Supporting Transportation Material – Special Permit #: ZP24-000093 Project #: 24-021677).

Haze of Somerville – 362-368 Mystic Avenue

March 6, 2025

- Transportation Impact Study
- Transportation Access Plan – Mobility Access Plan – Mobility Division acceptance
- Transportation Access Plan – Mobility Access Plan

› Transportation Impact Study

Haze of Somerville
362-368 Mystic Avenue

Somerville, Massachusetts

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Introduction

Project Description

Haze of Somerville LLC (the "Proponent") is proposing a new adult-use marijuana dispensary (the "Project") within 1,250 square feet (sf) of currently vacant retail building space at 362-368 Mystic Avenue in Somerville, Massachusetts (the "Site"). The following Transportation Impact Study (TIS) evaluates the potential transportation-related impacts of the Project. This scope of this evaluation was developed based on VHB's initial May 24, 2024 Transportation Scoping Memorandum, which was approved with refinements as summarized in June 24, 2024 correspondence from the Somerville Mobility Division to the Project team.

The Site is located south of and adjacent to Mystic Avenue (Route 38) and is bound by Grant Street to the west and Wheatland Street to the east. The area behind the Site is generally multi-family residential in nature. The existing building on the Site is approximately 9,180 sf in size and includes a mixture of retail, service, and food establishments. The Project will be constructed in a single phase and will occupy the four and fifth tenant spaces from the east side of the building, both of which were vacant at the time of this study. As this new use will be reoccupying formerly active commercial space, physical improvements or other changes to the Site are not required as Project activity will be consistent with the prior use of this space. The remainder of the Site is fully occupied with the exception of the former pizza restaurant space at the easterly end of the building.

Parking Plan

The overall Project Site currently includes two surface parking lots serving the Site. The main parking lot, which is expected to be used primarily by customers, is located at the southeast corner of the Mystic Avenue (Route 38)/Grant Street intersection. This lot includes fourteen spaces and has two curb cuts on Mystic Avenue (Route 38), which is a MassDOT jurisdiction roadway. The westerly driveway is located approximately 16 feet to the east of Grant Street (which is one-way northbound roadway) and the easterly driveway is located another 58 feet to the east. The parking lot is also served by two curbs cuts along the easterly side of Grant Street. The northerly driveway is located 13 feet to the south of the Mystic Avenue curbline, while the southerly driveway is located another 63 feet to the south. Eleven of the parking spaces are located in line with the front side of the building with space for three remaining vehicles provided on the west side of the Site. There also are roughly three existing roll-off

dumpsters/recycling bins that are accessed from the southwest side of the building adjacent to Grant Street.

There also is a small surface parking lot located at the southeast corner of the Site with a single curb cut on Wheatland Street, which is a one-way northbound street. This lot has seven striped parking spaces with three small roll-off dumpsters/recycling bins being accessed from this area, along with back-of-house access for tenants. This parking is mainly used by Site employees and small deliveries. A maximum of four employees per shift are expected, with many employees either taking public transportation, biking, or walking (consistent with the demographics of this area) which will help to minimize the parking needs for the Site.

No changes are proposed to the on-Site parking layout, which is under the control of the property owner and not the Proponent, which only will be a Site tenant. controlling the interior building space.

On-Street Parking

On-street parking is available for use by the Project along the adjacent Mystic Avenue (Route 38) southbound, Wheatland Street, and Grant Street. The Mystic Avenue (Route 38) parking adjacent to the Site is limited to one unmarked space between the two driveways to the main parking lot. There also is space for an additional twelve to thirteen parking vehicles along Mystic Avenue (Route 38) further to the west of Grant Street. On-street parking also is allowed on both sides of Grant Street and Wheatland Street to the south of the Site extending to Derby Street and beyond. The currently observed utilization of this on-street parking is discussed later in this TIS.

Study Methodology

VHB prepared the Study in three stages. The first stage involved an assessment of existing traffic conditions within the Project study area including an inventory of existing roadway geometry; observations of traffic flow (including daily and peak-period multimodal traffic counts); a review of public transportation services, and a review of vehicular crash data.

The second stage of the Study established the framework for evaluating the transportation impacts of the Project. Specific travel demand forecasts for the Project were assessed along with future traffic demands on the study area roadways due to other proposed area developments that may occur independent of the proposed development. The year 2030, a five-year time horizon, was selected as the design year for analysis for the preparation of this evaluation consistent with City of Somerville Transportation Impact Study (TIS) Guidelines for Future Traffic Conditions.

The third and final stage of the Study discusses possible measures to improve existing and future traffic operations in the area and offsetting the traffic-related impacts associated with the development of the Project.

As part of this evaluation, VHB considered traffic conditions under the following conditions consistent with the City of Somerville's TIS Guidelines[1]:

- **2025 Existing conditions** – This scenario considers the existing roadway infrastructure and observed traffic volumes to represent a "2025" existing condition under typical activity levels.

1 *Transportation Impact Study (TIS) Guidelines*, City of Somerville Mobility Division, October 2022 (updated August 23, 2023).

- **2025 Build conditions** – This scenario involves adding the Project-generated traffic to the 2025 Existing volumes on the existing roadway network.
- **2030 Build conditions** – This scenario involves adding site-specific traffic generated by other definitively-known development projects to 2025 Build conditions on the future roadway network. Traffic generated by these definitively known development projects was obtained from available project traffic studies or estimated as part of this evaluation. No background growth rate was used as requested by the City of Somerville Mobility Division. The roadway infrastructure analyzed includes mitigation planned by other projects and/or municipal or state undertakings that are planned to be completed within the analysis horizon.

Details on each condition considered as part of this evaluation are included in subsequent sections of this TIS. The capacity analyses were conducted with approved methodologies using Synchro™ software.

This study's analysis focusses on the Project and its potential transportation impacts and considers its operation throughout the day. The proposed dispensary is expected to be open from 10 AM to 10 PM Monday through Saturday and 10 AM to 6 PM on Sundays. As the Project will not be open during the traditional weekday morning commuter peak period, this study's capacity analysis will focus on conditions during the weekday evening and Saturday midday peak periods. Regardless, the Mystic Avenue daily traffic counts collected for this study include a full typical weekday, and turning movement counts were conducted for fourteen hours on a typical weekday, which also include the weekday morning peak period.

2

Existing Conditions

Evaluation of the transportation impacts associated with the Project requires a thorough understanding of the existing transportation conditions in the study area, including roadway geometry, traffic controls, multimodal daily and peak hour traffic flows, public transportation services, and traffic safety data. Each of these elements is described in detail below.

Site Conditions

This comprehensive TIS evaluates the existing and proposed transportation conditions in the study area and identifies the potential traffic impacts resulting from the Project (the "Study").

The Site is located south of and adjacent to Mystic Avenue (Route 38) and is bound by Grant Street to the west and Wheatland Street to the east. The area behind the Site is generally multi-family residential in nature. The existing building on the Site is approximately 9,180 sf in size and includes a mixture of retail, service, and food establishments. The Project will be constructed in a single phase and will occupy the fourth and fifth tenant spaces from the east side of the building, both of which currently are vacant. The new Project use will be occupying formerly active commercial space. The remainder of the Site is fully occupied with the exception of the former pizza restaurant space at the easterly end of the building.

Study Area

Based on VHB's knowledge of the area transportation network and the operational characteristics of the Project, the following intersections and their approach roadways were included in the assessment and are shown in Figure 1:

- Mystic Avenue (Route 38) at:
  - Wheatland Street/"Connector E" southbound – signalized
  - Grant Street

Study area intersection

Figure 1

Locus Map / Study Area Map
362-368 Mystic Avenue
Somerville, Massachusetts

Roadway and Intersection Geometry

Descriptions of the study area roadways and intersections are provided below, including descriptions of the existing lane configurations, traffic control at the study area intersections, the roadway jurisdiction in this area, and existing bicycle and pedestrian infrastructure. The observed intersection geometry and travel-lane use are shown in Figure 2.

Descriptions of the study area roadways and intersections are provided below, including descriptions of the existing lane configurations, traffic control at the study intersections, the roadway jurisdiction in this area, and existing pedestrian and bicycle infrastructure.

Roadways

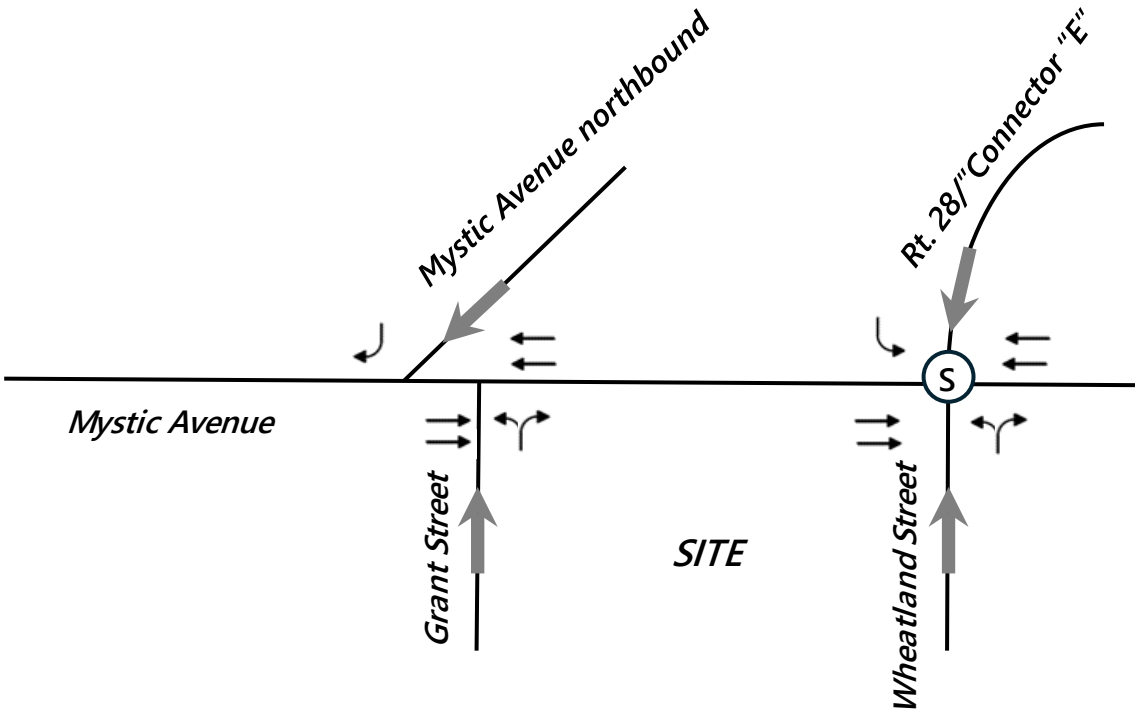
Mystic Avenue (Route 38)

Within the surrounding area, Mystic Avenue (Route 38) runs between Grand Union Boulevard and the Somerville/Medford City line to the northwest. Mystic Avenue (Route 38) consists of two different segments separated by I-93: a two-way segment from the Fellsway (Route 28) to the Somerville/Medford city Line, and two parallel one-way segments on each side of I-93 from the Fellsway (Route 28) continuing to the south to the Somerville/Boston city line.

The roadway is classified as an urban minor arterial roadway and is under mostly MassDOT jurisdiction within the Study area. Mystic Avenue (Route 38) runs in a northwest/southeast direction. The posted speed limit is 30 miles-per-hour (mph) in the northbound direction and 25 mph heading south. In the immediate vicinity of the Site, there is a sidewalk provided along the southbound side of Mystic Avenue (Route 38) with a crosswalk provided at its signalized intersection with Wheatland Street. On-street parallel parking is provided along most of the length of Mystic Avenue (Route 38) southbound approach within the study area.

Wheatland Street

Wheatland Street is located east of and adjacent to the Project Site. This roadway extends approximately ¼ mile from Mystic Avenue (Route 38) to Broadway to the south to and is classified as a local roadway under City of Somerville jurisdiction. The road is approximately 26-feet wide and features a single travel lane with on-street parallel parking on both sides of the roadway. The roadway is one-way heading northbound from its intersection with Jaques Street at its approximate midpoint between Broadway and Mystic Avenue. The southerly portion of this street is one-way heading southbound from the Wheatland Street/Jaques Street intersection. The northbound segment has a posted 20 mph speed limit and is signed as a “Safety Zone” immediately north of Jaquest Street. Crosswalks are provided at major intersections. Land use along this roadway is residential with the exception of commercial business located at the endpoints of the roadway.



Not to scale

One-way

S Signalized intersection

Figure 2
Existing Study Area Intersections – Lane Geometry & Traffic Control
362-368 Mystic Avenue
Somerville, Massachusetts

Grant Street

Grant Street is located west of and adjacent to the Project Site. This roadway extends approximately ¼ mile from Mystic Avenue (Route 38) to Broadway to the south and is classified as a local roadway under City of Somerville jurisdiction. The road is approximately 26-feet wide and features a single travel lane with on-street parallel parking on both sides of the roadway. The roadway is one-way heading northbound for its full length. There were not any posted speed limits signs observed during this Project's field inventory, but City records indicate that this roadway has an official 20-mph speed limit and also is designated as a "Safety Zone". Crosswalks are provided at major intersections along this roadway. Land use along this roadway is residential, with the exception of commercial business located at the endpoints of the roadway.

Intersections

Mystic Avenue (Route 38) at Wheatland Street

Wheatland Street intersects Mystic Avenue (Route 38) from the south as a four-way signalized intersection. The one-way southbound approach of "Connector E" forms the fourth leg of this intersection. That approach is the extension of the southbound departing lanes from Fellsway (Route 28) and the I-93 northbound off-ramp from the north. This intersection is one of multiple signalized intersections which make up the overall I-93/Fellsway (Route 28)/Mystic Avenue (Route 38) signalized interchange.

Under existing conditions, Mystic Avenue (Route 38) is a median-divided roadway with two through-lanes provided in each direction. To the west of this intersection, the raised Mystic Avenue (Route 38) median transitions to a double-solid-yellow centerline. The northbound Wheatland Street approach consists of a single travel lane while there are dual left turns lanes provided on the opposing southbound approach (which operates under a separate signal phase from Wheatland Street). Sidewalks are provided on both sides of the Wheatland Street approach and on the easterly side of the Connector E approach, with crosswalks under signalized control being provided at the intersection. On-street parking is provided on both sides of the Wheatland Street approach and starting approximately 50 feet to the west of this intersection on the Mystic Avenue (Route 38) South approach adjacent to the Site. Land use around the intersection is commercial with the northerly side of the roadway being undeveloped due to the presence of I-93.

Mystic Avenue (Route 38) at Grant Street

Grant Street intersects Mystic Avenue (Route 38) from the south adjacent to the Site to form a four-way unsignalized intersection. The northbound approach is the continuation of Mystic Avenue (Route 38) northbound from the south. That approach has a single lane which functions under Yield control, with that traffic merging onto Mystic Avenue (Route 38) further to the wet of the actual intersection. Mystic Avenue (Route 38) provides two through-lanes in each direction with a double-solid-yellow centerline separating traffic flow.

The northbound Grant Street approach consists of a single travel lane allowing for full egress onto Mystic Avenue (Route 38). Sidewalks are provided on both sides of the northbound Grant Street approach and on the Mystic Avenue (Route 38) southbound approach along the Site side of the roadway. On-street parallel parking is provided on both sides of the Grant Street approach and on the Mystic Avenue (Route 38) South approach. Land use around the intersection is

commercial with the northerly side of the roadway being undeveloped due to the presence of I-93.

Bicycle Network

While only nominal levels of bicycling activity were observed within the study area, there is increased attention in providing improved bicycle amenities throughout Somerville. Currently the study area roadways function with "Share the road" accommodations for bicyclists without any exclusive dedicated bicycle facility. Improvements are planned to be implemented in this area in 2025 as part of MassDOT Project #608562 at the Route 28/Route 38 (Mystic Avenue)/I-93 interchange. Adjacent to this Site, this will involve the introduction of a shared bus/bicycle lane being provided on Mystic Avenue (Route 38) southbound immediately next to the Site. Following this change there will be a single general purpose travel lane along with the new shared bus/bike lane. To the south of Wheatland Street, the shared bus/bike lane treatment will transition into an exclusive separate bike lane being provided along the Mystic Avenue (Route 38) southbound approach. The northbound Mystic Avenue (Route 38) approach will remain unchanged with two through-travel lanes being provided, though with improved pavement markings and signage.

Pedestrian Network

Each of the roadway surrounding the Site feature approximately 7-foot-wide sidewalks on both sides of the roadway, with the expecting of the northbound side of Mystic Avenue (Route 38). That side of the roadway does not feature any sidewalk as it is adjacent to I-93 without any land development underneath the highway. Striped crosswalks are provided across both Grant Street's and Wheatland Street's approaches to Mystic Avenue (Route 38). A crosswalk with an exclusive pedestrian phase also is provided across Mystic Avenue (Route 38) at its intersection with Wheatland Street and the southbound "Connector E" approach from Route 28 from the north. These crossings will be maintained in conjunction with MassDOT project #608562 noted above, but with new pavement markings and signage, and a new timing plan for the Mystic Avenue (Route 38)/Wheatland Street intersection. Beyond the immediate vicinity of the Site, additional pedestrian-oriented improvements will be implemented within the interchange. These measures should help to provide a more pedestrian-friendly environment, which will help pedestrians traveling between the Site and Assembly Square as well as other locations.

Traffic Volumes

Vehicle Volumes

VHB conducted traffic data collection for the Project in 2024. The counts were conducted within the allowable data collection months of April, May, September, and October as directed by the Mobility Division. This included a combination of turning movement counts (TMCs) and an automatic traffic recorder count. The TMCs included automobile, bicycle, and pedestrian activity at the study area locations noted above during a typical weekday for a 14-hour period from 6 AM to 8 PM, and on a typical Saturday from 10 AM to 2 PM. The TMCs for the Mystic Avenue (Route 38)/Wheatland Street intersection were conducted on Thursday October 17, 2024 and Saturday May 18, 2024. The Mystic Avenue (Route 38)/Grant Street TMCs were conducted on Wednesday May 29, 2024 and Saturday, May 18, 2024. These time periods were considered

following the standard practice of evaluating the combined peak period for roadway and commercial traffic.

In addition to the TMCs, VHB also conducted a 72-hour automatic traffic record (ATR) count on Mystic Avenue (Route 38) adjacent to the Project Site as noted above. The weekday counts were conducted on Wednesday May 29, 2024 and Thursday May 30, 2024, and the Saturday ATR counts was conducted on May 18, 2024. This data collection will be supplemented with an additional ATR count to be conducted on Fellsway West to the southeast of the Site as directed by the Mobility Division. The Fellsway West counts will be conducted in April/May 2025 and will be provided to the Mobility Division, including a brief summary of observed conditions. The currently observed Mystic Avenue traffic volumes adjacent to the Site are summarized in Table 1.

Table 1 Mystic Avenue (Route 38) Observed Traffic Volumes

		Weekday						Saturday			
	Daily [a]	Morning Peak Hour			Evening Peak Hour			Daily	Midday Peak Hour		
Location	Vol.	Vol. [b]	K Factor [c]	Dir. Dist. [d]	Vol.	K Factor	Dir. Dist.	Vol.	Vol.	K Factor	Dir. Dist.
Northbound	7,939	359			693			5,855	411		
Southbound	13,120	1,001			947			9,576	642		
Total[e]	21,059	1,360	6.5%	74% SB	1,640	7.8%	58% NB	15,431	1,053	6.8%	61% SB

a average daily traffic volume expressed in vehicles per day.
b peak hour volume expressed in vehicles per hour.
c percent of traffic occurs during the peak hour.
d directional distribution of peak hour traffic.
e Source: VHB; based on automatic recorder counts conducted in May 2024 on Mystic Avenue (Route 38) adjacent to the Site.
Note: Peak hours do not necessarily coincide with the peak hours of turning movement counts.

Based on a review of the TMC data, the weekday evening and Saturday midday peak hours of vehicular activity for the study area as a whole were determined to be 7:00 AM to 8:00 AM and 12:45 PM to 1:45 PM, respectively. As no notable background projects have been occupied since this data collection, and an annual growth rate will not be used for this study, the observed 2024 volumes were used to represent 2025 Existing Conditions for this evaluation. Both the daily ATR and peak-period TMC data are included in the Appendix of this evaluation.

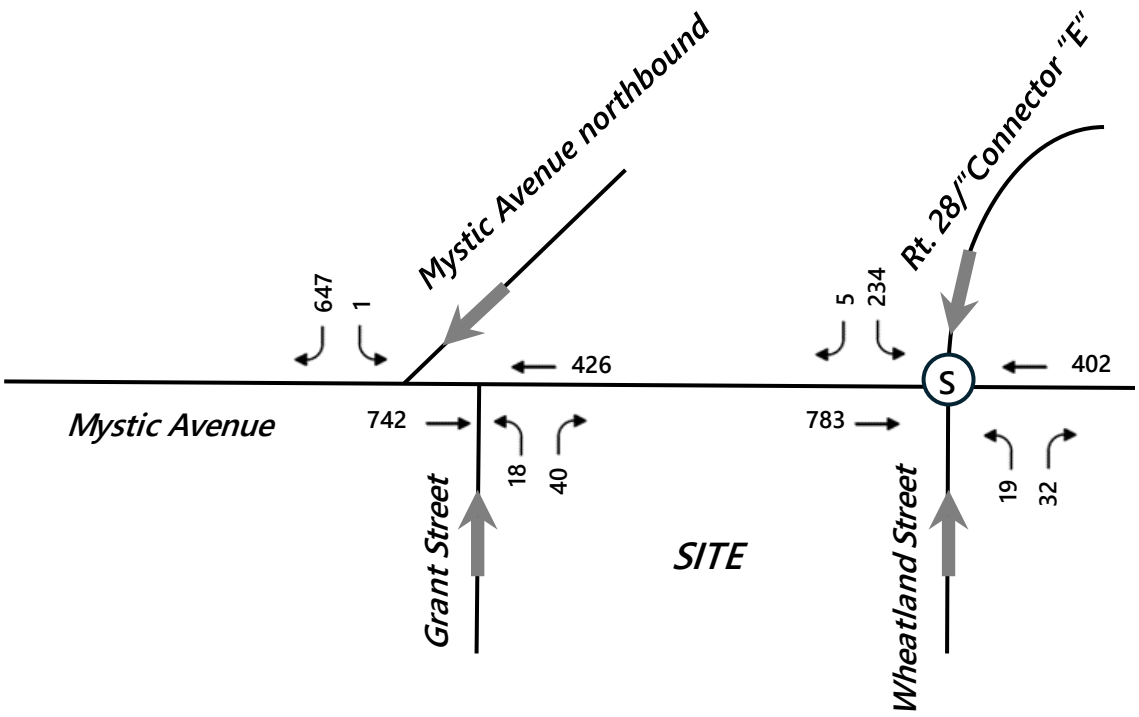
Seasonal Variations

Seasonal factors published by MassDOT were reviewed for the months of May and October during which this study's traffic data was collected. The MassDOT data indicates that traffic volumes during both months are generally higher than or equal to average-month conditions. Accordingly, the traffic counts were not adjusted downward to an average-month condition. With that, the analysis presented is slightly conservative. The MassDOT seasonal factor summary sheet is provided in the Appendix. The resulting 2025 Existing conditions weekday evening and Saturday midday peak hour vehicular traffic volumes are shown in Figure 3.

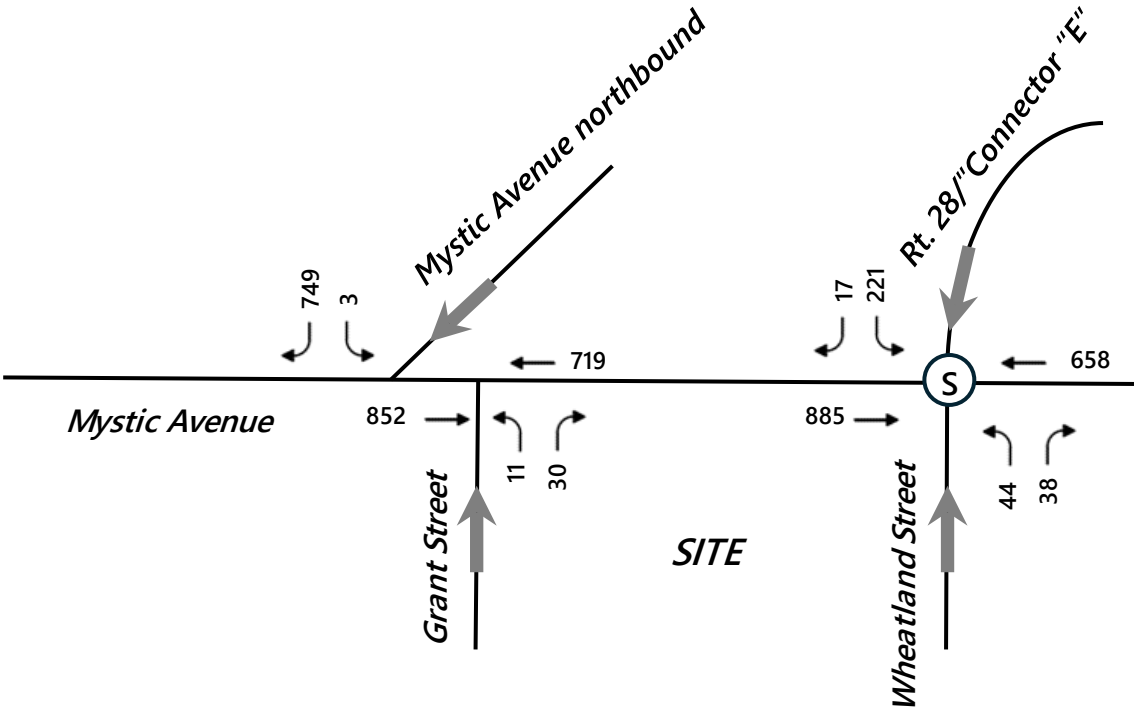
Bicycle and Pedestrian Volumes

In addition to vehicular volume data, pedestrian and bicycle volume data was also collected at the study area intersections as part of the traffic data collection summarized above. Figures 4 and 5 represent the weekday evening and Saturday midday peak hour bicycle and pedestrian traffic volumes.

WEEKDAY EVENING PEAK HOUR



SATURDAY MIDDAY PEAK HOUR



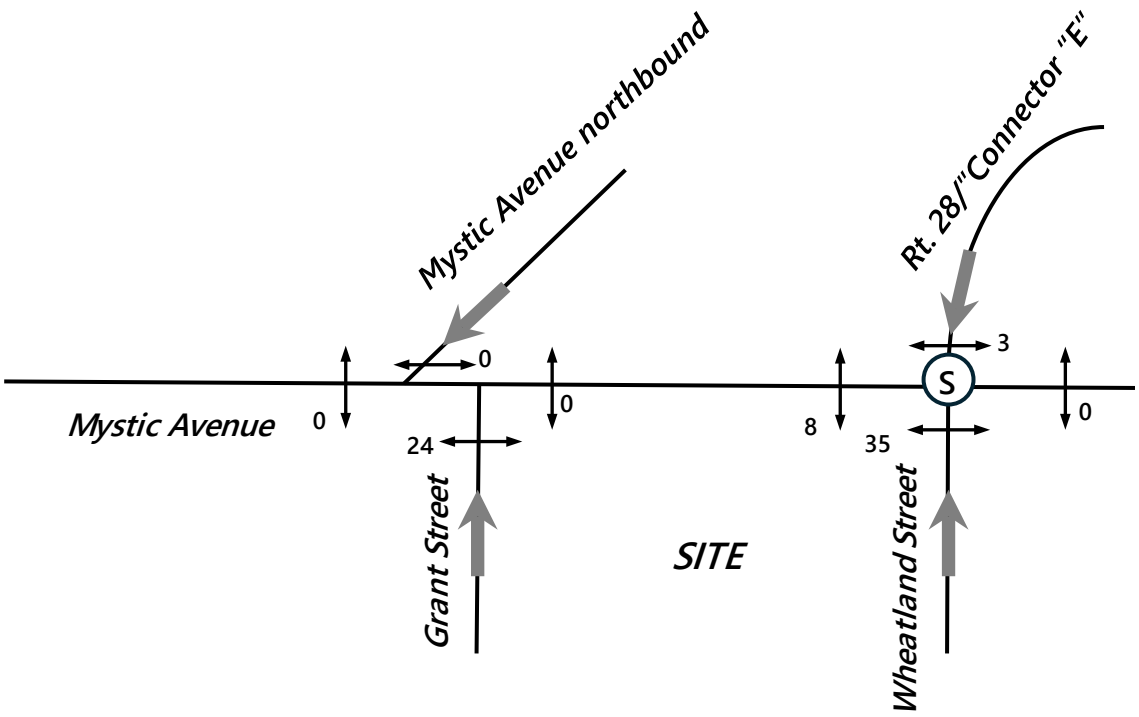
One-way

S Signalized intersection

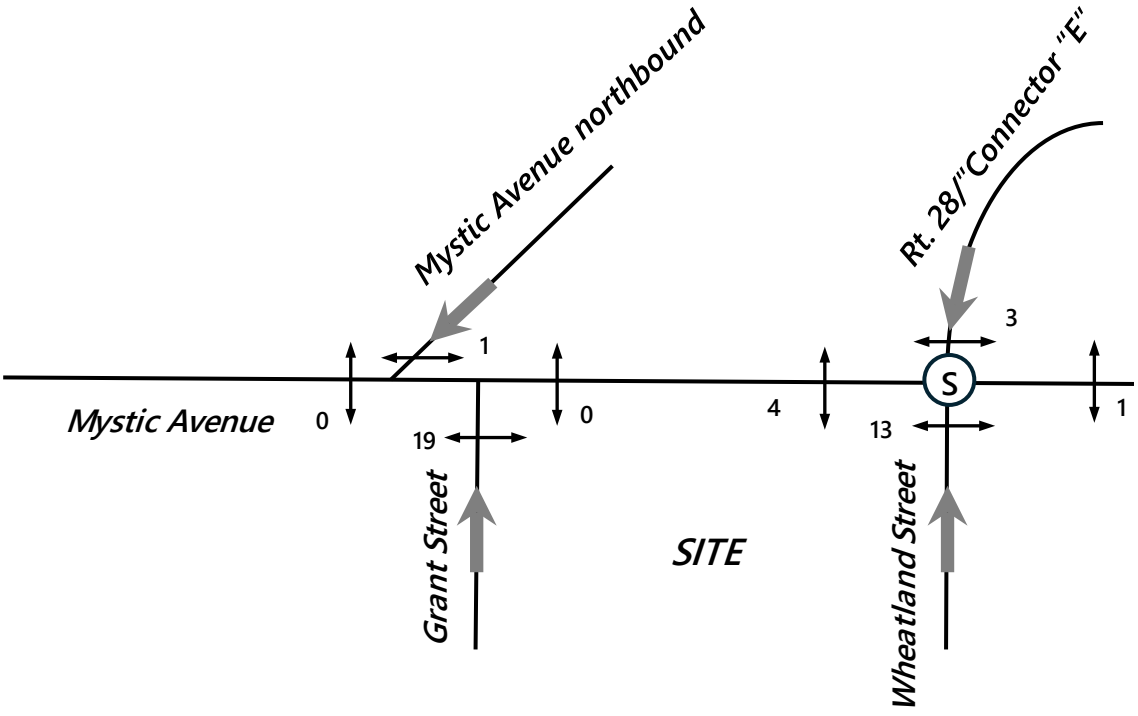
Not to scale

Figure 3
2025 Existing Conditions
Peak Hour Traffic Volumes
362-368 Mystic Avenue
Somerville, Massachusetts

WEEKDAY EVENING PEAK HOUR



SATURDAY MIDDAY PEAK HOUR



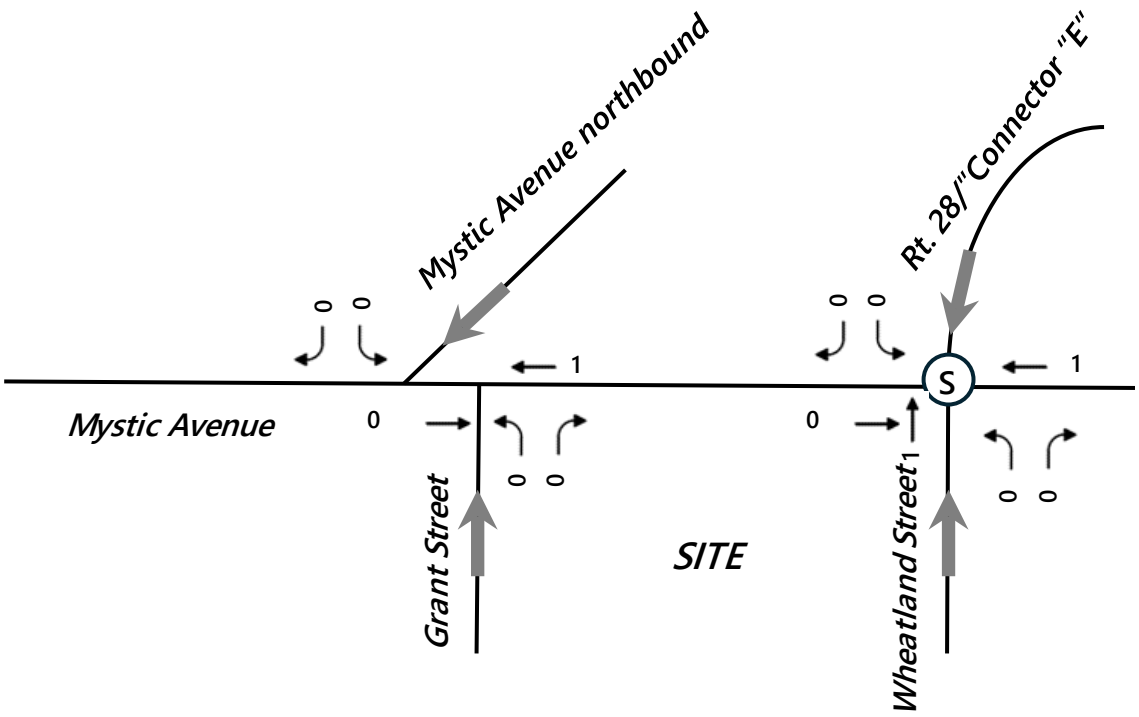
One-way

Not to scale

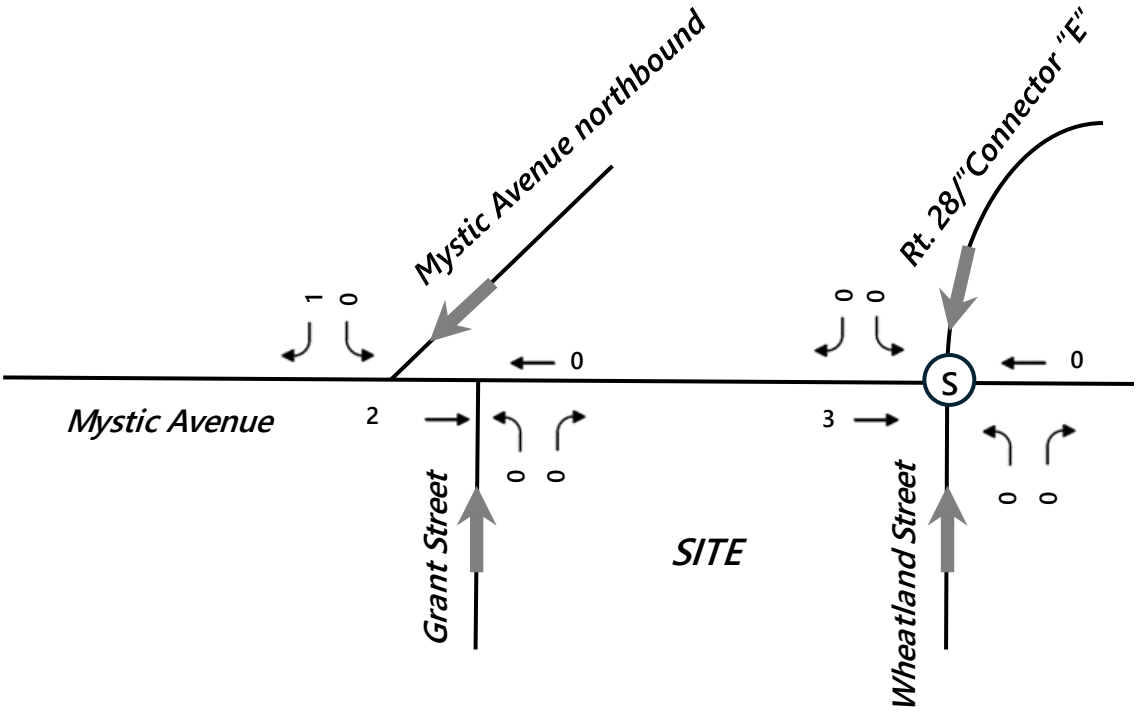
S Signalized intersection

Figure 4
2025 Existing Conditions
Peak Hour Pedestrian Volumes
362-368 Mystic Avenue
Somerville, Massachusetts

WEEKDAY EVENING PEAK HOUR



SATURDAY MIDDAY PEAK HOUR



One-way

S Signalized intersection

Not to scale

Figure 5
2025 Existing Conditions
Peak Hour Bicycle Volumes
362-368 Mystic Avenue
Somerville, Massachusetts

Public Transportation

The study area is currently served by MBTA bus route #95 immediately next to the Site. There are 21 additional MBTA bus routes with stops within one mile of the Site, though it is expected that most customer activity will be associated with MBTA Route #95. In addition, the MBTA's Assembly Station serving the Orange Line of the MBTA with Assembly Station is located approximately ⅔ miles to the northeast of the Site, though that is more than a 15-minute walking distance.

The MBTA Route #95 bus route travels between Sullivan Square and Arlington Center or West Medford via Mystic Avenue and Medford Square. The inbound direction of travel is towards Sullivan Square and the outbound direction is towards Arlington Center or West Medford.

A bus stop is located on Mystic Avenue (Route 38) in the inbound direction just prior to its intersection with Wheatland Street. The nearest stop to the Site in the outbound direction is at the Mystic Avenue (Route 38)/Temple Road intersection to the northwest. On weekdays, Route95 provides service from 4:45 AM to 1:38 AM[2]. During peak periods. Route 95 has a typical frequency of approximately 25 minutes, with a typical frequency of approximately 35-60 minutes during off-peak periods.[3]

Table 2 summarizes the headways, average wait times, on-time performance, and spans of service of the bus routes within the vicinity of the Site from based on MBTA fall 2023 ridership data. This database has been used for other ongoing projects in the area and is being referenced again for use on this Project's analysis for consistency.

Table 2 MBTA Route 95 Bus Service Characteristics

	Route 95
Bus Headways (minutes)	
Weekday AM Peak	23
Weekday PM Peak	25
Average Wait Times (minutes)	
Weekday AM Peak	10
Weekday PM Peak	15
On-Time Performance	
Peak Period	66%
Span of Service	
Weekday	4:45 AM –1:20 AM

Notes:

- Headways represent typical, approximate headways for each period and may vary. Average wait times reflect half of the typical headways, rounded to the nearest five minutes. Passenger use of schedules or customer technology (e.g., apps identifying the time of the next trip in real time) may affect average wait times.
- Headways taken from MBTA System Map (April 2024).[4]
- On-time performance is for the full route and is calculated for Fall 2023 period and excludes holidays (September 4, October 9, November 11, and November 23). Weekday on-time performance is available across peak periods instead of for each peak period individually. Span of service reflects the earliest and latest trip start times. Information is based on Fall 2023 schedules.

Mystic Avenue (Route 38) at Wheatland Street is the third to last inbound stop on MBTA Route #95. It is located on the south side of Mystic Avenue (Route 38). As noted earlier,

2 MBTA Bus Route 95 Schedule (April 2024). https://cdn.mbta.com/sites/default/files/media/route_pdfs/batch_6954/95-S2-P3.pdf Actual times differ slightly between directions of travel and the terminal bus stop.

3 MBTA 2024 System Map. https://cdn.mbta.com/sites/default/files/2024-04/2024-04-08-system-map.pdf

4 MBTA 2024 System Map (April 2024). https://cdn.mbta.com/sites/default/files/2024-04/2024-04-08-system-map.pdf

MassDOT Project #608562 will be implementing changes to bus accommodations in this area shortly. This primarily involves the curbside travel lane in the southbound direction being replaced with a shared bus/bike lane.

Safety Review

A detailed crash analysis was conducted to identify potential vehicle accident trends and/or roadway deficiencies in the study area. The vehicle accident data for the traffic study area intersections were obtained from MassDOT for the years 2017 to 2021, the most recent five-year period for which data are available. The MassDOT database is comprised of crash data from the Massachusetts Registry of Motor Vehicles (RMV) Division primarily for use in traffic studies and safety evaluations. Data files are provided for a given municipality for an entire year, though it is possible that some crash records may be omitted either due to individual crashes not being reported, or the crash records not being provided in a compatible format for RMV use. A summary of the study intersections vehicle accident history based on the available RMV data is presented in Table 3. The detailed crash data is provided in the Appendix.

Crash rates are calculated based on the number of reported crashes at an intersection and the volume of traffic traveling through that intersection on a daily basis. Rates that exceed MassDOT's average for crashes at intersections in the MassDOT district in which the municipality is located could indicate safety or geometric issues for a particular intersection. For this evaluation, the calculated crash rates for study area intersections were compared to MassDOT's District 4 average (the district in which Somerville is located). For District 4, the average crash rate is 0.73 for signalized intersections and 0.57 for unsignalized intersections. These rates imply that, on average, 0.73 and 0.57 crashes occurred per million vehicles entering signalized and unsignalized intersections, respectively, throughout District 4. The location for some crashes cannot be precisely determined from the database. Additionally, some crashes may have occurred but were either not reported or not included in the database as noted earlier and, therefore, were not considered. Crash rates were calculated using the crash data from the years 2017-2021.

Table 3 Vehicular Crash Summary (2017-2021)

	Mystic Avenue at Wheatland Street	Mystic Avenue at Grant Street
Signalized?	Yes	No
MassDOT Average Crash Rate	0.73	0.57
Calculated Crash Rate	0.41	0.98
Exceeds Average?	No	Yes
Year		
2017	3	5
2018	5	6
2019	1	6
2020	3	6
2021	2	5
Total	14	28
Collision Type		
Angle	7	11
Head-on	0	0
Rear-end	6	12
Rear-to-rear	0	0
Sideswipe, opposite direction	0	0
Sideswipe, same direction	1	5
Single Vehicle Crash	0	0
Not reported	0	0
Severity		
Fatal Injury	0	0
Non-Fatal Injury	4	7
Property Damage Only	10	20
Not Reported	0	1
Time of day		
Weekday, 7:00 AM - 9:00 AM	0	4
Weekday, 4:00 – 6:00 PM	1	2
Saturday, 11:00 AM – 2:00 PM	0	0
Weekday, other time	8	18
Weekend, other time	5	4
Pavement Conditions		
Dry	11	26
Wet	3	2
Snow/Ice/Slush	0	0
Not reported	0	0
Non-Motorist (Bike, Pedestrian)	0	0

Source: Crash data was obtained from MassDOT.

As shown in Table 3, a review of the crash data indicates that the Mystic Avenue (Route 38)/ Wheatland Street intersection has a crash experience below the average MassDOT District 4 crash rate for signalized intersections. However, the Mystic Avenue (Route 38)/Grant Street intersection has a crash rate exceeding the average for unsignalized intersections in MassDOT

District 4. The observed crash rate is heavily influenced by the southbound movements from the Mystic Avenue (Route 38) northbound (and Route 28 southbound) right-turn lane extension. Conditions at both intersections, as well as other nearby locations further to the north and south, are planned to be improved as part of MassDOT Project #608562 in 2025. The improvements proposed are generally safety oriented as opposed to capacity enhancing measures involving additional travel lanes. The combination of these changes should help address the crash experience in this area. The Mystic Avenue/Wheatland Street intersection also was evaluated as part of a Roadway Safety Audit (RSA) for the I-93/Route 28/Mystic Avenue, which was conducted prior to the subsequent MassDOT #608562 design development. The analysis conducted as part of that RSA was incorporated into the subsequent interchange design process noted above.

Highway Safety Improvement Program

In addition to calculating the crash rate, study area intersections should also be reviewed in the MassDOT's Highway Safety Improvement Program (HSIP) database. An HSIP-eligible cluster is one in which the total number of "equivalent property damage only" crashes in the area is within the top five percent of all clusters in that region. Being HSIP-eligible makes the location eligible for FHWA and MassDOT funds to address the identified safety issues at these locations.

As part of this effort, VHB reviewed this database and found that the following intersections are listed under the following HSIP-eligible clusters:

Top 200 Crash Clusters 2018-2020

- Route 28 / Route 38 / Interstate-93 NB Ramps

Top 5% Intersection Crash Clusters 2018-2020

- Route 28 / Route 38 / Interstate-93 SB Ramps

While multiple locations have been identified as being HSIP locations, all of these study area intersections have been subject to recent RSAs conducted by MassDOT. Most recently, a February 1, 2017 RSA was conducted to evaluate conditions at the I-93/ Route 28/Mystic Avenue (Route 38) interchange, as well as Route 28 at Broadway in Somerville. As noted earlier, MassDOT is now undertaking the design of planned improvements under Project #608562 at the I-93/ Route 28/Route 38 (Mystic Avenue) interchange. Construction of these measures is planned to start in 2025 and will focus primarily on signal improvements and pedestrian and bicycle enhancements.

3

Build Conditions

Future conditions with the Project in place were evaluated as part of this study. Specifically, based on the City of Somerville's TIS Guidelines, the following future analysis conditions were evaluated:

- **2025 Build conditions** – Project-generated traffic added to 2025 Existing volumes on the existing roadway network; and
- **2030 Build conditions** – Site-specific traffic generated by other definitively-known background development projects added to 2025 Build conditions on the future roadway network (with planned roadway and/or signal improvements by others).

These conditions are discussed in detail in the following sections.

2025 Build Conditions

The 2025 Build conditions add the Project-generated traffic to the 2025 Existing volumes on the existing roadway network. These conditions are described further below.

Trip Generation

The proposed Project will involve the development of an approximately 1,250 sf adult-use/recreational marijuana dispensary. To estimate the site-generated traffic, information provided by the Institute of Transportation Engineers' (ITE) publication *Trip Generation Manual, 11th Edition*[5] initially was utilized along with Project operational information provided by the Proponent. The results obtained from these sources were reviewed to determine which would be the most accurate for trip generation projections as discussed in the following sections.

ITE Trip Generation

The ITE database is widely used and provides trip generation rates and equations for various land uses based on traffic count data collected at similar sites. For this Project, ITE Land use code (LUC) 882 (Marijuana Dispensary) data were used to estimate trip generation based on the proposed Project building space. The ITE database contains somewhat limited data for marijuana dispensaries, and the few sites surveyed were based in Colorado and Oregon in the 2010s, with Massachusetts sites being added in the latest edition. Besides the ITE material, recent traffic

[5] *Trip Generation Manual, 11th Edition*, Institute of Transportation Engineers, Washington D.C., 2021.

counts of existing Massachusetts sites also are available for use. However, those counts were collected at a time when marijuana dispensaries were sparsely located with very little competition. Underlying conditions have since changed as more new dispensaries have opened through Massachusetts and overall dispensary trip generation generally has been trending downward due to that increased competition. Accordingly, this publicly available empirical trip generation data from larger, freestanding dispensaries was not used for this study due to these and other factors.

The resulting trip generation based on the standard ITE data is provided in Table 4.

Table 4 Project ITE Trip Generation (Total Unadjusted Vehicle Trips)

Time Period	Marijuana Dispensary[1]
Weekday Daily	
Enter	132
Exit	132
Total	264
Weekday Morning	
Enter	7
Exit	6
Total	13
Weekday Evening	
Enter	12
Exit	12
Total	24
Saturday Daily	
Enter	162
Exit	162
Total	324
Saturday Midday Peak Hour	
Enter	18
Exit	18
Total	36

1 Based in ITE LUC 882 (Marijuana Dispensary); 1,250 sf.

As shown in Table 4, estimating trip generation based on ITE data results in between 13 and 36 peak-hour vehicle trips (before any mode-split adjustments are applied). These estimates likely are overstated for reasons noted earlier, along with the ITE data not necessarily reflecting the actual operation of this Site. For instance, while the ITE estimates result in 13 vehicle trips during the weekday morning peak hour, the store will not be open until 10 AM. With no customers, and employees arriving later closer to the 10 AM opening time, these estimates are not applicable to this Project.

Based on the analysis presented above, trip generation instead was estimated based on an operations model as requested by the Mobility Division. This approach is summarized in the following section.

