

# Memo

Date: Tuesday, December 13, 2016

Project: Lakeview Avenue Advisory Bicycle Lane Assessment

To: Catherine Woodbury, City of Cambridge Department of Public Works

From: Jerry Friedman, P.E., HDR

Subject: Lakeview Avenue Advisory Bicycle Lane Assessment Technical Memorandum

This document summarizes the evaluation and analysis associated with the installation of an advisory bicycle facility along Lakeview Avenue between Brattle Street and Huron Avenue by the City of Cambridge (City). The advisory bicycle lanes have now been in place for over a year, giving residents and other users of the street time to become adjusted to them. The City is conducting this evaluation to determine whether the markings are being used as intended, whether they are effective, whether they have an impact on motorist and bicyclist behavior, and how and where they could be implemented in other locations around the City.

## Introduction

Lakeview Avenue is a segment of an identified City of Cambridge bicycle wayfinding route that extends between the Charles River path systems, Fresh Pond and the Minuteman Bikeway in Alewife. The northern portion of this segment includes marked bicycle lanes between Huron Avenue and Vassal Lane. The block directly south of that between Brattle Street and Huron Avenue was not wide enough for conventional bicycle lanes without impacting a significant amount of parking and thus the City investigated alternative treatments to enhance the multimodal nature of the street and improve roadway safety without parking impacts. See Figure 1 for a study area map.

An alternative bicycle facility treatment was developed for the Huron Avenue to



Figure 1: Lakeview Avenue Advisory Bicycle Lane

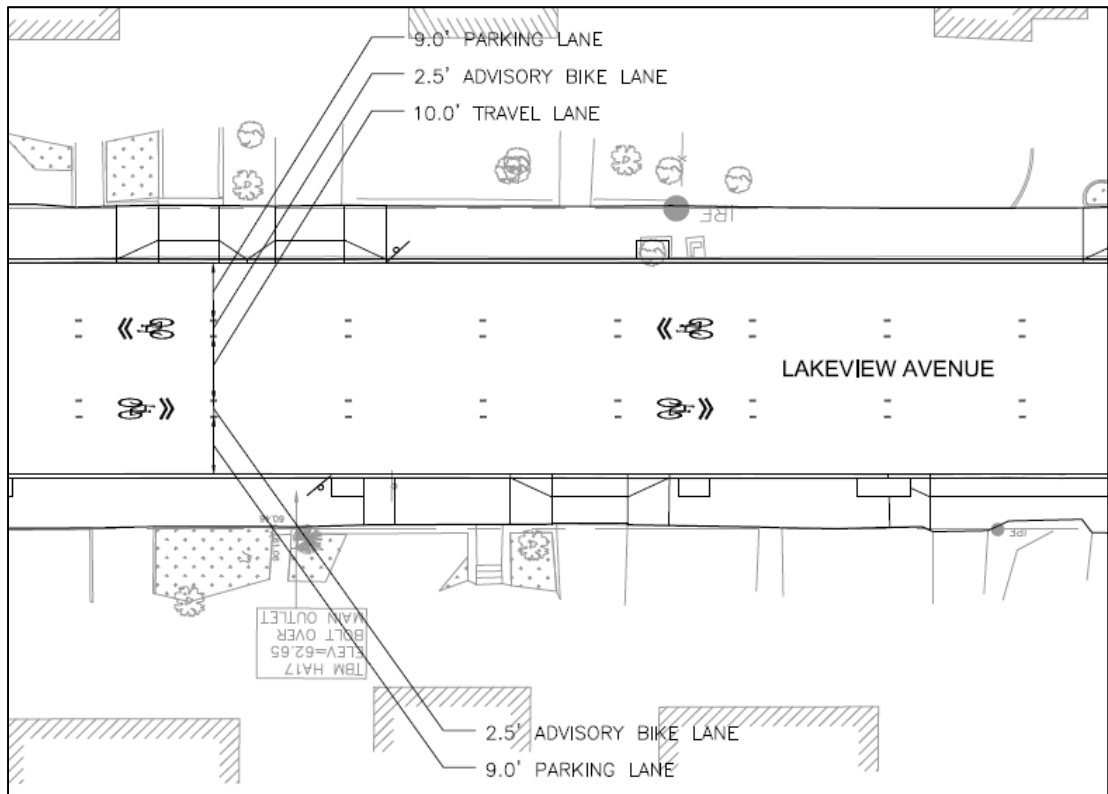


**Figure 2: Lakeview Avenue Advisory Bicycle Lanes**

Brattle Street segment which incorporated elements of shared lane bicycle markings as well as advisory bicycle lanes.

Similar treatments have been installed throughout Europe and more recently in limited applications within the United States. The advisory bicycle facility markings as shown in Figures 2 and 3 were installed in 2015 during street restoration following a sewer separation project. The 33-foot street width was restriped to provide 9-foot parking lanes, 2.5-foot advisory bicycle lanes, and a 10-foot, two-way travel lane in the center of the roadway. Plan sheets for the entire block can be found in Appendix B: Lakeview Avenue Plan Sheets.

See Appendix C: Notice to Residents for an informational flyer provided to residents prior to conducting this study.



**Figure 3: Lakeview Avenue Plan View**

## Analysis

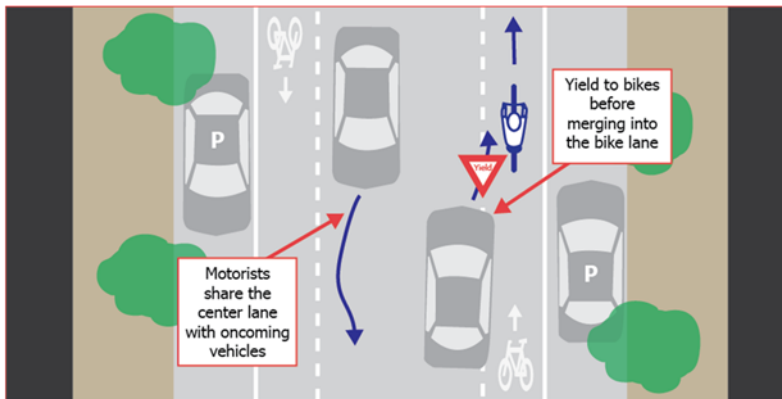
This report serves as an assessment of the advisory bicycle lanes' operation and effectiveness. Field evaluations, intercept surveys and video recordings were conducted during one weekday and one Saturday in October 2016 to observe bicyclist and motorist behavior in a variety of scenarios including:

- How motorists and bicyclists navigate the street when the other user group is not present
- How motorists and bicyclists react when they encounter each other moving in the same direction
- How motorists and bicyclists react when they encounter each other moving in the opposite direction
- Other important behaviors including the effect of parked vehicles on bicyclists' positioning within the roadway markings as well as driver behavior surrounding parked vehicles when a bicyclist is encountered

Intercept interviews of motorists, bicyclists, and residents were also conducted to determine how users perceive the advisory bicycle lanes and the overall function of the roadway.

## Advisory Bicycle Lanes Description

Advisory bicycle lanes, also called non-compulsory bicycle lanes or suggestion lanes,<sup>1</sup> are most commonly installed on residential collector streets which are not suitable for traditional bicycle lanes because of width constraints or other limitations. This type of bicycle facility is often paired with removal of the centerline to reinforce the shared vehicular travel lane nature of the street.



**Figure 4: Advisory Bicycle Lane Illustration**

Source: <http://www.minneapolismn.gov/bicycles/advisory-bike-lane>

Advisory bicycle lanes function much like traditional bicycle lanes. The main difference is that motorists are legally allowed to encroach on advisory bicycle lanes, indicated to motorists by a dashed line adjacent to vehicular travel lanes. This allows for more efficient use of space on low-volume and low-speed streets, where traffic from opposing directions can share the center of the roadway. To pass, motorists may use the advisory bicycle

<sup>1</sup> [http://www.apbp.org/?page=2009\\_2\\_Advisory](http://www.apbp.org/?page=2009_2_Advisory)



lane in absence of bicyclists, or must yield to bicyclists before proceeding. See Figure 4 for an illustration of a standard advisory bicycle lane operation.

## Video Observations

### *Data Collection*

Field data were collected on Thursday, October 20, 2016 from 4:00 to 6:00 PM and on Saturday, October 29, 2016 from 12:00 to 2:00 PM. Weather on both days was good with temperatures in the 50s and no precipitation during the data collection periods. Video recordings were taken using a 360-degree camera, allowing for a full simultaneous view of the street as road users approached from opposite directions. Field observations and intercept interviews were also conducted during the same time periods.

In reviewing the video footage, the following notes were recorded for each instance of a motorist overtaking a bicyclist from a same-direction approach (“overtaking event”):

- Bicyclist behavior
- Motorist behavior
- Relative separation between motorist and bicyclist
- Relative separation between bicyclist and parked vehicles
- Parking utilization at the point of overtaking
- Relative motorist speed
- Notes of the interaction

Additional observations were recorded for other combinations of user interactions between any number of motorists and bicyclists traveling in the same and opposite directions. For example, observations were recorded when two vehicles passed each other in the absence of bicyclists and when bicyclists and motorists approached from opposite directions.

### *Data Analysis*

52 overtaking events were recorded over the four hours of video recorded. Other overtaking events took place but could not be recorded due to distance from or location relative to the video camera. Though these were not recorded as an event, qualitative observations were still noted where possible. It should be noted that due to a lack of bicyclists traveling the corridor during the observation periods, the City provided intern staff to help supplement the number of interactions recorded between motorists and bicyclists.

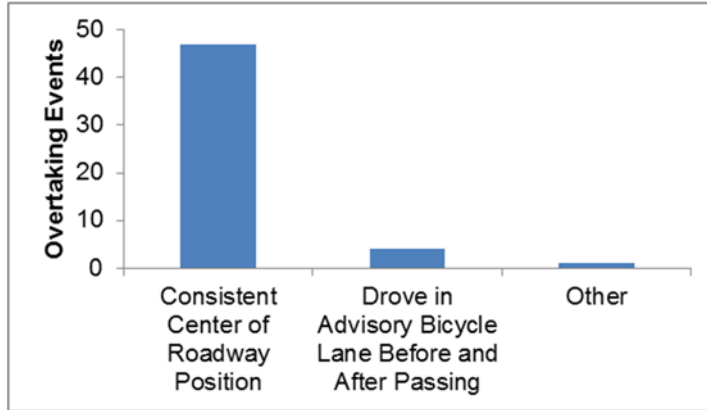
Of the 52 recorded overtaking events, 90 percent of motorists had been driving in the center of the roadway and maintained that position as they overtook a bicyclist (see Figure 5). Another 8 percent of motorists drove in the advisory bicycle lane and only moved into the center of the roadway to pass the bicyclist (see Figure 6). A graph of motorist behavior is seen in Figure 7.



**Figure 5: Motorist Maintained Center of Roadway Position Before, During, and After an Overtaking Event**



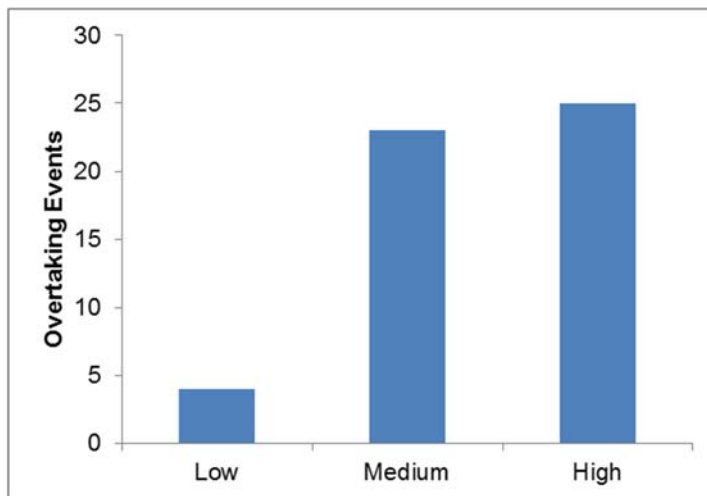
**Figure 6: Motorist Drove in Advisory Bicycle Lane Before and After Overtaking Event**



**Figure 7: Motorist Behavior During an Overtaking Event**

Relative separation between the bicyclist and motorist was observed and categorized as high, medium, or low. A score of “high” means that the motorist drove into the opposite bicycle lane to give the bicyclist as much room as possible during the overtaking event. A “medium” score means that the motorist maintained a direct center of roadway position during the overtaking event. A score of “low” means that the motorist was close to the bicyclist either because the motorist was driving too close to the advisory bicycle lane or because the bicyclist drifted into the vehicular travel lane. These relative measures were adjusted slightly depending on the size of the passing vehicle.

As seen in Figure 8, very few overtaking events (8 percent) were categorized as having low separation between the motorist and bicyclist. 44 percent of overtaking events received a score of “medium,” and the remaining 48 percent received a score of “high.” Note that Figure 8 focuses on roadway position while the motorist and bicyclist are side-by-side, and Figure 7 mostly refers to the motorist positioning directly before and after the overtaking event. Therefore, a motorist who drove in the advisory bicycle lane before and after passing was not necessarily categorized as having low separation during the overtaking event.



**Figure 8: Separation between Bicyclist and Motorist During an Overtaking Event**

Because 37 out of the 52 overtaking events involved a planted bicyclist (City intern), it is difficult to conclude much about bicyclist behavior and about the separation between a bicyclist and parked vehicles during an overtaking event. Of the 15 overtaking events that did not include a planted bicyclist, 12 bicyclists maintained their position in the advisory bicycle lane, 2 encroached on the parking lane, and 1 was weaving in and out of the parking lane before, during, and after the overtaking event. Generally, this means that bicyclists felt safe as vehicles passed them and did not need to utilize the buffer space from the parking lane. See Figure 9 for an image of a motorist overtaking a general population bicyclist (not planted).



**Figure 9: Motorist Overtaking a General Population Bicyclist (Not Planted)**

Observations from other roadway interactions are listed below.

- Most motorists appeared to use the center of the roadway even in the absence of bicyclists.
- At least four bicyclists chose to ride on the sidewalk instead of using the advisory bicycle lanes.
- More motorists drove in the advisory bicycle lane when parked cars were spaced farther apart and bicyclists were absent.
- Most motorists maintained their position in the center of the roadway when a bicyclist approached from the opposite direction. A few motorists moved into the advisory bicycle lane on their right to create a greater buffer between themselves and the approaching bicyclist.
- One bicyclist utilized the center of the roadway to pass another bicyclist riding in the advisory bicycle lane.
- Two bicyclists rode in the advisory bicycle lane in the wrong direction.
- Two bicyclists rode side-by-side with one bicyclist utilizing the advisory bicycle lane and the other riding in the parking lane.



- A motorist came to a complete stop in the parking lane to allow a school bus approaching from the opposite direction to pass.
- When a delivery truck stopped in the advisory bicycle lane and blocked most of the roadway, vehicles from the same direction utilized the advisory bicycle lane on the opposite side of the roadway to pass.
- A motorist almost struck a bicyclist as he or she was backing from a driveway and did not see the bicyclist.
- One bicyclist was riding partially in the center of the roadway and moved into the advisory bicycle lane to allow a motorist to pass from the same direction.

### **Intercept Interviews**

The project team attempted to stop roadway users to ask about their perceptions of the advisory bicycle lanes and the function of the roadway as a whole. Age and gender information were estimated by the project team for each respondent.

Because many roadway users were in a hurry to continue along on their trip or because responding to the survey impeded traffic, most respondents did not complete the survey in its entirety. A total of 11 bicyclists, 17 motorists, and one pedestrian took the survey. Results of the survey are summarized below. Original surveys can be found in Appendix A: Intercept Interviews.

**1. On average, how many times do you travel on this segment of Lakeview Avenue during the week and at what times of the day?**

This question received the highest response rate with 21 people, and showed that most survey respondents are very familiar with this block of Lakeview Avenue. Over 85 percent of respondents travel along the block at least twice per week, with many indicating that this block is part of their daily commute.

**2. Bicyclists only: Why do you typically travel along this particular street?**

Bicyclists stated that they travel along this block for a variety of reasons: because there is less traffic, it is safe, the route works well for bicyclists, the bicycle lanes are marked, it is the most direct route, the roadway is smooth, it is part of the route to Fresh Pond, a colleague travels along the same route, and a bicyclist took the same route before the Lakeview Avenue reconstruction.

**3. What is the typical purpose of your trip?**

Most of the respondents to this question either lived on the street or used Lakeview Avenue as part of their commute to work.

**4. Do you understand what the bicycle markings on this street mean?**

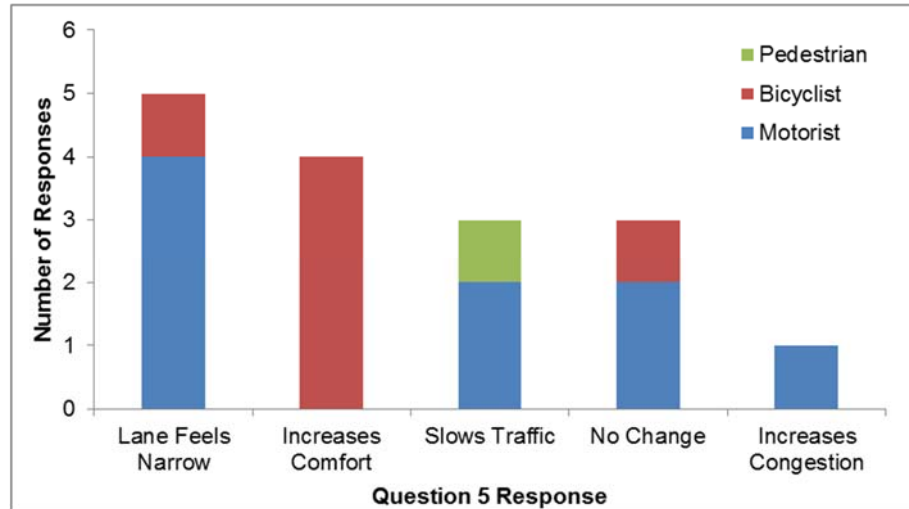
Four of the 13 respondents to this question did not understand what the bicycle markings mean. Three of these respondents were motorists and one was a bicyclist. The remaining



nine respondents stated that they understood the bicycle markings. Six of these were bicyclists, two were motorists, and one was a pedestrian who lived on the street.

