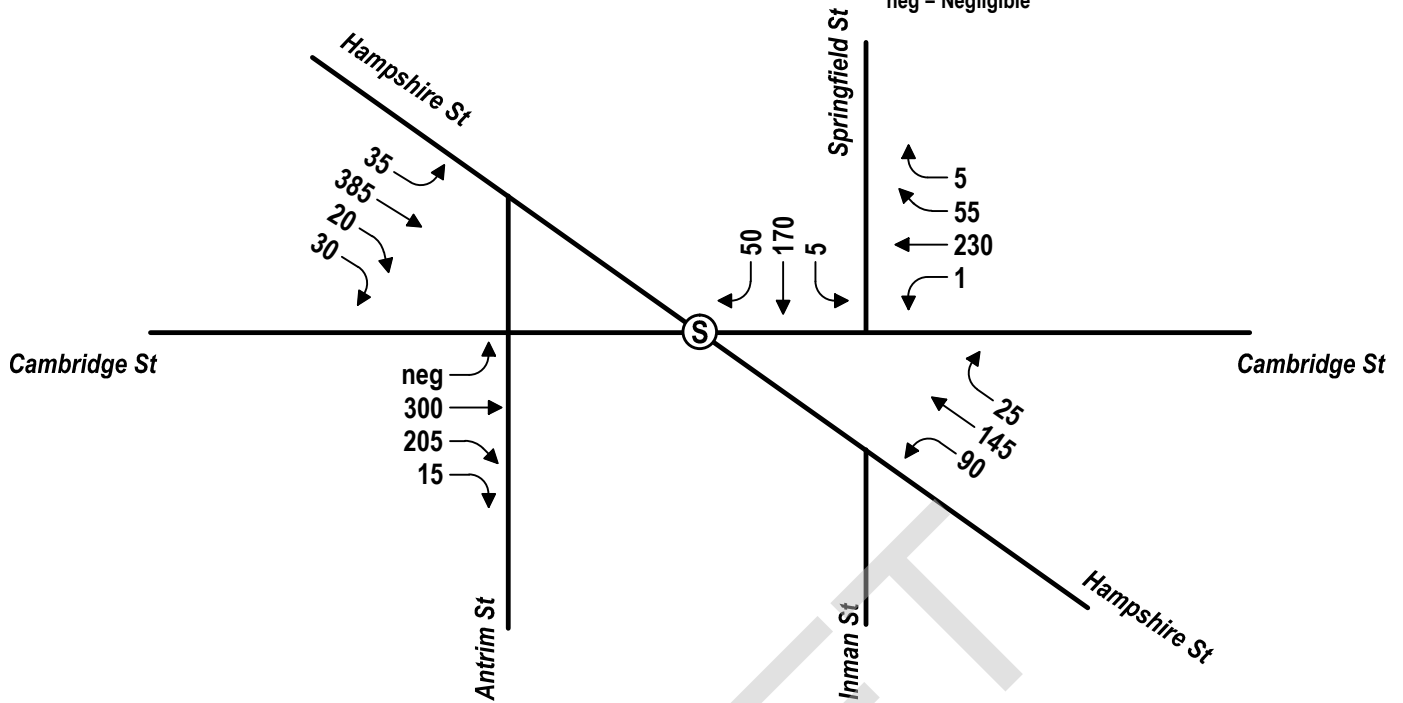


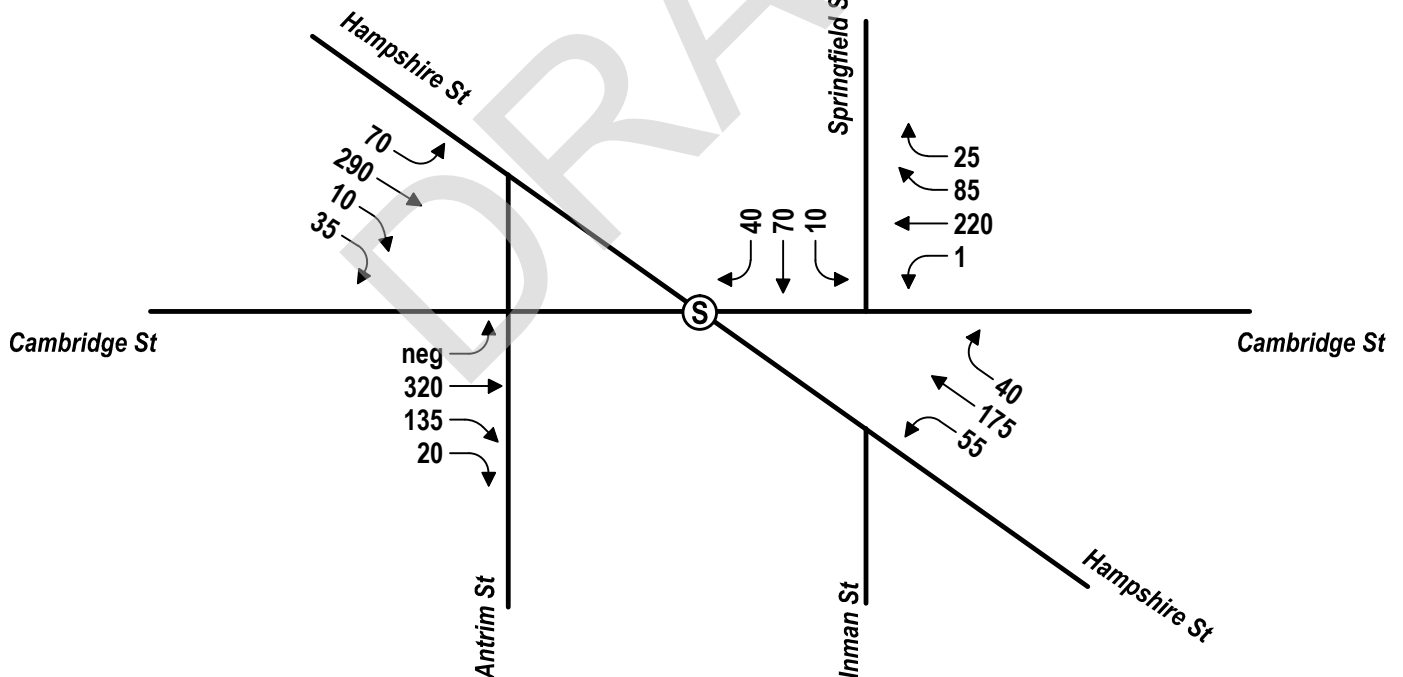
WEEKDAY MORNING PEAK HOUR

Ⓢ Signalized Intersection
neg = Negligible



WEEKDAY MIDDAY PEAK HOUR

Ⓢ Signalized Intersection
neg = Negligible



Vanasse Hangen Brustlin, Inc.