Haze of Somerville Operational Data

The Project floor space will feature three point-of-sale (POS) stations. There also will be two additional self-service ordering stations. The two self-service stations are designed to allow customers to browse the product menu and select items, though actual payments and picking up the products purchased still will occur at one of the three POS stations. While the Project will function with only three actual POS stations, this added amenity will help to minimize delays at the registers and reduce wait times for customers. This also will help minimize the amount of time that any customers who drove will need to be parked within the Site or on the adjacent street.

Customer Processing Time

As noted earlier, the proposed dispensary is expected to be open from 10 AM to 10 PM Monday through Saturday and 10 AM to 6 PM on Sundays. As the Project will not be open during the traditional weekday morning commuter peak period, the Project's trip generation during that time period will be negligible. Employees arriving for the store's opening shift will be doing so closer to the opening time after the roadway's peak morning conditions already have subsided. Based on the Proponent's experience, customers generally require about five to ten minutes on average to shop, select an order, and process that purchase at one of the three planned POS stations. This translates into up to roughly eight customers per hour being processed at each register under peak conditions (with a single entering and exiting trip for each customer visit; a rate of sixteen trips per POS). With three POS stations, this results in the overall facility being able to handle a maximum of 24 customers per hour (48 total trips; half entering and half exiting). Accordingly, this level of activity was assumed for both peak hours evaluated. This may somewhat overstate customer activity as other facilities permitted in Somerville have been developed based on a ten-minute customer processing model.

Employee Trip Generation

The Proponent has indicated that there generally will be a maximum of four employees within the store per shift. As noted above, the first shift members will be arriving after the weekday morning peak period and departing slightly before the 10 AM store opening. While exact staffing and shift change times have not yet been determined, any midday shift changes are expected to occur before the start of the weekday evening peak period of the adjacent roadway network. This same general condition is expected to occur on Saturday with employees arriving and departing outside of the typical Saturday midday peak period (which generally occurs between 11 AM and 2 PM). According, the Project's employees are not expected to contribute to the Project's anticipated peak hour trip generation.

On a daily basis, the store will be open for twelve hours on a typical weekday or Saturday. It is likely that there will be two employee shifts per day. For the purpose of this analysis, it is assumed that each shift will have four employees working, though lower numbers are possible during slower times of the day. Based on this, there would be four arriving and four departing employees per shift (eight total trips), resulting in sixteen total daily trips. It is possible that some employees may briefly leave the Site during their shift break. While this is not expected to occur to any significant level, it is assumed that half of the employees may do so, resulting in a total of eight additional daily trips. This results in a maximum of 24 daily employee trips, with those being during off-peak times when there are lulls in customer activity. The breakdown of this trips in terms of employees using automobiles, transit, biking, or walking is discussed later in this section.

The combined trip generation for customers and employees based on the Project operations model discussed above is summarized in Table 5.

Table 5 Project Trip Generation – Person Trips (Operations Model)

Time Period	Person-Trip Generation Rate (per POS)[1]	Customer Person Trips	Employee Person Trips[2]	Total Person Trips
Weekday Daily				
Enter		288	12	**300**
Exit		288	12	**300**
Total	Peak hr trips x 12 hrs	576	24	**600**
Weekday Morning Peak Hour				
Enter		0	0	**0**
Exit		0	0	**0**
Total	N/A	0	0	**0**
Weekday Evening Peak Hour				
Enter		24	0	**24**
Exit		24	0	**24**
Total	16 customer trips/POS	48	0	**48**
Saturday Daily				
Enter		288	12	**300**
Exit		288	12	**300**
Total	Peak hr trips x 12 hrs	576	24	**600**
Saturday Midday Peak Hour				
Enter		24	0	**24**
Exit		24	0	**24**
Total	16 customer trips/POS	48	0	**48**

1 Based on information provided by Proponent for anticipated 10 AM to 10 PM store operation on weekdays and Saturdays for 3 POS stations and customers processing time ranging from 5 to 10 minutes each.
2 Based on information provided by Proponent for four employee maximum staffing per shift.
3 POS = Point of Sale.

Project Trip Generation

After comparing the ITE-based estimates to the operational model, it was determined that the operational model based on the anticipated store activity provided the most accurate estimates. Accordingly, the estimates shown in Table 5 were refined further to reflect the expected customer and employee mode splits used to travel to and from the Site as discussed in the following sections.

Person Trip Conversions

The person trips shown in Table 5 were converted into automobile travel by applying average vehicle occupancy rates (VOR) based on national data[6] based on the mode splits discussed in the

6 Summary of Travel Trends – National Household Travel Survey; USDOT Federal Highway Administration (Washington, DC); 2017.

following section. The national average vehicle occupancy rates applied were 1.82 persons per vehicle for the proposed commercial marijuana dispensary use trips.

Internal Capture Trips

As the Project will be one of multiple commercial uses on the Site, there is the potential for some portion of the Project trip generation to be captured solely within the Site as "internal" or "shared vehicle" trips. This could consist of dispensary customers or employees visiting one of the other retail, restaurant, or service-oriented uses as part of the same trip to the Site. While these shared trips would represent new traffic to the individual uses, they would not show up as new vehicle trips on the surrounding roadway network. However, given that the dispensary will only be 1,250 sf in size within the overall 9,180 sf plaza, no significant internal trip sharing is anticipated. Accordingly, no credit for this activity has been incorporated in the trip generation projections.

Mode Share

Mode shares will be applied to distinguish between vehicular, transit and pedestrian/bicycle trips to and from the Project Site. The mode shares to be used for this Project were developed considering census data for the Site's census tract. The resulting mode shares developed for the analysis are presented in Table 6.

Table 6 Project Mode Share

Use	Vehicle	Transit	Bike/Walk	Other [1]
Marijuana Dispensary	33%	18%	17%	32%

1 Based on US Census data for census tract 3501.09.

In keeping with Somerville's goals, the Proponent will work towards reaching the 2030 and 2040 future trip reduction goals of 37.5% and 25% automobile mode shares, respectively, established by SomerVision 2040. As this area already is functioning with automobile usage lower than the desired 2030 mode split, achieving the 2040 goal should also be attainable. Regardless, evaluating the maximum vehicular traffic that could be on the study area roadways in the future is critical in confirming the adequacy of the street network to accommodate this traffic. Therefore, while the Project will work towards these goals, the study analysis will be based on the current 33-percent automobile mode split.

Project-Generated Trips

The mode shares discussed above and presented in Table 6 were applied to the net person trips shown in Table 5 to generate the adjusted Project person trips by mode. To reflect the number of vehicle trips generated by the Site, the adjusted person trips are converted into vehicle trips by applying the local average vehicle occupancy rates (VOR). Based on 2012-2016 U.S Census Data, a local VOR of 1.82 was utilized.

Table 7 summarizes the proposed trips by mode.

Table 7 Project Trip Generation – New Trips by Mode

Time Period	Vehicle Trips[1]	Transit Trips	Bike/Walk Trips
Weekday Daily			
Enter	**54**	54	147
Exit	**54**	54	147
Total	**108**	108	294
Weekday Morning			
Enter	**0**	0	0
Exit	**0**	0	0
Total	**0**	0	0
Weekday Evening			
Enter	**3**	**4**	12
Exit	**3**	**4**	12
Total	**6**	**8**	24
Saturday Daily			
Enter	**54**	54	147
Exit	**54**	54	147
Total	**108**	108	294
Saturday Midday Peak Hour			
Enter	**3**	**4**	12
Exit	**3**	**4**	12
Total	**6**	**8**	24

a Automobile vehicle trips include pass-by trips.

Note: negligible trip generation anticipated during the weekday morning peak period as the facility will not be open prior to 10 AM.

The proposed Project-generated vehicle trips shown in Table 7 are likely overstated due to the limited parking supply and general nature of the surrounding area, which is more oriented towards pedestrian activity. As such, this study's subsequent automobile capacity analysis should be considered similarly conservative.

Pass-by Trips

Pass-by trips for commercial/retail uses regularly are attracted to a given site as they pass through the area. The rate at which pass-by trips are attracted to a site is highly dependent on the type of land use at that site, the proximity of the site to major traffic corridors, and the location and type of nearby land uses. To be consistent with the City of Somerville's TIS Guidelines, a 25 percent pass-by rate has been assumed for all peak periods. This results in a conservative estimation of new trips.

New Vehicle Trips

The pass-by rates were applied to the vehicle trips shown in Table 7 and Table 8 summarizes the resulting new automobile trips.

Table 8 Project Trip Generation – New Vehicle Trips (Automobile)

	New	Pass-By [a]	Total New Vehicle Trips [b]
Weekday Daily			
Enter	40	14	**54**
Exit	40	14	**54**
Total	80	28	**108**
Weekday Morning Peak Hour			
Enter	0	0	**0**
Exit	0	0	**0**
Total	0	0	**0**
Weekday Evening Peak Hour			
Enter	3	1	**4**
Exit	3	1	**4**
Total	6	2	**8**
Saturday Daily			
Enter	40	14	**54**
Exit	40	14	**54**
Total	80	28	**108**
Saturday Midday Peak Hour			
Enter	3	1	**4**
Exit	3	1	**4**
Total	6	2	**8**

a 25-percent pass-by rate.
b Source: Table 7.

The Project is projected to generate only 108 new vehicle trips on a typical weekday and Saturday. Peak hour new trips are expected to be negligible, with only 6 new vehicle trips anticipated during either of the critical peak hours evaluated. This level of trip generation is very unlikely to have any discernable impact on traffic operations within the study area, though this is evaluated in the Capacity Analysis section of this assessment.

The currently vacant retail building space also could be reoccupied by new by-right retail tenants without requiring any extensive permitting. However, to provide for a conservative analysis, no credit was taken for the vehicular traffic which would otherwise be generated by this space if the Project did not advance for some reason. That scenario is unlikely as vacant space along a busy commercial corridor would be unlikely to remain in its current vacant state.

The proposed Project-generated vehicle trips were assigned to the study area roadways and intersections based on trip distribution patterns observed during the data collection phase of this study.

Deliveries

The Project's deliveries will not be made by large trucks. Instead, deliveries to the Site will be made by passenger automobiles. These deliveries are expected typically to occur twice per week, and not during the anticipated peak times for the store. Based on this operation, the Project will not generate any large truck traffic beyond standard passenger vehicles. The Project's approved

Transportation Access Plan (August 5, 2024 revised through September 3, 2024) demonstrates the ability of vehicles to access and egress the Site.

Trip Distribution and Assignment

The directional distribution of traffic approaching and departing the Site is a function of several variables: population densities, existing travel patterns, and the efficiency of the roadways leading to the Site. The trip distribution patterns for the proposed Project have been derived based on observed travel patterns within the study. The assignment of site-generated traffic to specific travel routes was based on existing traffic patterns at the study area intersections and the assumption that most motorists will seek the most direct routes to and from the Site. The trip distribution patterns are summarized in Table 9 and shown in Figure 6.

Table 9 Regional Trip Distribution

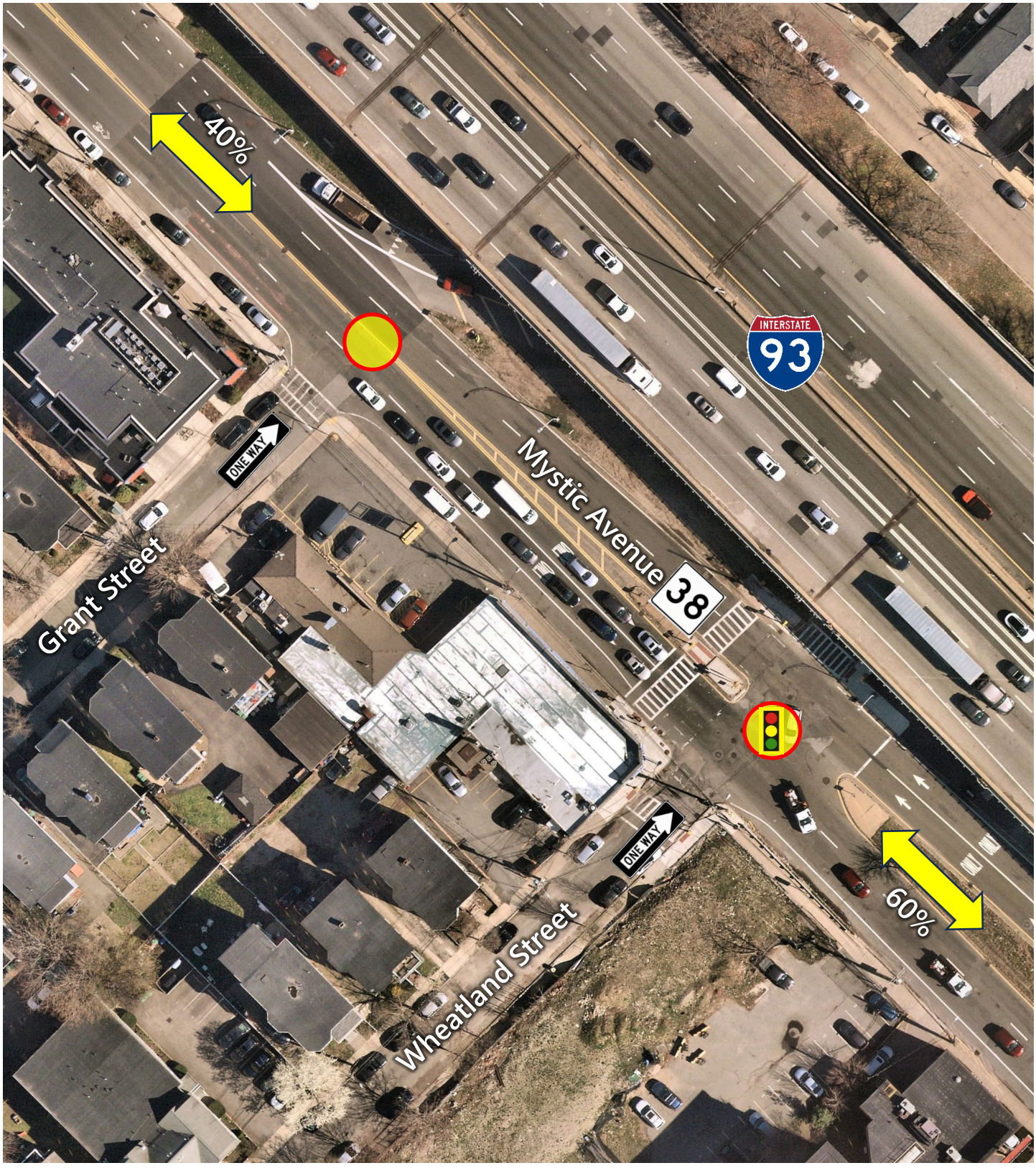
Travel Route	Direction (to/from)	Trip Distribution
Mystic Avenue	north	40%
Mystic Avenue	south	60%
Wheatland Street	southwest	negligible
Grant Street	northwest	negligible
Total		100%

Source: Currently observed traffic patterns demonstrated through TIS data collection.

Based on the Project traffic data collection trip assignment is expected to be oriented heavily towards Mystic Avenue. While some degree of vehicular traffic may use the one-way northbound Wheatland Street and or Grant Street approaches to arrive at the Site, the resulting volume should be negligible in light of the low (six peak hour trips) Project trip generation.

2025 Build Traffic Volumes

The 2025 Build conditions vehicle traffic volumes were developed by adding the Site-generated traffic volumes as shown in Table 8 to the 2025 Existing peak hour vehicle traffic volumes, based on the trip distribution patterns shown in Table 9. Figure 7 shows the 2025 Build conditions vehicle traffic volume networks for the weekday evening and Saturday midday peak hours.

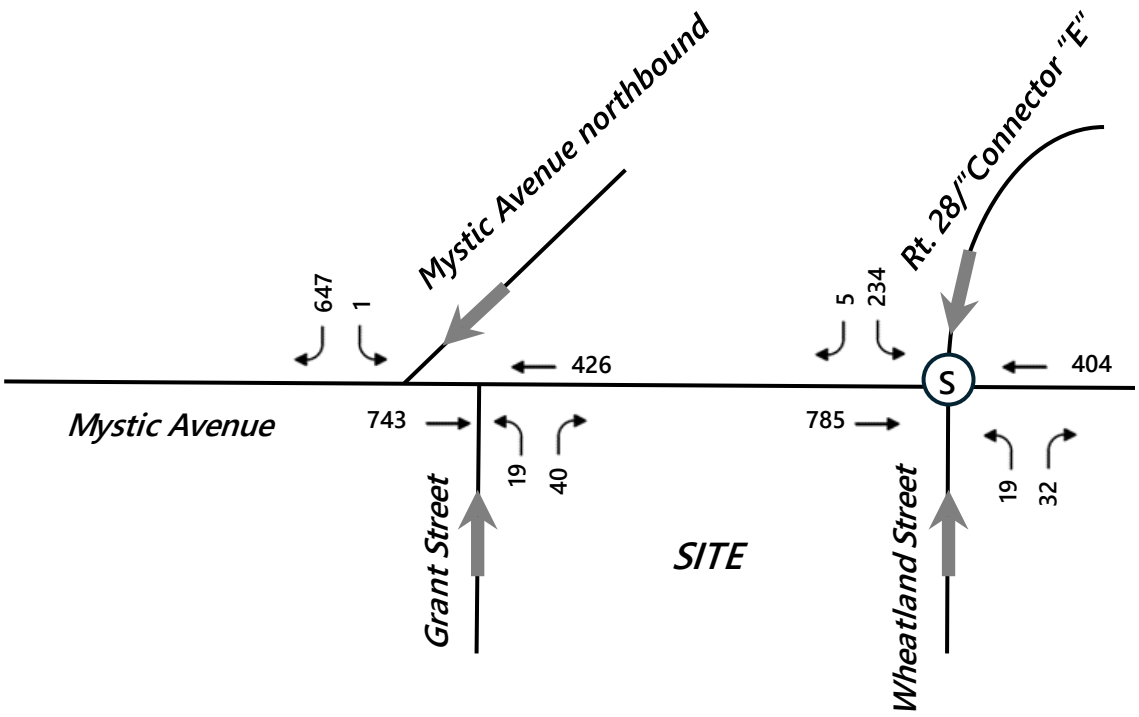


Study area intersection

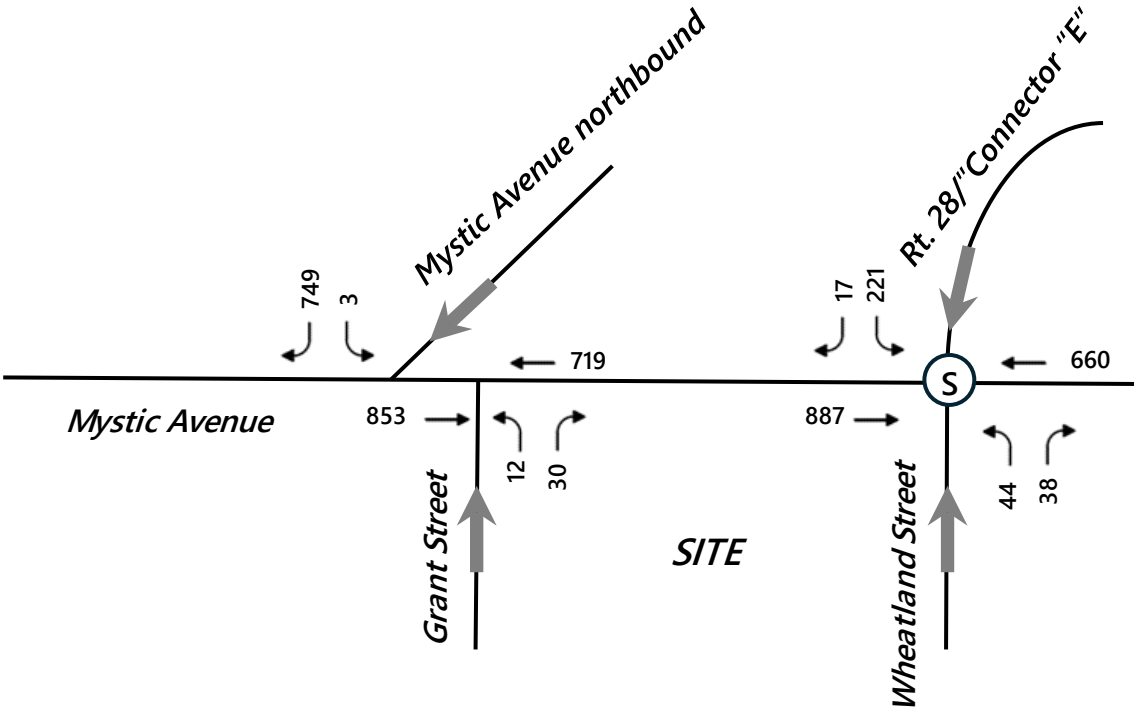
Figure 6

Regional Trip Distribution
362-368 Mystic Avenue
Somerville, Massachusetts

WEEKDAY EVENING PEAK HOUR



SATURDAY MIDDAY PEAK HOUR



One-way

S Signalized intersection

Not to scale

Figure 7
2025 Build Conditions
Peak Hour Traffic Volumes
362-368 Mystic Avenue
Somerville, Massachusetts

2030 Build Conditions

The 2025 Build analysis discussed above is useful in that it allows for the impacts associated solely with the Project to be isolated and identified. However, it also is important that future conditions with other planned development and infrastructure projects within the study horizon be considered to determine how the surrounding infrastructure will function with the addition of the Project. Accordingly, 2030 Build conditions were evaluated by adding Site-specific traffic generated by other definitively known development projects to the 2025 Build vehicle traffic volumes on the future roadway network. These conditions are described further below.

Background Traffic Growth

Traffic growth on area roadways is a function of the expected land development, economic activity, and changes in demographics. Several methods can be used to estimate this growth.

A procedure frequently employed is to estimate an annual percentage increase and apply that increase to study area traffic volumes. An alternative procedure is to identify estimated traffic generated by planned new major developments that would be expected to impact the project study area roadways. However, given a general documented decrease in volume within the area, and to be consistent with other nearby development proposals, and as directed by the City of Somerville's Mobility Division, an annual growth rate was omitted for future year conditions.

Future Background Projects

Potential traffic generation associated with other definitively planned and/or approved developments within the five-year study horizon have been considered. Based on research by VHB, there are six definitively planned development projects which could be expected to influence traffic operations within the Project study area. The traffic generation associated with these projects was obtained from traffic studies prepared during their permitting or estimates by VHB. Specifically, the following projects have been factored into this study's future conditions analysis:

- **Assembly Innovation Park** – The project includes a phased construction over an extended period, located between Middlesex Avenue, Foley Street, Grand Union Boulevard and Revolution Drive. The full build-out includes approximately 329 residential units (completed), 1,222,000 sf of office/R&D/lab space, 24,000 sf of retail/restaurant space, and a new 16,000 sf City fire station at the ground level of the Middlesex Avenue garage frontage.
- **Assembly Row (Full Build Out)** – This multi-phased, mixed-use development owned by Federal Realty Investment Trust has been under ongoing development for several years. Once completed, Assembly Row will consist of approximately 1,843 residential units, the Row Hotel at Assembly Row (completed) 2,801,333 sf of office space, 527,024 sf of retail space, the AMC Assembly Row 12 cinema (completed), and a 50,000-sf health club. From the start of its initial development, full build-out of Assembly Row is expected to take 10-15 years total with multiple phases already completed or under construction. In addition to the hotel and cinema noted above, approximately 1,517 residential units, 1,193,237 sf of office space, 440,290 sf of retail space, and a health club have been constructed. Trip generation estimated for the yet-to-be constructed area will be estimated and added to the base future conditions volumes.

- **74 Middlesex Avenue** – This approved project currently is under construction and will include 498,000 sf of office/lab/research & development space and 4,500 sf of supporting ground floor retail and/or restaurant space with up to 350 below-grade parking spaces.
- **DivcoWest – 120 Middlesex Avenue** – this Project is currently being permitted and consists of a new approximately 596,000 sf lab/office building with supporting ground-floor uses. Specifically, 2,710 sf of food and beverage services are anticipated along with 5,730 sf of retail/fitness services, The project will include a 520-space below-grade parking garage.
- **Greystar – 20/23 Cummings Street** – this Project is currently being permitted and consists of approximately 1,564,370 sf of building space including two separate laboratory/research & development (R& D) buildings and a 200-room hotel (the "Project"). The existing buildings located within the Site will be razed as part of the redevelopment. It is assumed that within the total building area noted above, there will be 11,900 sf of food & beverage service and a 4,000-sf daycare. The project's total initial 935-space parking supply will be reduced by 197 spaces over time to a permanent 738-space supply through the eventual elimination of valet service.
- **Mark Development – 299 Broadway** – this approved development consists of two buildings with a total of approximately 316 residential units and 13,643 sf of ground-floor supporting retail space. One of the buildings also will include approximately 3,001 sf of community space. No on-site vehicle parking will be provided as part of this project.

Projected traffic volumes expected to be generated by these projects were obtained from the draft or published traffic studies submitted as part of the permitting processes. The projected trip assignment is included as part of the traffic volume network development worksheets in the Appendix.

Roadway and Public Transportation Improvements

In assessing future traffic conditions for the Project, proposed roadway and public transportation improvements within the study area were considered. Based on VHB's research, the following project, which may affect travel patterns in the future, was identified.

- **Route 28/Route 38 (Mystic Avenue) intersection** – As noted earlier, following recent roadway safety audits at this location, MassDOT will soon be construction planned improvements at this location under MassDOT project #608562. Construction of these measures are expected to start in 2025 and are expected to include the following elements:
  - Installation of pedestrian curb ramps at a number of locations;
  - Implementation of a shared bus/bicycle lane on the Mystic Avenue (Route 38) in the southbound direction adjacent to the Site approaching Wheatland Street;
  - Provision of a pedestrian connection from Foss Park to the Kensington Connector by providing a reduced crossing width on the southbound McGrath Highway leg departing from Mystic Avenue and a new sidewalk along the southern side of Mystic Avenue. Additionally, the Kensington Connector bus stop on the northern side of the I-93 viaduct will be improved with accompanying traffic calming measures along Mystic Avenue;
  - Implementation of signal improvements to provide updated clearance intervals, improved detection and potentially an adaptive signal control;
  - Improved signage and wayfinding for both vehicular and non-motorized travel modes; and

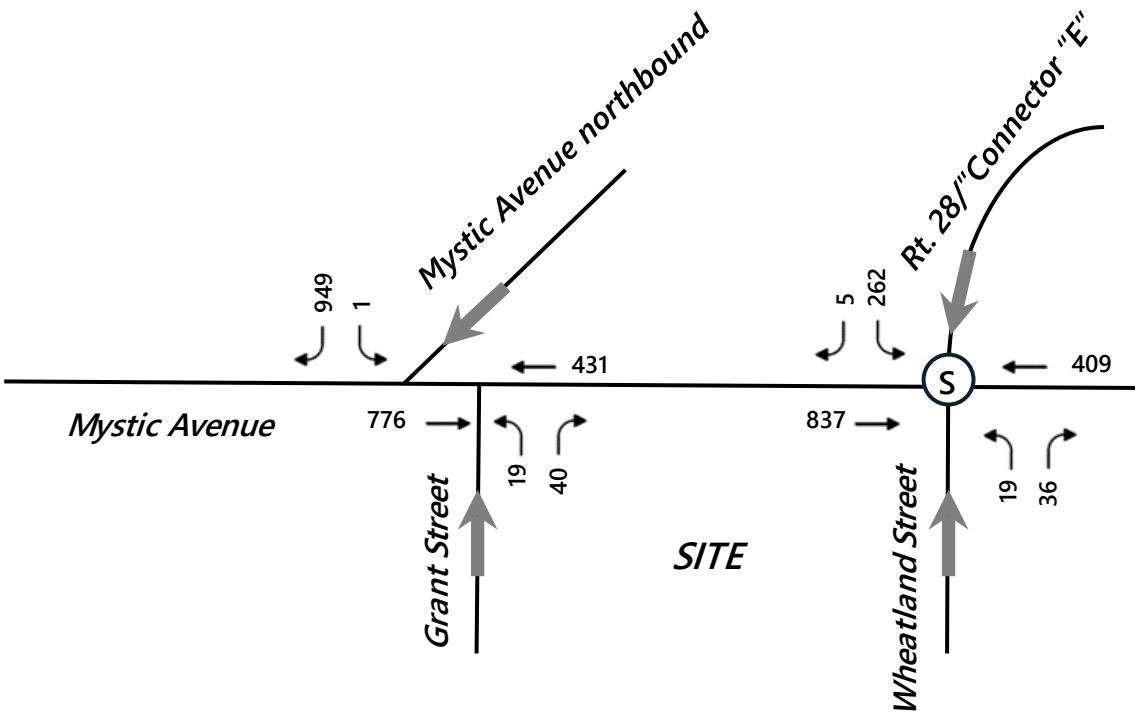
- Improvements to the Bailey Road merge with Mystic Avenue and pedestrian accommodations at the McGrath Highway / Blakeley Avenue intersection.

The roadway improvement projects listed above were incorporated into the Build conditions traffic analyses as stated.

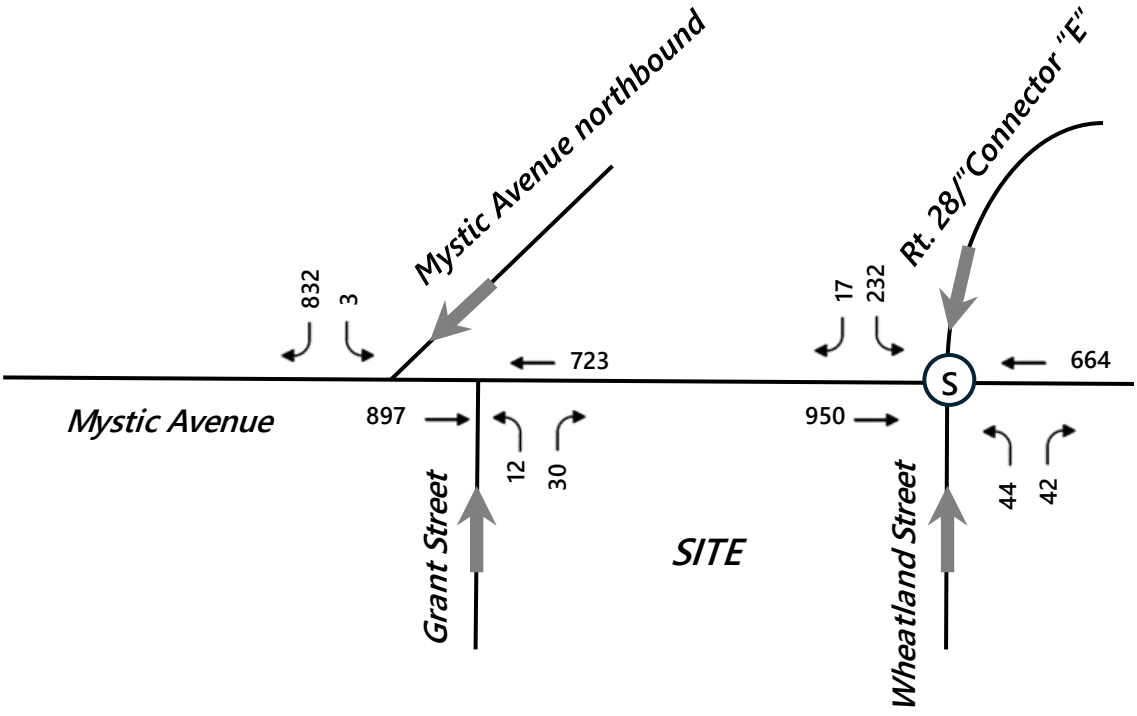
2030 Build Traffic Volumes

The 2030 Build traffic volumes consist of the anticipated trips to be generated by the planned and/or approved development projects described above added to 2030 Build traffic volumes. The 2030 Build roadway network reflects the planned roadway improvements described above that are anticipated to occur within the study horizon. Figure 8 shows the 2030 Build conditions vehicle traffic volume networks for the weekday evening and Saturday midday peak hours.

WEEKDAY EVENING PEAK HOUR



SATURDAY MIDDAY PEAK HOUR



One-way

S Signalized intersection

Not to scale

Figure 8
2030 Build Conditions
Peak Hour Traffic Volumes
362-368 Mystic Avenue
Somerville, Massachusetts

Access and Circulation

There are two surface parking lots currently serving the Site. The main parking lot, which is expected to be used primarily by customers, is located at the southeast corner of the Mystic Avenue (Route 38)/Grant Street intersection. This lot includes fourteen spaces and has two curb cuts on Mystic Avenue (Route 38), which is a MassDOT jurisdiction roadway. The westerly driveway is located approximately 16 feet to the east of Grant Street (which is one-way northbound roadway) and the easterly driveway is located another 58 feet to the east. The parking lot is also served by two curbs cuts along the easterly side of Grant Street. The northerly driveway is located 13 feet to the south of the Mystic Avenue curbline, while the southerly driveway is located another 63 feet to the south.

There also is a small surface parking lot located at the southeast corner of the Site with a single curb cut on Wheatland Street, which is a one-way northbound street. This lot has seven striped parking spaces with three small roll-off dumpsters/recycling bins being accessed from this area, along with back-of-house access for tenants.

No changes are proposed to the on-Site parking layout, which is under the control of the property owner and not the Proponent, which only will be a Site tenant controlling the interior building space. The Project access described above was reviewed by the Somerville Mobility Division as presented in the September 3, 2024 Transportation Access Plan, which officially was approved by the Mobility Division on October 2, 2024.

Loading

The Wheatland Street parking lot currently is used by Site employees and small deliveries, and the Project will also use this area for deliveries. As noted earlier, the Project's deliveries will not be made by large trucks. Instead, deliveries to the Site will be made by passenger automobiles. These deliveries are expected typically to occur twice per week.

4

Vehicular Operations Analyses

The purpose of this analysis is to measure existing traffic volumes and to project future traffic volumes that quantify traffic flow within the study area. To assess quality flow, roadway capacity analyses were conducted with respect to 2025 Existing, 2025 Build, and 2030 Build traffic volume conditions. Capacity analyses provide an indication of how well the roadway facilities serve the traffic demands placed upon them. Roadway and intersection operating conditions are classified by calculated levels of service.

The traffic operations analysis does not reflect shifts in mode shares from vehicle to non-vehicular trips that are likely with the significant number and scale of multimodal improvement projects and, therefore, should be considered conservative.

Level-of-Service Criteria

The evaluation criteria used to analyze area intersections in this traffic study are based on the percentile delay method for signalized intersections and the Highway Capacity Manual (HCM), 7th Edition[7] for unsignalized intersections. The term 'Level of Service' (LOS) is used to denote the different operating conditions that occur on a given roadway segment under various traffic volume loads. It is a qualitative measure that considers several factors including roadway geometry, speed, travel delay and freedom to maneuver. LOS provides an index to the operational qualities of a roadway segment or an intersection. LOS designations range from LOS A to LOS F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions.

In addition to LOS, two other measures of effectiveness (MOEs) are typically used to quantify the traffic operations at intersections; volume-to-capacity ratio (v/c) and delay (expressed in seconds per vehicle). For example, an existing v/c ratio of 0.90 for an intersection indicates that the intersection is operating at 90-percent of its available capacity. A delay of 15 seconds for a particular vehicular movement or approach indicates that vehicles on the movement or approach will experience an average additional travel time of 15 seconds. For a given LOS letter designation there may be a wide range of values for both v/c ratios and delay. Comparison of intersection capacity results therefore requires that, in addition to the LOS, the other MOEs should also be considered.

7 *Highway Capacity Manual, 7th Edition*, Transportation Research Board, Washington, D.C., 2022.

The LOS designations, which are based on delay, are reported differently for signalized and unsignalized intersections. For signalized intersections, the analysis considers the operation of all traffic entering the intersection and the LOS designation is for overall conditions at the intersection. For unsignalized intersections, however, the analysis assumes that traffic on the mainline is not affected by traffic on the side streets. Thus, the LOS designation is for the critical movement exiting the side street, which is generally the left turn out of the side street or site driveway. Table 10 shows the LOS criteria for both signalized intersections and unsignalized intersections.

The analytical methodologies typically used for the analysis of unsignalized intersections use conservative analysis parameters, such as long critical gaps. Actual field observations indicate that drivers on minor streets generally accept shorter gaps in traffic than those used in the analysis procedures and therefore experience less delay than reported by the analysis software. The analysis methodologies also do not fully take into account the beneficial grouping effects caused by nearby signalized intersections. The net effect of these analysis procedures is the over-estimation of calculated delays at unsignalized intersections in the study area. Cautious judgment should therefore be exercised when interpreting the capacity analysis results at unsignalized intersections.

Table 10 Level-of-Service Criteria

Level of Service	Delay – Signalized Intersection	Delay – Unsignalized Intersection
A	0 to 10 seconds	0 to 10 seconds
B	10 to 20 seconds	10 to 15 seconds
C	20 to 35 seconds	15 to 25 seconds
D	35 to 55 seconds	25 to 35 seconds
E	55 to 80 seconds	35 to 50 seconds
F	Greater than 80 seconds	Greater than 50 seconds

Source: Highway Capacity Manual, 7th Edition.

Signalized Intersection Capacity Analysis

Capacity analyses were conducted for the signalized study area intersection and are summarized in Table 11. The capacity analyses were conducted for the 2025 Existing, 2025 Build, and 2030 Build conditions and the analysis worksheets are provided in the Appendix.

Table 11 Signalized Intersection Capacity Analysis Summary

Location / Movement	2025 Existing Conditions					2025 Build Conditions					2030 Build Conditions				
	v/c [a]	Del [b]	LOS [c]	50 Q [d]	95 Q [e]	v/c	Del	LOS	50 Q	95 Q	v/c	Del	LOS	50 Q	95 Q
Mystic Avenue (Route 38) at Wheatland Street / Connector "E"															
Weekday Evening Peak Hour:															
Mystic Ave. SB T	0.45	19	B	204	255	0.45	19	B	204	256	0.88	34	C	471	#745
Mystic Ave. NB T	0.25	1	A	0	0	0.25	1	A	0	0	0.24	13	A	0	7
Wheatland EB LR	0.08	1	A	0	0	0.08	1	A	0	0	0.31	12	B	0	28
Connector L	0.57	46	D	192	250	0.57	46	D	192	260	0.33	36	D	90	128
Overall		**18**	**C**				**18**	**C**				**24**	**C**		
Saturday Midday Peak Hour:															
Mystic Ave. SB T	0.49	20	B	230	285	0.49	20	B	230	285	0.96	48	D	563	#860
Mystic Ave. NB T	0.39	1	A	0	0	0.39	1	A	0	0	0.38	1	A	0	0
Wheatland EB LR	0.13	3	A	0	19	0.13	3	A	0	19	0.47	23	A	11	60
Connector L	0.59	47	D	186	247	0.59	47	D	186	247	0.29	36	D	79	114
Overall		**16**	**B**				**16**	**B**				**28**	**C**		

b Average total delay, in seconds per vehicle.
c Level-of-service.
d 50th percentile queue, in feet.
e 95th percentile queue, in feet.
95th percentile volume exceeds capacity, queue may be longer.

As shown in Table 11, the Mystic Avenue (Route 38)/Wheatland Street intersection currently operates at LOS C and B during the respective weekday evening and Saturday midday peak hour. These conditions will remain unchanged with the addition of the anticipated negligible Project trip generation.

Under the 203 Build Condition, the analysis incorporates background traffic from multiple other planned or approved development projects in the area. The analysis also assumes the planned interchange improvements by MassDOT under Project #608562. Most notably, this will include one of the Mystic Avenue (Route 38) southbound travel lanes being converted to a shared bus/bicycle lane as part of MassDOT Project #608562. While this change actually will reduce vehicle capacity, it will provide improved accommodations for bicyclists and more efficient transit operations in the area. Regardless, this intersection still is projected to operate acceptably without excessive delays while functioning at an overall LOS C during both peak hours studied.

Unsignalized Intersection Capacity Analysis

Capacity analyses conducted by VHB for the unsignalized intersection are summarized in Table 12. The capacity analyses were conducted for the 2025 Existing, 2025 Build, and 2030 Build conditions for the unsignalized study area intersections. The capacity analysis worksheets are provided in the Appendix to this report.

Table 12 Unsignalized Intersection Capacity Analysis Summary

Location / Movement	2025 Existing Conditions					2025 Build Conditions					2030 Build Conditions				
	D [a]	v/c [b]	Del [c]	LOS [d]	95 Q [e]	D	v/c	Del	LOS	95 Q	D	v/c	Del	LOS	95 Q
Mystic Avenue (Route 38) at Grant Street															
Weekday Evening Peak Hour															
Grant St. NB LR	58	0.20	17	C	18	59	0.20	17	C	20	59	017	17	C	13
Saturday Miday Peak Hour															
Grant St. NB LR	41	0.16	17	C	13	42	0.16	18	C	15	42	0.14	18	C	13

Neg Negligible volume
a Demand, in vehicles
b Volume to capacity ratio.
c Average total delay, in seconds per vehicle.
d Level-of-service.
e 95th percentile queue, in feet.

As shown in Table 12, the critical exiting movement from the one-way northbound Grant Street approach to Mystic Avenue (Route 38) currently operates at LOS C during both peak hours studied. The addition of the negligible anticipated Project trip generation will not change the LOS and will have only minor impacts on delays or queuing. These same LOS C conditions will be maintained under the 2030 Build Conditions (which includes expected background traffic and the roadway improvements noted earlier) reflecting the addition to the Project trip generation.

As previously noted, the analytical methodologies typically used for the analysis of unsignalized intersections use conservative analysis parameters and typically result in the over-estimation of calculated delays.

Parking Utilization Study

As part of this Project and inventory of current parking conditions within the study area was conducted. This included evaluating on-street parking on Mystic Avenue (Route 38) from Taylor Street to Wheatland Street, both Wheatland Street and Grant Street from Mystic Avenue (Route 38) to Derby Street, Derby Street from Wheatland Street to Temple Street, Sydney Street, and the easterly side of Temple Street from Derby Street to Mystic Avenue (Route 38). Figure 9 depicts the areas studied, which were selected due to their being within a reasonable walking distance to the Project Site (generally assumed to be within a five-minute maximum walking distance).

In addition to the parking inventory, the parking accumulation was observed along these roadways as well as within the Site. This parking data collection was conducted at 30-minute intervals during a typical weekday (May 22, 2024) from 4:30 PM to 6:30 PM and on Saturday May 25, 2024 from 11 AM to 2 PM. This parking evaluation satisfies the City of Somerville TIS Guidelines and also is consistent with evaluations presented in other recent transportation studies of dispensary projects.

\\vhb\gbl\proj\Wat-TS\16401.00\graphics\slides\final parking base.pdf

Parking evaluation study area
roadway segment

Figure 9

Parking accumulation study
362-368 Mystic Avenue
Somerville, Massachusetts

Most parking activity associated with the Project is expected to be accommodated within the primary Site parking lot located adjacent to Mystic Avenue (Route 38) at the northwest corner of the Site. Some parking may also occur along the southbound side of Mystic Avenue (Route 38) between Taylor Street and the Site. There is curbside parking along the southbound side of Mystic Avenue (Route 38) with capacity for roughly ten vehicles. An additional two short-term (15-minute duration) parallel parking spaces are located immediately east of Taylor Street. As with the rest of the study area, the exact number of on-street parking varies depending on the size and locations of where vehicles are parked, as there are not any individual striped spaces.

The observed parking accumulation is summarized in Table 13.

Table 13 Parking Accumulation Study

	Mystic Avenue						Derby Street												
	Grant St. to Wheatland St.[1]	Taylor St. to Grant St.	Wheatland Street		Grant Street		Grant St. to Wheatland St.		Grant St. to Temple St.		Sydney Street		Taylor Street		Temple Street		Site Parking Lots		
Approx. capacity (vehicles):			east	west	east	west	north	south	north	south	north	south	east	west	east	Subtotal	Mystic	Wheatland	Total
	1	12	13	18	9	14	5	6	24	24	20	18	11	12	12	199	13	7	219
Weekday:																			
4:30 PM	0	9	12	9	10	8	3	5	11	11	12	11	6	13	5	**125**	11	3	**139**
5:00 PM	3	10	10	11	13	10	3	3	16	15	10	12	8	12	5	**141**	10	3	**154**
5:30 PM	3	8	11	12	10	11	2	3	13	19	19	11	5	11	5	**143**	5	3	**151**
6:00 PM	1	9	9	10	9	9	2	5	15	19	13	10	9	10	7	**137**	9	3	**149**
6:30 PM	2	12	10	11	10	12	3	5	15	22	17	15	10	10	6	**160**	8	3	**171**
Saturday:																			
11:00 AM	0	9	11	10	9	8	4	4	12	11	12	14	6	13	5	**128**	11	3	**142**
11:30 AM	0	9	11	11	8	10	4	5	14	12	12	15	8	13	5	**137**	10	3	**150**
12:00 PM	1	9	11	10	8	10	2	5	14	14	14	14	10	13	6	**141**	7	3	**151**
12:30 PM	1	9	9	12	9	9	3	6	12	11	14	14	8	10	7	**134**	9	3	**146**
1:00 PM	0	10	10	11	10	10	3	6	12	12	13	13	10	11	5	**136**	8	2	**146**
1:30 PM	2	9	9	10	10	10	3	5	14	9	14	11	9	13	6	**134**	10	3	**147**
2:00 PM	0	10	10	10	9	11	3	4	13	13	14	14	8	11	5	**135**	9	2	**146**

Source: Parking inventory and parking accumulation counts conducted by VHB on Wednesday May 22, 2024 and Saturday May 25, 2024.

1 – Parking accumulation includes illegally parked vehicles adjacent to Site building.

Note: parking use along the streets studied may exceeded the listed capacity in some instances due to the size and location of parked vehicles, as well as some vehicles observed to be parked illegally at certain locations.

As shown in Table 13, a maximum of 70-percent of the Site parking spaces were occupied during the peak periods studied. For nearby on-street parking, approximately 80- and 71-percent of the on-street parking spaces inventoried were occupied during the respective weekday evening and Saturday midday peak periods studied. While this ordinarily would suggest capacity for additional commercial parking activity, the neighborhood streets to the south of the Site are primarily restricted to parking by vehicles with residential permits only. Regardless, use of on-street parking along Wheatland Street, Grant Street, and Taylor Street generally should be precluded functionally due to the one-way northbound direction of both these roadways. This would make accessing these roadways difficult for customers in the event that they arrived at the Site and found there were no available spaces.

With the high-turnover, short duration nature of the Project and the other existing commercial uses within the plaza, there should generally be readily available parking. If not, customers will have the option of using available on-street parking along the southbound side of Mystic Avenue (Route 38). The trip generation analysis presented earlier in this study suggests only a peak-hour demand of four customer vehicles (four entering and four exiting trips). The Proponent's experience with other sites has been that processing time for customer transactions area generally only five to ten minutes each. With this quick transaction time and nominal trip generation, there should be a negligible parking demand associated with the Project's occupancy of formerly active commercial space within the plaza.

5

Bicycle and Pedestrian Analyses

Bicycle Analysis

An evaluation was completed along each study area roadway segment and intersection using the Bicycle Level of Traffic Stress (BLTS) methodology provided by the City of Somerville in its Transportation Impact Study (TIS) Guidelines. Each street segment or intersection crossing is given a BLTS score 1 through 4. BLTS 1 indicates favorable conditions for bicycling suitable for all types of bicyclists, where the bicyclists are physically separated or among low speed, low volume traffic. In contrast, BLTS 4 indicates highly stressful conditions suitable for experienced bicyclists, where bicyclists are not sufficiently separated from high-speed traffic. The worksheets used for the following analysis are provided in the Appendix to this report.

BLTS Along Street Segments

The analysis of bicycle facilities along street segments considers factors such as street width (through lanes per direction), bike lane plus parking lane width, speed limit or prevailing speed, and bike lane blockage.

The results of the BLTS along street segments analysis is shown in Figure 10 with color-coded segments. Unsurprisingly, the highest level of bicycle traffic stress occurs on Mystic Avenue (Route 38) where there are higher vehicle speeds and currently limited bicycle accommodations or buffers.

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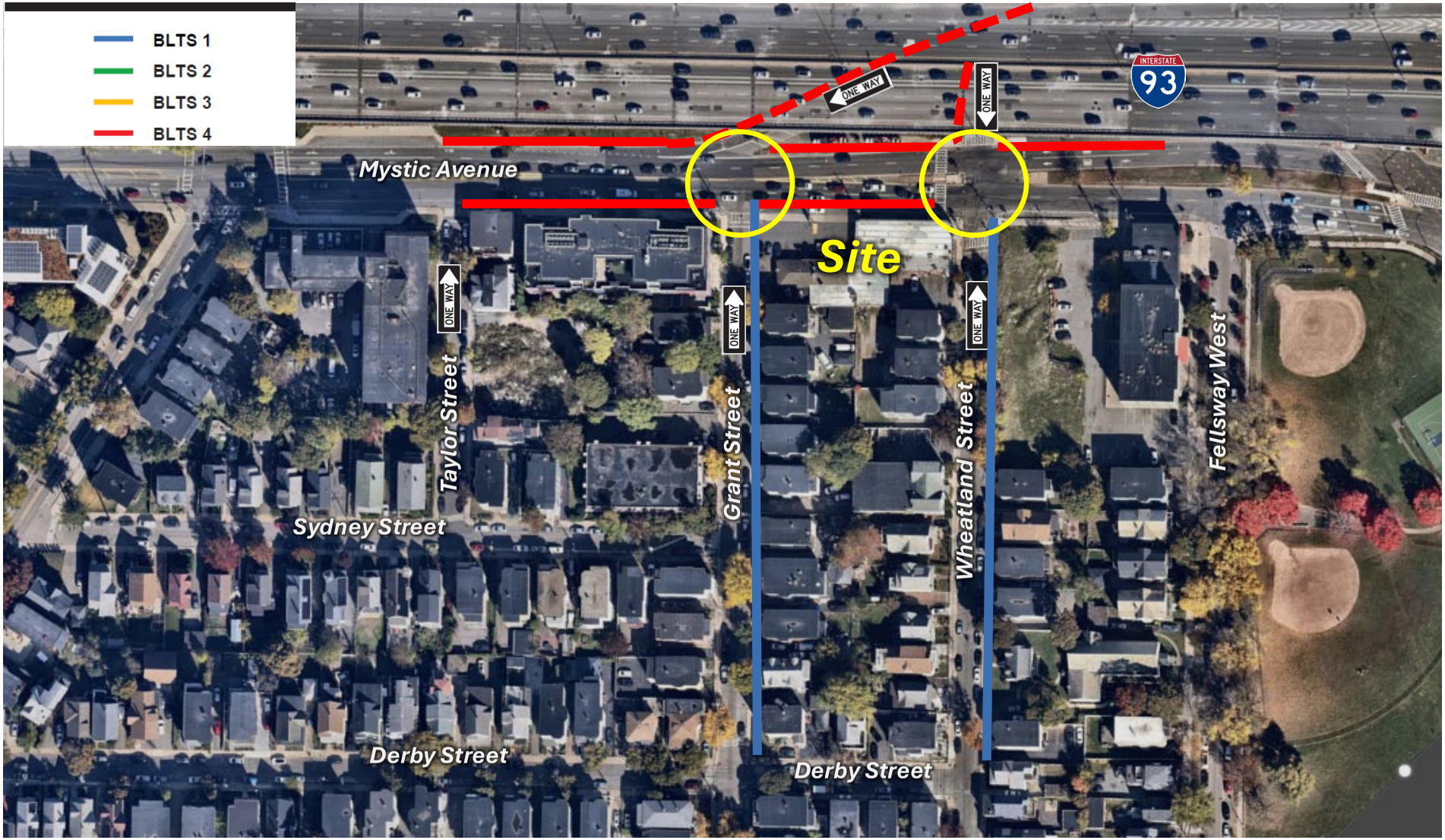

Study area intersection

Segment beneath I-93 overpass

Figure 10

Bicycle Level of Traffic Stress
362-368 Mystic Avenue
Somerville, Massachusetts

BLTS Through Unsignalized Street Crossings

The analysis of bicycle facilities along unsignalized street crossings considers factors including speed of crossings, width of street being crossed, and presence of a median refuge island. Crossings of major driveways were considered to be street crossings for the purposes of this analysis. Additionally, the "speed limit" of crossings was determined by the speed at which vehicles could cross the bicyclists' path.

Table 14 shows the bicycle level of traffic stress analysis for the unsignalized street crossings within the study area. As shown, Mystic Avenue's crossing of Grant Street received a BLTS score of 1, meaning that this crossing location provided minimal levels of traffic stress on bicyclists.

Table 14 BLTS Analysis Unsignalized Intersection Results

Intersection	Intersection Leg	Bike Travel Direction	BLTS
Mystic Avenue (Route 38) at Grant Street	Southeast	Northbound	1
	Northwest	Southbound	1

BLTS Through Signalized Intersections

The analysis of bicycle facilities at signalized intersections is a qualitative analysis. The presence of accommodations such as bike boxes, two-stage left-turn boxes, and conflict striping can improve cyclists' comfort at signalized intersections. An evaluation of the signalized intersection of Mystic Avenue (Route 38) with Wheatland Street is presented in Table 15. This table provides details regarding bicycle accommodations at signalized intersections, and notes conflicts that can add to bicyclist stress.

Table 15 Signalized Street Crossings – Bicycle Evaluation

Signalized Intersection	Bicycle Accommodations	Notes
Mystic Avenue at Wheatland Street	No bicycle accommodations	Bicycle improvements planned as part of MassDOT Project #608562

The preceding BLTS analysis was based on currently observed conditions within the study area and the existing bicycle infrastructure. Some of the existing deficiencies identified should at least partly be addressed by improvements planned at the I-93/Mystic Avenue (Route 38)/Route 28 interchange as part of MassDOT Project #608562. These improvements are primarily intended to enhance bicycle and pedestrian accommodations opposed to more traditional vehicular capacity enhancing improvements. Among these changes will be a new shared bus/bicycle lane on the Mystic Avenue (Route 38) southbound direction, which will be provided by eliminating one of the two existing through-lanes in that direction. This will represent a significant benefit to bicyclists travelling in this area.

Pedestrian Analysis

An evaluation was completed along each study area street segment and unsignalized street crossing using the Pedestrian Level of Traffic Stress (PLTS) methodology provided by the City in its TIS Guidelines. Each street segment or intersection crossing is given a PLTS score 1 through 4. PLTS 1 indicates favorable conditions for walking with wide and separated sidewalks. In contrast, PLTS 4 indicates highly stressful conditions where pedestrians are not sufficiently separated from high-speed traffic and/or are provided a sidewalk which is narrow or in poor condition. Additionally, a pedestrian delay analysis was performed for signalized intersections. The worksheets used for the following analysis are provided in the Appendix to this report.

PLTS Along Street Segments

The analysis of pedestrian facilities along street segments considers factors such as sidewalk width and condition as well as buffer type and buffer width compared to the speed of adjacent traffic and width of the street. The results of the PLTS along street segments analysis is shown in Figure 11 with color-coded segments.

The highest level of pedestrian traffic stress occurs on Mystic Avenue (Route 38) where there are relatively high vehicle speeds and a lack of buffers.

PLTS Through Unsignalized Street Crossings

The analysis of pedestrian facilities along unsignalized street crossings considers factors including speed of crossings, width of street being crossed, presence of a median refuge island, and average daily traffic (ADT) volumes. Crossings of major driveways were considered to be street crossings for the purposes of this analysis. Additionally, the "speed limit" of crossings was determined by the speed at which vehicles could cross the pedestrians' path. Additionally, crossings with non-ADA compliant ramps could be ranked no better than PLTS 3, while crossings without ramps would be assigned PLTS 4.

Table 16 shows the pedestrian level of traffic stress analysis for the unsignalized crossing of Grant Street at Mystic Avenue (Route 38) southbound.

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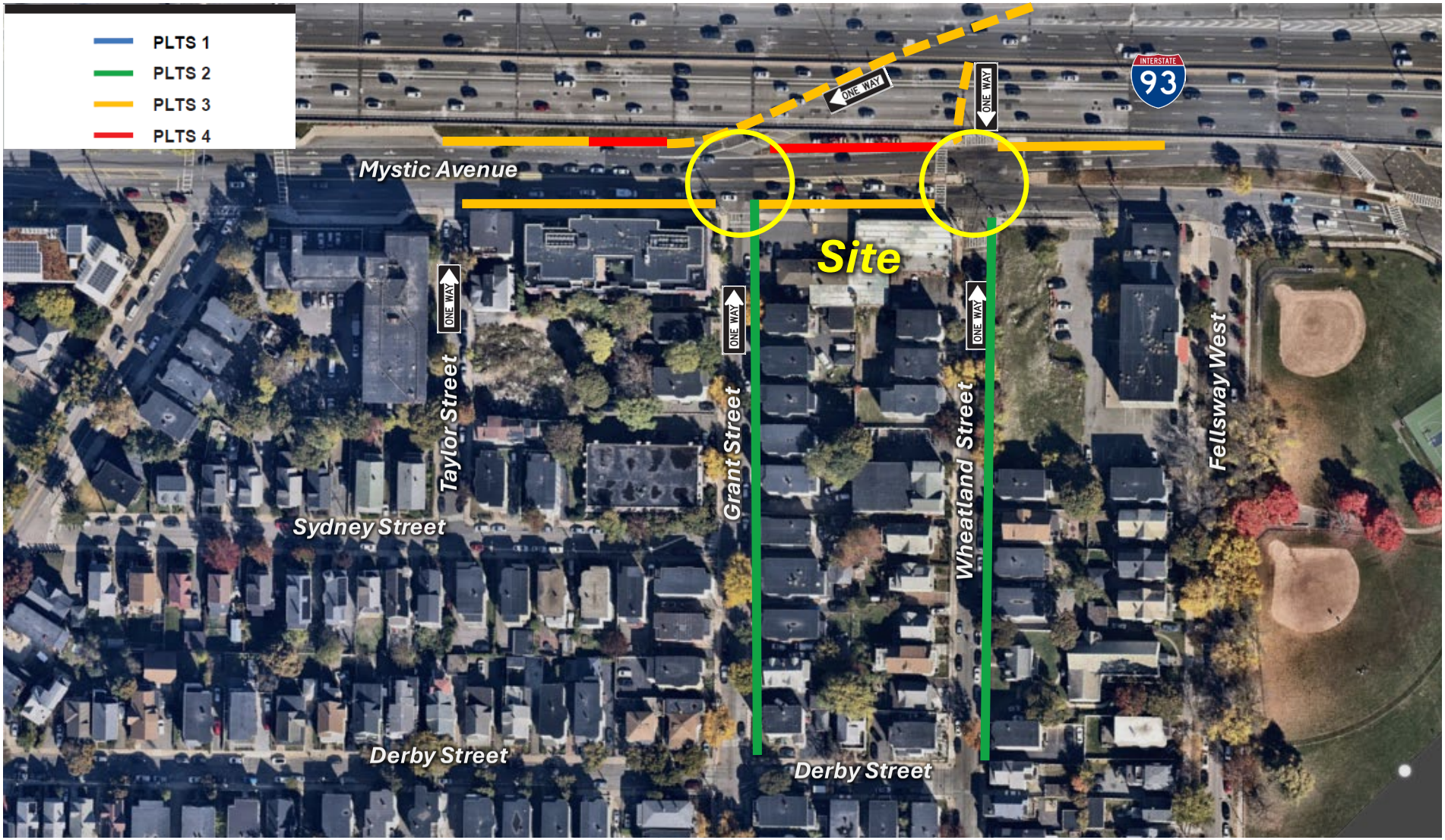

Study area intersection

Segment beneath I-93 overpass

Figure 11

Pedestrian Level of Traffic Stress
362-368 Mystic Avenue
Somerville, Massachusetts

Table 16 PLTS Unsignalized Intersection Results

Intersection	Intersection Leg	Crosswalk Direction	PLTS
Mystic Avenue (Route 38) at Grant Street	Southwest	Northbound/Southbound	2

Pedestrian Delay Analysis for Signalized Intersections

A pedestrian delay analysis was performed for each study area intersection per the City's TIS guidelines. The crosswalk location, length, available crossing time, and type of pedestrian phasing were noted. The provided "WALK" and flashing "DON'T WALK" (FDW) times were compared to the time required by the MUTCD, based on a walking speed of 3.5 feet per second. Table 17 shows the pedestrian delay analysis for each crosswalk at the signalized study area intersection.

As with the BLTS analysis, the PLTS analysis presented in this section was based on existing observed conditions and pedestrian infrastructure. Some of the existing pedestrian deficiencies will be addressed through improvements to be constructed shortly by MassDOT Project #608562 at the I-93/Mystic Avenue (Route 38)/Route 28 interchange. Immediately adjacent to the Project Site these improvements will include enhanced pedestrian accommodations at the Mystic Avenue (Route 38)/Wheatland Street intersection.

Table 17 Pedestrian Delay Analysis for Signalized Intersections

Intersection	Crosswalk Leg	Push Button to Far Curb Length (ft)	Curb to Curb Length (ft)	Cycle Length(s) [a]	Time Provided (s)		Time Required (s)		Maximum Pedestrian Delay (s) [d]	Type of Pedestrian Phasing	Notes
					WALK	FDW	WALK[b]	FDW[c]			
Mystic Avenue at Wheatland Street	West	70	70	120	30	16	4	20	86	Concurrent	No push button
	North	28	28	120	47	15	4	8	69	Protected	No push button
	South	26	26	120			4	8	116	Unsignalized	No push button

a Longest cycle length chosen.

b Per Manual on Uniform Traffic Control Devices (MUTCD) guidance, the walk interval should be at least 7 seconds. However, walk intervals as short as 4 seconds may be used. Also, per MUTCD guidance, the sum of the walk interval and pedestrian clearance time should be sufficient for a pedestrian to travel from the pedestrian detector to the far curb at a walking speed of 3 feet per second. Any additional time required to satisfy this condition should be added to the walk interval.

c Per MUTCD standard, the buffer interval (consisting of the yellow change interval and/or red clearance interval) may be used to satisfy the required pedestrian clearance time. It was assumed for this analysis that the buffer interval is not used to satisfy the required pedestrian clearance time. In other words, it was assumed for this analysis that the FDW time must satisfy the entire pedestrian clearance time required. Per MUTCD guidance, pedestrian clearance time should be sufficient for a pedestrian to travel from curb to curb at a walking speed of 3.5 fps (curb can be at median with sufficient width or far side of traveled way).

d Maximum pedestrian delay = cycle length – (WALK + 4 seconds)

6

Conclusion

VHB has concluded a Transportation Impact Study to assess the potential traffic impacts associated with the proposed reoccupancy of formerly active commercial space with a new 1,250 sf adult-use marijuana dispensary at 362-368 Mystic Avenue in Somerville, Massachusetts. This evaluation was conducted based on June 24, 2024 correspondence from the Somerville Mobility Division to the Project team.

Based on an operational analysis, the Project is expected to generate only 8 total vehicles trips (four entering and four exiting) during the critical weekday evening and Saturday midday peak hours. The remainder of the Project's business is anticipated to be in the form of customers arriving as pedestrians, bicyclists, and MBTA bus riders (with an existing MBTA Route 95 having a stop immediately adjacent to the Site). The mode splits for these forms of travel were estimated based on census data for the existing neighborhood. The 33-percent automobile usage reported by the census data used for this analysis already is below the 37.5% level targeted by Somerville's SomerVision 2040 plan, and it is expected that the desired 2040 automobile usage of 25% will be achieved as this area continues to evolve.

Conditions in the area are expected to improve for pedestrians and bicyclists following the construction of MassDOT Project #608562 planned to be constructed in 2025 at the I-93/ Route 28 (Fellsway)/Mystic Avenue (Route 38) interchange. These improvements mainly will be safety oriented as opposed to capacity enhancing measures. The combination of these changes should help address the crash experience in this area. One notable change will involve the existing two-lane southbound Mystic Avenue (Route 38) approach being converted to one travel lane and one shared bus/bicycle lane adjacent to the Site approaching Wheatland Street. Other changes will involve improved pedestrian accommodations at the Mystic Avenue (Route 38)/ Wheatland Street intersection as well as the overall I-93/Route 28 (Fellsway)/Mystic Avenue (Route 38) interchange. While the Bicycle and Pedestrian Level of Traffic Stress analyses conducted as part of the study identified existing deficiencies, the improvements noted above should result in a more bicycle- and pedestrian-friendly environment.

With the nominal trip generation, the intersection capacity analyses indicates that the Project will have negligible impacts without any notable increases in delays or changes in level of service. A parking analysis indicates the anticipated Project parking demand can be accommodated within the Site or through the available on-street parking along Mystic Avenue (Route 38) in the southbound direction.

Appendix

- Traffic Volume Count Data
- Seasonal Adjustment Factors
- Public Transportation
- Vehicular Crash Data
- Trip Generation / Trip Assignment
- Background Projects / Network Development
- Intersection Capacity Analysis
- Level of Stress Analysis

Traffic Volume Count Data

From: Viktor
To: Patrick Dunford
Subject: [External] 1520_2_VHB_Somerville
Date: Tuesday, May 28, 2024 12:06:07 PM
Attachments: 1520_Location Map.pdf
1520_Class (May 18).xlsx
1520_Speed (May 18).xlsx
1520_Volume (May 18).xlsx
1520_TMC_1 (May 18).pdf
1520_TMC_2 (May 18).pdf
1520_TMC_1 (May 18).xlsx
1520_TMC_2 (May 18).xlsx

Please see attached, thanks.

From: amos@amosengineering.com
To: Patrick Dunford
Subject: [External] 1520_2_VHB_Somerville (May 29-30)
Date: Wednesday, June 5, 2024 11:09:35 PM
Attachments: 1520_Location Map.pdf
1520_Class (May 29).xlsx
1520_Speed (May 29).xlsx
1520_Volume (May 29).xlsx
1520_ATR (May 30).pdf
1520_TMC_1 (May 29).pdf
1520_ATR (May 30).xlsx
1520_TMC_1 (May 29).xlsx

Please see attached, thanks.

Amos Fernandes, P.E.

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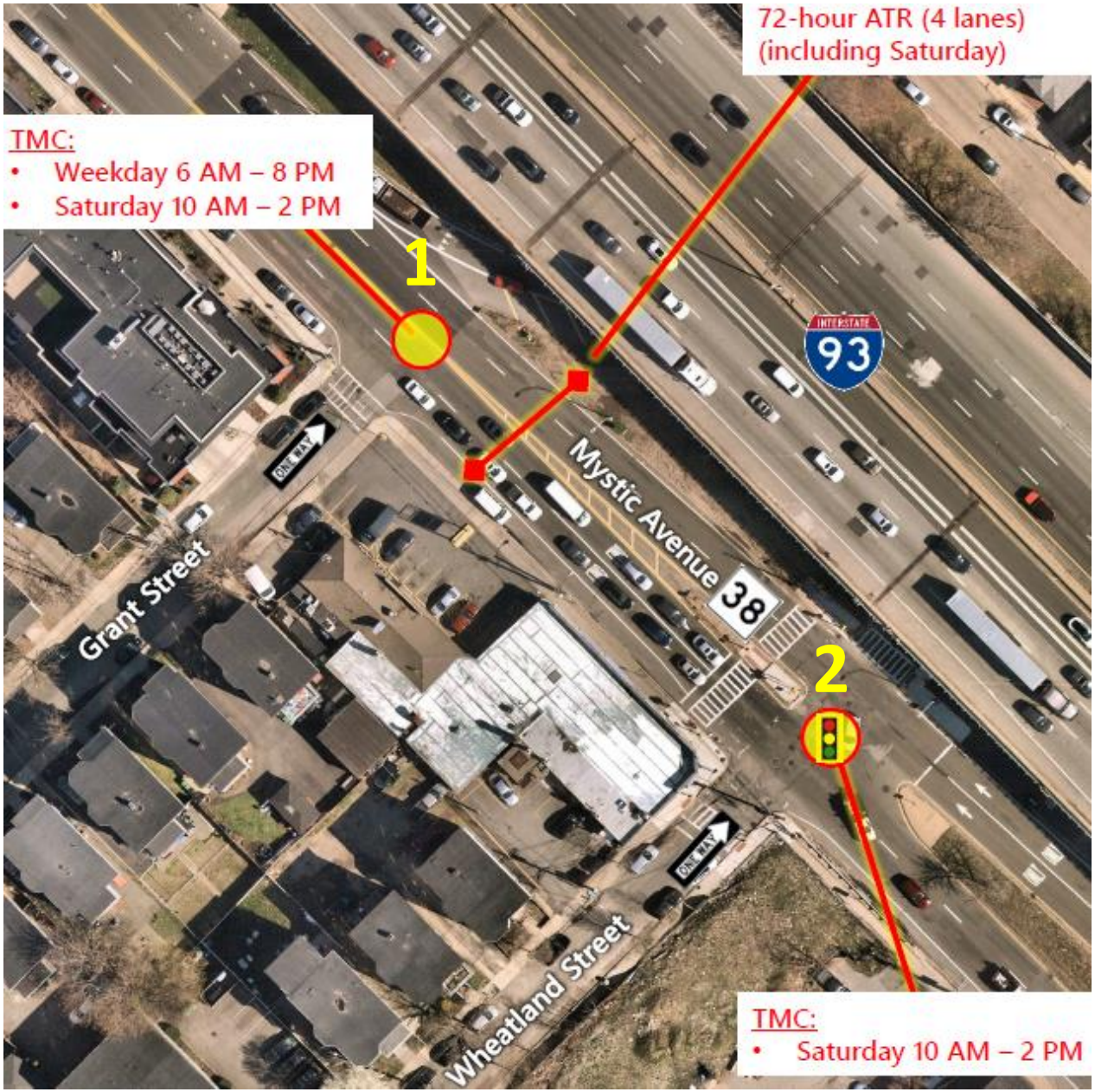

BOSTON TRAFFIC DATA	BTD ID: 1520_2_VHB	Somerville, MA	# of TMC's: 02	Client: Vanasse Hangen Brustlin, Inc.
		Collected on May 18 & 29-30, 2024	# of ATR's: 01	Contact: Patrick Dunford, PE

Volume Report

Job 1520_2_VHB_ATR
Area Somerville, MA (1520)
Location Mystic Avenue (Route 38), between Grant St & Wheatland St

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Saturday, May 18, 2024

Time	Total		EB		WB		Time	Total		EB		WB	
0000	86		55		31		1200	224		119		105	
0015	76		47		29		1215	207		124		83	
0030	63		36		27		1230	250		138		112	
0045	64	289	36	174	28	115	1245	265	946	159	540	106	406
0100	61		40		21		1300	254		157		97	
0115	59		23		36		1315	253		151		102	
0130	49		28		21		1330	281		175		106	
0145	37	206	17	108	20	98	1345	223	1011	127	610	96	401
0200	28		16		12		1400	254		152		102	
0215	36		21		15		1415	246		153		93	
0230	26		16		10		1430	282		178		104	
0245	34	124	20	73	14	51	1445	243	1025	156	639	87	386
0300	28		16		12		1500	251		160		91	
0315	25		11		14		1515	237		152		85	
0330	23		14		9		1530	213		146		67	
0345	18	94	12	53	6	41	1545	272	973	177	635	95	338
0400	20		14		6		1600	252		156		96	
0415	17		13		4		1615	223		128		95	
0430	34		26		8		1630	210		129		81	
0445	33	104	28	81	5	23	1645	229	914	145	558	84	356
0500	38		29		9		1700	274		174		100	
0515	49		37		12		1715	270		174		96	
0530	82		56		26		1730	292		203		89	
0545	79	248	55	177	24	71	1745	327	1163	207	758	120	405
0600	62		51		11		1800	275		171		104	
0615	75		49		26		1815	263		172		91	
0630	114		75		39		1830	247		156		91	
0645	114	365	89	264	25	101	1845	253	1038	166	665	87	373
0700	85		52		33		1900	194		126		68	
0715	129		74		55		1915	218		129		89	
0730	151		90		61		1930	195		116		79	
0745	136	501	83	299	53	202	1945	194	801	120	491	74	310
0800	152		102		50		2000	192		121		71	
0815	147		87		60		2015	168		101		67	
0830	165		106		59		2030	166		103		63	
0845	194	658	128	423	66	235	2045	146	672	104	429	42	243
0900	182		114		68		2100	149		96		53	
0915	220		133		87		2115	172		110		62	
0930	208		123		85		2130	170		103		67	
0945	229	839	141	511	88	328	2145	135	626	93	402	42	224
1000	192		120		72		2200	148		87		61	
1015	207		130		77		2215	110		72		38	
1030	267		148		119		2230	134		84		50	
1045	236	902	139	537	97	365	2245	130	522	85	328	45	194
1100	232		131		101		2300	136		79		57	
1115	254		141		113		2315	103		62		41	
1130	236		143		93		2330	101		67		34	
1145	256	978	146	561	110	417	2345	92	432	52	260	40	172
							Total	**15431**		**9576**		**5855**	

Classification Report

Job # 1520_2_VHB_ATR
Area Somerville, MA (1520)
Location Mystic Avenue (Route 38), between Grant St & Wheatland St
Direction Eastbound
Saturday, May 18, 2024

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Class 1 Motorcycle	Class 2 Passenger Car	Class 3 Vans, Pick up Trucks	Class 4 Bus	Class 5 2 Axle 6 Tires	Class 6 3 Axle Unit	Class 7 4 Axles or more Unit	Class 8 3 or 4 Axle Trailer	Class 9 5 Axle Trailer	Class 10 6 Axle or more Trailer	Class 11 5 Axle or less Multi-Trailer	Class 12 6 Axle Multi-Trailer	Class 13 7 Axle or more Multi-Trailer
0000	174	0	137	33	1	2	1	0	0	0	0	0	0	0
0100	108	1	90	14	1	0	1	0	0	1	0	0	0	0
0200	73	0	69	3	1	0	0	0	0	0	0	0	0	0
0300	53	1	47	3	0	1	1	0	0	0	0	0	0	0
0400	81	0	68	10	0	2	1	0	0	0	0	0	0	0
0500	177	1	136	34	1	2	2	1	0	0	0	0	0	0
0600	264	2	209	39	2	5	2	4	1	0	0	0	0	0
0700	299	2	251	36	4	4	2	0	0	0	0	0	0	0
0800	423	4	355	49	5	3	1	2	1	2	0	0	0	1
0900	511	3	445	38	4	2	1	9	1	2	1	0	0	5
1000	537	1	488	28	1	3	1	6	5	2	1	0	0	1
1100	561	2	505	28	2	2	2	12	4	0	1	0	0	3
1200	540	5	500	21	3	1	2	4	2	1	0	0	0	1
1300	610	0	567	33	0	0	2	3	3	0	0	0	0	2
1400	639	1	595	25	1	1	2	10	2	0	0	0	0	2
1500	635	4	592	20	3	1	3	4	3	0	1	0	0	4
1600	558	2	520	16	3	3	2	9	2	0	1	0	0	0
1700	758	3	704	24	3	2	4	11	3	2	2	0	0	0
1800	665	2	631	20	1	0	2	5	0	2	1	0	0	1
1900	491	5	465	14	1	0	2	4	0	0	0	0	0	0
2000	429	0	407	18	1	0	1	1	1	0	0	0	0	0
2100	402	0	315	76	2	5	0	3	1	0	0	0	0	0
2200	328	1	242	79	1	4	1	0	0	0	0	0	0	0
2300	260	0	197	58	2	2	0	1	0	0	0	0	0	0
Total	**9576**	**40**	**8535**	**719**	**43**	**45**	**36**	**89**	**29**	**12**	**8**	**0**	**0**	**20**
	100.00%	**0.42%**	**89.13%**	**7.51%**	**0.45%**	**0.47%**	**0.38%**	**0.93%**	**0.30%**	**0.13%**	**0.08%**	**0.00%**	**0.00%**	**0.21%**

Classification Report

Job # 1520_2_VHB_ATR
Area Somerville, MA (1520)
Location Mystic Avenue (Route 38), between Grant St & Wheatland St
Direction Westbound
Saturday, May 18, 2024

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
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Time	Total	Class 1 Motorcycle	Class 2 Passenger Car	Class 3 Vans, Pick up Trucks	Class 4 Bus	Class 5 2 Axle 6 Tires	Class 6 3 Axle Unit	Class 7 4 Axles or more Unit	Class 8 3 or 4 Axle Trailer	Class 9 5 Axle Trailer	Class 10 6 Axle or more Trailer	Class 11 5 Axle or less Multi-Trailer	Class 12 6 Axle Multi-Trailer	Class 13 7 Axle or more Multi-Trailer
0000	115	1	107	4	0	1	1	0	1	0	0	0	0	0
0100	98	0	93	3	0	1	0	1	0	0	0	0	0	0
0200	51	0	51	0	0	0	0	0	0	0	0	0	0	0
0300	41	0	39	2	0	0	0	0	0	0	0	0	0	0
0400	23	1	21	0	1	0	0	0	0	0	0	0	0	0
0500	71	0	66	3	0	1	0	0	1	0	0	0	0	0
0600	101	0	92	8	0	0	0	1	0	0	0	0	0	0
0700	202	2	178	17	1	0	0	3	1	0	0	0	0	0
0800	235	2	213	16	1	1	1	1	0	0	0	0	0	0
0900	328	2	306	9	2	3	2	1	0	2	0	0	0	1
1000	365	2	339	19	3	0	0	0	1	1	0	0	0	0
1100	417	0	383	26	1	0	2	3	1	1	0	0	0	0
1200	406	3	370	23	1	1	3	2	1	0	0	0	0	2
1300	401	5	368	20	0	3	0	5	0	0	0	0	0	0
1400	386	3	356	21	1	2	0	3	0	0	0	0	0	0
1500	338	3	315	14	0	0	0	4	0	0	0	0	0	2
1600	356	2	334	14	0	3	0	3	0	0	0	0	0	0
1700	405	5	387	9	0	1	0	1	1	0	0	1	0	0
1800	373	5	363	3	0	0	0	1	1	0	0	0	0	0
1900	310	1	303	5	0	0	0	1	0	0	0	0	0	0
2000	243	2	236	4	0	0	1	0	0	0	0	0	0	0
2100	224	2	204	14	1	2	0	1	0	0	0	0	0	0
2200	194	0	180	13	0	0	1	0	0	0	0	0	0	0
2300	172	1	163	8	0	0	0	0	0	0	0	0	0	0
Total	**5855**	**42**	**5467**	**255**	**12**	**19**	**11**	**31**	**8**	**4**	**0**	**1**	**0**	**5**
	100.00%	**0.72%**	**93.37%**	**4.36%**	**0.20%**	**0.32%**	**0.19%**	**0.53%**	**0.14%**	**0.07%**	**0.00%**	**0.02%**	**0.00%**	**0.09%**

Speed Report

Job 1520_2_VHB_ATR
Area Somerville, MA (1520)
Location Mystic Avenue (Route 38), between Grant St & Wheatland St
Dir Eastbound
Saturday, May 18, 2024

Time	Total	Speed Bins (mph)									
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50
0000	174	0	1	10	23	31	38	48	18	5	0
0100	108	0	4	15	19	27	25	18	0	0	0
0200	73	1	1	9	14	25	9	8	4	2	0
0300	53	0	0	8	10	17	10	5	3	0	0
0400	81	0	0	6	22	14	16	17	4	1	1
0500	177	0	4	26	38	35	29	26	14	3	2
0600	264	1	15	57	49	45	37	38	16	5	1
0700	299	4	13	60	46	61	65	38	7	5	0
0800	423	0	9	76	93	58	113	52	16	5	1
0900	511	1	27	115	143	90	91	35	5	4	0
1000	537	0	12	91	161	96	114	50	12	1	0
1100	561	3	18	138	148	125	80	44	4	1	0
1200	540	1	13	104	141	105	119	44	11	2	0
1300	610	1	16	108	153	157	110	52	13	0	0
1400	639	2	27	133	154	128	117	50	25	1	1
1500	635	2	21	136	155	124	123	53	16	4	1
1600	558	1	27	125	114	105	114	60	9	2	1
1700	758	3	39	137	227	190	134	25	3	0	0
1800	665	5	26	170	226	120	88	24	5	1	0
1900	491	0	30	110	107	102	109	29	4	0	0
2000	429	0	20	104	76	63	107	49	8	2	0
2100	402	2	12	43	84	72	102	61	20	4	1
2200	328	0	4	33	47	74	76	54	19	14	6
2300	260	0	2	16	43	61	43	50	27	10	6
Total	**9576**	**27**	**341**	**1830**	**2293**	**1925**	**1869**	**930**	**263**	**72**	**21**
	100.00%	**0.28%**	**3.56%**	**19.11%**	**23.95%**	**20.10%**	**19.52%**	**9.71%**	**2.75%**	**0.75%**	**0.22%**

Maximum = 51.5 mph, Minimum = 2.4 mph, Mean = 21.3 mph
85% Speed = 29.36 mph, 95% Speed = 33.78 mph, Median = 20.64 mph
10 mph Pace = 13 - 23, Number in Pace = 4388 (46.21%)
Variance = 56.46, Standard Deviation = 7.51 mph

BOSTON
TRAFFIC DATA
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50 55	55 60	60 65	65 70	70 75	75 80
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	0	0
1	0	0	0	0	0
2	0	0	0	0	0
4	**0**	**0**	**0**	**0**	**0**
0.04%	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**

Speed Report

Job 1520_2_VHB_ATR
Area Somerville, MA (1520)
Location Mystic Avenue (Route 38), between Grant St & Wheatland St
Dir Westbound
Saturday, May 18, 2024

Time	Total	Speed Bins (mph)									
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50
0000	115	0	0	1	3	14	27	45	24	1	0
0100	98	0	0	1	2	6	36	38	15	0	0
0200	51	0	0	0	0	11	25	12	1	2	0
0300	41	0	0	0	1	6	10	16	6	2	0
0400	23	0	0	0	0	0	10	10	2	1	0
0500	71	0	0	1	0	1	17	24	19	8	1
0600	101	0	1	7	4	5	25	43	15	1	0
0700	202	1	2	4	4	19	59	82	24	6	1
0800	235	1	1	1	4	14	87	100	25	2	0
0900	328	1	6	13	19	80	146	48	12	3	0
1000	365	2	3	2	32	84	151	78	11	2	0
1100	417	0	0	10	29	134	146	80	16	2	0
1200	406	3	2	12	34	146	129	61	16	2	1
1300	401	3	2	16	32	144	140	51	9	3	0
1400	386	3	4	20	31	95	151	60	20	2	0
1500	338	1	4	10	25	82	122	72	14	8	0
1600	356	0	2	8	43	99	135	56	12	1	0
1700	405	3	3	12	49	83	153	82	18	1	1
1800	373	3	5	18	31	97	133	68	16	2	0
1900	310	0	2	4	24	63	144	58	12	3	0
2000	243	1	3	0	5	21	143	58	10	1	1
2100	224	1	0	3	4	44	105	50	13	3	1
2200	194	0	0	1	6	29	74	65	17	2	0
2300	172	0	0	0	0	10	78	47	25	9	3
Total	**5855**	**23**	**40**	**144**	**382**	**1287**	**2246**	**1304**	**352**	**67**	**9**
	100.00%	**0.39%**	**0.68%**	**2.46%**	**6.52%**	**21.98%**	**38.36%**	**22.27%**	**6.01%**	**1.14%**	**0.15%**

Maximum = 48.2 mph, Minimum = 0.5 mph, Mean = 27.0 mph
85% Speed = 32.60 mph, 95% Speed = 35.91 mph, Median = 27.29 mph
10 mph Pace = 23 - 33, Number in Pace = 3885 (66.81%)
Variance = 36.04, Standard Deviation = 6.00 mph

BOSTON
TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
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50 55	55 60	60 65	65 70	70 75	75 80
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	**0**	**0**	**0**	**0**	**0**
0.00%	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**

Volume Report

Job 1520_2_VHB_ATR
Area Somerville, MA
Location Mystic Avenue (Route 38), between Grant St & Wheatland St

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Wednesday, May 29, 2024

Time	Total		EB		WB		Time	Total		EB		WB	
0000	58		24		34		1200	218		126		92	
0015	41		17		24		1215	245		153		92	
0030	32		15		17		1230	245		127		118	
0045	31	162	16	72	15	90	1245	259	967	154	560	105	407
0100	30		17		13		1300	249		128		121	
0115	17		12		10		1315	253		150		103	
0130	18		10		8		1330	282		145		137	
0145	8	73	5	44	3	34	1345	249	1033	126	549	123	484
0200	19		9		10		1400	271		138		133	
0215	22		14		8		1415	267		133		134	
0230	14		10		4		1430	256		135		121	
0245	12	67	9	42	3	25	1445	249	1043	125	531	124	512
0300	12		8		4		1500	305		155		150	
0315	14		9		5		1515	296		152		144	
0330	13		12		1		1530	276		146		130	
0345	26	65	20	49	6	16	1545	302	1179	146	599	156	580
0400	21		15		6		1600	293		151		142	
0415	37		30		7		1615	324		155		169	
0430	59		48		11		1630	311		165		146	
0445	79	196	68	161	11	35	1645	328	1256	183	654	145	602
0500	80		64		16		1700	326		171		155	
0515	132		108		24		1715	384		202		182	
0530	209		176		33		1730	314		175		139	
0545	236	657	189	537	47	120	1745	337	1361	176	724	161	637
0600	228		184		44		1800	292		156		136	
0615	252		190		62		1815	323		185		138	
0630	257		198		59		1830	305		172		133	
0645	295	1032	208	780	87	252	1845	294	1214	160	673	134	541
0700	285		182		103		1900	280		163		117	
0715	308		185		123		1915	279		163		116	
0730	281		172		109		1930	206		123		83	
0745	260	1134	145	684	115	450	1945	199	964	118	567	81	397
0800	188		109		79		2000	195		107		88	
0815	241		131		110		2015	160		86		74	
0830	235		137		98		2030	174		89		85	
0845	211	875	123	500	88	375	2045	153	682	91	373	62	309
0900	174		114		60		2100	142		78		64	
0915	247		152		95		2115	157		99		58	
0930	229		145		84		2130	124		65		59	
0945	263	913	177	588	86	325	2145	129	552	73	315	56	237
1000	275		172		103		2200	105		59		46	
1015	250		169		81		2215	113		70		43	
1030	290		186		104		2230	110		54		56	
1045	232	1047	160	687	72	360	2245	83	411	52	235	31	176
1100	229		144		85		2300	90		46		44	
1115	233		131		102		2315	74		44		30	
1130	255		160		95		2330	76		37		39	
1145	271	988	174	609	97	379	2345	40	280	22	149	18	131
							Total	**18151**		**10682**		**7474**	

Volume Report

Job 1520_2_VHB
Area Somerville, MA
Location Mystic Avenue (Route 38), between Grant St & Wheatland St

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Thursday, May 30, 2024

Time	EB Bike	EB Motorcycle	EB Automobile	EB Bus	EB Single-Unit Truck	EB Multi-Unit Truck	EB Total Volume	WB Bike	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume
0000	0	0	22	0	0	0	22	0	0	35	0	0	0	35
0015	0	0	13	1	0	0	14	0	0	22	0	0	0	22
0030	0	0	13	0	0	0	13	0	0	10	0	0	0	10
0045	0	0	15	0	0	0	15	0	0	9	0	4	0	13
0100	0	0	15	1	0	0	16	0	0	13	0	0	0	13
0115	0	0	9	0	0	0	9	0	0	8	0	1	0	9
0130	0	0	13	0	0	0	13	0	0	5	0	0	0	5
0145	0	0	6	1	0	0	7	0	0	2	0	0	0	2
0200	0	0	11	1	0	0	12	0	0	6	0	1	0	7
0215	0	0	11	1	0	0	12	0	0	2	0	0	0	2
0230	0	0	9	1	0	0	10	0	0	5	0	1	1	7
0245	0	0	7	0	0	0	7	0	0	2	0	0	0	2
0300	0	0	11	0	1	0	12	0	0	3	0	0	0	3
0315	0	0	12	0	2	0	14	0	0	1	0	0	0	1
0330	0	0	9	0	1	0	10	0	0	5	0	0	0	5
0345	0	0	16	0	1	1	18	0	0	5	0	0	0	5
0400	0	0	14	0	0	2	16	0	0	4	0	1	0	5
0415	0	0	27	0	2	0	29	0	0	5	0	1	1	7
0430	0	0	45	0	2	0	47	0	0	5	0	0	0	5
0445	0	0	57	1	4	0	62	0	0	9	0	0	0	9
0500	0	0	78	0	5	1	84	0	0	9	0	2	0	11
0515	0	0	113	3	0	0	116	0	0	17	0	1	0	18
0530	0	0	191	5	5	1	202	0	0	22	0	1	0	23
0545	0	0	186	3	9	1	199	0	0	29	0	1	1	31
0600	0	1	202	2	2	1	208	0	0	30	0	1	1	32
0615	0	0	228	3	9	0	240	0	0	46	0	1	1	48
0630	1	1	254	5	5	0	266	0	0	66	0	2	0	68
0645	0	1	247	5	20	0	273	0	0	85	0	2	0	87
0700	0	0	218	7	8	1	234	0	0	82	2	1	2	87
0715	0	0	218	1	9	0	228	0	0	111	1	3	2	117
0730	0	0	168	1	7	0	176	1	0	103	1	3	0	108
0745	0	0	157	4	6	0	167	0	0	107	0	0	2	109
0800	0	0	165	0	3	1	169	0	0	113	1	4	0	118
0815	0	0	166	2	10	1	179	0	0	111	1	5	0	117
0830	0	0	129	1	5	0	135	0	0	88	1	6	0	95
0845	0	0	141	1	8	1	151	0	0	96	6	4	1	107
0900	0	0	167	1	10	0	178	0	0	81	5	1	0	87
0915	1	0	177	0	11	1	190	0	0	87	3	7	1	98
0930	0	0	140	5	2	0	147	0	0	78	0	3	0	81
0945	0	0	134	6	6	3	149	0	0	70	2	4	0	76
1000	1	0	187	3	10	2	203	1	0	71	1	2	1	76
1015	0	0	158	5	12	1	176	0	0	60	1	3	0	64
1030	0	1	181	2	16	1	201	0	0	63	0	4	2	69
1045	0	0	230	1	12	1	244	0	0	77	0	4	1	82
1100	0	0	184	1	6	0	191	1	0	64	1	5	2	73
1115	0	0	192	2	1	0	195	0	0	79	0	6	1	86
1130	0	0	212	1	10	2	225	0	0	85	1	6	2	94
1145	0	0	203	1	8	2	214	0	0	79	0	8	4	91
1200	0	0	162	4	11	0	177	0	0	81	0	7	3	91
1215	0	1	167	2	6	0	176	0	0	117	0	6	1	124
1230	0	1	168	3	10	2	184	0	0	111	0	6	1	118
1245	0	0	154	2	9	0	165	0	0	128	0	6	2	136
1300	1	0	162	5	8	2	178	0	0	119	1	3	0	123
1315	0	0	142	6	4	3	155	0	0	122	0	4	1	127
1330	0	0	153	8	6	2	169	0	0	149	1	5	0	155
1345	0	0	148	2	6	1	157	0	0	130	1	1	0	132
1400	0	0	160	4	5	0	169	0	0	149	0	2	0	151
1415	0	0	165	8	4	0	177	0	0	152	0	5	0	157
1430	0	1	154	3	6	2	166	1	1	127	0	5	0	134
1445	0	0	162	1	7	0	170	0	0	141	1	8	1	151
1500	0	0	151	2	2	0	155	0	1	167	0	3	0	171
1515	0	2	169	2	4	1	178	0	0	151	1	5	1	158
1530	0	2	173	0	2	2	179	0	1	172	1	5	1	180
1545	0	0	203	2	4	0	209	0	1	145	2	3	1	152
1600	0	1	175	1	6	0	183	0	0	171	3	0	1	175
1615	0	0	195	2	6	1	204	0	0	188	3	3	1	195
1630	0	0	212	2	0	1	215	0	0	194	2	1	0	197
1645	1	0	229	0	4	0	234	0	0	180	2	0	0	182
1700	0	0	203	1	2	0	206	0	0	148	2	3	1	154
1715	1	0	252	1	1	0	255	0	0	190	2	0	1	193
1730	0	0	249	1	2	0	252	0	1	161	1	1	0	164
1745	0	1	220	4	2	0	227	0	1	182	0	1	0	184
1800	0	0	203	1	3	0	207	0	0	142	1	3	1	147
1815	0	0	277	3	2	0	282	0	0	151	0	1	0	152
1830	0	0	239	1	2	0	242	0	0	128	0	0	0	128
1845	0	1	288	2	1	0	292	0	0	130	0	0	0	130
1900	0	0	227	1	5	1	234	0	0	112	1	1	0	114
1915	1	0	152	5	1	0	159	0	0	128	0	1	0	129
1930	1	0	140	2	0	0	143	0	1	86	1	1	0	89
1945	1	0	118	3	0	0	122	0	1	101	0	0	0	102
2000	3	0	105	2	3	0	113	0	0	83	1	0	0	84
2015	0	0	116	1	1	0	118	1	0	77	0	0	0	78
2030	0	1	123	1	0	0	125	0	0	92	0	0	0	92
2045	0	0	83	1	0	0	84	0	0	59	1	0	0	60
2100	0	0	90	5	1	0	96	0	0	65	2	1	0	68
2115	0	0	86	4	1	1	92	0	0	69	1	2	0	72
2130	0	0	67	2	1	0	70	0	0	66	2	0	1	69
2145	0	0	74	4	3	0	81	0	0	60	1	5	0	66
2200	0	1	84	0	0	0	85	0	0	50	0	0	0	50
2215	0	0	68	1	2	0	71	0	0	42	0	0	0	42
2230	0	1	58	1	1	0	61	0	0	43	0	1	0	44
2245	0	0	59	0	0	1	60	0	0	39	0	0	0	39
2300	0	0	34	0	0	0	34	0	0	58	0	1	0	59
2315	0	0	41	0	0	0	41	0	0	39	0	0	0	39
2330	0	0	32	1	0	0	33	0	0	38	0	0	1	39
2345	0	0	37	0	0	0	37	0	0	23	0	0	0	23
Total	**12**	**17**	**12490**	**185**	**372**	**44**	**13120**	**5**	**8**	**7621**	**61**	**199**	**45**	**7939**

Classification Report

Job # 1520_2_VHB_ATR
Area Somerville, MA
Location Mystic Avenue (Route 38), between Grant St & Wheatland St
Direction Eastbound
Wednesday, May 29, 2024

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Class 1 Motorcycle	Class 2 Passenger Car	Class 3 Vans, Pick up Trucks	Class 4 Bus	Class 5 2 Axle 6 Tires	Class 6 3 Axle Unit	Class 7 4 Axles or more Unit	Class 8 3 or 4 Axle Trailer	Class 9 5 Axle Trailer	Class 10 6 Axle or more Trailer	Class 11 5 Axle or less Multi-Trailer	Class 12 6 Axle Multi-Trailer	Class 13 7 Axle or more Multi-Trailer
0000	72	0	67	2	1	1	0	1	0	0	0	0	0	0
0100	44	3	36	2	1	0	2	0	0	0	0	0	0	0
0200	42	1	32	4	0	2	3	0	0	0	0	0	0	0
0300	49	0	40	6	0	2	1	0	0	0	0	0	0	0
0400	161	3	122	30	3	1	2	0	0	0	0	0	0	0
0500	537	4	418	85	9	6	4	7	1	1	1	0	0	1
0600	780	3	618	104	15	6	2	18	5	1	5	0	0	3
0700	684	2	602	40	7	6	5	9	9	2	0	0	0	2
0800	500	6	460	10	12	3	2	4	0	0	0	1	0	2
0900	588	9	507	36	12	2	6	13	0	0	1	0	0	2
1000	687	7	606	42	6	2	6	11	2	1	0	0	0	4
1100	609	5	529	46	6	4	9	4	3	3	0	0	0	0
1200	560	2	493	45	6	3	5	3	1	2	0	0	0	0
1300	549	8	469	47	10	4	3	4	3	1	0	0	0	0
1400	531	4	472	29	6	2	3	10	2	1	0	0	0	2
1500	599	10	522	38	7	4	1	13	2	1	1	0	0	0
1600	654	0	608	20	1	1	8	9	4	1	1	0	0	1
1700	724	5	687	9	2	2	1	10	2	0	3	0	0	3
1800	673	3	613	27	2	2	2	17	2	1	3	0	0	1
1900	567	1	523	20	2	3	5	6	2	3	0	0	0	2
2000	373	3	345	14	4	1	2	4	0	0	0	0	0	0
2100	315	6	284	16	3	1	1	3	1	0	0	0	0	0
2200	235	1	224	6	1	1	1	0	1	0	0	0	0	0
2300	149	0	144	3	1	1	0	0	0	0	0	0	0	0
Total	**10682**	**86**	**9421**	**681**	**117**	**60**	**74**	**146**	**40**	**18**	**15**	**1**	**0**	**23**
	100.00%	**0.81%**	**88.20%**	**6.38%**	**1.10%**	**0.56%**	**0.69%**	**1.37%**	**0.37%**	**0.17%**	**0.14%**	**0.01%**	**0.00%**	**0.22%**

Classification Report

Job # 1520_2_VHB_ATR
Area Somerville, MA
Location Mystic Avenue (Route 38), between Grant St & Wheatland St
Direction Westbound
Wednesday, May 29, 2024