**5. Do the bicycle markings change how traveling on this street feels?**

Responses to this question are summarized in Figure 6 by mode of the respondent. Some respondents offered more than one answer, which are all included in Figure 10. Motorists largely felt that the vehicular travel lane is too narrow, while bicyclists felt that the advisory bicycle lanes improved safety.



**Figure 10: Responses to Survey Question 5**

**6. Do you have any other comments or questions about the bicycle markings?**

All comments from the respondents are summarized below.

- Motorist said the roadway needs a centerline.
- Motorist said buses drive too fast down the street.
- Motorist said she likes the advisory bicycle lanes for bicyclists, but the roadway is not good from a driver’s perspective.
- Motorist said she hates the roadway.
- Motorist said he prefers the new roadway configuration most of the time, but sometimes he hates it.
- Motorist said she does not like the roadway and thinks it is confusing. She said it is unclear whether the street is one-way or two-way.
- Pedestrian said roadway should prohibit vehicles during rush hour.
- Two bicyclists said they like the smoothness of the road.
- Bicyclist said she prefers the advisory bicycle lanes over no bicycle facility.
- Bicyclist said that motorists are more likely to cut off bicyclists because of the bumpouts, making the roadway more dangerous for bicyclists.



- Motorist said she does not like that there was insufficient roadway for two regular bicycle lanes.
- Motorist said she prefers to have a centerline, which makes motorists stay on the right side of the roadway.
- Bicyclist said that motorists tend to drive down the middle of the roadway.
- Bicyclist said that motorists seem confused by the pavement markings but operate safely. She believes additional signage would be helpful.

## Conclusion

This study has several limitations that make it difficult to confidently conclude anything about the effectiveness of advisory bicycle lanes. Primarily the overall lack of general population bicyclists and the need to use a planted bicyclist to supplement the number of overtaking events prohibits a substantiated analysis of bicyclist behavior. It is difficult to know whether bicyclists correctly use the advisory bicycle lanes and whether the perceived level of safety would force bicyclists to encroach on the parking lanes. Overall, the sample sizes in this study of overtaking events, intercept interviews, and observations of other roadway user interactions are small, and the analyses provided herein should be used with caution.

Taking these limitations into account, general trends can still be identified. Motorists typically used the roadway correctly, driving in the center travel lane and yielding to bicyclists to allow oncoming traffic to pass. Non-planted bicyclists typically stayed in the advisory bicycle lanes. Some bicyclists and motorists used the advisory lanes incorrectly, but this is common in any bicycle facility and can be minimized with continued community outreach and user education. Examples of incorrect use included:

- Motorists driving in the advisory bicycle lane when no other vehicles were present.
- Bicyclists riding in vehicular travel lane until a motorist approached from behind, at which point bicyclist moved into the advisory bicycle lane.
- Bicyclists riding in the wrong direction within the advisory bicycle lane.

The intercept interviews suggest that bicyclists prefer the advisory bicycle lanes over no bicycle facilities, saying that the advisory bicycle lanes increase safety and comfort on the roadway. On the other hand, motorists most commonly felt that the street was too narrow, but also indicated that the advisory bicycle lanes slow traffic or that there was no change in motorist experience since pre-reconstruction conditions.

Though some interview respondents indicated that the advisory bicycle lanes slow traffic, speed studies conducted before and after the installation of the advisory bike lane markings do not support this claim. The speed limit on Lakeview Avenue during the assessment was 30 miles per hour (mph). Prior to the addition of the pavement markings, the mean speed of vehicles was 23 mph in both directions, and the 85<sup>th</sup> percentile of vehicles traveled at 28 mph. See Appendix D: Pre-Reconstruction Speed Study and Traffic Counts. After adding the advisory bike lane markings, the mean speed of vehicles was 24 mph in both directions with the 85<sup>th</sup> percentile of vehicles traveling at 29 mph. See Appendix E: Post-Reconstruction Speed Study and Traffic Counts. While the



advisory bicycle lanes have not slowed traffic, vehicles appear to be traveling at speeds appropriate for the roadway. The vehicular traffic count data collected before and after reconstruction appeared to show no significant change in traffic volumes aside from typical seasonal adjustment factors.

These findings suggest that the advisory bicycle lanes function as intended. Further analysis could be conducted in the future to try alternative advisory bicycle lane configurations that more closely resemble other installations within Europe and the Minneapolis-Saint Paul area to better understand if those designs and layouts installed locally would result in any difference in operation or user experience.



## **Appendix A: Intercept Interviews**

# Lakeview Avenue Advisory Bicycle Lane Markings Observations

Date: 10/20/16

Time: 4:22

Mode: Car      Motorcycle      Bicycle  
Gender: Female      Male  
Age:      Child      Under 25      26 to 65      Over 65

Upon completion of the reconstruction and paving of Lakeview Avenue between Huron Ave and Brattle St in 2015, the City implemented "Advisory Bicycle Lane Markings" to enhance the multi-modal nature of the street and improve roadway safety without removing any existing parking.

1. On average, how many times do you travel on this segment of Lakeview Avenue during the week and at what times of the day?

Everyday      Around 8am  
~~Everyday~~      Around 4:30pm

2. Cyclists Only: Why do you typically travel along this particular street?

3. What is the typical purpose of your trip?

4. Do you understand what the bicycle markings on this street mean?

No

5. Do the bicycle markings change how traveling on this street feels?

6. Do you have any other comments or questions about the bicycle markings?

## Lakeview Avenue Advisory Bicycle Lane Markings Observations

Date: 10/20/16

Time: 4:27

Mode:  Car       Motorcycle       Bicycle  
Gender:  Female       Male  
Age:  Child       Under 25       26 to 65       Over 65

Upon completion of the reconstruction and paving of Lakeview Avenue between Huron Ave and Brattle St in 2015, the City implemented "Advisory Bicycle Lane Markings" to enhance the multi-modal nature of the street and improve roadway safety without removing any existing parking.

1. On average, how many times do you travel on this segment of Lakeview Avenue during the week and at what times of the day?

2. Cyclists Only: Why do you typically travel along this particular street?

3. What is the typical purpose of your trip?

4. Do you understand what the bicycle markings on this street mean?

No (Per question 5)

5. Do the bicycle markings change how traveling on this street feels?

Lane feels thin so you have to ride in bike lane a lot of times

6. Do you have any other comments or questions about the bicycle markings?

## Lakeview Avenue Advisory Bicycle Lane Markings Observations

Date: 10/20/16

Time: 4:34

Mode: Car      Motorcycle      Bicycle  
Gender:      Female      Male  
Age:      Child      Under 25      26 to 65      Over 65

Upon completion of the reconstruction and paving of Lakeview Avenue between Huron Ave and Brattle St in 2015, the City implemented "Advisory Bicycle Lane Markings" to enhance the multi-modal nature of the street and improve roadway safety without removing any existing parking.

1. On average, how many times do you travel on this segment of Lakeview Avenue during the week and at what times of the day?

2. Cyclists Only: Why do you typically travel along this particular street?

3. What is the typical purpose of your trip?

To get to Huron Ave

4. Do you understand what the bicycle markings on this street mean?

5. Do the bicycle markings change how traveling on this street feels?

Tight at the top of the street

6. Do you have any other comments or questions about the bicycle markings?

Needs a center line throughout roadway

# Lakeview Avenue Advisory Bicycle Lane Markings Observations

Date: 10/20/16

Time: 4:37

Mode: Car Motorcycle Bicycle  
Gender: Female ~~Male~~  
Age: Child Under 25 26 to 65 Over 65

Upon completion of the reconstruction and paving of Lakeview Avenue between Huron Ave and Brattle St in 2015, the City implemented "Advisory Bicycle Lane Markings" to enhance the multi-modal nature of the street and improve roadway safety without removing any existing parking.

1. On average, how many times do you travel on this segment of Lakeview Avenue during the week and at what times of the day?

Typical commuting hours

2. Cyclists Only: Why do you typically travel along this particular street?

~~work~~ Because of the signage and bike lanes

3. What is the typical purpose of your trip?

Work

4. Do you understand what the bicycle markings on this street mean?

5. Do the bicycle markings change how traveling on this street feels?

6. Do you have any other comments or questions about the bicycle markings?



# Lakeview Avenue Advisory Bicycle Lane Markings Observations

Date: 10/20/16

Time: 4:45

Mode: Car Motorcycle Bicycle  
Gender: Female Male  
Age: Child Under 25 26 to 65 Over 65

Upon completion of the reconstruction and paving of Lakeview Avenue between Huron Ave and Brattle St in 2015, the City implemented "Advisory Bicycle Lane Markings" to enhance the multi-modal nature of the street and improve roadway safety without removing any existing parking.

1. On average, how many times do you travel on this segment of Lakeview Avenue during the week and at what times of the day?

2. Cyclists Only: Why do you typically travel along this particular street?

3. What is the typical purpose of your trip?

Lives on the street

4. Do you understand what the bicycle markings on this street mean?

5. Do the bicycle markings change how traveling on this street feels?

6. Do you have any other comments or questions about the bicycle markings?

Buses drive too fast down the street

## Lakeview Avenue Advisory Bicycle Lane Markings Observations

Date: 10/20/16

Time: 4:46

Mode: Car      Motorcycle      Bicycle  
Gender: Female      Male  
Age:      Child      Under 25      26 to 65      Over 65

Upon completion of the reconstruction and paving of Lakeview Avenue between Huron Ave and Brattle St in 2015, the City implemented "Advisory Bicycle Lane Markings" to enhance the multi-modal nature of the street and improve roadway safety without removing any existing parking.

1. On average, how many times do you travel on this segment of Lakeview Avenue during the week and at what times of the day?
2. Cyclists Only: Why do you typically travel along this particular street?
3. What is the typical purpose of your trip?
4. Do you understand what the bicycle markings on this street mean?
5. Do the bicycle markings change how traveling on this street feels?

Makes the road feel congested and is uncomfortable when there is a car coming the other direction

6. Do you have any other comments or questions about the bicycle markings?

Likes it for cyclists and thinks it's a good idea but not from a drivers perspective

## Lakeview Avenue Advisory Bicycle Lane Markings Observations

Date: 10/20/16

Time: 4:54

Mode:  Car      Motorcycle      Bicycle  
Gender:  Female      Male  
Age:      Child      Under 25       26 to 65      Over 65

Upon completion of the reconstruction and paving of Lakeview Avenue between Huron Ave and Brattle St in 2015, the City implemented "Advisory Bicycle Lane Markings" to enhance the multi-modal nature of the street and improve roadway safety without removing any existing parking.

1. On average, how many times do you travel on this segment of Lakeview Avenue during the week and at what times of the day?
2. Cyclists Only: Why do you typically travel along this particular street?
3. What is the typical purpose of your trip?
4. Do you understand what the bicycle markings on this street mean?
5. Do the bicycle markings change how traveling on this street feels?
6. Do you have any other comments or questions about the bicycle markings?

They hate it (2 women

## Lakeview Avenue Advisory Bicycle Lane Markings Observations

Date: 10/20/16

Time: 4:39

Mode:  Car      Motorcycle      Bicycle  
Gender:  Female      Male  
Age:      Child      Under 25      26 to 65       Over 65

Upon completion of the reconstruction and paving of Lakeview Avenue between Huron Ave and Brattle St in 2015, the City implemented "Advisory Bicycle Lane Markings" to enhance the multi-modal nature of the street and improve roadway safety without removing any existing parking.

1. On average, how many times do you travel on this segment of Lakeview Avenue during the week and at what times of the day?
2. Cyclists Only: Why do you typically travel along this particular street?
3. What is the typical purpose of your trip?
4. Do you understand what the bicycle markings on this street mean?
5. Do the bicycle markings change how traveling on this street feels?

Feels narrow but is also glad there is a bike lane

6. Do you have any other comments or questions about the bicycle markings?

# Lakeview Avenue Advisory Bicycle Lane Markings Observations

Date: 10/20/16

Time: \_\_\_\_\_

Mode:  Car      Motorcycle      Bicycle  
Gender:  Female      Male  
Age:      Child      Under 25       26 to 65      Over 65

Upon completion of the reconstruction and paving of Lakeview Avenue between Huron Ave and Brattle St in 2015, the City implemented "Advisory Bicycle Lane Markings" to enhance the multi-modal nature of the street and improve roadway safety without removing any existing parking.

1. On average, how many times do you travel on this segment of Lakeview Avenue during the week and at what times of the day?

3-5 days a week

2. Cyclists Only: Why do you typically travel along this particular street?

3. What is the typical purpose of your trip?

Commuting

4. Do you understand what the bicycle markings on this street mean?

5. Do the bicycle markings change how traveling on this street feels?

6. Do you have any other comments or questions about the bicycle markings?

# Lakeview Avenue Advisory Bicycle Lane Markings Observations

Date: 10/20/16

Time: 5:05

Mode: Car Motorcycle Bicycle  
Gender: Female Male  
Age: Child Under 25 26 to 65 Over 65

Upon completion of the reconstruction and paving of Lakeview Avenue between Huron Ave and Brattle St in 2015, the City implemented "Advisory Bicycle Lane Markings" to enhance the multi-modal nature of the street and improve roadway safety without removing any existing parking.

1. On average, how many times do you travel on this segment of Lakeview Avenue during the week and at what times of the day?

Multiple times a day

2. Cyclists Only: Why do you typically travel along this particular street?

3. What is the typical purpose of your trip?

Deliver Flowers

4. Do you understand what the bicycle markings on this street mean?

5. Do the bicycle markings change how traveling on this street feels?

Likes it a lot better, can see the cyclists much easier and knows where they are on the road

6. Do you have any other comments or questions about the bicycle markings?

Hates it sometimes but more often than not prefers it

## Lakeview Avenue Advisory Bicycle Lane Markings Observations

Date: 10/20/16

Time: 5:08

Mode: Car      Motorcycle      Bicycle  
Gender:      Female      Male  
Age:      Child      Under 25      26 to 65      Over 65

Upon completion of the reconstruction and paving of Lakeview Avenue between Huron Ave and Brattle St in 2015, the City implemented "Advisory Bicycle Lane Markings" to enhance the multi-modal nature of the street and improve roadway safety without removing any existing parking.

1. On average, how many times do you travel on this segment of Lakeview Avenue during the week and at what times of the day?

Twice a day

2. Cyclists Only: Why do you typically travel along this particular street?

3. What is the typical purpose of your trip?

Drop kids off at school and pick them up

4. Do you understand what the bicycle markings on this street mean?

5. Do the bicycle markings change how traveling on this street feels?

6. Do you have any other comments or questions about the bicycle markings?

Doesn't like it, says its confusing if its two ways or not

# Lakeview Avenue Advisory Bicycle Lane Markings Observations

Date: 10/20/16

Time: 5:12

Mode: Car Motorcycle Bicycle  
Gender: Female Male  
Age: Child Under 25 26 to 65 Over 65

Upon completion of the reconstruction and paving of Lakeview Avenue between Huron Ave and Brattle St in 2015, the City implemented "Advisory Bicycle Lane Markings" to enhance the multi-modal nature of the street and improve roadway safety without removing any existing parking.

1. On average, how many times do you travel on this segment of Lakeview Avenue during the week and at what times of the day?

Twice a day M-F

2. Cyclists Only: Why do you typically travel along this particular street?

Part of the route to Fresh Pond  
safest route

3. What is the typical purpose of your trip?

Work commute

4. Do you understand what the bicycle markings on this street mean?

5. Do the bicycle markings change how traveling on this street feels?

Likes it however is nervous of getting doored

6. Do you have any other comments or questions about the bicycle markings?



# Lakeview Avenue Advisory Bicycle Lane Markings Observations

Date: 10/20/16

Time: 5:16

Mode: Car Motorcycle Bicycle  
Gender: Female Male  
Age: Child Under 25 26 to 65 Over 65

Upon completion of the reconstruction and paving of Lakeview Avenue between Huron Ave and Brattle St in 2015, the City implemented "Advisory Bicycle Lane Markings" to enhance the multi-modal nature of the street and improve roadway safety without removing any existing parking.

1. On average, how many times do you travel on this segment of Lakeview Avenue during the week and at what times of the day?

Twice a week

2. Cyclists Only: Why do you typically travel along this particular street?

Safest and fastest cut through

3. What is the typical purpose of your trip?

Commute

4. Do you understand what the bicycle markings on this street mean?

Yes

5. Do the bicycle markings change how traveling on this street feels?

No for an experienced rider it makes no difference for a novice rider it makes them prefer it to be

6. Do you have any other comments or questions about the bicycle markings?

Saber even though it's not

# Lakeview Avenue Advisory Bicycle Lane Markings Observations

Date: 10/20/16

Time: 5:24

Mode: Car Motorcycle Bicycle Resident

Gender: Female Male

Age: Child Under 25 26 to 65 Over 65

Upon completion of the reconstruction and paving of Lakeview Avenue between Huron Ave and Brattle St in 2015, the City implemented "Advisory Bicycle Lane Markings" to enhance the multi-modal nature of the street and improve roadway safety without removing any existing parking.

1. On average, how many times do you travel on this segment of Lakeview Avenue during the week and at what times of the day?