2015 Existing Conditions
Peak Hour Traffic Volumes

Figure 2-1a
June 2015

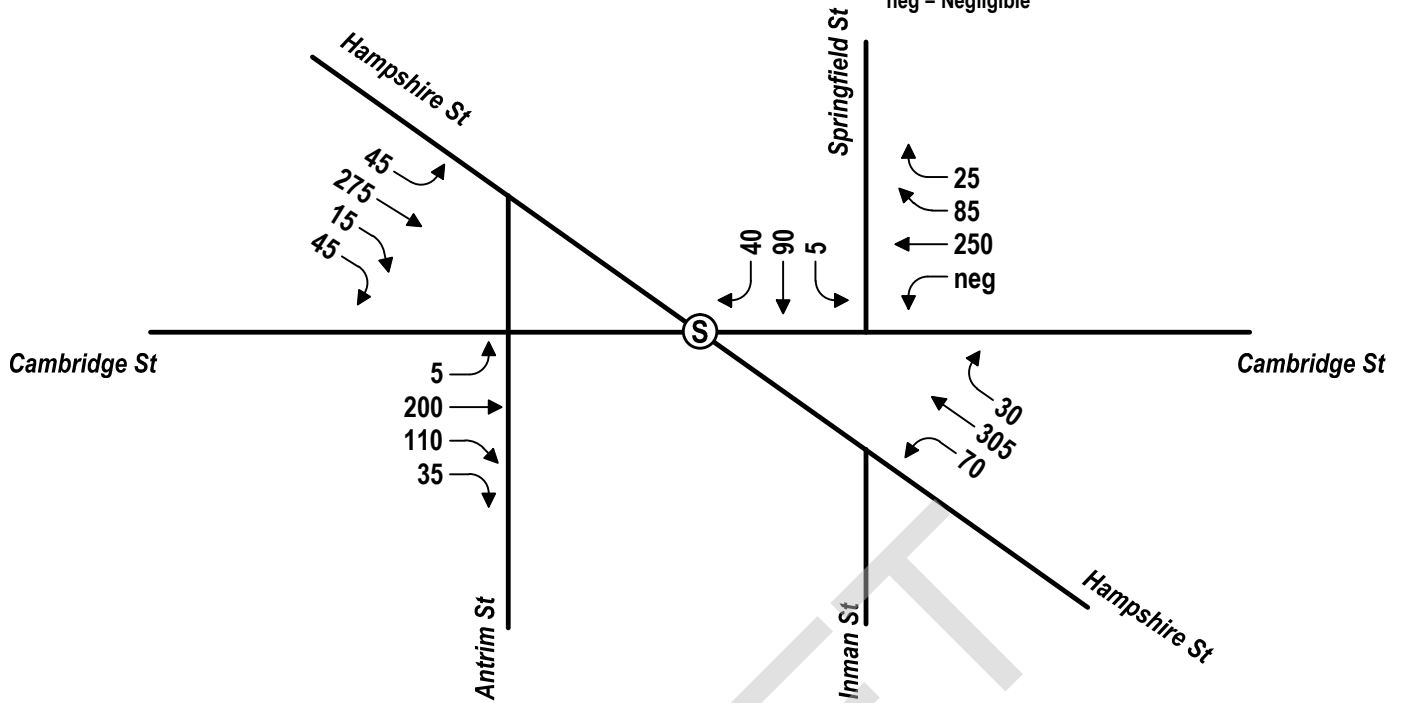


Not to Scale

Inman Square
City of Cambridge Transportation Study
Cambridge, Massachusetts

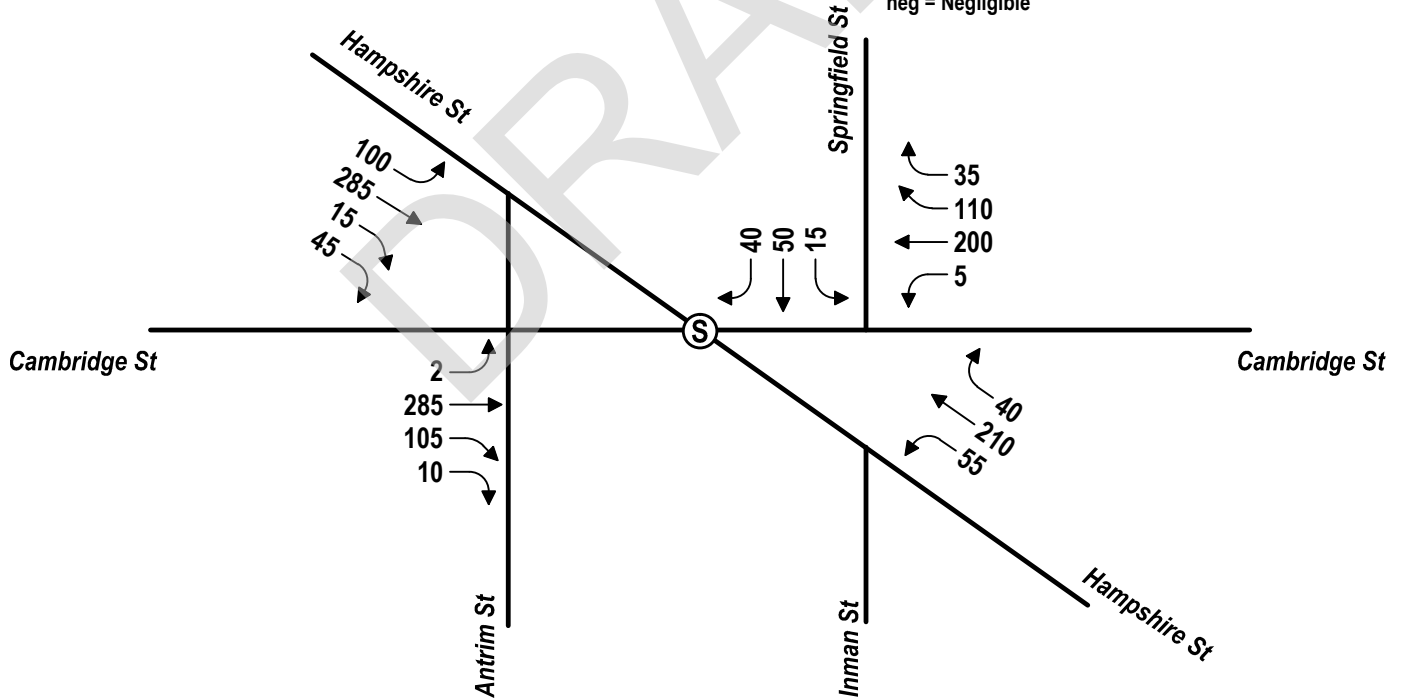
WEEKDAY EVENING PEAK HOUR

Ⓢ Signalized Intersection
neg = Negligible



SATURDAY PEAK HOUR

Ⓢ Signalized Intersection
neg = Negligible



Vanasse Hangen Brustlin, Inc.

2015 Existing Conditions
Peak Hour Traffic Volumes

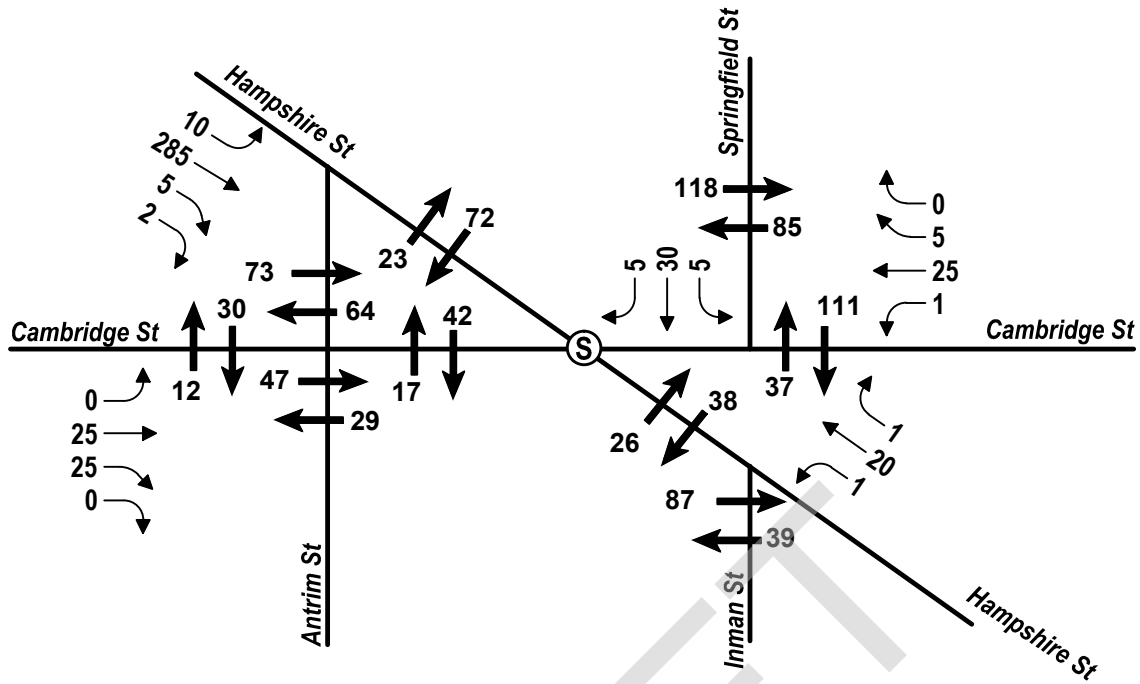
Figure 2-1b
June 2015

↑
Not to Scale

Inman Square
City of Cambridge Transportation Study
Cambridge, Massachusetts

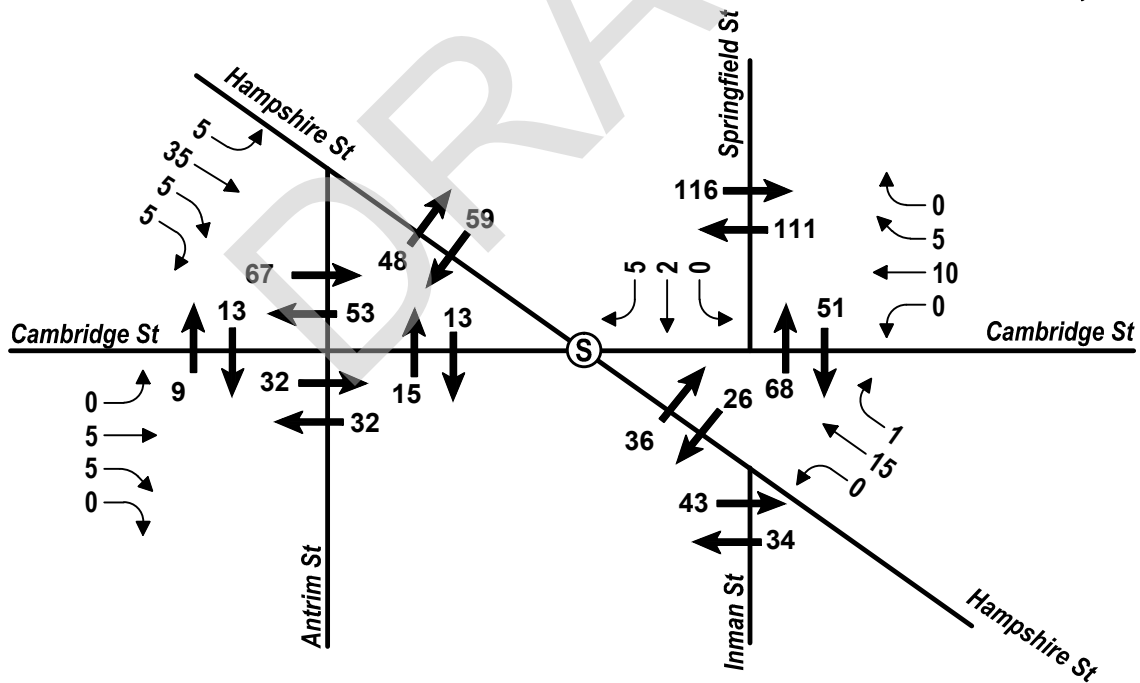
WEEKDAY MORNING PEAK HOUR

Ⓢ Signalized Intersection → Pedestrian Volume
→ Bicycle Volume



WEEKDAY MIDDAY PEAK HOUR

Ⓢ Signalized Intersection → Pedestrian Volume
→ Bicycle Volume



Vanasse Hangen Brustlin, Inc.

2015 Existing Condition
Peak Hour Pedestrian and Bike Volumes

Figure 2-2a
June 2015

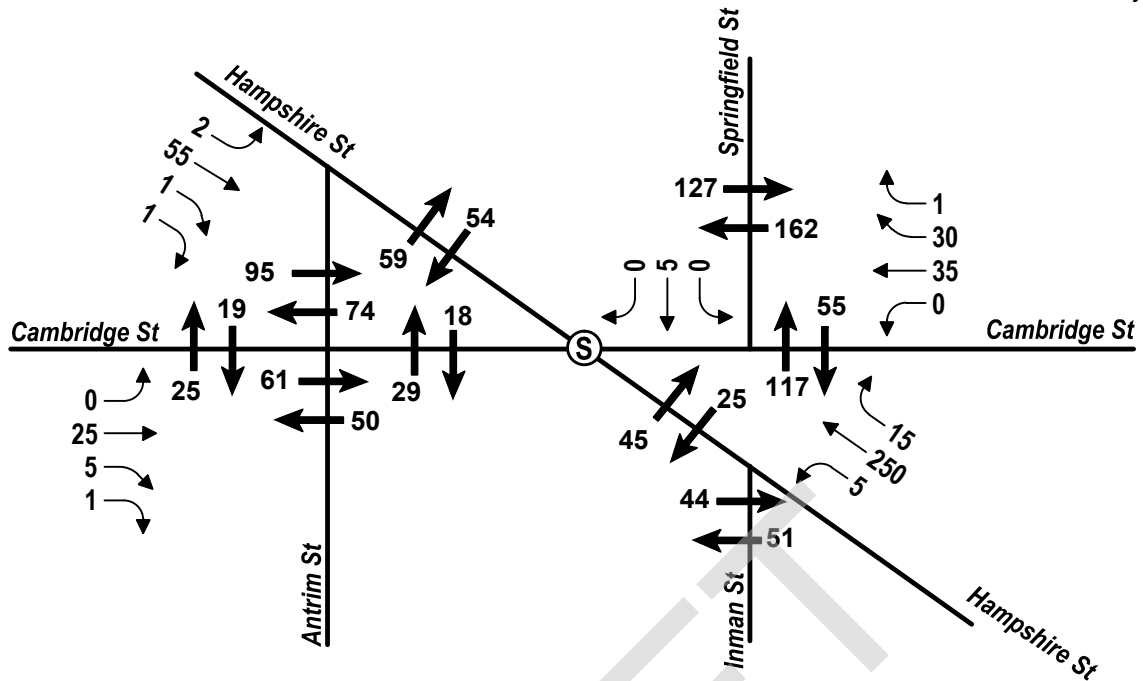


Not to Scale

Inman Square
City of Cambridge Transportation Study
Cambridge, Massachusetts

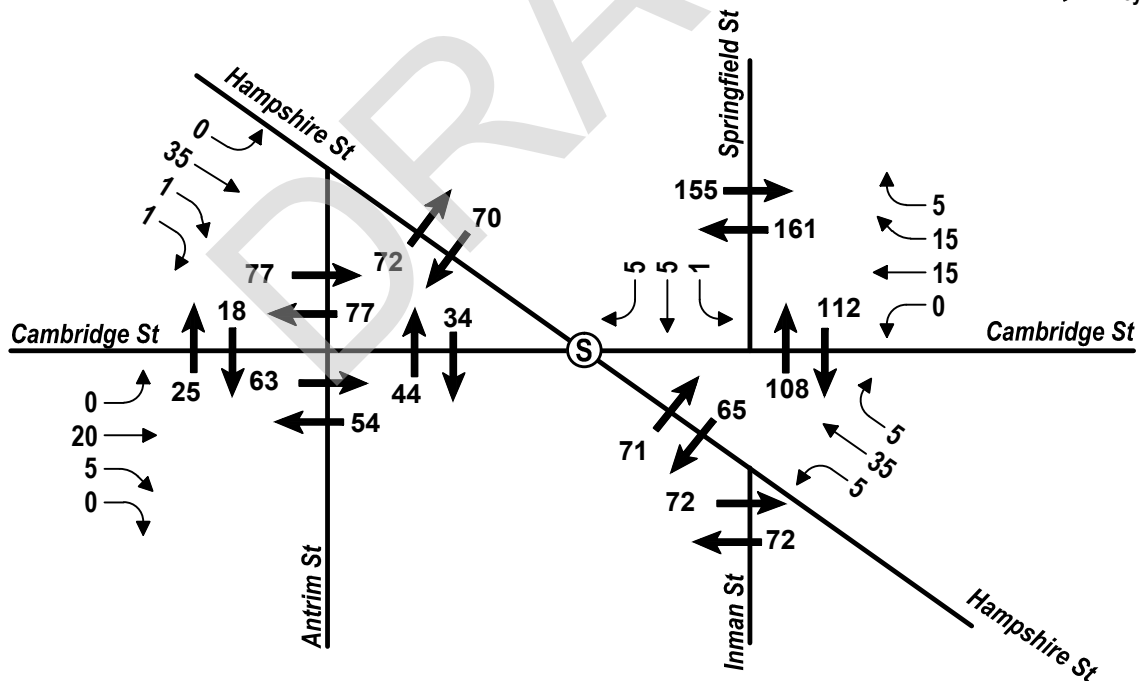
WEEKDAY EVENING PEAK HOUR

Ⓢ Signalized Intersection → Pedestrian Volume
→ Bicycle Volume



SATURDAY PEAK HOUR

Ⓢ Signalized Intersection → Pedestrian Volume
→ Bicycle Volume



Vanasse Hangen Brustlin, Inc.

2015 Existing Condition
Peak Hour Pedestrian and Bike Volumes

Figure 2-2b
June 2015



Not to Scale

Inman Square
City of Cambridge Transportation Study
Cambridge, Massachusetts



Table 1 Study Area Traffic Volumes – Weekday Average

Location	Weekday ^a	Weekday Morning Peak Hour			Weekday Midday Peak Hour			Weekday Evening Peak Hour		
	Daily	Volume ^b	% ^c	Peak Dir ^d	Volume ^b	% ^c	Peak Dir ^d	Volume	%	Peak Dir.
Hampshire Street north of Cambridge Street	11,540	655	5.7	NB – 30%	665	5.8	NB – 46%	780	6.8	NB – 55%
Springfield Street north of Cambridge Street	5,145	360	7.0	NB – 25%	290	5.6	NB – 37%	535	10.4	NB – 43%
Hampshire Street south of Cambridge Street	11,325	855	7.5	NB – 68%	640	5.7	NB – 43%	715	6.3	NB – 42%
Inman Street south of Hampshire Street (one-way)	2,595	255	9.8	N/A	150	5.8	N/A	170	6.6	N/A
Antrim Street south of Cambridge Street (one-way)	950	75	7.9	N/A	50	5.3	N/A	60	6.3	N/A
Cambridge Street west of Antrim Street	18,840	1,275	6.8	WB – 33%	1,300	6.9	WB – 35%	1,350	7.2	WB – 31%

Source: Vanasse Hangen Brustlin, Inc.. Based on automatic traffic recorder (ATR) counts conducted in May 2015.

a average daily traffic (ADT) volume expressed in vehicles per day

b peak period traffic volumes expressed in vehicles per hour

c percent of daily traffic that occurs during the peak period

d directional distribution of peak period traffic



Table 2 Study Area Traffic Volumes (continued) – Saturday and Sunday

Location	Saturday	Saturday Midday Peak Hour			Sunday	Sunday Midday Peak Hour		
	Daily	Volume ^b	% ^c	Peak Dir ^d	Daily	Volume	%	Peak Dir.
Hampshire Street north of Cambridge Street	10,845	735	6.8	NB – 45%	9,760	680	7.0	NB – 40%
Springfield Street north of Cambridge Street	4,315	340	7.9	NB – 39%	3,535	255	7.2	NB – 39%
Hampshire Street south of Cambridge Street	9,950	680	6.8	NB – 48%	9,060	640	7.1	NB – 50%
Inman Street south of Hampshire Street (one-way)	2,050	155	7.6	N/A	1,880	150	8.0	N/A
Antrim Street south of Cambridge Street (one-way)	820	75	9.1	N/A	775	75	9.7	N/A
Cambridge Street west of Antrim Street	14,280	1,000	7.0	WB – 31%	12,225	885	7.2	WB – 35%

Source: Vanasse Hangen Brustlin, Inc.. Based on automatic traffic recorder (ATR) counts conducted in May 2015.

a average daily traffic (ADT) volume expressed in vehicles per day

b peak period traffic volumes expressed in vehicles per hour

c percent of daily traffic that occurs during the peak period

d directional distribution of peak period traffic

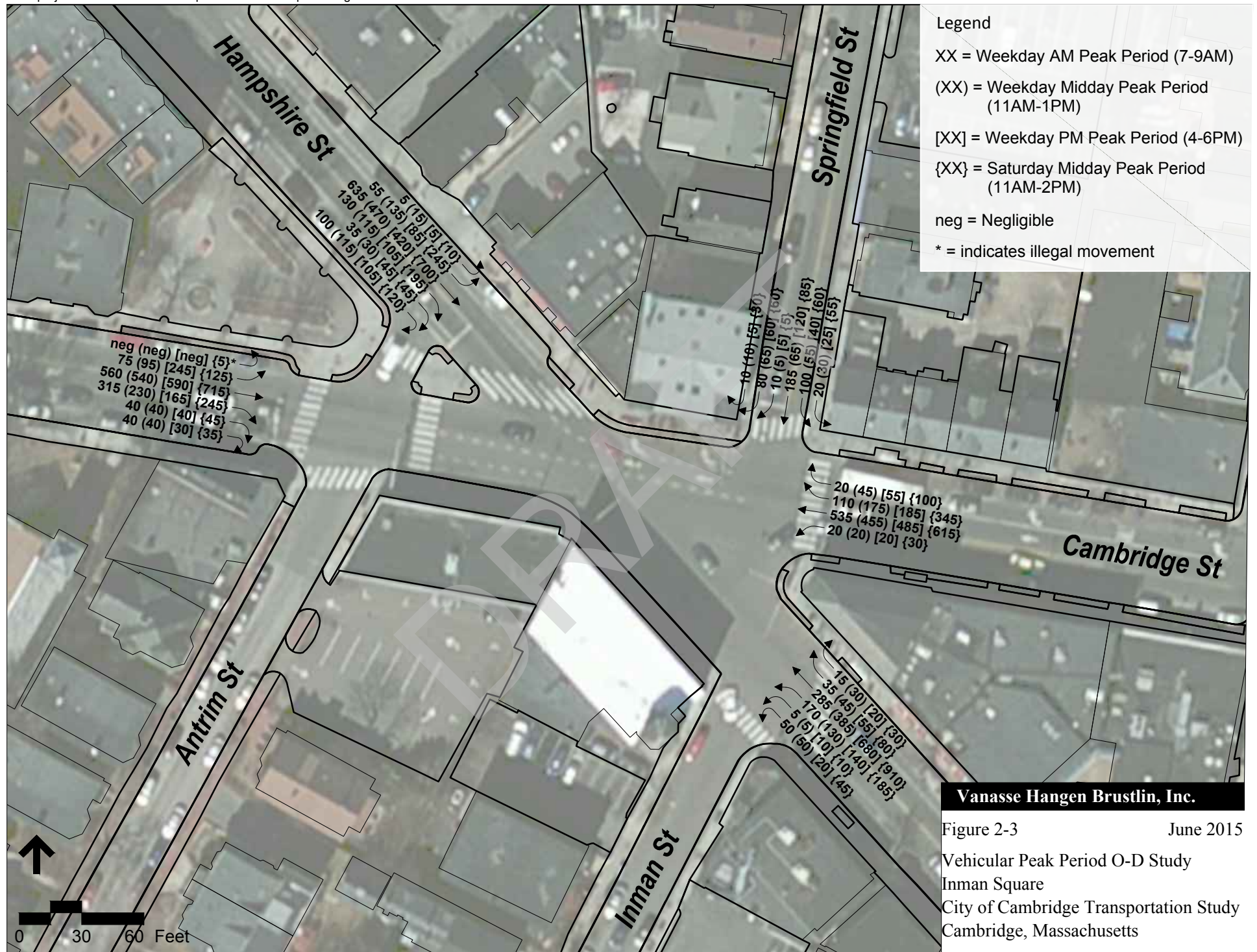
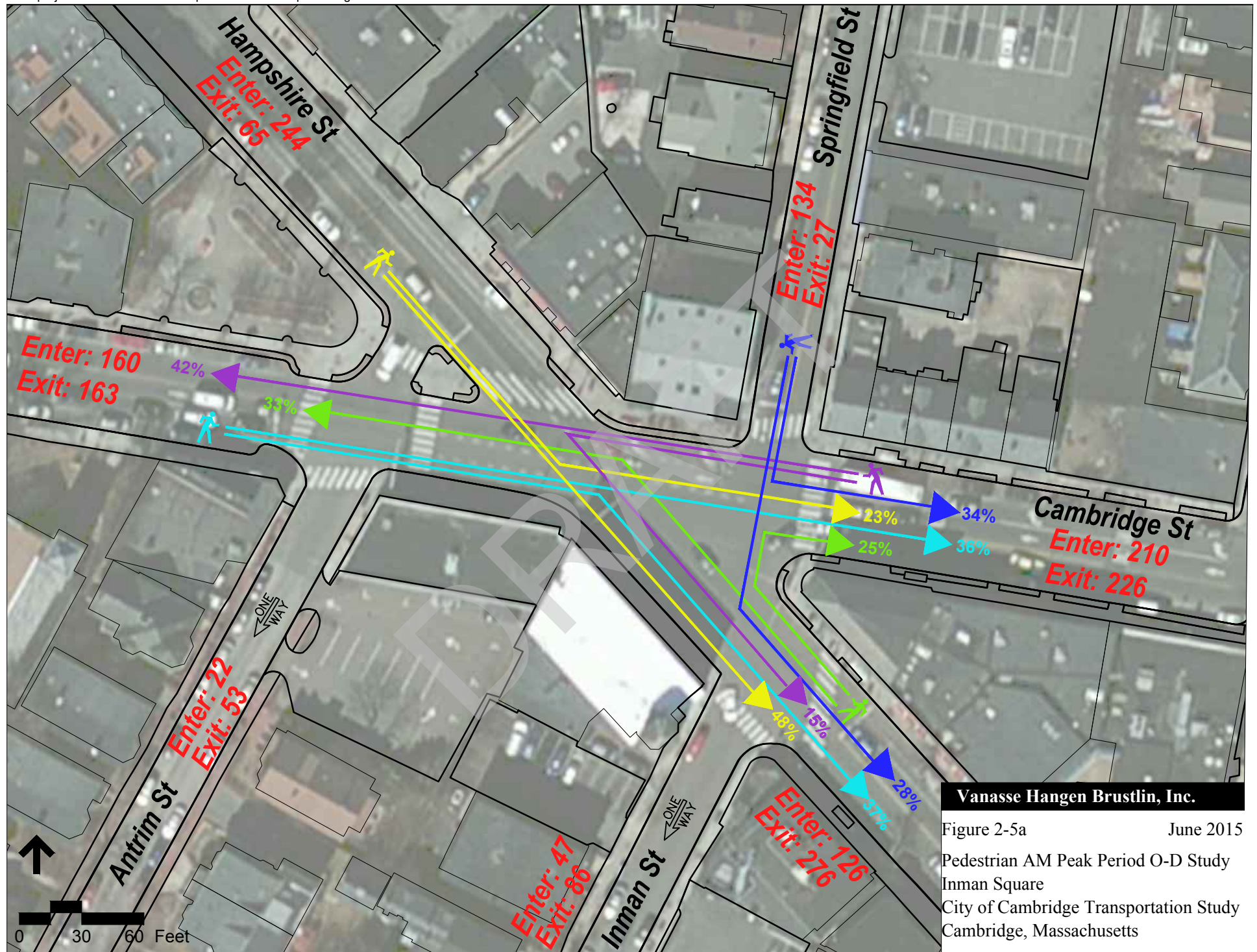


Figure 2-3 June 2015
 Vehicular Peak Period O-D Study
 Inman Square
 City of Cambridge Transportation Study
 Cambridge, Massachusetts

XX = Weekday AM Peak Period (7-9AM)
(XX) = Weekday Midday Peak Period (11AM-1PM)
[XX] = Weekday PM Peak Period (4-6PM)
{XX} = Saturday Midday Peak Period (11AM-2PM)
* = indicates illegal movement

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Figure 2-4
Bicycle Peak Period O-D Study
Inman Square
City of Cambridge Transportation Study
Cambridge, Massachusetts



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Figure 2-5a
June 2015
Pedestrian AM Peak Period O-D Study
Inman Square
City of Cambridge Transportation Study
Cambridge, Massachusetts

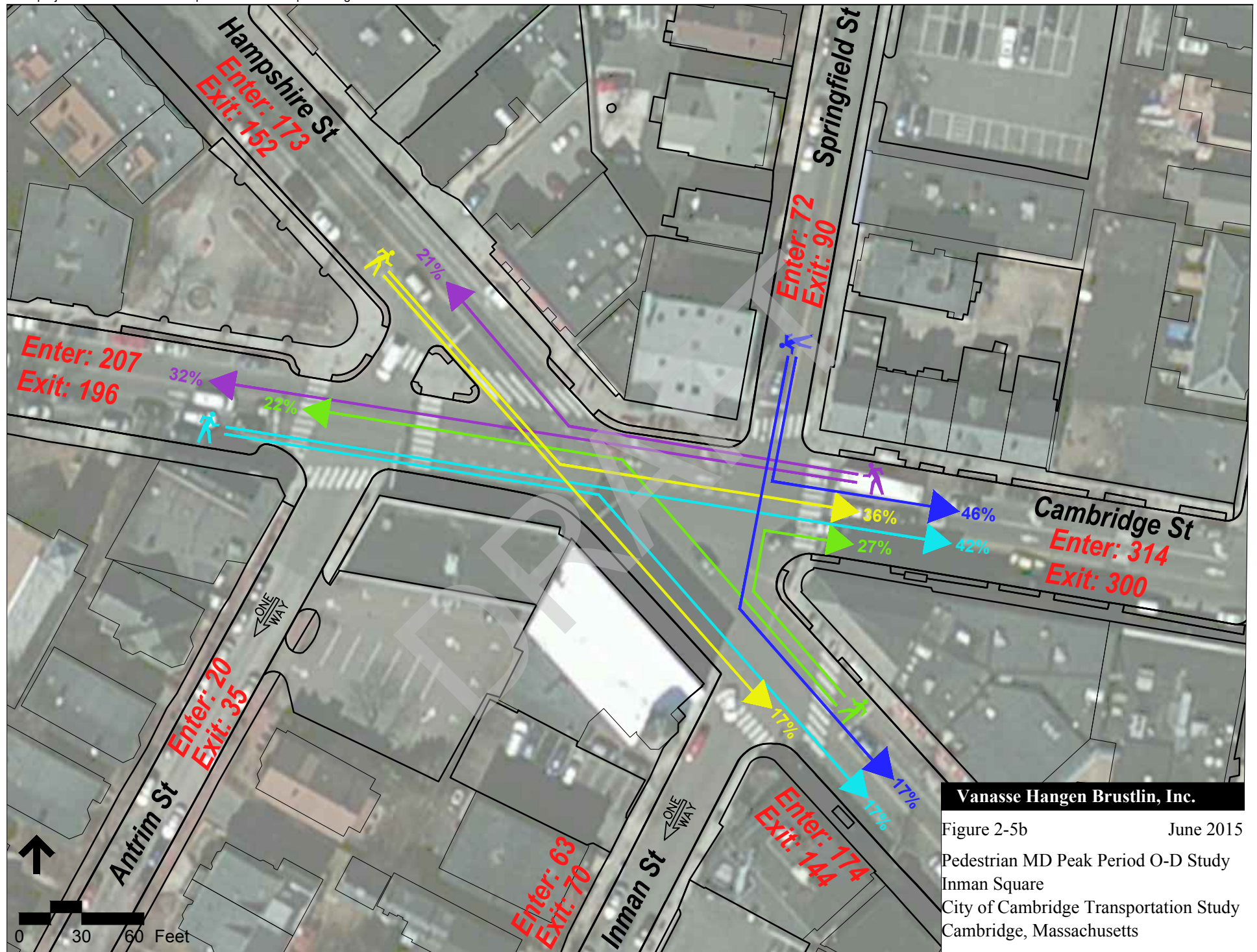
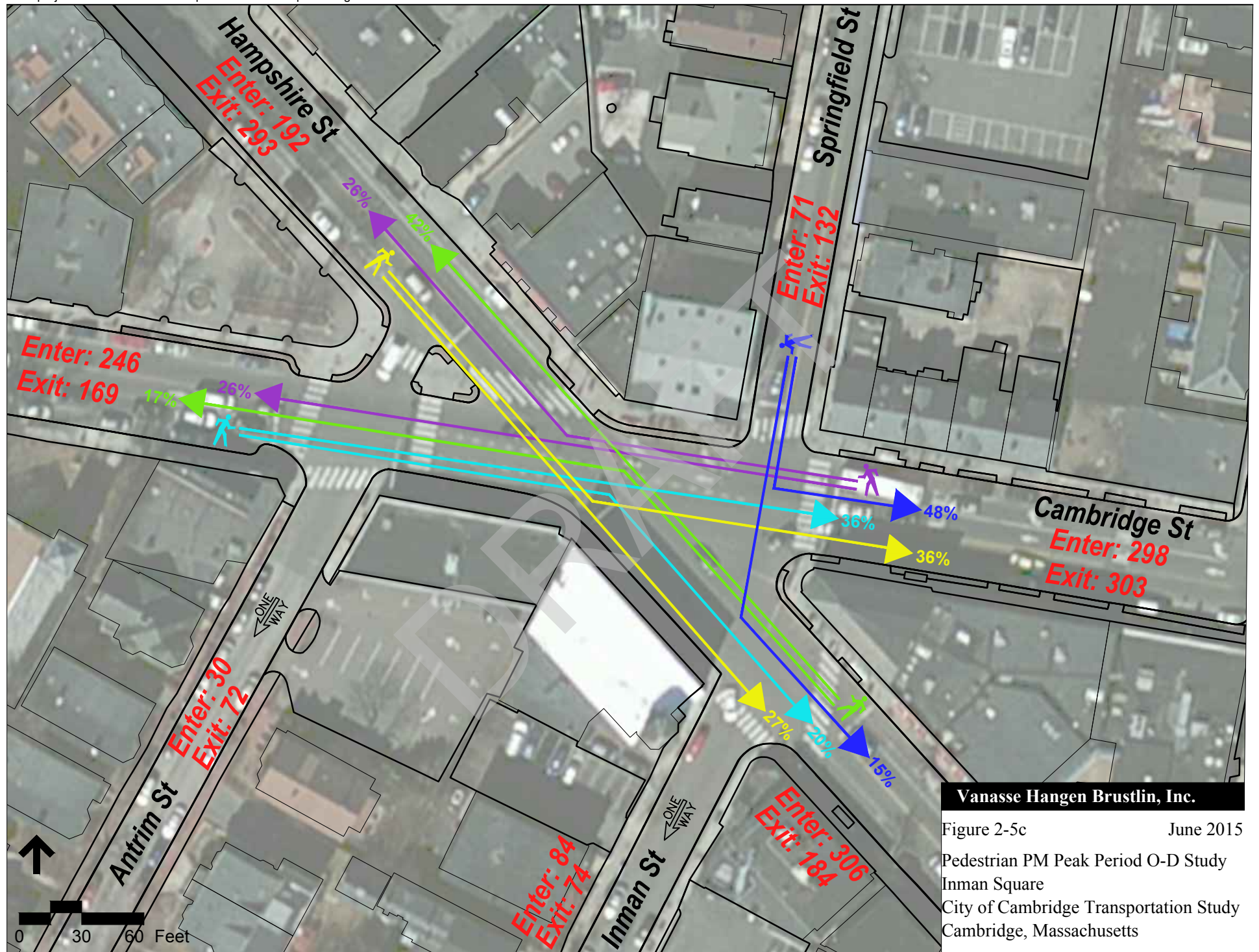
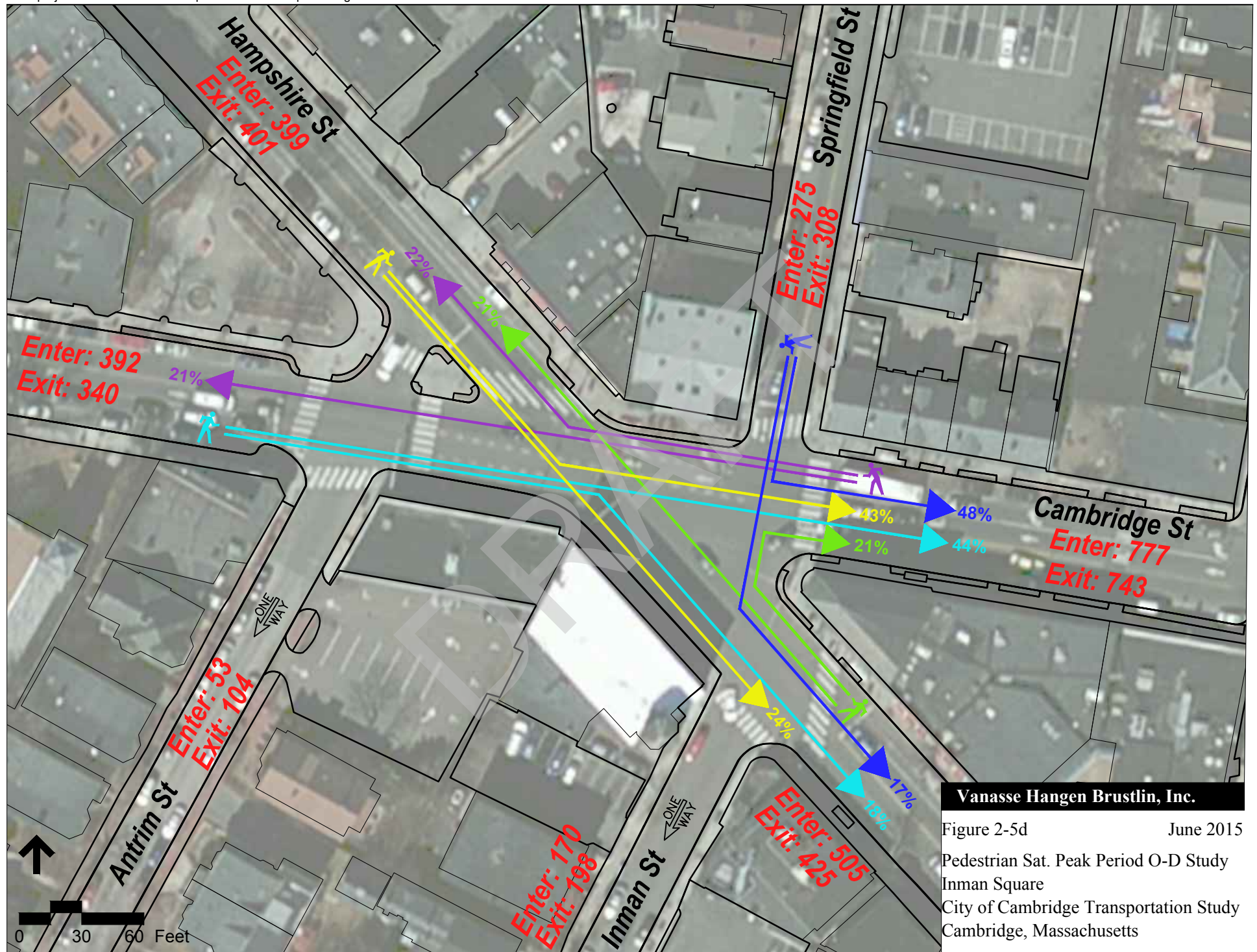


Figure 2-5b June 2015
Pedestrian MD Peak Period O-D Study
Inman Square
City of Cambridge Transportation Study
Cambridge, Massachusetts



Vanasse Hangen Brustlin, Inc.

Figure 2-5c June 2015
Pedestrian PM Peak Period O-D Study
Inman Square
City of Cambridge Transportation Study
Cambridge, Massachusetts



Vanasse Hangen Brustlin, Inc.

Figure 2-5d June 2015
 Pedestrian Sat. Peak Period O-D Study
 Inman Square
 City of Cambridge Transportation Study
 Cambridge, Massachusetts