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Class 1 Motorcycle	Class 2 Passenger Car	Class 3 Vans, Pick up Trucks	Class 4 Bus	Class 5 2 Axle 6 Tires	Class 6 3 Axle Unit	Class 7 4 Axles or more Unit	Class 8 3 or 4 Axle Trailer	Class 9 5 Axle Trailer	Class 10 6 Axle or more Trailer	Class 11 5 Axle or less Multi-Trailer	Class 12 6 Axle Multi-Trailer	Class 13 7 Axle or more Multi-Trailer
0000	90	0	82	3	0	0	3	1	1	0	0	0	0	0
0100	34	0	28	4	0	0	1	0	1	0	0	0	0	0
0200	25	0	20	3	0	0	1	0	0	0	0	0	0	1
0300	16	0	16	0	0	0	0	0	0	0	0	0	0	0
0400	35	1	33	1	0	0	0	0	0	0	0	0	0	0
0500	120	0	114	3	2	0	1	0	0	0	0	0	0	0
0600	252	0	238	10	0	0	2	0	0	0	0	0	0	2
0700	450	3	422	9	0	1	8	4	1	0	0	0	0	2
0800	375	1	357	6	0	0	3	5	0	1	0	0	0	2
0900	325	0	307	10	0	0	4	3	0	0	0	0	0	1
1000	360	2	332	19	1	0	2	4	0	0	0	0	0	0
1100	379	2	336	20	0	1	10	4	2	0	0	1	0	3
1200	407	3	372	17	1	2	7	1	0	0	1	0	0	3
1300	484	4	414	36	1	1	8	12	1	2	0	0	0	5
1400	512	5	459	27	2	1	7	4	1	1	1	0	0	4
1500	580	1	508	48	1	0	11	2	2	2	1	0	0	4
1600	602	3	545	29	2	0	11	6	0	2	0	0	0	4
1700	637	2	599	13	1	0	6	10	1	0	2	1	0	2
1800	541	5	494	14	3	0	8	7	0	4	0	0	0	6
1900	397	3	368	16	0	0	1	7	1	0	0	0	0	1
2000	309	0	291	8	1	0	5	1	1	1	1	0	0	0
2100	237	1	226	5	0	1	1	2	0	0	0	0	0	1
2200	176	0	163	8	0	0	3	2	0	0	0	0	0	0
2300	131	1	126	2	0	0	0	2	0	0	0	0	0	0
Total	**7474**	**37**	**6850**	**311**	**15**	**7**	**103**	**77**	**12**	**13**	**6**	**2**	**0**	**41**
	100.00%	**0.50%**	**91.65%**	**4.16%**	**0.20%**	**0.09%**	**1.38%**	**1.03%**	**0.16%**	**0.17%**	**0.08%**	**0.03%**	**0.00%**	**0.55%**

Speed Report

Job 1520_2_VHB_ATR
Area Somerville, MA
Location Mystic Avenue (Route 38), between Grant St & Wheatland St
Dir Eastbound
Wednesday, May 29, 2024

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Speed Bins (mph)															
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80
0000	72	0	0	2	7	12	23	22	4	2	0	0	0	0	0	0	0
0100	44	0	0	1	5	8	17	9	3	1	0	0	0	0	0	0	0
0200	42	0	1	4	11	8	11	6	1	0	0	0	0	0	0	0	0
0300	49	0	0	1	10	16	8	8	5	1	0	0	0	0	0	0	0
0400	161	0	6	23	44	28	22	22	10	4	2	0	0	0	0	0	0
0500	537	3	17	88	130	113	55	76	38	13	4	0	0	0	0	0	0
0600	780	3	26	174	216	139	142	64	13	2	1	0	0	0	0	0	0
0700	684	1	53	198	146	155	101	22	3	2	0	0	0	0	0	0	0
0800	500	54	170	184	45	25	17	5	0	0	0	0	0	0	0	0	0
0900	588	13	151	222	111	50	29	11	1	0	0	0	0	0	0	0	0
1000	687	1	22	142	256	123	91	42	7	3	0	0	0	0	0	0	0
1100	609	2	25	161	141	125	110	39	5	0	1	0	0	0	0	0	0
1200	560	3	21	128	108	147	114	33	6	0	0	0	0	0	0	0	0
1300	549	6	25	133	134	111	98	32	8	2	0	0	0	0	0	0	0
1400	531	2	22	111	157	88	92	44	13	1	1	0	0	0	0	0	0
1500	599	3	27	108	183	151	76	43	7	1	0	0	0	0	0	0	0
1600	654	1	26	170	235	124	73	20	5	0	0	0	0	0	0	0	0
1700	724	3	22	153	216	153	138	32	6	1	0	0	0	0	0	0	0
1800	673	3	27	172	224	112	102	28	5	0	0	0	0	0	0	0	0
1900	567	1	21	118	147	146	106	23	3	1	1	0	0	0	0	0	0
2000	373	4	16	98	82	63	74	30	6	0	0	0	0	0	0	0	0
2100	315	4	22	61	71	59	62	31	5	0	0	0	0	0	0	0	0
2200	235	1	6	49	52	48	56	17	6	0	0	0	0	0	0	0	0
2300	149	0	0	15	37	30	41	19	4	3	0	0	0	0	0	0	0
Total	**10682**	**108**	**706**	**2516**	**2768**	**2034**	**1658**	**678**	**164**	**37**	**10**	**0**	**0**	**0**	**0**	**0**	**0**
	100.00%	**1.01%**	**6.61%**	**23.55%**	**25.91%**	**19.04%**	**15.52%**	**6.35%**	**1.54%**	**0.35%**	**0.09%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**

Maximum = 48.5 mph, Minimum = 0.6 mph, Mean = 19.3 mph
85% Speed = 27.40 mph, 95% Speed = 31.82 mph, Median = 18.34 mph
10 mph Pace = 11 - 21, Number in Pace = 5437 (50.94%)
Variance = 54.12, Standard Deviation = 7.36 mph

PDI File #: **240254 (9)**
Location: **N: Mystic Avenue Connector S: Wheatland Street**
Location: **E: Mystic Avenue W: Mystic Avenue**
City, State: **Somerville, MA**
Client: **VHB/ P. Dunford**
Site Code: **14652.30**
Count Date: **Thursday, October 17, 2024**
Start Time: **6:00 AM**
End Time: **8:00 PM**
Class:

Cars and Heavy Vehicles (Combined)

	Mystic Avenue Connector					Mystic Avenue					Wheatland Street					Mystic Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
6:00 AM	0	0	22	0	22	0	26	0	0	26	3	0	6	0	9	0	190	0	0	190	247
6:15 AM	0	0	12	0	12	0	55	0	0	55	8	0	3	0	11	0	241	0	0	241	319
6:30 AM	1	0	41	0	42	0	63	0	0	63	6	0	4	0	10	0	224	0	0	224	339
6:45 AM	1	0	48	0	49	0	89	0	0	89	8	0	2	0	10	0	271	0	0	271	419
Total	2	0	123	0	125	0	233	0	0	233	25	0	15	0	40	0	926	0	0	926	1324
7:00 AM	3	0	58	0	61	0	65	0	0	65	10	0	4	0	14	0	231	0	0	231	371
7:15 AM	0	0	62	0	62	0	100	0	0	100	16	0	1	0	17	0	266	0	0	266	445
7:30 AM	0	0	65	0	65	0	100	0	1	101	10	0	9	0	19	0	200	0	0	200	385
7:45 AM	1	0	58	0	59	0	88	0	0	88	14	0	10	0	24	0	186	0	0	186	357
Total	4	0	243	0	247	0	353	0	1	354	50	0	24	0	74	0	883	0	0	883	1558
8:00 AM	1	0	60	0	61	0	85	0	0	85	15	0	7	0	22	0	200	1	0	201	369
8:15 AM	1	0	61	0	62	0	101	0	0	101	11	0	7	0	18	0	180	0	0	180	361
8:30 AM	5	0	57	0	62	0	96	0	0	96	5	0	9	0	14	0	173	0	0	173	345
8:45 AM	3	0	56	0	59	0	85	0	0	85	18	0	3	0	21	0	226	0	0	226	391
Total	10	0	234	0	244	0	367	0	0	367	49	0	26	0	75	0	779	1	0	780	1466
9:00 AM	0	2	65	0	67	0	94	0	1	95	8	0	4	0	12	0	203	0	0	203	377
9:15 AM	0	0	72	0	72	0	66	0	1	67	8	1	3	0	12	0	171	0	0	171	322
9:30 AM	0	0	55	0	55	0	57	0	0	57	8	0	6	0	14	0	172	0	0	172	298
9:45 AM	1	0	47	0	48	0	71	0	1	72	5	0	3	0	8	0	197	0	0	197	325
Total	1	2	239	0	242	0	288	0	3	291	29	1	16	0	46	0	743	0	0	743	1322
10:00 AM	1	0	51	0	52	0	70	0	0	70	8	0	7	0	15	0	176	0	0	176	313
10:15 AM	2	0	41	0	43	0	68	0	1	69	5	0	2	0	7	0	160	0	0	160	279
10:30 AM	0	0	46	0	46	0	62	0	1	63	1	0	3	0	4	0	195	0	0	195	308
10:45 AM	0	0	39	0	39	0	82	0	1	83	6	0	6	0	12	0	183	0	0	183	317
Total	3	0	177	0	180	0	282	0	3	285	20	0	18	0	38	0	714	0	0	714	1217
11:00 AM	2	0	48	0	50	0	81	0	0	81	4	0	5	0	9	0	188	0	0	188	328
11:15 AM	0	0	48	0	48	0	74	0	1	75	5	0	3	0	8	0	164	0	1	165	296
11:30 AM	0	0	51	0	51	0	73	0	0	73	3	0	7	0	10	0	153	0	0	153	287
11:45 AM	0	0	49	0	49	0	100	0	0	100	5	0	4	0	9	0	154	4	1	159	317
Total	2	0	196	0	198	0	328	0	1	329	17	0	19	0	36	0	659	4	2	665	1228
12:00 PM	4	0	65	0	69	0	96	0	0	96	7	0	5	0	12	0	139	0	0	139	316
12:15 PM	2	0	59	0	61	0	65	0	0	65	6	0	4	0	10	0	125	0	0	125	261
12:30 PM	0	0	46	0	46	0	100	0	0	100	7	0	6	0	13	0	166	0	0	166	325
12:45 PM	0	0	53	0	53	0	102	0	0	102	2	0	7	0	9	0	152	0	1	153	317
Total	6	0	223	0	229	0	363	0	0	363	22	0	22	0	44	0	582	0	1	583	1219
1:00 PM	1	0	49	0	50	0	80	0	0	80	4	0	1	0	5	0	126	0	0	126	261
1:15 PM	0	0	42	0	42	0	99	0	0	99	4	0	5	0	9	0	173	0	0	173	323
1:30 PM	0	0	38	0	38	0	112	0	0	112	8	0	5	0	13	0	157	0	1	158	321
1:45 PM	1	0	51	0	52	0	106	0	0	106	8	0	10	0	18	0	143	0	0	143	319
Total	2	0	180	0	182	0	397	0	0	397	24	0	21	0	45	0	599	0	1	600	1224
2:00 PM	0	0	39	0	39	0	109	0	0	109	6	0	11	0	17	0	133	0	0	133	298
2:15 PM	3	0	32	0	35	0	126	0	0	126	5	0	11	0	16	0	164	0	0	164	341
2:30 PM	2	0	42	0	44	0	133	0	0	133	3	0	5	0	8	0	160	0	0	160	345
2:45 PM	2	0	45	0	47	0	115	0	0	115	6	0	9	0	15	0	144	0	0	144	321
Total	7	0	158	0	165	0	483	0	0	483	20	0	36	0	56	0	601	0	0	601	1305
3:00 PM	1	0	46	0	47	0	116	0	0	116	3	0	12	0	15	0	124	0	0	124	302
3:15 PM	1	0	42	0	43	0	133	0	0	133	8	0	6	0	14	0	156	0	0	156	346
3:30 PM	3	0	55	0	58	0	122	0	0	122	9	0	15	0	24	0	157	0	1	158	362
3:45 PM	1	0	37	0	38	0	154	0	0	154	3	0	13	0	16	0	178	0	0	178	386
Total	6	0	180	0	186	0	525	0	0	525	23	0	46	0	69	0	615	0	1	616	1396
4:00 PM	4	0	49	0	53	0	126	0	0	126	9	0	8	0	17	0	172	0	0	172	368
4:15 PM	4	0	36	0	40	0	136	0	0	136	8	0	14	0	22	0	172	0	1	173	371
4:30 PM	1	0	57	0	58	0	143	0	0	143	8	0	12	0	20	0	207	0	0	207	428
4:45 PM	0	0	36	0	36	0	127	0	0	127	9	0	11	0	20	1	221	0	0	222	405

PDI File #: **240254 (9)**
Location: **N: Mystic Avenue Connector S: Wheatland Street**
Location: **E: Mystic Avenue W: Mystic Avenue**
City, State: **Somerville, MA**
Client: **VHB/ P. Dunford**
Site Code: **14652.30**
Count Date: **Thursday, October 17, 2024**
Start Time: **6:00 AM**
End Time: **8:00 PM**

Class: **Cars and Heavy Vehicles (Combined)**

	Mystic Avenue Connector					Mystic Avenue					Wheatland Street					Mystic Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
Total	9	0	178	0	187	0	532	0	0	532	34	0	45	0	79	1	772	0	1	774	1572
5:00 PM	1	0	52	0	53	1	140	0	0	141	10	0	14	0	24	0	184	0	0	184	402
5:15 PM	3	0	68	0	71	0	105	0	0	105	12	0	11	0	23	0	202	0	0	202	401
5:30 PM	4	0	48	0	52	0	115	0	0	115	9	0	12	0	21	0	183	0	2	185	373
5:45 PM	9	0	53	0	62	0	146	0	0	146	7	0	7	0	14	0	197	0	0	197	419
Total	17	0	221	0	238	1	506	0	0	507	38	0	44	0	82	0	766	0	2	768	1595
6:00 PM	2	0	56	0	58	0	93	0	0	93	10	0	5	0	15	0	223	0	0	223	389
6:15 PM	1	0	51	0	52	0	130	0	1	131	8	0	17	0	25	0	216	0	0	216	424
6:30 PM	5	1	65	0	71	0	100	0	0	100	12	0	15	0	27	0	168	0	0	168	366
6:45 PM	0	0	68	0	68	0	107	0	0	107	5	0	17	0	22	0	183	0	0	183	380
Total	8	1	240	0	249	0	430	0	1	431	35	0	54	0	89	0	790	0	0	790	1559
7:00 PM	5	0	47	0	52	0	120	0	0	120	5	0	11	0	16	0	172	0	0	172	360
7:15 PM	2	0	56	0	58	0	76	0	0	76	10	0	7	0	17	0	136	0	0	136	287
7:30 PM	1	0	62	0	63	0	81	0	0	81	7	0	3	0	10	0	106	0	1	107	261
7:45 PM	2	0	54	0	56	0	66	0	0	66	5	0	4	0	9	0	117	0	1	118	249
Total	10	0	219	0	229	0	343	0	0	343	27	0	25	0	52	0	531	0	2	533	1157
Grand Total	87	3	2811	0	2901	1	5430	0	9	5440	413	1	411	0	825	1	9960	5	10	9976	19142
Approach %	3.0	0.1	96.9	0.0		0.0	99.8	0.0	0.2		50.1	0.1	49.8	0.0		0.0	99.8	0.1	0.1		
Total %	0.5	0.0	14.7	0.0	15.2	0.0	28.4	0.0	0.0	28.4	2.2	0.0	2.1	0.0	4.3	0.0	52.0	0.0	0.1	52.1	
Exiting Leg Total					7					13193					4					5938	19142
Cars	85	1	2714	0	2800	1	5137	0	9	5147	404	1	404	0	809	1	9478	3	10	9492	18248
% Cars	97.7	33.3	96.5	0.0	96.5	100.0	94.6	0.0	100.0	94.6	97.8	100.0	98.3	0.0	98.1	100.0	95.2	60.0	100.0	95.1	95.3
Exiting Leg Total					5					12605					2					5636	18248
Heavy Vehicles	2	2	97	0	101	0	293	0	0	293	9	0	7	0	16	0	482	2	0	484	894
% Heavy Vehicles	2.3	66.7	3.5	0.0	3.5	0.0	5.4	0.0	0.0	5.4	2.2	0.0	1.7	0.0	1.9	0.0	4.8	40.0	0.0	4.9	4.7
Exiting Leg Total					2					588					2					302	894

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

6:45 AM	Mystic Avenue Connector					Mystic Avenue					Wheatland Street					Mystic Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
6:45 AM	1	0	48	0	49	0	89	0	0	89	8	0	2	0	10	0	271	0	0	271	419
7:00 AM	3	0	58	0	61	0	65	0	0	65	10	0	4	0	14	0	231	0	0	231	371
7:15 AM	0	0	62	0	62	0	100	0	0	100	16	0	1	0	17	0	266	0	0	266	445
7:30 AM	0	0	65	0	65	0	100	0	1	101	10	0	9	0	19	0	200	0	0	200	385
Total Volume	4	0	233	0	237	0	354	0	1	355	44	0	16	0	60	0	968	0	0	968	1620
% Approach Total	1.7	0.0	98.3	0.0		0.0	99.7	0.0	0.3		73.3	0.0	26.7	0.0		0.0	100.0	0.0	0.0		
PHF	0.333	0.000	0.896	0.000	0.912	0.000	0.885	0.000	0.250	0.879	0.688	0.000	0.444	0.000	0.789	0.000	0.893	0.000	0.000	0.893	0.910
Cars	4	0	231	0	235	0	337	0	1	338	43	0	15	0	58	0	910	0	0	910	1541
Cars %	100.0	0.0	99.1	0.0	99.2	0.0	95.2	0.0	100.0	95.2	97.7	0.0	93.8	0.0	96.7	0.0	94.0	0.0	0.0	94.0	95.1
Heavy Vehicles	0	0	2	0	2	0	17	0	0	17	1	0	1	0	2	0	58	0	0	58	79
Heavy Vehicles %	0.0	0.0	0.9	0.0	0.8	0.0	4.8	0.0	0.0	4.8	2.3	0.0	6.3	0.0	3.3	0.0	6.0	0.0	0.0	6.0	4.9
Cars Enter Leg	4	0	231	0	235	0	337	0	1	338	43	0	15	0	58	0	910	0	0	910	1541
Heavy Enter Leg	0	0	2	0	2	0	17	0	0	17	1	0	1	0	2	0	58	0	0	58	79
Total Entering Leg	4	0	233	0	237	0	354	0	1	355	44	0	16	0	60	0	968	0	0	968	1620
Cars Exiting Leg					0					1185					0					356	1541
Heavy Exiting Leg					0					61					0					18	79
Total Exiting Leg					0					1246					0					374	1620

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

1:45 PM	Mystic Avenue Connector					Mystic Avenue					Wheatland Street					Mystic Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:45 PM	1	0	51	0	52	0	106	0	0	106	8	0	10	0	18	0	143	0	0	143	319

PDI File #: **240254 (9)**
Location: **N: Mystic Avenue Connector S: Wheatland Street**
Location: **E: Mystic Avenue W: Mystic Avenue**
City, State: **Somerville, MA**
Client: **VHB/ P. Dunford**
Site Code: **14652.30**
Count Date: **Thursday, October 17, 2024**
Start Time: **6:00 AM**
End Time: **8:00 PM**

Class: **Cars and Heavy Vehicles (Combined)**

	Mystic Avenue Connector					Mystic Avenue					Wheatland Street					Mystic Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:00 PM	0	0	39	0	39	0	109	0	0	109	6	0	11	0	17	0	133	0	0	133	298
2:15 PM	3	0	32	0	35	0	126	0	0	126	5	0	11	0	16	0	164	0	0	164	341
2:30 PM	2	0	42	0	44	0	133	0	0	133	3	0	5	0	8	0	160	0	0	160	345
Total Volume	6	0	164	0	170	0	474	0	0	474	22	0	37	0	59	0	600	0	0	600	1303
% Approach Total	3.5	0.0	96.5	0.0		0.0	100.0	0.0	0.0		37.3	0.0	62.7	0.0		0.0	100.0	0.0	0.0		
PHF	0.500	0.000	0.804	0.000	0.817	0.000	0.891	0.000	0.000	0.891	0.688	0.000	0.841	0.000	0.819	0.000	0.915	0.000	0.000	0.915	0.944
Cars	6	0	155	0	161	0	447	0	0	447	21	0	35	0	56	0	565	0	0	565	1229
Cars %	100.0	0.0	94.5	0.0	94.7	0.0	94.3	0.0	0.0	94.3	95.5	0.0	94.6	0.0	94.9	0.0	94.2	0.0	0.0	94.2	94.3
Heavy Vehicles	0	0	9	0	9	0	27	0	0	27	1	0	2	0	3	0	35	0	0	35	74
Heavy Vehicles %	0.0	0.0	5.5	0.0	5.3	0.0	5.7	0.0	0.0	5.7	4.5	0.0	5.4	0.0	5.1	0.0	5.8	0.0	0.0	5.8	5.7
Cars Enter Leg	6	0	155	0	161	0	447	0	0	447	21	0	35	0	56	0	565	0	0	565	1229
Heavy Enter Leg	0	0	9	0	9	0	27	0	0	27	1	0	2	0	3	0	35	0	0	35	74
Total Entering Leg	6	0	164	0	170	0	474	0	0	474	22	0	37	0	59	0	600	0	0	600	1303
Cars Exiting Leg					0					741					0					488	1229
Heavy Exiting Leg					0					45					0					29	74
Total Exiting Leg					0					786					0					517	1303

PM Peak Hour Analysis from 2:00 PM to 08:00 PM begins at:

4:30 PM	Mystic Avenue Connector					Mystic Avenue					Wheatland Street					Mystic Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	1	0	57	0	58	0	143	0	0	143	8	0	12	0	20	0	207	0	0	207	428
4:45 PM	0	0	36	0	36	0	127	0	0	127	9	0	11	0	20	1	221	0	0	222	405
5:00 PM	1	0	52	0	53	1	140	0	0	141	10	0	14	0	24	0	184	0	0	184	402
5:15 PM	3	0	68	0	71	0	105	0	0	105	12	0	11	0	23	0	202	0	0	202	401
Total Volume	5	0	213	0	218	1	515	0	0	516	39	0	48	0	87	1	814	0	0	815	1636
% Approach Total	2.3	0.0	97.7	0.0		0.2	99.8	0.0	0.0		44.8	0.0	55.2	0.0		0.1	99.9	0.0	0.0		
PHF	0.417	0.000	0.783	0.000	0.768	0.250	0.900	0.000	0.000	0.902	0.813	0.000	0.857	0.000	0.906	0.250	0.921	0.000	0.000	0.918	0.956
Cars	5	0	210	0	215	1	502	0	0	503	38	0	48	0	86	1	795	0	0	796	1600
Cars %	100.0	0.0	98.6	0.0	98.6	100.0	97.5	0.0	0.0	97.5	97.4	0.0	100.0	0.0	98.9	100.0	97.7	0.0	0.0	97.7	97.8
Heavy Vehicles	0	0	3	0	3	0	13	0	0	13	1	0	0	0	1	0	19	0	0	19	36
Heavy Vehicles %	0.0	0.0	1.4	0.0	1.4	0.0	2.5	0.0	0.0	2.5	2.6	0.0	0.0	0.0	1.1	0.0	2.3	0.0	0.0	2.3	2.2
Cars Enter Leg	5	0	210	0	215	1	502	0	0	503	38	0	48	0	86	1	795	0	0	796	1600
Heavy Enter Leg	0	0	3	0	3	0	13	0	0	13	1	0	0	0	1	0	19	0	0	19	36
Total Entering Leg	5	0	213	0	218	1	515	0	0	516	39	0	48	0	87	1	814	0	0	815	1636
Cars Exiting Leg					1					1043					1					555	1600
Heavy Exiting Leg					0					23					0					13	36
Total Exiting Leg					1					1066					1					568	1636

PDI File #: **240254 (9)**
Location: **N: Mystic Avenue Connector S: Wheatland Street**
Location: **E: Mystic Avenue W: Mystic Avenue**
City, State: **Somerville, MA**
Client: **VHB/ P. Dunford**
Site Code: **14652.30**
Count Date: **Thursday, October 17, 2024**
Start Time: **6:00 AM**
End Time: **8:00 PM**
Class: **Cars**

	Mystic Avenue Connector					Mystic Avenue					Wheatland Street					Mystic Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
6:00 AM	0	0	20	0	20	0	25	0	0	25	3	0	6	0	9	0	181	0	0	181	235
6:15 AM	0	0	10	0	10	0	55	0	0	55	8	0	3	0	11	0	226	0	0	226	302
6:30 AM	1	0	39	0	40	0	61	0	0	61	6	0	4	0	10	0	209	0	0	209	320
6:45 AM	1	0	48	0	49	0	87	0	0	87	8	0	2	0	10	0	246	0	0	246	392
Total	2	0	117	0	119	0	228	0	0	228	25	0	15	0	40	0	862	0	0	862	1249
7:00 AM	3	0	57	0	60	0	62	0	0	62	10	0	4	0	14	0	214	0	0	214	350
7:15 AM	0	0	62	0	62	0	94	0	0	94	15	0	1	0	16	0	258	0	0	258	430
7:30 AM	0	0	64	0	64	0	94	0	1	95	10	0	8	0	18	0	192	0	0	192	369
7:45 AM	1	0	56	0	57	0	83	0	0	83	13	0	10	0	23	0	177	0	0	177	340
Total	4	0	239	0	243	0	333	0	1	334	48	0	23	0	71	0	841	0	0	841	1489
8:00 AM	1	0	58	0	59	0	79	0	0	79	15	0	7	0	22	0	194	1	0	195	355
8:15 AM	1	0	59	0	60	0	94	0	0	94	11	0	7	0	18	0	167	0	0	167	339
8:30 AM	5	0	56	0	61	0	87	0	0	87	4	0	8	0	12	0	166	0	0	166	326
8:45 AM	3	0	54	0	57	0	75	0	0	75	18	0	2	0	20	0	217	0	0	217	369
Total	10	0	227	0	237	0	335	0	0	335	48	0	24	0	72	0	744	1	0	745	1389
9:00 AM	0	0	56	0	56	0	86	0	1	87	8	0	4	0	12	0	189	0	0	189	344
9:15 AM	0	0	68	0	68	0	62	0	1	63	8	1	3	0	12	0	159	0	0	159	302
9:30 AM	0	0	50	0	50	0	51	0	0	51	8	0	6	0	14	0	153	0	0	153	268
9:45 AM	1	0	43	0	44	0	65	0	1	66	5	0	3	0	8	0	186	0	0	186	304
Total	1	0	217	0	218	0	264	0	3	267	29	1	16	0	46	0	687	0	0	687	1218
10:00 AM	1	0	48	0	49	0	65	0	0	65	8	0	7	0	15	0	161	0	0	161	290
10:15 AM	1	0	37	0	38	0	61	0	1	62	4	0	2	0	6	0	150	0	0	150	256
10:30 AM	0	0	46	0	46	0	58	0	1	59	1	0	3	0	4	0	176	0	0	176	285
10:45 AM	0	0	37	0	37	0	74	0	1	75	6	0	6	0	12	0	168	0	0	168	292
Total	2	0	168	0	170	0	258	0	3	261	19	0	18	0	37	0	655	0	0	655	1123
11:00 AM	2	0	46	0	48	0	73	0	0	73	4	0	5	0	9	0	179	0	0	179	309
11:15 AM	0	0	46	0	46	0	65	0	1	66	5	0	2	0	7	0	152	0	1	153	272
11:30 AM	0	0	50	0	50	0	61	0	0	61	3	0	7	0	10	0	143	0	0	143	264
11:45 AM	0	0	48	0	48	0	84	0	0	84	5	0	4	0	9	0	141	2	1	144	285
Total	2	0	190	0	192	0	283	0	1	284	17	0	18	0	35	0	615	2	2	619	1130
12:00 PM	3	0	61	0	64	0	87	0	0	87	6	0	5	0	11	0	133	0	0	133	295
12:15 PM	2	0	57	0	59	0	60	0	0	60	6	0	3	0	9	0	118	0	0	118	246
12:30 PM	0	0	43	0	43	0	88	0	0	88	7	0	6	0	13	0	158	0	0	158	302
12:45 PM	0	0	49	0	49	0	97	0	0	97	2	0	7	0	9	0	147	0	1	148	303
Total	5	0	210	0	215	0	332	0	0	332	21	0	21	0	42	0	556	0	1	557	1146
1:00 PM	1	0	44	0	45	0	76	0	0	76	3	0	1	0	4	0	119	0	0	119	244
1:15 PM	0	0	39	0	39	0	92	0	0	92	4	0	5	0	9	0	163	0	0	163	303
1:30 PM	0	0	36	0	36	0	109	0	0	109	8	0	5	0	13	0	145	0	1	146	304
1:45 PM	1	0	51	0	52	0	103	0	0	103	7	0	9	0	16	0	130	0	0	130	301
Total	2	0	170	0	172	0	380	0	0	380	22	0	20	0	42	0	557	0	1	558	1152
2:00 PM	0	0	35	0	35	0	99	0	0	99	6	0	11	0	17	0	124	0	0	124	275
2:15 PM	3	0	29	0	32	0	117	0	0	117	5	0	11	0	16	0	159	0	0	159	324
2:30 PM	2	0	40	0	42	0	128	0	0	128	3	0	4	0	7	0	152	0	0	152	329
2:45 PM	2	0	43	0	45	0	113	0	0	113	6	0	9	0	15	0	137	0	0	137	310
Total	7	0	147	0	154	0	457	0	0	457	20	0	35	0	55	0	572	0	0	572	1238
3:00 PM	1	0	46	0	47	0	112	0	0	112	3	0	12	0	15	0	121	0	0	121	295
3:15 PM	1	0	42	0	43	0	123	0	0	123	8	0	6	0	14	0	151	0	0	151	331
3:30 PM	3	0	54	0	57	0	119	0	0	119	9	0	15	0	24	0	148	0	1	149	349
3:45 PM	1	0	35	0	36	0	146	0	0	146	3	0	13	0	16	0	174	0	0	174	372
Total	6	0	177	0	183	0	500	0	0	500	23	0	46	0	69	0	594	0	1	595	1347
4:00 PM	4	0	48	0	52	0	120	0	0	120	8	0	8	0	16	0	172	0	0	172	360
4:15 PM	4	0	36	0	40	0	130	0	0	130	8	0	14	0	22	0	168	0	1	169	361
4:30 PM	1	0	55	0	56	0	139	0	0	139	8	0	12	0	20	0	195	0	0	195	410
4:45 PM	0	0	36	0	36	0	120	0	0	120	9	0	11	0	20	1	219	0	0	220	396

PDI File #: **240254 (9)**
Location: **N: Mystic Avenue Connector S: Wheatland Street**
Location: **E: Mystic Avenue W: Mystic Avenue**
City, State: **Somerville, MA**
Client: **VHB/ P. Dunford**
Site Code: **14652.30**
Count Date: **Thursday, October 17, 2024**
Start Time: **6:00 AM**
End Time: **8:00 PM**
Class: **Cars**

	Mystic Avenue Connector					Mystic Avenue					Wheatland Street					Mystic Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
Total	9	0	175	0	184	0	509	0	0	509	33	0	45	0	78	1	754	0	1	756	1527
5:00 PM	1	0	52	0	53	1	140	0	0	141	10	0	14	0	24	0	181	0	0	181	399
5:15 PM	3	0	67	0	70	0	103	0	0	103	11	0	11	0	22	0	200	0	0	200	395
5:30 PM	4	0	48	0	52	0	113	0	0	113	9	0	12	0	21	0	180	0	2	182	368
5:45 PM	9	0	53	0	62	0	140	0	0	140	7	0	7	0	14	0	192	0	0	192	408
Total	17	0	220	0	237	1	496	0	0	497	37	0	44	0	81	0	753	0	2	755	1570
6:00 PM	2	0	56	0	58	0	90	0	0	90	10	0	5	0	15	0	221	0	0	221	384
6:15 PM	1	0	51	0	52	0	130	0	1	131	8	0	17	0	25	0	213	0	0	213	421
6:30 PM	5	1	63	0	69	0	100	0	0	100	12	0	15	0	27	0	163	0	0	163	359
6:45 PM	0	0	68	0	68	0	107	0	0	107	5	0	17	0	22	0	179	0	0	179	376
Total	8	1	238	0	247	0	427	0	1	428	35	0	54	0	89	0	776	0	0	776	1540
7:00 PM	5	0	47	0	52	0	117	0	0	117	5	0	11	0	16	0	171	0	0	171	356
7:15 PM	2	0	56	0	58	0	76	0	0	76	10	0	7	0	17	0	129	0	0	129	280
7:30 PM	1	0	62	0	63	0	78	0	0	78	7	0	3	0	10	0	100	0	1	101	252
7:45 PM	2	0	54	0	56	0	64	0	0	64	5	0	4	0	9	0	112	0	1	113	242
Total	10	0	219	0	229	0	335	0	0	335	27	0	25	0	52	0	512	0	2	514	1130
Grand Total	85	1	2714	0	2800	1	5137	0	9	5147	404	1	404	0	809	1	9478	3	10	9492	18248
Approach %	3.0	0.0	96.9	0.0		0.0	99.8	0.0	0.2		49.9	0.1	49.9	0.0		0.0	99.9	0.0	0.1		
Total %	0.5	0.0	14.9	0.0	15.3	0.0	28.2	0.0	0.0	28.2	2.2	0.0	2.2	0.0	4.4	0.0	51.9	0.0	0.1	52.0	
Exiting Leg Total					5					12605					2					5636	18248

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

6:45 AM	Mystic Avenue Connector					Mystic Avenue					Wheatland Street					Mystic Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
6:45 AM	1	0	48	0	49	0	87	0	0	87	8	0	2	0	10	0	246	0	0	246	392
7:00 AM	3	0	57	0	60	0	62	0	0	62	10	0	4	0	14	0	214	0	0	214	350
7:15 AM	0	0	62	0	62	0	94	0	0	94	15	0	1	0	16	0	258	0	0	258	430
7:30 AM	0	0	64	0	64	0	94	0	1	95	10	0	8	0	18	0	192	0	0	192	369
Total Volume	4	0	231	0	235	0	337	0	1	338	43	0	15	0	58	0	910	0	0	910	1541
% Approach Total	1.7	0.0	98.3	0.0		0.0	99.7	0.0	0.3		74.1	0.0	25.9	0.0		0.0	100.0	0.0	0.0		
PHF	0.333	0.000	0.902	0.000	0.918	0.000	0.896	0.000	0.250	0.889	0.717	0.000	0.469	0.000	0.806	0.000	0.882	0.000	0.000	0.882	0.896
Entering Leg	4	0	231	0	235	0	337	0	1	338	43	0	15	0	58	0	910	0	0	910	1541
Exiting Leg					0					1185					0					356	1541
Total					235					1523					58					1266	3082

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

1:45 PM	Mystic Avenue Connector					Mystic Avenue					Wheatland Street					Mystic Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:45 PM	1	0	51	0	52	0	103	0	0	103	7	0	9	0	16	0	130	0	0	130	301
2:00 PM	0	0	35	0	35	0	99	0	0	99	6	0	11	0	17	0	124	0	0	124	275
2:15 PM	3	0	29	0	32	0	117	0	0	117	5	0	11	0	16	0	159	0	0	159	324
2:30 PM	2	0	40	0	42	0	128	0	0	128	3	0	4	0	7	0	152	0	0	152	329
Total Volume	6	0	155	0	161	0	447	0	0	447	21	0	35	0	56	0	565	0	0	565	1229
% Approach Total	3.7	0.0	96.3	0.0		0.0	100.0	0.0	0.0		37.5	0.0	62.5	0.0		0.0	100.0	0.0	0.0		
PHF	0.500	0.000	0.760	0.000	0.774	0.000	0.873	0.000	0.000	0.873	0.750	0.000	0.795	0.000	0.824	0.000	0.888	0.000	0.000	0.888	0.934
Entering Leg	6	0	155	0	161	0	447	0	0	447	21	0	35	0	56	0	565	0	0	565	1229
Exiting Leg					0					741					0					488	1229
Total					161					1188					56					1053	2458

PM Peak Hour Analysis from 2:00 PM to 08:00 PM begins at:

PDI File #: **240254 (9)**
Location: **N: Mystic Avenue Connector S: Wheatland Street**
Location: **E: Mystic Avenue W: Mystic Avenue**
City, State: **Somerville, MA**
Client: **VHB/ P. Dunford**
Site Code: **14652.30**
Count Date: **Thursday, October 17, 2024**
Start Time: **6:00 AM**
End Time: **8:00 PM**
Class: **Cars**

	Mystic Avenue Connector					Mystic Avenue					Wheatland Street					Mystic Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	Mystic Avenue Connector					Mystic Avenue					Wheatland Street					Mystic Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	1	0	55	0	56	0	139	0	0	139	8	0	12	0	20	0	195	0	0	195	410
4:45 PM	0	0	36	0	36	0	120	0	0	120	9	0	11	0	20	1	219	0	0	220	396
5:00 PM	1	0	52	0	53	1	140	0	0	141	10	0	14	0	24	0	181	0	0	181	399
5:15 PM	3	0	67	0	70	0	103	0	0	103	11	0	11	0	22	0	200	0	0	200	395
Total Volume	5	0	210	0	215	1	502	0	0	503	38	0	48	0	86	1	795	0	0	796	1600
% Approach Total	2.3	0.0	97.7	0.0		0.2	99.8	0.0	0.0		44.2	0.0	55.8	0.0		0.1	99.9	0.0	0.0		
PHF	0.417	0.000	0.784	0.000	0.768	0.250	0.896	0.000	0.000	0.892	0.864	0.000	0.857	0.000	0.896	0.250	0.908	0.000	0.000	0.905	0.976
Entering Leg	5	0	210	0	215	1	502	0	0	503	38	0	48	0	86	1	795	0	0	796	1600
Exiting Leg					1					1043					1					555	1600
Total					216					1546					87					1351	3200

PDI File #: **240254 (9)**
Location: **N: Mystic Avenue Connector S: Wheatland Street**
Location: **E: Mystic Avenue W: Mystic Avenue**
City, State: **Somerville, MA**
Client: **VHB/ P. Dunford**
Site Code: **14652.30**
Count Date: **Thursday, October 17, 2024**
Start Time: **6:00 AM**
End Time: **8:00 PM**

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Mystic Avenue Connector					Mystic Avenue					Wheatland Street					Mystic Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
6:00 AM	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	9	0	0	9	12
6:15 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	17
6:30 AM	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	0	15	0	0	15	19
6:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	25	0	0	25	27
Total	0	0	6	0	6	0	5	0	0	5	0	0	0	0	0	0	64	0	0	64	75
7:00 AM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	17	0	0	17	21
7:15 AM	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	0	8	0	0	8	15
7:30 AM	0	0	1	0	1	0	6	0	0	6	0	0	1	0	1	0	8	0	0	8	16
7:45 AM	0	0	2	0	2	0	5	0	0	5	1	0	0	0	1	0	9	0	0	9	17
Total	0	0	4	0	4	0	20	0	0	20	2	0	1	0	3	0	42	0	0	42	69
8:00 AM	0	0	2	0	2	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	14
8:15 AM	0	0	2	0	2	0	7	0	0	7	0	0	0	0	0	0	13	0	0	13	22
8:30 AM	0	0	1	0	1	0	9	0	0	9	1	0	1	0	2	0	7	0	0	7	19
8:45 AM	0	0	2	0	2	0	10	0	0	10	0	0	1	0	1	0	9	0	0	9	22
Total	0	0	7	0	7	0	32	0	0	32	1	0	2	0	3	0	35	0	0	35	77
9:00 AM	0	2	9	0	11	0	8	0	0	8	0	0	0	0	0	0	14	0	0	14	33
9:15 AM	0	0	4	0	4	0	4	0	0	4	0	0	0	0	0	0	12	0	0	12	20
9:30 AM	0	0	5	0	5	0	6	0	0	6	0	0	0	0	0	0	19	0	0	19	30
9:45 AM	0	0	4	0	4	0	6	0	0	6	0	0	0	0	0	0	11	0	0	11	21
Total	0	2	22	0	24	0	24	0	0	24	0	0	0	0	0	0	56	0	0	56	104
10:00 AM	0	0	3	0	3	0	5	0	0	5	0	0	0	0	0	0	15	0	0	15	23
10:15 AM	1	0	4	0	5	0	7	0	0	7	1	0	0	0	1	0	10	0	0	10	23
10:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	19	0	0	19	23
10:45 AM	0	0	2	0	2	0	8	0	0	8	0	0	0	0	0	0	15	0	0	15	25
Total	1	0	9	0	10	0	24	0	0	24	1	0	0	0	1	0	59	0	0	59	94
11:00 AM	0	0	2	0	2	0	8	0	0	8	0	0	0	0	0	0	9	0	0	9	19
11:15 AM	0	0	2	0	2	0	9	0	0	9	0	0	1	0	1	0	12	0	0	12	24
11:30 AM	0	0	1	0	1	0	12	0	0	12	0	0	0	0	0	0	10	0	0	10	23
11:45 AM	0	0	1	0	1	0	16	0	0	16	0	0	0	0	0	0	13	2	0	15	32
Total	0	0	6	0	6	0	45	0	0	45	0	0	1	0	1	0	44	2	0	46	98
12:00 PM	1	0	4	0	5	0	9	0	0	9	1	0	0	0	1	0	6	0	0	6	21
12:15 PM	0	0	2	0	2	0	5	0	0	5	0	0	1	0	1	0	7	0	0	7	15
12:30 PM	0	0	3	0	3	0	12	0	0	12	0	0	0	0	0	0	8	0	0	8	23
12:45 PM	0	0	4	0	4	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	14
Total	1	0	13	0	14	0	31	0	0	31	1	0	1	0	2	0	26	0	0	26	73
1:00 PM	0	0	5	0	5	0	4	0	0	4	1	0	0	0	1	0	7	0	0	7	17
1:15 PM	0	0	3	0	3	0	7	0	0	7	0	0	0	0	0	0	10	0	0	10	20
1:30 PM	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0	0	12	0	0	12	17
1:45 PM	0	0	0	0	0	0	3	0	0	3	1	0	1	0	2	0	13	0	0	13	18
Total	0	0	10	0	10	0	17	0	0	17	2	0	1	0	3	0	42	0	0	42	72
2:00 PM	0	0	4	0	4	0	10	0	0	10	0	0	0	0	0	0	9	0	0	9	23
2:15 PM	0	0	3	0	3	0	9	0	0	9	0	0	0	0	0	0	5	0	0	5	17
2:30 PM	0	0	2	0	2	0	5	0	0	5	0	0	1	0	1	0	8	0	0	8	16
2:45 PM	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	11
Total	0	0	11	0	11	0	26	0	0	26	0	0	1	0	1	0	29	0	0	29	67
3:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
3:15 PM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	5	0	0	5	15
3:30 PM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	9	0	0	9	13
3:45 PM	0	0	2	0	2	0	8	0	0	8	0	0	0	0	0	0	4	0	0	4	14
Total	0	0	3	0	3	0	25	0	0	25	0	0	0	0	0	0	21	0	0	21	49
4:00 PM	0	0	1	0	1	0	6	0	0	6	1	0	0	0	1	0	0	0	0	0	8
4:15 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	10
4:30 PM	0	0	2	0	2	0	4	0	0	4	0	0	0	0	0	0	12	0	0	12	18
4:45 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	9

PDI File #: **240254 (9)**
Location: **N: Mystic Avenue Connector S: Wheatland Street**
Location: **E: Mystic Avenue W: Mystic Avenue**
City, State: **Somerville, MA**
Client: **VHB/ P. Dunford**
Site Code: **14652.30**
Count Date: **Thursday, October 17, 2024**
Start Time: **6:00 AM**
End Time: **8:00 PM**

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Mystic Avenue Connector					Mystic Avenue					Wheatland Street					Mystic Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
Total	0	0	3	0	3	0	23	0	0	23	1	0	0	0	1	0	18	0	0	18	45
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
5:15 PM	0	0	1	0	1	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	6
5:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
5:45 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	11
Total	0	0	1	0	1	0	10	0	0	10	1	0	0	0	1	0	13	0	0	13	25
6:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
6:30 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	7
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
Total	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0	0	14	0	0	14	19
7:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	7
7:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	9
7:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7
Total	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	19	0	0	19	27
Grand Total	2	2	97	0	101	0	293	0	0	293	9	0	7	0	16	0	482	2	0	484	894
Approach %	2.0	2.0	96.0	0.0		0.0	100.0	0.0	0.0		56.3	0.0	43.8	0.0		0.0	99.6	0.4	0.0		
Total %	0.2	0.2	10.9	0.0	11.3	0.0	32.8	0.0	0.0	32.8	1.0	0.0	0.8	0.0	1.8	0.0	53.9	0.2	0.0	54.1	
Exiting Leg Total					2					588					2					302	894
Buses	0	0	6	0	6	0	48	0	0	48	3	0	1	0	4	0	108	0	0	108	166
% Buses	0.0	0.0	6.2	0.0	5.9	0.0	16.4	0.0	0.0	16.4	33.3	0.0	14.3	0.0	25.0	0.0	22.4	0.0	0.0	22.3	18.6
Exiting Leg Total					0					117					0					49	166
Single-Unit Trucks	2	1	79	0	82	0	223	0	0	223	6	0	6	0	12	0	324	1	0	325	642
% Single-Unit	100.0	50.0	81.4	0.0	81.2	0.0	76.1	0.0	0.0	76.1	66.7	0.0	85.7	0.0	75.0	0.0	67.2	50.0	0.0	67.1	71.8
Exiting Leg Total					1					409					1					231	642
Articulated Trucks	0	1	12	0	13	0	22	0	0	22	0	0	0	0	0	0	50	1	0	51	86
% Articulated	0.0	50.0	12.4	0.0	12.9	0.0	7.5	0.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	10.4	50.0	0.0	10.5	9.6
Exiting Leg Total					1					62					1					22	86

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

8:45 AM	Mystic Avenue Connector					Mystic Avenue					Wheatland Street					Mystic Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:45 AM	0	0	2	0	2	0	10	0	0	10	0	0	1	0	1	0	9	0	0	9	22
9:00 AM	0	2	9	0	11	0	8	0	0	8	0	0	0	0	0	0	14	0	0	14	33
9:15 AM	0	0	4	0	4	0	4	0	0	4	0	0	0	0	0	0	12	0	0	12	20
9:30 AM	0	0	5	0	5	0	6	0	0	6	0	0	0	0	0	0	19	0	0	19	30
Total Volume	0	2	20	0	22	0	28	0	0	28	0	0	1	0	1	0	54	0	0	54	105
% Approach Total	0.0	9.1	90.9	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.250	0.556	0.000	0.500	0.000	0.700	0.000	0.000	0.700	0.000	0.000	0.250	0.000	0.250	0.000	0.711	0.000	0.000	0.711	0.795
Buses	0	0	1	0	1	0	15	0	0	15	0	0	0	0	0	0	6	0	0	6	22
Buses %	0.0	0.0	5.0	0.0	4.5	0.0	53.6	0.0	0.0	53.6	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	11.1	21.0
Single-Unit Trucks	0	1	17	0	18	0	12	0	0	12	0	0	1	0	1	0	45	0	0	45	76
Single-Unit %	0.0	50.0	85.0	0.0	81.8	0.0	42.9	0.0	0.0	42.9	0.0	0.0	100.0	0.0	100.0	0.0	83.3	0.0	0.0	83.3	72.4
Articulated Trucks	0	1	2	0	3	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	7
Articulated %	0.0	50.0	10.0	0.0	13.6	0.0	3.6	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	5.6	6.7
Buses	0	0	1	0	1	0	15	0	0	15	0	0	0	0	0	0	6	0	0	6	22
Single-Unit Trucks	0	1	17	0	18	0	12	0	0	12	0	0	1	0	1	0	45	0	0	45	76
Articulated Trucks	0	1	2	0	3	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	7
Total Entering Leg	0	2	20	0	22	0	28	0	0	28	0	0	1	0	1	0	54	0	0	54	105
Buses					0					7					0					15	22
Single-Unit Trucks					0					62					1					13	76
Articulated Trucks					0					5					1					1	7

PDI File #: **240254 (9)**
Location: **N: Mystic Avenue Connector S: Wheatland Street**
Location: **E: Mystic Avenue W: Mystic Avenue**
City, State: **Somerville, MA**
Client: **VHB/ P. Dunford**
Site Code: **14652.30**
Count Date: **Thursday, October 17, 2024**
Start Time: **6:00 AM**
End Time: **8:00 PM**

Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Mystic Avenue Connector					Mystic Avenue					Wheatland Street					Mystic Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
Total Exiting Leg					0					74					2					29	105

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

11:15 AM	Mystic Avenue Connector					Mystic Avenue					Wheatland Street					Mystic Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:15 AM	0	0	2	0	2	0	9	0	0	9	0	0	1	0	1	0	12	0	0	12	24
11:30 AM	0	0	1	0	1	0	12	0	0	12	0	0	0	0	0	0	10	0	0	10	23
11:45 AM	0	0	1	0	1	0	16	0	0	16	0	0	0	0	0	0	13	2	0	15	32
12:00 PM	1	0	4	0	5	0	9	0	0	9	1	0	0	0	1	0	6	0	0	6	21
Total Volume	1	0	8	0	9	0	46	0	0	46	1	0	1	0	2	0	41	2	0	43	100
% Approach Total	11.1	0.0	88.9	0.0		0.0	100.0	0.0	0.0		50.0	0.0	50.0	0.0		0.0	95.3	4.7	0.0		
PHF	0.250	0.000	0.500	0.000	0.450	0.000	0.719	0.000	0.000	0.719	0.250	0.000	0.250	0.000	0.500	0.000	0.788	0.250	0.000	0.717	0.781
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	8
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	17.1	0.0	0.0	16.3	8.0
Single-Unit Trucks	1	0	7	0	8	0	43	0	0	43	1	0	1	0	2	0	30	1	0	31	84
Single-Unit %	100.0	0.0	87.5	0.0	88.9	0.0	93.5	0.0	0.0	93.5	100.0	0.0	100.0	0.0	100.0	0.0	73.2	50.0	0.0	72.1	84.0
Articulated Trucks	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	4	1	0	5	8
Articulated %	0.0	0.0	12.5	0.0	11.1	0.0	4.3	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	9.8	50.0	0.0	11.6	8.0
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	8
Single-Unit Trucks	1	0	7	0	8	0	43	0	0	43	1	0	1	0	2	0	30	1	0	31	84
Articulated Trucks	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	4	1	0	5	8
Total Entering Leg	1	0	8	0	9	0	46	0	0	46	1	0	1	0	2	0	41	2	0	43	100
Buses					0					7					0					1	8
Single-Unit Trucks					1					38					0					45	84
Articulated Trucks					1					5					0					2	8
Total Exiting Leg					2					50					0					48	100

PM Peak Hour Analysis from 2:00 PM to 08:00 PM begins at:

2:00 PM	Mystic Avenue Connector					Mystic Avenue					Wheatland Street					Mystic Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:00 PM	0	0	4	0	4	0	10	0	0	10	0	0	0	0	0	0	9	0	0	9	23
2:15 PM	0	0	3	0	3	0	9	0	0	9	0	0	0	0	0	0	5	0	0	5	17
2:30 PM	0	0	2	0	2	0	5	0	0	5	0	0	1	0	1	0	8	0	0	8	16
2:45 PM	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	11
Total Volume	0	0	11	0	11	0	26	0	0	26	0	0	1	0	1	0	29	0	0	29	67
% Approach Total	0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.688	0.000	0.688	0.000	0.650	0.000	0.000	0.650	0.000	0.000	0.250	0.000	0.250	0.000	0.806	0.000	0.000	0.806	0.728
Buses	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	14
Buses %	0.0	0.0	18.2	0.0	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	41.4	0.0	0.0	41.4	20.9
Single-Unit Trucks	0	0	9	0	9	0	24	0	0	24	0	0	1	0	1	0	17	0	0	17	51
Single-Unit %	0.0	0.0	81.8	0.0	81.8	0.0	92.3	0.0	0.0	92.3	0.0	0.0	100.0	0.0	100.0	0.0	58.6	0.0	0.0	58.6	76.1
Articulated Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
Buses	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	14
Single-Unit Trucks	0	0	9	0	9	0	24	0	0	24	0	0	1	0	1	0	17	0	0	17	51
Articulated Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total Entering Leg	0	0	11	0	11	0	26	0	0	26	0	0	1	0	1	0	29	0	0	29	67
Buses					0					14					0					0	14
Single-Unit Trucks					0					26					0					25	51
Articulated Trucks					0					0					0					2	2
Total Exiting Leg					0					40					0					27	67

PDI File #: **240254 (9)**
Location: **N: Mystic Avenue Connector S: Wheatland Street**
Location: **E: Mystic Avenue W: Mystic Avenue**
City, State: **Somerville, MA**
Client: **VHB/ P. Dunford**
Site Code: **14652.30**
Count Date: **Thursday, October 17, 2024**
Start Time: **6:00 AM**
End Time: **8:00 PM**
Class: **Buses**

	Mystic Avenue Connector					Mystic Avenue					Wheatland Street					Mystic Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	10
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	20	20
7:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	3
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	4
7:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
Total	0	0	0	0	0	0	4	0	0	4	1	0	1	0	2	0	12	0	0	12	18
8:00 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
8:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
8:45 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	8
Total	0	0	1	0	1	0	9	0	0	9	0	0	0	0	0	0	4	0	0	4	14
9:00 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	8
9:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
9:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
9:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total	0	0	1	0	1	0	11	0	0	11	0	0	0	0	0	0	5	0	0	5	17
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	10
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	9
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
1:00 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
1:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
1:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	4
Total	0	0	2	0	2	0	1	0	0	1	1	0	0	0	1	0	11	0	0	11	15
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
2:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	5
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
2:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	14
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
4:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
4:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1

PDI File #: **240254 (9)**
Location: **N: Mystic Avenue Connector S: Wheatland Street**
Location: **E: Mystic Avenue W: Mystic Avenue**
City, State: **Somerville, MA**
Client: **VHB/ P. Dunford**
Site Code: **14652.30**
Count Date: **Thursday, October 17, 2024**
Start Time: **6:00 AM**
End Time: **8:00 PM**
Class: **Buses**

	Mystic Avenue Connector					Mystic Avenue					Wheatland Street					Mystic Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
Total	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	5	0	0	5	13
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:15 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	5	0	0	5	9
6:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
7:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
7:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	10	0	0	10	13
Grand Total	0	0	6	0	6	0	48	0	0	48	3	0	1	0	4	0	108	0	0	108	166
Approach %	0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		75.0	0.0	25.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	3.6	0.0	3.6	0.0	28.9	0.0	0.0	28.9	1.8	0.0	0.6	0.0	2.4	0.0	65.1	0.0	0.0	65.1	
Exiting Leg Total					0					117					0					49	166

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

6:15 AM	Mystic Avenue Connector					Mystic Avenue					Wheatland Street					Mystic Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	10
7:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7
Total Volume	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	23	0	0	23	25
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.575	0.000	0.000	0.575	0.625
Entering Leg	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	23	0	0	23	25
Exiting Leg					0					23					0					2	25
Total					0					25					0					25	50

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

1:45 PM	Mystic Avenue Connector					Mystic Avenue					Wheatland Street					Mystic Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	4
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
2:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	5
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
Total Volume	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	14	0	0	14	16
% Approach Total	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.583	0.000	0.000	0.583	0.667
Entering Leg	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	14	0	0	14	16
Exiting Leg					0					16					0					0	16
Total					1					16					1					14	32

PM Peak Hour Analysis from 2:00 PM to 08:00 PM begins at:

PDI File #: **240254 (9)**
Location: **N: Mystic Avenue Connector S: Wheatland Street**
Location: **E: Mystic Avenue W: Mystic Avenue**
City, State: **Somerville, MA**
Client: **VHB/ P. Dunford**
Site Code: **14652.30**
Count Date: **Thursday, October 17, 2024**
Start Time: **6:00 AM**
End Time: **8:00 PM**
Class: **Buses**

	Mystic Avenue Connector					Mystic Avenue					Wheatland Street					Mystic Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
3:45 PM	Mystic Avenue Connector					Mystic Avenue					Wheatland Street					Mystic Avenue					
	from North					from East					from South					from West					Total
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
4:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
4:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
Total Volume	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	6	0	0	6	16
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.833	0.000	0.000	0.833	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.800
Entering Leg	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	6	0	0	6	16
Exiting Leg					0					6					0					10	16
Total					0					16					0					16	32

PDI File #: **240254 (9)**
Location: **N: Mystic Avenue Connector S: Wheatland Street**
Location: **E: Mystic Avenue W: Mystic Avenue**
City, State: **Somerville, MA**
Client: **VHB/ P. Dunford**
Site Code: **14652.30**
Count Date: **Thursday, October 17, 2024**
Start Time: **6:00 AM**
End Time: **8:00 PM**

Class: **Single-Unit Trucks**

	Mystic Avenue Connector					Mystic Avenue					Wheatland Street					Mystic Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
6:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	6
6:15 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	12
6:30 AM	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	11	0	0	11	14
6:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	9
Total	0	0	5	0	5	0	2	0	0	2	0	0	0	0	0	0	34	0	0	34	41
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	10	0	0	10	11
7:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	11
7:30 AM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	9
7:45 AM	0	0	2	0	2	0	4	0	0	4	1	0	0	0	1	0	6	0	0	6	13
Total	0	0	3	0	3	0	13	0	0	13	1	0	0	0	1	0	27	0	0	27	44
8:00 AM	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	12
8:15 AM	0	0	2	0	2	0	6	0	0	6	0	0	0	0	0	0	11	0	0	11	19
8:30 AM	0	0	1	0	1	0	8	0	0	8	1	0	1	0	2	0	5	0	0	5	16
8:45 AM	0	0	2	0	2	0	3	0	0	3	0	0	1	0	1	0	7	0	0	7	13
Total	0	0	6	0	6	0	22	0	0	22	1	0	2	0	3	0	29	0	0	29	60
9:00 AM	0	1	7	0	8	0	2	0	0	2	0	0	0	0	0	0	12	0	0	12	22
9:15 AM	0	0	4	0	4	0	1	0	0	1	0	0	0	0	0	0	9	0	0	9	14
9:30 AM	0	0	4	0	4	0	6	0	0	6	0	0	0	0	0	0	17	0	0	17	27
9:45 AM	0	0	4	0	4	0	4	0	0	4	0	0	0	0	0	0	10	0	0	10	18
Total	0	1	19	0	20	0	13	0	0	13	0	0	0	0	0	0	48	0	0	48	81
10:00 AM	0	0	3	0	3	0	4	0	0	4	0	0	0	0	0	0	11	0	0	11	18
10:15 AM	1	0	2	0	3	0	7	0	0	7	1	0	0	0	1	0	9	0	0	9	20
10:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	11	0	0	11	12
10:45 AM	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	0	14	0	0	14	22
Total	1	0	6	0	7	0	19	0	0	19	1	0	0	0	1	0	45	0	0	45	72
11:00 AM	0	0	2	0	2	0	8	0	0	8	0	0	0	0	0	0	6	0	0	6	16
11:15 AM	0	0	1	0	1	0	9	0	0	9	0	0	1	0	1	0	8	0	0	8	19
11:30 AM	0	0	1	0	1	0	11	0	0	11	0	0	0	0	0	0	9	0	0	9	21
11:45 AM	0	0	1	0	1	0	14	0	0	14	0	0	0	0	0	0	9	1	0	10	25
Total	0	0	5	0	5	0	42	0	0	42	0	0	1	0	1	0	32	1	0	33	81
12:00 PM	1	0	4	0	5	0	9	0	0	9	1	0	0	0	1	0	4	0	0	4	19
12:15 PM	0	0	2	0	2	0	4	0	0	4	0	0	1	0	1	0	6	0	0	6	13
12:30 PM	0	0	3	0	3	0	12	0	0	12	0	0	0	0	0	0	8	0	0	8	23
12:45 PM	0	0	4	0	4	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	12
Total	1	0	13	0	14	0	30	0	0	30	1	0	1	0	2	0	21	0	0	21	67
1:00 PM	0	0	2	0	2	0	3	0	0	3	1	0	0	0	1	0	5	0	0	5	11
1:15 PM	0	0	3	0	3	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	13
1:30 PM	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	12
1:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	10	0	0	10	13
Total	0	0	7	0	7	0	14	0	0	14	1	0	1	0	2	0	26	0	0	26	49
2:00 PM	0	0	4	0	4	0	8	0	0	8	0	0	0	0	0	0	8	0	0	8	20
2:15 PM	0	0	2	0	2	0	9	0	0	9	0	0	0	0	0	0	1	0	0	1	12
2:30 PM	0	0	2	0	2	0	5	0	0	5	0	0	1	0	1	0	2	0	0	2	10
2:45 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	9
Total	0	0	9	0	9	0	24	0	0	24	0	0	1	0	1	0	17	0	0	17	51
3:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
3:15 PM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	4	0	0	4	13
3:30 PM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	12
3:45 PM	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	7
Total	0	0	2	0	2	0	20	0	0	20	0	0	0	0	0	0	16	0	0	16	38
4:00 PM	0	0	1	0	1	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	4
4:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5
4:30 PM	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	9
4:45 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	7

PDI File #: **240254 (9)**
Location: **N: Mystic Avenue Connector S: Wheatland Street**
Location: **E: Mystic Avenue W: Mystic Avenue**
City, State: **Somerville, MA**
Client: **VHB/ P. Dunford**
Site Code: **14652.30**
Count Date: **Thursday, October 17, 2024**
Start Time: **6:00 AM**
End Time: **8:00 PM**

Class: **Single-Unit Trucks**

	Mystic Avenue Connector					Mystic Avenue					Wheatland Street					Mystic Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
Total	0	0	3	0	3	0	13	0	0	13	1	0	0	0	1	0	8	0	0	8	25
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
5:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
5:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
5:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
Total	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	13
6:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	8
7:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
7:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
7:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
Total	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	12
Grand Total	2	1	79	0	82	0	223	0	0	223	6	0	6	0	12	0	324	1	0	325	642
Approach %	2.4	1.2	96.3	0.0		0.0	100.0	0.0	0.0		50.0	0.0	50.0	0.0		0.0	99.7	0.3	0.0		
Total %	0.3	0.2	12.3	0.0	12.8	0.0	34.7	0.0	0.0	34.7	0.9	0.0	0.9	0.0	1.9	0.0	50.5	0.2	0.0	50.6	
Exiting Leg Total					1					409					1					231	642

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

9:30 AM	Mystic Avenue Connector					Mystic Avenue					Wheatland Street					Mystic Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
9:30 AM	0	0	4	0	4	0	6	0	0	6	0	0	0	0	0	0	17	0	0	17	27
9:45 AM	0	0	4	0	4	0	4	0	0	4	0	0	0	0	0	0	10	0	0	10	18
10:00 AM	0	0	3	0	3	0	4	0	0	4	0	0	0	0	0	0	11	0	0	11	18
10:15 AM	1	0	2	0	3	0	7	0	0	7	1	0	0	0	1	0	9	0	0	9	20
Total Volume	1	0	13	0	14	0	21	0	0	21	1	0	0	0	1	0	47	0	0	47	83
% Approach Total	7.1	0.0	92.9	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.250	0.000	0.813	0.000	0.875	0.000	0.750	0.000	0.000	0.750	0.250	0.000	0.000	0.000	0.250	0.000	0.691	0.000	0.000	0.691	0.769
Entering Leg	1	0	13	0	14	0	21	0	0	21	1	0	0	0	1	0	47	0	0	47	83
Exiting Leg					0					61					0					22	83
Total					14					82					1					69	166

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

11:15 AM	Mystic Avenue Connector					Mystic Avenue					Wheatland Street					Mystic Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:15 AM	0	0	1	0	1	0	9	0	0	9	0	0	1	0	1	0	8	0	0	8	19
11:30 AM	0	0	1	0	1	0	11	0	0	11	0	0	0	0	0	0	9	0	0	9	21
11:45 AM	0	0	1	0	1	0	14	0	0	14	0	0	0	0	0	0	9	1	0	10	25
12:00 PM	1	0	4	0	5	0	9	0	0	9	1	0	0	0	1	0	4	0	0	4	19
Total Volume	1	0	7	0	8	0	43	0	0	43	1	0	1	0	2	0	30	1	0	31	84
% Approach Total	12.5	0.0	87.5	0.0		0.0	100.0	0.0	0.0		50.0	0.0	50.0	0.0		0.0	96.8	3.2	0.0		
PHF	0.250	0.000	0.438	0.000	0.400	0.000	0.768	0.000	0.000	0.768	0.250	0.000	0.250	0.000	0.500	0.000	0.833	0.250	0.000	0.775	0.840
Entering Leg	1	0	7	0	8	0	43	0	0	43	1	0	1	0	2	0	30	1	0	31	84
Exiting Leg					1					38					0					45	84
Total					9					81					2					76	168

PM Peak Hour Analysis from 2:00 PM to 08:00 PM begins at:

PDI File #: **240254 (9)**
Location: **N: Mystic Avenue Connector S: Wheatland Street**
Location: **E: Mystic Avenue W: Mystic Avenue**
City, State: **Somerville, MA**
Client: **VHB/ P. Dunford**
Site Code: **14652.30**
Count Date: **Thursday, October 17, 2024**
Start Time: **6:00 AM**
End Time: **8:00 PM**
Class: **Single-Unit Trucks**

	Mystic Avenue Connector					Mystic Avenue					Wheatland Street					Mystic Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:00 PM	Mystic Avenue Connector					Mystic Avenue					Wheatland Street					Mystic Avenue					
	from North					from East					from South					from West					Total
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:00 PM	0	0	4	0	4	0	8	0	0	8	0	0	0	0	0	0	8	0	0	8	20
2:15 PM	0	0	2	0	2	0	9	0	0	9	0	0	0	0	0	0	1	0	0	1	12
2:30 PM	0	0	2	0	2	0	5	0	0	5	0	0	1	0	1	0	2	0	0	2	10
2:45 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	9
Total Volume	0	0	9	0	9	0	24	0	0	24	0	0	1	0	1	0	17	0	0	17	51
% Approach Total	0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.563	0.000	0.563	0.000	0.667	0.000	0.000	0.667	0.000	0.000	0.250	0.000	0.250	0.000	0.531	0.000	0.000	0.531	0.638
Entering Leg	0	0	9	0	9	0	24	0	0	24	0	0	1	0	1	0	17	0	0	17	51
Exiting Leg					0					26					0					25	51
Total					9					50					1					42	102

PDI File #: **240254 (9)**
Location: **N: Mystic Avenue Connector S: Wheatland Street**
Location: **E: Mystic Avenue W: Mystic Avenue**
City, State: **Somerville, MA**
Client: **VHB/ P. Dunford**
Site Code: **14652.30**
Count Date: **Thursday, October 17, 2024**
Start Time: **6:00 AM**
End Time: **8:00 PM**

Class: **Articulated Trucks**

	Mystic Avenue Connector					Mystic Avenue					Wheatland Street					Mystic Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
6:00 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	4
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
6:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	8
Total	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	10	0	0	10	14
7:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	7
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
9:00 AM	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	6
10:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
10:15 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
10:45 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	3	0	3	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	12
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
11:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	4
Total	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	4	1	0	5	8
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
1:00 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
1:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	8
2:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
3:45 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
Total	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	5
4:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1

PDI File #: **240254 (9)**
Location: **N: Mystic Avenue Connector S: Wheatland Street**
Location: **E: Mystic Avenue W: Mystic Avenue**
City, State: **Somerville, MA**
Client: **VHB/ P. Dunford**
Site Code: **14652.30**
Count Date: **Thursday, October 17, 2024**
Start Time: **6:00 AM**
End Time: **8:00 PM**

Class: **Articulated Trucks**

	Mystic Avenue Connector					Mystic Avenue					Wheatland Street					Mystic Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
6:30 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	6
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Grand Total	0	1	12	0	13	0	22	0	0	22	0	0	0	0	0	0	50	1	0	51	86
Approach %	0.0	7.7	92.3	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	98.0	2.0	0.0		
Total %	0.0	1.2	14.0	0.0	15.1	0.0	25.6	0.0	0.0	25.6	0.0	0.0	0.0	0.0	0.0	0.0	58.1	1.2	0.0	59.3	
Exiting Leg Total					1					62					1					22	86

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

6:45 AM	Mystic Avenue Connector					Mystic Avenue					Wheatland Street					Mystic Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
6:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	8
7:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total Volume	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	10	0	0	10	15
% Approach Total	0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.250	0.000	0.250	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.357	0.000	0.000	0.357	0.469
Entering Leg	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	10	0	0	10	15
Exiting Leg					0					11					0					4	15
Total					1					15					0					14	30

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

10:00 AM	Mystic Avenue Connector					Mystic Avenue					Wheatland Street					Mystic Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
10:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
10:15 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
10:45 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	3	0	3	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	12
% Approach Total	0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.375	0.000	0.375	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.000	0.583	0.750
Entering Leg	0	0	3	0	3	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	12
Exiting Leg					0					10					0					2	12
Total					3					12					0					9	24

PM Peak Hour Analysis from 2:00 PM to 08:00 PM begins at:

PDI File #: **240254 (9)**
Location: **N: Mystic Avenue Connector S: Wheatland Street**
Location: **E: Mystic Avenue W: Mystic Avenue**
City, State: **Somerville, MA**
Client: **VHB/ P. Dunford**
Site Code: **14652.30**
Count Date: **Thursday, October 17, 2024**
Start Time: **6:00 AM**
End Time: **8:00 PM**
Class: **Articulated Trucks**

	Mystic Avenue Connector					Mystic Avenue					Wheatland Street					Mystic Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
3:45 PM	Mystic Avenue Connector					Mystic Avenue					Wheatland Street					Mystic Avenue					
	from North					from East					from South					from West					Total
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:45 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
4:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
Total Volume	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	9
% Approach Total	0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.250	0.000	0.250	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.313	0.000	0.000	0.313	0.563
Entering Leg	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	9
Exiting Leg					0					6					0					3	9
Total					1					9					0					8	18

PDI File #: **240254 (9)**
Location: **N: Mystic Avenue Connector S: Wheatland Street**
Location: **E: Mystic Avenue W: Mystic Avenue**
City, State: **Somerville, MA**
Client: **VHB/ P. Dunford**
Site Code: **14652.30**
Count Date: **Thursday, October 17, 2024**
Start Time: **6:00 AM**
End Time: **8:00 PM**
Class:

Bicycles (on Roadway and Crosswalks)

	Mystic Avenue Connector							Mystic Avenue							Wheatland Street							Mystic Avenue							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	1	2
7:00 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	1	0	1	0	0	0	0	1	3
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	1	0	2	0	0	0	0	2	4
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1

PDI File #: **240254 (9)**
Location: **N: Mystic Avenue Connector S: Wheatland Street**
Location: **E: Mystic Avenue W: Mystic Avenue**
City, State: **Somerville, MA**
Client: **VHB/ P. Dunford**
Site Code: **14652.30**
Count Date: **Thursday, October 17, 2024**
Start Time: **6:00 AM**
End Time: **8:00 PM**
Class: **Bicycles (on Roadway and Crosswalks)**

	Mystic Avenue Connector from North							Mystic Avenue from East							Wheatland Street from South							Mystic Avenue from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:45 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
7:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
Grand Total	2	0	0	0	2	0	4	0	2	0	0	0	0	2	0	0	0	0	2	3	5	0	8	0	0	2	3	13	24
Approach %	50.0	0.0	0.0	0.0	50.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	40.0	60.0		0.0	61.5	0.0	0.0	15.4	23.1		
Total %	8.3	0.0	0.0	0.0	8.3	0.0	16.7	0.0	8.3	0.0	0.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0	8.3	12.5	20.8	0.0	33.3	0.0	0.0	8.3	12.5	54.2	
Exiting Leg Total							2							8							5							9	24

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

6:45 AM	Mystic Avenue Connector from North							Mystic Avenue from East							Wheatland Street from South							Mystic Avenue from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
7:00 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Total Volume	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	3	4
% Approach Total	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	66.7	0.0	0.0	0.0	33.3		
PHF	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.250	0.750	0.500
Entering Leg	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	3	4
Exiting Leg							0							2							0							2	4
Total							1							2							0							5	8

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

12:30 PM	Mystic Avenue Connector from North							Mystic Avenue from East							Wheatland Street from South							Mystic Avenue from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
Exiting Leg							1							0							1							0	2
Total							2							0							2							0	4

PDI File #: **240254 (9)**
Location: **N: Mystic Avenue Connector S: Wheatland Street**
Location: **E: Mystic Avenue W: Mystic Avenue**
City, State: **Somerville, MA**
Client: **VHB/ P. Dunford**
Site Code: **14652.30**
Count Date: **Thursday, October 17, 2024**
Start Time: **6:00 AM**
End Time: **8:00 PM**
Class: **Bicycles (on Roadway and Crosswalks)**

	Mystic Avenue Connector							Mystic Avenue							Wheatland Street							Mystic Avenue							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
PM Peak Hour Analysis from 2:00 PM to 08:00 PM begins at:																													
4:30 PM	Mystic Avenue Connector							Mystic Avenue							Wheatland Street							Mystic Avenue							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:45 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Total Volume	1	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	5
% Approach Total	50.0	0.0	0.0	0.0	50.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	66.7	33.3		
PHF	0.250	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.750	0.625
Entering Leg	1	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	5
Exiting Leg							1							0							0							4	5
Total							3							0							0							7	10

PDI File #: **240254 (9)**
Location: **N: Mystic Avenue Connector S: Wheatland Street**
Location: **E: Mystic Avenue W: Mystic Avenue**
City, State: **Somerville, MA**
Client: **VHB/ P. Dunford**
Site Code: **14652.30**
Count Date: **Thursday, October 17, 2024**
Start Time: **6:00 AM**
End Time: **8:00 PM**
Class: **Pedestrians**

	Mystic Avenue Connector from North							Mystic Avenue from East							Wheatland Street from South							Mystic Avenue from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	4
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	0	0	0	5
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	2	0	2	7
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	8	0	0	0	0	0	1	1	9
Total	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	7	11	18	0	0	0	0	2	1	3	23
8:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	2	1	3	9
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	8	0	0	0	0	0	0	0	8
8:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	4	4	8	0	0	0	0	0	2	2	11
8:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	2	2	5
Total	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	8	15	23	0	0	0	0	2	5	7	33
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2	0	0	0	0	0	0	0	3
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	3
9:45 AM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	1	1	6
Total	0	0	0	0	0	2	2	0	0	0	0	0	1	1	0	0	0	0	4	5	9	0	0	0	0	0	1	1	13
10:00 AM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	5	5	10	0	0	0	0	2	0	2	14
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	1	0	1	5
10:30 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	1	0	1	3
Total	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	7	9	16	0	0	0	0	5	0	5	24
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	1	0	1	6
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	6	0	0	0	0	0	0	0	6
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2
11:45 AM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	3	1	4	0	0	0	0	0	0	0	6
Total	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	11	6	17	0	0	0	0	1	0	1	20
12:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	6	7	0	0	0	0	0	0	0	8
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	8	0	0	0	0	1	2	3	11
12:30 PM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	2	2	7
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	5	0	0	0	0	0	1	1	6
Total	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	13	10	23	0	0	0	0	1	5	6	32
1:00 PM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	4	1	5	10
1:15 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	4	6	0	0	0	0	2	0	2	9
1:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	1	2	3	8
1:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	5	4	9	0	0	0	0	1	1	2	12
Total	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	0	10	12	22	0	0	0	0	8	4	12	39
2:00 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	5	1	6	0	0	0	0	1	0	1	8
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	1	0	1	3
2:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	1	1	6
2:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	3	3	7
Total	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	10	5	15	0	0	0	0	2	4	6	24
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	1	1	4
3:15 PM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	6	1	7	0	0	0	0	1	0	1	10
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	11	20	0	0	0	0	0	0	0	20
3:45 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	4	6	10	0	0	0	0	4	0	4	15
Total	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	21	19	40	0	0	0	0	5	1	6	49
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	4	3	7	0	0	0	0	2	0	2	11
4:30 PM	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	5	3	8	0	0	0	0	0	3	3	15

PDI File #: **240254 (9)**
Location: **N: Mystic Avenue Connector S: Wheatland Street**
Location: **E: Mystic Avenue W: Mystic Avenue**
City, State: **Somerville, MA**
Client: **VHB/ P. Dunford**
Site Code: **14652.30**
Count Date: **Thursday, October 17, 2024**
Start Time: **6:00 AM**
End Time: **8:00 PM**
Class: **Pedestrians**

	Mystic Avenue Connector from North							Mystic Avenue from East							Wheatland Street from South							Mystic Avenue from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	2	2	7
Total	0	0	0	0	2	5	7	0	0	0	0	0	0	0	0	0	0	0	13	9	22	0	0	0	0	2	5	7	36
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	7	0	0	0	0	1	1	2	9
5:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	5	6	11	0	0	0	0	1	2	3	15
5:30 PM	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	6	6	12	0	0	0	0	1	2	3	17
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	5	0	0	0	0	0	0	0	5
Total	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	18	17	35	0	0	0	0	3	5	8	46
6:00 PM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	1	2	3	7
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	1	2	3	9
6:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	1	1	5
Total	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	6	5	11	0	0	0	0	2	5	7	22
7:00 PM	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	4	4	8	0	0	0	0	2	0	2	14
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2
7:30 PM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	7	3	10	0	0	0	0	0	2	2	14
7:45 PM	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	1	1	2	8
Total	0	0	0	0	3	5	8	0	0	0	0	0	0	0	0	0	0	0	15	9	24	0	0	0	0	3	3	6	38
Grand Total	0	0	0	0	19	28	47	0	0	0	0	1	1	2	0	0	0	0	144	135	279	0	0	0	0	36	39	75	403
Approach %	0	0	0	0	40.4	59.6		0	0	0	0	50	50		0	0	0	0	51.6	48.4		0	0	0	0	48	52		
Total %	0	0	0	0	4.71	6.95	11.7	0	0	0	0	0.25	0.25	0.5	0	0	0	0	35.7	33.5	69.2	0	0	0	0	8.93	9.68	18.6	
Exiting Leg Total							47							2							279							75	403

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

7:45 AM	Mystic Avenue Connector from North							Mystic Avenue from East							Wheatland Street from South							Mystic Avenue from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	8	0	0	0	0	0	1	1	9
8:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	2	1	3	9
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	8	0	0	0	0	0	0	0	8
8:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	4	4	8	0	0	0	0	0	2	2	11
Total Volume	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	10	19	29	0	0	0	0	2	4	6	37
% Approach Total	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	34.5	65.5		0.0	0.0	0.0	0.0	33.3	66.7		
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.679	0.906	0.000	0.000	0.000	0.000	0.250	0.500	0.500	0.841
Entering Leg	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	10	19	29	0	0	0	0	2	4	6	37
Exiting Leg							2							0							29							6	37
Total							4							0							58							12	74

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

1:00 PM	Mystic Avenue Connector from North							Mystic Avenue from East							Wheatland Street from South							Mystic Avenue from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
1:00 PM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	4	1	5	10
1:15 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	4	6	0	0	0	0	2	0	2	9
1:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	1	2	3	8
1:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	5	4	9	0	0	0	0	1	1	2	12
Total Volume	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	0	10	12	22	0	0	0	0	8	4	12	39
% Approach Total	0.0	0.0	0.0	0.0	60.0	40.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	45.5	54.5		0.0	0.0	0.0	0.0	66.7	33.3		
PHF	0.000	0.000	0.000	0.000	0.375	0.500	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.750	0.611	0.000	0.000	0.000	0.000	0.500	0.500	0.600	0.813
Entering Leg	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	0	10	12	22	0	0	0	0	8	4	12	39
Exiting Leg							5							0							22							12	39
Total							10							0							44							24	78

PDI File #: **240254 (9)**
Location: **N: Mystic Avenue Connector S: Wheatland Street**
Location: **E: Mystic Avenue W: Mystic Avenue**
City, State: **Somerville, MA**
Client: **VHB/ P. Dunford**
Site Code: **14652.30**
Count Date: **Thursday, October 17, 2024**
Start Time: **6:00 AM**
End Time: **8:00 PM**
Class: **Pedestrians**

	Mystic Avenue Connector							Mystic Avenue							Wheatland Street							Mystic Avenue							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
PM Peak Hour Analysis from 2:00 PM to 08:00 PM begins at:																													
3:00 PM	Mystic Avenue Connector							Mystic Avenue							Wheatland Street							Mystic Avenue							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	1	1	4
3:15 PM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	6	1	7	0	0	0	0	1	0	1	10
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	11	20	0	0	0	0	0	0	0	20
3:45 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	4	6	10	0	0	0	0	4	0	4	15
Total Volume	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	21	19	40	0	0	0	0	5	1	6	49
% Approach Total	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	52.5	47.5		0.0	0.0	0.0	0.0	83.3	16.7		
PHF	0.000	0.000	0.000	0.000	0.375	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.432	0.500	0.000	0.000	0.000	0.000	0.313	0.250	0.375	0.613
Entering Leg	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	21	19	40	0	0	0	0	5	1	6	49
Exiting Leg							3							0							40							6	49
Total							6							0							80							12	98

Client:	Patrick Dunford, PE
Project #:	1520_2_VHB
BTD #:	Location 2
Location:	Somerville, MA
Street 1:	Mystic Avenue
Street 2:	Wheatland Street
Count Date:	5/18/2023
Day of Week:	Saturday
Weather:	Cloudy, 50°F

BOSTON TRAFFIC DATA
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PASSENGER CARS & HEAVY VEHICLES COMBINED

	Wheatland Street Northbound				Right Turn Bay from Fellsway SB Southbound				Mystic Avenue Eastbound				Mystic Avenue Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
10:00 AM	0	3	0	10	0	38	0	1	0	0	143	0	0	0	68	0
10:15 AM	0	1	0	7	0	30	0	1	0	0	161	0	1	0	73	0
10:30 AM	0	4	0	4	0	42	0	4	1	0	173	0	0	0	107	0
10:45 AM	0	8	0	10	0	34	0	1	0	0	169	0	1	0	83	0
11:00 AM	0	5	0	5	0	66	0	0	1	0	174	0	0	0	94	0
11:15 AM	0	3	0	10	0	51	0	3	1	0	173	0	0	0	102	0
11:30 AM	0	6	0	7	0	41	0	1	1	0	174	0	0	0	87	0
11:45 AM	0	8	0	8	0	45	0	0	0	0	179	0	0	0	103	0
12:00 PM	0	5	0	6	0	55	0	0	3	0	140	0	1	0	107	0
12:15 PM	0	2	0	7	0	49	0	2	0	0	144	0	0	0	84	0
12:30 PM	0	2	0	5	0	44	0	1	0	0	167	0	1	0	114	0
12:45 PM	0	5	0	7	0	52	0	3	0	0	187	0	0	0	109	0
1:00 PM	0	8	0	7	0	73	0	0	0	0	198	0	0	0	95	0
1:15 PM	0	4	0	10	0	47	0	2	2	0	197	0	0	0	90	0
1:30 PM	0	2	0	8	0	62	0	0	0	0	198	0	0	0	106	0
1:45 PM	0	5	0	7	0	61	0	2	0	0	175	0	0	0	86	0

MID PEAK HOUR	Wheatland Street Northbound				Right Turn Bay from Fellsway SB Southbound				Mystic Avenue Eastbound				Mystic Avenue Westbound			
12:45 PM to 1:45 PM	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**19**	**0**	**32**	**0**	**234**	**0**	**5**	**2**	**0**	**780**	**0**	**0**	**0**	**400**	**0**
PHF	**0.85**				**0.82**				**0.98**				**0.92**			
HV %	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**1.0%**	**0.0%**	**0.0%**	**0.0%**	**1.8%**	**0.0%**

Client:	Patrick Dunford, PE
Project #:	1520_2_VHB
BTD #:	Location 2
Location:	Somerville, MA
Street 1:	Mystic Avenue
Street 2:	Wheatland Street
Count Date:	5/18/2023
Day of Week:	Saturday
Weather:	Cloudy, 50°F

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HEAVY VEHICLES

	Wheatland Street Northbound				Right Turn Bay from Fellsway SB Southbound				Mystic Avenue Eastbound				Mystic Avenue Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
10:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5	0
10:45 AM	0	0	0	1	0	2	0	0	0	0	3	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0
11:30 AM	0	0	0	0	0	1	0	0	0	0	4	0	0	0	1	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0
12:00 PM	0	0	0	0	0	1	0	0	0	0	3	0	0	0	3	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0

MID PEAK HOUR	Wheatland Street Northbound				Right Turn Bay from Fellsway SB Southbound				Mystic Avenue Eastbound				Mystic Avenue Westbound			
11:15 AM																
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
12:15 PM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**16**	**0**	**0**	**0**	**6**	**0**
PHF	**0.00**				**0.50**				**0.80**				**0.50**			

Client:	Patrick Dunford, PE
Project #:	1520_2_VHB
BTD #:	Location 2
Location:	Somerville, MA
Street 1:	Mystic Avenue
Street 2:	Wheatland Street
Count Date:	5/18/2023
Day of Week:	Saturday
Weather:	Cloudy, 50°F

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PEDESTRIANS & BICYCLES

	Wheatland Street Northbound				Right Turn Bay from Fellsway SB Southbound				Mystic Avenue Eastbound				Mystic Avenue Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
10:00 AM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0
10:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	4	0	0	0	0	0	1	0	0	0	0	0	0
11:00 AM	0	0	0	5	0	0	0	2	0	0	0	2	0	0	0	0
11:15 AM	0	0	0	3	0	0	0	3	0	0	0	2	0	0	0	1
11:30 AM	0	0	0	2	0	0	0	3	0	0	0	1	0	0	0	0
11:45 AM	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	0
12:15 PM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	4	0	0	0	1	0	0	0	1	0	0	0	0
12:45 PM	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	1
1:00 PM	0	0	0	7	0	0	0	1	0	1	0	2	0	0	0	0
1:15 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	1	0	0	0	2	0	1	0	2	0	0	0	0
1:45 PM	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	1

MID PEAK HOUR 12:45 PM to 1:45 PM	Wheatland Street Northbound				Right Turn Bay from Fellsway SB Southbound				Mystic Avenue Eastbound				Mystic Avenue Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	13	0	0	0	3	0	3	0	4	0	0	0	1

NOTE: Peak hour summaries here correspond to peak hours identified for passenger car and heavy vehicles combined.

Client:	Patrick Dunford, PE
Project #:	1520_2_VHB
BTD #:	Location 1
Location:	Somerville, MA
Street 1:	Mystic Avenue
Street 2:	Grant Street
Count Date:	5/29/2024
Day of Week:	Wednesday
Weather:	Clouds & Sun, 60°F

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PASSENGER CARS & HEAVY VEHICLES COMBINED

	Grant Street Northbound				Right Turn Bay from Fellsway SB Southbound				Mystic Avenue Eastbound				Mystic Avenue Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM	0	3	0	2	0	2	0	70	0	0	200	0	0	0	39	0
6:15 AM	0	3	0	4	0	0	0	86	0	0	252	0	0	0	53	0
6:30 AM	0	2	0	5	0	1	0	106	0	0	247	0	0	0	47	0
6:45 AM	0	1	0	7	0	1	0	84	0	0	261	0	0	0	70	0
7:00 AM	0	6	0	3	0	0	0	109	0	0	228	0	0	0	96	0
7:15 AM	0	3	0	14	0	1	0	110	0	0	207	0	0	0	122	0
7:30 AM	0	4	0	16	0	2	0	106	0	0	194	1	0	0	110	0
7:45 AM	0	4	0	8	0	0	0	119	0	0	182	0	0	0	116	0
8:00 AM	0	3	0	4	0	0	0	141	1	0	154	0	0	0	101	0
8:15 AM	0	2	0	11	0	1	0	143	0	0	159	2	0	0	146	0
8:30 AM	0	0	0	11	0	0	0	121	0	0	172	1	0	0	91	0
8:45 AM	0	0	0	5	0	0	0	121	0	0	172	2	0	0	106	0
9:00 AM	0	2	0	5	0	0	0	144	0	0	154	1	0	0	75	0
9:15 AM	0	3	0	5	0	1	0	124	0	0	184	2	0	0	92	0
9:30 AM	0	3	0	5	0	0	0	130	0	0	183	3	0	0	90	0
9:45 AM	0	6	0	5	0	1	0	125	0	0	207	0	0	0	78	0
10:00 AM	0	1	0	7	0	1	0	132	0	0	207	0	1	0	97	0
10:15 AM	0	3	0	8	0	1	0	154	0	0	199	0	1	0	74	0
10:30 AM	0	1	0	5	0	0	0	160	0	0	223	1	0	0	102	0
10:45 AM	0	1	0	5	0	1	0	141	0	0	184	0	0	0	75	0
11:00 AM	0	3	0	10	0	0	1	137	0	0	159	0	0	0	84	0
11:15 AM	0	4	0	7	0	0	0	162	0	0	142	0	0	0	103	0
11:30 AM	0	3	0	8	0	3	0	150	0	0	180	1	0	0	110	0
11:45 AM	0	0	0	12	0	0	0	155	0	0	182	0	0	0	108	0
12:00 PM	0	3	0	6	0	0	0	159	0	0	139	0	0	0	86	0
12:15 PM	0	6	0	2	0	2	0	138	0	0	175	0	0	0	103	0
12:30 PM	0	3	0	9	0	1	0	151	0	0	133	0	0	0	128	0
12:45 PM	0	3	0	10	0	0	0	161	0	0	160	0	0	0	113	0
1:00 PM	0	6	0	13	0	0	0	172	0	0	142	0	1	0	125	0
1:15 PM	0	2	0	9	0	0	0	180	0	0	157	0	0	0	110	0
1:30 PM	0	3	0	10	0	0	0	161	0	0	143	0	0	0	162	0
1:45 PM	0	3	0	6	0	0	0	169	0	0	160	0	0	0	137	0
2:00 PM	0	4	0	11	0	1	0	179	0	0	151	0	0	0	153	0
2:15 PM	0	4	0	1	0	0	0	170	0	0	157	0	0	0	159	0
2:30 PM	0	7	0	9	0	0	0	207	0	0	149	0	0	0	136	0
2:45 PM	0	8	0	5	0	0	0	198	0	0	139	0	0	0	152	0
3:00 PM	0	6	0	8	0	0	0	190	0	0	159	0	0	0	182	0
3:15 PM	0	7	0	6	0	1	0	171	0	0	165	1	0	1	161	0
3:30 PM	0	5	0	7	0	1	0	191	0	0	167	0	0	0	147	0
3:45 PM	0	5	0	6	0	0	0	174	0	0	168	0	0	0	173	0
4:00 PM	0	4	0	10	0	0	0	171	0	0	175	0	0	0	152	0
4:15 PM	0	2	0	10	0	0	0	176	0	0	177	0	0	0	182	0
4:30 PM	0	4	0	3	0	1	0	212	0	0	188	0	0	0	167	0
4:45 PM	0	2	0	9	0	0	0	172	0	0	211	0	0	0	171	0
5:00 PM	0	5	0	8	0	2	0	185	0	0	189	0	0	0	166	0
5:15 PM	0	2	0	9	0	0	0	138	0	0	232	0	0	0	201	0
5:30 PM	0	2	0	5	0	0	1	215	0	0	204	0	0	0	173	0
5:45 PM	0	2	0	7	0	1	0	204	0	0	210	1	0	0	168	0
6:00 PM	0	2	0	8	0	0	0	182	0	0	178	0	0	0	155	0
6:15 PM	0	3	0	14	0	3	0	180	0	0	201	1	0	1	151	0
6:30 PM	0	2	0	11	0	1	0	176	0	0	185	0	0	0	148	0
6:45 PM	0	4	0	14	0	0	0	160	0	0	182	0	0	0	154	0
7:00 PM	0	3	0	20	0	0	1	192	0	0	162	0	0	0	129	0
7:15 PM	0	2	0	14	0	1	0	168	0	0	156	0	0	0	121	0
7:30 PM	0	4	0	10	0	1	0	168	0	0	149	0	0	0	90	0
7:45 PM	0	3	0	12	0	0	1	157	0	0	114	0	0	0	85	0

AM PEAK HOUR 7:00 AM to 8:00 AM	Grant Street Northbound				Right Turn Bay from Fellsway SB Southbound				Mystic Avenue Eastbound				Mystic Avenue Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**17**	**0**	**41**	**0**	**3**	**0**	**444**	**0**	**0**	**811**	**1**	**0**	**0**	**444**	**0**
PHF	**0.73**				**0.94**				**0.89**				**0.91**			
HV %	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**5.0%**	**0.0%**	**0.0%**	**4.2%**	**0.0%**	**0.0%**	**0.0%**	**1.8%**	**0.0%**

MID PEAK HOUR 1:00 PM to 2:00 PM	Grant Street Northbound				Right Turn Bay from Fellsway SB Southbound				Mystic Avenue Eastbound				Mystic Avenue Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**14**	**0**	**38**	**0**	**0**	**0**	**682**	**0**	**0**	**602**	**0**	**1**	**0**	**534**	**0**
PHF	**0.68**				**0.95**				**0.94**				**0.83**			
HV %	**0.0%**	**7.1%**	**0.0%**	**2.6%**	**0.0%**	**0.0%**	**0.0%**	**4.8%**	**0.0%**	**0.0%**	**6.1%**	**0.0%**	**0.0%**	**0.0%**	**3.0%**	**0.0%**

PM PEAK HOUR 5:00 PM to 6:00 PM	Grant Street Northbound				Right Turn Bay from Fellsway SB Southbound				Mystic Avenue Eastbound				Mystic Avenue Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**11**	**0**	**29**	**0**	**3**	**1**	**742**	**0**	**0**	**835**	**1**	**0**	**0**	**708**	**0**
PHF	**0.77**				**0.86**				**0.90**				**0.88**			
HV %	**0.0%**	**0.0%**	**0.0%**	**3.4%**	**0.0%**	**0.0%**	**0.0%**	**0.9%**	**0.0%**	**0.0%**	**1.9%**	**0.0%**	**0.0%**	**0.0%**	**1.1%**	**0.0%**

Client:	Patrick Dunford, PE
Project #:	1520_2_VHB
BTD #:	Location 1
Location:	Somerville, MA
Street 1:	Mystic Avenue
Street 2:	Grant Street
Count Date:	5/29/2024
Day of Week:	Wednesday
Weather:	Clouds & Sun, 60°F

BOSTON TRAFFIC DATA
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HEAVY VEHICLES

	Grant Street Northbound				Right Turn Bay from Fellsway SB Southbound				Mystic Avenue Eastbound				Mystic Avenue Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM	0	0	0	0	0	0	0	5	0	0	5	0	0	0	1	0
6:15 AM	0	0	0	0	0	0	0	5	0	0	13	0	0	0	1	0
6:30 AM	0	0	0	0	0	0	0	11	0	0	15	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	4	0	0	17	0	0	0	1	0
7:00 AM	0	0	0	0	0	0	0	10	0	0	16	0	0	0	3	0
7:15 AM	0	0	0	0	0	0	0	5	0	0	5	0	0	0	4	0
7:30 AM	0	0	0	0	0	0	0	4	0	0	6	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	3	0	0	7	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	4	0	0	10	0	0	0	4	0
8:15 AM	0	0	0	0	0	0	0	7	0	0	9	0	0	0	12	0
8:30 AM	0	0	0	0	0	0	0	4	0	0	10	0	0	0	6	0
8:45 AM	0	0	0	0	0	0	0	7	0	0	9	0	0	0	5	0
9:00 AM	0	0	0	0	0	0	0	8	0	0	8	0	0	0	6	0
9:15 AM	0	0	0	0	0	0	0	5	0	0	14	1	0	0	6	0
9:30 AM	0	0	0	1	0	0	0	10	0	0	7	0	0	0	3	0
9:45 AM	0	1	0	0	0	0	0	4	0	0	15	0	0	0	5	0
10:00 AM	0	0	0	0	0	0	0	9	0	0	19	0	1	0	7	0
10:15 AM	0	0	0	0	0	0	0	11	0	0	9	0	0	0	7	0
10:30 AM	0	0	0	0	0	0	0	7	0	0	8	0	0	0	5	0
10:45 AM	0	0	0	0	0	0	0	7	0	0	12	0	0	0	4	0
11:00 AM	0	0	0	1	0	0	0	5	0	0	7	0	0	0	9	0
11:15 AM	0	0	0	1	0	0	0	5	0	0	7	0	0	0	3	0
11:30 AM	0	0	0	0	0	0	0	9	0	0	4	0	0	0	6	0
11:45 AM	0	0	0	0	0	0	0	8	0	0	7	0	0	0	5	0
12:00 PM	0	1	0	0	0	0	0	7	0	0	8	0	0	0	9	0
12:15 PM	0	0	0	0	0	0	0	3	0	0	12	0	0	0	8	0
12:30 PM	0	1	0	0	0	0	0	4	0	0	9	0	0	0	7	0
12:45 PM	0	0	0	1	0	0	0	4	0	0	10	0	0	0	7	0
1:00 PM	0	1	0	0	0	0	0	8	0	0	8	0	0	0	5	0
1:15 PM	0	0	0	0	0	0	0	10	0	0	15	0	0	0	2	0
1:30 PM	0	0	0	1	0	0	0	10	0	0	8	0	0	0	3	0
1:45 PM	0	0	0	0	0	0	0	5	0	0	6	0	0	0	6	0
2:00 PM	0	0	0	0	0	0	0	11	0	0	11	0	0	0	4	0
2:15 PM	0	0	0	0	0	0	0	6	0	0	4	0	0	0	5	0
2:30 PM	0	0	0	0	0	0	0	9	0	0	11	0	0	0	6	0
2:45 PM	0	1	0	0	0	0	0	4	0	0	3	0	0	0	3	0
3:00 PM	0	0	0	0	0	0	0	6	0	0	10	0	0	0	4	0
3:15 PM	0	1	0	1	0	0	0	7	0	0	7	0	0	0	4	0
3:30 PM	0	0	0	0	0	0	0	2	0	0	7	0	0	0	5	0
3:45 PM	0	0	0	0	0	0	0	2	0	0	6	0	0	0	4	0
4:00 PM	0	0	0	0	0	0	0	7	0	0	2	0	0	0	5	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	3	0
4:30 PM	0	0	0	0	0	0	0	8	0	0	4	0	0	0	2	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	2	0	0	0	4	0
5:00 PM	0	0	0	0	0	0	0	2	0	0	4	0	0	0	2	0
5:15 PM	0	0	0	0	0	0	0	3	0	0	1	0	0	0	2	0
5:30 PM	0	0	0	0	0	0	0	1	0	0	7	0	0	0	1	0
5:45 PM	0	0	0	1	0	0	0	1	0	0	4	0	0	0	3	0
6:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	2	0
6:15 PM	0	0	0	0	0	0	0	4	0	0	3	0	0	0	5	0
6:30 PM	0	0	0	1	0	0	0	2	0	0	3	0	0	0	1	0
6:45 PM	0	0	0	0	0	0	0	2	0	0	5	0	0	0	5	0
7:00 PM	0	0	0	0	0	0	0	5	0	0	5	0	0	0	1	0
7:15 PM	0	0	0	0	0	0	0	3	0	0	4	0	0	0	2	0
7:30 PM	0	0	0	0	0	0	0	2	0	0	6	0	0	0	1	0
7:45 PM	0	0	0	0	0	0	0	6	0	0	2	0	0	0	0	0

AM PEAK HOUR 9:00 AM to 10:00 AM	Grant Street Northbound				Right Turn Bay from Fellsway SB Southbound				Mystic Avenue Eastbound				Mystic Avenue Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**1**	**0**	**1**	**0**	**0**	**0**	**27**	**0**	**0**	**44**	**1**	**0**	**0**	**20**	**0**
PHF	**0.50**				**0.68**				**0.75**				**0.83**			

MID PEAK HOUR 10:00 AM to 11:00 AM	Grant Street Northbound				Right Turn Bay from Fellsway SB Southbound				Mystic Avenue Eastbound				Mystic Avenue Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**0**	**0**	**48**	**0**	**1**	**0**	**23**	**0**
PHF	**0.00**				**0.77**				**0.63**				**0.75**			

PM PEAK HOUR 2:00 PM to 3:00 PM	Grant Street Northbound				Right Turn Bay from Fellsway SB Southbound				Mystic Avenue Eastbound				Mystic Avenue Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**1**	**0**	**0**	**0**	**0**	**0**	**30**	**0**	**0**	**29**	**0**	**0**	**0**	**18**	**0**
PHF	**0.25**				**0.68**				**0.66**				**0.75**			

Client:	Patrick Dunford, PE
Project #:	1520_2_VHB
BTD #:	Location 1
Location:	Somerville, MA
Street 1:	Mystic Avenue
Street 2:	Grant Street
Count Date:	5/29/2024
Day of Week:	Wednesday
Weather:	Clouds & Sun, 60°F

BOSTON TRAFFIC DATA
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PEDESTRIANS & BICYCLES

	Grant Street Northbound				Right Turn Bay from Fellsway SB Southbound				Mystic Avenue Eastbound				Mystic Avenue Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	3	0	0	0	1	0	1	0	0	0	0	0	0
8:30 AM	0	0	0	4	0	0	0	0	0	1	0	0	0	0	0	0
8:45 AM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	5	0	0	0	1	0	1	0	0	0	0	0	0
9:15 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0
10:00 AM	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0
10:15 AM	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0
10:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1
11:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	5	0	0	0	0	0	1	0	0	0	0	0	0
1:15 PM	0	0	1	2	0	0	0	0	0	1	0	0	0	0	0	0
1:30 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	1	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	8	0	0	0	0	0	0	0	0	0	2	0	0
4:30 PM	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	9	0	0	0	0	0	0	0	0	0	1	0	0
5:15 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	9	0	0	1	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	6	0	0	0	0	0	1	0	0	0	0	0	0
6:30 PM	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	9	0	0	0	0	0	1	0	0	0	0	0	0
7:15 PM	0	0	0	10	0	0	0	0	0	2	0	0	0	1	0	0
7:30 PM	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 7:00 AM to 8:00 AM	Grant Street Northbound				Right Turn Bay from Fellsway SB Southbound				Mystic Avenue Eastbound				Mystic Avenue Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	14	0	0	0	2	0	0	0	0	0	0	0	1

MID PEAK HOUR 1:00 PM to 2:00 PM	Grant Street Northbound				Right Turn Bay from Fellsway SB Southbound				Mystic Avenue Eastbound				Mystic Avenue Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	1	24	0	0	0	0	0	2	0	0	0	0	0	0

PM PEAK HOUR 5:00 PM to 6:00 PM	Grant Street Northbound				Right Turn Bay from Fellsway SB Southbound				Mystic Avenue Eastbound				Mystic Avenue Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	24	0	0	0	0	0	0	0	0	0	1	0	0

NOTE: Peak hour summaries here correspond to peak hours identified for passenger car and heavy vehicles combined.

Client:	Patrick Dunford, PE
Project #:	1520_2_VHB
BTD #:	Location 1
Location:	Somerville, MA
Street 1:	Mystic Avenue
Street 2:	Grant Street
Count Date:	5/18/2023
Day of Week:	Saturday
Weather:	Cloudy, 50°F

BOSTON TRAFFIC DATA
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Office: 978-746-1259
DataRequest@BostonTrafficData.com
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PASSENGER CARS & HEAVY VEHICLES COMBINED

	Grant Street Northbound				Right Turn Bay from Fellsway SB Southbound				Mystic Avenue Eastbound				Mystic Avenue Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
10:00 AM	0	3	0	6	0	0	0	125	0	0	137	0	0	0	72	0
10:15 AM	0	0	0	8	0	1	0	119	0	0	152	0	0	1	73	0
10:30 AM	0	2	0	6	0	1	0	170	0	0	167	0	0	0	117	0
10:45 AM	0	1	0	11	0	0	0	142	0	0	158	2	0	0	92	0
11:00 AM	0	4	0	10	0	0	0	156	0	0	164	1	0	0	98	0
11:15 AM	0	4	0	16	0	0	0	137	0	0	157	1	1	0	111	0
11:30 AM	0	9	0	9	0	0	0	156	0	0	168	0	0	0	93	0
11:45 AM	0	5	0	10	0	0	0	161	0	0	168	0	1	0	111	0
12:00 PM	0	2	0	4	0	0	0	147	0	0	139	1	0	0	114	0
12:15 PM	0	3	0	6	0	0	0	157	0	0	138	0	0	0	86	0
12:30 PM	0	6	0	8	0	0	0	156	0	0	158	0	0	0	119	0
12:45 PM	0	4	0	4	0	1	0	140	0	0	182	1	0	0	114	0
1:00 PM	0	7	0	12	0	0	0	141	0	0	186	0	0	0	106	0
1:15 PM	0	5	0	10	0	0	0	169	0	0	189	0	0	0	98	0
1:30 PM	0	2	0	14	0	0	0	197	0	0	184	0	0	1	107	0
1:45 PM	0	0	0	4	0	0	0	169	0	0	171	0	0	0	94	0

MID PEAK HOUR 12:45 PM to 1:45 PM	Grant Street Northbound				Right Turn Bay from Fellsway SB Southbound				Mystic Avenue Eastbound				Mystic Avenue Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**18**	**0**	**40**	**0**	**1**	**0**	**647**	**0**	**0**	**741**	**1**	**0**	**1**	**425**	**0**
PHF	**0.76**				**0.82**				**0.98**				**0.93**			
HV %	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**1.2%**	**0.0%**	**0.0%**	**1.1%**	**0.0%**	**0.0%**	**0.0%**	**1.6%**	**0.0%**

Client:	Patrick Dunford, PE
Project #:	1520_2_VHB
BTD #:	Location 1
Location:	Somerville, MA
Street 1:	Mystic Avenue
Street 2:	Grant Street
Count Date:	5/18/2023
Day of Week:	Saturday
Weather:	Cloudy, 50°F

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HEAVY VEHICLES

	Grant Street Northbound				Right Turn Bay from Fellsway SB Southbound				Mystic Avenue Eastbound				Mystic Avenue Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
10:00 AM	0	0	0	0	0	0	0	7	0	0	1	0	0	0	1	0
10:15 AM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	3	0
10:30 AM	0	0	0	0	0	0	0	5	0	0	1	0	0	0	5	0
10:45 AM	0	0	0	0	0	0	0	2	0	0	3	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	8	0	0	1	0	0	0	1	0
11:15 AM	0	0	0	0	0	0	0	3	0	0	4	0	0	0	2	0
11:30 AM	0	1	0	0	0	0	0	0	0	0	5	0	0	0	1	0
11:45 AM	0	0	0	0	0	0	0	4	0	0	4	0	0	0	1	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0
12:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	0
12:30 PM	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	1	0	0	4	0	0	0	2	0
1:00 PM	0	0	0	0	0	0	0	3	0	0	1	0	0	0	1	0
1:15 PM	0	0	0	0	0	0	0	3	0	0	3	0	0	0	1	0
1:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0
1:45 PM	0	0	0	0	0	0	0	4	0	0	1	0	0	0	1	0

MID PEAK HOUR	Grant Street Northbound				Right Turn Bay from Fellsway SB Southbound				Mystic Avenue Eastbound				Mystic Avenue Westbound			
10:30 AM																
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**0**	**0**	**9**	**0**	**0**	**0**	**8**	**0**
PHF	**0.00**				**0.56**				**0.56**				**0.40**			

Client:	Patrick Dunford, PE
Project #:	1520_2_VHB
BTD #:	Location 1
Location:	Somerville, MA
Street 1:	Mystic Avenue
Street 2:	Grant Street
Count Date:	5/18/2023
Day of Week:	Saturday
Weather:	Cloudy, 50°F

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PEDESTRIANS & BICYCLES

	Grant Street Northbound				Right Turn Bay from Fellsway SB Southbound				Mystic Avenue Eastbound				Mystic Avenue Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0
11:00 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	8	0	0	0	1	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0
1:15 PM	0	0	0	6	0	0	1	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0
1:45 PM	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0

MID PEAK HOUR 12:45 PM to 1:45 PM	Grant Street Northbound				Right Turn Bay from Fellsway SB Southbound				Mystic Avenue Eastbound				Mystic Avenue Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	19	0	0	1	1	0	2	0	0	0	0	0	0

NOTE: Peak hour summaries here correspond to peak hours identified for passenger car and heavy vehicles combined.

Seasonal Adjustment Factors

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.

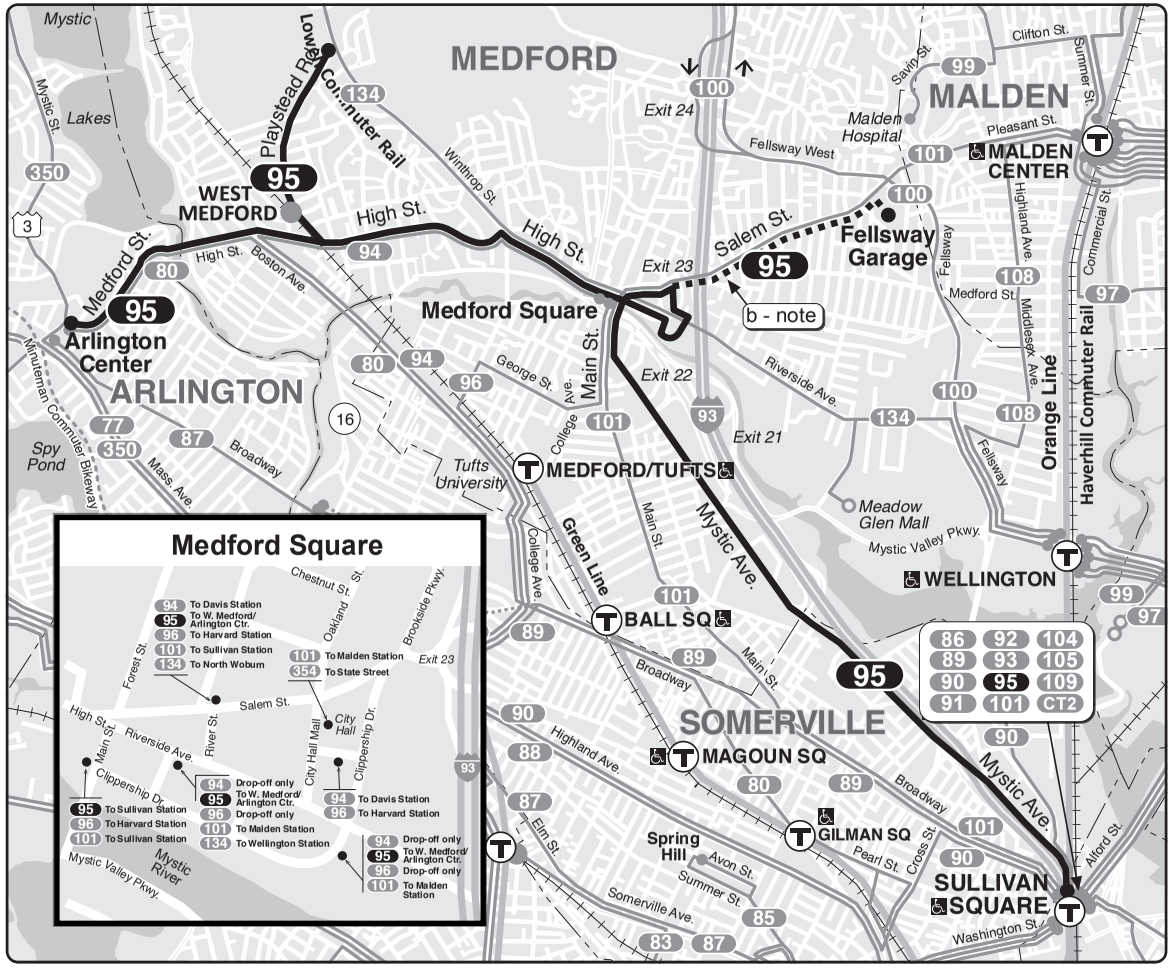
8/14/2023

Public Transportation

Effective **December 15, 2024** Replaces August 2024

95 West Medford or Arlington Ctr – Sullivan Sta

Schedule Change
Saturday



- Transfer to bus/subway available on CharlieCard and contactless—good for 2 hours, pay fare difference.
- Children 11 & under ride free.

All MBTA buses are accessible to people with disabilities.

	CharlieCard & Contactless	Cash on board	Reduced fare
Local Bus	**$1.70**	**$1.70**	**$0.85**
Bus + Subway	**$2.40**	**$4.10**	**$1.10**

Complete fare/pass rules and free/reduced fare eligibility:
mbta.com/fares or call **617-222-3200**

Connections

ORANGE LINE

LOWELL LINE

Information **617-222-3200**
Lost and Found **617-222-2229**
TTY **617-222-5146**

Realtime arrival information, maps, and more
mbta.com

A126-3-22.1

Weekday 95

Inbound

Arlington Center	West Medford	Medford Square	Sullivan Station
5:15	-	5:23	5:34
-	5:35	5:44	5:55
5:53	-	6:01	6:12
-	6:12	6:21	6:32
6:30	-	6:38	6:49
-	6:50	6:59	7:13
7:12	-	7:22	7:36
-	7:32	7:41	7:55
7:58	-	8:09	8:27
-	8:23	8:32	8:50
8:45	-	8:56	9:10
-	9:10	9:21	9:34
9:35	-	9:44	9:57
-	9:50	10:02	10:15
10:20	-	10:30	10:43
-	10:57	11:06	11:19
11:30	-	11:40	11:53
-	**12:05**	**12:14**	**12:27**
12:40	**-**	**12:50**	**1:03**
-	**1:15**	**1:24**	**1:37**
1:50	**-**	**2:00**	**2:15**
-	**2:23**	**2:32**	**2:47**
S **2:20**	**-**	**2:35**	**-**
S **2:45**	**-**	**2:55**	**-**
3:00	**-**	**3:11**	**3:26**
-	**3:28**	**3:37**	**3:52**
3:50	**-**	**4:01**	**4:16**
-	**4:15**	**4:24**	**4:39**
4:40	**-**	**4:51**	**5:07**
-	**5:05**	**5:17**	**5:34**
5:28	**-**	**5:42**	**5:59**
-	**5:55**	**6:04**	**6:20**
6:20	**-**	**6:30**	**6:46**
-	**6:40**	**6:50**	**7:05**
7:15	**-**	**7:24**	**7:37**
-	**8:15**	**8:23**	**8:36**
9:17	**-**	**9:26**	**9:39**
-	**10:15**	**10:23**	**10:36**
11:15	**-**	**11:22**	**11:31**
-	12:08	12:16	12:25
1:00	-	1:07	1:16

Outbound

Sullivan Station	Medford Square	West Medford	Arlington Center
4:45	4:53	-	5:06
B 5:20	5:24	5:32	-
5:42	5:53	6:06	-
6:00	6:11	-	6:24
6:20	6:31	6:44	-
6:37	6:48	-	7:03
S 6:50	6:55	-	-
6:55	7:07	7:22	-
S 7:10	7:15	-	-
7:20	7:33	-	7:53
7:50	8:03	8:18	-
8:05	8:18	-	8:38
8:35	8:48	9:03	-
8:57	9:10	-	9:30
9:15	9:28	9:43	-
9:42	9:55	-	10:14
10:22	10:35	10:50	-
10:50	11:03	-	11:22
11:25	11:38	11:53	-
12:00	**12:13**	**-**	**12:32**
12:35	**12:48**	**1:03**	**-**
1:10	**1:23**	**-**	**1:42**
1:45	**1:58**	**2:13**	**-**
2:20	**2:35**	**-**	**2:55**
2:50	**3:05**	**3:20**	**-**
3:10	**3:25**	**-**	**3:45**
3:35	**3:50**	**4:05**	**-**
4:00	**4:15**	**-**	**4:35**
4:25	**4:40**	**4:55**	**-**
4:48	**5:03**	**-**	**5:23**
5:15	**5:30**	**5:45**	**-**
5:40	**5:55**	**-**	**6:15**
6:05	**6:19**	**6:31**	**-**
6:30	**6:44**	**-**	**7:01**
6:55	**7:08**	**7:20**	**-**
7:15	**7:28**	**-**	**7:43**
7:45	**7:58**	**8:10**	**-**
8:45	**8:57**	**-**	**9:12**
9:47	**9:59**	**10:10**	**-**
10:40	**10:51**	**-**	**11:04**
11:40	**11:51**	12:01	-
12:30	12:39	-	12:52
W 1:20	1:29	1:38	-

Saturday 95

Inbound

Arlington Center	West Medford	Medford Square	Sullivan Station
6:10	-	6:17	6:27
-	6:55	7:02	7:13
7:50	-	7:59	8:10
-	8:37	8:45	8:56
9:40	-	9:50	10:01
-	10:30	10:38	10:49
11:35	-	11:45	11:58
-	**12:40**	**12:49**	**1:02**
1:45	**-**	**1:54**	**2:06**
-	**2:40**	**2:48**	**3:00**
3:40	**-**	**3:49**	**4:01**
-	**4:35**	**4:42**	**4:54**
5:11	**-**	**5:20**	**5:32**
-	**5:26**	**5:33**	**5:45**
6:25	**-**	**6:34**	**6:44**
-	**7:00**	**7:07**	**7:17**
7:42	**-**	**7:51**	**8:01**
-	**8:10**	**8:17**	**8:27**
9:05	**-**	**9:14**	**9:24**
-	**9:55**	**10:02**	**10:12**
10:50	**-**	**10:59**	**11:09**
-	**11:40**	**11:47**	**11:57**
12:40	-	12:46	12:55

Outbound

Sullivan Station	Medford Square	West Medford	Arlington Center
5:45	5:51	-	6:06
6:35	6:41	6:50	-
7:20	7:28	-	7:45
8:15	8:23	8:33	-
9:08	9:16	-	9:33
10:05	10:15	10:26	-
11:00	11:10	-	11:28
12:10	**12:20**	**12:31**	**-**
1:10	**1:20**	**-**	**1:38**
2:15	**2:25**	**2:36**	**-**
3:05	**3:15**	**-**	**3:33**
4:10	**4:20**	**4:31**	**-**
4:36	**4:46**	**-**	**5:04**
5:00	**5:10**	**5:21**	**-**
5:50	**6:00**	**-**	**6:16**
6:35	**6:44**	**6:55**	**-**
7:12	**7:21**	**-**	**7:37**
7:45	**7:54**	**8:05**	**-**
8:35	**8:44**	**-**	**9:00**
9:30	**9:39**	**9:50**	**-**
10:20	**10:29**	**-**	**10:45**
11:15	**11:23**	**11:31**	**-**
12:10	12:18	-	12:30
W 1:20	1:28	1:36	-

Sunday 95

Inbound

Arlington Center	West Medford	Medford Square	Sullivan Station
8:32	-	8:42	8:52
-	9:36	9:42	9:52
10:33	-	10:43	10:53
-	11:36	11:42	11:54
12:33	**-**	**12:43**	**12:55**
-	**1:36**	**1:42**	**1:55**
2:32	**-**	**2:42**	**2:52**
-	**3:36**	**3:42**	**3:52**
4:33	**-**	**4:42**	**4:53**
-	**5:34**	**5:40**	**5:51**
6:32	**-**	**6:40**	**6:50**
-	**7:32**	**7:37**	**7:47**
8:29	**-**	**8:37**	**8:47**
-	**9:32**	**9:37**	**9:47**
10:29	**-**	**10:37**	**10:47**
-	**11:28**	**11:32**	**11:41**
12:35	-	12:42	12:51

Outbound

Sullivan Station	Medford Square	West Medford	Arlington Center
8:00	8:09	-	8:23
9:00	9:09	9:18	-
10:00	10:11	-	10:28
11:00	11:11	11:20	-
12:00	**12:11**	**-**	**12:28**
1:00	**1:11**	**1:20**	**-**
2:00	**2:12**	**-**	**2:27**
3:00	**3:12**	**3:21**	**-**
4:00	**4:12**	**-**	**4:27**
5:00	**5:12**	**5:21**	**-**
6:00	**6:11**	**-**	**6:25**
7:00	**7:11**	**7:20**	**-**
8:00	**8:10**	**-**	**8:23**
9:00	**9:10**	**9:18**	**-**
10:00	**10:10**	**-**	**10:23**
11:05	**11:14**	**11:21**	**-**
12:05	12:14	-	12:24
W 1:23	1:32	-	1:42

B from Fellsway Bus Garage to Playstead Rd via Salem St

S to/from Fellsway Bus Garage to Medford High only on school days

W waits for last train to arrive station

PM times are **bold**

Information in this timetable is subject to change without notice. Traffic and weather may affect running times.

Always check bus destination signs before boarding. Some buses may only serve a part, or skip portions of this route.

Holidays

- SUN New Year's Day
- SAT MLK Jr. Day
- SAT Presidents Day
- SAT Patriots' Day
- SUN Memorial Day
- SUN Independence Day
- SUN Labor Day
- SAT Columbus/Indigenous Peoples Day
- SUN Thanksgiving
- SUN Christmas Day

Vehicular Crash Data

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Somerville, Massachusetts

COUNT DATE : May 2024

DISTRICT : 4

UNSIGNALIZED : X (0.57)

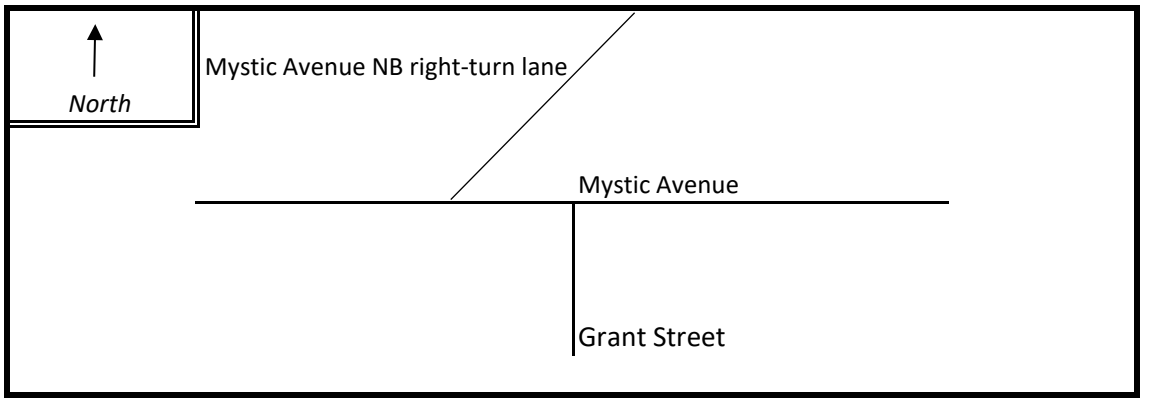
SIGNALIZED : (0.73)

~ INTERSECTION DATA ~

MAJOR STREET : Mystic Avenue

MINOR STREET(S) : Grant Street

INTERSECTION DIAGRAM (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB			
PEAK HOURLY VOLUMES (AM/**PM**) :	742	426	58			**1,226**

" K " FACTOR : **0.078**

INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **15,718**

TOTAL # OF CRASHES : 28

OF YEARS : 5

AVERAGE # OF CRASHES PER YEAR (**A**) : **5.60**

CRASH RATE CALCULATION : **0.98**

$$\text{RATE} = \frac{(A * 1{,}000{,}000)}{(V * 365)}$$

Comments : MassDOT Crash Data (2017-2021), "k" factor from May 2024 Mystic Avenue for weekday evening peak hour.

Project Title & Date: 16401.00 Somerville Haze - May 2024.

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Somerville, Massachusetts COUNT DATE : October 2024

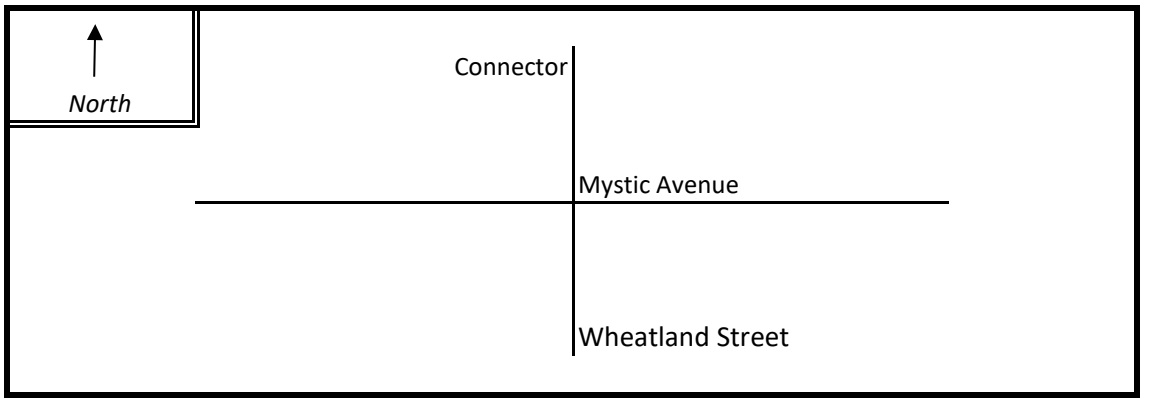
DISTRICT : 4 UNSIGNALIZED : [ ] 0.57 SIGNALIZED : [X] 0.73

~ INTERSECTION DATA ~

MAJOR STREET : Mystic Avenue

MINOR STREET(S) : Wheatland Street

INTERSECTION DIAGRAM (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (AM/**PM**) :	783	402	51	239		**1,475**

" K " FACTOR : **0.078**

INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **18,910**

TOTAL # OF CRASHES : 14 # OF YEARS : 5 AVERAGE # OF CRASHES PER YEAR (**A**) : **2.80**

CRASH RATE CALCULATION : **0.41**

$$\text{RATE} = \frac{(A * 1{,}000{,}000)}{(V * 365)}$$

Comments : MassDOT Crash Data (2017-2021), "k" factor from May 2024 Mystic Avenue for weekday evening peak hour.

Project Title & Date: 16401.00 Somerville Haze - May 2024.

Mystic Avenue at Grant Street

4135539	SOMER\	######	Property d	12:42 AI	No injury	2	State polic	25-34	45-54	D1: (No impro	Dark - light	Rear-end	Dry	0	0	V1: Slowing or	V1:(Light truck	V1: N / V2:	Clear	2016-0A4-	V1:(Collision wit				Minor Arterial
4136112	SOMER\	######	Property d	9:15 AM	No injury	2	State polic	35-44	35-44	D1: (No impro	Daylight	Rear-end	Dry	0	0	V1: Slowing or	V1:(Passenger	V1: S / V2:	Clear	2016-0A4-	V1:(Collision wit				Minor Arterial
4268192	SOMER\	######	Non-fatal i	7:30 PM	Non-fatal i	2	State polic	25-34	65-74	D1: (No impro	Dark - light	Rear-end	Dry	0	1	V1: Slowing or	V1:(Passenger	V1: W / V2	Cloudy	2016-0A4-	V1:(Collision wit				Minor Arterial
4337634	SOMER\	######	Property d	2:42 PM	No injury	2	State polic	25-34	55-64	D1: (No impro	Daylight	Rear-end	Dry	0	0	V1: Slowing or	V1:(Light truck	V1: N / V2:	Clear	2017-0A4-	V1:(Collision wit				Minor Arterial
4357391	SOMER\	######	Non-fatal i	9:05 PM	Non-fatal i	2	State polic	21-24	35-44	D1: (No impro	Dark - light	Rear-end	Dry	0	1	V1: Slowing or	V1:(Light truck	V1: N / V2:	Clear	2017-0A4-	V1:(Collision wit				Minor Arterial
4359166	SOMER\	######	Non-fatal i	10:45 AI	Non-fatal i	2	State polic	21-24	55-64		Daylight	Rear-end	Dry	0	1	V1: Slowing or	V1:(Passenger	V1: N / V2:	Clear	2017-0A4-	V1:(Collision wit				Minor Arterial
4401064	SOMER\	######	Non-fatal i	11:30 AI	Non-fatal i	2	State polic	35-44	55-64	D1: (Failed to	Daylight	Angle	Dry	0	1	V1: Turning le	V1:(Light truck	V1: E / V2:	Clear	2017-0A4-	V1:(Collision wit				
4442176	SOMER\	######	Property d	6:00 AM	No injury	2	State polic	25-34	25-34	D1: (Disregarc	Dawn	Rear-end	Dry	0	0	V1: Entering t	V1:(Light truck	V1: N / V2:	Clear	2017-0A4-	V1:(Collision wit				Minor Arterial
4559033	SOMER\	######	Property d	10:35 PI	No injury	2	State polic	25-34	25-34	D1: (Inattentic	Dark - light	Rear-end	Dry	0	0	V1: Entering t	V1:(Passenger	V1: N / V2:	Clear	2018-0A4-	V1:(Collision wit	0	0	0	Minor Arterial
4587685	SOMER\	######	Property d	12:40 AI	No injury	2	State polic	25-34	35-44	D1: (No impro	Dark - light	Rear-end	Dry	0	0	V1: Slowing or	V1:(Passenger	V1: N / V2:	Clear	2018-0A4-	V1:(Collision wit	0	0	0	Minor Arterial
4610172	SOMER\	######	Property d	9:45 PM	No injury	2	State polic	35-44	35-44	D1: (Made an	Dark - light	Angle	Dry	0	0	V1: Turning le	V1:(Passenger	V1: N / V2:	Clear	2018-0A4-	V1:(Collision wit	0	0	0	Minor Arterial
4617581	SOMER\	######	Property d	6:05 AM	No injury	2	State polic	21-24	25-34	D1: (Inattentic	Dawn	Rear-end	Dry	0	0	V1: Entering t	V1:(Passenger	V1: W / V2	Clear	2018-0A4-	V1:(Collision wit	0	0	0	Minor Arterial
4622553	SOMER\	######	Property d	9:15 AM	No injury	2	State polic	25-34	65-74	D1: (Failed to	Daylight	Angle	Wet	0	0	V1: Travelling	V1:(Passenger	V1: N / V2:	Rain	2018-0A4-	V1:(Collision wit				Minor Arterial
4627403	SOMER\	######	Non-fatal i	8:40 PM	Non-fatal i	2	State polic	55-64	65-74	D1: (Failed to	Dark - light	Angle	Dry	0	1	V1: Making U-	V1:(Light truck	V1: N / V2:	Clear	2018-0A4-	V1:(Collision wit	30	0	0	Minor Arterial
4663000	SOMER\	######	Property d	11:20 PI	No injury	2	State polic	21-24	25-34	D1: (Failed to	Dark - light	Rear-end	Dry	0	0	V1: Entering t	V1:(Passenger	V1: N / V2:	Clear	2019-0A4-	V1:(Collision wit	0	0	0	Minor Arterial
4699087	SOMER\	######	Property d	5:00 PM	No Appare	2	State polic	25-34	25-34	D1: (Failure tc	Daylight	Sideswipe,	Dry	0	0	V1: Overtaking	V1:(Light truck	V1: S / V2:	Not Re	2019-0A4-	V1:(Collision wit	0	0	0	Minor Arterial
4719588	SOMER\	######	Property d	8:42 AM	No Appare	2	State polic	35-44	35-44	D1: (No impro	Daylight	Angle	Dry	0	0	V1: Travelling	V1:(Passenger	V1: S / V2:	Clear	2019-0A4-	V1:(Collision wit	0	0	0	Minor Arterial
4746557	SOMER\	######	Property d	12:20 PI	No Appare	2	State polic	45-54	55-64	D1: (Failed to	Daylight	Angle	Dry	0	0	V1: Turning le	V1:(Light truck	V1: N / V2:	Clear	2019-0A4-	V1:(Collision wit	0	0	0	Minor Arterial
4752387	SOMER\	######	Not Report	8:09 PM	No Appare	2	Local polic				Dark - light	Angle	Dry	0	0	V1: Entering t	V1:(Light truck	V1: E / V2:	Cloudy	19048321	V1:(Collision wit	0	0	0	Minor Arterial
4759063	SOMER\	######	Non-fatal i	10:40 AI	Suspected	2	State polic	35-44	45-54	D1: (Failed to	Daylight	Angle	Dry	0	1	V1: Entering t	V1:(Motorcycl	V1: N / V2:	Clear	2019-0A4-	V1:(Collision wit	0	0	0	Minor Arterial
4819344	SOMER\	######	Non-fatal i	2:50 PM	Suspected	2	State polic	35-44	65-74	D1: (Followed	Daylight	Rear-end	Dry	0	1	V1: Travelling	V1:(Passenger	V1: N / V2:	Clear	2020-0A4-	V1:(Collision wit	0	0	0	Minor Arterial
4824214	SOMER\	######	Property d	4:37 PM	No Appare	2	State polic	21-24	45-54	D1: (Distracte	Daylight	Rear-end	Dry	0	0	V1: Travelling	V1:(Passenger	V1: S / V2:	Cloudy	2020-0A4-	V1:(Collision wit	0	0	0	Minor Arterial
4869309	SOMER\	######	Property d	9:15 AM	No Appare	2	State polic	45-54	55-64	D1: (Failure tc	Daylight	Angle	Dry	0	0	V1: Changing l	V1:(Light truck	V1: N / V2:	Clear	2020-0A4-	V1:(Collision wit	0	0	0	Minor Arterial
4893286	SOMER\	######	Property d	12:50 PI	No Appare	2	State polic	25-34	35-44	D1: (Inattentic	Daylight	Sideswipe,	Dry	0	0	V1: Entering t	V1:(Light truck	V1: W / V2	Clear	2020-0A4-	V1:(Collision wit	0	0	0	Minor Arterial
4897824	SOMER\	######	Non-fatal i	9:51 AM	Possible In	2	State polic	21-24	25-34	D1: (No impro	Daylight	Sideswipe,	Dry	0	2	V1: Travelling	V1:(Light truck	V1: N / V2:	Clear	2020-0A4-	V1:(Collision wit	30	0	0	Minor Arterial
4905089	SOMER\	######	Property d	7:45 AM	No Appare	1	State polic	35-44	35-44	D1: (Followed	Daylight	Rear-end	Dry	0	0	V1: Entering t	V1:(Light truck	V1: N	Clear	2020-0A4-	V1:(Collision wit	30	0	0	Minor Arterial
4938519	SOMER\	######	Property d	7:50 AM	No Appare	2	State polic	25-34	35-44	D1: (Glare) / I	Daylight	Angle	Dry	0	0	V1: Travelling	V1:(Light truck	V1: N / V2:	Clear	2021-0A4-	V1:(Collision wit	0	0	0	Minor Arterial
4948412	SOMER\	######	Property d	8:20 PM	No Appare	2	State polic	45-54	55-64	D1: (Failed to	Dark - light	Sideswipe,	Wet	0	0	V1: Entering t	V1:(Passenger	V1: N / V2:	Cloudy	2021-0A4-	V1:(Collision wit	0	0	0	Minor Arterial
4963378	SOMER\	######	Property d	1:57 PM	No Appare	2	State polic	25-34	25-34	D1: (No impro	Daylight	Rear-end	Dry	0	0	V1: Slowing or	V1:(Passenger	V1: S / V2:	Clear	2021-0A4-	V1:(Collision wit	0	0	0	Minor Arterial
4992687	SOMER\	######	Property d	6:15 PM	No Appare	2	State polic	25-34	25-34	D1: (No impro	Daylight	Angle	Dry	0	0	V1: Travelling	V1:(Passenger	V1: S / V2:	Clear	2021-0A4-	V1:(Collision wit	0	0	0	Minor Arterial
5052858	SOMER\	######	Property d	8:30 AM	No Appare	2	State polic	35-44	45-54	D1: (Inattentic	Daylight	Sideswipe,	Dry	0	0	V1: Entering t	V1:(Light truck	V1: N / V2:	Clear	2021-0A4-	V1:(Collision wit	0	0	0	Minor Arterial

Mystic Avenue at Wheatland Street

Sunday	######	4E+06	SOMERVILL	Property	4:00 PM	2017	No injury	State pol	A		Collision w	Yes		Y-interse	MAPC	Yield signs	Two-way, divi	V1:(No) / V2		Cloudy	No hit and run	High densi							Minor Arterial
Saturday	######	4E+06	SOMERVILL	Property	1:27 PM	2017	No injury	State pol	A		Collision w	Yes		Not at ju	MAPC	Traffic control	Two-way, not	V1:(No) / V2		Clear	No hit and run	Not applica							Minor Arterial
Wednesda	######	4E+06	SOMERVILL	Property	5:30 AM	2017	No injury	State pol	A		Collision w	Yes		T-interse	MAPC	Traffic control	Two-way, not	V1:(No) / V2		Cloudy	No hit and run	Not applica							Minor Arterial
Wednesda	######	5E+06	SOMERVILL	Property	9:10 PM	2018	No injury	State pol	A		Collision w	Yes		On-ramp	MAPC	Yield signs	Two-way, not	V1:(No) / V2		Cloudy	No hit and run	High densi							Minor Arterial
Monday	######	5E+06	SOMERVILL	Non-fata	6:15 PM	2018	Non-fatal i	State pol	A		Collision w	Yes		Four-way	MAPC	Traffic control	Two-way, divi	V1:(No) / V2		Rain	No hit and run	Not applica							Minor Arterial
Tuesday	######	5E+06	SOMERVILL	Property	2:10 AM	2018	No injury	State pol	A		Collision w	Yes		Four-way	MAPC	Traffic control	Two-way, not	V1:(No) / V2	V1:(No	Cloudy	Yes, hit and run		MassDOT I	0	0	0			Minor Arterial
Thursday	######	5E+06	SOMERVILL	Non-fata	11:35 AM	2018	Non-fatal i	State pol	A		Collision w	Yes		Four-way	MAPC	Traffic control	Two-way, divi	V1:(No) / V2	V1:(Ye	Clear	No hit and run	Not applica							Minor Arterial
Saturday	######	5E+06	SOMERVILL	Property	2:15 PM	2018	No injury	State pol	A		Collision w	Yes		T-interse	MAPC	Traffic control	Two-way, not	V1:(No) / V2	V1:(No	Cloudy	No hit and run		14	99	0	0			Minor Arterial
Saturday	######	5E+06	SOMERVILL	Property	2:15 AM	2019	No Appare	State pol	A		Collision w	Yes		Four-way	MAPC	Traffic control	Two-way, not	V1:(No) / V2	V1:(No	Clear	No hit and run		14	99	0	0			Minor Arterial
Wednesda	######	5E+06	SOMERVILL	Property	5:30 PM	2020	No Appare	State pol	A		Collision w	Yes		Four-way	MAPC	Traffic control	Two-way, divi	V1:(No) / V2	V1:(No	Clear	No hit and run		14	99	0	0			Minor Arterial
Wednesda	######	5E+06	SOMERVILL	Property	9:44 PM	2020	No Appare	State pol	A		Collision w	Yes		Four-way	MAPC	Traffic control	Two-way, not	V1:(No) / V2	V1:(Ye	Clear	No hit and run		14	99	0	0			Minor Arterial
Monday	######	5E+06	SOMERVILL	Property	5:14 AM	2020	No Appare	State pol	A		Collision w	Yes		Four-way	MAPC	Traffic control	Two-way, divi	V1:(No) / V2	V1:(Ye	Clear	No hit and run		14	99	0	0			Minor Arterial
Monday	######	5E+06	SOMERVILL	Non-fata	3:39 PM	2021	Suspected	State pol	A		Collision w	Yes		T-interse	MAPC	Yield signs	Two-way, not	V1:(No) / V2	V1:(No	Clear	No hit and run			0	0	0			Minor Arterial
Saturday	######	5E+06	SOMERVILL	Non-fata	3:53 PM	2021	Possible In	Local poli			Collision w	Yes		Four-way	MAPC	Traffic control	One-way, not	V1:(No) / V2	V1:(Ye	Cloudy/Rai	No hit and run		14	99	0	0			Minor Arterial

Trip Generation / Trip Assignment

Table 3 **Project-Generated Trips**

	Total Vehicle Trips	Pass-by [2]	New Trips
Weekday Daily			
Enter	54	14	40
Exit	54	14	40
Total	108	28	80
Weekday Morning Peak Hour			
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
Weekday Evening Peak Hour			
Enter	4	1	3
Exit	4	1	3
Total	8	2	6
Saturday Daily			
Enter	54	14	40
Exit	54	14	40
Total	108	28	80
Saturday Midday Peak Hour			
Enter	4	1	3
Exit	4	1	3
Total	8	2	6

1 Trip generation estimate based on operational data from Haze of Somerville LLC.

6 Based on maximum allowed pass-by rates of 25% per City of Somerville TIS Guidelines.

TRIP ASSIGNMENT

Project Name: Somerville Haze
Project No: 16401
Location: Somerville, Massachusetts
Date: 1/23/2025

Calc. By: PTD
Chkd. By: PTD

INTERSECTION	MOVEMENT	NEW TRIPS ENTER	NEW TRIPS EXIT	PASS-BY TRIPS ENTER	PASS-BY TRIPS EXIT
1. Mystic Ave SB / Mystic Ave. NB / Grant					
Mystic Avenue	NB L				
	NB T		40%	-100%	
	SB T	40%			
	SB R				
	WB L				
	WB R				
Grant Street	EB L				100%
	EB R				
2. Mystic Avenue southbound at Wheatland Street					
Mystic Avenue	NB T	60%			
	SB T		60%		
Connector	WB L				
	WB R				
Wheatland Street	EB L				
	EB R				
		100%	100%	-100%	100%

Trip generation - from TIS:
Assigned:

TRIP ASSIGNMENT

Project Name: Somerville Haze
Project No: 16401
Location: Somerville, Massachusetts
Date: 1/23/2025

		xx = balanced			xx = balanced			xx = balanced			xx = balanced			xx = balanced			xx = balanced		
		PM PEAK HOUR TRIPS									SAT PEAK HOUR TRIPS								
INTERSECTION	MOVEMENT	NEW TRIPS			PASS-BY TRIPS			TOTAL TRIPS			NEW TRIPS			PASS-BY TRIPS			TOTAL TRIPS		
		ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
1. Mystic Ave SB / Mystic Ave. NB / Grant																			
Mystic Avenue	NB L																		
	NB T		1	1	-1		-1	-1	1			1	1	-1		-1	-1	1	
	SB T	1		1				1		1	1		1				1		1
	SB R																		
	WB L																		
	WB R																		
Grant Street	EB L					1	1		1	1					1	1		1	1
	EB R																		
2. Mystic Avenue southbound at Wheatland Street																			
Mystic Avenue	NB T	2		2				2		2	2		2				2		2
	SB T		2	2					2	2		2	2					2	2
Connector	WB L																		
	WB R																		
Wheatland Street	EB L																		
	EB R																		
		3	**3**	**6**	**1**	**1**	**2**	**4**	**4**	**8**	**3**	**3**	**6**	**1**	**1**	**2**	**4**	**4**	**8**
		3	3	6	*1*	1	2	2	4	6	3	3	6	*1*	1	2	2	4	6
		OK	OK	OK	OK	OK	OK	**CHECK**	**OK**	**CHECK**	OK	OK	OK	OK	OK	OK	**CHECK**	**OK**	**CHECK**

Note: entering pass-by trips occur mid-block at Mystic Avenue driveway between Grant Street and Wheatland Street.

Background Projects / Networks Development

TRAFFIC GROWTH CALCULATIONS

Project Name: Somerville Haze
Project No: 16401
Location: Somerville, Massachusetts
Date: 1/23/2025

Calc. By: PTD
Chkd. By: PTD

Rate of Growth =
Years of Growth = 5

5:00 PM 12:45 PM xx = balanced

INTERSECTION	MOVEMENT	2024 RAW COUNTS PM	2024 RAW COUNTS SAT	2025 EXISTING VOLUMES - BALANCED PM	2025 EXISTING VOLUMES - BALANCED SAT	SITE GENERATED VOLS PM	SITE GENERATED VOLS SAT	2025 BUILD PM	2025 BUILD SAT	5-YEAR GROWTH PM	5-YEAR GROWTH SAT
1. Mystic Ave SB / Mystic Ave. NB / Grant											
Mystic Avenue	NB L	1		1				1		1	
	NB T	425	719	425	719			425	719	425	719
	SB T	741	851	741	851	1	1	742	852	741	851
	SB R	1	1	1	1			1	1	1	1
	WB L	1	3	1	3			1	3	1	3
	WB R	647	749	647	749			647	749	647	749
Grant Street	EB L	18	11	18	11	1	1	19	12	18	11
	EB R	40	30	40	30			40	30	40	30
2. Mystic Avenue southbound at Wheatland Street											
Mystic Avenue	NB T	400	507	*402*	*658*	2	2	404	660	402	658
	SB T	780	766	*783*	*885*	2	2	785	887	783	885
Connector	WB L	234	221	234	221			234	221	234	221
	WB R	5	17	5	17			5	17	5	17
Wheatland Street	EB L	19	44	19	44			19	44	19	44
	EB R	32	38	32	38			32	38	32	38

TRAFFIC GROWTH CALCULATIONS

Project Name: Somerville Haze
Project No: 16401
Location: Somerville, Massachusetts
Date: 1/23/2025

no growth rate

XX

		BACKGROUND DEVELOPMENTS													
		1 - Assembly Innovation Park		2 - Assembly Row build-out		3 - 74 Middlesex		4 - 120 Middlesex Avenue		5 - 20/23 Cummings Street		6 - 299 Broadway		TOTAL BACKGROUND DEVELOPMENTS	
INTERSECTION	MOVEMENT	PM	SAT	PM	SAT	PM	SAT	PM	SAT	PM	SAT	PM	SAT	PM	SAT
1. Mystic Ave SB / Mystic Ave. NB / Grant															
Mystic Avenue	NB L														
	NB T											5	4	5	4
	SB T	7	12	23	28							3	4	33	44
	SB R														
	WB L														
	WB R	31	12	30	12	55	20	60	14	126	25			302	83
Grant Street	EB L														
	EB R														
2. Mystic Avenue southbound at Wheatland Street															
Mystic Avenue	NB T											5	4	5	4
	SB T	7	12	23	28	4	6	4	5	11	8	3	4	52	63
Connector	WB L	13	5	15	6									28	11
	WB R														
Wheatland Street	EB L														
	EB R			4	4									4	4

TRAFFIC GROWTH CALCULATIONS

Project Name: Somerville Haze
Project No: 16401
Location: Somerville, Massachusetts
Date: 1/23/2025

xx = balanced

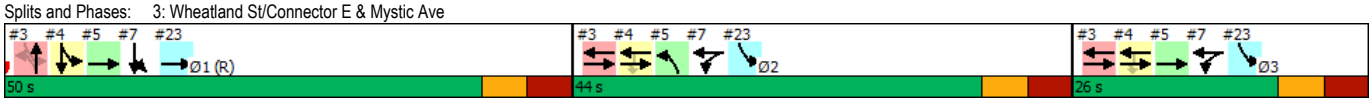
INTERSECTION	MOVEMENT	2030 NO-BUILD VOLUMES PM	2030 NO-BUILD VOLUMES SAT	SITE GENERATED VOLS PM	SITE GENERATED VOLS SAT	2030 BUILD VOLUMES PM	2030 BUILD VOLUMES SAT
1. Mystic Ave SB / Mystic Ave. NB / Grant							
Mystic Avenue	NB L	1				1	
	NB T	430	723			430	723
	SB T	774	895	1	1	775	896
	SB R	1	1			1	1
	WB L	1	3			1	3
	WB R	949	832			949	832
Grant Street	EB L	18	11	1	1	19	12
	EB R	40	30			40	30
2. Mystic Avenue southbound at Wheatland Street							
Mystic Avenue	NB T	407	662	2	2	409	664
	SB T	835	948	2	2	837	950
Connector	WB L	262	232			262	232
	WB R	5	17			5	17
Wheatland Street	EB L	19	44			19	44
	EB R	36	42			36	42

Intersection Capacity Analysis

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø2	Ø3
Lane Configurations														
Traffic Volume (vph)	0	783	0	0	402	0	19	0	32	234	0	5		
Future Volume (vph)	0	783	0	0	402	0	19	0	32	234	0	5		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Satd. Flow (prot)	0	3539	0	0	3539	0	0	1674	0	1805	0	0		
Flt Permitted								0.982		0.732				
Satd. Flow (perm)	0	3539	0	0	3539	0	0	1664	0	1389	0	0		
Right Turn on Red			No			No			Yes			Yes		
Satd. Flow (RTOR)								118			191			
Link Speed (mph)		30			30			30			30			
Link Distance (ft)		326			473			238			210			
Travel Time (s)		7.4			10.8			5.4			4.8			
Confl. Peds. (#/hr)	6		35	35		6	10		1	1		10		
Confl. Bikes (#/hr)			1											
Peak Hour Factor	0.95	0.95	0.95	0.87	0.87	0.87	0.85	0.85	0.85	0.84	0.84	0.84		
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	1%	1%	1%	0%	0%	0%		
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	824	0	0	462	0	0	60	0	279	6	0		
Turn Type		NA			NA		Perm	NA		D.Pm				
Protected Phases		2 3			2 3			1					2	3
Permitted Phases							1			1				
Detector Phase		2 3			2 3		1	1		1				
Switch Phase														
Minimum Initial (s)							24.0	24.0		24.0			8.0	15.0
Minimum Split (s)							32.0	32.0		32.0			26.0	26.0
Total Split (s)							50.0	50.0		50.0			44.0	26.0
Total Split (%)							41.7%	41.7%		41.7%			37%	22%
Yellow Time (s)							4.0	4.0		4.0			4.0	4.0
All-Red Time (s)							4.0	4.0		4.0			4.0	4.0
Lost Time Adjust (s)								-5.0		0.0				
Total Lost Time (s)								3.0		8.0				
Lead/Lag														
Lead-Lag Optimize?														
Recall Mode							C-Max	C-Max		C-Max			Ped	Max
Act Effct Green (s)		62.0			62.0			47.0		42.0	0.0			
Actuated g/C Ratio		0.52			0.52			0.39		0.35	0.00			
v/c Ratio		0.45			0.25			0.08		0.57	0.03			
Control Delay		19.3			0.4			0.2		46.4	0.0			
Queue Delay		0.0			0.0			0.0		0.0	0.0			
Total Delay		19.3			0.4			0.2		46.4	0.0			
LOS		B			A			A		D	A			
Approach Delay		19.3			0.4			0.2			45.4			
Approach LOS		B			A			A			D			
Queue Length 50th (ft)		204			0			0		192	0			
Queue Length 95th (ft)		255			0			0		260	0			
Internal Link Dist (ft)		246			393			158			130			
Turn Bay Length (ft)														
Base Capacity (vph)		1828			1828			723		486	191			
Starvation Cap Reductn		0			0			0		0	0			
Spillback Cap Reductn		0			0			0		0	0			
Storage Cap Reductn		0			0			0		0	0			
Reduced v/c Ratio		0.45			0.25			0.08		0.57	0.03			

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 75 (63%), Referenced to phase 1:NBSB, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 17.8		Intersection LOS: B	
Intersection Capacity Utilization Err%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 3: Wheatland St/Connector E & Mystic Ave



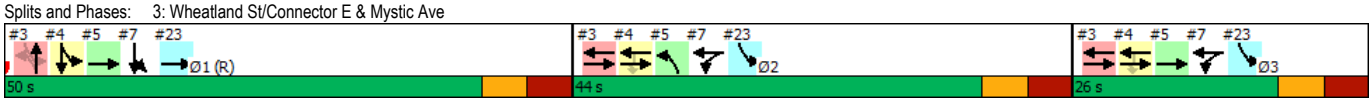
3: Wheatland St/Connector E & Mystic Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø2	Ø3
Lane Configurations														
Traffic Volume (vph)	0	885	0	0	658	0	44	0	38	221	0	17		
Future Volume (vph)	0	885	0	0	658	0	44	0	38	221	0	17		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Satd. Flow (prot)	0	3574	0	0	3539	0	0	1723	0	1805	0	0		
Flt Permitted								0.974		0.692				
Satd. Flow (perm)	0	3574	0	0	3539	0	0	1708	0	1313	0	0		
Right Turn on Red			No			No			Yes			Yes		
Satd. Flow (RTOR)								118			191			
Link Speed (mph)		30			30			30			30			
Link Distance (ft)		326			473			238			210			
Travel Time (s)		7.4			10.8			5.4			4.8			
Confl. Peds. (#/hr)	6		35	35		6	10		1	1		10		
Confl. Bikes (#/hr)			1											
Peak Hour Factor	0.98	0.98	0.98	0.92	0.92	0.92	0.85	0.85	0.85	0.82	0.82	0.82		
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	0%	0%	0%	0%	0%	0%		
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	903	0	0	715	0	0	97	0	270	21	0		
Turn Type		NA			NA		Perm	NA		D.Pm				
Protected Phases		2 3			2 3			1					2	3
Permitted Phases							1			1				
Detector Phase		2 3			2 3		1	1		1				
Switch Phase														
Minimum Initial (s)							24.0	24.0		24.0			8.0	15.0
Minimum Split (s)							32.0	32.0		32.0			26.0	26.0
Total Split (s)							50.0	50.0		50.0			44.0	26.0
Total Split (%)							41.7%	41.7%		41.7%			37%	22%
Yellow Time (s)							4.0	4.0		4.0			4.0	4.0
All-Red Time (s)							4.0	4.0		4.0			4.0	4.0
Lost Time Adjust (s)								-5.0		0.0				
Total Lost Time (s)								3.0		8.0				
Lead/Lag														
Lead-Lag Optimize?														
Recall Mode							C-Max	C-Max		C-Max			Ped	Max
Act Effct Green (s)		62.0			62.0			47.0		42.0	0.0			
Actuated g/C Ratio		0.52			0.52			0.39		0.35	0.00			
v/c Ratio		0.49			0.39			0.13		0.59	0.11			
Control Delay		19.9			0.7			3.0		47.0	0.0			
Queue Delay		0.0			0.1			0.0		0.0	0.0			
Total Delay		19.9			0.7			3.0		47.0	0.0			
LOS		B			A			A		D	A			
Approach Delay		19.9			0.7			3.0			43.6			
Approach LOS		B			A			A			D			
Queue Length 50th (ft)		230			0			0		186	0			
Queue Length 95th (ft)		285			0			19		247	0			
Internal Link Dist (ft)		246			393			158			130			
Turn Bay Length (ft)														
Base Capacity (vph)		1846			1828			740		459	191			
Starvation Cap Reductn		0			200			0		0	0			
Spillback Cap Reductn		0			0			0		0	0			
Storage Cap Reductn		0			0			0		0	0			
Reduced v/c Ratio		0.49			0.44			0.13		0.59	0.11			

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 75 (63%), Referenced to phase 1:NBSB, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 15.7 Intersection LOS: B
Intersection Capacity Utilization Err% ICU Level of Service H
Analysis Period (min) 15

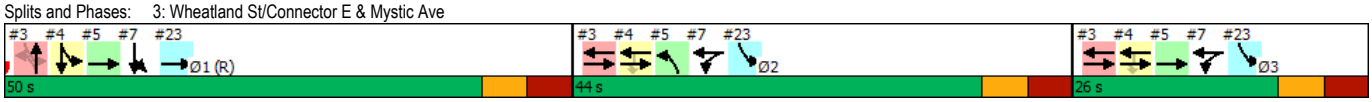
Splits and Phases: 3: Wheatland St/Connector E & Mystic Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø2	Ø3
Lane Configurations														
Traffic Volume (vph)	0	785	0	0	404	0	19	0	32	234	0	5		
Future Volume (vph)	0	785	0	0	404	0	19	0	32	234	0	5		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Ped Bike Factor								0.99		1.00	0.68			
Frt								0.914			0.865			
Flt Protected								0.982		0.950				
Satd. Flow (prot)	0	3539	0	0	3539	0	0	1674	0	1805	0	0		
Flt Permitted								0.982		0.732				
Satd. Flow (perm)	0	3539	0	0	3539	0	0	1664	0	1389	0	0		
Satd. Flow (RTOR)								118			191			
Confl. Peds. (#/hr)	6		35	35		6	10		1	1		10		
Confl. Bikes (#/hr)			1											
Peak Hour Factor	0.95	0.95	0.95	0.87	0.87	0.87	0.85	0.85	0.85	0.84	0.84	0.84		
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	1%	1%	1%	0%	0%	0%		
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	826	0	0	464	0	0	60	0	279	6	0		
Turn Type		NA			NA		Perm	NA		D.Pm				
Protected Phases		2 3			2 3			1					2	3
Permitted Phases							1			1				
Detector Phase		2 3			2 3		1	1		1				
Switch Phase														
Minimum Initial (s)							24.0	24.0		24.0			8.0	15.0
Minimum Split (s)							32.0	32.0		32.0			26.0	26.0
Total Split (s)							50.0	50.0		50.0			44.0	26.0
Total Split (%)							41.7%	41.7%		41.7%			37%	22%
Maximum Green (s)							42.0	42.0		42.0			36.0	18.0
Yellow Time (s)							4.0	4.0		4.0			4.0	4.0
All-Red Time (s)							4.0	4.0		4.0			4.0	4.0
Lost Time Adjust (s)								-5.0		0.0				
Total Lost Time (s)								3.0		8.0				
Lead/Lag														
Lead-Lag Optimize?														
Vehicle Extension (s)							3.0	3.0		3.0			3.0	3.0
Recall Mode							C-Max	C-Max		C-Max			Ped	Max
Walk Time (s)							10.0	10.0		10.0			7.0	7.0
Flash Dont Walk (s)							12.0	12.0		12.0			11.0	11.0
Pedestrian Calls (#/hr)							16	16		16			11	19
Act Effct Green (s)		62.0			62.0			47.0		42.0	0.0			
Actuated g/C Ratio		0.52			0.52			0.39		0.35	0.00			
v/c Ratio		0.45			0.25			0.08		0.57	0.03			
Control Delay		19.3			0.4			0.2		46.4	0.0			
Queue Delay		0.0			0.0			0.0		0.0	0.0			
Total Delay		19.3			0.4			0.2		46.4	0.0			
LOS		B			A			A		D	A			
Approach Delay		19.3			0.4			0.2			45.4			
Approach LOS		B			A			A			D			
Queue Length 50th (ft)		204			0			0		192	0			
Queue Length 95th (ft)		256			0			0		260	0			
Internal Link Dist (ft)		246			393			158			130			
Turn Bay Length (ft)														
Base Capacity (vph)		1828			1828			723		486	191			
Starvation Cap Reductn		0			0			0		0	0			
Spillback Cap Reductn		0			0			0		0	0			
Storage Cap Reductn		0			0			0		0	0			
Reduced v/c Ratio		0.45			0.25			0.08		0.57	0.03			

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 75 (63%), Referenced to phase 1:NBSB, Start of Green	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 17.8	Intersection LOS: B
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min) 15	

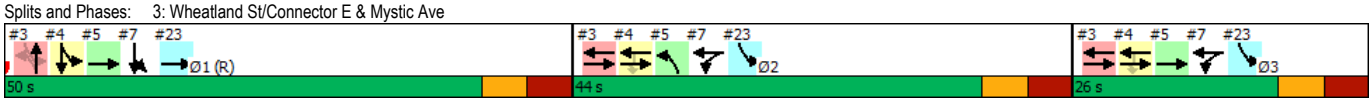
Splits and Phases: 3: Wheatland St/Connector E & Mystic Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø2	Ø3
Lane Configurations														
Traffic Volume (vph)	0	887	0	0	660	0	44	0	38	221	0	17		
Future Volume (vph)	0	887	0	0	660	0	44	0	38	221	0	17		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Satd. Flow (prot)	0	3574	0	0	3539	0	0	1723	0	1805	0	0		
Flt Permitted								0.974		0.692				
Satd. Flow (perm)	0	3574	0	0	3539	0	0	1708	0	1313	0	0		
Right Turn on Red			No			No			Yes			Yes		
Satd. Flow (RTOR)								118			191			
Link Speed (mph)		30			30			30			30			
Link Distance (ft)		326			473			238			210			
Travel Time (s)		7.4			10.8			5.4			4.8			
Confl. Peds. (#/hr)	6		35	35		6	10		1	1		10		
Confl. Bikes (#/hr)			1											
Peak Hour Factor	0.98	0.98	0.98	0.92	0.92	0.92	0.85	0.85	0.85	0.82	0.82	0.82		
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	0%	0%	0%	0%	0%	0%		
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	905	0	0	717	0	0	97	0	270	21	0		
Turn Type		NA			NA		Perm	NA		D.Pm				
Protected Phases		2 3			2 3			1					2	3
Permitted Phases							1			1				
Detector Phase		2 3			2 3		1	1		1				
Switch Phase														
Minimum Initial (s)							24.0	24.0		24.0			8.0	15.0
Minimum Split (s)							32.0	32.0		32.0			26.0	26.0
Total Split (s)							50.0	50.0		50.0			44.0	26.0
Total Split (%)							41.7%	41.7%		41.7%			37%	22%
Yellow Time (s)							4.0	4.0		4.0			4.0	4.0
All-Red Time (s)							4.0	4.0		4.0			4.0	4.0
Lost Time Adjust (s)								-5.0		0.0				
Total Lost Time (s)								3.0		8.0				
Lead/Lag														
Lead-Lag Optimize?														
Recall Mode							C-Max	C-Max		C-Max			Ped	Max
Act Effct Green (s)		62.0			62.0			47.0		42.0	0.0			
Actuated g/C Ratio		0.52			0.52			0.39		0.35	0.00			
v/c Ratio		0.49			0.39			0.13		0.59	0.11			
Control Delay		19.9			0.7			3.0		47.0	0.0			
Queue Delay		0.0			0.1			0.0		0.0	0.0			
Total Delay		19.9			0.7			3.0		47.0	0.0			
LOS		B			A			A		D	A			
Approach Delay		19.9			0.7			3.0			43.6			
Approach LOS		B			A			A			D			
Queue Length 50th (ft)		230			0			0		186	0			
Queue Length 95th (ft)		285			0			19		247	0			
Internal Link Dist (ft)		246			393			158			130			
Turn Bay Length (ft)														
Base Capacity (vph)		1846			1828			740		459	191			
Starvation Cap Reductn		0			198			0		0	0			
Spillback Cap Reductn		0			0			0		0	0			
Storage Cap Reductn		0			0			0		0	0			
Reduced v/c Ratio		0.49			0.44			0.13		0.59	0.11			

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 75 (63%), Referenced to phase 1:NBSB, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 15.7		Intersection LOS: B	
Intersection Capacity Utilization Err%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 3: Wheatland St/Connector E & Mystic Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	837	0	0	409	0	19	0	36	262	0	5
Future Volume (vph)	0	837	0	0	409	0	19	0	36	262	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	0	0	3539	0	0	1669	0	3502	0	0
Flt Permitted								0.983		0.950		
Satd. Flow (perm)	0	1863	0	0	3539	0	0	1646	0	3494	0	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								76			136	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		326			473			238			210	
Travel Time (s)		7.4			10.8			5.4			4.8	
Confl. Peds. (#/hr)	6		35	35		6	10		1	1		10
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	1%	1%	1%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	881	0	0	445	0	0	60	0	285	5	0
Turn Type		NA			NA		Split	NA		Prot		
Protected Phases		2			6		8	8		4		
Permitted Phases												
Detector Phase		2			6		8	8		4		
Switch Phase												
Minimum Initial (s)		10.0			10.0		6.0	6.0		6.0		
Minimum Split (s)		15.0			15.0		12.0	12.0		28.0		
Total Split (s)		58.0			58.0		12.0	12.0		30.0		
Total Split (%)		58.0%			58.0%		12.0%	12.0%		30.0%		
Yellow Time (s)		3.5			3.5		3.0	3.0		3.0		
All-Red Time (s)		1.0			1.0		2.5	2.5		2.5		
Lost Time Adjust (s)		0.0			0.0			-1.0		0.0		
Total Lost Time (s)		4.5			4.5			4.5		5.5		
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		C-Max			C-Max		Max	Max		Max		
Act Effct Green (s)		53.5			53.5			7.5		24.5	0.0	
Actuated g/C Ratio		0.54			0.54			0.08		0.24	0.00	
v/c Ratio		0.88			0.24			0.31		0.33	0.04	
Control Delay		33.1			0.2			11.7		36.0	0.0	
Queue Delay		0.4			0.0			0.0		0.0	0.0	
Total Delay		33.5			0.2			11.7		36.0	0.0	
LOS		C			A			B		D	A	
Approach Delay		33.5			0.2			11.7			35.4	
Approach LOS		C			A			B			D	
Queue Length 50th (ft)		471			0			0		90	0	
Queue Length 95th (ft)		#745			0			28		128	0	
Internal Link Dist (ft)		246			393			158			130	
Turn Bay Length (ft)												
Base Capacity (vph)		996			1893			195		857	136	
Starvation Cap Reductn		12			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.90			0.24			0.31		0.33	0.04	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 24.2		Intersection LOS: C	
Intersection Capacity Utilization Err%		ICU Level of Service H	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: Wheatland St/Connector E & Mystic Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	950	0	0	664	0	44	0	42	232	0	17
Future Volume (vph)	0	950	0	0	664	0	44	0	42	232	0	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1881	0	0	3539	0	0	1717	0	3502	0	0
Flt Permitted								0.975		0.950		
Satd. Flow (perm)	0	1881	0	0	3539	0	0	1683	0	3495	0	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								76			136	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		326			473			238			210	
Travel Time (s)		7.4			10.8			5.4			4.8	
Confl. Peds. (#/hr)	6		35	35		6	10		1	1		10
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.98	0.98	0.98	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	969	0	0	722	0	0	94	0	252	18	0
Turn Type		NA			NA		Split	NA		Prot		
Protected Phases		2			6		8	8		4		
Permitted Phases												
Detector Phase		2			6		8	8		4		
Switch Phase												
Minimum Initial (s)		10.0			10.0		6.0	6.0		6.0		
Minimum Split (s)		15.0			15.0		12.0	12.0		28.0		
Total Split (s)		58.0			58.0		12.0	12.0		30.0		
Total Split (%)		58.0%			58.0%		12.0%	12.0%		30.0%		
Yellow Time (s)		3.5			3.5		3.0	3.0		3.0		
All-Red Time (s)		1.0			1.0		2.5	2.5		2.5		
Lost Time Adjust (s)		0.0			0.0			-1.0		0.0		
Total Lost Time (s)		4.5			4.5			4.5		5.5		
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		C-Max			C-Max		Max	Max		Max		
Act Effct Green (s)		53.5			53.5			7.5		24.5	0.0	
Actuated g/C Ratio		0.54			0.54			0.08		0.24	0.00	
v/c Ratio		0.96			0.38			0.47		0.29	0.13	
Control Delay		44.4			0.5			23.1		35.5	0.0	
Queue Delay		2.0			0.0			0.0		0.0	0.0	
Total Delay		46.4			0.5			23.1		35.5	0.0	
LOS		D			A			C		D	A	
Approach Delay		46.4			0.5			23.1			33.1	
Approach LOS		D			A			C			C	
Queue Length 50th (ft)		563			0			11		79	0	
Queue Length 95th (ft)		#860			0			60		114	0	
Internal Link Dist (ft)		246			393			158			130	
Turn Bay Length (ft)												
Base Capacity (vph)		1006			1893			199		857	136	
Starvation Cap Reductn		14			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.98			0.38			0.47		0.29	0.13	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 27.5		Intersection LOS: C	
Intersection Capacity Utilization Err%		ICU Level of Service H	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: Wheatland St/Connector E & Mystic Ave

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	0	742	0	0	426	0	18	0	40	1	0	647
Future Vol, veh/h	0	742	0	0	426	0	18	0	40	1	0	647
Conflicting Peds, #/hr	0	0	23	23	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Yield	Yield	Yield
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	88	88	88	77	77	77	87	87	87
Heavy Vehicles, %	2	2	2	1	1	1	3	3	3	1	1	1
Mvmt Flow	0	824	0	0	484	0	23	0	52	1	0	744

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	-	0	-	-	-	0	1066	1308	412
Stage 1	-	-	-	-	-	-	824	824	-
Stage 2	-	-	-	-	-	-	242	484	-
Critical Hdwy	-	-	-	-	-	-	6.86	6.56	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-	5.86	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.86	5.56	-
Follow-up Hdwy	-	-	-	-	-	-	3.53	4.03	3.33
Pot Cap-1 Maneuver	0	-	0	0	-	0	216	157	586
Stage 1	0	-	0	0	-	0	389	383	-
Stage 2	0	-	0	0	-	0	773	548	-
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	-	-	-	-	-	-	216	0	586
Mov Cap-2 Maneuver	-	-	-	-	-	-	216	0	-
Stage 1	-	-	-	-	-	-	389	0	-
Stage 2	-	-	-	-	-	-	773	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	383	-	-
HCM Lane V/C Ratio	0.197	-	-
HCM Control Delay (s)	16.7	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.7	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↕			↱	
Traffic Vol, veh/h	0	852	0	0	719	0	11	0	30	3	0	749
Future Vol, veh/h	0	852	0	0	719	0	11	0	30	3	0	749
Conflicting Peds, #/hr	0	0	23	23	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Yield	Yield	Yield
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	93	93	93	76	76	76	82	82	82
Heavy Vehicles, %	1	1	1	2	2	2	0	0	0	1	1	1
Mvmt Flow	0	869	0	0	773	0	14	0	39	4	0	913

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	-	0	-	-	-	0	1256	1642	435
Stage 1	-	-	-	-	-	-	869	869	-
Stage 2	-	-	-	-	-	-	387	773	-
Critical Hdwy	-	-	-	-	-	-	6.8	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	5.8	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.8	5.5	-
Follow-up Hdwy	-	-	-	-	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	0	-	0	0	-	0	166	101	575
Stage 1	0	-	0	0	-	0	376	372	-
Stage 2	0	-	0	0	-	0	662	412	-
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	-	-	-	-	-	-	166	0	575
Mov Cap-2 Maneuver	-	-	-	-	-	-	166	0	-
Stage 1	-	-	-	-	-	-	376	0	-
Stage 2	-	-	-	-	-	-	662	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	17.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	346	-	-
HCM Lane V/C Ratio	0.156	-	-
HCM Control Delay (s)	17.3	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.5	-	-

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	0	743	0	0	426	0	19	0	40	1	0	647
Future Vol, veh/h	0	743	0	0	426	0	19	0	40	1	0	647
Conflicting Peds, #/hr	0	0	23	23	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Yield	Yield	Yield
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	88	88	88	77	77	77	87	87	87
Heavy Vehicles, %	2	2	2	1	1	1	3	3	3	1	1	1
Mvmt Flow	0	826	0	0	484	0	25	0	52	1	0	744

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	-	0	-	-	-	0	1068	1310	413
Stage 1	-	-	-	-	-	-	826	826	-
Stage 2	-	-	-	-	-	-	242	484	-
Critical Hdwy	-	-	-	-	-	-	6.86	6.56	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-	5.86	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.86	5.56	-
Follow-up Hdwy	-	-	-	-	-	-	3.53	4.03	3.33
Pot Cap-1 Maneuver	0	-	0	0	-	0	215	156	585
Stage 1	0	-	0	0	-	0	388	382	-
Stage 2	0	-	0	0	-	0	773	548	-
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	-	-	-	-	-	-	215	0	585
Mov Cap-2 Maneuver	-	-	-	-	-	-	215	0	-
Stage 1	-	-	-	-	-	-	388	0	-
Stage 2	-	-	-	-	-	-	773	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	17
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	376	-	-
HCM Lane V/C Ratio	0.204	-	-
HCM Control Delay (s)	17	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.8	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↕			↱	
Traffic Vol, veh/h	0	853	0	0	719	0	12	0	30	3	0	749
Future Vol, veh/h	0	853	0	0	719	0	12	0	30	3	0	749
Conflicting Peds, #/hr	0	0	23	23	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Yield	Yield	Yield
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	93	93	93	76	76	76	82	82	82
Heavy Vehicles, %	1	1	1	2	2	2	0	0	0	1	1	1
Mvmt Flow	0	870	0	0	773	0	16	0	39	4	0	913

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	-	0	-	-	-	0	1257	1643	435
Stage 1	-	-	-	-	-	-	870	870	-
Stage 2	-	-	-	-	-	-	387	773	-
Critical Hdwy	-	-	-	-	-	-	6.8	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	5.8	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.8	5.5	-
Follow-up Hdwy	-	-	-	-	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	0	-	0	0	-	0	166	101	575
Stage 1	0	-	0	0	-	0	375	372	-
Stage 2	0	-	0	0	-	0	662	412	-
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	-	-	-	-	-	-	166	0	575
Mov Cap-2 Maneuver	-	-	-	-	-	-	166	0	-
Stage 1	-	-	-	-	-	-	375	0	-
Stage 2	-	-	-	-	-	-	662	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	17.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	337	-	-
HCM Lane V/C Ratio	0.164	-	-
HCM Control Delay (s)	17.8	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.6	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↕			↱	
Traffic Vol, veh/h	0	776	0	0	431	0	19	0	40	1	0	949
Future Vol, veh/h	0	776	0	0	431	0	19	0	40	1	0	949
Conflicting Peds, #/hr	0	0	23	23	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Yield	Yield	Yield
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	1	1	1	3	3	3	1	1	1
Mvmt Flow	0	843	0	0	468	0	21	0	43	1	0	1032

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	-	0	-	-	-	0	1077	1311	422
Stage 1	-	-	-	-	-	-	843	843	-
Stage 2	-	-	-	-	-	-	234	468	-
Critical Hdwy	-	-	-	-	-	-	6.86	6.56	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-	5.86	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.86	5.56	-
Follow-up Hdwy	-	-	-	-	-	-	3.53	4.03	3.33
Pot Cap-1 Maneuver	0	-	0	0	-	0	212	156	577
Stage 1	0	-	0	0	-	0	380	375	-
Stage 2	0	-	0	0	-	0	780	557	-
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	-	-	-	-	-	-	212	0	577
Mov Cap-2 Maneuver	-	-	-	-	-	-	212	0	-
Stage 1	-	-	-	-	-	-	380	0	-
Stage 2	-	-	-	-	-	-	780	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	371	-	-
HCM Lane V/C Ratio	0.173	-	-
HCM Control Delay (s)	16.7	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.6	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↕			↱	
Traffic Vol, veh/h	0	897	0	0	723	0	12	0	30	3	0	832
Future Vol, veh/h	0	897	0	0	723	0	12	0	30	3	0	832
Conflicting Peds, #/hr	0	0	23	23	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Yield	Yield	Yield
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	93	93	93	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	2	2	2	0	0	0	1	1	1
Mvmt Flow	0	915	0	0	777	0	13	0	33	3	0	904

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	-	0	-	-	-	0	1304	1692	458
Stage 1	-	-	-	-	-	-	915	915	-
Stage 2	-	-	-	-	-	-	389	777	-
Critical Hdwy	-	-	-	-	-	-	6.8	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	5.8	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.8	5.5	-
Follow-up Hdwy	-	-	-	-	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	0	-	0	0	-	0	155	94	555
Stage 1	0	-	0	0	-	0	356	354	-
Stage 2	0	-	0	0	-	0	660	410	-
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	-	-	-	-	-	-	155	0	555
Mov Cap-2 Maneuver	-	-	-	-	-	-	155	0	-
Stage 1	-	-	-	-	-	-	356	0	-
Stage 2	-	-	-	-	-	-	660	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	18.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	319	-	-
HCM Lane V/C Ratio	0.143	-	-
HCM Control Delay (s)	18.2	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.5	-	-

Level of Stress Analysis

	Roadway	Dir	Crossing	Start	End	Speed
1	MYSTIC AVENUE (ROUTE 38)	SB		TAYLOR STREET	GRANT STREET	30
2	MYSTIC AVE SB	SB		GRANT ST	WHEATLAND ST	30
3	MYSTIC AVE SB	SB		WHEATLAND ST	FELLSWAY WB	30
4	MYSTIC AVEN NB RAMP	NB		McGRATH HIGHWAY	WHEATLAND ST	30
5	MYSTIC AVE NB	NB		WHEATLAND ST	GRANT ST	30
6	MYSTIC AVENUE (ROUTE 38)	NB		GRANT STREET	SIDEWALK START	30
7	MYSTIC AVENUE (ROUTE 38)	NB		SIDEWALK START	TAYLOR STREET	30
8	RT. 28 SB YIELD APPROACH	SB		RT. 28	MYSTIC AVENUE	25
9	RT. 28 SB SIGNAL APPROACH	SB		RT. 28	MYSTIC AVENUE	25
10	GRANT STREET	NB		DERBY STREET	MYSTIC AVENUE	25
11	WHEATLAND STREET	NB		DERBY STREET	MYSTIC AVENUE	25

BLTS														
Bike Lanes						Bike Lane next to Parking	Bike Lane not next to Parking	Mixed Traffic					Pocket Bike Lane	Mixed Traffic w/ RT Lane
1A-1B						1A	1B	2					3A	3B
# Lanes per Direction	Bike Lane Width	Parking Lane Width	Bike + Parking Lane Width	Speed	Bike Lane Blockage	BLTS	BLTS	Speed	Total # Lanes	CL	BLTS	SEGMENT BLTS	BLTS	BLTS
				30				30	4	Y	4	4		
				30				30	4	Y	4	4		
				30				30	4	Y	4	4		
				30				30	4	Y	4	4		
				30				30	4	Y	4	4		
				30				30	4	Y	4	4		
				30				30	4	Y	4	4		
				25				25	1	N	1	1		
				25				25	1	N	1	1		
				25				25	1	N	1	1		
				25				25	1	N	1	1		

Bike Crossing				w/o Median	w/ Median		
4A-4B				4A	4B		
Crossing Speed	Median?	Median Width	Total # Lanes Crossed	BLTS	BLTS	CROSSING BLTS	FINAL BLTS
							4
							4
							4
							4
							4
							4
							4
							1
							1
							1
							1

All Sidewalk Segments			All Sidewalk Segments			All Sidewalk Segments			
1			1B			1C			
SW Width	SW Condition	PLTS	Buffer Type	Speed	PLTS	Total # Lanes (Both Directions)	Buffer Width	PLTS	SEGMENT PLTS
>=6 EFFECTIVE	FAIR	1	NONE	30	1	4		3	3
>= 5 ACTUAL	FAIR	2	VERTICAL	30	1	4	7	3	3
>= 5 ACTUAL	FAIR	2	VERTICAL	30	1	4	7	3	3
>= 5 ACTUAL	FAIR	3	NONE	30	2	4	7	3	3
N/A	N/A	4	NONE	30	4	4		3	4
N/A	N/A	4	NONE	30	4	4		2	4
>= 5 ACTUAL	FAIR	2	NONE	30	1	4		3	3
>= 5 ACTUAL	GOOD	2	NONE	25	2	1		3	3
>= 5 ACTUAL	GOOD	2	NONE	25	2	1		3	3
>= 5 ACTUAL	GOOD	2	NONE	25	1	1		2	2
>= 5 ACTUAL	GOOD	2	NONE	25	1	1		2	2

PLTS															
Pedestrian Crossing								1-2 Lanes, not One-Way	2-3 Lanes w/o Median, not one-way	1-2 Lanes One-way or w/ Median	3-4 Lanes w/ Median		plts	blts	
2A-2D								2A	2B	2C	2D				
Crossing Speed	Total # Lanes Crossed	# Lanes Crossed per Direction	Median?	Median Width	VPD	Curb Ramps?	Ramps ADA Compliant?	PLTS	PLTS	PLTS	PLTS	CROSSING PLTS	FINAL PLTS	FINAL BLTS	Notes
													3	4	
													3	4	
													3	4	
													3	4	
													4	4	
													4	4	
													3	4	
													3	1	
													3	1	
													2	1	one way nb roadway - no sb bike
													2	1	one way nb roadway - no sb bike

› Transportation Access Plan – Mobility Division Acceptance

From: Lillian Worth
To: Patrick Dunford
Cc: cboothe@simplicitydispensary.com; Justin Schreiber
Subject: [External] Re: Transportation Access Plan 362-368 Mystic Ave, Somerville - Comments
Date: Wednesday, October 2, 2024 2:59:23 PM

> You don't often get email from lworth@somervillema.gov. Learn why this is important

Hi Patrick,

Thank you for submitting your revised TAP. We have reviewed it and can confirm that it meets our guidelines. It looks like we are expecting a Transportation Impact Study for this project; please let me know if you have any questions about that process or the next steps.

Best wishes
Lillian Worth

Lillian Worth (she/her)
Transportation Planner, Mobility Division
Mayor's Office of Strategic Planning & Community Development, City of Somerville
93 Highland Ave, Somerville MA 02143
lworth@somervillema.gov

From: Lillian Worth
Sent: Thursday, August 22, 2024 12:35 PM
To: pdunford@vhb.com <pdunford@vhb.com>
Cc: cboothe@simplicitydispensary.com <cboothe@simplicitydispensary.com>; Justin Schreiber <jschreiber@somervillema.gov>; Greg Hanafin <ghanafin@somervillema.gov>
Subject: Transportation Access Plan 362-368 Mystic Ave, Somerville - Comments

Dear Patrick,

I'm writing from the City of Somerville's Mobility Division to follow up on your Transportation Access Plan submission for 362-368 Mystic Ave. Our team has reviewed your plan and have the following comments/requests for revision:

Figures 1-5:

- Please update plans and text to show MBTA bus stop on Mystic Ave (currently labeled as on-street parking). It appears there is only 1 on-street parking space on Mystic Ave between Grant and Wheatland, located in between the curb cuts to the larger parking lot.
- Please update any on-street parking shown to include applicable regulations (eg.

resident permit only, 30-min, etc)

Figure 4a:

- Please remove the two green lines in the larger parking lot (along the building facade) indicating sidewalks/crosswalks for safe pedestrian site access. Access to Grant Street along the building facade is blocked by parking spaces. There does not appear to be a sidewalk or crosswalk in the parking lot providing safe access from Mystic along the shorter side of the building facade.

Figure 6a-1 and 6a-2:

- Please clarify the access for the 2 parking spaces at the westernmost corner of the large parking lot, parallel to Grant Street. They appear to be accessed by the shorter curb cut from Grant Street but the third space (perpendicular) could block access if occupied, and access from the larger Grant Street curb cut would be blocked by the remaining spaces if the parking lot is full.

General:

- Loading: Is there a designated space for loading/unloading in the smaller parking lot that you indicate for deliveries on Figures 6b-1 and 6b-2? If so, please show on your plan. We strongly recommend designating a loading area. If there is no designated loading zone, please update your narrative to address your loading plan for when the parking lot is full.

Please let me know if you have any questions about the above comments.

Thank you,
Lillian Worth

Transportation Planner, Mobility Division
Mayor's Office of Strategic Planning & Community Development, City of Somerville
93 Highland Ave, Somerville MA 02143
lworth@somervillema.gov

› Transportation Access Plan

Memorandum

To: Mayor's Office of Strategic Planning
and Community Development
City of Somerville
93 Highland Avenue
Somerville, MA 02143

Date: August 5, 2024
Revised September 3, 2024

Project #: 16401.00

From: Patrick Dunford, PE
Senior Project Manager

Re: **Transportation Access Plan**
362-368 Mystic Avenue
Somerville, Massachusetts

The following Transportation Access Plan (TAP) is being provided in support of a new 1,250 square foot (sf) marijuana dispensary (the "Project") to be constructed within currently vacant retail space at 362-368 Mystic Avenue (Route 38) in Somerville, Massachusetts (the "Site"). The previously submitted TAP (dated August 5, 2024) has been revised based on comments received from the Somerville Mobility Division on August 22, 2024. Updated plans and graphics have been attached as requested, and these and other modifications are noted in the following TAP narrative in ***bold italicized*** text. The Project is being advanced by Haze of Somerville LLC (the "Proponent"), which will be a new Site tenant. There will not be any changes to the Site ownership or overall operation of the property as part of this Project.

This document and accompanying information depict the proposed Site access for automobile, bicycle, and pedestrian traffic. As required, information regarding product deliveries and service vehicles (trash, recycling, etc.) also is provided.

The Site is located south of and adjacent to Mystic Avenue (Route 38) and is bound by Grant Street to the west and Wheatland Street to the east. The area behind the Site is generally multi-family residential in nature. The existing building on the Site is approximately 9,180 sf in size and includes a mixture of retail, service, and food establishments. The Project will occupy the third and fourth tenant spaces from the east side of the building, both of which currently are vacant. As this new use will be reoccupying formerly active commercial space, physical improvements or other changes to the Site are not required as Project activity will be consistent with the prior use of this space. The remainder of the Site is fully occupied with the exception of the former pizza restaurant space at the easterly end of the building.

Site Access

There are two surface parking lots currently serving the Site. The main parking lot, which is expected to be used primarily by customers, is located at the southeast corner of the Mystic Avenue (Route 38)/Grant Street intersection. This lot includes fourteen spaces and has two curb cuts on Mystic Avenue (Route 38), which is a MassDOT jurisdiction roadway. The westerly driveway is located approximately 16 feet to the east of Grant Street (which is one-way northbound roadway) and the easterly driveway is located another 58 feet to the east. The parking lot is also served by two curbs cuts along the easterly side of Grant Street. The northerly driveway is located 13 feet to the south of the Mystic Avenue curbline, while the southerly driveway is located another 63 feet to the south.

There also is a small surface parking lot located at the southeast corner of the Site with a single curb cut on Wheatland Street, which is a one-way northbound street. This lot has seven striped parking spaces with three small roll-off dumpsters/recycling bins being accessed from this area, along with back-of-house access for tenants.

No changes are proposed to the on-Site parking layout, which is under the control of the property owner and not the Proponent, which only will be a Site tenant controlling the interior building space.

Engineers | **Scientists** | **Planners** | **Designers**
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Parking Supply

The main parking lot located at the southeast corner of the Mystic Avenue (Route 38)/Grant Street intersection includes ***thirteen*** spaces, with eleven being located in line with the front side of the building with space for ***two*** remaining vehicles provided on the west side of the Site. As noted earlier, the lot has two curb cuts each on Mystic Avenue (Route 38) and Grant Street. Roughly three existing roll-off dumpsters/recycling bins also are accessed from the southwest side of the building.

There also is a small surface parking lot located at the southeast corner of the Site with a single curb cut on Wheatland Street. This lot has seven striped parking spaces with ***four*** small roll-off dumpsters/recycling bins being accessed from this area, along with back-of-house access for tenants. This parking is mainly used by Site employees and small deliveries. A maximum of four ***Project*** employees per shift are expected, with many employees either taking public transportation, biking, or walking (consistent with the demographics of this area) which will help to minimize the parking needs for the Site. ***Of the rear parking, two spaces will be specifically allocated for employees of this Project.***

No changes are proposed to the on-Site parking layout, which is under the control of the property owner and not the Proponent, which only will be a Site tenant.

There also is on-street parking available for use by the Project along the adjacent Mystic Avenue (Route 38) southbound, Wheatland Street, and Grant Street. The Mystic Avenue (Route_38) curbside use adjacent to the Site is limited to ***only an MBTA Route 95 bus stop*** adjacent to the Project space and one unmarked space between the two driveways to the main parking lot. There also is space for an additional twelve to thirteen parking vehicles along Mystic Avenue (Route 38) further to the west ***between Taylor Street*** and Grant Street. ***The parking extending approximately 50 feet to the east of Taylor Street is limited to 15 minutes between 8 AM and 6 PM. The remaining on-street parking extending easterly to Grant Street does not have any time restrictions.*** On-street parking also is allowed on both sides of Grant Street and Wheatland Street to the south of the Site extending to Derby Street and beyond. ***The various regulations associated with this parking are shown on the enclosed updated Transportation Elements plans, with the existing MBTA bus stop on Mystic Avenue also now being shown.*** A detailed parking evaluation of this supply and its utilization will be included in the subsequent Transportation Impact Assessment for this Project.

Site Plans and Supporting Graphics

For general reference, an illustrative Project Site plan has been provided with the attachments to this TAP. The required additional graphics highlighting the planned vehicular/loading, bicycle, and pedestrian access have been provided.

Illustrative Plans

Refer to Figure 1 for a plan depicting the general proposed ground floor layout of the Site. The internal building elements shown are based on the current conceptual-level design by the Project team and will continue to be revised as the Site design evolves. The plan has been prepared at a scale of 1" = 10' so as to show an appropriate level of detail within the relatively small 1,250 sf of building space which will be occupied by the Project. Details regarding the roadways surrounding the Site can be found under the Transportation Elements Plans discussed below.

Memorandum

Transportation Elements Plan

Refer to Figures 2a and 2b for the existing and future transportation elements plans (both of which are at a scale of 1" = 10'). These plans depict the travel lanes, bicycle and pedestrian accommodations, and on-street parking spaces in the immediate vicinity of the Site. ***Both plans have been updated to provide more detail regarding the adjacent on-street curbside use near the Site.*** The future transportation elements plan (Figure 2b) shows planned improvements to Mystic Avenue (Route 38) as part of MassDOT's upcoming Route 28/Route 38 (Mystic Avenue) interchange improvement project. These improvements focus on improved pedestrian accommodations and connections, signal improvements, and other multi-modal enhancements. Construction of that project is officially scheduled to start in late 2024.

Motor Vehicle Parking Plan

Refer to Figure 3 for a plan showing the vehicle access to the Project Site, loading area, and the access and egress to/from the surrounding roadway network***. The originally presented plan has been modified slightly as the parking space west of and adjacent to the building is no longer shown as being an official parking space (for the purpose of this evaluation). Instead, the adjacent area along the south property line is consistently used for employee parking, though it is not a striped space. With a vehicle parked in that area, a vehicle parking in the one rear remaining space parallel to Grant Street likely would not be able to back out of that space in a single continuous maneuver. Instead, as that space also is regularly used only be Site employees, a vehicle parked in that space would be able to exit by driving forward after hours across the vacant customer spaces and exiting the Site via the northerly Grant Street curb cut. This is an existing condition which would remain unaffected by the Project.***

Pedestrian Access Plan

Refer to Figure 4 for a plan depicting the Project sidewalk network and building entrance/exit locations. ***As requested, the pedestrian route previously shown along the storefronts at the west side of the Site have been removed, along with the 40-foot long north/south path along the east side of the main parking field. While both pedestrian routes are regularly used by visitors to the Site, neither is in the form of a sidewalk or protected facility. Pedestrians accessing the Site from the surrounding streets will continue to be able to access the Site through this parking lot, similar to motorists parking and walking into the various Site businesses.***

Bicycle Access Plan

Figure 5 depicts bicycle access to the Site, which will remain unchanged as part of the Project. There currently is not any dedicated on-site bicycle parking provided and none is planned as part of the Project. The ability to implement changes to the exterior of the tenant building space and/or on-Site parking areas is not under the control of this Project, as Haze of Somerville will be a tenant of the Site, and not the owner. However, the Proponent will discuss the possibility of having the owner install a bike rack within the Site limits.

Vehicle Movement Plans

Vehicle turning movement diagrams (formatted to 1" = 10' scale) are provided attached in Figures 6a-1 through 6c-2. These demonstrate the ability of employee vehicles and other vehicles visiting the Site to navigate in and out of the

Memorandum

garages and for the proposed loading areas to be served by the largest expected vehicles visiting the Site related to the Project use. ***With the plan modifications noted above, Figures 6a-1 and 6a-2 have been modified as requested to show access and egress to the southerly parking space parallel to Grant Street.***

As noted earlier, the Wheatland Street parking lot primarily is used by Site employees and small deliveries. The Project's deliveries will not be made by large trucks. Instead, deliveries to the Site will be made by passenger automobiles. Accordingly, deliveries are shown being made by a standard "AASHTO"[1] passenger vehicle (which is larger than the actual type of delivery vehicle expected). These deliveries are expected typically to occur twice per week, ***As shown on the updated plans (Figures 6b-1 and 6b-2), the Proponent will have two of the spaces in the rear parking lot allocated for Project use. One of these spaces will be used to accommodate deliveries (via passenger vehicle) as needed. The deliveries will not arrive randomly but instead will be scheduled. As such, if there is an employee vehicle parked in both spaces, one can temporarily be moved to accommodate the delivery, which only will be on Site for a short time.***

Also, large dumpsters are not provided within the Site under existing conditions, and none will be required by the Project. Instead, roll-off dumpsters will continue to be used. Under that condition, garbage trucks will stop on Wheatland Street momentarily to pick up trash without having to pull directly into the Site.

[1] A Policy on the Geometric Design of Highways and Streets, American Association of State Highway and Transportation Officials, 2011.

Memorandum

Attachments

- Illustrative Site Plan
- Transportation Elements Plan – Existing and Proposed
- Access / Parking Plans:
    - Motor Vehicle Site Access
    - Pedestrian Access Plan
    - Bicycle Access Plan
- Vehicle Tracking Diagrams

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- **Illustrative Site Plan**

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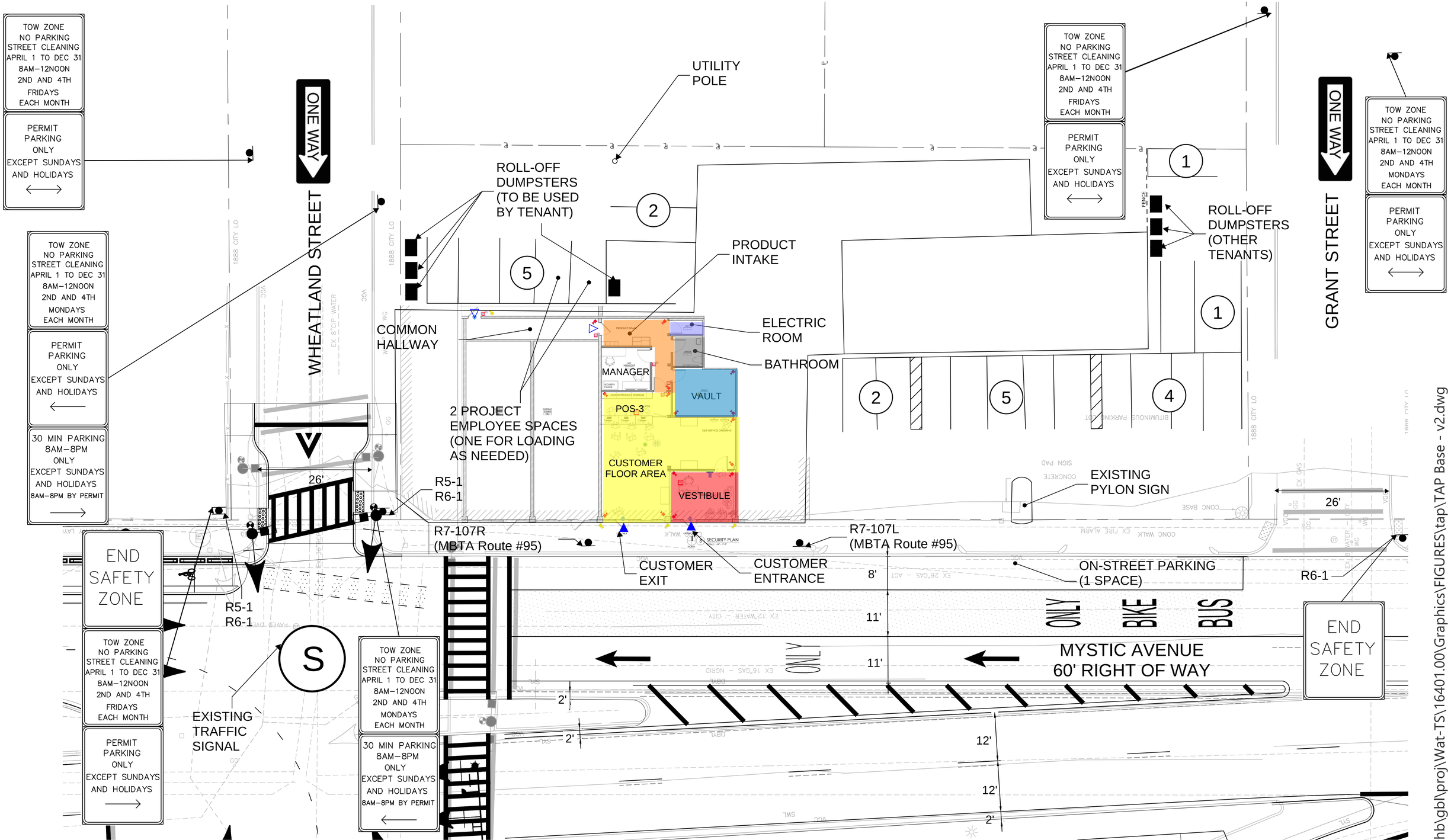
Figure 1: Illustrative Site Plan
Haze of Somerville
362-368 Mystic Avenue
Somerville, Massachusetts

▲ Principal Building Entrance (general location; see architectural plans for detail)

△ Secondary Building Entrance (general location; see architectural plans for detail)



SOURCE: SITE PLAN BY MCGEORGE ARCHITETURE INTERIOR (6/3/2022). (C) NEARMAP IMAGERY (4/10/2024), AND FIELD MEASUREMENTS BY VHB. ROADWAY EXISTING CONDITIONS FROM FELLSWAY/MCGRATH HIGHWAY (ROUTE 28)/MYSTIC AVENUE (ROUTE 38) PS&E PLANS (7/19/2024)

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- **Transportation Elements Plan – Existing and Proposed**

Figure 2a: Existing Transportation Elements Plan
Haze of Somerville
362-368 Mystic Avenue
Somerville, Massachusetts

▲ Principal Building Entrance (general location; see architectural plans for detail)

△ Secondary Building Entrance (general location; see architectural plans for detail)

TOW ZONE
NO PARKING
STREET CLEANING
APRIL 1 TO DEC 31
8AM–12NOON
2ND AND 4TH
FRIDAYS
EACH MONTH

PERMIT
PARKING
ONLY
EXCEPT SUNDAYS
AND HOLIDAYS

TOW ZONE
NO PARKING
STREET CLEANING
APRIL 1 TO DEC 31
8AM–12NOON
2ND AND 4TH
MONDAYS
EACH MONTH

PERMIT
PARKING
ONLY
EXCEPT SUNDAYS
AND HOLIDAYS

30 MIN PARKING
8AM–8PM
ONLY
EXCEPT SUNDAYS
AND HOLIDAYS
8AM–8PM BY PERMIT

ONE WAY

WHEATLAND STREET

UTILITY
POLE

ROLL-OFF
DUMPSTERS
(TO BE USED
BY TENANT)

COMMON
HALLWAY

PRODUCT
INTAKE

ELECTRIC
ROOM

BATHROOM

MANAGER

VAULT

POS-3

2 PROJECT
EMPLOYEE SPACES
(ONE FOR LOADING
AS NEEDED)

CUSTOMER
FLOOR AREA

VESTIBULE

CUSTOMER
EXIT

CUSTOMER
ENTRANCE

26'

R7-107R
(MBTA Route #95)

R5-1
R6-1

R7-107L
(MBTA Route #95)

TOW ZONE
NO PARKING
STREET CLEANING
APRIL 1 TO DEC 31
8AM–12NOON
2ND AND 4TH
FRIDAYS
EACH MONTH

PERMIT
PARKING
ONLY
EXCEPT SUNDAYS
AND HOLIDAYS

ROLL-OFF
DUMPSTERS
(OTHER
TENANTS)

EXISTING
PYLON SIGN

ONE WAY

GRANT STREET

TOW ZONE
NO PARKING
STREET CLEANING
APRIL 1 TO DEC 31
8AM–12NOON
2ND AND 4TH
MONDAYS
EACH MONTH

PERMIT
PARKING
ONLY
EXCEPT SUNDAYS
AND HOLIDAYS

END
SAFETY
ZONE

TOW ZONE
NO PARKING
STREET CLEANING
APRIL 1 TO DEC 31
8AM–12NOON
2ND AND 4TH
FRIDAYS
EACH MONTH

PERMIT
PARKING
ONLY
EXCEPT SUNDAYS
AND HOLIDAYS

EXISTING
TRAFFIC
SIGNAL

TOW ZONE
NO PARKING
STREET CLEANING
APRIL 1 TO DEC 31
8AM–12NOON
2ND AND 4TH
MONDAYS
EACH MONTH

30 MIN PARKING
8AM–8PM
ONLY
EXCEPT SUNDAYS
AND HOLIDAYS
8AM–8PM BY PERMIT

8'
11'
11'
2'
2'
12'
12'
2'

ON-STREET
PARKING
(1 SPACE)

R6-1

END
SAFETY
ZONE

MYSTIC AVENUE
60' RIGHT OF WAY

0 10 20 30 40
SCALE: 1" = 10'

SOURCE: SITE PLAN BY MCGEORGE ARCHITETURE INTERIOR (6/3/2022). (C) NEARMAP IMAGERY (4/10/2024), AND FIELD MEASUREMENTS BY VHB. ROADWAY EXISTING CONDITIONS FROM FELLSWAY/MCGRATH HIGHWAY (ROUTE 28)/MYSTIC AVENUE (ROUTE 38) PS&E PLANS (7/19/2024)

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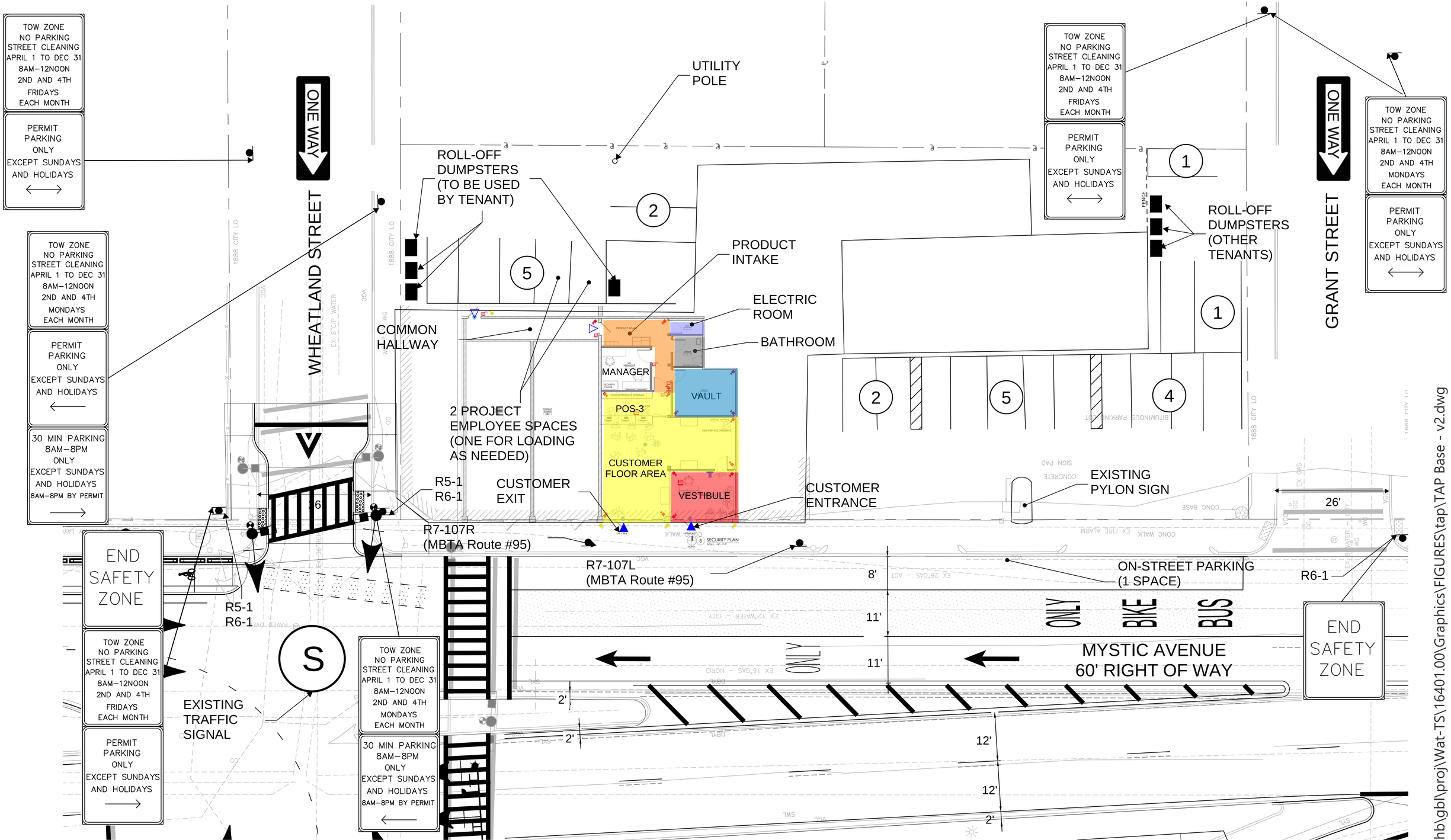
Figure 2b: Proposed Transportation Elements Plan
Haze of Somerville
362-368 Mystic Avenue
Somerville, Massachusetts

Principal Building Entrance (general location; see architectural plans for detail)

Secondary Building Entrance (general location; see architectural plans for detail)



SOURCE: SITE PLAN BY MCGEORGE ARCHITETURE INTERIOR (6/3/2022). (C) NEARMAP IMAGERY (4/10/2024), AND FIELD MEASUREMENTS BY VHB. ROADWAY EXISTING CONDITIONS FROM FELLSWAY/MCGRATH HIGHWAY (ROUTE 28)/MYSTIC AVENUE (ROUTE 38) PS&E PLANS (7/19/2024)

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- **Access Plans**

Figure 3: Automobile Site Access Plan
Haze of Somerville
362-368 Mystic Avenue
Somerville, Massachusetts

Principal Building Entrance (general location; see architectural plans for detail)

Secondary Building Entrance (general location; see architectural plans for detail)

Entering Traffic

Exiting Traffic

UTILITY POLE

ONE WAY

WHEATLAND STREET

ROLL-OFF DUMPSTERS (TO BE USED BY TENANT)

PRODUCT INTAKE

COMMON HALLWAY

ELECTRIC ROOM

BATHROOM

MANAGER

VAULT

POS-3

2 PROJECT EMPLOYEE SPACES (ONE FOR LOADING AS NEEDED)

CUSTOMER FLOOR AREA

VESTIBULE

CUSTOMER EXIT

CUSTOMER ENTRANCE

ROLL-OFF DUMPSTERS (OTHER TENANTS)

ONE WAY

GRANT STREET

EXISTING PYLON SIGN

ON-STREET PARKING (1 SPACE)

EXISTING TRAFFIC SIGNAL

MYSTIC AVENUE
60' RIGHT OF WAY

ONLY

BIKE

BUS

26'

8'

11'

11'

2'

2'

12'

12'

2'

0 10 20 30 40
SCALE: 1" = 10'

SOURCE: SITE PLAN BY MCGEORGE ARCHITETURE INTERIOR (6/3/2022). (C) NEARMAP IMAGERY (4/10/2024), AND FIELD MEASUREMENTS BY VHB. ROADWAY EXISTING CONDITIONS FROM FELLSWAY/MCGRATH HIGHWAY (ROUTE 28)/MYSTIC AVENUE (ROUTE 38) PS&E PLANS (7/19/2024)

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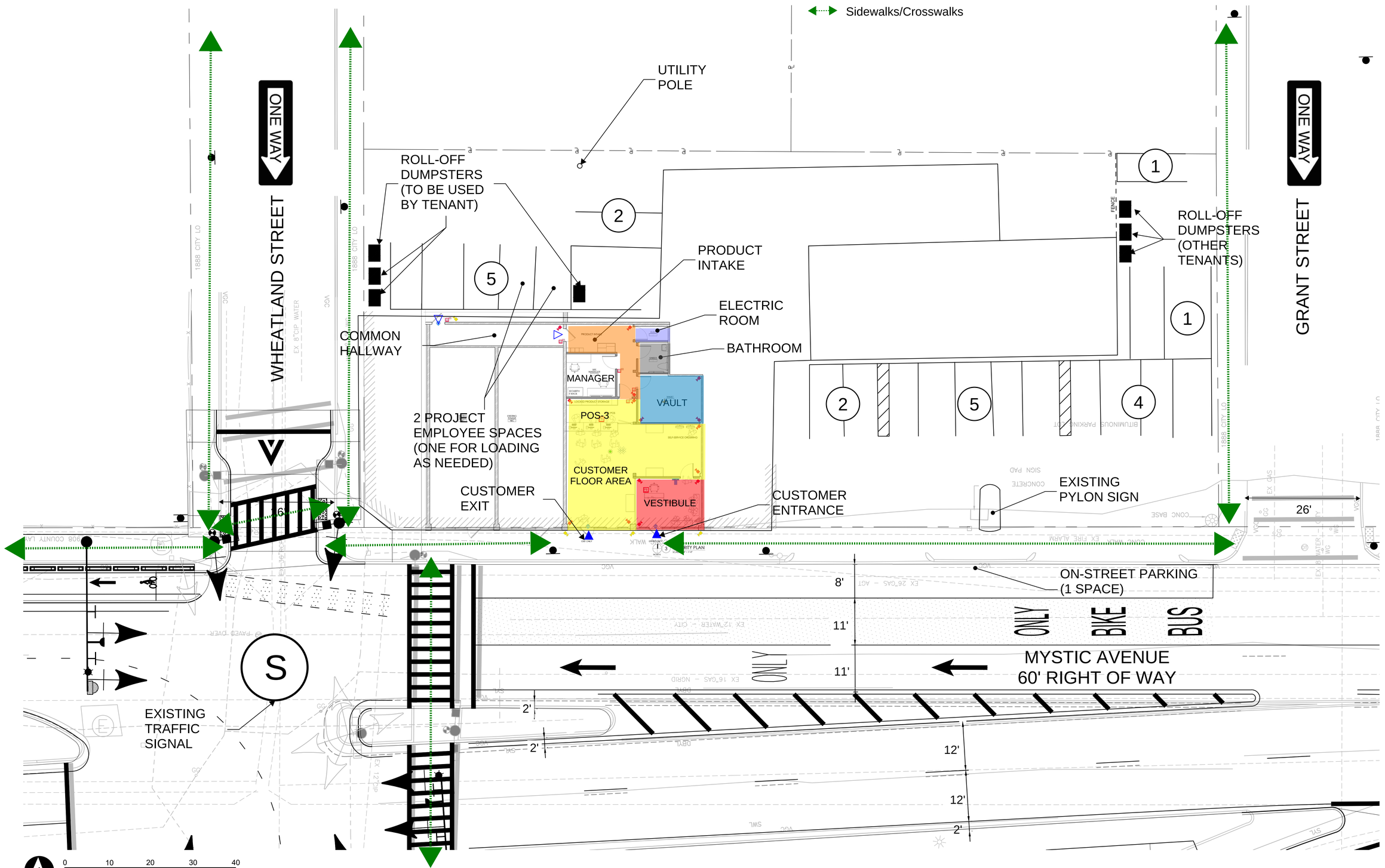
Figure 4: Pedestrian Site Access Plan
Haze of Somerville
362-368 Mystic Avenue
Somerville, Massachusetts



SOURCE: SITE PLAN BY MCGEORGE ARCHITETURE INTERIOR (6/3/2022). (C) NEARMAP IMAGERY (4/10/2024), AND FIELD MEASUREMENTS BY VHB. ROADWAY EXISTING CONDITIONS FROM FELLSWAY/MCGRATH HIGHWAY (ROUTE 28)/MYSTIC AVENUE (ROUTE 38) PS&E PLANS (7/19/2024)

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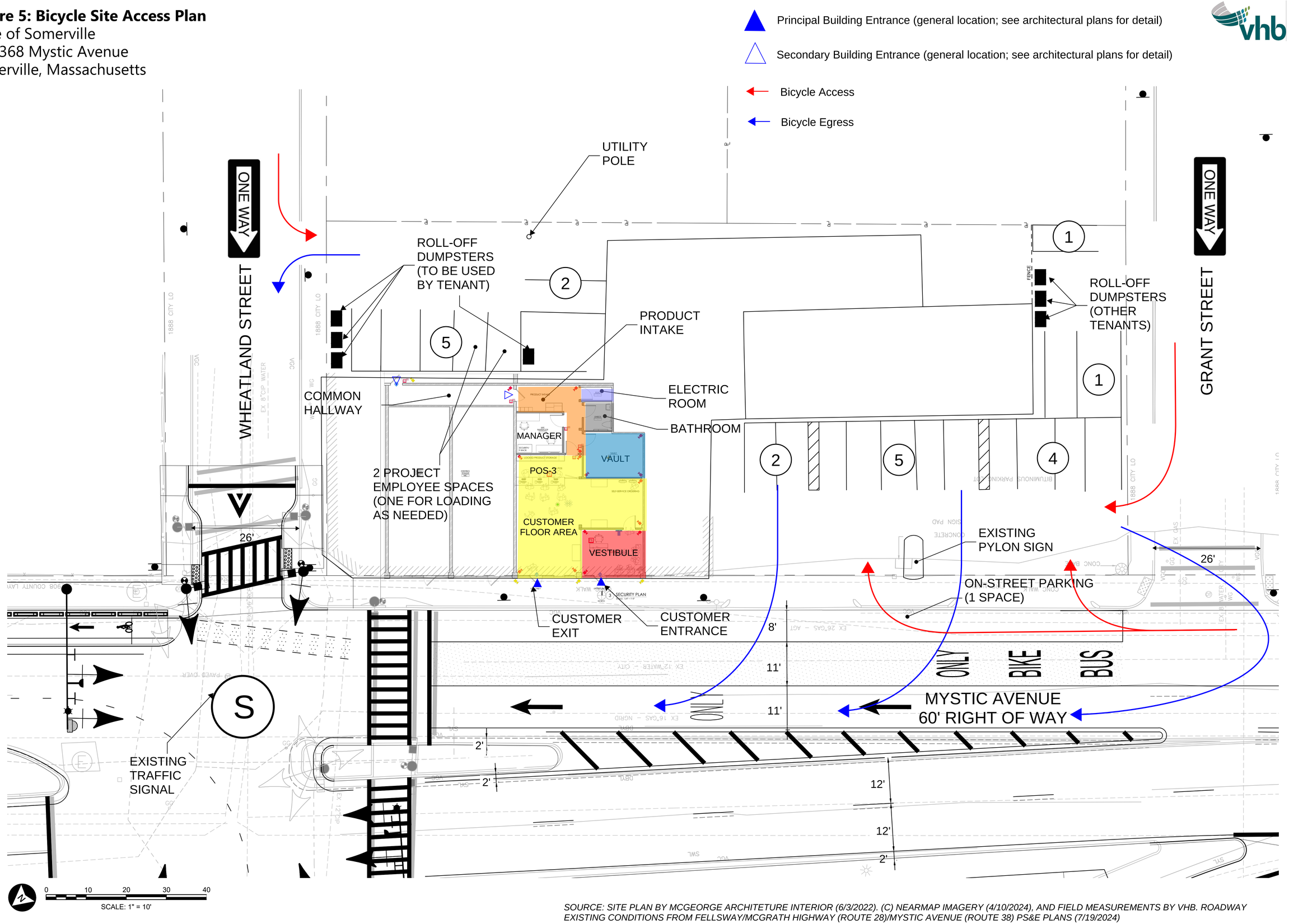
Figure 5: Bicycle Site Access Plan
Haze of Somerville
362-368 Mystic Avenue
Somerville, Massachusetts



SOURCE: SITE PLAN BY MCGEORGE ARCHITETURE INTERIOR (6/3/2022). (C) NEARMAP IMAGERY (4/10/2024), AND FIELD MEASUREMENTS BY VHB. ROADWAY EXISTING CONDITIONS FROM FELLSWAY/MCGRATH HIGHWAY (ROUTE 28)/MYSTIC AVENUE (ROUTE 38) PS&E PLANS (7/19/2024)

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- **Vehicle Tracking Diagrams**

Figure 6a-1: Passenger Car Turning Diagram
Haze of Somerville
362-368 Mystic Avenue
Somerville, Massachusetts

▲ Principal Building Entrance (general location; see architectural plans for detail)

△ Secondary Building Entrance (general location; see architectural plans for detail)

ONE WAY

WHEATLAND STREET

GRANT STREET

ONE WAY

2 PROJECT EMPLOYEE SPACES (ONE FOR LOADING AS NEEDED)

P - Passenger Car

CUSTOMER EXIT

CUSTOMER ENTRANCE

EXISTING PYLON SIGN

ON-STREET PARKING (1 SPACE)

26'

8'

11'

11'

2'

2'

MYSTIC AVENUE
60' RIGHT OF WAY

S

P - Passenger Car	
Overall Length	19.000ft
Overall Width	7.000ft
Overall Body Height	4.300ft
Min Body Ground Clearance	1.115ft
Track Width	6.000ft
Lock-to-lock time	4.00s
Max Steering Angle (Virtual)	31.60°

0 10 20 30 40
SCALE: 1" = 10'

SOURCE: SITE PLAN BY MCGEORGE ARCHITETURE INTERIOR (6/3/2022). (C) NEARMAP IMAGERY (4/10/2024), AND FIELD MEASUREMENTS BY VHB. ROADWAY EXISTING CONDITIONS FROM FELLSWAY/MCGRATH HIGHWAY (ROUTE 28)/MYSTIC AVENUE (ROUTE 38) PS&E PLANS (7/19/2024)

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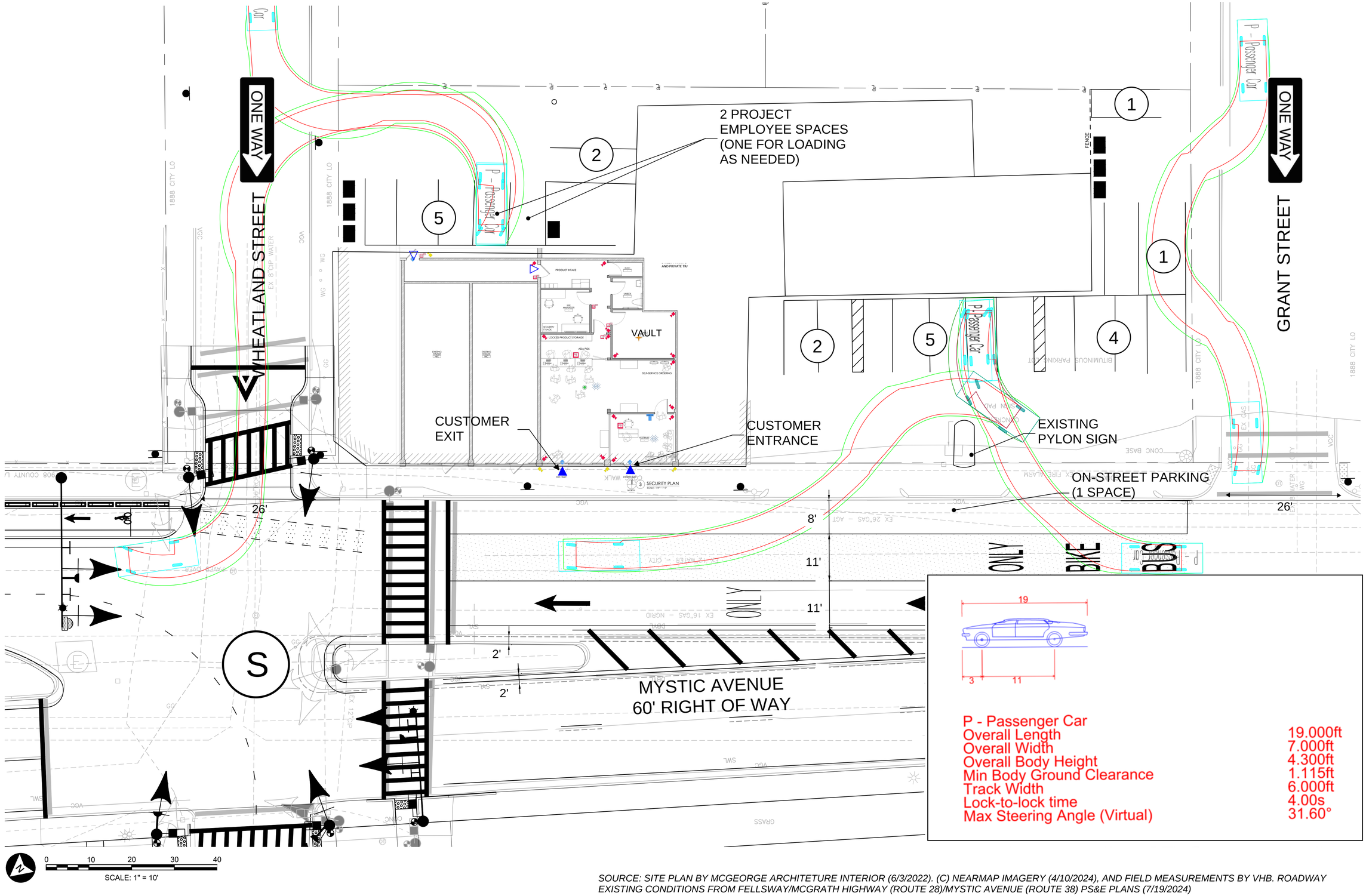
Figure 6a-2: Passenger Car Turning Diagram - Future
Haze of Somerville
362-368 Mystic Avenue
Somerville, Massachusetts

▲ Principal Building Entrance (general location; see architectural plans for detail)

△ Secondary Building Entrance (general location; see architectural plans for detail)



SOURCE: SITE PLAN BY MCGEORGE ARCHITETURE INTERIOR (6/3/2022). (C) NEARMAP IMAGERY (4/10/2024), AND FIELD MEASUREMENTS BY VHB. ROADWAY EXISTING CONDITIONS FROM FELLSWAY/MCGRATH HIGHWAY (ROUTE 28)/MYSTIC AVENUE (ROUTE 38) PS&E PLANS (7/19/2024)

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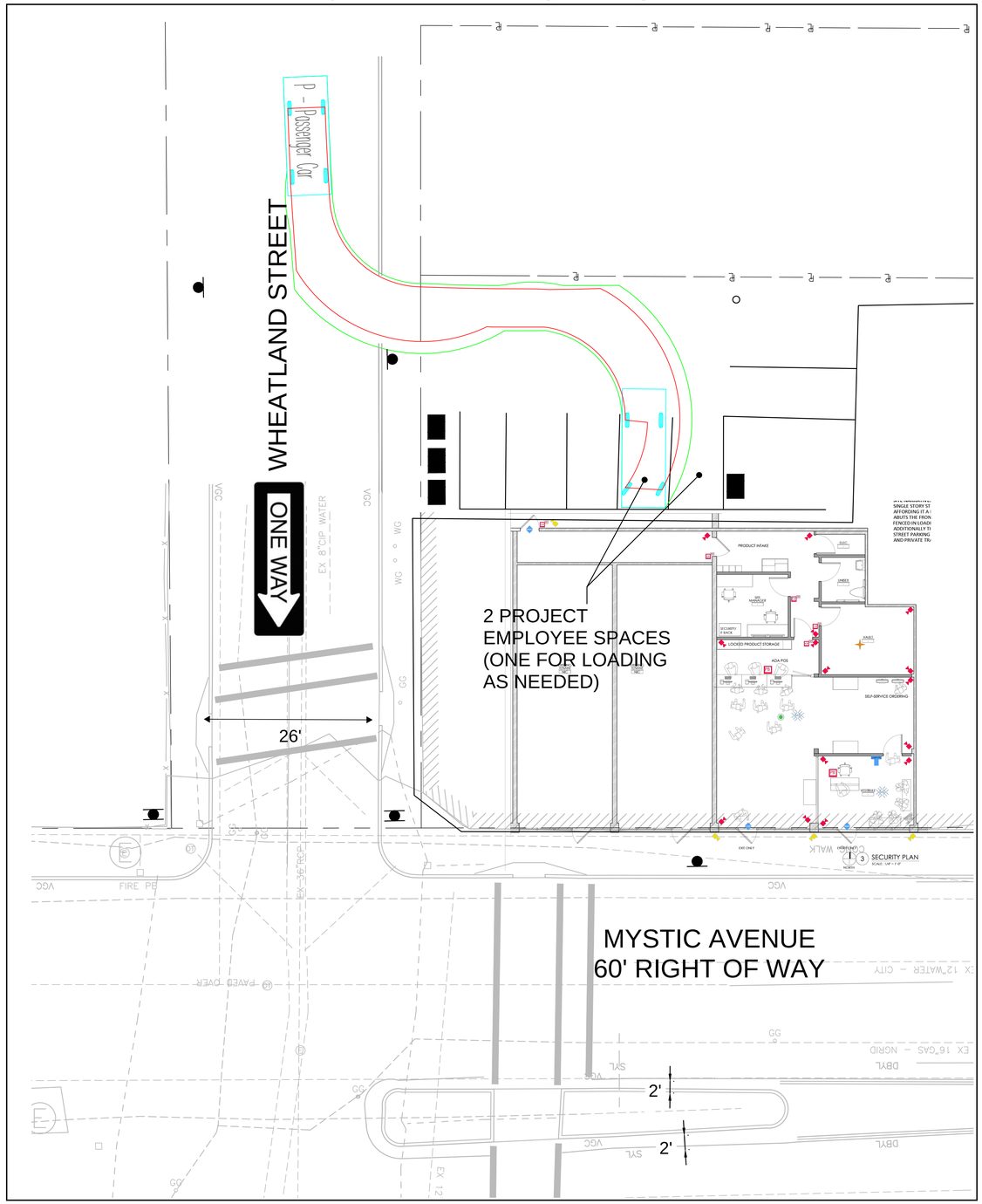
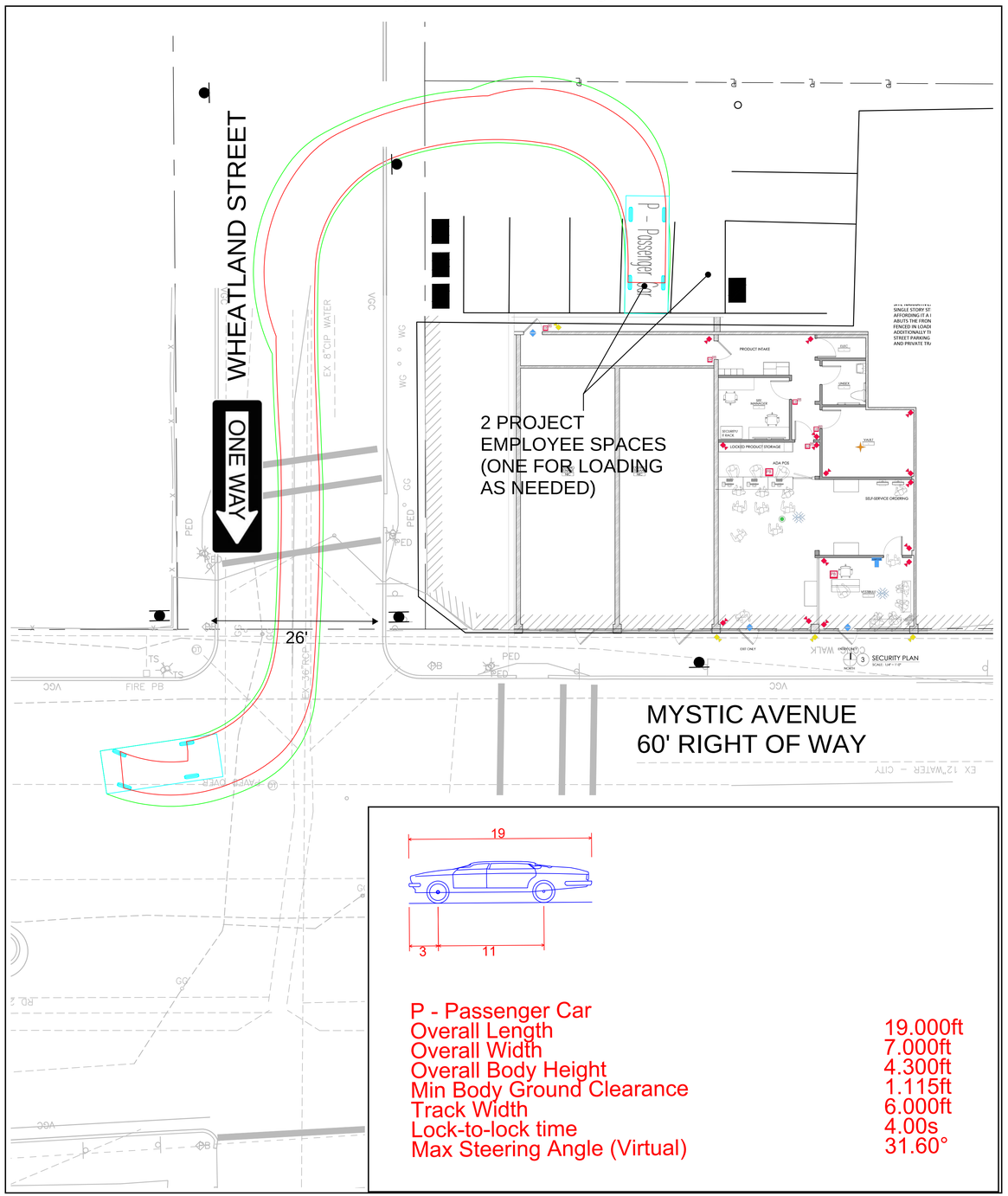
Figure 6B-1: Delivery Vehicle Turning Diagram
Haze of Somerville
362-368 Mystic Avenue
Somerville, Massachusetts

Delivery Vehicle - Entering Parking Lot



Delivery Vehicle - Exiting Parking Lot



P - Passenger Car	
Overall Length	19.000ft
Overall Width	7.000ft
Overall Body Height	4.300ft
Min Body Ground Clearance	1.115ft
Track Width	6.000ft
Lock-to-lock time	4.00s
Max Steering Angle (Virtual)	31.60°

0 10 20 30 40
SCALE: 1" = 10'

SOURCE: SITE PLAN BY MCGEORGE ARCHITETURE INTERIOR (6/3/2022). (C) NEARMAP IMAGERY (4/10/2024), AND FIELD MEASUREMENTS BY VHB. ROADWAY EXISTING CONDITIONS FROM FELLSWAY/MCGRATH HIGHWAY (ROUTE 28)/MYSTIC AVENUE (ROUTE 38) PS&E PLANS (7/19/2024)

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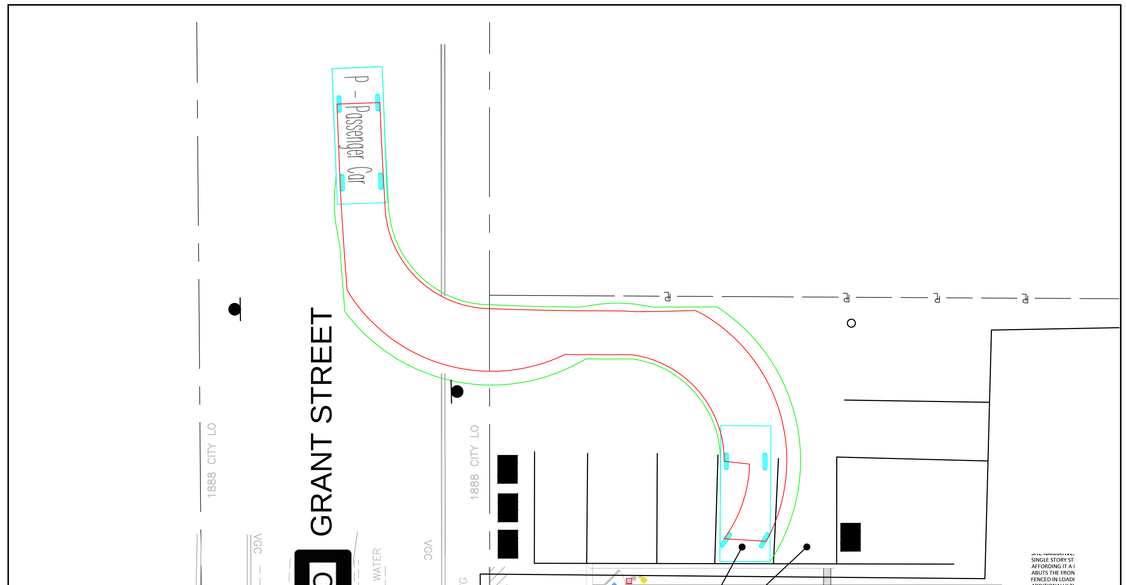
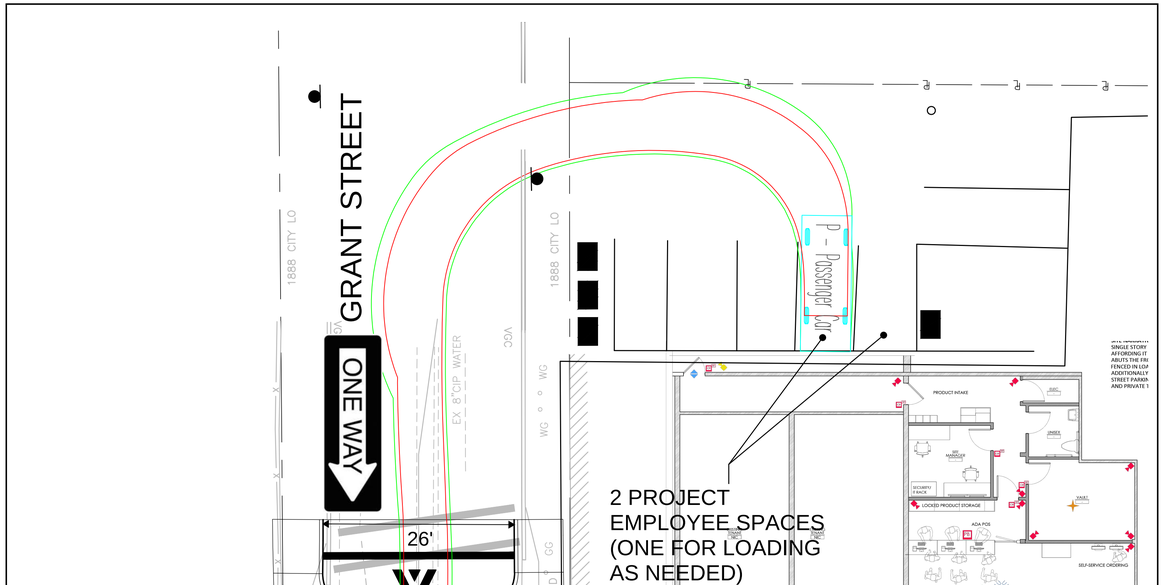
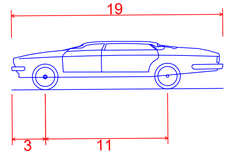
Figure 6B-2: Delivery Vehicle Turning Diagram - Future
Haze of Somerville
362-368 Mystic Avenue
Somerville, Massachusetts

Delivery Vehicle - Entering Parking Lot



Delivery Vehicle - Exiting Parking Lot





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Max Steering Angle (Virtual)	31.60°

0 10 20 30 40
SCALE: 1" = 10'

SOURCE: SITE PLAN BY MCGEORGE ARCHITETURE INTERIOR (6/3/2022). (C) NEARMAP IMAGERY (4/10/2024), AND FIELD MEASUREMENTS BY VHB. ROADWAY EXISTING CONDITIONS FROM FELLSWAY/MCGRATH HIGHWAY (ROUTE 28)/MYSTIC AVENUE (ROUTE 38) PS&E PLANS (7/19/2024)

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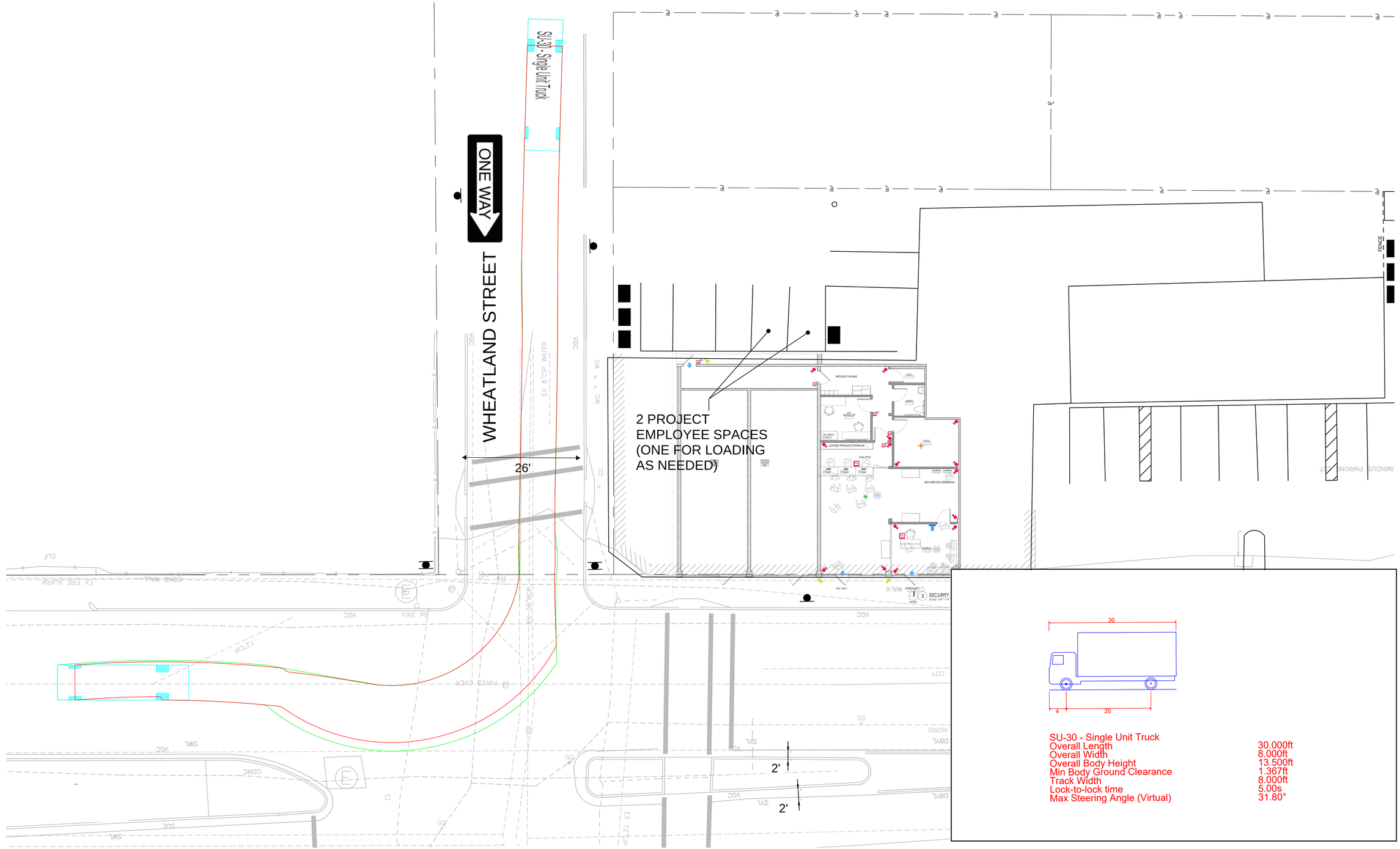
Figure 6c-1: Trash Pick-up Turning Diagram
Haze of Somerville
362-368 Mystic Avenue
Somerville, Massachusetts



SOURCE: SITE PLAN BY MCGEORGE ARCHITETURE INTERIOR (6/3/2022). (C) NEARMAP IMAGERY (4/10/2024), AND FIELD MEASUREMENTS BY VHB. ROADWAY EXISTING CONDITIONS FROM FELLSWAY/MCGRATH HIGHWAY (ROUTE 28)/MYSTIC AVENUE (ROUTE 38) PS&E PLANS (7/19/2024)

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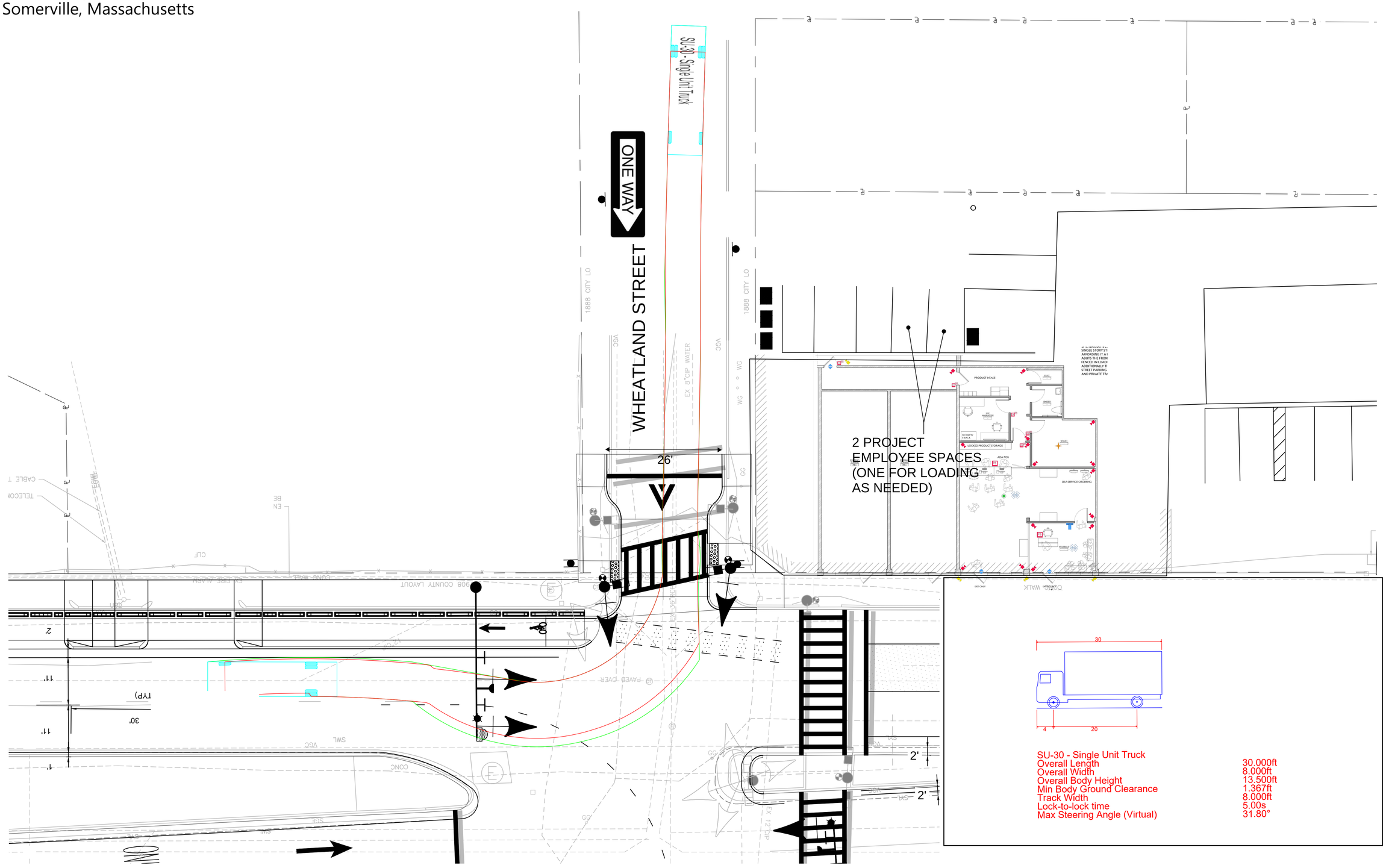
Figure 6c-2: Trash Pick-up Turning Diagram - Future
Haze of Somerville
362-368 Mystic Avenue
Somerville, Massachusetts



SOURCE: SITE PLAN BY MCGEORGE ARCHITETURE INTERIOR (6/3/2022). (C) NEARMAP IMAGERY (4/10/2024), AND FIELD MEASUREMENTS BY VHB. ROADWAY EXISTING CONDITIONS FROM FELLSWAY/MCGRATH HIGHWAY (ROUTE 28)/MYSTIC AVENUE (ROUTE 38) PS&E PLANS (7/19/2024)

\\vhb\gbl\proj\Wat-TS\16401.00\Graphics\FIGURES\tap\TAP Base - v2.dwg