



**RECEIVED
TOWN CLERK
BELMONT, MA**

DATE: December 14, 2022
TIME: 3:15 PM

Belmont Transportation Advisory Committee (TAC) Meeting

Minutes for Thursday, 3 November, 2022

Present: David Coleman (Chair), Chip Gaysunas (Vice Chair), Jeffrey Roth (Secretary), Ken Lind, Daniel Eldridge, Larry Link, Heather Barr, Jane Lappin

Also present:

Town Staff: Glenn Clancy (Belmont Office of Community Development (CD) Director), Sergeant Paul Garabedian (Belmont Police Department (BPD)), Jay Marcotte (Belmont Department of Public Works (DPW)), David DeStefano (Belmont Fire Department), Roy Epstein (Belmont Office of Selectboard)

Town Public Residents: Abraham <no last name provided>, Allison Arnold-Rife, Amanda C. Green, Amy Tananbaum, Anne-Marie Mahoney, Bill <no last name provided>, Brendan O'Leary, Bryan Sadowski, Cahaly <no last name provided>, Deborah Kahn, Erika Wolf, Gina <no last name provided>, Glenn & Harriet Wong, Hadley <no last name provided>, