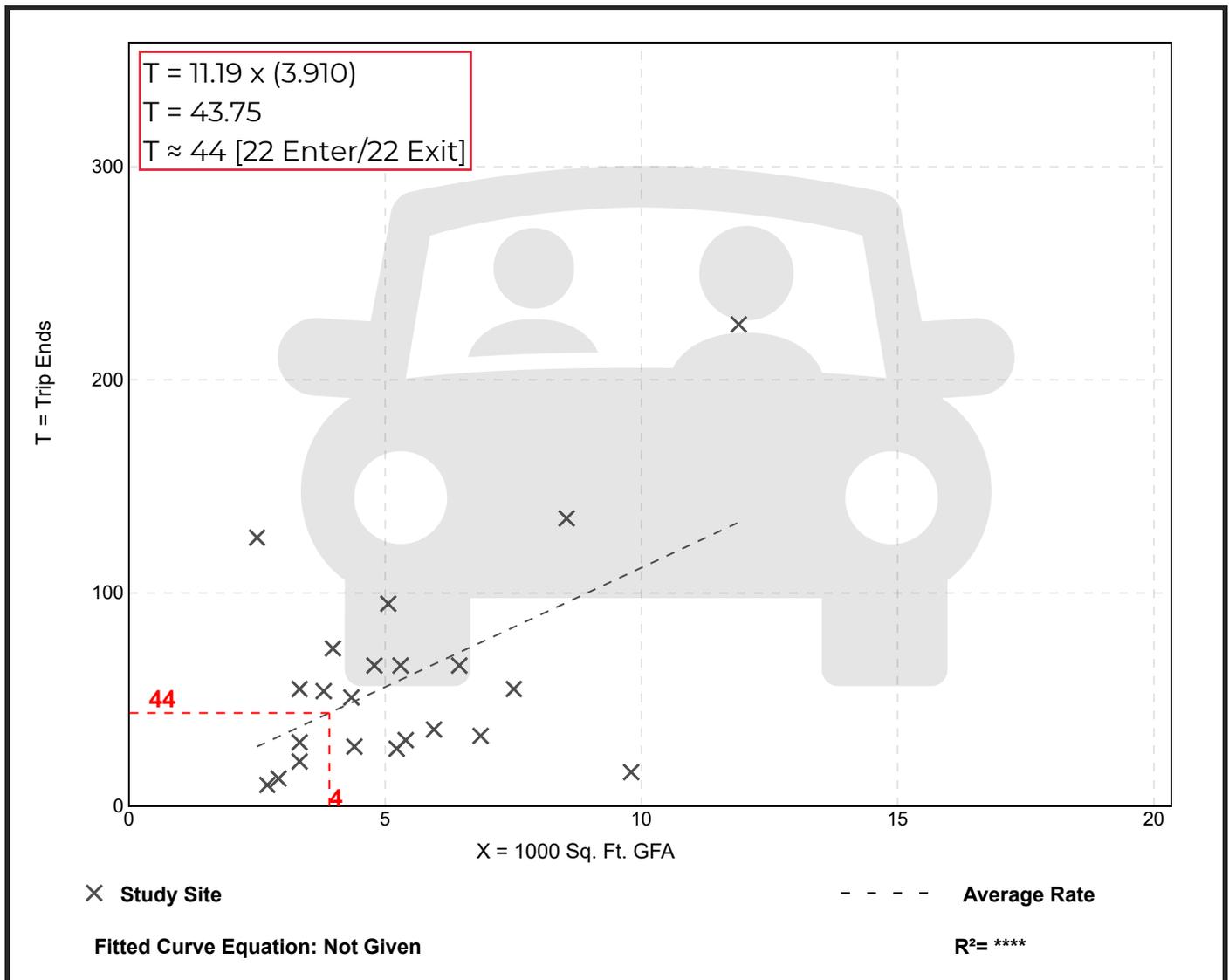
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban  
Number of Studies: 22  
Avg. 1000 Sq. Ft. GFA: 5  
Directional Distribution: 51% entering, 49% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
11.19	1.63 - 50.40	8.30

## Data Plot and Equation



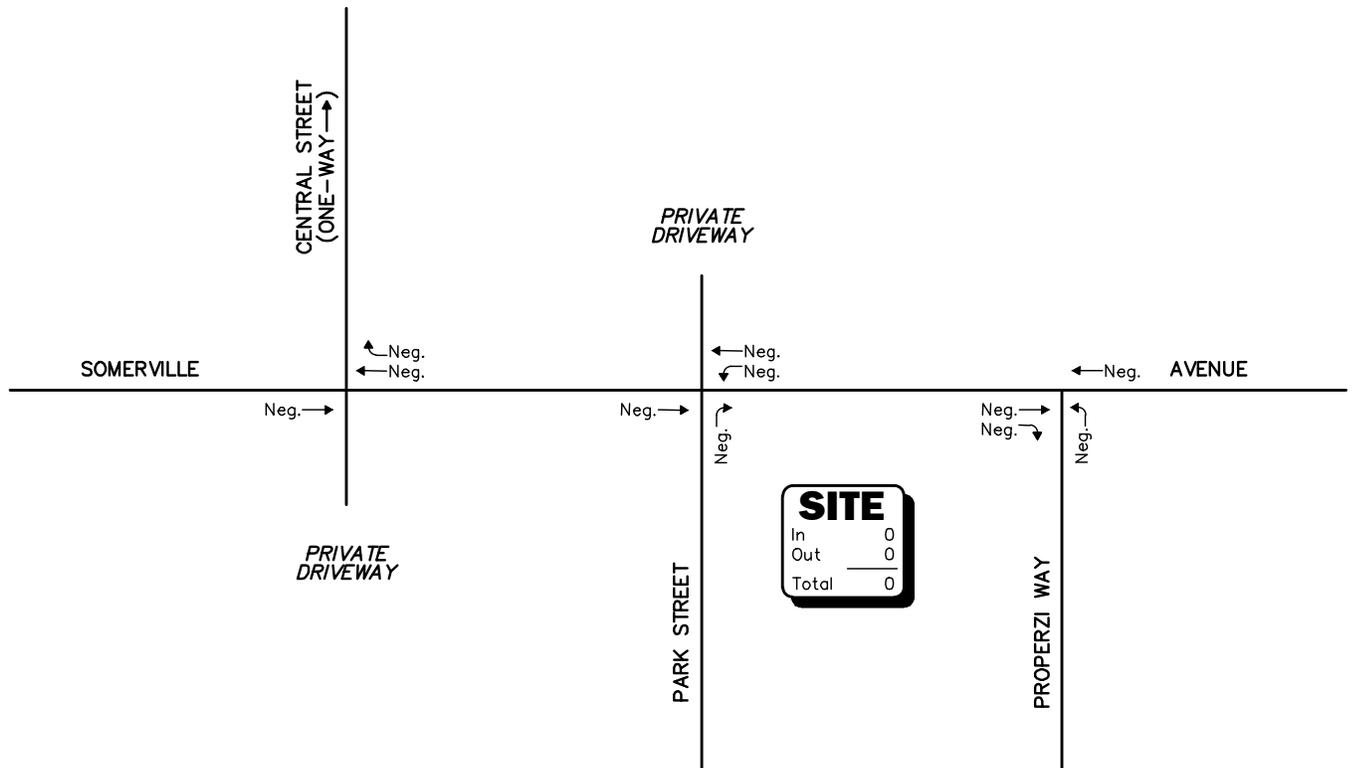
**Table A-1  
TRIP-GENERATION SUMMARY**

Trip Period/Direction	Restaurant (3,910 sf) <sup>a</sup>	Person Trips				Automobile Trips <sup>c</sup>
		Total Person Trips <sup>b</sup>	Automobile Trips (40%)	Transit Trips (30%)	Pedestrian/ Bicyclist Trips (30%)	
<i>Average Weekday Daily:</i>						
Entering	210	214	86	64	64	84
<u>Exiting</u>	<u>210</u>	<u>214</u>	<u>86</u>	<u>64</u>	<u>64</u>	<u>84</u>
Total	420	428	172	128	128	168
<i>Weekday Morning Peak Hour of Roadway:</i>						
Entering	0	0	0	0	0	0
<u>Exiting</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0	0	0
<i>Weekday Morning Peak Hour of Generator:</i>						
Entering	30	31	12	10	9	12
<u>Exiting</u>	<u>23</u>	<u>23</u>	<u>9</u>	<u>7</u>	<u>7</u>	<u>9</u>
Total	53	54	21	17	16	21
<i>Weekday Evening Peak Hour:</i>						
Entering	21	22	9	7	6	9
<u>Exiting</u>	<u>14</u>	<u>14</u>	<u>6</u>	<u>4</u>	<u>4</u>	<u>6</u>
Total	35	36	15	11	10	15
<i>Average Saturday Daily:</i>						
Entering	240	245	98	74	73	96
<u>Exiting</u>	<u>240</u>	<u>245</u>	<u>98</u>	<u>74</u>	<u>73</u>	<u>96</u>
Total	480	490	196	148	146	192
<i>Saturday Midday Peak Hour:</i>						
Entering	22	22	9	7	6	9
<u>Exiting</u>	<u>22</u>	<u>22</u>	<u>9</u>	<u>7</u>	<u>6</u>	<u>9</u>
Total	44	44	18	14	12	18

<sup>a</sup>Based on ITE LUC 932, *High-Turnover (Sit-Down) Restaurant*, and assuming negligible activity during the weekday morning peak-hour of the roadway.

<sup>b</sup>ITE vehicle trips multiplied by a vehicle occupancy ratio (VOR) of 1.02.

<sup>c</sup>Automobile person trips divided by 1.02.

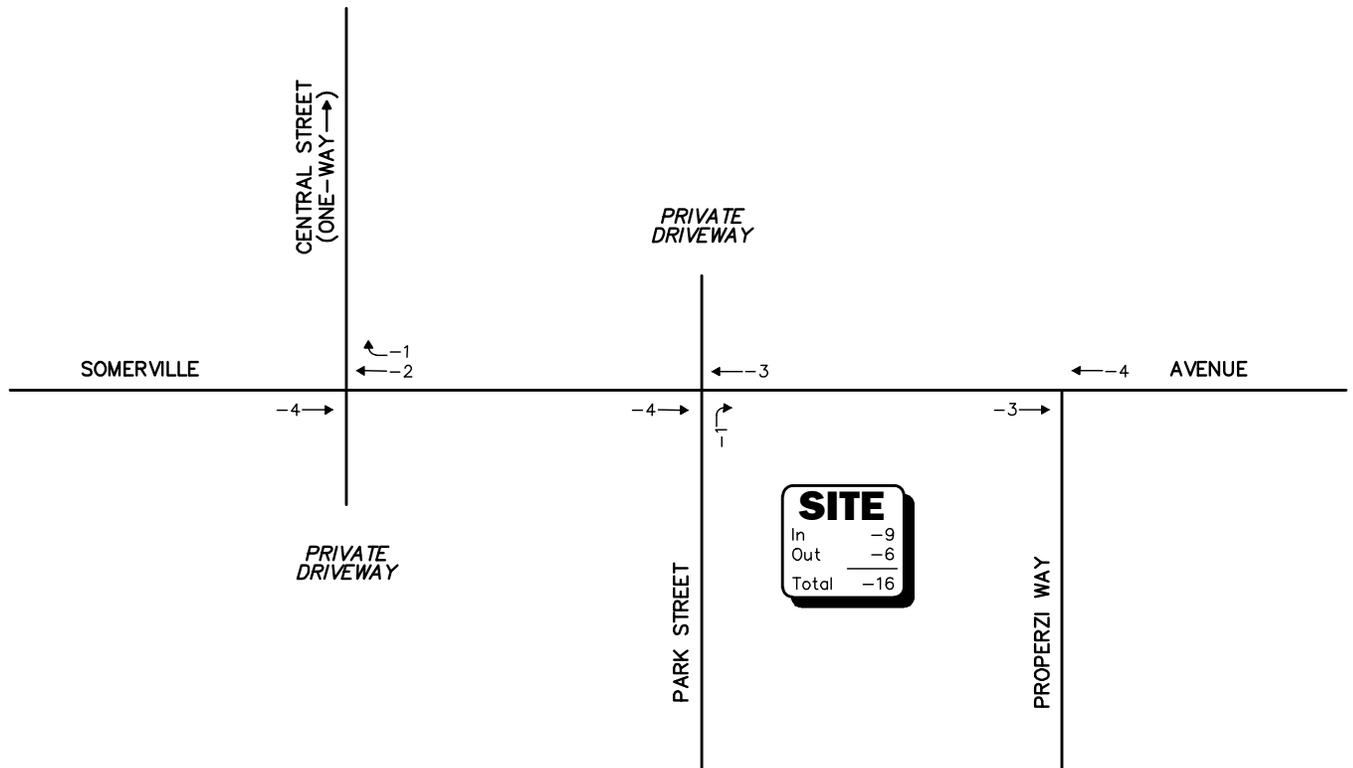


 Neg. = Negligible.  
Not To Scale

**Figure A-10**

**Existing Site Trips Removed  
Weekday Morning  
Peak-Hour Traffic Volumes**



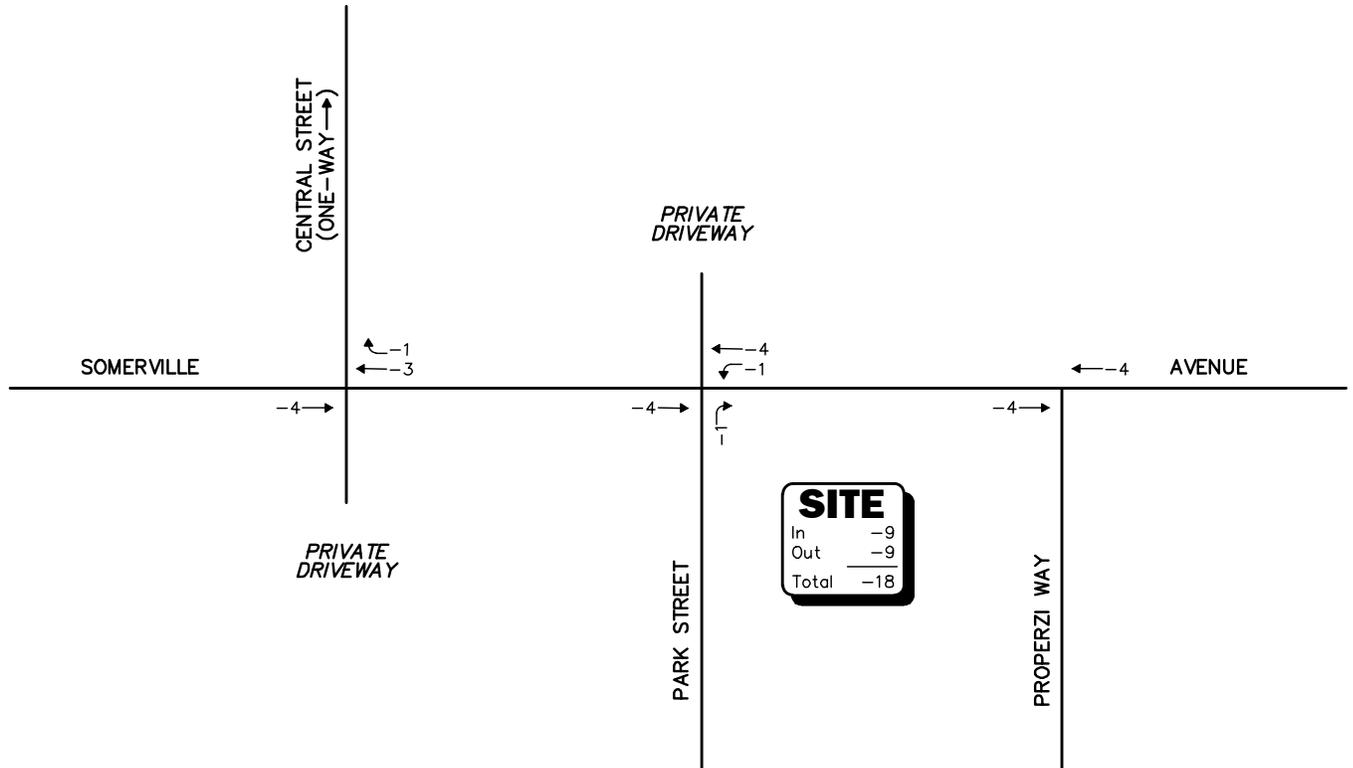


Not To Scale

Figure A-11



Existing Site Trips Removed  
Weekday Evening  
Peak-Hour Traffic Volumes



 Not To Scale

**Figure A-12**



**Existing Site Trips Removed  
Saturday Midday  
Peak-Hour Traffic Volumes**

## CAPACITY ANALYSIS WORKSHEETS

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Somerville Avenue at Central Street

Somerville Avenue at Park Street

Somerville Avenue at Properzi Way



Somerville Avenue at Central Street

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2022 Existing Weekday Morning Peak Hour  
 1: Private Driveway/Central Street & Somerville Avenue

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	62	487	15	3	459	119	3	1	4	0	0	0
Future Vol, veh/h	62	487	15	3	459	119	3	1	4	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	96	96	96	38	38	38	25	25	25
Heavy Vehicles, %	0	4	0	50	2	0	0	0	0	0	0	0
Mvmt Flow	75	587	18	3	478	124	8	3	11	0	0	0

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	602	0	0	605	0	0	1292	1354	596	1299	1301	540
Stage 1	-	-	-	-	-	-	746	746	-	546	546	-
Stage 2	-	-	-	-	-	-	546	608	-	753	755	-
Critical Hdwy	4.1	-	-	4.6	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.65	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	985	-	-	777	-	-	141	151	507	140	162	546
Stage 1	-	-	-	-	-	-	409	424	-	526	521	-
Stage 2	-	-	-	-	-	-	526	489	-	405	420	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	985	-	-	777	-	-	128	133	507	123	143	546
Mov Cap-2 Maneuver	-	-	-	-	-	-	128	133	-	123	143	-
Stage 1	-	-	-	-	-	-	362	375	-	466	518	-
Stage 2	-	-	-	-	-	-	523	486	-	349	372	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	1		0		24.5		0	
HCM LOS					C		A	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	206	985	-	-	777	-	-	-
HCM Lane V/C Ratio	0.102	0.076	-	-	0.004	-	-	-
HCM Control Delay (s)	24.5	9	0	-	9.7	0	-	0
HCM Lane LOS	C	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0	-	-	-

2022 Existing Weekday Evening Peak Hour  
 1: Private Driveway/Central Street & Somerville Avenue

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	100	428	24	0	598	323	9	15	9	0	0	0
Future Vol, veh/h	100	428	24	0	598	323	9	15	9	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	89	89	89	63	63	63	25	25	25
Heavy Vehicles, %	0	2	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	106	455	26	0	672	363	14	24	14	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1035	0	0	481	0	0	1534	1715	468	1553	1547	854
Stage 1	-	-	-	-	-	-	680	680	-	854	854	-
Stage 2	-	-	-	-	-	-	854	1035	-	699	693	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	679	-	-	1092	-	-	96	91	599	93	115	361
Stage 1	-	-	-	-	-	-	444	454	-	356	378	-
Stage 2	-	-	-	-	-	-	356	312	-	434	448	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	679	-	-	1092	-	-	80	72	599	57	90	361
Mov Cap-2 Maneuver	-	-	-	-	-	-	80	72	-	57	90	-
Stage 1	-	-	-	-	-	-	349	357	-	280	378	-
Stage 2	-	-	-	-	-	-	356	312	-	311	352	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2			0			77.7			0		
HCM LOS							F			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	98	679	-	-	1092	-	-	-
HCM Lane V/C Ratio	0.534	0.157	-	-	-	-	-	-
HCM Control Delay (s)	77.7	11.3	0	-	0	-	-	0
HCM Lane LOS	F	B	A	-	A	-	-	A
HCM 95th %tile Q(veh)	2.4	0.6	-	-	0	-	-	-

2022 Existing Saturday Midday Peak Hour  
 1: Private Driveway/Central Street & Somerville Avenue

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	87	410	14	1	513	223	2	4	1	0	0	0
Future Vol, veh/h	87	410	14	1	513	223	2	4	1	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	93	93	93	50	50	50	25	25	25
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	93	436	15	1	552	240	4	8	2	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	792	0	0	451	0	0	1304	1424	444	1309	1311	672
Stage 1	-	-	-	-	-	-	630	630	-	674	674	-
Stage 2	-	-	-	-	-	-	674	794	-	635	637	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	838	-	-	1120	-	-	139	137	618	138	160	459
Stage 1	-	-	-	-	-	-	473	478	-	448	457	-
Stage 2	-	-	-	-	-	-	448	403	-	470	475	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	838	-	-	1120	-	-	123	116	618	116	136	459
Mov Cap-2 Maneuver	-	-	-	-	-	-	123	116	-	116	136	-
Stage 1	-	-	-	-	-	-	403	407	-	382	456	-
Stage 2	-	-	-	-	-	-	447	402	-	391	405	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.7	0	35	0
HCM LOS			E	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	134	838	-	-	1120	-	-	-
HCM Lane V/C Ratio	0.104	0.11	-	-	0.001	-	-	-
HCM Control Delay (s)	35	9.8	0	-	8.2	0	-	0
HCM Lane LOS	E	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.3	0.4	-	-	0	-	-	-

2027 No Build Weekday Morning Peak Hour  
 1: Private Driveway/Central Street & Somerville Avenue

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	65	502	15	3	473	208	3	1	4	0	0	0
Future Vol, veh/h	65	502	15	3	473	208	3	1	4	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	96	96	96	38	38	38	25	25	25
Heavy Vehicles, %	0	4	0	50	2	0	0	0	0	0	0	0
Mvmt Flow	78	605	18	3	493	217	8	3	11	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	710	0	0	623	0	0	1378	1486	614	1385	1387	602
Stage 1	-	-	-	-	-	-	770	770	-	608	608	-
Stage 2	-	-	-	-	-	-	608	716	-	777	779	-
Critical Hdwy	4.1	-	-	4.6	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.65	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	899	-	-	764	-	-	123	126	496	122	144	503
Stage 1	-	-	-	-	-	-	396	413	-	486	489	-
Stage 2	-	-	-	-	-	-	486	437	-	393	409	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	899	-	-	764	-	-	110	108	496	105	124	503
Mov Cap-2 Maneuver	-	-	-	-	-	-	110	108	-	105	124	-
Stage 1	-	-	-	-	-	-	343	358	-	421	486	-
Stage 2	-	-	-	-	-	-	483	434	-	331	355	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1			0			27.8			0		
HCM LOS							D			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	179	899	-	-	764	-	-	-
HCM Lane V/C Ratio	0.118	0.087	-	-	0.004	-	-	-
HCM Control Delay (s)	27.8	9.4	0	-	9.7	0	-	0
HCM Lane LOS	D	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0.3	-	-	0	-	-	-

2027 No Build Weekday Evening Peak Hour  
 1: Private Driveway/Central Street & Somerville Avenue

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	106	449	24	0	618	341	9	15	9	0	0	0
Future Vol, veh/h	106	449	24	0	618	341	9	15	9	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	89	89	89	63	63	63	25	25	25
Heavy Vehicles, %	0	2	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	113	478	26	0	694	383	14	24	14	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1077	0	0	504	0	0	1603	1794	491	1622	1616	886
Stage 1	-	-	-	-	-	-	717	717	-	886	886	-
Stage 2	-	-	-	-	-	-	886	1077	-	736	730	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	655	-	-	1071	-	-	86	81	582	83	105	346
Stage 1	-	-	-	-	-	-	424	437	-	342	365	-
Stage 2	-	-	-	-	-	-	342	298	-	414	431	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	655	-	-	1071	-	-	70	62	582	47	80	346
Mov Cap-2 Maneuver	-	-	-	-	-	-	70	62	-	47	80	-
Stage 1	-	-	-	-	-	-	322	332	-	260	365	-
Stage 2	-	-	-	-	-	-	342	298	-	285	328	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.1	0	99.6	0
HCM LOS			F	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	85	655	-	-	1071	-	-	-
HCM Lane V/C Ratio	0.616	0.172	-	-	-	-	-	-
HCM Control Delay (s)	99.6	11.6	0	-	0	-	-	0
HCM Lane LOS	F	B	A	-	A	-	-	A
HCM 95th %tile Q(veh)	2.8	0.6	-	-	0	-	-	-

2027 No Build Saturday Midday Peak Hour  
 1: Private Driveway/Central Street & Somerville Avenue

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	92	431	14	1	532	237	2	4	1	0	0	0
Future Vol, veh/h	92	431	14	1	532	237	2	4	1	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	93	93	93	50	50	50	25	25	25
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	98	459	15	1	572	255	4	8	2	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	827	0	0	474	0	0	1365	1492	467	1370	1372	700
Stage 1	-	-	-	-	-	-	663	663	-	702	702	-
Stage 2	-	-	-	-	-	-	702	829	-	668	670	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	813	-	-	1099	-	-	126	125	600	125	147	443
Stage 1	-	-	-	-	-	-	454	462	-	432	443	-
Stage 2	-	-	-	-	-	-	432	388	-	451	459	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	813	-	-	1099	-	-	110	104	600	103	123	443
Mov Cap-2 Maneuver	-	-	-	-	-	-	110	104	-	103	123	-
Stage 1	-	-	-	-	-	-	380	386	-	361	442	-
Stage 2	-	-	-	-	-	-	431	387	-	368	384	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.7	0	38.9	0
HCM LOS			E	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	120	813	-	-	1099	-	-	-
HCM Lane V/C Ratio	0.117	0.12	-	-	0.001	-	-	-
HCM Control Delay (s)	38.9	10	0	-	8.3	0	-	0
HCM Lane LOS	E	B	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0.4	-	-	0	-	-	-

2027 Build Weekday Morning Peak Hour  
 1: Private Driveway/Central Street & Somerville Avenue

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	65	503	15	3	473	208	3	1	4	0	0	0
Future Vol, veh/h	65	503	15	3	473	208	3	1	4	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	96	96	96	38	38	38	25	25	25
Heavy Vehicles, %	0	4	0	50	2	0	0	0	0	0	0	0
Mvmt Flow	78	606	18	3	493	217	8	3	11	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	710	0	0	624	0	0	1379	1487	615	1386	1388	602
Stage 1	-	-	-	-	-	-	771	771	-	608	608	-
Stage 2	-	-	-	-	-	-	608	716	-	778	780	-
Critical Hdwy	4.1	-	-	4.6	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.65	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	899	-	-	763	-	-	123	126	495	122	144	503
Stage 1	-	-	-	-	-	-	396	413	-	486	489	-
Stage 2	-	-	-	-	-	-	486	437	-	392	409	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	899	-	-	763	-	-	110	108	495	105	124	503
Mov Cap-2 Maneuver	-	-	-	-	-	-	110	108	-	105	124	-
Stage 1	-	-	-	-	-	-	343	358	-	421	486	-
Stage 2	-	-	-	-	-	-	483	434	-	330	355	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1			0			27.8			0		
HCM LOS							D			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	179	899	-	-	763	-	-	-
HCM Lane V/C Ratio	0.118	0.087	-	-	0.004	-	-	-
HCM Control Delay (s)	27.8	9.4	0	-	9.7	0	-	0
HCM Lane LOS	D	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0.3	-	-	0	-	-	-

2027 Build Weekday Evening Peak Hour  
 1: Private Driveway/Central Street & Somerville Avenue

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	106	454	24	0	623	343	9	15	9	0	0	0
Future Vol, veh/h	106	454	24	0	623	343	9	15	9	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	89	89	89	63	63	63	25	25	25
Heavy Vehicles, %	0	2	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	113	483	26	0	700	385	14	24	14	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1085	0	0	509	0	0	1615	1807	496	1634	1628	893
Stage 1	-	-	-	-	-	-	722	722	-	893	893	-
Stage 2	-	-	-	-	-	-	893	1085	-	741	735	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	651	-	-	1066	-	-	84	80	578	82	103	343
Stage 1	-	-	-	-	-	-	421	434	-	339	363	-
Stage 2	-	-	-	-	-	-	339	295	-	411	428	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	651	-	-	1066	-	-	68	61	578	46	78	343
Mov Cap-2 Maneuver	-	-	-	-	-	-	68	61	-	46	78	-
Stage 1	-	-	-	-	-	-	319	329	-	257	363	-
Stage 2	-	-	-	-	-	-	339	295	-	281	324	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.1	0	101.7	0
HCM LOS			F	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	84	651	-	-	1066	-	-	-
HCM Lane V/C Ratio	0.624	0.173	-	-	-	-	-	-
HCM Control Delay (s)	101.7	11.7	0	-	0	-	-	0
HCM Lane LOS	F	B	A	-	A	-	-	A
HCM 95th %tile Q(veh)	2.9	0.6	-	-	0	-	-	-

2027 Build Saturday Midday Peak Hour  
 1: Private Driveway/Central Street & Somerville Avenue

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	92	436	14	1	536	239	2	4	1	0	0	0
Future Vol, veh/h	92	436	14	1	536	239	2	4	1	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	93	93	93	50	50	50	25	25	25
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	98	464	15	1	576	257	4	8	2	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	833	0	0	479	0	0	1375	1503	472	1380	1382	705
Stage 1	-	-	-	-	-	-	668	668	-	707	707	-
Stage 2	-	-	-	-	-	-	707	835	-	673	675	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	809	-	-	1094	-	-	124	123	596	123	145	440
Stage 1	-	-	-	-	-	-	451	459	-	429	441	-
Stage 2	-	-	-	-	-	-	429	386	-	448	456	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	809	-	-	1094	-	-	108	102	596	101	121	440
Mov Cap-2 Maneuver	-	-	-	-	-	-	108	102	-	101	121	-
Stage 1	-	-	-	-	-	-	377	383	-	358	440	-
Stage 2	-	-	-	-	-	-	428	385	-	365	381	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.7	0	39.6	0
HCM LOS			E	A

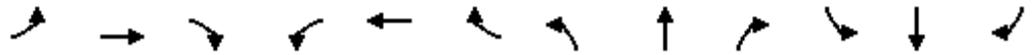
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	118	809	-	-	1094	-	-	-
HCM Lane V/C Ratio	0.119	0.121	-	-	0.001	-	-	-
HCM Control Delay (s)	39.6	10.1	0	-	8.3	0	-	0
HCM Lane LOS	E	B	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0.4	-	-	0	-	-	-

Somerville Avenue at Park Street

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2022 Existing Weekday Morning Peak Hour  
 2: Park Street/Private Driveway & Somerville Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗	↖	↘			↕			↕	
Traffic Volume (vph)	0	415	86	77	434	33	193	15	42	12	4	1
Future Volume (vph)	0	415	86	77	434	33	193	15	42	12	4	1
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.989			0.977			0.994	
Flt Protected				0.950				0.963			0.965	
Satd. Flow (prot)	0	1845	1383	1685	1722	0	0	1624	0	0	2005	0
Flt Permitted				0.189				0.760			0.807	
Satd. Flow (perm)	0	1845	1383	335	1722	0	0	1282	0	0	1677	0
Satd. Flow (RTOR)			98		5			8			1	
Adj. Flow (vph)	0	488	101	79	443	34	217	17	47	16	5	1
Lane Group Flow (vph)	0	488	101	79	477	0	0	281	0	0	22	0
Turn Type		NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	2	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	23.0	23.0	23.0	11.0	23.0		23.0	23.0		23.0	23.0	
Total Split (s)	50.0	50.0	50.0	20.0	70.0		30.0	30.0		30.0	30.0	
Total Split (%)	41.0%	41.0%	41.0%	16.4%	57.4%		24.6%	24.6%		24.6%	24.6%	
Maximum Green (s)	44.0	44.0	44.0	14.0	64.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-2.0	-2.0	-2.0	-2.0			-1.0			-1.0	
Total Lost Time (s)		4.0	4.0	4.0	4.0			4.0			4.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	None	Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.73	0.18	0.26	0.59			0.77			0.05	
Control Delay		37.2	6.1	17.1	22.5			53.2			33.6	
Queue Delay		0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay		37.2	6.1	17.1	22.5			53.2			33.6	
Queue Length 50th (ft)		296	1	29	226			178			11	
Queue Length 95th (ft)		396	32	55	323			#382			30	
Internal Link Dist (ft)		70			270			220			220	
Turn Bay Length (ft)			90	100								
Base Capacity (vph)		921	739	391	1182			367			473	
Starvation Cap Reductn		0	0	0	0			0			0	
Spillback Cap Reductn		0	0	0	0			0			0	
Storage Cap Reductn		0	0	0	0			0			0	
Reduced v/c Ratio		0.53	0.14	0.20	0.40			0.77			0.05	

Intersection Summary

Cycle Length: 122

2022 Existing Weekday Morning Peak Hour  
 2: Park Street/Private Driveway & Somerville Avenue

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Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Adj. Flow (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.0
Total Split (s)	22.0
Total Split (%)	18%
Maximum Green (s)	19.0
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	12.0
Pedestrian Calls (#/hr)	113
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

## 2022 Existing Weekday Morning Peak Hour 2: Park Street/Private Driveway & Somerville Avenue

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Actuated Cycle Length: 98.8

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

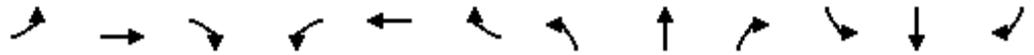
# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Park Street/Private Driveway & Somerville Avenue



2022 Existing Weekday Morning Peak Hour  
 2: Park Street/Private Driveway & Somerville Avenue

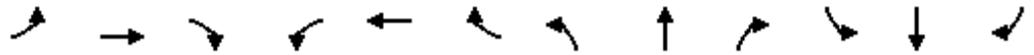


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗	↖	↘			↕			↕	
Traffic Volume (vph)	0	415	86	77	434	33	193	15	42	12	4	1
Future Volume (vph)	0	415	86	77	434	33	193	15	42	12	4	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	10	10	10	10	10	10	10	15	15	15
Total Lost time (s)		4.0	4.0	4.0	4.0			4.0			4.0	
Lane Util. Factor		1.00	1.00	1.00	1.00			1.00			1.00	
Frt		1.00	0.85	1.00	0.99			0.98			0.99	
Flt Protected		1.00	1.00	0.95	1.00			0.96			0.96	
Satd. Flow (prot)		1845	1383	1685	1722			1625			2004	
Flt Permitted		1.00	1.00	0.19	1.00			0.76			0.81	
Satd. Flow (perm)		1845	1383	335	1722			1283			1677	
Peak-hour factor, PHF	0.85	0.85	0.85	0.98	0.98	0.98	0.89	0.89	0.89	0.75	0.75	0.75
Adj. Flow (vph)	0	488	101	79	443	34	217	17	47	16	5	1
RTOR Reduction (vph)	0	0	63	0	3	0	0	6	0	0	1	0
Lane Group Flow (vph)	0	488	38	79	474	0	0	275	0	0	21	0
Heavy Vehicles (%)	0%	3%	9%	0%	2%	0%	2%	0%	7%	0%	0%	0%
Turn Type		NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8				4
Permitted Phases	2		2	6			8			4		
Actuated Green, G (s)		33.5	33.5	45.8	45.8			26.8			26.8	
Effective Green, g (s)		35.5	35.5	47.8	47.8			27.8			27.8	
Actuated g/C Ratio		0.35	0.35	0.48	0.48			0.28			0.28	
Clearance Time (s)		6.0	6.0	6.0	6.0			5.0			5.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)		652	489	271	819			355			464	
v/s Ratio Prot		c0.26		0.02	c0.28							
v/s Ratio Perm			0.03	0.11				c0.21			0.01	
v/c Ratio		0.75	0.08	0.29	0.58			0.78			0.05	
Uniform Delay, d1		28.5	21.6	17.7	19.0			33.4			26.6	
Progression Factor		1.00	1.00	1.00	1.00			1.00			1.00	
Incremental Delay, d2		4.7	0.1	0.6	1.0			10.1			0.0	
Delay (s)		33.2	21.6	18.3	20.0			43.6			26.6	
Level of Service		C	C	B	C			D			C	
Approach Delay (s)		31.2			19.8			43.6			26.6	
Approach LOS		C			B			D			C	

Intersection Summary		
HCM 2000 Control Delay	29.2	HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio	0.63	
Actuated Cycle Length (s)	100.4	Sum of lost time (s) 15.0
Intersection Capacity Utilization	73.2%	ICU Level of Service D
Analysis Period (min)	15	

c Critical Lane Group

2022 Existing Weekday Evening Peak Hour  
 2: Park Street/Private Driveway & Somerville Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗	↖	↘			↕			↕	
Traffic Volume (vph)	5	370	80	95	488	39	395	8	59	4	3	3
Future Volume (vph)	5	370	80	95	488	39	395	8	59	4	3	3
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.989			0.983			0.960	
Flt Protected		0.999		0.950				0.959			0.980	
Satd. Flow (prot)	0	1861	1436	1685	1738	0	0	1658	0	0	1966	0
Flt Permitted		0.992		0.207				0.745			0.935	
Satd. Flow (perm)	0	1848	1436	367	1738	0	0	1288	0	0	1876	0
Satd. Flow (RTOR)			98		5			5			5	
Adj. Flow (vph)	5	389	84	110	567	45	429	9	64	7	5	5
Lane Group Flow (vph)	0	394	84	110	612	0	0	502	0	0	17	0
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	2	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	23.0	23.0	23.0	11.0	23.0		23.0	23.0		23.0	23.0	
Total Split (s)	50.0	50.0	50.0	20.0	70.0		30.0	30.0		30.0	30.0	
Total Split (%)	41.0%	41.0%	41.0%	16.4%	57.4%		24.6%	24.6%		24.6%	24.6%	
Maximum Green (s)	44.0	44.0	44.0	14.0	64.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-2.0	-2.0	-2.0	-2.0			-1.0			-1.0	
Total Lost Time (s)		4.0	4.0	4.0	4.0			4.0			4.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	None	Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.74	0.17	0.36	0.80			1.49			0.03	
Control Delay		41.6	4.7	19.4	32.5			263.1			26.5	
Queue Delay		0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay		41.6	4.7	19.4	32.5			263.1			26.5	
Queue Length 50th (ft)		228	0	41	325			~449			6	
Queue Length 95th (ft)		342	26	69	425			#768			16	
Internal Link Dist (ft)		70			270			220			220	
Turn Bay Length (ft)			90	100								
Base Capacity (vph)		850	713	372	1149			338			491	
Starvation Cap Reductn		0	0	0	0			0			0	
Spillback Cap Reductn		0	0	0	0			0			0	
Storage Cap Reductn		0	0	0	0			0			0	
Reduced v/c Ratio		0.46	0.12	0.30	0.53			1.49			0.03	

Intersection Summary

Cycle Length: 122

2022 Existing Weekday Evening Peak Hour  
 2: Park Street/Private Driveway & Somerville Avenue

---

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Adj. Flow (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.0
Total Split (s)	22.0
Total Split (%)	18%
Maximum Green (s)	19.0
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	12.0
Pedestrian Calls (#/hr)	131
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
<b>Intersection Summary</b>	

## 2022 Existing Weekday Evening Peak Hour 2: Park Street/Private Driveway & Somerville Avenue

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Actuated Cycle Length: 100.9

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Park Street/Private Driveway & Somerville Avenue

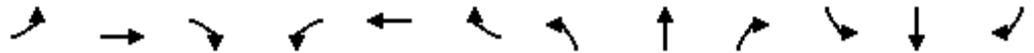
 Ø1 20 s	 Ø2 50 s	 Ø9 22 s	 Ø4 30 s
 Ø6 70 s			 Ø8 30 s

2022 Existing Weekday Evening Peak Hour  
2: Park Street/Private Driveway & Somerville Avenue

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	370	80	95	488	39	395	8	59	4	3	3
Future Volume (vph)	5	370	80	95	488	39	395	8	59	4	3	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	10	10	10	10	10	10	10	15	15	15
Total Lost time (s)		4.0	4.0	4.0	4.0			4.0			4.0	
Lane Util. Factor		1.00	1.00	1.00	1.00			1.00			1.00	
Frt		1.00	0.85	1.00	0.99			0.98			0.96	
Flt Protected		1.00	1.00	0.95	1.00			0.96			0.98	
Satd. Flow (prot)		1862	1436	1685	1738			1657			1967	
Flt Permitted		0.99	1.00	0.21	1.00			0.75			0.93	
Satd. Flow (perm)		1848	1436	367	1738			1287			1876	
Peak-hour factor, PHF	0.95	0.95	0.95	0.86	0.86	0.86	0.92	0.92	0.92	0.58	0.58	0.58
Adj. Flow (vph)	5	389	84	110	567	45	429	9	64	7	5	5
RTOR Reduction (vph)	0	0	60	0	3	0	0	4	0	0	4	0
Lane Group Flow (vph)	0	394	24	110	609	0	0	498	0	0	13	0
Heavy Vehicles (%)	0%	2%	5%	0%	1%	0%	1%	0%	0%	0%	0%	0%
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Actuated Green, G (s)		27.0	27.0	42.3	42.3			25.2			25.2	
Effective Green, g (s)		29.0	29.0	44.3	44.3			26.2			26.2	
Actuated g/C Ratio		0.29	0.29	0.44	0.44			0.26			0.26	
Clearance Time (s)		6.0	6.0	6.0	6.0			5.0			5.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)		532	413	309	764			334			488	
v/s Ratio Prot				0.04	c0.35							
v/s Ratio Perm		0.21	0.02	0.12				c0.39			0.01	
v/c Ratio		0.74	0.06	0.36	0.80			1.49			0.03	
Uniform Delay, d1		32.4	26.0	19.2	24.3			37.2			27.8	
Progression Factor		1.00	1.00	1.00	1.00			1.00			1.00	
Incremental Delay, d2		5.5	0.1	0.7	5.8			236.7			0.0	
Delay (s)		37.9	26.0	19.9	30.1			273.9			27.8	
Level of Service		D	C	B	C			F			C	
Approach Delay (s)		35.8			28.6			273.9			27.8	
Approach LOS		D			C			F			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			102.2									F
HCM 2000 Volume to Capacity ratio			0.87									
Actuated Cycle Length (s)			100.7							15.0		
Intersection Capacity Utilization			90.4%									E
Analysis Period (min)			15									

c Critical Lane Group

2022 Existing Saturday Midday Peak Hour  
 2: Park Street/Private Driveway & Somerville Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗	↖	↘			↕			↕	
Traffic Volume (vph)	2	357	95	95	432	30	265	21	65	5	1	1
Future Volume (vph)	2	357	95	95	432	30	265	21	65	5	1	1
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.990			0.975			0.985	
Flt Protected				0.950				0.964			0.963	
Satd. Flow (prot)	0	1881	1492	1685	1739	0	0	1654	0	0	1982	0
Flt Permitted		0.998		0.222				0.773			0.836	
Satd. Flow (perm)	0	1878	1492	394	1739	0	0	1327	0	0	1721	0
Satd. Flow (RTOR)			98		4			8			1	
Adj. Flow (vph)	2	397	106	99	450	31	323	26	79	7	1	1
Lane Group Flow (vph)	0	399	106	99	481	0	0	428	0	0	9	0
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	2	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0		10.0	10.0		10.0	10.0	
Total Split (s)	50.0	50.0	50.0	20.0	70.0		30.0	30.0		30.0	30.0	
Total Split (%)	41.0%	41.0%	41.0%	16.4%	57.4%		24.6%	24.6%		24.6%	24.6%	
Maximum Green (s)	44.0	44.0	44.0	14.0	64.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-2.0	-2.0	-2.0	-2.0			-1.0			-1.0	
Total Lost Time (s)		4.0	4.0	4.0	4.0			4.0			4.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	None	Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.70	0.20	0.30	0.60			1.13			0.02	
Control Delay		38.2	7.4	18.3	23.5			122.0			30.6	
Queue Delay		0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay		38.2	7.4	18.3	23.5			122.0			30.6	
Queue Length 50th (ft)		228	4	37	229			~333			4	
Queue Length 95th (ft)		343	41	66	328			#545			16	
Internal Link Dist (ft)		70			270			220			220	
Turn Bay Length (ft)			90	100								
Base Capacity (vph)		935	792	405	1242			379			485	
Starvation Cap Reductn		0	0	0	0			0			0	
Spillback Cap Reductn		0	0	0	0			0			0	
Storage Cap Reductn		0	0	0	0			0			0	
Reduced v/c Ratio		0.43	0.13	0.24	0.39			1.13			0.02	

Intersection Summary

Cycle Length: 122

2022 Existing Saturday Midday Peak Hour  
 2: Park Street/Private Driveway & Somerville Avenue

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Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Adj. Flow (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.0
Total Split (s)	22.0
Total Split (%)	18%
Maximum Green (s)	19.0
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	12.0
Pedestrian Calls (#/hr)	101
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

## 2022 Existing Saturday Midday Peak Hour 2: Park Street/Private Driveway & Somerville Avenue

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Actuated Cycle Length: 95.8

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

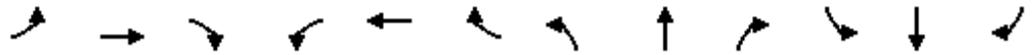
# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Park Street/Private Driveway & Somerville Avenue

 Ø1 20 s	 Ø2 50 s	 Ø9 22 s	 Ø4 30 s
 Ø6 70 s			 Ø8 30 s

2022 Existing Saturday Midday Peak Hour  
 2: Park Street/Private Driveway & Somerville Avenue

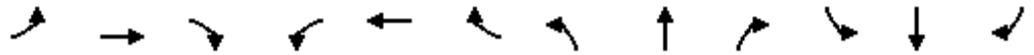


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗	↖	↗			↕			↕	
Traffic Volume (vph)	2	357	95	95	432	30	265	21	65	5	1	1
Future Volume (vph)	2	357	95	95	432	30	265	21	65	5	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	10	10	10	10	10	10	10	15	15	15
Total Lost time (s)		4.0	4.0	4.0	4.0			4.0			4.0	
Lane Util. Factor		1.00	1.00	1.00	1.00			1.00			1.00	
Frt		1.00	0.85	1.00	0.99			0.98			0.98	
Flt Protected		1.00	1.00	0.95	1.00			0.96			0.96	
Satd. Flow (prot)		1881	1492	1685	1740			1654			1982	
Flt Permitted		1.00	1.00	0.22	1.00			0.77			0.84	
Satd. Flow (perm)		1877	1492	393	1740			1327			1721	
Peak-hour factor, PHF	0.90	0.90	0.90	0.96	0.96	0.96	0.82	0.82	0.82	0.75	0.75	0.75
Adj. Flow (vph)	2	397	106	99	450	31	323	26	79	7	1	1
RTOR Reduction (vph)	0	0	68	0	2	0	0	6	0	0	1	0
Lane Group Flow (vph)	0	399	38	99	479	0	0	422	0	0	8	0
Heavy Vehicles (%)	0%	1%	1%	0%	1%	0%	1%	0%	0%	0%	0%	0%
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8				4
Permitted Phases	2		2	6			8			4		
Actuated Green, G (s)		27.0	27.0	42.0	42.0			25.9			25.9	
Effective Green, g (s)		29.0	29.0	44.0	44.0			26.9			26.9	
Actuated g/C Ratio		0.30	0.30	0.46	0.46			0.28			0.28	
Clearance Time (s)		6.0	6.0	6.0	6.0			5.0			5.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)		566	450	327	796			371			481	
v/s Ratio Prot				0.03	c0.28							
v/s Ratio Perm		c0.21	0.03	0.10				c0.32			0.00	
v/c Ratio		0.70	0.08	0.30	0.60			1.14			0.02	
Uniform Delay, d1		29.8	24.0	17.1	19.5			34.6			25.0	
Progression Factor		1.00	1.00	1.00	1.00			1.00			1.00	
Incremental Delay, d2		4.0	0.1	0.5	1.3			89.8			0.0	
Delay (s)		33.7	24.1	17.7	20.8			124.4			25.0	
Level of Service		C	C	B	C			F			C	
Approach Delay (s)		31.7			20.2			124.4			25.0	
Approach LOS		C			C			F			C	

Intersection Summary			
HCM 2000 Control Delay	53.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	96.1	Sum of lost time (s)	15.0
Intersection Capacity Utilization	76.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

2027 No Build Weekday Morning Peak Hour  
 2: Park Street/Private Driveway & Somerville Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗	↖	↗			↕			↕	
Traffic Volume (vph)	8	421	87	81	452	52	196	20	43	12	4	1
Future Volume (vph)	8	421	87	81	452	52	196	20	43	12	4	1
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.985			0.978			0.994	
Flt Protected		0.999		0.950				0.963			0.965	
Satd. Flow (prot)	0	1844	1383	1685	1716	0	0	1627	0	0	2005	0
Flt Permitted		0.990		0.182				0.764			0.806	
Satd. Flow (perm)	0	1827	1383	323	1716	0	0	1290	0	0	1674	0
Satd. Flow (RTOR)			98		7			7			1	
Adj. Flow (vph)	9	495	102	83	461	53	220	22	48	16	5	1
Lane Group Flow (vph)	0	504	102	83	514	0	0	290	0	0	22	0
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	2	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	23.0	23.0	23.0	11.0	23.0		23.0	23.0		23.0	23.0	
Total Split (s)	50.0	50.0	50.0	20.0	70.0		30.0	30.0		30.0	30.0	
Total Split (%)	41.0%	41.0%	41.0%	16.4%	57.4%		24.6%	24.6%		24.6%	24.6%	
Maximum Green (s)	44.0	44.0	44.0	14.0	64.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-2.0	-2.0	-2.0	-2.0			-1.0			-1.0	
Total Lost Time (s)		4.0	4.0	4.0	4.0			4.0			4.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	None	Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.75	0.18	0.28	0.63			0.80			0.05	
Control Delay		37.8	6.2	17.2	23.2			56.7			34.1	
Queue Delay		0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay		37.8	6.2	17.2	23.2			56.7			34.1	
Queue Length 50th (ft)		311	2	30	251			191			11	
Queue Length 95th (ft)		416	32	57	357			#399			29	
Internal Link Dist (ft)		70			270			220			220	
Turn Bay Length (ft)			90	100								
Base Capacity (vph)		898	729	387	1167			363			465	
Starvation Cap Reductn		0	0	0	0			0			0	
Spillback Cap Reductn		0	0	0	0			0			0	
Storage Cap Reductn		0	0	0	0			0			0	
Reduced v/c Ratio		0.56	0.14	0.21	0.44			0.80			0.05	

Intersection Summary

Cycle Length: 122

2027 No Build Weekday Morning Peak Hour  
 2: Park Street/Private Driveway & Somerville Avenue

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Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Adj. Flow (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.0
Total Split (s)	22.0
Total Split (%)	18%
Maximum Green (s)	19.0
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	12.0
Pedestrian Calls (#/hr)	113
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
<b>Intersection Summary</b>	

## 2027 No Build Weekday Morning Peak Hour 2: Park Street/Private Driveway & Somerville Avenue

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Actuated Cycle Length: 100.2

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

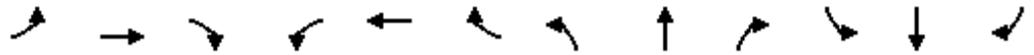
# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Park Street/Private Driveway & Somerville Avenue



2027 No Build Weekday Morning Peak Hour  
 2: Park Street/Private Driveway & Somerville Avenue

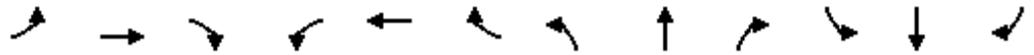


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗	↖	↘			↕			↕	
Traffic Volume (vph)	8	421	87	81	452	52	196	20	43	12	4	1
Future Volume (vph)	8	421	87	81	452	52	196	20	43	12	4	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	10	10	10	10	10	10	10	15	15	15
Total Lost time (s)		4.0	4.0	4.0	4.0			4.0			4.0	
Lane Util. Factor		1.00	1.00	1.00	1.00			1.00			1.00	
Frt		1.00	0.85	1.00	0.98			0.98			0.99	
Flt Protected		1.00	1.00	0.95	1.00			0.96			0.96	
Satd. Flow (prot)		1844	1383	1685	1715			1627			2004	
Flt Permitted		0.99	1.00	0.18	1.00			0.76			0.81	
Satd. Flow (perm)		1826	1383	322	1715			1289			1675	
Peak-hour factor, PHF	0.85	0.85	0.85	0.98	0.98	0.98	0.89	0.89	0.89	0.75	0.75	0.75
Adj. Flow (vph)	9	495	102	83	461	53	220	22	48	16	5	1
RTOR Reduction (vph)	0	0	63	0	4	0	0	5	0	0	1	0
Lane Group Flow (vph)	0	504	39	83	510	0	0	285	0	0	21	0
Heavy Vehicles (%)	0%	3%	9%	0%	2%	0%	2%	0%	7%	0%	0%	0%
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8				4
Permitted Phases	2		2	6			8			4		
Actuated Green, G (s)		34.8	34.8	47.3	47.3			26.8			26.8	
Effective Green, g (s)		36.8	36.8	49.3	49.3			27.8			27.8	
Actuated g/C Ratio		0.36	0.36	0.48	0.48			0.27			0.27	
Clearance Time (s)		6.0	6.0	6.0	6.0			5.0			5.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)		659	499	269	829			351			456	
v/s Ratio Prot				0.03	c0.30							
v/s Ratio Perm		c0.28	0.03	0.12				c0.22			0.01	
v/c Ratio		0.76	0.08	0.31	0.62			0.81			0.05	
Uniform Delay, d1		28.7	21.4	17.8	19.3			34.6			27.3	
Progression Factor		1.00	1.00	1.00	1.00			1.00			1.00	
Incremental Delay, d2		5.3	0.1	0.7	1.4			13.3			0.0	
Delay (s)		34.0	21.5	18.4	20.7			47.9			27.3	
Level of Service		C	C	B	C			D			C	
Approach Delay (s)		31.9			20.4			47.9			27.3	
Approach LOS		C			C			D			C	

Intersection Summary		
HCM 2000 Control Delay	30.4	HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio	0.65	
Actuated Cycle Length (s)	101.9	Sum of lost time (s) 15.0
Intersection Capacity Utilization	76.5%	ICU Level of Service D
Analysis Period (min)	15	

c Critical Lane Group

2027 No Build Weekday Evening Peak Hour  
 2: Park Street/Private Driveway & Somerville Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗	↖	↘			↕			↕	
Traffic Volume (vph)	17	377	83	100	517	56	403	12	60	4	3	3
Future Volume (vph)	17	377	83	100	517	56	403	12	60	4	3	3
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.985			0.983			0.960	
Flt Protected		0.998		0.950				0.959			0.980	
Satd. Flow (prot)	0	1861	1436	1685	1731	0	0	1658	0	0	1966	0
Flt Permitted		0.940		0.209				0.746			0.949	
Satd. Flow (perm)	0	1752	1436	371	1731	0	0	1289	0	0	1904	0
Satd. Flow (RTOR)			98		7			5			5	
Adj. Flow (vph)	18	397	87	116	601	65	438	13	65	7	5	5
Lane Group Flow (vph)	0	415	87	116	666	0	0	516	0	0	17	0
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	2	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	23.0	23.0	23.0	11.0	23.0		23.0	23.0		23.0	23.0	
Total Split (s)	50.0	50.0	50.0	20.0	70.0		30.0	30.0		30.0	30.0	
Total Split (%)	41.0%	41.0%	41.0%	16.4%	57.4%		24.6%	24.6%		24.6%	24.6%	
Maximum Green (s)	44.0	44.0	44.0	14.0	64.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-2.0	-2.0	-2.0	-2.0			-1.0			-1.0	
Total Lost Time (s)		4.0	4.0	4.0	4.0			4.0			4.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	None	Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.77	0.17	0.37	0.84			1.57			0.04	
Control Delay		43.0	4.7	19.0	34.7			300.7			28.4	
Queue Delay		0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay		43.0	4.7	19.0	34.7			300.7			28.4	
Queue Length 50th (ft)		248	0	43	372			~486			6	
Queue Length 95th (ft)		369	27	71	478			#839			16	
Internal Link Dist (ft)		70			270			220			220	
Turn Bay Length (ft)			90	100								
Base Capacity (vph)		786	698	373	1111			328			484	
Starvation Cap Reductn		0	0	0	0			0			0	
Spillback Cap Reductn		0	0	0	0			0			0	
Storage Cap Reductn		0	0	0	0			0			0	
Reduced v/c Ratio		0.53	0.12	0.31	0.60			1.57			0.04	

Intersection Summary

Cycle Length: 122

2027 No Build Weekday Evening Peak Hour  
 2: Park Street/Private Driveway & Somerville Avenue

---

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Adj. Flow (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.0
Total Split (s)	22.0
Total Split (%)	18%
Maximum Green (s)	19.0
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	12.0
Pedestrian Calls (#/hr)	131
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
<b>Intersection Summary</b>	

## 2027 No Build Weekday Evening Peak Hour 2: Park Street/Private Driveway & Somerville Avenue

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Actuated Cycle Length: 104.2

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

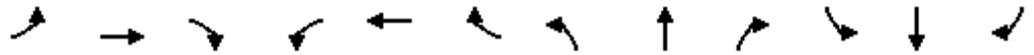
# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Park Street/Private Driveway & Somerville Avenue

 Ø1 20 s	 Ø2 50 s	 Ø9 22 s	 Ø4 30 s
 Ø6 70 s			 Ø8 30 s

2027 No Build Weekday Evening Peak Hour  
 2: Park Street/Private Driveway & Somerville Avenue

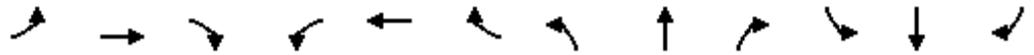


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗	↖	↘			↕			↕	
Traffic Volume (vph)	17	377	83	100	517	56	403	12	60	4	3	3
Future Volume (vph)	17	377	83	100	517	56	403	12	60	4	3	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	10	10	10	10	10	10	10	15	15	15
Total Lost time (s)		4.0	4.0	4.0	4.0			4.0			4.0	
Lane Util. Factor		1.00	1.00	1.00	1.00			1.00			1.00	
Frt		1.00	0.85	1.00	0.99			0.98			0.96	
Flt Protected		1.00	1.00	0.95	1.00			0.96			0.98	
Satd. Flow (prot)		1860	1436	1685	1732			1658			1967	
Flt Permitted		0.94	1.00	0.21	1.00			0.75			0.95	
Satd. Flow (perm)		1752	1436	371	1732			1290			1905	
Peak-hour factor, PHF	0.95	0.95	0.95	0.86	0.86	0.86	0.92	0.92	0.92	0.58	0.58	0.58
Adj. Flow (vph)	18	397	87	116	601	65	438	13	65	7	5	5
RTOR Reduction (vph)	0	0	60	0	4	0	0	4	0	0	4	0
Lane Group Flow (vph)	0	415	27	116	662	0	0	512	0	0	13	0
Heavy Vehicles (%)	0%	2%	5%	0%	1%	0%	1%	0%	0%	0%	0%	0%
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8				4
Permitted Phases	2		2	6			8			4		
Actuated Green, G (s)		30.1	30.1	45.6	45.6			25.3			25.3	
Effective Green, g (s)		32.1	32.1	47.6	47.6			26.3			26.3	
Actuated g/C Ratio		0.31	0.31	0.46	0.46			0.25			0.25	
Clearance Time (s)		6.0	6.0	6.0	6.0			5.0			5.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)		540	442	314	791			325			481	
v/s Ratio Prot				0.04	c0.38							
v/s Ratio Perm		0.24	0.02	0.13				c0.40			0.01	
v/c Ratio		0.77	0.06	0.37	0.84			1.58			0.03	
Uniform Delay, d1		32.6	25.4	19.0	24.8			38.9			29.3	
Progression Factor		1.00	1.00	1.00	1.00			1.00			1.00	
Incremental Delay, d2		6.5	0.1	0.7	7.7			273.6			0.0	
Delay (s)		39.1	25.4	19.8	32.5			312.5			29.3	
Level of Service		D	C	B	C			F			C	
Approach Delay (s)		36.8			30.7			312.5			29.3	
Approach LOS		D			C			F			C	

Intersection Summary		
HCM 2000 Control Delay	112.4	HCM 2000 Level of Service F
HCM 2000 Volume to Capacity ratio	0.91	
Actuated Cycle Length (s)	104.1	Sum of lost time (s) 15.0
Intersection Capacity Utilization	94.7%	ICU Level of Service F
Analysis Period (min)	15	

c Critical Lane Group

2027 No Build Saturday Midday Peak Hour  
 2: Park Street/Private Driveway & Somerville Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗	↖	↘			↕			↕	
Traffic Volume (vph)	17	362	96	98	460	57	269	24	66	5	1	1
Future Volume (vph)	17	362	96	98	460	57	269	24	66	5	1	1
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.984			0.975			0.985	
Flt Protected		0.998		0.950				0.964			0.963	
Satd. Flow (prot)	0	1878	1492	1685	1730	0	0	1654	0	0	1982	0
Flt Permitted		0.965		0.218				0.774			0.840	
Satd. Flow (perm)	0	1816	1492	387	1730	0	0	1328	0	0	1729	0
Satd. Flow (RTOR)			98		8			8			1	
Adj. Flow (vph)	19	402	107	102	479	59	328	29	80	7	1	1
Lane Group Flow (vph)	0	421	107	102	538	0	0	437	0	0	9	0
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	2	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	23.0	23.0	23.0	11.0	23.0		23.0	23.0		23.0	23.0	
Total Split (s)	50.0	50.0	50.0	20.0	70.0		30.0	30.0		30.0	30.0	
Total Split (%)	41.0%	41.0%	41.0%	16.4%	57.4%		24.6%	24.6%		24.6%	24.6%	
Maximum Green (s)	44.0	44.0	44.0	14.0	64.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-2.0	-2.0	-2.0	-2.0			-1.0			-1.0	
Total Lost Time (s)		4.0	4.0	4.0	4.0			4.0			4.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	None	Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.73	0.20	0.31	0.65			1.18			0.02	
Control Delay		38.9	7.1	18.0	24.4			141.4			32.1	
Queue Delay		0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay		38.9	7.1	18.0	24.4			141.4			32.1	
Queue Length 50th (ft)		248	4	38	266			~361			4	
Queue Length 95th (ft)		368	41	68	378			#582			16	
Internal Link Dist (ft)		70			270			220			220	
Turn Bay Length (ft)			90	100								
Base Capacity (vph)		881	774	402	1207			370			475	
Starvation Cap Reductn		0	0	0	0			0			0	
Spillback Cap Reductn		0	0	0	0			0			0	
Storage Cap Reductn		0	0	0	0			0			0	
Reduced v/c Ratio		0.48	0.14	0.25	0.45			1.18			0.02	

Intersection Summary

Cycle Length: 122

2027 No Build Saturday Midday Peak Hour  
 2: Park Street/Private Driveway & Somerville Avenue

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Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Adj. Flow (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.0
Total Split (s)	22.0
Total Split (%)	18%
Maximum Green (s)	19.0
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	12.0
Pedestrian Calls (#/hr)	101
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
<b>Intersection Summary</b>	

## 2027 No Build Saturday Midday Peak Hour 2: Park Street/Private Driveway & Somerville Avenue

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Actuated Cycle Length: 98.4

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

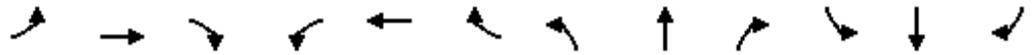
# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Park Street/Private Driveway & Somerville Avenue

 Ø1 20 s	 Ø2 50 s	 Ø9 22 s	 Ø4 30 s
 Ø6 70 s			 Ø8 30 s

2027 No Build Saturday Midday Peak Hour  
 2: Park Street/Private Driveway & Somerville Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗	↖	↗			↕			↕	
Traffic Volume (vph)	17	362	96	98	460	57	269	24	66	5	1	1
Future Volume (vph)	17	362	96	98	460	57	269	24	66	5	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	10	10	10	10	10	10	10	15	15	15
Total Lost time (s)		4.0	4.0	4.0	4.0			4.0			4.0	
Lane Util. Factor		1.00	1.00	1.00	1.00			1.00			1.00	
Frt		1.00	0.85	1.00	0.98			0.98			0.98	
Flt Protected		1.00	1.00	0.95	1.00			0.96			0.96	
Satd. Flow (prot)		1878	1492	1685	1729			1655			1982	
Flt Permitted		0.96	1.00	0.22	1.00			0.77			0.84	
Satd. Flow (perm)		1816	1492	386	1729			1329			1729	
Peak-hour factor, PHF	0.90	0.90	0.90	0.96	0.96	0.96	0.82	0.82	0.82	0.75	0.75	0.75
Adj. Flow (vph)	19	402	107	102	479	59	328	29	80	7	1	1
RTOR Reduction (vph)	0	0	67	0	4	0	0	6	0	0	1	0
Lane Group Flow (vph)	0	421	40	102	534	0	0	431	0	0	8	0
Heavy Vehicles (%)	0%	1%	1%	0%	1%	0%	1%	0%	0%	0%	0%	0%
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8				4
Permitted Phases	2		2	6			8			4		
Actuated Green, G (s)		29.5	29.5	44.6	44.6			26.0			26.0	
Effective Green, g (s)		31.5	31.5	46.6	46.6			27.0			27.0	
Actuated g/C Ratio		0.32	0.32	0.47	0.47			0.27			0.27	
Clearance Time (s)		6.0	6.0	6.0	6.0			5.0			5.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)		578	475	328	815			363			472	
v/s Ratio Prot				0.03	c0.31							
v/s Ratio Perm		c0.23	0.03	0.11				c0.32			0.00	
v/c Ratio		0.73	0.08	0.31	0.65			1.19			0.02	
Uniform Delay, d1		29.9	23.6	17.1	20.0			35.9			26.2	
Progression Factor		1.00	1.00	1.00	1.00			1.00			1.00	
Incremental Delay, d2		4.6	0.1	0.5	1.9			108.9			0.0	
Delay (s)		34.4	23.6	17.6	21.9			144.8			26.2	
Level of Service		C	C	B	C			F			C	
Approach Delay (s)		32.2			21.2			144.8			26.2	
Approach LOS		C			C			F			C	

Intersection Summary			
HCM 2000 Control Delay	58.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	98.8	Sum of lost time (s)	15.0
Intersection Capacity Utilization	80.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

2027 Build Weekday Morning Peak Hour  
 2: Park Street/Private Driveway & Somerville Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗	↖	↘			↕			↕	
Traffic Volume (vph)	8	422	87	81	452	52	196	20	43	12	4	1
Future Volume (vph)	8	422	87	81	452	52	196	20	43	12	4	1
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.985			0.978			0.994	
Flt Protected		0.999		0.950				0.963			0.965	
Satd. Flow (prot)	0	1844	1383	1685	1716	0	0	1627	0	0	2005	0
Flt Permitted		0.990		0.181				0.764			0.806	
Satd. Flow (perm)	0	1827	1383	321	1716	0	0	1290	0	0	1674	0
Satd. Flow (RTOR)			98		7			7			1	
Adj. Flow (vph)	9	496	102	83	461	53	220	22	48	16	5	1
Lane Group Flow (vph)	0	505	102	83	514	0	0	290	0	0	22	0
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	2	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	23.0	23.0	23.0	11.0	23.0		23.0	23.0		23.0	23.0	
Total Split (s)	50.0	50.0	50.0	20.0	70.0		30.0	30.0		30.0	30.0	
Total Split (%)	41.0%	41.0%	41.0%	16.4%	57.4%		24.6%	24.6%		24.6%	24.6%	
Maximum Green (s)	44.0	44.0	44.0	14.0	64.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-2.0	-2.0	-2.0	-2.0			-1.0			-1.0	
Total Lost Time (s)		4.0	4.0	4.0	4.0			4.0			4.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	None	Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.75	0.18	0.28	0.63			0.80			0.05	
Control Delay		37.8	6.2	17.2	23.2			56.8			34.2	
Queue Delay		0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay		37.8	6.2	17.2	23.2			56.8			34.2	
Queue Length 50th (ft)		312	2	30	251			191			11	
Queue Length 95th (ft)		417	32	57	357			#399			29	
Internal Link Dist (ft)		70			270			220			220	
Turn Bay Length (ft)			90	100								
Base Capacity (vph)		897	729	386	1167			363			465	
Starvation Cap Reductn		0	0	0	0			0			0	
Spillback Cap Reductn		0	0	0	0			0			0	
Storage Cap Reductn		0	0	0	0			0			0	
Reduced v/c Ratio		0.56	0.14	0.22	0.44			0.80			0.05	

Intersection Summary

Cycle Length: 122

2027 Build Weekday Morning Peak Hour  
 2: Park Street/Private Driveway & Somerville Avenue

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Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Adj. Flow (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.0
Total Split (s)	22.0
Total Split (%)	18%
Maximum Green (s)	19.0
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	12.0
Pedestrian Calls (#/hr)	113
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
<b>Intersection Summary</b>	

## 2027 Build Weekday Morning Peak Hour 2: Park Street/Private Driveway & Somerville Avenue

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Actuated Cycle Length: 100.2

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

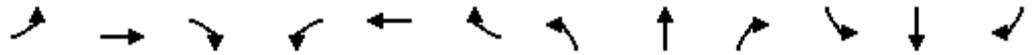
# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Park Street/Private Driveway & Somerville Avenue



2027 Build Weekday Morning Peak Hour  
 2: Park Street/Private Driveway & Somerville Avenue

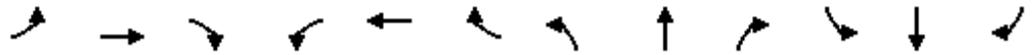


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗	↖	↘			↕			↕	
Traffic Volume (vph)	8	422	87	81	452	52	196	20	43	12	4	1
Future Volume (vph)	8	422	87	81	452	52	196	20	43	12	4	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	10	10	10	10	10	10	10	15	15	15
Total Lost time (s)		4.0	4.0	4.0	4.0			4.0			4.0	
Lane Util. Factor		1.00	1.00	1.00	1.00			1.00			1.00	
Frt		1.00	0.85	1.00	0.98			0.98			0.99	
Flt Protected		1.00	1.00	0.95	1.00			0.96			0.96	
Satd. Flow (prot)		1844	1383	1685	1715			1627			2004	
Flt Permitted		0.99	1.00	0.18	1.00			0.76			0.81	
Satd. Flow (perm)		1826	1383	321	1715			1289			1675	
Peak-hour factor, PHF	0.85	0.85	0.85	0.98	0.98	0.98	0.89	0.89	0.89	0.75	0.75	0.75
Adj. Flow (vph)	9	496	102	83	461	53	220	22	48	16	5	1
RTOR Reduction (vph)	0	0	63	0	4	0	0	5	0	0	1	0
Lane Group Flow (vph)	0	505	39	83	510	0	0	285	0	0	21	0
Heavy Vehicles (%)	0%	3%	9%	0%	2%	0%	2%	0%	7%	0%	0%	0%
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8				4
Permitted Phases	2		2	6			8			4		
Actuated Green, G (s)		34.9	34.9	47.4	47.4			26.8			26.8	
Effective Green, g (s)		36.9	36.9	49.4	49.4			27.8			27.8	
Actuated g/C Ratio		0.36	0.36	0.48	0.48			0.27			0.27	
Clearance Time (s)		6.0	6.0	6.0	6.0			5.0			5.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)		660	500	269	830			351			456	
v/s Ratio Prot				0.03	c0.30							
v/s Ratio Perm		c0.28	0.03	0.12				c0.22			0.01	
v/c Ratio		0.77	0.08	0.31	0.61			0.81			0.05	
Uniform Delay, d1		28.7	21.4	17.8	19.3			34.7			27.3	
Progression Factor		1.00	1.00	1.00	1.00			1.00			1.00	
Incremental Delay, d2		5.3	0.1	0.7	1.4			13.3			0.0	
Delay (s)		34.0	21.5	18.4	20.7			48.0			27.4	
Level of Service		C	C	B	C			D			C	
Approach Delay (s)		31.9			20.4			48.0			27.4	
Approach LOS		C			C			D			C	

Intersection Summary		
HCM 2000 Control Delay	30.4	HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio	0.65	
Actuated Cycle Length (s)	102.0	Sum of lost time (s) 15.0
Intersection Capacity Utilization	76.6%	ICU Level of Service D
Analysis Period (min)	15	

c Critical Lane Group

2027 Build Weekday Evening Peak Hour  
 2: Park Street/Private Driveway & Somerville Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗	↖	↘			↕			↕	
Traffic Volume (vph)	17	382	83	102	524	56	403	12	61	4	3	3
Future Volume (vph)	17	382	83	102	524	56	403	12	61	4	3	3
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.986			0.983			0.960	
Flt Protected		0.998		0.950				0.959			0.980	
Satd. Flow (prot)	0	1861	1436	1685	1733	0	0	1658	0	0	1966	0
Flt Permitted		0.930		0.204				0.747			0.951	
Satd. Flow (perm)	0	1734	1436	362	1733	0	0	1291	0	0	1908	0
Satd. Flow (RTOR)			98		7			5			5	
Adj. Flow (vph)	18	402	87	119	609	65	438	13	66	7	5	5
Lane Group Flow (vph)	0	420	87	119	674	0	0	517	0	0	17	0
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	2	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	23.0	23.0	23.0	11.0	23.0		23.0	23.0		23.0	23.0	
Total Split (s)	50.0	50.0	50.0	20.0	70.0		30.0	30.0		30.0	30.0	
Total Split (%)	41.0%	41.0%	41.0%	16.4%	57.4%		24.6%	24.6%		24.6%	24.6%	
Maximum Green (s)	44.0	44.0	44.0	14.0	64.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-2.0	-2.0	-2.0	-2.0			-1.0			-1.0	
Total Lost Time (s)		4.0	4.0	4.0	4.0			4.0			4.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	None	Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.79	0.17	0.38	0.84			1.58			0.04	
Control Delay		43.9	4.8	19.1	35.0			303.7			28.5	
Queue Delay		0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay		43.9	4.8	19.1	35.0			303.7			28.5	
Queue Length 50th (ft)		253	0	45	379			~491			6	
Queue Length 95th (ft)		378	27	73	487			#841			16	
Internal Link Dist (ft)		70			270			220			220	
Turn Bay Length (ft)			90	100								
Base Capacity (vph)		773	695	370	1107			328			482	
Starvation Cap Reductn		0	0	0	0			0			0	
Spillback Cap Reductn		0	0	0	0			0			0	
Storage Cap Reductn		0	0	0	0			0			0	
Reduced v/c Ratio		0.54	0.13	0.32	0.61			1.58			0.04	

Intersection Summary

Cycle Length: 122

2027 Build Weekday Evening Peak Hour  
 2: Park Street/Private Driveway & Somerville Avenue

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Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Adj. Flow (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.0
Total Split (s)	22.0
Total Split (%)	18%
Maximum Green (s)	19.0
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	12.0
Pedestrian Calls (#/hr)	131
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
<b>Intersection Summary</b>	

## 2027 Build Weekday Evening Peak Hour 2: Park Street/Private Driveway & Somerville Avenue

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Actuated Cycle Length: 104.7

Natural Cycle: 140

Control Type: Actuated-Uncoordinated

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

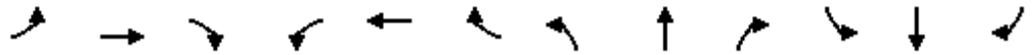
# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Park Street/Private Driveway & Somerville Avenue

 Ø1 20 s	 Ø2 50 s	 Ø9 22 s	 Ø4 30 s
 Ø6 70 s			 Ø8 30 s

2027 Build Weekday Evening Peak Hour  
 2: Park Street/Private Driveway & Somerville Avenue

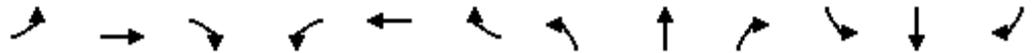


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗	↖	↘			↕			↕	
Traffic Volume (vph)	17	382	83	102	524	56	403	12	61	4	3	3
Future Volume (vph)	17	382	83	102	524	56	403	12	61	4	3	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	10	10	10	10	10	10	10	15	15	15
Total Lost time (s)		4.0	4.0	4.0	4.0			4.0			4.0	
Lane Util. Factor		1.00	1.00	1.00	1.00			1.00			1.00	
Frt		1.00	0.85	1.00	0.99			0.98			0.96	
Flt Protected		1.00	1.00	0.95	1.00			0.96			0.98	
Satd. Flow (prot)		1860	1436	1685	1732			1658			1967	
Flt Permitted		0.93	1.00	0.20	1.00			0.75			0.95	
Satd. Flow (perm)		1733	1436	362	1732			1290			1908	
Peak-hour factor, PHF	0.95	0.95	0.95	0.86	0.86	0.86	0.92	0.92	0.92	0.58	0.58	0.58
Adj. Flow (vph)	18	402	87	119	609	65	438	13	66	7	5	5
RTOR Reduction (vph)	0	0	60	0	4	0	0	4	0	0	4	0
Lane Group Flow (vph)	0	420	27	119	670	0	0	513	0	0	13	0
Heavy Vehicles (%)	0%	2%	5%	0%	1%	0%	1%	0%	0%	0%	0%	0%
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Actuated Green, G (s)		30.3	30.3	46.0	46.0			25.3			25.3	
Effective Green, g (s)		32.3	32.3	48.0	48.0			26.3			26.3	
Actuated g/C Ratio		0.31	0.31	0.46	0.46			0.25			0.25	
Clearance Time (s)		6.0	6.0	6.0	6.0			5.0			5.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)		535	443	314	795			324			480	
v/s Ratio Prot				0.04	c0.39							
v/s Ratio Perm		0.24	0.02	0.13				c0.40			0.01	
v/c Ratio		0.79	0.06	0.38	0.84			1.58			0.03	
Uniform Delay, d1		32.9	25.4	19.1	24.9			39.1			29.5	
Progression Factor		1.00	1.00	1.00	1.00			1.00			1.00	
Incremental Delay, d2		7.4	0.1	0.8	8.1			277.1			0.0	
Delay (s)		40.4	25.5	19.9	33.0			316.2			29.5	
Level of Service		D	C	B	C			F			C	
Approach Delay (s)		37.8			31.1			316.2			29.5	
Approach LOS		D			C			F			C	

Intersection Summary		
HCM 2000 Control Delay	113.3	HCM 2000 Level of Service F
HCM 2000 Volume to Capacity ratio	0.92	
Actuated Cycle Length (s)	104.5	Sum of lost time (s) 15.0
Intersection Capacity Utilization	95.4%	ICU Level of Service F
Analysis Period (min)	15	

c Critical Lane Group

2027 Build Saturday Midday Peak Hour  
 2: Park Street/Private Driveway & Somerville Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗	↖	↘			↕			↕	
Traffic Volume (vph)	17	367	96	99	466	57	269	24	67	5	1	1
Future Volume (vph)	17	367	96	99	466	57	269	24	67	5	1	1
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.984			0.975			0.985	
Flt Protected		0.998		0.950				0.964			0.963	
Satd. Flow (prot)	0	1878	1492	1685	1730	0	0	1654	0	0	1982	0
Flt Permitted		0.965		0.215				0.775			0.841	
Satd. Flow (perm)	0	1816	1492	381	1730	0	0	1330	0	0	1731	0
Satd. Flow (RTOR)			98		8			9			1	
Adj. Flow (vph)	19	408	107	103	485	59	328	29	82	7	1	1
Lane Group Flow (vph)	0	427	107	103	544	0	0	439	0	0	9	0
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	2	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	23.0	23.0	23.0	11.0	23.0		23.0	23.0		23.0	23.0	
Total Split (s)	50.0	50.0	50.0	20.0	70.0		30.0	30.0		30.0	30.0	
Total Split (%)	41.0%	41.0%	41.0%	16.4%	57.4%		24.6%	24.6%		24.6%	24.6%	
Maximum Green (s)	44.0	44.0	44.0	14.0	64.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-2.0	-2.0	-2.0	-2.0			-1.0			-1.0	
Total Lost Time (s)		4.0	4.0	4.0	4.0			4.0			4.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	None	Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.73	0.20	0.31	0.66			1.19			0.02	
Control Delay		38.9	7.1	18.0	24.5			144.2			32.4	
Queue Delay		0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay		38.9	7.1	18.0	24.5			144.2			32.4	
Queue Length 50th (ft)		253	4	38	271			~365			4	
Queue Length 95th (ft)		375	41	68	384			#587			16	
Internal Link Dist (ft)		70			270			220			220	
Turn Bay Length (ft)			90	100								
Base Capacity (vph)		877	771	401	1201			369			473	
Starvation Cap Reductn		0	0	0	0			0			0	
Spillback Cap Reductn		0	0	0	0			0			0	
Storage Cap Reductn		0	0	0	0			0			0	
Reduced v/c Ratio		0.49	0.14	0.26	0.45			1.19			0.02	

Intersection Summary  
 Cycle Length: 122

2027 Build Saturday Midday Peak Hour  
 2: Park Street/Private Driveway & Somerville Avenue

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Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Adj. Flow (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.0
Total Split (s)	22.0
Total Split (%)	18%
Maximum Green (s)	19.0
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	12.0
Pedestrian Calls (#/hr)	101
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
<b>Intersection Summary</b>	

## 2027 Build Saturday Midday Peak Hour 2: Park Street/Private Driveway & Somerville Avenue

Actuated Cycle Length: 98.9

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

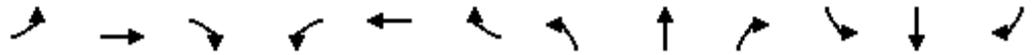
# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Park Street/Private Driveway & Somerville Avenue

 Ø1 20 s	 Ø2 50 s	 Ø9 22 s	 Ø4 30 s
 Ø6 70 s			 Ø8 30 s

2027 Build Saturday Midday Peak Hour  
 2: Park Street/Private Driveway & Somerville Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗	↖	↘			↕			↕	
Traffic Volume (vph)	17	367	96	99	466	57	269	24	67	5	1	1
Future Volume (vph)	17	367	96	99	466	57	269	24	67	5	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	10	10	10	10	10	10	10	15	15	15
Total Lost time (s)		4.0	4.0	4.0	4.0			4.0			4.0	
Lane Util. Factor		1.00	1.00	1.00	1.00			1.00			1.00	
Frt		1.00	0.85	1.00	0.98			0.97			0.98	
Flt Protected		1.00	1.00	0.95	1.00			0.96			0.96	
Satd. Flow (prot)		1878	1492	1685	1729			1654			1982	
Flt Permitted		0.96	1.00	0.21	1.00			0.78			0.84	
Satd. Flow (perm)		1816	1492	381	1729			1330			1731	
Peak-hour factor, PHF	0.90	0.90	0.90	0.96	0.96	0.96	0.82	0.82	0.82	0.75	0.75	0.75
Adj. Flow (vph)	19	408	107	103	485	59	328	29	82	7	1	1
RTOR Reduction (vph)	0	0	66	0	4	0	0	7	0	0	1	0
Lane Group Flow (vph)	0	427	41	103	540	0	0	432	0	0	8	0
Heavy Vehicles (%)	0%	1%	1%	0%	1%	0%	1%	0%	0%	0%	0%	0%
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8				4
Permitted Phases	2		2	6			8			4		
Actuated Green, G (s)		30.0	30.0	45.1	45.1			26.0			26.0	
Effective Green, g (s)		32.0	32.0	47.1	47.1			27.0			27.0	
Actuated g/C Ratio		0.32	0.32	0.47	0.47			0.27			0.27	
Clearance Time (s)		6.0	6.0	6.0	6.0			5.0			5.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)		585	480	326	820			361			470	
v/s Ratio Prot				0.04	c0.31							
v/s Ratio Perm		c0.24	0.03	0.11				c0.33			0.00	
v/c Ratio		0.73	0.08	0.32	0.66			1.20			0.02	
Uniform Delay, d1		29.8	23.4	17.1	19.9			36.1			26.4	
Progression Factor		1.00	1.00	1.00	1.00			1.00			1.00	
Incremental Delay, d2		4.6	0.1	0.6	1.9			112.9			0.0	
Delay (s)		34.4	23.5	17.7	21.9			149.0			26.5	
Level of Service		C	C	B	C			F			C	
Approach Delay (s)		32.2			21.2			149.0			26.5	
Approach LOS		C			C			F			C	

Intersection Summary		
HCM 2000 Control Delay	59.3	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.76	E
Actuated Cycle Length (s)	99.3	Sum of lost time (s)
Intersection Capacity Utilization	81.6%	15.0
Analysis Period (min)	15	ICU Level of Service
		D

c Critical Lane Group

Somerville Avenue at Properzi Way

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2022 Existing Weekday Morning Peak Hour  
3: Properzi Way & Somerville Avenue

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	516	89	4	450	4	4
Future Vol, veh/h	516	89	4	450	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	89	89	50	50
Heavy Vehicles, %	4	0	0	2	0	0
Mvmt Flow	561	97	4	506	8	8

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	658	0	1124
Stage 1	-	-	-	-	610
Stage 2	-	-	-	-	514
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	939	-	229
Stage 1	-	-	-	-	546
Stage 2	-	-	-	-	605
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	939	-	228
Mov Cap-2 Maneuver	-	-	-	-	228
Stage 1	-	-	-	-	546
Stage 2	-	-	-	-	601

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	17.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	313	-	-	939	-
HCM Lane V/C Ratio	0.051	-	-	0.005	-
HCM Control Delay (s)	17.1	-	-	8.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

2022 Existing Weekday Evening Peak Hour  
3: Properzi Way & Somerville Avenue

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	475	40	17	507	32	23
Future Vol, veh/h	475	40	17	507	32	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	96	96	68	68
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	522	44	18	528	47	34

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	566	0	1108
Stage 1	-	-	-	-	544
Stage 2	-	-	-	-	564
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1016	-	234
Stage 1	-	-	-	-	586
Stage 2	-	-	-	-	573
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1016	-	228
Mov Cap-2 Maneuver	-	-	-	-	228
Stage 1	-	-	-	-	586
Stage 2	-	-	-	-	559

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	21.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	301	-	-	1016	-
HCM Lane V/C Ratio	0.269	-	-	0.017	-
HCM Control Delay (s)	21.3	-	-	8.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.1	-	-	0.1	-

2022 Existing Saturday Midday Peak Hour  
 3: Properzi Way & Somerville Avenue

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	436	42	21	437	26	30
Future Vol, veh/h	436	42	21	437	26	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	94	94	75	75
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	501	48	22	465	35	40

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	549	0	1034 525
Stage 1	-	-	-	-	525 -
Stage 2	-	-	-	-	509 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1031	-	259 556
Stage 1	-	-	-	-	598 -
Stage 2	-	-	-	-	608 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1031	-	251 556
Mov Cap-2 Maneuver	-	-	-	-	251 -
Stage 1	-	-	-	-	598 -
Stage 2	-	-	-	-	590 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	17.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	355	-	-	1031	-
HCM Lane V/C Ratio	0.21	-	-	0.022	-
HCM Control Delay (s)	17.8	-	-	8.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-

2027 No Build Weekday Morning Peak Hour  
 3: Properzi Way & Somerville Avenue

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	535	90	4	479	4	4
Future Vol, veh/h	535	90	4	479	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	89	89	50	50
Heavy Vehicles, %	4	0	0	2	0	0
Mvmt Flow	582	98	4	538	8	8

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	680	0	1177
Stage 1	-	-	-	-	631
Stage 2	-	-	-	-	546
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	922	-	213
Stage 1	-	-	-	-	534
Stage 2	-	-	-	-	584
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	922	-	212
Mov Cap-2 Maneuver	-	-	-	-	212
Stage 1	-	-	-	-	534
Stage 2	-	-	-	-	580

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	17.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	295	-	-	922	-
HCM Lane V/C Ratio	0.054	-	-	0.005	-
HCM Control Delay (s)	17.9	-	-	8.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

2027 No Build Weekday Evening Peak Hour  
 3: Properzi Way & Somerville Avenue

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	499	41	17	535	32	23
Future Vol, veh/h	499	41	17	535	32	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	96	96	68	68
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	548	45	18	557	47	34

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	593	0	1164
Stage 1	-	-	-	-	571
Stage 2	-	-	-	-	593
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	993	-	217
Stage 1	-	-	-	-	569
Stage 2	-	-	-	-	556
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	993	-	211
Mov Cap-2 Maneuver	-	-	-	-	211
Stage 1	-	-	-	-	569
Stage 2	-	-	-	-	542

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	22.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	281	-	-	993	-
HCM Lane V/C Ratio	0.288	-	-	0.018	-
HCM Control Delay (s)	22.9	-	-	8.7	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.2	-	-	0.1	-

2027 No Build Saturday Midday Peak Hour  
 3: Properzi Way & Somerville Avenue

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	463	43	21	474	26	30
Future Vol, veh/h	463	43	21	474	26	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	94	94	75	75
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	532	49	22	504	35	40

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	581	0	1105
Stage 1	-	-	-	-	557
Stage 2	-	-	-	-	548
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1003	-	235
Stage 1	-	-	-	-	578
Stage 2	-	-	-	-	583
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1003	-	228
Mov Cap-2 Maneuver	-	-	-	-	228
Stage 1	-	-	-	-	578
Stage 2	-	-	-	-	566

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	19.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	329	-	-	1003	-
HCM Lane V/C Ratio	0.227	-	-	0.022	-
HCM Control Delay (s)	19.1	-	-	8.7	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0.1	-

2027 Build Weekday Morning Peak Hour  
 3: Properzi Way & Somerville Avenue

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	535	90	4	481	4	4
Future Vol, veh/h	535	90	4	481	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	89	89	50	50
Heavy Vehicles, %	4	0	0	2	0	0
Mvmt Flow	582	98	4	540	8	8

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	680	0	1179
Stage 1	-	-	-	-	631
Stage 2	-	-	-	-	548
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	922	-	212
Stage 1	-	-	-	-	534
Stage 2	-	-	-	-	583
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	922	-	211
Mov Cap-2 Maneuver	-	-	-	-	211
Stage 1	-	-	-	-	534
Stage 2	-	-	-	-	580

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	17.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	294	-	-	922	-
HCM Lane V/C Ratio	0.054	-	-	0.005	-
HCM Control Delay (s)	17.9	-	-	8.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

2027 Build Weekday Evening Peak Hour  
 3: Properzi Way & Somerville Avenue

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	506	42	17	541	33	23
Future Vol, veh/h	506	42	17	541	33	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	96	96	68	68
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	556	46	18	564	49	34

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	602	0	1179
Stage 1	-	-	-	-	579
Stage 2	-	-	-	-	600
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	985	-	212
Stage 1	-	-	-	-	564
Stage 2	-	-	-	-	552
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	985	-	206
Mov Cap-2 Maneuver	-	-	-	-	206
Stage 1	-	-	-	-	564
Stage 2	-	-	-	-	537

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	23.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	274	-	-	985	-
HCM Lane V/C Ratio	0.301	-	-	0.018	-
HCM Control Delay (s)	23.7	-	-	8.7	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.2	-	-	0.1	-

2027 Build Saturday Midday Peak Hour  
3: Properzi Way & Somerville Avenue

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	470	44	21	480	27	30
Future Vol, veh/h	470	44	21	480	27	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	94	94	75	75
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	540	51	22	511	36	40

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	591	0	1121
Stage 1	-	-	-	-	566
Stage 2	-	-	-	-	555
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	995	-	230
Stage 1	-	-	-	-	572
Stage 2	-	-	-	-	579
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	995	-	223
Mov Cap-2 Maneuver	-	-	-	-	223
Stage 1	-	-	-	-	572
Stage 2	-	-	-	-	561

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	19.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	320	-	-	995	-
HCM Lane V/C Ratio	0.238	-	-	0.022	-
HCM Control Delay (s)	19.7	-	-	8.7	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0.1	-

PEDESTRIAN LEVEL OF TRAFFIC STRESS (PLTS) CALCULATIONS



**Somerville Avenue, South Side, west of Central Street**

Sidewalk Width = 7 to 10± feet  
 Sidewalk Condition = Good/Fair

**Table 1: Level of Stress Criteria Based on Sidewalk Width and Condition**

Actual/Effective Sidewalk Width (ft)		Sidewalk Condition				
		Good	Fair	Poor	Very Poor	No Sidewalk
Actual	<4	PLTS 4	PLTS 4	PLTS 4	PLTS 4	PLTS 4
	≥4 to <5	PLTS 3	PLTS 3	PLTS 3		
	≥5	PLTS 2	PLTS 2	PLTS 2	PLTS 2	
Effective	≥6	PLTS 1	PLTS 1		PLTS 3	

Buffer = Vertical Curb with Bike Lane (5' total buffer)  
 Posted Speed = 20 MPH  
 Prevailing Speed = 25 MPH

**Table 1B: Level of Stress Criteria Based on Buffer Type**

Buffer Type	Physical Buffer Type				
	Prevailing or Posted Speed				
	≤20 MPH	25 MPH	30 MPH	35 MPH	≥40 MPH
No buffer (curb tight)	PLTS 2	PLTS 2	PLTS 3	PLTS 3	PLTS 4
Solid surface (e.g. bike lanes)	PLTS 1	PLTS 1	PLTS 2	PLTS 2	PLTS 2
Landscaped			PLTS 1	PLTS 1	PLTS 1
Landscaped with trees					
Vertical (e.g. parking)					

Travel Lanes = 2

**Table 1C: Level of Stress Criteria Based on Buffer Width**

Total Number of Travel Lanes (both directions)	Total Buffering Width (ft)				
	≤5	≥5 to <10	≥10 to <15	≥15 to <25	≥25
2	PLTS 2	PLTS 2	PLTS 1	PLTS 1	PLTS 1
3	PLTS 3	PLTS 3	PLTS 2	PLTS 2	PLTS 2
4-5	PLTS 4				
6+		PLTS 4	PLTS 3	PLTS 2	PLTS 2

**PLTS = 2**

**Somerville Avenue, North Side, west of Central Street**

Sidewalk Width = 9 feet  
 Sidewalk Condition = Good/Fair

**Table 1: Level of Stress Criteria Based on Sidewalk Width and Condition**

Actual/Effective Sidewalk Width (ft)		Sidewalk Condition				
		Good	Fair	Poor	Very Poor	No Sidewalk
Actual	<4	PLTS 4	PLTS 4	PLTS 4	PLTS 4	PLTS 4
	≥4 to <5	PLTS 3	PLTS 3	PLTS 3		
	≥5	PLTS 2	PLTS 2	PLTS 2	PLTS 2	
Effective	≥6	PLTS 1	PLTS 1		PLTS 3	

Buffer = Vertical Curb with on-street parking (13' total buffer)  
 Posted Speed = 20 MPH  
 Prevailing Speed = 25 MPH

**Table 1B: Level of Stress Criteria Based on Buffer Type**

Buffer Type	Physical Buffer Type				
	Prevailing or Posted Speed				
	≤20 MPH	25 MPH	30 MPH	35 MPH	≥40 MPH
No buffer (curb tight)	PLTS 2	PLTS 1	PLTS 3	PLTS 3	PLTS 4
Solid surface (e.g. bike lanes)	PLTS 1		PLTS 2	PLTS 2	PLTS 2
Landscaped			PLTS 1		
Landscaped with trees				PLTS 1	PLTS 1
Vertical (e.g. parking)					

Travel Lanes = 2

**Table 1C: Level of Stress Criteria Based on Buffer Width**

Total Number of Travel Lanes (both directions)	Total Buffering Width (ft)				
	≤5	≥5 to <10	≥10 to <15	≥15 to <25	≥25
2	PLTS 2	PLTS 2	PLTS 1	PLTS 1	PLTS 1
3	PLTS 3		PLTS 2		
4-5	PLTS 4	PLTS 3			
6+		PLTS 4	PLTS 3	PLTS 2	PLTS 2

**PLTS = 1**

**Somerville Avenue, South Side, between Central Street and Park Street**

Sidewalk Width = 8 to 10 feet  
 Sidewalk Condition = Good/Fair

**Table 1: Level of Stress Criteria Based on Sidewalk Width and Condition**

Actual/Effective Sidewalk Width (ft)		Sidewalk Condition				
		Good	Fair	Poor	Very Poor	No Sidewalk
Actual	<4	PLTS 4	PLTS 4	PLTS 4	PLTS 4	PLTS 4
	≥4 to <5	PLTS 3	PLTS 3	PLTS 3		
	≥5	PLTS 2	PLTS 2	PLTS 2	PLTS 2	
Effective	≥6	PLTS 1	PLTS 1		PLTS 3	

Buffer = No Buffer (curb tight)  
 Posted Speed = 20 MPH  
 Prevailing Speed = 25 MPH

**Table 1B: Level of Stress Criteria Based on Buffer Type**

Buffer Type	Physical Buffer Type					
	Prevailing or Posted Speed					
	≤20 MPH	25 MPH	30 MPH	35 MPH	≥40 MPH	
No buffer (curb tight)	PLTS 2	PLTS 2	PLTS 3	PLTS 3	PLTS 4	
Solid surface (e.g. bike lanes)	PLTS 1	PLTS 1	PLTS 2	PLTS 2	PLTS 2	
Landscaped			PLTS 1	PLTS 1	PLTS 1	
Landscaped with trees						
Vertical (e.g. parking)						

Travel Lanes = 3

**Table 1C: Level of Stress Criteria Based on Buffer Width**

Total Number of Travel Lanes (both directions)	Total Buffering Width (ft)				
	≤5	≥5 to <10	≥10 to <15	≥15 to <25	≥25
2	PLTS 2	PLTS 2	PLTS 1	PLTS 1	PLTS 1
3	PLTS 3		PLTS 2		
4-5	PLTS 4	PLTS 3	PLTS 3	PLTS 2	PLTS 2
6+		PLTS 4			

**PLTS = 3**

**Somerville Avenue, North Side, between Central Street and Park Street**

Sidewalk Width = 9 feet  
 Sidewalk Condition = Good/Fair

**Table 1: Level of Stress Criteria Based on Sidewalk Width and Condition**

Actual/Effective Sidewalk Width (ft)		Sidewalk Condition				
		Good	Fair	Poor	Very Poor	No Sidewalk
Actual	<4	PLTS 4	PLTS 4	PLTS 4	PLTS 4	PLTS 4
	≥4 to <5	PLTS 3	PLTS 3	PLTS 3		
	≥5	PLTS 2	PLTS 2	PLTS 2	PLTS 2	
Effective	≥6	PLTS 1	PLTS 1		PLTS 3	

Buffer = Vertical Curb with Bike Lane (5' total buffer)  
 Posted Speed = 20 MPH  
 Prevailing Speed = 25 MPH

**Table 1B: Level of Stress Criteria Based on Buffer Type**

Buffer Type	Physical Buffer Type				
	Prevailing or Posted Speed				
	≤20 MPH	25 MPH	30 MPH	35 MPH	≥40 MPH
No buffer (curb tight)	PLTS 2	PLTS 2	PLTS 3	PLTS 3	PLTS 4
Solid surface (e.g. bike lanes)	PLTS 1		PLTS 2	PLTS 2	PLTS 2
Landscaped		PLTS 1			
Landscaped with trees			PLTS 1	PLTS 1	
Vertical (e.g. parking)					

Travel Lanes = 3

**Table 1C: Level of Stress Criteria Based on Buffer Width**

Total Number of Travel Lanes (both directions)	Total Buffering Width (ft)				
	≤5	≥5 to <10	≥10 to <15	≥15 to <25	≥25
2	PLTS 2	PLTS 2	PLTS 1	PLTS 1	PLTS 1
3	PLTS 3		PLTS 2		
4-5	PLTS 4	PLTS 3			
6+		PLTS 4	PLTS 3	PLTS 2	PLTS 2

**PLTS = 2**

**Somerville Avenue, South Side, between Park Street and Properzi Way**

Sidewalk Width = 9 to 10 feet  
 Sidewalk Condition = Good/Fair

**Table 1: Level of Stress Criteria Based on Sidewalk Width and Condition**

Actual/Effective Sidewalk Width (ft)		Sidewalk Condition				
		Good	Fair	Poor	Very Poor	No Sidewalk
Actual	<4	PLTS 4	PLTS 4	PLTS 4	PLTS 4	PLTS 4
	≥4 to <5	PLTS 3	PLTS 3	PLTS 3		
	≥5	PLTS 2	PLTS 2	PLTS 2	PLTS 2	
Effective	≥6	PLTS 1	PLTS 1		PLTS 3	

Buffer = Vertical Curb with on-street parking (13' total buffer)  
 Posted Speed = 20 MPH  
 Prevailing Speed = 25 MPH

**Table 1B: Level of Stress Criteria Based on Buffer Type**

Buffer Type	Physical Buffer Type				
	Prevailing or Posted Speed				
	≤20 MPH	25 MPH	30 MPH	35 MPH	≥40 MPH
No buffer (curb tight)	PLTS 2	PLTS 1	PLTS 3	PLTS 3	PLTS 4
Solid surface (e.g. bike lanes)	PLTS 1		PLTS 2	PLTS 2	PLTS 2
Landscaped			PLTS 1		
Landscaped with trees			PLTS 1	PLTS 1	
Vertical (e.g. parking)					

Travel Lanes = 3

**Table 1C: Level of Stress Criteria Based on Buffer Width**

Total Number of Travel Lanes (both directions)	Total Buffering Width (ft)				
	≤5	≥5 to <10	≥10 to <15	≥15 to <25	≥25
2	PLTS 2	PLTS 2	PLTS 1	PLTS 1	PLTS 1
3	PLTS 3		PLTS 2		
4-5	PLTS 4	PLTS 3			
6+		PLTS 4	PLTS 3	PLTS 2	PLTS 2

**PLTS = 2**

**Somerville Avenue, North Side, between Park Street and Properzi Way**

Sidewalk Width = 9 feet  
 Sidewalk Condition = Good/Fair

**Table 1: Level of Stress Criteria Based on Sidewalk Width and Condition**

Actual/Effective Sidewalk Width (ft)		Sidewalk Condition				
		Good	Fair	Poor	Very Poor	No Sidewalk
Actual	<4	PLTS 4	PLTS 4	PLTS 4	PLTS 4	PLTS 4
	≥4 to <5	PLTS 3	PLTS 3	PLTS 3		
	≥5	PLTS 2	PLTS 2	PLTS 2	PLTS 2	
Effective	≥6	PLTS 1	PLTS 1		PLTS 3	

Buffer = Vertical Curb with Bike Lane (5' total buffer)  
 Posted Speed = 20 MPH  
 Prevailing Speed = 25 MPH

**Table 1B: Level of Stress Criteria Based on Buffer Type**

Buffer Type	Physical Buffer Type				
	Prevailing or Posted Speed				
	≤20 MPH	25 MPH	30 MPH	35 MPH	≥40 MPH
No buffer (curb tight)	PLTS 2	PLTS 2	PLTS 3	PLTS 3	PLTS 4
Solid surface (e.g. bike lanes)	PLTS 1	PLTS 1	PLTS 2	PLTS 2	PLTS 2
Landscaped			PLTS 1	PLTS 1	PLTS 1
Landscaped with trees					
Vertical (e.g. parking)					

Travel Lanes = 3

**Table 1C: Level of Stress Criteria Based on Buffer Width**

Total Number of Travel Lanes (both directions)	Total Buffering Width (ft)				
	≤5	≥5 to <10	≥10 to <15	≥15 to <25	≥25
2	PLTS 2	PLTS 2	PLTS 1	PLTS 1	PLTS 1
3	PLTS 3		PLTS 2		
4-5	PLTS 4	PLTS 3	PLTS 3	PLTS 2	PLTS 2
6+		PLTS 4			

**PLTS = 2**

**Somerville Avenue, South Side, east of Properzi Way**

Sidewalk Width = 9 to 10 feet  
 Sidewalk Condition = Good/Fair

**Table 1: Level of Stress Criteria Based on Sidewalk Width and Condition**

Actual/Effective Sidewalk Width (ft)		Sidewalk Condition				
		Good	Fair	Poor	Very Poor	No Sidewalk
Actual	<4	PLTS 4	PLTS 4	PLTS 4	PLTS 4	PLTS 4
	≥4 to <5	PLTS 3	PLTS 3	PLTS 3		
	≥5	PLTS 2	PLTS 2	PLTS 2	PLTS 2	
Effective	≥6	PLTS 1	PLTS 1		PLTS 3	

Buffer = Vertical Curb with on-street parking (13' total buffer)  
 Posted Speed = 20 MPH  
 Prevailing Speed = 25 MPH

**Table 1B: Level of Stress Criteria Based on Buffer Type**

Buffer Type	Physical Buffer Type				
	Prevailing or Posted Speed				
	≤20 MPH	25 MPH	30 MPH	35 MPH	≥40 MPH
No buffer (curb tight)	PLTS 2	PLTS 2	PLTS 3	PLTS 3	PLTS 4
Solid surface (e.g. bike lanes)	PLTS 1		PLTS 2	PLTS 2	PLTS 2
Landscaped		PLTS 1			
Landscaped with trees			PLTS 1	PLTS 1	
Vertical (e.g. parking)					

Travel Lanes = 2

**Table 1C: Level of Stress Criteria Based on Buffer Width**

Total Number of Travel Lanes (both directions)	Total Buffering Width (ft)				
	≤5	≥5 to <10	≥10 to <15	≥15 to <25	≥25
2	PLTS 2	PLTS 2	PLTS 1	PLTS 1	PLTS 1
3	PLTS 3		PLTS 2		
4-5	PLTS 4	PLTS 3			
6+		PLTS 4	PLTS 3	PLTS 2	PLTS 2

**PLTS = 1**

**Somerville Avenue, North Side, east of Properzi Way**

Sidewalk Width = 9 to 10 feet  
 Sidewalk Condition = Good/Fair

**Table 1: Level of Stress Criteria Based on Sidewalk Width and Condition**

Actual/Effective Sidewalk Width (ft)		Sidewalk Condition				
		Good	Fair	Poor	Very Poor	No Sidewalk
Actual	<4	PLTS 4	PLTS 4	PLTS 4	PLTS 4	PLTS 4
	≥4 to <5	PLTS 3	PLTS 3	PLTS 3		
	≥5	PLTS 2	PLTS 2	PLTS 2	PLTS 2	
Effective	≥6	PLTS 1	PLTS 1		PLTS 3	

Buffer = Vertical Curb with on-street parking (13' total buffer)  
 Posted Speed = 20 MPH  
 Prevailing Speed = 25 MPH

**Table 1B: Level of Stress Criteria Based on Buffer Type**

Buffer Type	Physical Buffer Type				
	Prevailing or Posted Speed				
	≤20 MPH	25 MPH	30 MPH	35 MPH	≥40 MPH
No buffer (curb tight)	PLTS 2	PLTS 2	PLTS 3	PLTS 3	PLTS 4
Solid surface (e.g. bike lanes)	PLTS 1		PLTS 2	PLTS 2	PLTS 2
Landscaped		PLTS 1			
Landscaped with trees			PLTS 1	PLTS 1	
Vertical (e.g. parking)					

Travel Lanes = 2

**Table 1C: Level of Stress Criteria Based on Buffer Width**

Total Number of Travel Lanes (both directions)	Total Buffering Width (ft)				
	≤5	≥5 to <10	≥10 to <15	≥15 to <25	≥25
2	PLTS 2	PLTS 2	PLTS 1	PLTS 1	PLTS 1
3	PLTS 3		PLTS 2		
4-5	PLTS 4	PLTS 3			
6+		PLTS 4	PLTS 3	PLTS 2	PLTS 2

**PLTS = 1**

**Central Street, East Side, north of Somerville Avenue**

Sidewalk Width = 4 feet  
 Sidewalk Condition = Good/Fair

**Table 1: Level of Stress Criteria Based on Sidewalk Width and Condition**

Actual/Effective Sidewalk Width (ft)		Sidewalk Condition				
		Good	Fair	Poor	Very Poor	No Sidewalk
Actual	<4	PLTS 4	PLTS 4	PLTS 4	PLTS 4	PLTS 4
	≥4 to <5	PLTS 3	PLTS 3	PLTS 3		
	≥5	PLTS 2	PLTS 2	PLTS 2	PLTS 2	
Effective	≥6	PLTS 1	PLTS 1		PLTS 3	

Buffer = Vertical Curb with Bike Lane (4' total buffer)  
 Posted Speed = 20 MPH  
 Prevailing Speed = 19 MPH

**Table 1B: Level of Stress Criteria Based on Buffer Type**

Buffer Type	Physical Buffer Type				
	Prevailing or Posted Speed				
	≤20 MPH	25 MPH	30 MPH	35 MPH	≥40 MPH
No buffer (curb tight)	PLTS 2	PLTS 2	PLTS 3	PLTS 3	PLTS 4
Solid surface (e.g. bike lanes)	PLTS 1		PLTS 2	PLTS 2	PLTS 2
Landscaped		PLTS 1			
Landscaped with trees			PLTS 1	PLTS 1	
Vertical (e.g. parking)					

Travel Lanes = 1 (One-Way northbound)

**Table 1C: Level of Stress Criteria Based on Buffer Width**

Total Number of Travel Lanes (both directions)	Total Buffering Width (ft)				
	≤5	≥5 to <10	≥10 to <15	≥15 to <25	≥25
2	PLTS 2	PLTS 2	PLTS 1	PLTS 1	PLTS 1
3	PLTS 3		PLTS 2		
4-5	PLTS 4	PLTS 3			
6+		PLTS 4	PLTS 3	PLTS 2	PLTS 2

**PLTS = 3**

**Central Street, East Side, north of Somerville Avenue**

Sidewalk Width = 5 feet

Sidewalk Condition = Good/Fair

**Table 1: Level of Stress Criteria Based on Sidewalk Width and Condition**

Actual/Effective Sidewalk Width (ft)		Sidewalk Condition				
		Good	Fair	Poor	Very Poor	No Sidewalk
Actual	<4	PLTS 4	PLTS 4	PLTS 4	PLTS 4	PLTS 4
	≥4 to <5	PLTS 3	PLTS 3	PLTS 3		
	≥5	PLTS 2	PLTS 2	PLTS 2	PLTS 2	
Effective	≥6	PLTS 1	PLTS 1		PLTS 3	

Buffer = Vertical Curb with on-street parking (9' total buffer)

Posted Speed = 20 MPH

Prevailing Speed = 19 MPH

**Table 1B: Level of Stress Criteria Based on Buffer Type**

Buffer Type	Physical Buffer Type				
	Prevailing or Posted Speed				
	≤20 MPH	25 MPH	30 MPH	35 MPH	≥40 MPH
No buffer (curb tight)	PLTS 2	PLTS 2	PLTS 3	PLTS 3	PLTS 4
Solid surface (e.g. bike lanes)	PLTS 1		PLTS 2	PLTS 2	PLTS 2
Landscaped		PLTS 1			
Landscaped with trees			PLTS 1	PLTS 1	
Vertical (e.g. parking)					

Travel Lanes = 1 (One-Way northbound)

**Table 1C: Level of Stress Criteria Based on Buffer Width**

Total Number of Travel Lanes (both directions)	Total Buffering Width (ft)				
	≤5	≥5 to <10	≥10 to <15	≥15 to <25	≥25
2	PLTS 2	PLTS 2	PLTS 1	PLTS 1	PLTS 1
3	PLTS 3		PLTS 2		
4-5	PLTS 4	PLTS 3			
6+		PLTS 4	PLTS 3	PLTS 2	PLTS 2

**PLTS = 2**

**Park Street, East Side, south of Somerville Avenue**

Sidewalk Width = 7 feet

Sidewalk Condition = Good/Fair

**Table 1: Level of Stress Criteria Based on Sidewalk Width and Condition**

Actual/Effective Sidewalk Width (ft)		Sidewalk Condition				
		Good	Fair	Poor	Very Poor	No Sidewalk
Actual	<4	PLTS 4	PLTS 4	PLTS 4	PLTS 4	PLTS 4
	≥4 to <5	PLTS 3	PLTS 3	PLTS 3		
	≥5	PLTS 2	PLTS 2	PLTS 2	PLTS 2	
Effective	≥6	PLTS 1	PLTS 1		PLTS 3	

Buffer = Vertical Curb with Bike Lane (5' total buffer)

Posted Speed = 20 MPH

Prevailing Speed = 26 MPH

**Table 1B: Level of Stress Criteria Based on Buffer Type**

Buffer Type	Physical Buffer Type				
	Prevailing or Posted Speed				
	≤20 MPH	25 MPH	30 MPH	35 MPH	≥40 MPH
No buffer (curb tight)	PLTS 2	PLTS 2	PLTS 3	PLTS 3	PLTS 4
Solid surface (e.g. bike lanes)	PLTS 1		PLTS 2	PLTS 2	PLTS 2
Landscaped		PLTS 1			
Landscaped with trees			PLTS 1	PLTS 1	
Vertical (e.g. parking)					

Travel Lanes = 2

**Table 1C: Level of Stress Criteria Based on Buffer Width**

Total Number of Travel Lanes (both directions)	Total Buffering Width (ft)				
	≤5	≥5 to <10	≥10 to <15	≥15 to <25	≥25
2	PLTS 2	PLTS 2	PLTS 1	PLTS 1	PLTS 1
3	PLTS 3				
4-5	PLTS 4	PLTS 3			
6+		PLTS 4	PLTS 3	PLTS 2	PLTS 2

**PLTS = 2**

**Park Street, West Side, south of Somerville Avenue**

Sidewalk Width = 10 feet  
 Sidewalk Condition = Good/Fair

**Table 1: Level of Stress Criteria Based on Sidewalk Width and Condition**

Actual/Effective Sidewalk Width (ft)		Sidewalk Condition				
		Good	Fair	Poor	Very Poor	No Sidewalk
Actual	<4	PLTS 4	PLTS 4	PLTS 4	PLTS 4	PLTS 4
	≥4 to <5	PLTS 3	PLTS 3	PLTS 3		
	≥5	PLTS 2	PLTS 2	PLTS 2	PLTS 2	
Effective	≥6	PLTS 1	PLTS 1		PLTS 3	

Buffer = Vertical Curb with Bike Lane (5' total buffer)  
 Posted Speed = 20 MPH  
 Prevailing Speed = 23 MPH

**Table 1B: Level of Stress Criteria Based on Buffer Type**

Buffer Type	Physical Buffer Type				
	Prevailing or Posted Speed				
	≤20 MPH	25 MPH	30 MPH	35 MPH	≥40 MPH
No buffer (curb tight)	PLTS 2	PLTS 2	PLTS 3	PLTS 3	PLTS 4
Solid surface (e.g. bike lanes)	PLTS 1		PLTS 2	PLTS 2	PLTS 2
Landscaped		PLTS 1			
Landscaped with trees			PLTS 1	PLTS 1	
Vertical (e.g. parking)					

Travel Lanes = 2

**Table 1C: Level of Stress Criteria Based on Buffer Width**

Total Number of Travel Lanes (both directions)	Total Buffering Width (ft)				
	≤5	≥5 to <10	≥10 to <15	≥15 to <25	≥25
2	PLTS 2	PLTS 2	PLTS 1	PLTS 1	PLTS 1
3	PLTS 3		PLTS 2		
4-5	PLTS 4	PLTS 3			
6+		PLTS 4	PLTS 3	PLTS 2	PLTS 2

**PLTS = 2**

## BICYCLE LEVEL OF TRAFFIC STREET (BLTS) CALCULATIONS

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**Somerville Avenue Eastbound, west of Central Street**

Travel Lanes = 2 (1 through lane per direction)

Posted Speed = 20 MPH

Prevailing Speed = 25 MPH

Street Type = Commercial

Bike Lane Width = 5'

Parking Lane Width = 0' (No Parking Lane)

Blockage = Rare

**Table 1B. Criteria for Bike Lanes Not Alongside a Parking Lane**

	LTS ≥ 1	LTS ≥ 2	LTS ≥ 3	LTS 4
Street Width (through lanes per direction)	1	(no effect)	2 or more	(no effect)
Bike lane width (includes marked buffer and paved gutter)	6 feet or more	5.5 feet or less	(no effect)	(no effect)
Speed limit or prevailing speed	25mph or less	30 mph	35 mph	40 mph or more
Bike lane blockage	Rare	(no effect)	Frequent	(no effect)

Note: (no effect) = factor does not trigger an increase to this level of traffic stress

**BLTS = 2**

**Somerville Avenue Westbound, west of Central Street**

Travel Lanes = 2 (1 through lane per direction)

Posted Speed = 20 MPH

Prevailing Speed = 25 MPH

Street Type = Commercial

Bike Lane Width = 5'

Parking Lane Width = 9'

Blockage = Rare

**Table 1A. Criteria for Bike Lanes Alongside a Parking Lane**

	LTS ≥ 1	LTS ≥ 2	LTS ≥ 3	LTS 4
Street Width (through lanes per direction)	1	(no effect)	2 or more	(no effect)
Sum of bike lane and parking lane width (includes marked buffer and paved gutter)	15 feet or more	14 or 14.5 feet <sup>a</sup>	13.5 feet or less	(no effect)
Speed limit or prevailing speed	25mph or less	30 mph	35 mph	40 mph or more
Bike lane blockage	Rare	(no effect)	Frequent	(no effect)

Note: (no effect) = factor does not trigger an increase to this level of traffic stress

a: if speed limit < 25mph or street type is residential, than any width is acceptable for LTS 2.

**BLTS = 2**

## Somerville Avenue at Park Street

### Pocket Right-Turn Lane

Table 3A. Level of Traffic Stress Criteria for Pocket Bike Lanes Approaching Intersections

Configuration	BLTS
Single right-turn lane up to 150 feet long, starting abruptly while the bike lane continues straight, and having an intersection angle and curb radius such that turning speed is $\leq 15$ mph.	LTS $\geq 2$
Single right-turn lane longer than 150 feet, starting abruptly while the bike lane continues straight, and having an intersection angle and curb radius such that turning speed is $\leq 20$ mph.	LTS $\geq 3$
> Single right-turn lane in which the bike lane shifts to the left but the intersection and curb radius are such that turning speed is $\leq 15$ mph.	LTS $\geq 3$
Single right-turn lane with any other configuration; dual right-turn lanes; or right-turn lane along with shared (thru/right) lane.	LTS 4

**BLTS = 2**

**Somerville Avenue Westbound, between Central Street and Properzi Way**

Travel Lanes = 3 (1 through lane per direction)

Posted Speed = 20 MPH

Prevailing Speed = 25 MPH

Street Type = Commercial

Bike Lane Width = 5'

Parking Lane Width = 0' (No Parking Lane)

Blockage = Rare

**Table 1B. Criteria for Bike Lanes Not Alongside a Parking Lane**

	LTS ≥ 1	LTS ≥ 2	LTS ≥ 3	LTS 4
Street Width (through lanes per direction)	1	(no effect)	2 or more	(no effect)
Bike lane width (includes marked buffer and paved gutter)	6 feet or more	5.5 feet or less	(no effect)	(no effect)
Speed limit or prevailing speed	25mph or less	30 mph	35 mph	40 mph or more
Bike lane blockage	Rare	(no effect)	Frequent	(no effect)

Note: (no effect) = factor does not trigger an increase to this level of traffic stress

**BLTS = 2**

**Somerville Avenue Eastbound, between Park Street and Properzi Way**

Travel Lanes = 2 to 3 (1 through lane per direction)

Posted Speed = 20 MPH

Prevailing Speed = 25 MPH

Street Type = Commercial

Bike Lane Width = 5'

Parking Lane Width = 9'

Blockage = Rare

**Table 1A. Criteria for Bike Lanes Alongside a Parking Lane**

	LTS ≥ 1	LTS ≥ 2	LTS ≥ 3	LTS 4
Street Width (through lanes per direction)	1	(no effect)	2 or more	(no effect)
Sum of bike lane and parking lane width (includes marked buffer and paved gutter)	15 feet or more	14 or 14.5 feet*	13.5 feet or less	(no effect)
Speed limit or prevailing speed	25mph or less	30 mph	35 mph	40 mph or more
Bike lane blockage	Rare	(no effect)	Frequent	(no effect)

Note: (no effect) = factor does not trigger an increase to this level of traffic stress

a: if speed limit < 25mph or street type is residential, than any width is acceptable for LTS 2.

**BLTS = 2**

**Somerville Avenue Eastbound, east of Properzi Way**

Travel Lanes = 2 (1 through lane per direction)

Posted Speed = 20 MPH

Prevailing Speed = 25 MPH

Street Type = Commercial

Bike Lane Width = 5'

Parking Lane Width = 9'

Blockage = Rare

**Table 1A. Criteria for Bike Lanes Alongside a Parking Lane**

	LTS ≥ 1	LTS ≥ 2	LTS ≥ 3	LTS 4
Street Width (through lanes per direction)	1	(no effect)	2 or more	(no effect)
Sum of bike lane and parking lane width (includes marked buffer and paved gutter)	15 feet or more	14 or 14.5 feet*	13.5 feet or less	(no effect)
Speed limit or prevailing speed	25mph or less	30 mph	35 mph	40 mph or more
Bike lane blockage	Rare	(no effect)	Frequent	(no effect)

Note: (no effect) = factor does not trigger an increase to this level of traffic stress

a: if speed limit < 25mph or street type is residential, than any width is acceptable for LTS 2.

**BLTS = 2**

**Somerville Avenue Westbound, east of Properzi Way**

Travel Lanes = 2 (1 through lane per direction)

Posted Speed = 20 MPH

Prevailing Speed = 25 MPH

Street Type = Commercial

Bike Lane Width = 5'

Parking Lane Width = 9'

Blockage = Rare

**Table 1A. Criteria for Bike Lanes Alongside a Parking Lane**

	LTS ≥ 1	LTS ≥ 2	LTS ≥ 3	LTS 4
Street Width (through lanes per direction)	1	(no effect)	2 or more	(no effect)
Sum of bike lane and parking lane width (includes marked buffer and paved gutter)	15 feet or more	14 or 14.5 feet*	13.5 feet or less	(no effect)
Speed limit or prevailing speed	25mph or less	30 mph	35 mph	40 mph or more
Bike lane blockage	Rare	(no effect)	Frequent	(no effect)

Note: (no effect) = factor does not trigger an increase to this level of traffic stress

a: if speed limit < 25mph or street type is residential, than any width is acceptable for LTS 2.

**BLTS = 2**

**Central Street, north of Somerville Avenue**

Travel Lanes = 1 (one-way northbound)

Posted Speed = 20 MPH

Prevailing Speed = 19 MPH

Street Type = Residential

Bike Lane Width = 4'

Parking Lane Width = 0' (No Parking Lane)

Blockage = Rare

**Table 1B. Criteria for Bike Lanes Not Alongside a Parking Lane**

	LTS ≥ 1	LTS ≥ 2	LTS ≥ 3	LTS 4
Street Width (through lanes per direction)	1	(no effect)	2 or more	(no effect)
Bike lane width (includes marked buffer and paved gutter)	6 feet or more	5.5 feet or less	(no effect)	(no effect)
Speed limit or prevailing speed	25mph or less	30 mph	35 mph	40 mph or more
Bike lane blockage	Rare	(no effect)	Frequent	(no effect)

Note: (no effect) = factor does not trigger an increase to this level of traffic stress

**BLTS = 2**

**Park Street Northbound, south of Somerville Avenue**

Travel Lanes = 2 (1 through lane per direction)

Statutory Speed = 25 MPH

Prevailing Speed = 23 MPH

Street Type = Commercial

Bike Lane Width = 4'

Parking Lane Width = 0' (No Parking Lane)

Blockage = Rare

**Table 1B. Criteria for Bike Lanes Not Alongside a Parking Lane**

	LTS ≥ 1	LTS ≥ 2	LTS ≥ 3	LTS 4
Street Width (through lanes per direction)	1	(no effect)	2 or more	(no effect)
Bike lane width (includes marked buffer and paved gutter)	6 feet or more	5.5 feet or less	(no effect)	(no effect)
Speed limit or prevailing speed	25mph or less	30 mph	35 mph	40 mph or more
Bike lane blockage	Rare	(no effect)	Frequent	(no effect)

Note: (no effect) = factor does not trigger an increase to this level of traffic stress

**BLTS = 2**

**Park Street Southbound, south of Somerville Avenue**

Travel Lanes = 2 (1 through lane per direction)

Statutory Speed = 25 MPH

Prevailing Speed = 26 MPH

Street Type = Commercial

Bike Lane Width = 5'

Parking Lane Width = 0' (No Parking Lane)

Blockage = Rare

**Table 1B. Criteria for Bike Lanes Not Alongside a Parking Lane**

	LTS ≥ 1	LTS ≥ 2	LTS ≥ 3	LTS 4
Street Width (through lanes per direction)	1	(no effect)	2 or more	(no effect)
Bike lane width (includes marked buffer and paved gutter)	6 feet or more	5.5 feet or less	(no effect)	(no effect)
Speed limit or prevailing speed	25mph or less	30 mph	35 mph	40 mph or more
Bike lane blockage	Rare	(no effect)	Frequent	(no effect)

Note: (no effect) = factor does not trigger an increase to this level of traffic stress

**BLTS = 2**