Resident

2. Cyclists Only: Why do you typically travel along this particular street?

3. What is the typical purpose of your trip?

Live on road

4. Do you understand what the bicycle markings on this street mean?

Says people don't understand that it is a shared bike lane

5. Do the bicycle markings change how traveling on this street feels?

People drive a bit slower but not enough  
\* Buses and cars drive too fast their intersection is

6. Do you have any other comments or questions about the bicycle markings? Very dangerous

No line down middle of road  
Suggested making it a street that can't be turned down during rush hour

## Lakeview Avenue Advisory Bicycle Lane Markings Observations

Date: 10/20/16

Time: 5:29

Mode: Car Motorcycle Bicycle  
Gender: Female Male  
Age: Child Under 25 26 to 65 Over 65

Upon completion of the reconstruction and paving of Lakeview Avenue between Huron Ave and Brattle St in 2015, the City implemented "Advisory Bicycle Lane Markings" to enhance the multi-modal nature of the street and improve roadway safety without removing any existing parking.

1. On average, how many times do you travel on this segment of Lakeview Avenue during the week and at what times of the day?

2-3 times a week

2. Cyclists Only: Why do you typically travel along this particular street?

Smooth, bike lanes marked out, good cut through

3. What is the typical purpose of your trip?

Traveling back from work

4. Do you understand what the bicycle markings on this street mean?

Yes but doesn't think drivers do

5. Do the bicycle markings change how traveling on this street feels?

More comfortable since lanes are marked out makes driver more aware

6. Do you have any other comments or questions about the bicycle markings?

Likes the smoothness of road

# Lakeview Avenue Advisory Bicycle Lane Markings Observations

Date: 10/20/16

Time: 5:37

Mode: Car Motorcycle Bicycle  
Gender: Female Male  
Age: Child Under 25 26 to 65 Over 65

Upon completion of the reconstruction and paving of Lakeview Avenue between Huron Ave and Brattle St in 2015, the City implemented "Advisory Bicycle Lane Markings" to enhance the multi-modal nature of the street and improve roadway safety without removing any existing parking.

1. On average, how many times do you travel on this segment of Lakeview Avenue during the week and at what times of the day?

M-F commute hours

2. Cyclists Only: Why do you typically travel along this particular street?

3. What is the typical purpose of your trip?

Work

4. Do you understand what the bicycle markings on this street mean?

5. Do the bicycle markings change how traveling on this street feels?

Prefer it over no lanes

6. Do you have any other comments or questions about the bicycle markings?

## Lakeview Avenue Advisory Bicycle Lane Markings Observations

Date: 10/20/16

Time: 5:42

Mode: Car Motorcycle Bicycle  
Gender: Female Male  
Age: Child Under 25 26 to 65 Over 65

Upon completion of the reconstruction and paving of Lakeview Avenue between Huron Ave and Brattle St in 2015, the City implemented "Advisory Bicycle Lane Markings" to enhance the multi-modal nature of the street and improve roadway safety without removing any existing parking.

1. On average, how many times do you travel on this segment of Lakeview Avenue during the week and at what times of the day?

Random

2. Cyclists Only: Why do you typically travel along this particular street?

Used it before it was changed, liked it much better

3. What is the typical purpose of your trip?

Random

4. Do you understand what the bicycle markings on this street mean?

Says no one understands what it's going on

5. Do the bicycle markings change how traveling on this street feels?

6. Do you have any other comments or questions about the bicycle markings?

think the bump outs make it more dangerous because cars are more likely to cut them off

# Lakeview Avenue Advisory Bicycle Lane Markings Observations

Date: 10/20/16

Time: 5:47

Mode: Car      Motorcycle      Bicycle  
Gender: Female      Male  
Age:      Child      Under 25      26 to 65      Over 65

Upon completion of the reconstruction and paving of Lakeview Avenue between Huron Ave and Brattle St in 2015, the City implemented "Advisory Bicycle Lane Markings" to enhance the multi-modal nature of the street and improve roadway safety without removing any existing parking.

1. On average, how many times do you travel on this segment of Lakeview Avenue during the week and at what times of the day?

Every day

2. Cyclists Only: Why do you typically travel along this particular street?

3. What is the typical purpose of your trip?

Drive home from work

4. Do you understand what the bicycle markings on this street mean?

No, not enough room for two cars to pass

5. Do the bicycle markings change how traveling on this street feels?

6. Do you have any other comments or questions about the bicycle markings?

# Lakeview Avenue Advisory Bicycle Lane Markings Observations

Date: 10/20/16

Time: 5:52

Mode: Car Motorcycle Bicycle  
Gender: Female Male  
Age: Child Under 25 26 to 65 Over 65

Upon completion of the reconstruction and paving of Lakeview Avenue between Huron Ave and Brattle St in 2015, the City implemented "Advisory Bicycle Lane Markings" to enhance the multi-modal nature of the street and improve roadway safety without removing any existing parking.

1. On average, how many times do you travel on this segment of Lakeview Avenue during the week and at what times of the day?

Twice a day Rush hour

2. Cyclists Only: Why do you typically travel along this particular street?

Colleague goes this way

3. What is the typical purpose of your trip?

Work

4. Do you understand what the bicycle markings on this street mean?

Yes

5. Do the bicycle markings change how traveling on this street feels?

Feels safer and that the drivers are more aware of him

6. Do you have any other comments or questions about the bicycle markings?

## Lakeview Avenue Advisory Bicycle Lane Markings Observations

Date: 10/20/16

Time: 5:54

Mode: Car Motorcycle Bicycle  
Gender: Female Male  
Age: Child Under 25 26 to 65 Over 65

Upon completion of the reconstruction and paving of Lakeview Avenue between Huron Ave and Brattle St in 2015, the City implemented "Advisory Bicycle Lane Markings" to enhance the multi-modal nature of the street and improve roadway safety without removing any existing parking.

1. On average, how many times do you travel on this segment of Lakeview Avenue during the week and at what times of the day?

Twice a day Rush hour

2. Cyclists Only: Why do you typically travel along this particular street?

Less traffic

3. What is the typical purpose of your trip?

Work

4. Do you understand what the bicycle markings on this street mean?

Yes

5. Do the bicycle markings change how traveling on this street feels?

Likes it better than before redesign  
Feels safer

6. Do you have any other comments or questions about the bicycle markings?



## Lakeview Avenue Advisory Bicycle Lane Markings Observations

Date: 10/20/16

Time: 4:07

Mode:

Car

Motorcycle

Bicycle

Gender:

Female

Male

Age:

Child

Under 25

26 to 65

Over 65

Upon completion of the reconstruction and paving of Lakeview Avenue between Huron Ave and Brattle St in 2015, the City implemented "Advisory Bicycle Lane Markings" to enhance the multi-modal nature of the street and improve roadway safety without removing any existing parking.

1. On average, how many times do you travel on this segment of Lakeview Avenue during the week and at what times of the day?
2. Cyclists Only: Why do you typically travel along this particular street?
3. What is the typical purpose of your trip?
4. Do you understand what the bicycle markings on this street mean?
5. Do the bicycle markings change how traveling on this street feels?
6. Do you have any other comments or questions about the bicycle markings?

Didn't like that there was not enough room for the two bike lanes

# Lakeview Avenue Advisory Bicycle Lane Markings Observations

Date: 10/20/16

Time: 4:04 PM

Mode:

Car

Motorcycle

Bicycle

Gender:

Female

Male

Age:

Child

Under 25

26 to 65

Over 65

Upon completion of the reconstruction and paving of Lakeview Avenue between Huron Ave and Brattle St in 2015, the City implemented "Advisory Bicycle Lane Markings" to enhance the multi-modal nature of the street and improve roadway safety without removing any existing parking.

1. On average, how many times do you travel on this segment of Lakeview Avenue during the week and at what times of the day?

From Canada

2. Cyclists Only: Why do you typically travel along this particular street?

3. What is the typical purpose of your trip?

4. Do you understand what the bicycle markings on this street mean?

Yes

5. Do the bicycle markings change how traveling on this street feels?

No

6. Do you have any other comments or questions about the bicycle markings?

## Lakeview Avenue Advisory Bicycle Lane Markings Observations

Date: 10/20/16

Time: 4:07

Mode: Car Motorcycle Bicycle  
Gender: Female Male  
Age: Child Under 25 26 to 65 Over 65

Upon completion of the reconstruction and paving of Lakeview Avenue between Huron Ave and Brattle St in 2015, the City implemented "Advisory Bicycle Lane Markings" to enhance the multi-modal nature of the street and improve roadway safety without removing any existing parking.

1. On average, how many times do you travel on this segment of Lakeview Avenue during the week and at what times of the day?

2. Cyclists Only: Why do you typically travel along this particular street?

3. What is the typical purpose of your trip?

Lives on this street

4. Do you understand what the bicycle markings on this street mean?

5. Do the bicycle markings change how traveling on this street feels?

Slows down traffic

6. Do you have any other comments or questions about the bicycle markings?

Likes yellow line in the middle of the road making people stay on the right side of the roadway

# Lakeview Avenue Advisory Bicycle Lane Markings Observations

Date: 10/20/16

Time: 4:12

Mode:  Car       Motorcycle       Bicycle  
Gender:  Female       Male  
Age:  Child       Under 25       26 to 65       Over 65

Upon completion of the reconstruction and paving of Lakeview Avenue between Huron Ave and Brattle St in 2015, the City implemented "Advisory Bicycle Lane Markings" to enhance the multi-modal nature of the street and improve roadway safety without removing any existing parking.

1. On average, how many times do you travel on this segment of Lakeview Avenue during the week and at what times of the day?

M-F around this time

2. Cyclists Only: Why do you typically travel along this particular street?

3. What is the typical purpose of your trip?

4. Do you understand what the bicycle markings on this street mean?

5. Do the bicycle markings change how traveling on this street feels?

6. Do you have any other comments or questions about the bicycle markings?

## Lakeview Avenue Advisory Bicycle Lane Markings Observations

Date: 10/20/16

Time: 4:15

Mode:  Car      Motorcycle      Bicycle  
Gender:  Female      Male  
Age:      Child      Under 25       26 to 65      Over 65

Upon completion of the reconstruction and paving of Lakeview Avenue between Huron Ave and Brattle St in 2015, the City implemented "Advisory Bicycle Lane Markings" to enhance the multi-modal nature of the street and improve roadway safety without removing any existing parking.

1. On average, how many times do you travel on this segment of Lakeview Avenue during the week and at what times of the day?

Everyday 7:30-8ish

2. Cyclists Only: Why do you typically travel along this particular street?

3. What is the typical purpose of your trip?

Work

4. Do you understand what the bicycle markings on this street mean?

5. Do the bicycle markings change how traveling on this street feels?

Slowed traffic

6. Do you have any other comments or questions about the bicycle markings?

# Lakeview Avenue Advisory Bicycle Lane Markings Observations

Date: 10/20/16

Time: 4:17

Mode: Car Motorcycle Bicycle  
Gender: Female Male  
Age: Child Under 25 26 to 65 Over 65

Upon completion of the reconstruction and paving of Lakeview Avenue between Huron Ave and Brattle St in 2015, the City implemented "Advisory Bicycle Lane Markings" to enhance the multi-modal nature of the street and improve roadway safety without removing any existing parking.

1. On average, how many times do you travel on this segment of Lakeview Avenue during the week and at what times of the day?

~~Every~~ Every day Around this time  
and around 7:30 am

2. Cyclists Only: Why do you typically travel along this particular street?

3. What is the typical purpose of your trip?

Work

4. Do you understand what the bicycle markings on this street mean?

5. Do the bicycle markings change how traveling on this street feels?

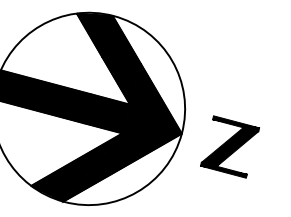
Loves it and feels much more  
comfortable

6. Do you have any other comments or questions about the bicycle markings?

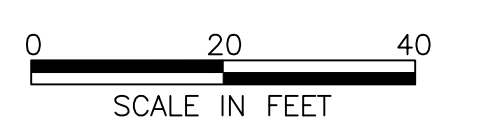
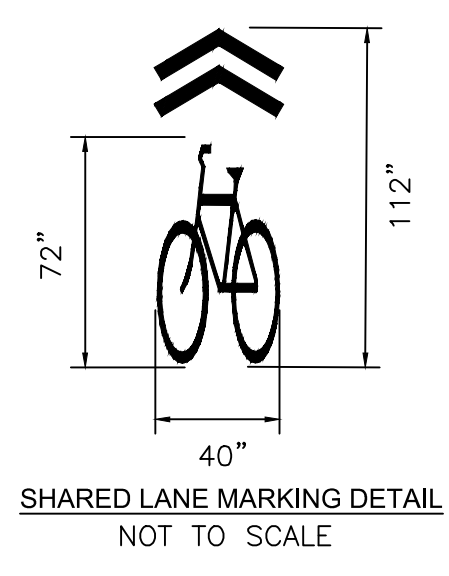
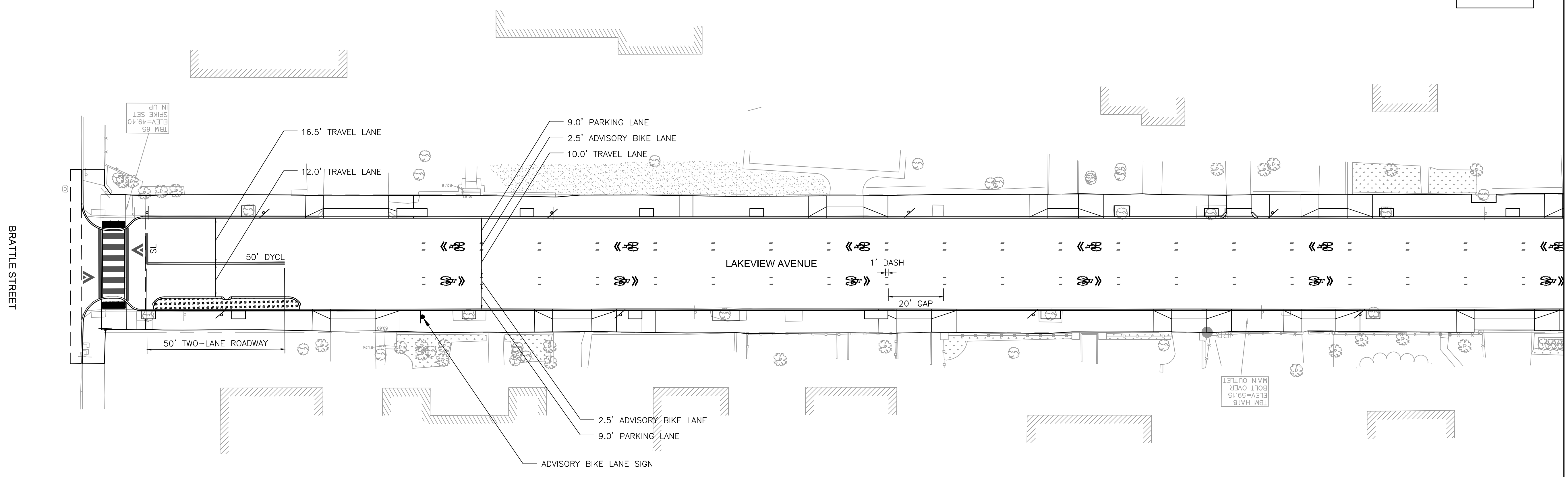
people traveling up lakeview tend to drive  
down the middle of the roadway



## **Appendix B: Lakeview Avenue Plan Sheets**



CONT. ON SHEET 2



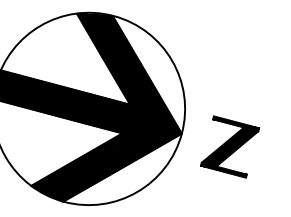
**HDR**  
HDR ENGINEERING, INC.  
695 ATLANTIC AVENUE  
BOSTON, MASSACHUSETTS 02111-2626  
(617) 357-7700

No.	DESCRIPTION	DATE	Scale	1"=20'
	REVISIONS		Date	08/28/15
			Job No.	260551
			Designed by	PFB
			Drawn by	DJD
			Checked by	PFB
			Approved by	JMF

CITY OF CAMBRIDGE, MASSACHUSETTS  
CAMBRIDGE HOUSE DOCTOR  
ON CALL SERVICES CONTRACT  
LAKEVIEW AVENUE  
PAVEMENT MARKING & ADVISORY BIKE LANE PLAN

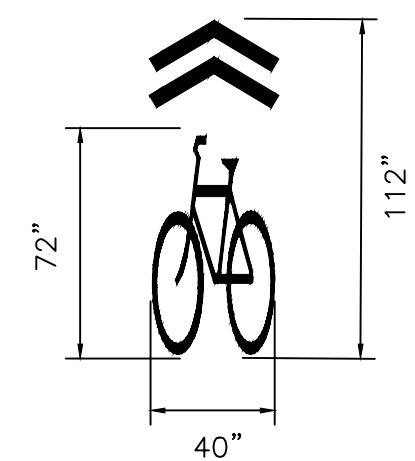
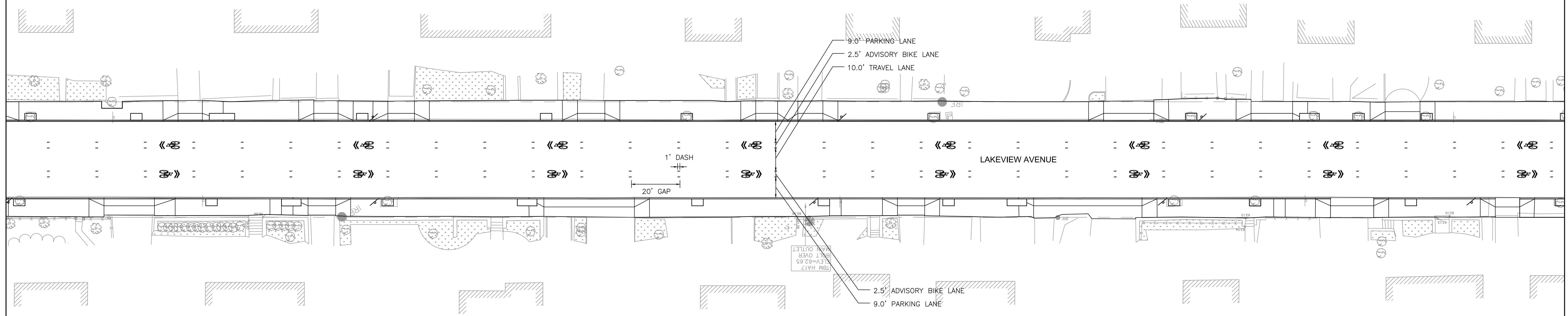
Sheet No.  
1  
Total Sheets  
3  
File No.



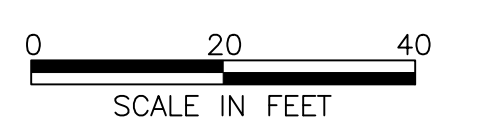


CONT. ON SHEET 1

CONT. ON SHEET 3



SHARED LANE MARKING DETAIL  
NOT TO SCALE



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(617) 357-7700

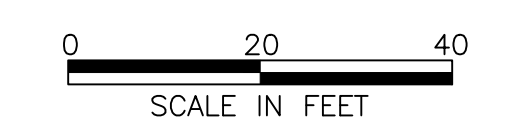
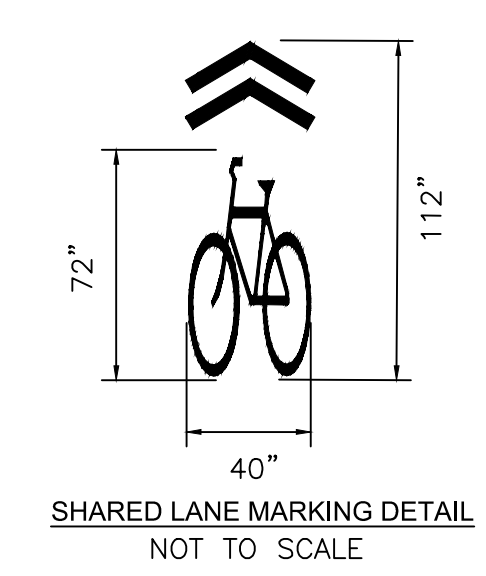
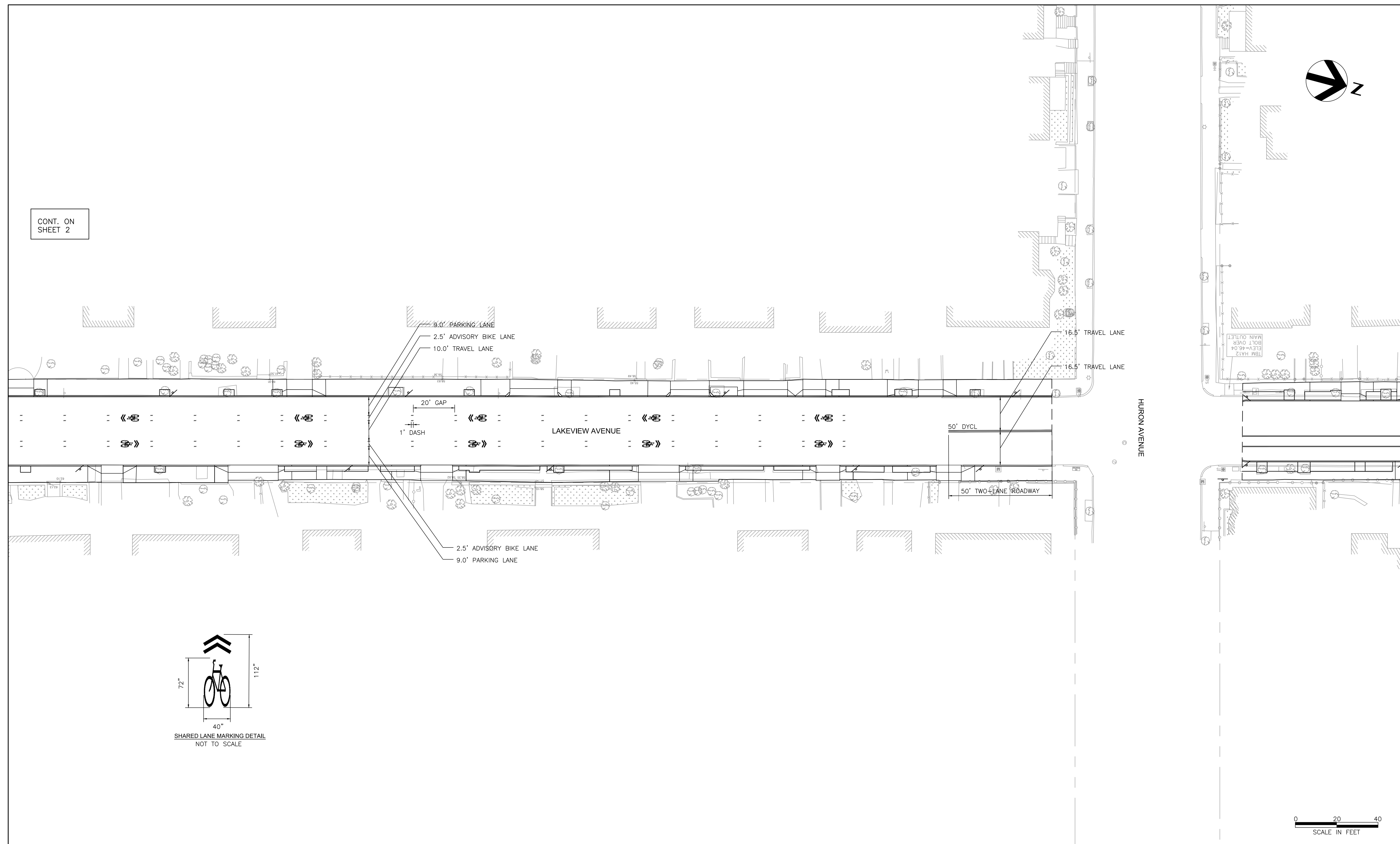
No.	DESCRIPTION	DATE
	REVISIONS	

Scale	1"=20'
Date	08/28/15
Job No.	260551
Designed by	PFB
Drawn by	DJD
Checked by	PFB
Approved by	JMF

CITY OF CAMBRIDGE, MASSACHUSETTS  
CAMBRIDGE HOUSE DOCTOR  
ON CALL SERVICES CONTRACT  
LAKEVIEW AVENUE  
PAVEMENT MARKING & ADVISORY BIKE LANE PLAN

Sheet No.	2
Total Sheets	3
File No.	

CONT. ON SHEET 2



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Scale	1"=20'	
Date	08/28/15	
Job No.	260551	
Designed by	PFB	
Drawn by	DJD	
Checked by	PFB	
Approved by	JMF	
No.	DESCRIPTION	DATE
	REVISIONS	

CITY OF CAMBRIDGE, MASSACHUSETTS

CAMBRIDGE HOUSE DOCTOR  
ON CALL SERVICES CONTRACT

LAKEVIEW AVENUE  
PAVEMENT MARKING & ADVISORY BIKE LANE PLAN

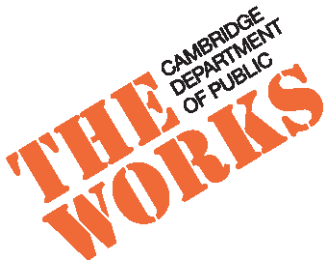
Sheet No.  
3

Total Sheets  
3

File No.



## **Appendix C: Notice to Residents**



## City of Cambridge Department of Public Works

Owen O'Riordan, Commissioner

147 Hampshire Street  
Cambridge, MA 02139  
theworks@cambridgema.gov

Voice: 617 349 4800

TDD: 617 499 9924

### Notice - Lakeview Avenue Advisory Bicycle Lane Markings Observations 10/19/16

Upon completion of the reconstruction and paving of Lakeview Avenue between Huron Ave and Brattle St in 2015, the City implemented "Advisory Bicycle Lane Markings" to enhance the multi-modal nature of the street and improve roadway safety without removing any existing parking.

#### *What are Advisory Bicycle Lanes?*

Illustrated in the visual below, Advisory Bicycle Lane markings are used on streets that are too narrow for dedicated bicycle lanes. They bring greater awareness to the roadway as a shared space and can improve the multi-modal nature of the street. The dashed line indicates to drivers that they may drive in the bike space when a bicyclist is not present. The street functions similarly to how it functioned before construction, with two-way traffic and two sides of parking. See also <http://www.cambridgema.gov/CDD/Transportation/bikesincambridge/biketoolbox> for additional information



OVER



[www.cambridgema.gov/TheWorks](http://www.cambridgema.gov/TheWorks)



## *Why Lakeview Avenue?*

Lakeview Ave is part of the signed bike route between the Minuteman Bikeway, Fresh Pond and the Charles River path system. Lakeview Ave between Huron Ave and Vassal Lane has a bike lane. Unfortunately, Lakeview Ave between Brattle St and Huron Ave is not wide enough for conventional bicycle lanes without impacting a significant amount of parking. Lakeview Avenue was therefore identified by the City as a very good candidate to test Advisory Bicycle Lane markings, which could potentially be implemented in other locations as well.

## *Assessment Process*

As of October 2016, the Advisory Bicycle Lane markings have been in place on Lakeview Avenue for over a year, giving residents and other users of the street time to become adjusted to them. The City is now conducting an evaluation in order to determine whether the markings are being used as intended, and their effectiveness.

During one weekday and one Saturday period beginning on or about October 20, staff from the City

and their engineering consultant will be present on the street video

recording vehicular and bicycle traffic and interactions. The field and video observations will allow us to see how and where vehicles and cyclists operate when they are alone on the street; when they encounter each other moving in the same direction; when they encounter each other moving in the opposite direction; and other important behaviors. Video recording will only be in place during the hours of study.

We also plan to try and (quickly) speak with motorists and bicyclists when they are stopped at the ends of the street, to determine whether they understood the Advisory Bicycle Lane markings and whether the markings decreased the stress of using the street, particularly for cyclists.

Following the completion of our assessment, the results will be made available to residents and others via the project website at [www.cambridgema.gov/theworks/HuronA](http://www.cambridgema.gov/theworks/HuronA).

If you have any questions or concerns, please contact me at [cwoodbury@cambridgema.gov](mailto:cwoodbury@cambridgema.gov) / 617-349-4818.

Sincerely,

*C. Daly Woodbury*

Catherine Daly Woodbury

Project Manager



**Lakeview Avenue Conditions as of August 2011**





## Appendix D: Pre-Reconstruction Traffic Counts and Speeds

## Accurate Counts 978-664-2565

Location : Lakeview Avenue Loc #2  
 Location : South of Huron Avenue  
 City/State: Cambridge, MA

260551VOLA2

Start Time	11-Aug-15		SB		Hour Totals		NB		Hour Totals		Combined Totals	
	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	
12:00		1	5			1	7					
12:15		3	8			0	11					
12:30		0	6			1	14					
12:45		0	6	4	25	1	9	3	41	7	66	
01:00		0	4			0	8					
01:15		0	3			0	11					
01:30		0	4			0	12					
01:45		0	10	0	21	1	9	1	40	1	61	
02:00		2	6			0	11					
02:15		0	6			1	9					
02:30		2	13			0	11					
02:45		0	5	4	30	2	6	3	37	7	67	
03:00		0	12			0	14					
03:15		1	5			0	23					
03:30		0	4			0	22					
03:45		0	5	1	26	1	14	1	73	2	99	
04:00		0	3			0	22					
04:15		0	8			1	22					
04:30		0	12			0	18					
04:45		0	3	0	26	2	33	3	95	3	121	
05:00		0	6			1	23					
05:15		2	9			0	26					
05:30		1	6			0	23					
05:45		1	2	4	23	1	21	2	93	6	116	
06:00		2	8			5	26					
06:15		1	5			0	32					
06:30		3	4			1	25					
06:45		4	3	10	20	4	17	10	100	20	120	
07:00		9	5			3	11					
07:15		9	5			6	16					
07:30		17	1			5	8					
07:45		10	8	45	19	8	10	22	45	67	64	
08:00		18	2			6	7					
08:15		17	2			11	6					
08:30		15	4			19	4					
08:45		23	3	73	11	8	9	44	26	117	37	
09:00		11	2			10	6					
09:15		11	2			10	3					
09:30		13	0			13	5					
09:45		12	1	47	5	10	4	43	18	90	23	
10:00		7	3			7	3					
10:15		9	0			12	3					
10:30		6	1			14	7					
10:45		7	3	29	7	10	1	43	14	72	21	
11:00		14	1			12	2					
11:15		7	2			7	2					
11:30		12	0			13	1					
11:45		2	0	35	3	11	1	43	6	78	9	
Total		252	216			218	588			470	804	
Percent		53.8%	46.2%			27.0%	73.0%			36.9%	63.1%	

## Accurate Counts

978-664-2565

Location : Lakeview Avenue Loc #2  
 Location : South of Huron Avenue  
 City/State: Cambridge, MA

260551VOLA2

Start Time	12-Aug-15 Wed	SB		Hour Totals		NB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	10			1	21				
12:15		0	9			0	16				
12:30		0	8			1	21				
12:45		0	6	1	33	1	15	3	73	4	106
01:00		2	6			0	17				
01:15		1	10			0	9				
01:30		0	8			0	13				
01:45		1	5	4	29	0	16	0	55	4	84
02:00		0	10			0	15				
02:15		0	7			0	12				
02:30		0	13			0	19				
02:45		0	12	0	42	0	18	0	64	0	106
03:00		0	8			0	23				
03:15		0	13			0	19				
03:30		1	14			0	25				
03:45		0	12	1	47	0	18	0	85	1	132
04:00		1	11			0	34				
04:15		0	20			0	27				
04:30		0	14			1	43				
04:45		0	9	1	54	2	27	3	131	4	185
05:00		0	8			0	35				
05:15		1	9			1	41				
05:30		4	3			0	31				
05:45		2	8	7	28	0	38	1	145	8	173
06:00		2	8			2	29				
06:15		1	4			1	22				
06:30		3	11			3	25				
06:45		2	7	8	30	2	20	8	96	16	126
07:00		8	7			4	18				
07:15		11	2			1	17				
07:30		17	3			6	6				
07:45		13	1	49	13	4	9	15	50	64	63
08:00		14	4			5	7				
08:15		22	2			15	5				
08:30		11	3			10	9				
08:45		15	3	62	12	12	6	42	27	104	39
09:00		21	3			8	6				
09:15		9	2			8	6				
09:30		12	0			11	7				
09:45		9	4	51	9	7	4	34	23	85	32
10:00		9	2			8	6				
10:15		5	0			28	8				
10:30		8	0			16	4				
10:45		1	0	23	2	18	1	70	19	93	21
11:00		1	0			13	1				
11:15		5	2			18	4				
11:30		8	1			19	1				
11:45		4	0	18	3	12	2	62	8	80	11
Total		225	302			238	776			463	1078
Percent		42.7%	57.3%			23.5%	76.5%			30.0%	70.0%
Grand Total		477	518			456	1364			933	1882
Percent		47.9%	52.1%			25.1%	74.9%			33.1%	66.9%
ADT		ADT 1,408	AADT 1,408								



## Accurate Counts

978-664-2565

Location : Lakeview Avenue Loc #2  
 Location : South of Huron Avenue  
 City/State: Cambridge, MA

260551VOLA2

Start Time	10-Aug-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	4	3	1	3	*	*	*	*	*	*	*	*	2	3
01:00	*	*	0	1	4	0	*	*	*	*	*	*	*	*	2	0
02:00	*	*	4	3	0	0	*	*	*	*	*	*	*	*	2	2
03:00	*	*	1	1	1	0	*	*	*	*	*	*	*	*	1	0
04:00	*	*	0	3	1	3	*	*	*	*	*	*	*	*	0	3
05:00	*	*	4	2	7	1	*	*	*	*	*	*	*	*	6	2
06:00	*	*	10	10	8	8	*	*	*	*	*	*	*	*	9	9
07:00	*	*	45	22	49	15	*	*	*	*	*	*	*	*	47	18
08:00	*	*	73	44	62	42	*	*	*	*	*	*	*	*	68	43
09:00	*	*	47	43	51	34	*	*	*	*	*	*	*	*	49	38
10:00	*	*	29	43	23	70	*	*	*	*	*	*	*	*	26	56
11:00	*	*	35	43	18	62	*	*	*	*	*	*	*	*	26	52
12:00 PM	*	*	25	41	33	73	*	*	*	*	*	*	*	*	29	57
01:00	*	*	21	40	29	55	*	*	*	*	*	*	*	*	25	48
02:00	*	*	30	37	42	64	*	*	*	*	*	*	*	*	36	50
03:00	*	*	26	73	47	85	*	*	*	*	*	*	*	*	36	79
04:00	*	*	26	95	54	131	*	*	*	*	*	*	*	*	40	113
05:00	*	*	23	93	28	145	*	*	*	*	*	*	*	*	26	119
06:00	*	*	20	100	30	96	*	*	*	*	*	*	*	*	25	98
07:00	*	*	19	45	13	50	*	*	*	*	*	*	*	*	16	48
08:00	*	*	11	26	12	27	*	*	*	*	*	*	*	*	12	26
09:00	*	*	5	18	9	23	*	*	*	*	*	*	*	*	7	20
10:00	*	*	7	14	2	19	*	*	*	*	*	*	*	*	4	16
11:00	*	*	3	6	3	8	*	*	*	*	*	*	*	*	3	7
Lane	0	0	468	806	527	1014	0	0	0	0	0	0	0	0	497	907
Day	0		1274		1541		0		0		0		0		1404	
AM Peak	-	-	08:00	08:00	08:00	10:00	-	-	-	-	-	-	-	-	08:00	10:00
Vol.	-	-	73	44	62	70	-	-	-	-	-	-	-	-	68	56
PM Peak	-	-	14:00	18:00	16:00	17:00	-	-	-	-	-	-	-	-	16:00	17:00
Vol.	-	-	30	100	54	145	-	-	-	-	-	-	-	-	40	119

Comb. Total	0	1274	1541	0	0	0	0	1404
ADT	ADT 1,408	AADT 1,408						

**Accurate Counts**  
978-664-2565

Location : Lakeview Avenue Loc #2  
Location : South of Huron Avenue  
City/State: Cambridge, MA  
SB

260551CLSA2

Start Time	MtrCyc	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/11/15	1	2	1	0	0	0	0	0	0	0	0	0	0	4
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	2	1	0	0	1	0	0	0	0	0	0	0	4
06:00	1	9	0	0	0	0	0	0	0	0	0	0	0	10
07:00	4	38	2	0	1	0	0	0	0	0	0	0	0	45
08:00	3	59	10	0	1	0	0	0	0	0	0	0	0	73
09:00	1	40	4	0	1	0	0	1	0	0	0	0	0	47
10:00	1	21	5	1	1	0	0	0	0	0	0	0	0	29
11:00	2	28	3	0	2	0	0	0	0	0	0	0	0	35
12 PM	0	21	3	0	1	0	0	0	0	0	0	0	0	25
13:00	0	15	2	0	4	0	0	0	0	0	0	0	0	21
14:00	3	21	6	0	0	0	0	0	0	0	0	0	0	30
15:00	0	21	5	0	0	0	0	0	0	0	0	0	0	26
16:00	0	22	4	0	0	0	0	0	0	0	0	0	0	26
17:00	2	19	2	0	0	0	0	0	0	0	0	0	0	23
18:00	1	19	0	0	0	0	0	0	0	0	0	0	0	20
19:00	3	14	2	0	0	0	0	0	0	0	0	0	0	19
20:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
21:00	1	3	1	0	0	0	0	0	0	0	0	0	0	5
22:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
23:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Day Total	23	377	54	1	11	1	0	1	0	0	0	0	0	468
Percent	4.9%	80.6%	11.5%	0.2%	2.4%	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	08:00	10:00	11:00	05:00		09:00						08:00
Vol.	4	59	10	1	2	1		1						73
PM Peak	14:00	16:00	14:00		13:00									14:00
Vol.	3	22	6		4									30

**Accurate Counts**  
978-664-2565

Location : Lakeview Avenue Loc #2  
Location : South of Huron Avenue  
City/State: Cambridge, MA  
SB

260551CLSA2

Start Time	MtrCyc	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/12/15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:00	1	6	0	0	0	0	0	0	0	0	0	0	0	7
06:00	1	7	0	0	0	0	0	0	0	0	0	0	0	8
07:00	5	36	4	0	2	2	0	0	0	0	0	0	0	49
08:00	7	46	9	0	0	0	0	0	0	0	0	0	0	62
09:00	9	37	5	0	0	0	0	0	0	0	0	0	0	51
10:00	0	18	5	0	0	0	0	0	0	0	0	0	0	23
11:00	1	14	1	0	2	0	0	0	0	0	0	0	0	18
12 PM	2	25	5	0	1	0	0	0	0	0	0	0	0	33
13:00	1	18	7	0	3	0	0	0	0	0	0	0	0	29
14:00	1	35	4	0	2	0	0	0	0	0	0	0	0	42
15:00	0	39	7	1	0	0	0	0	0	0	0	0	0	47
16:00	4	42	8	0	0	0	0	0	0	0	0	0	0	54
17:00	5	18	5	0	0	0	0	0	0	0	0	0	0	28
18:00	6	24	0	0	0	0	0	0	0	0	0	0	0	30
19:00	1	10	1	0	1	0	0	0	0	0	0	0	0	13
20:00	1	10	1	0	0	0	0	0	0	0	0	0	0	12
21:00	1	7	1	0	0	0	0	0	0	0	0	0	0	9
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Day Total	46	402	63	1	13	2	0	0	0	0	0	0	0	527
Percent	8.7%	76.3%	12.0%	0.2%	2.5%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	08:00	08:00		07:00	07:00								08:00
Vol.	9	46	9		2	2								62
PM Peak	18:00	16:00	16:00	15:00	13:00									16:00
Vol.	6	42	8	1	3									54
Grand Total	69	779	117	2	24	3	0	1	0	0	0	0	0	995
Percent	6.9%	78.3%	11.8%	0.2%	2.4%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

**Accurate Counts**  
978-664-2565

Location : Lakeview Avenue Loc #2  
Location : South of Huron Avenue  
City/State: Cambridge, MA

260551CLSA2

NB

Start Time	MtrCyc	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/11/15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
06:00	2	6	2	0	0	0	0	0	0	0	0	0	0	10
07:00	3	13	4	0	2	0	0	0	0	0	0	0	0	22
08:00	3	35	5	0	1	0	0	0	0	0	0	0	0	44
09:00	0	34	6	1	2	0	0	0	0	0	0	0	0	43
10:00	5	33	5	0	0	0	0	0	0	0	0	0	0	43
11:00	1	34	6	0	1	1	0	0	0	0	0	0	0	43
12 PM	1	33	5	0	2	0	0	0	0	0	0	0	0	41
13:00	0	32	5	1	2	0	0	0	0	0	0	0	0	40
14:00	0	30	4	0	1	0	0	2	0	0	0	0	0	37
15:00	1	60	10	0	2	0	0	0	0	0	0	0	0	73
16:00	10	75	9	0	1	0	0	0	0	0	0	0	0	95
17:00	11	78	4	0	0	0	0	0	0	0	0	0	0	93
18:00	9	88	3	0	0	0	0	0	0	0	0	0	0	100
19:00	6	36	3	0	0	0	0	0	0	0	0	0	0	45
20:00	2	23	1	0	0	0	0	0	0	0	0	0	0	26
21:00	0	17	1	0	0	0	0	0	0	0	0	0	0	18
22:00	1	12	1	0	0	0	0	0	0	0	0	0	0	14
23:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
Day Total	55	653	78	2	15	1	0	2	0	0	0	0	0	806
Percent	6.8%	81.0%	9.7%	0.2%	1.9%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	08:00	09:00	09:00	07:00	11:00								08:00
Vol.	5	35	6	1	2	1								44
PM Peak	17:00	18:00	15:00	13:00	12:00			14:00						18:00
Vol.	11	88	10	1	2			2						100

**Accurate Counts**  
978-664-2565

Location : Lakeview Avenue Loc #2  
Location : South of Huron Avenue  
City/State: Cambridge, MA

260551CLSA2

NB

Start Time	MtrCyc	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/12/15	1	2	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:00	1	7	0	0	0	0	0	0	0	0	0	0	0	8
07:00	5	5	4	0	1	0	0	0	0	0	0	0	0	15
08:00	<b>7</b>	30	3	0	1	<b>1</b>	0	0	0	0	0	0	0	42
09:00	6	26	2	0	0	0	0	0	0	0	0	0	0	34
10:00	7	<b>53</b>	7	0	<b>3</b>	0	0	0	0	0	0	0	0	<b>70</b>
11:00	5	45	<b>9</b>	0	3	0	0	0	0	0	0	0	0	62
12 PM	7	59	5	<b>1</b>	1	0	0	0	0	0	0	0	0	73
13:00	3	38	<b>13</b>	0	1	0	0	0	0	0	0	0	0	55
14:00	6	52	5	0	1	0	0	0	0	0	0	0	0	64
15:00	4	70	10	0	1	0	0	0	0	0	0	0	0	85
16:00	17	105	6	0	<b>2</b>	<b>1</b>	0	0	0	0	0	0	0	131
17:00	<b>25</b>	<b>108</b>	12	0	0	0	0	0	0	0	0	0	0	<b>145</b>
18:00	21	70	4	0	1	0	0	0	0	0	0	0	0	96
19:00	18	30	2	0	0	0	0	0	0	0	0	0	0	50
20:00	7	18	2	0	0	0	0	0	0	0	0	0	0	27
21:00	5	17	0	0	1	0	0	0	0	0	0	0	0	23
22:00	3	13	3	0	0	0	0	0	0	0	0	0	0	19
23:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
Day Total	148	759	88	1	16	2	0	0	0	0	0	0	0	1014
Percent	14.6%	74.9%	8.7%	0.1%	1.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	10:00	11:00		10:00	08:00								10:00
Vol.	7	53	9		3	1								70
PM Peak	17:00	17:00	13:00	12:00	16:00	16:00								17:00
Vol.	25	108	13	1	2	1								145
Grand Total	203	1412	166	3	31	3	0	2	0	0	0	0	0	1820
Percent	11.2%	77.6%	9.1%	0.2%	1.7%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

**Accurate Counts**  
978-664-2565

Location : Lakeview Avenue Loc #2  
Location : South of Huron Avenue  
City/State: Cambridge, MA  
SB, NB

260551CLSA2

Start Time	MtrCyc	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/11/15	1	4	2	0	0	0	0	0	0	0	0	0	0	7
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	3	2	0	0	1	0	0	0	0	0	0	0	6
06:00	3	15	2	0	0	0	0	0	0	0	0	0	0	20
07:00	7	51	6	0	3	0	0	0	0	0	0	0	0	67
08:00	6	94	15	0	2	0	0	0	0	0	0	0	0	117
09:00	1	74	10	1	3	0	0	1	0	0	0	0	0	90
10:00	6	54	10	1	1	0	0	0	0	0	0	0	0	72
11:00	3	62	9	0	3	1	0	0	0	0	0	0	0	78
12 PM	1	54	8	0	3	0	0	0	0	0	0	0	0	66
13:00	0	47	7	1	6	0	0	0	0	0	0	0	0	61
14:00	3	51	10	0	1	0	0	2	0	0	0	0	0	67
15:00	1	81	15	0	2	0	0	0	0	0	0	0	0	99
16:00	10	97	13	0	1	0	0	0	0	0	0	0	0	121
17:00	13	97	6	0	0	0	0	0	0	0	0	0	0	116
18:00	10	107	3	0	0	0	0	0	0	0	0	0	0	120
19:00	9	50	5	0	0	0	0	0	0	0	0	0	0	64
20:00	2	33	2	0	0	0	0	0	0	0	0	0	0	37
21:00	1	20	2	0	0	0	0	0	0	0	0	0	0	23
22:00	1	18	2	0	0	0	0	0	0	0	0	0	0	21
23:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
Day Total	78	1030	132	3	26	2	0	3	0	0	0	0	0	1274
Percent	6.1%	80.8%	10.4%	0.2%	2.0%	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	08:00	09:00	07:00	05:00		09:00						08:00
Vol.	7	94	15	1	3	1		1						117
PM Peak	17:00	18:00	15:00	13:00	13:00			14:00						16:00
Vol.	13	107	15	1	6			2						121

**Accurate Counts**  
978-664-2565

Location : Lakeview Avenue Loc #2  
Location : South of Huron Avenue  
City/State: Cambridge, MA  
SB, NB

260551CLSA2

Start Time	MtrCyc	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/12/15	1	3	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4
05:00	1	6	1	0	0	0	0	0	0	0	0	0	0	8
06:00	2	14	0	0	0	0	0	0	0	0	0	0	0	16
07:00	10	41	8	0	3	2	0	0	0	0	0	0	0	64
08:00	14	<b>76</b>	<b>12</b>	0	1	1	0	0	0	0	0	0	0	<b>104</b>
09:00	<b>15</b>	63	7	0	0	0	0	0	0	0	0	0	0	85
10:00	7	71	12	0	3	0	0	0	0	0	0	0	0	93
11:00	6	59	10	0	<b>5</b>	0	0	0	0	0	0	0	0	80
12 PM	9	84	10	<b>1</b>	2	0	0	0	0	0	0	0	0	106
13:00	4	56	<b>20</b>	0	<b>4</b>	0	0	0	0	0	0	0	0	84
14:00	7	87	9	0	3	0	0	0	0	0	0	0	0	106
15:00	4	109	17	1	1	0	0	0	0	0	0	0	0	132
16:00	21	<b>147</b>	14	0	2	<b>1</b>	0	0	0	0	0	0	0	<b>185</b>
17:00	<b>30</b>	126	17	0	0	0	0	0	0	0	0	0	0	173
18:00	27	94	4	0	1	0	0	0	0	0	0	0	0	126
19:00	19	40	3	0	1	0	0	0	0	0	0	0	0	63
20:00	8	28	3	0	0	0	0	0	0	0	0	0	0	39
21:00	6	24	1	0	1	0	0	0	0	0	0	0	0	32
22:00	3	15	3	0	0	0	0	0	0	0	0	0	0	21
23:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
Day Total	194	1161	151	2	29	4	0	0	0	0	0	0	0	1541
Percent	12.6%	75.3%	9.8%	0.1%	1.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	08:00	08:00		11:00	07:00								08:00
Vol.	15	76	12		5	2								104
PM Peak	17:00	16:00	13:00	12:00	13:00	16:00								16:00
Vol.	30	147	20	1	4	1								185
Grand Total	272	2191	283	5	55	6	0	3	0	0	0	0	0	2815
Percent	9.7%	77.8%	10.1%	0.2%	2.0%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

## Accurate Counts

978-664-2565

Location : Lakeview Avenue Loc #2  
 Location : South of Huron Avenue  
 City/State: Cambridge, MA  
 SB

260551SPDA2

Start Time	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total	85th Percent	95th Percent
08/11/15	0	0	1	0	0	1	1	1	0	0	0	0	0	0	4	22	23
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	1	0	0	1	2	0	0	0	0	0	4	26	26
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	26	26
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	1	0	0	1	0	1	1	0	0	0	0	0	4	25	26
06:00	0	0	1	0	0	0	0	4	3	2	0	0	0	0	10	27	29
07:00	0	0	1	1	2	0	9	13	12	4	3	0	0	0	45	27	30
08:00	0	0	2	4	1	5	12	15	20	9	5	0	0	0	73	28	30
09:00	0	1	0	0	2	3	9	13	11	7	1	0	0	0	47	27	29
10:00	0	1	1	2	1	3	7	8	3	2	1	0	0	0	29	25	29
11:00	0	0	2	1	0	2	10	5	8	5	1	1	0	0	35	28	30
12 PM	0	0	0	1	0	2	11	4	6	1	0	0	0	0	25	25	26
13:00	0	0	0	0	0	3	6	6	4	1	1	0	0	0	21	26	29
14:00	0	0	2	2	1	1	4	10	3	4	3	0	0	0	30	28	31
15:00	0	0	0	0	1	4	1	7	5	6	2	0	0	0	26	29	31
16:00	0	0	0	0	2	2	5	5	7	3	2	0	0	0	26	28	31
17:00	0	0	1	1	0	0	5	4	6	4	1	1	0	0	23	28	32
18:00	0	1	0	0	2	0	1	7	6	1	2	0	0	0	20	27	31
19:00	0	0	1	2	0	0	2	6	6	2	0	0	0	0	19	26	28
20:00	0	0	0	0	2	2	1	2	2	1	1	0	0	0	11	28	31
21:00	0	0	1	0	0	1	0	1	2	0	0	0	0	0	5	25	26
22:00	0	0	0	1	0	0	0	2	2	2	0	0	0	0	7	28	29
23:00	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3	28	29
<b>Total</b>	0	3	14	15	15	30	84	116	111	55	23	2	0	0	468		
<b>Percent</b>	0.0%	0.6%	3.0%	3.2%	3.2%	6.4%	17.9%	24.8%	23.7%	11.8%	4.9%	0.4%	0.0%	0.0%			
<b>AM Peak</b>		09:00	08:00	08:00	07:00	08:00	08:00	08:00	08:00	08:00	08:00	11:00			08:00		
<b>Vol.</b>		1	2	4	2	5	12	15	20	9	5	1			73		
<b>PM Peak</b>		18:00	14:00	14:00	16:00	15:00	12:00	14:00	16:00	15:00	14:00	17:00			14:00		
<b>Vol.</b>		1	2	2	2	4	11	10	7	6	3	1			30		



## Accurate Counts

978-664-2565

Location : Lakeview Avenue Loc #2  
 Location : South of Huron Avenue  
 City/State: Cambridge, MA  
 SB

260551SPDA2

Start Time	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total	85th Percent	95th Percent
08/12/15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	20	20
01:00	0	1	0	0	0	0	0	2	0	1	0	0	0	0	4	28	29
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	23	23
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	26	26
05:00	0	0	2	0	0	0	1	1	2	0	1	0	0	0	7	26	31
06:00	0	0	1	0	0	2	0	2	2	1	0	0	0	0	8	26	28
07:00	0	0	4	2	3	1	6	9	15	9	0	0	0	0	49	27	29
08:00	0	0	2	4	3	2	9	14	15	8	4	1	0	0	62	28	31
09:00	0	1	2	6	0	4	3	4	17	10	3	1	0	0	51	28	31
10:00	0	0	0	0	0	1	2	6	9	1	3	1	0	0	23	30	32
11:00	0	0	1	1	0	2	4	5	3	1	1	0	0	0	18	26	30
12 PM	0	0	0	3	0	3	5	10	6	3	2	0	1	0	33	28	32
13:00	0	0	0	1	1	1	10	6	4	3	2	1	0	0	29	28	32
14:00	0	0	0	2	0	2	6	17	8	6	1	0	0	0	42	27	29
15:00	0	0	2	1	0	2	6	18	9	8	1	0	0	0	47	27	29
16:00	0	1	2	3	1	0	4	14	11	9	7	2	0	0	54	30	32
17:00	0	1	1	1	3	0	7	7	5	3	0	0	0	0	28	26	28
18:00	1	1	2	1	0	2	7	5	8	1	2	0	0	0	30	26	30
19:00	0	0	1	0	1	1	1	3	4	2	0	0	0	0	13	27	29
20:00	0	0	0	1	2	1	2	3	0	3	0	0	0	0	12	28	29
21:00	0	0	1	0	0	0	1	4	3	0	0	0	0	0	9	25	26
22:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	23	23
23:00	0	0	0	1	0	0	0	0	2	0	0	0	0	0	3	26	26
<b>Total</b>	1	5	21	27	14	24	76	132	124	69	27	6	1	0	527		
<b>Percent</b>	0.2%	0.9%	4.0%	5.1%	2.7%	4.6%	14.4%	25.0%	23.5%	13.1%	5.1%	1.1%	0.2%	0.0%			
<b>AM Peak</b>		01:00	07:00	09:00	07:00	09:00	08:00	08:00	09:00	09:00	08:00	08:00			08:00		
<b>Vol.</b>		1	4	6	3	4	9	14	17	10	4	1			62		
<b>PM Peak</b>	18:00	16:00	15:00	12:00	17:00	12:00	13:00	15:00	16:00	16:00	16:00	16:00	12:00		16:00		
<b>Vol.</b>	1	1	2	3	3	3	10	18	11	9	7	2	1		54		
<b>Grand Total</b>	1	8	35	42	29	54	160	248	235	124	50	8	1	0	995		
<b>Percent</b>	0.1%	0.8%	3.5%	4.2%	2.9%	5.4%	16.1%	24.9%	23.6%	12.5%	5.0%	0.8%	0.1%	0.0%			

15th Percentile : 16 MPH  
 50th Percentile : 23 MPH  
 85th Percentile : 27 MPH  
 95th Percentile : 30 MPH

Statistics  
 10 MPH Pace Speed : 19-28 MPH  
 Number in Pace : 684  
 Percent in Pace : 68.7%  
 Number of Vehicles > 25 MPH : 340  
 Percent of Vehicles > 25 MPH : 34.1%  
 Mean Speed(Average) : 23 MPH

## Accurate Counts 978-664-2565

Location : Lakeview Avenue Loc #2  
 Location : South of Huron Avenue  
 City/State: Cambridge, MA  
 NB

260551SPDA2

Start Time	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total	85th Percent	95th Percent
08/11/15	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	29	29
01:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	23	23
02:00	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	25	26
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	14	14
04:00	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	34	35
05:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	23	23
06:00	0	0	0	1	1	0	1	1	2	2	1	1	0	0	10	31	34
07:00	0	0	0	1	1	4	2	1	10	3	0	0	0	0	22	26	28
08:00	0	0	0	1	4	0	4	9	9	10	3	0	3	1	44	29	36
09:00	0	0	0	1	1	4	8	10	9	9	1	0	0	0	43	28	29
10:00	1	0	3	1	6	1	6	7	8	6	3	1	0	0	43	28	31
11:00	0	1	0	2	1	2	5	7	13	8	4	0	0	0	43	29	31
12 PM	0	2	4	4	2	0	6	5	13	4	1	0	0	0	41	26	29
13:00	0	0	1	0	0	1	7	10	12	5	3	1	0	0	40	28	31
14:00	0	0	0	0	1	1	1	10	15	7	2	0	0	0	37	28	30
15:00	0	0	0	2	1	4	7	13	19	22	5	0	0	0	73	29	30
16:00	0	0	0	1	5	9	6	17	30	17	7	3	0	0	95	29	32
17:00	0	0	0	5	6	1	4	18	27	20	9	3	0	0	93	29	32
18:00	0	0	0	4	4	9	8	17	21	28	7	1	1	0	100	29	31
19:00	0	0	0	3	3	0	5	10	13	6	4	1	0	0	45	29	32
20:00	0	0	0	1	2	2	3	6	8	2	2	0	0	0	26	27	31
21:00	0	0	0	0	0	1	4	6	3	3	0	0	1	0	18	28	36
22:00	0	0	0	1	1	1	2	6	2	0	0	0	1	0	14	25	36
23:00	0	0	0	0	0	0	0	0	3	3	0	0	0	0	6	29	29
<b>Total</b>	1	3	8	28	40	40	79	158	218	158	54	12	6	1	806		
<b>Percent</b>	0.1%	0.4%	1.0%	3.5%	5.0%	5.0%	9.8%	19.6%	27.0%	19.6%	6.7%	1.5%	0.7%	0.1%			
<b>AM Peak</b>	10:00	11:00	10:00	11:00	10:00	07:00	09:00	09:00	11:00	08:00	11:00	04:00	08:00	08:00	08:00		
<b>Vol.</b>	1	1	3	2	6	4	8	10	13	10	4	1	3	1	44		
<b>PM Peak</b>		12:00	12:00	17:00	17:00	16:00	18:00	17:00	16:00	18:00	17:00	16:00	18:00	18:00	18:00		
<b>Vol.</b>		2	4	5	6	9	8	18	30	28	9	3	1		100		

## Accurate Counts

978-664-2565

Location : Lakeview Avenue Loc #2  
 Location : South of Huron Avenue  
 City/State: Cambridge, MA  
 NB

260551SPDA2

Start Time	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total	85th Percent	95th Percent
08/12/15	0	0	1	0	0	0	0	1	1	0	0	0	0	0	3	25	26
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	1	0	1	1	0	0	3	34	35
05:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	26	26
06:00	0	0	0	0	1	0	2	0	2	3	0	0	0	0	8	28	29
07:00	0	1	1	0	4	2	0	2	2	2	0	1	0	0	15	28	33
08:00	0	0	0	4	3	1	5	9	9	11	0	0	0	0	42	28	29
09:00	0	0	1	2	1	4	1	3	11	7	3	1	0	0	34	29	32
10:00	0	2	0	5	5	2	18	22	9	5	1	1	0	0	70	25	29
11:00	0	0	1	1	2	3	9	13	13	15	4	1	0	0	62	29	31
12 PM	0	0	0	5	4	4	6	14	24	10	5	1	0	0	73	28	31
13:00	0	0	0	1	2	2	4	18	11	12	5	0	0	0	55	29	31
14:00	0	0	2	3	2	3	6	16	20	10	1	0	1	0	64	27	29
15:00	0	0	1	0	2	1	7	11	36	19	6	2	0	0	85	29	31
16:00	0	0	0	4	10	9	8	24	41	28	7	0	0	0	131	28	30
17:00	0	1	1	6	14	10	11	28	34	27	11	1	1	0	145	29	31
18:00	0	1	4	6	10	5	8	24	18	15	5	0	0	0	96	28	30
19:00	0	0	4	5	8	6	7	8	7	2	3	0	0	0	50	25	30
20:00	0	0	0	4	5	1	4	6	6	0	1	0	0	0	27	25	26
21:00	0	0	1	2	1	2	3	4	4	3	3	0	0	0	23	29	31
22:00	0	0	0	3	0	3	0	7	3	2	0	1	0	0	19	27	33
23:00	0	0	0	1	0	0	2	2	1	1	1	0	0	0	8	29	31
<b>Total</b>	0	5	17	52	74	58	101	212	254	172	57	10	2	0	1014		
Percent	0.0%	0.5%	1.7%	5.1%	7.3%	5.7%	10.0%	20.9%	25.0%	17.0%	5.6%	1.0%	0.2%	0.0%			
AM Peak		10:00	00:00	10:00	10:00	09:00	10:00	10:00	11:00	11:00	11:00	04:00			10:00		
Vol.		2	1	5	5	4	18	22	13	15	4	1			70		
PM Peak		17:00	18:00	17:00	17:00	17:00	17:00	17:00	16:00	16:00	17:00	15:00	14:00		17:00		
Vol.		1	4	6	14	10	11	28	41	28	11	2	1		145		
Grand Total	1	8	25	80	114	98	180	370	472	330	111	22	8	1	1820		
Percent	0.1%	0.4%	1.4%	4.4%	6.3%	5.4%	9.9%	20.3%	25.9%	18.1%	6.1%	1.2%	0.4%	0.1%			

15th Percentile : 16 MPH  
 50th Percentile : 24 MPH  
 85th Percentile : 28 MPH  
 95th Percentile : 31 MPH

Statistics  
 10 MPH Pace Speed : 21-30 MPH  
 Number in Pace : 1232  
 Percent in Pace : 67.7%  
 Number of Vehicles > 25 MPH : 787  
 Percent of Vehicles > 25 MPH : 43.2%  
 Mean Speed(Average) : 24 MPH

## Accurate Counts 978-664-2565

Location : Lakeview Avenue Loc #2  
 Location : South of Huron Avenue  
 City/State: Cambridge, MA  
 SB, NB

260551SPDA2

Start Time	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total	85th Percent	95th Percent
08/11/15	0	0	1	0	0	1	1	1	0	3	0	0	0	0	7	28	29
01:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	23	23
02:00	0	0	0	0	1	0	0	3	3	0	0	0	0	0	7	25	26
03:00	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	26	26
04:00	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	34	35
05:00	0	0	1	0	0	1	0	3	1	0	0	0	0	0	6	24	26
06:00	0	0	1	1	1	0	1	5	5	4	1	1	0	0	20	29	33
07:00	0	0	1	2	3	4	11	14	22	7	3	0	0	0	67	26	29
08:00	0	0	2	5	5	5	16	24	29	19	8	0	3	1	117	28	31
09:00	0	1	0	1	3	7	17	23	20	16	2	0	0	0	90	27	29
10:00	1	1	4	3	7	4	13	15	11	8	4	1	0	0	72	27	31
11:00	0	1	2	3	1	4	15	12	21	13	5	1	0	0	78	28	31
12 PM	0	2	4	5	2	2	17	9	19	5	1	0	0	0	66	26	28
13:00	0	0	1	0	0	4	13	16	16	6	4	1	0	0	61	27	31
14:00	0	0	2	2	2	2	5	20	18	11	5	0	0	0	67	28	30
15:00	0	0	0	2	2	8	8	20	24	28	7	0	0	0	99	29	30
16:00	0	0	0	1	7	11	11	22	37	20	9	3	0	0	121	29	31
17:00	0	0	1	6	6	1	9	22	33	24	10	4	0	0	116	29	32
18:00	0	1	0	4	6	9	9	24	27	29	9	1	1	0	120	29	31
19:00	0	0	1	5	3	0	7	16	19	8	4	1	0	0	64	28	31
20:00	0	0	0	1	4	4	4	8	10	3	3	0	0	0	37	27	31
21:00	0	0	1	0	0	2	4	7	5	3	0	0	1	0	23	27	29
22:00	0	0	0	2	1	1	2	8	4	2	0	0	1	0	21	26	29
23:00	0	0	0	0	0	0	0	1	4	4	0	0	0	0	9	28	29
<b>Total</b>	<b>1</b>	<b>6</b>	<b>22</b>	<b>43</b>	<b>55</b>	<b>70</b>	<b>163</b>	<b>274</b>	<b>329</b>	<b>213</b>	<b>77</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>1274</b>		
<b>Percent</b>	<b>0.1%</b>	<b>0.5%</b>	<b>1.7%</b>	<b>3.4%</b>	<b>4.3%</b>	<b>5.5%</b>	<b>12.8%</b>	<b>21.5%</b>	<b>25.8%</b>	<b>16.7%</b>	<b>6.0%</b>	<b>1.1%</b>	<b>0.5%</b>	<b>0.1%</b>			
<b>AM Peak</b>	<b>10:00</b>	<b>09:00</b>	<b>10:00</b>	<b>08:00</b>	<b>10:00</b>	<b>09:00</b>	<b>09:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>04:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>		
<b>Vol.</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>5</b>	<b>7</b>	<b>7</b>	<b>17</b>	<b>24</b>	<b>29</b>	<b>19</b>	<b>8</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>117</b>		
<b>PM Peak</b>		<b>12:00</b>	<b>12:00</b>	<b>17:00</b>	<b>16:00</b>	<b>16:00</b>	<b>12:00</b>	<b>18:00</b>	<b>16:00</b>	<b>18:00</b>	<b>17:00</b>	<b>17:00</b>	<b>18:00</b>		<b>16:00</b>		
<b>Vol.</b>		<b>2</b>	<b>4</b>	<b>6</b>	<b>7</b>	<b>11</b>	<b>17</b>	<b>24</b>	<b>37</b>	<b>29</b>	<b>10</b>	<b>4</b>	<b>1</b>		<b>121</b>		

## Accurate Counts

978-664-2565

Location : Lakeview Avenue Loc #2  
 Location : South of Huron Avenue  
 City/State: Cambridge, MA  
 SB, NB

260551SPDA2

Start Time	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total	85th Percent	95th Percent
08/12/15	0	0	1	0	0	0	1	1	1	0	0	0	0	0	4	25	26
01:00	0	1	0	0	0	0	0	2	0	1	0	0	0	0	4	28	29
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	23	23
04:00	0	0	0	0	0	0	0	0	2	0	1	1	0	0	4	34	35
05:00	0	0	2	0	0	0	1	1	3	0	1	0	0	0	8	26	31
06:00	0	0	1	0	1	2	2	2	4	4	0	0	0	0	16	28	29
07:00	0	1	5	2	7	3	6	11	17	11	0	1	0	0	64	27	29
08:00	0	0	2	8	6	3	14	23	24	19	4	1	0	0	104	28	29
09:00	0	1	3	8	1	8	4	7	28	17	6	2	0	0	85	29	31
10:00	0	2	0	5	5	3	20	28	18	6	4	2	0	0	93	26	31
11:00	0	0	2	2	2	5	13	18	16	16	5	1	0	0	80	28	31
12 PM	0	0	0	8	4	7	11	24	30	13	7	1	1	0	106	28	31
13:00	0	0	0	2	3	3	14	24	15	15	7	1	0	0	84	29	31
14:00	0	0	2	5	2	5	12	33	28	16	2	0	1	0	106	27	29
15:00	0	0	3	1	2	3	13	29	45	27	7	2	0	0	132	28	31
16:00	0	1	2	7	11	9	12	38	52	37	14	2	0	0	185	29	31
17:00	0	2	2	7	17	10	18	35	39	30	11	1	1	0	173	28	31
18:00	1	2	6	7	10	7	15	29	26	16	7	0	0	0	126	27	30
19:00	0	0	5	5	9	7	8	11	11	4	3	0	0	0	63	26	29
20:00	0	0	0	5	7	2	6	9	6	3	1	0	0	0	39	26	29
21:00	0	0	2	2	1	2	4	8	7	3	3	0	0	0	32	28	31
22:00	0	0	0	3	0	3	1	8	3	2	0	1	0	0	21	26	29
23:00	0	0	0	2	0	0	2	2	3	1	1	0	0	0	11	28	31
<b>Total</b>	<b>1</b>	<b>10</b>	<b>38</b>	<b>79</b>	<b>88</b>	<b>82</b>	<b>177</b>	<b>344</b>	<b>378</b>	<b>241</b>	<b>84</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>1541</b>		
<b>Percent</b>	<b>0.1%</b>	<b>0.6%</b>	<b>2.5%</b>	<b>5.1%</b>	<b>5.7%</b>	<b>5.3%</b>	<b>11.5%</b>	<b>22.3%</b>	<b>24.5%</b>	<b>15.6%</b>	<b>5.5%</b>	<b>1.0%</b>	<b>0.2%</b>	<b>0.0%</b>			
AM Peak		10:00	07:00	08:00	07:00	09:00	10:00	10:00	09:00	08:00	09:00	09:00			08:00		
Vol.		2	5	8	7	8	20	28	28	19	6	2			104		
PM Peak	18:00	17:00	18:00	12:00	17:00	17:00	17:00	16:00	16:00	16:00	16:00	15:00	12:00		16:00		
Vol.	1	2	6	8	17	10	18	38	52	37	14	2	1		185		
<b>Grand Total</b>	<b>2</b>	<b>16</b>	<b>60</b>	<b>122</b>	<b>143</b>	<b>152</b>	<b>340</b>	<b>618</b>	<b>707</b>	<b>454</b>	<b>161</b>	<b>30</b>	<b>9</b>	<b>1</b>	<b>2815</b>		
<b>Percent</b>	<b>0.1%</b>	<b>0.6%</b>	<b>2.1%</b>	<b>4.3%</b>	<b>5.1%</b>	<b>5.4%</b>	<b>12.1%</b>	<b>22.0%</b>	<b>25.1%</b>	<b>16.1%</b>	<b>5.7%</b>	<b>1.1%</b>	<b>0.3%</b>	<b>0.0%</b>			

15th Percentile : 16 MPH  
 50th Percentile : 23 MPH  
 85th Percentile : 28 MPH  
 95th Percentile : 31 MPH

Statistics  
 10 MPH Pace Speed : 21-30 MPH  
 Number in Pace : 1892  
 Percent in Pace : 67.2%  
 Number of Vehicles > 25 MPH : 1126  
 Percent of Vehicles > 25 MPH : 40.0%  
 Mean Speed(Average) : 23 MPH



## **Appendix E: Post-Reconstruction Traffic Counts and Speeds**

# Accurate Counts

978-664-2565

Location : Lakeview Avenue  
 Location : North of Brattle Street  
 City/State: Cambridge, MA

44306VOL

Start Time	10/27/2016		NB		Hour Totals		SB		Hour Totals		Combined Totals	
	Thu	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	
12:00		0	15			0	6					
12:15		1	11			0	11					
12:30		1	16			0	12					
12:45		2	9		4	1	3		1	32	5	83
01:00		1	15			0	3					
01:15		0	19			0	12					
01:30		0	15			0	7					
01:45		0	20		1	1	8		1	30	2	99
02:00		0	18			0	8					
02:15		0	13			1	13					
02:30		0	24			0	13					
02:45		0	27		0	0	13		1	47	1	129
03:00		0	24			0	13					
03:15		0	32			0	10					
03:30		0	33			0	14					
03:45		0	36		0	0	10		0	47	0	172
04:00		0	33			0	8					
04:15		0	28			1	8					
04:30		0	49			1	7					
04:45		0	50		0	0	12		2	35	2	195
05:00		2	45			1	12					
05:15		1	59			0	9					
05:30		0	54			3	10					
05:45		2	44		5	4	19		8	50	13	252
06:00		2	43			2	14					
06:15		4	36			4	8					
06:30		1	24			6	7					
06:45		2	26		9	13	3		25	32	34	161
07:00		11	17			14	11					
07:15		11	25			16	7					
07:30		38	13			24	8					
07:45		29	13		89	44	4		98	30	187	98
08:00		14	12			47	2					
08:15		24	3			23	0					
08:30		25	8			27	0					
08:45		20	11		83	26	3		123	5	206	39
09:00		10	13			15	2					
09:15		10	8			16	0					
09:30		19	10			20	5					
09:45		18	5		57	26	3		77	10	134	46
10:00		16	8			13	1					
10:15		17	9			19	1					
10:30		23	4			4	1					
10:45		14	4		70	8	0		44	3	114	28
11:00		14	0			7	1					
11:15		13	4			11	1					
11:30		13	2			8	1					
11:45		13	2		53	8	4		34	7	87	15
Total		371	989			414	328				785	1317
Percent		27.3%	72.7%			55.8%	44.2%				37.3%	62.7%

# Accurate Counts

978-664-2565

Location : Lakeview Avenue  
 Location : North of Brattle Street  
 City/State: Cambridge, MA

44306VOL

Start Time	10/28/2016 Fri	NB		Hour Totals		SB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	21			0	4				
12:15		7	16			2	8				
12:30		3	14			2	10				
12:45		0	20	11	71	1	6	5	28	16	99
01:00		0	22			0	7				
01:15		2	17			0	11				
01:30		2	18			1	12				
01:45		0	23	4	80	0	9	1	39	5	119
02:00		0	17			0	19				
02:15		1	14			1	9				
02:30		0	23			0	18				
02:45		0	34	1	88	0	13	1	59	2	147
03:00		1	17			1	10				
03:15		4	42			2	6				
03:30		1	32			1	10				
03:45		0	26	6	117	4	10	8	36	14	153
04:00		2	32			2	4				
04:15		2	32			1	3				
04:30		0	24			2	6				
04:45		0	38	4	126	0	8	5	21	9	147
05:00		0	58			1	8				
05:15		3	39			4	12				
05:30		0	48			0	9				
05:45		1	38	4	183	2	11	7	40	11	223
06:00		1	39			3	8				
06:15		4	22			1	9				
06:30		2	20			8	7				
06:45		3	15	10	96	12	9	24	33	34	129
07:00		7	14			15	6				
07:15		15	14			14	8				
07:30		29	8			26	8				
07:45		23	7	74	43	33	3	88	25	162	68
08:00		16	8			31	2				
08:15		22	10			28	3				
08:30		18	6			31	6				
08:45		18	8	74	32	28	2	118	13	192	45
09:00		16	7			19	2				
09:15		20	8			22	2				
09:30		15	7			13	2				
09:45		17	9	68	31	21	4	75	10	143	41
10:00		13	7			5	3				
10:15		9	4			10	1				
10:30		8	4			8	3				
10:45		12	4	42	19	9	4	32	11	74	30
11:00		10	4			4	2				
11:15		13	1			4	0				
11:30		12	3			12	2				
11:45		13	2	48	10	14	0	34	4	82	14
<b>Total</b>		<b>346</b>	<b>896</b>			<b>398</b>	<b>319</b>			<b>744</b>	<b>1215</b>
<b>Percent</b>		<b>27.9%</b>	<b>72.1%</b>			<b>55.5%</b>	<b>44.5%</b>			<b>38.0%</b>	<b>62.0%</b>
<b>Grand Total</b>		<b>717</b>	<b>1885</b>			<b>812</b>	<b>647</b>			<b>1529</b>	<b>2532</b>
<b>Percent</b>		<b>27.6%</b>	<b>72.4%</b>			<b>55.7%</b>	<b>44.3%</b>			<b>37.7%</b>	<b>62.3%</b>

ADT                      ADT 2,031                      AADT 2,031



# Accurate Counts

978-664-2565

Location : Lakeview Avenue  
 Location : North of Brattle Street  
 City/State: Cambridge, MA

44306VOL

Start Time	10/24/2016		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	*	*	4	1	11	5	*	*	*	*	8	3
01:00	*	*	*	*	*	*	1	1	4	1	*	*	*	*	2	1
02:00	*	*	*	*	*	*	0	1	1	1	*	*	*	*	0	1
03:00	*	*	*	*	*	*	0	0	6	8	*	*	*	*	3	4
04:00	*	*	*	*	*	*	0	2	4	5	*	*	*	*	2	4
05:00	*	*	*	*	*	*	5	8	4	7	*	*	*	*	4	8
06:00	*	*	*	*	*	*	9	25	10	24	*	*	*	*	10	24
07:00	*	*	*	*	*	*	<b>89</b>	<b>98</b>	<b>74</b>	<b>88</b>	*	*	*	*	<b>82</b>	<b>93</b>
08:00	*	*	*	*	*	*	<b>83</b>	<b>123</b>	<b>74</b>	<b>118</b>	*	*	*	*	<b>78</b>	<b>120</b>
09:00	*	*	*	*	*	*	57	77	68	75	*	*	*	*	62	76
10:00	*	*	*	*	*	*	70	44	42	32	*	*	*	*	56	38
11:00	*	*	*	*	*	*	53	34	48	34	*	*	*	*	50	34
12:00 PM	*	*	*	*	*	*	51	32	71	28	*	*	*	*	61	30
01:00	*	*	*	*	*	*	69	30	80	39	*	*	*	*	74	34
02:00	*	*	*	*	*	*	82	47	88	<b>59</b>	*	*	*	*	85	<b>53</b>
03:00	*	*	*	*	*	*	125	47	117	36	*	*	*	*	121	42
04:00	*	*	*	*	*	*	160	35	126	21	*	*	*	*	143	28
05:00	*	*	*	*	*	*	<b>202</b>	<b>50</b>	<b>183</b>	40	*	*	*	*	<b>192</b>	45
06:00	*	*	*	*	*	*	129	32	96	33	*	*	*	*	112	32
07:00	*	*	*	*	*	*	68	30	43	25	*	*	*	*	56	28
08:00	*	*	*	*	*	*	34	5	32	13	*	*	*	*	33	9
09:00	*	*	*	*	*	*	36	10	31	10	*	*	*	*	34	10
10:00	*	*	*	*	*	*	25	3	19	11	*	*	*	*	22	7
11:00	*	*	*	*	*	*	8	7	10	4	*	*	*	*	9	6
Lane	0	0	0	0	0	0	1360	742	1242	717	0	0	0	0	1299	730
Day	0		0		0		2102		1959		0		0		2029	
AM Peak	-	-	-	-	-	-	07:00	08:00	07:00	08:00	-	-	-	-	07:00	08:00
Vol.	-	-	-	-	-	-	89	123	74	118	-	-	-	-	82	120
PM Peak	-	-	-	-	-	-	17:00	17:00	17:00	14:00	-	-	-	-	17:00	14:00
Vol.	-	-	-	-	-	-	202	50	183	59	-	-	-	-	192	53

Comb. Total	0	0	0	2102	1959	0	0	2029
ADT	ADT 2,031	AADT 2,031						



# Accurate Counts

978-664-2565

Location : Lakeview Avenue  
 Location : North of Brattle Street  
 City/State: Cambridge, MA

44306CLS

NB

Start Time	MtrCyc	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/28/16	0	11	0	0	0	0	0	0	0	0	0	0	0	11
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	3	0	1	0	0	0	0	0	0	0	0	0	4
06:00	0	7	1	0	<b>2</b>	0	0	0	0	0	0	0	0	10
07:00	0	<b>62</b>	<b>8</b>	<b>3</b>	1	0	0	0	0	0	0	0	0	<b>74</b>
08:00	0	<b>69</b>	3	2	0	0	0	0	0	0	0	0	0	74
09:00	0	58	7	1	2	0	0	0	0	0	0	0	0	68
10:00	0	36	5	0	1	0	0	0	0	0	0	0	0	42
11:00	0	39	8	1	0	0	0	0	0	0	0	0	0	48
12 PM	0	66	3	0	0	<b>1</b>	0	<b>1</b>	0	0	0	0	0	71
13:00	1	72	4	1	<b>1</b>	1	0	0	0	0	0	0	0	80
14:00	0	82	4	0	1	1	0	0	0	0	0	0	0	88
15:00	0	112	3	<b>2</b>	0	0	0	0	0	0	0	0	0	117
16:00	0	115	<b>10</b>	1	0	0	0	0	0	0	0	0	0	126
17:00	1	<b>175</b>	6	0	1	0	0	0	0	0	0	0	0	<b>183</b>
18:00	<b>2</b>	89	3	0	1	0	0	0	0	0	0	0	0	95
19:00	0	39	4	0	0	0	0	0	0	0	0	0	0	43
20:00	0	29	3	0	0	0	0	0	0	0	0	0	0	32
21:00	0	28	3	0	0	0	0	0	0	0	0	0	0	31
22:00	0	17	2	0	0	0	0	0	0	0	0	0	0	19
23:00	1	8	1	0	0	0	0	0	0	0	0	0	0	10
Day Total	5	1131	79	12	10	3	0	1	0	0	0	0	0	1241
Percent	0.4%	91.1%	6.4%	1.0%	0.8%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		08:00	07:00	07:00	06:00									07:00
Vol.		69	8	3	2									74
PM Peak	18:00	17:00	16:00	15:00	13:00	12:00		12:00						17:00
Vol.	2	175	10	2	1	1		1						183
Grand Total	10	2351	182	21	21	12	0	3	0	0	0	0	0	2600
Percent	0.4%	90.4%	7.0%	0.8%	0.8%	0.5%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

# Accurate Counts

978-664-2565

Location : Lakeview Avenue  
 Location : North of Brattle Street  
 City/State: Cambridge, MA

44306CLS

SB

Start Time	MtrCyc	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/27/16	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
06:00	0	21	2	0	1	1	0	0	0	0	0	0	0	25
07:00	0	83	12	2	0	1	0	0	0	0	0	0	0	98
08:00	1	109	11	0	1	1	0	0	0	0	0	0	0	123
09:00	0	67	7	0	3	0	0	0	0	0	0	0	0	77
10:00	0	35	9	0	0	0	0	0	0	0	0	0	0	44
11:00	0	29	4	1	0	0	0	0	0	0	0	0	0	34
12 PM	0	24	7	0	1	0	0	0	0	0	0	0	0	32
13:00	0	28	1	0	0	0	1	0	0	0	0	0	0	30
14:00	0	36	10	1	0	0	0	0	0	0	0	0	0	47
15:00	2	38	4	1	2	0	0	0	0	0	0	0	0	47
16:00	0	29	5	0	0	0	0	0	0	0	0	0	0	34
17:00	0	45	4	1	0	0	0	0	0	0	0	0	0	50
18:00	1	29	2	0	0	0	0	0	0	0	0	0	0	32
19:00	0	27	2	0	1	0	0	0	0	0	0	0	0	30
20:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
21:00	1	9	0	0	0	0	0	0	0	0	0	0	0	10
22:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
23:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Day Total	5	633	84	6	9	3	1	0	0	0	0	0	0	741
Percent	0.7%	85.4%	11.3%	0.8%	1.2%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	07:00	07:00	09:00	06:00								08:00
Vol.	1	109	12	2	3	1								123
PM Peak	15:00	17:00	14:00	14:00	15:00		13:00							17:00
Vol.	2	45	10	1	2		1							50



# Accurate Counts

978-664-2565

Location : Lakeview Avenue  
 Location : North of Brattle Street  
 City/State: Cambridge, MA

44306CLS

NB, SB

Start Time	MtrCyc	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/27/16	0	4	1	0	0	0	0	0	0	0	0	0	0	5
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:00	0	11	1	1	0	0	0	0	0	0	0	0	0	13
06:00	0	30	2	0	1	1	0	0	0	0	0	0	0	34
07:00	0	157	<b>21</b>	<b>4</b>	1	<b>3</b>	0	<b>1</b>	0	0	0	0	0	187
08:00	1	<b>179</b>	19	3	1	2	0	1	0	0	0	0	0	<b>206</b>
09:00	<b>2</b>	118	10	0	<b>4</b>	0	0	0	0	0	0	0	0	134
10:00	0	92	20	1	0	1	0	0	0	0	0	0	0	114
11:00	1	77	7	1	0	1	0	0	0	0	0	0	0	87
12 PM	0	65	15	0	2	<b>1</b>	0	0	0	0	0	0	0	83
13:00	0	89	7	1	0	1	<b>1</b>	0	0	0	0	0	0	99
14:00	1	100	<b>23</b>	<b>2</b>	2	1	0	0	0	0	0	0	0	129
15:00	<b>2</b>	150	17	1	2	0	0	0	0	0	0	0	0	172
16:00	0	179	12	0	<b>3</b>	0	0	0	0	0	0	0	0	194
17:00	1	<b>235</b>	12	1	2	1	0	0	0	0	0	0	0	<b>252</b>
18:00	1	153	7	0	0	0	0	0	0	0	0	0	0	161
19:00	0	90	7	0	1	0	0	0	0	0	0	0	0	98
20:00	0	37	2	0	0	0	0	0	0	0	0	0	0	39
21:00	1	43	1	0	0	0	0	0	0	0	0	0	0	45
22:00	0	26	1	0	1	0	0	0	0	0	0	0	0	28
23:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15
Day Total	10	1853	187	15	20	12	1	2	0	0	0	0	0	2100
Percent	0.5%	88.2%	8.9%	0.7%	1.0%	0.6%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	08:00	07:00	07:00	09:00	07:00		07:00						08:00
Vol.	2	179	21	4	4	3		1						206
PM Peak	15:00	17:00	14:00	14:00	16:00	12:00	13:00							17:00
Vol.	2	235	23	2	3	1	1							252

# Accurate Counts

978-664-2565

Location : Lakeview Avenue  
 Location : North of Brattle Street  
 City/State: Cambridge, MA

44306CLS

NB, SB

Start Time	MtrCyc	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/28/16	0	16	0	0	0	0	0	0	0	0	0	0	0	16
01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
03:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14
04:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
05:00	0	10	0	1	0	0	0	0	0	0	0	0	0	11
06:00	0	30	2	0	2	0	0	0	0	0	0	0	0	34
07:00	0	145	12	4	1	0	0	0	0	0	0	0	0	162
08:00	0	177	13	2	0	0	0	0	0	0	0	0	0	192
09:00	2	123	14	1	3	0	0	0	0	0	0	0	0	143
10:00	0	62	11	0	1	0	0	0	0	0	0	0	0	74
11:00	1	66	14	1	0	0	0	0	0	0	0	0	0	82
12 PM	0	87	9	1	0	1	0	1	0	0	0	0	0	99
13:00	2	108	6	1	1	1	0	0	0	0	0	0	0	119
14:00	1	130	11	1	2	2	0	0	0	0	0	0	0	147
15:00	0	143	6	2	1	1	0	0	0	0	0	0	0	153
16:00	0	132	13	2	0	0	0	0	0	0	0	0	0	147
17:00	3	206	11	1	2	0	0	0	0	0	0	0	0	223
18:00	2	122	3	0	1	0	0	0	0	0	0	0	0	128
19:00	0	60	8	0	0	0	0	0	0	0	0	0	0	68
20:00	0	42	3	0	0	0	0	0	0	0	0	0	0	45
21:00	0	37	4	0	0	0	0	0	0	0	0	0	0	41
22:00	0	28	2	0	0	0	0	0	0	0	0	0	0	30
23:00	2	11	1	0	0	0	0	0	0	0	0	0	0	14
Day Total	13	1762	145	17	15	5	0	1	0	0	0	0	0	1958
Percent	0.7%	90.0%	7.4%	0.9%	0.8%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	08:00	09:00	07:00	09:00									08:00
Vol.	2	177	14	4	3									192
PM Peak	17:00	17:00	16:00	15:00	14:00	14:00		12:00						17:00
Vol.	3	206	13	2	2	2		1						223
Grand Total	23	3615	332	32	35	17	1	3	0	0	0	0	0	4058
Percent	0.6%	89.1%	8.2%	0.8%	0.9%	0.4%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

# Accurate Counts

978-664-2565

Location : Lakeview Avenue  
 Location : North of Brattle Street  
 City/State: Cambridge, MA

44306SPD

**NB**

Start Time	1	4	7	10	13	16	19	22	25	28	31	34	37	40	999	Total
10/27/16	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	4
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	1	1	2	0	1	0	0	0	5
06:00	0	0	0	0	1	0	1	1	1	3	1	1	0	0	0	9
07:00	4	0	0	1	5	4	10	14	23	15	8	4	0	1	0	89
08:00	7	0	0	3	0	3	15	15	19	12	7	2	0	0	0	83
09:00	4	0	0	2	2	2	5	10	17	9	3	3	0	0	0	57
10:00	4	0	2	5	0	0	10	13	21	6	3	5	1	0	0	70
11:00	3	0	0	0	1	1	2	8	15	13	8	2	0	0	0	53
12 PM	1	0	0	0	0	1	6	9	13	9	6	5	1	0	0	51
13:00	1	0	0	0	2	1	9	14	16	11	11	4	0	0	0	69
14:00	4	0	0	1	0	5	11	19	16	16	5	4	1	0	0	82
15:00	6	0	0	0	6	2	11	21	25	36	13	4	1	0	0	125
16:00	13	0	0	0	0	2	4	28	51	31	22	7	2	0	0	160
17:00	19	0	2	0	0	3	11	35	64	40	23	5	0	0	0	202
18:00	13	0	1	0	1	2	14	24	35	23	10	3	2	1	0	129
19:00	7	0	0	0	0	1	11	13	19	14	2	1	0	0	0	68
20:00	4	0	0	0	0	0	3	12	11	3	0	1	0	0	0	34
21:00	6	0	0	0	0	2	5	9	4	6	3	1	0	0	0	36
22:00	0	0	0	0	0	0	1	8	9	5	2	0	0	0	0	25
23:00	1	1	0	0	0	0	1	1	2	1	0	1	0	0	0	8
<b>Total</b>	<b>97</b>	<b>1</b>	<b>5</b>	<b>12</b>	<b>18</b>	<b>30</b>	<b>130</b>	<b>255</b>	<b>363</b>	<b>255</b>	<b>130</b>	<b>54</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>1360</b>

Daily

15th Percentile : 18 MPH  
 50th Percentile : 25 MPH  
 85th Percentile : 29 MPH  
 95th Percentile : 32 MPH

Mean Speed(Average) : 24 MPH  
 10 MPH Pace Speed : 22-31 MPH  
 Number in Pace : 916  
 Percent in Pace : 67.4%  
 Number of Vehicles > 25 MPH : 691  
 Percent of Vehicles > 25 MPH : 50.8%



# Accurate Counts

978-664-2565

Location : Lakeview Avenue  
 Location : North of Brattle Street  
 City/State: Cambridge, MA

44306SPD

**NB**

Start Time	1	4	7	10	13	16	19	22	25	28	31	34	37	40	999	Total
10/28/16	4	0	0	0	0	0	0	2	1	3	0	1	0	0	0	11
01:00	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
04:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	4
06:00	0	0	0	0	0	0	1	3	2	0	1	3	0	0	0	10
07:00	2	0	0	0	2	2	10	13	19	19	7	0	0	0	0	74
08:00	6	0	0	0	2	1	7	7	18	21	7	4	1	0	0	74
09:00	1	0	2	0	0	3	10	11	18	14	6	2	1	0	0	68
10:00	0	0	2	0	1	2	6	9	10	6	6	0	0	0	0	42
11:00	4	0	0	0	2	0	9	8	10	7	6	2	0	0	0	48
12 PM	2	0	2	0	3	2	5	7	20	12	9	9	0	0	0	71
13:00	9	0	1	0	1	4	10	11	14	22	4	4	0	0	0	80
14:00	2	0	0	1	3	4	15	24	19	13	3	4	0	0	0	88
15:00	5	0	1	1	2	1	9	25	33	26	13	0	1	0	0	117
16:00	7	0	1	1	0	6	5	21	38	26	16	4	1	0	0	126
17:00	16	0	2	4	5	3	21	33	44	39	10	5	1	0	0	183
18:00	11	0	1	1	1	2	9	17	31	18	4	1	0	0	0	96
19:00	2	0	0	0	0	5	1	7	14	8	2	4	0	0	0	43
20:00	0	0	0	0	0	0	3	6	12	8	3	0	0	0	0	32
21:00	2	0	0	1	2	0	0	6	9	6	2	3	0	0	0	31
22:00	1	0	0	0	0	1	0	7	5	2	2	0	1	0	0	19
23:00	0	0	0	0	0	0	1	2	3	3	0	0	0	1	0	10
<b>Total</b>	<b>86</b>	<b>0</b>	<b>12</b>	<b>9</b>	<b>24</b>	<b>36</b>	<b>122</b>	<b>220</b>	<b>322</b>	<b>253</b>	<b>103</b>	<b>48</b>	<b>6</b>	<b>1</b>	<b>1242</b>	

Daily

- 15th Percentile : 18 MPH
- 50th Percentile : 25 MPH
- 85th Percentile : 29 MPH
- 95th Percentile : 32 MPH

Mean Speed(Average) : 24 MPH

- 10 MPH Pace Speed : 21-30 MPH
- Number in Pace : 836
- Percent in Pace : 67.3%
- Number of Vehicles > 25 MPH : 626
- Percent of Vehicles > 25 MPH : 50.4%

<b>Grand Total</b>	<b>183</b>	<b>1</b>	<b>17</b>	<b>21</b>	<b>42</b>	<b>66</b>	<b>252</b>	<b>475</b>	<b>685</b>	<b>508</b>	<b>233</b>	<b>102</b>	<b>14</b>	<b>3</b>	<b>2602</b>
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Overall

- 15th Percentile : 18 MPH
- 50th Percentile : 25 MPH
- 85th Percentile : 29 MPH
- 95th Percentile : 32 MPH

Mean Speed(Average) : 24 MPH

- 10 MPH Pace Speed : 21-30 MPH
- Number in Pace : 1752
- Percent in Pace : 67.3%
- Number of Vehicles > 25 MPH : 1317
- Percent of Vehicles > 25 MPH : 50.6%

# Accurate Counts

978-664-2565

Location : Lakeview Avenue  
 Location : North of Brattle Street  
 City/State: Cambridge, MA

44306SPD

SB

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
10/27/16	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2
05:00	0	0	0	0	0	0	1	2	0	2	1	0	1	1	8
06:00	0	0	0	0	1	1	2	1	10	5	3	2	0	0	25
07:00	2	0	0	0	0	2	5	17	26	30	9	3	4	0	98
08:00	3	0	0	1	0	5	13	17	38	33	9	2	2	0	123
09:00	2	0	0	0	0	0	7	17	20	20	8	2	1	0	77
10:00	4	0	0	0	2	2	4	6	10	14	1	1	0	0	44
11:00	2	0	0	0	0	0	2	4	12	8	5	1	0	0	34
12 PM	0	0	0	0	0	1	1	6	11	10	1	2	0	0	32
13:00	1	0	0	0	0	1	2	4	6	6	9	0	1	0	30
14:00	3	0	0	0	0	2	6	9	8	13	4	2	0	0	47
15:00	4	0	0	3	0	3	10	5	12	6	4	0	0	0	47
16:00	5	0	0	0	0	1	4	6	7	7	5	0	0	0	35
17:00	2	0	0	0	2	1	8	12	9	6	10	0	0	0	50
18:00	5	0	0	0	0	1	3	7	10	5	1	0	0	0	32
19:00	4	0	0	0	1	2	3	9	5	5	0	1	0	0	30
20:00	0	0	0	0	0	0	0	1	3	0	1	0	0	0	5
21:00	2	0	0	1	0	0	3	2	0	1	0	1	0	0	10
22:00	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3
23:00	2	0	0	0	0	1	0	0	1	1	2	0	0	0	7
<b>Total</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>23</b>	<b>74</b>	<b>127</b>	<b>190</b>	<b>175</b>	<b>74</b>	<b>17</b>	<b>9</b>	<b>1</b>	<b>742</b>

Daily

15th Percentile : 19 MPH  
 50th Percentile : 25 MPH  
 85th Percentile : 29 MPH  
 95th Percentile : 32 MPH

Mean Speed(Average) : 25 MPH  
 10 MPH Pace Speed : 21-30 MPH  
 Number in Pace : 517  
 Percent in Pace : 69.7%  
 Number of Vehicles > 25 MPH : 403  
 Percent of Vehicles > 25 MPH : 54.3%

# Accurate Counts

978-664-2565

Location : Lakeview Avenue  
 Location : North of Brattle Street  
 City/State: Cambridge, MA

44306SPD

SB

Start Time	1	4	7	10	13	16	19	22	25	28	31	34	37	40	999	Total
	3	6	9	12	15	18	21	24	27	30	33	36	39			
10/28/16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
03:00	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
04:00	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5
05:00	0	0	0	0	0	0	0	4	1	1	1	0	0	0	0	7
06:00	0	0	0	0	1	0	2	5	7	7	2	0	0	0	0	24
07:00	1	0	0	0	0	0	2	24	29	21	8	2	1	0	0	88
08:00	2	0	1	0	0	5	10	15	44	30	8	1	2	0	0	118
09:00	4	0	1	0	0	1	3	14	25	17	7	3	0	0	0	75
10:00	0	0	0	0	1	0	1	2	12	9	6	1	0	0	0	32
11:00	3	0	0	0	0	1	2	6	7	8	4	2	1	0	0	34
12 PM	2	0	0	1	1	0	2	5	7	4	5	0	1	0	0	28
13:00	2	0	0	0	0	0	4	17	8	3	5	0	0	0	0	39
14:00	1	1	1	1	1	5	7	17	10	11	4	0	0	0	0	59
15:00	0	0	0	0	2	1	6	5	9	9	1	2	0	1	0	36
16:00	0	0	0	0	0	0	5	2	5	5	3	0	1	0	0	21
17:00	2	0	2	0	2	2	3	10	9	7	2	1	0	0	0	40
18:00	1	0	0	1	0	1	1	10	11	4	4	0	0	0	0	33
19:00	0	0	0	1	0	3	4	2	10	2	2	1	0	0	0	25
20:00	1	0	0	0	0	0	0	0	6	3	2	0	1	0	0	13
21:00	0	0	0	0	1	1	1	4	1	2	0	0	0	0	0	10
22:00	0	0	0	0	0	0	1	1	5	2	1	0	1	0	0	11
23:00	1	0	0	0	0	1	0	1	1	0	0	0	0	0	0	4
<b>Total</b>	<b>38</b>	<b>1</b>	<b>5</b>	<b>4</b>	<b>9</b>	<b>21</b>	<b>54</b>	<b>145</b>	<b>207</b>	<b>145</b>	<b>66</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>717</b>	

Daily

- 15th Percentile : 19 MPH
- 50th Percentile : 25 MPH
- 85th Percentile : 29 MPH
- 95th Percentile : 32 MPH

Mean Speed(Average) : 24 MPH

- 10 MPH Pace Speed : 22-31 MPH
- Number in Pace : 519
- Percent in Pace : 72.4%
- Number of Vehicles > 25 MPH : 371
- Percent of Vehicles > 25 MPH : 51.7%

<b>Grand Total</b>	<b>79</b>	<b>1</b>	<b>5</b>	<b>9</b>	<b>15</b>	<b>44</b>	<b>128</b>	<b>272</b>	<b>397</b>	<b>320</b>	<b>140</b>	<b>30</b>	<b>17</b>	<b>2</b>	<b>1459</b>
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Overall

- 15th Percentile : 19 MPH
- 50th Percentile : 25 MPH
- 85th Percentile : 29 MPH
- 95th Percentile : 32 MPH

Mean Speed(Average) : 25 MPH

- 10 MPH Pace Speed : 22-31 MPH
- Number in Pace : 1036
- Percent in Pace : 71.0%
- Number of Vehicles > 25 MPH : 774
- Percent of Vehicles > 25 MPH : 53.0%

# Accurate Counts

978-664-2565

Location : Lakeview Avenue  
 Location : North of Brattle Street  
 City/State: Cambridge, MA

44306SPD

## NB, SB

Start Time	1	4	7	10	13	16	19	22	25	28	31	34	37	40	999	Total
10/27/16	0	0	0	0	0	0	0	0	1	1	3	0	0	0	0	5
01:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
05:00	0	0	0	0	0	0	1	3	1	4	1	1	1	1	1	13
06:00	0	0	0	0	2	1	3	2	11	8	4	3	0	0	0	34
07:00	6	0	0	1	5	6	15	31	49	45	17	7	4	1	1	187
08:00	10	0	0	4	0	8	28	32	57	45	16	4	2	0	0	206
09:00	6	0	0	2	2	2	12	27	37	29	11	5	1	0	0	134
10:00	8	0	2	5	2	2	14	19	31	20	4	6	1	0	0	114
11:00	5	0	0	0	1	1	4	12	27	21	13	3	0	0	0	87
12 PM	1	0	0	0	0	2	7	15	24	19	7	7	1	0	0	83
13:00	2	0	0	0	2	2	11	18	22	17	20	4	1	0	0	99
14:00	7	0	0	1	0	7	17	28	24	29	9	6	1	0	0	129
15:00	10	0	0	3	6	5	21	26	37	42	17	4	1	0	0	172
16:00	18	0	0	0	0	3	8	34	58	38	27	7	2	0	0	195
17:00	21	0	2	0	2	4	19	47	73	46	33	5	0	0	0	252
18:00	18	0	1	0	1	3	17	31	45	28	11	3	2	1	1	161
19:00	11	0	0	0	1	3	14	22	24	19	2	2	0	0	0	98
20:00	4	0	0	0	0	0	3	13	14	3	1	1	0	0	0	39
21:00	8	0	0	1	0	2	8	11	4	7	3	2	0	0	0	46
22:00	0	0	0	0	0	0	1	10	9	6	2	0	0	0	0	28
23:00	3	1	0	0	0	1	1	1	3	2	2	1	0	0	0	15
<b>Total</b>	<b>138</b>	<b>1</b>	<b>5</b>	<b>17</b>	<b>24</b>	<b>53</b>	<b>204</b>	<b>382</b>	<b>553</b>	<b>430</b>	<b>204</b>	<b>71</b>	<b>17</b>	<b>3</b>	<b>2102</b>	

Daily

- 15th Percentile : 19 MPH
- 50th Percentile : 25 MPH
- 85th Percentile : 29 MPH
- 95th Percentile : 32 MPH

Mean Speed(Average) : 24 MPH

- 10 MPH Pace Speed : 21-30 MPH
- Number in Pace : 1433
- Percent in Pace : 68.2%
- Number of Vehicles > 25 MPH : 1094
- Percent of Vehicles > 25 MPH : 52.0%

# Accurate Counts

978-664-2565

Location : Lakeview Avenue  
 Location : North of Brattle Street  
 City/State: Cambridge, MA

44306SPD

**NB, SB**

Start Time	1	4	7	10	13	16	19	22	25	28	31	34	37	40	999	Total
10/28/16	9	0	0	0	0	0	0	2	1	3	0	1	0	0	0	16
01:00	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	5
02:00	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
03:00	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
04:00	8	0	0	0	0	0	0	1	0	0	0	0	0	0	0	9
05:00	0	0	0	0	0	0	0	4	2	1	2	2	0	0	0	11
06:00	0	0	0	0	1	0	3	8	9	7	3	3	0	0	0	34
07:00	3	0	0	0	2	2	12	37	48	40	15	2	1	0	0	162
08:00	8	0	1	0	2	6	17	22	62	51	15	5	3	0	0	192
09:00	5	0	3	0	0	4	13	25	43	31	13	5	1	0	0	143
10:00	0	0	2	0	2	2	7	11	22	15	12	1	0	0	0	74
11:00	7	0	0	0	2	1	11	14	17	15	10	4	1	0	0	82
12 PM	4	0	2	1	4	2	7	12	27	16	14	9	1	0	0	99
13:00	11	0	1	0	1	4	14	28	22	25	9	4	0	0	0	119
14:00	3	1	1	2	4	9	22	41	29	24	7	4	0	0	0	147
15:00	5	0	1	1	4	2	15	30	42	35	14	2	1	1	0	153
16:00	7	0	1	1	0	6	10	23	43	31	19	4	2	0	0	147
17:00	18	0	4	4	7	5	24	43	53	46	12	6	1	0	0	223
18:00	12	0	1	2	1	3	10	27	42	22	8	1	0	0	0	129
19:00	2	0	0	1	0	8	5	9	24	10	4	5	0	0	0	68
20:00	1	0	0	0	0	0	3	6	18	11	5	0	1	0	0	45
21:00	2	0	0	1	3	1	1	10	10	8	2	3	0	0	0	41
22:00	1	0	0	0	0	1	1	8	10	4	3	0	2	0	0	30
23:00	1	0	0	0	0	1	1	3	4	3	0	0	0	1	0	14
<b>Total</b>	<b>124</b>	<b>1</b>	<b>17</b>	<b>13</b>	<b>33</b>	<b>57</b>	<b>176</b>	<b>365</b>	<b>529</b>	<b>398</b>	<b>169</b>	<b>61</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>1959</b>

Daily

- 15th Percentile : 18 MPH
- 50th Percentile : 25 MPH
- 85th Percentile : 29 MPH
- 95th Percentile : 32 MPH

Mean Speed(Average) : 24 MPH

- 10 MPH Pace Speed : 21-30 MPH
- Number in Pace : 1351
- Percent in Pace : 69.0%
- Number of Vehicles > 25 MPH : 997
- Percent of Vehicles > 25 MPH : 50.9%

<b>Grand Total</b>	<b>262</b>	<b>2</b>	<b>22</b>	<b>30</b>	<b>57</b>	<b>110</b>	<b>380</b>	<b>747</b>	<b>1082</b>	<b>828</b>	<b>373</b>	<b>132</b>	<b>31</b>	<b>5</b>	<b>0</b>	<b>4061</b>
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Overall

- 15th Percentile : 18 MPH
- 50th Percentile : 25 MPH
- 85th Percentile : 29 MPH
- 95th Percentile : 32 MPH

Mean Speed(Average) : 24 MPH

- 10 MPH Pace Speed : 21-30 MPH
- Number in Pace : 2784
- Percent in Pace : 68.6%
- Number of Vehicles > 25 MPH : 2090
- Percent of Vehicles > 25 MPH : 51.5%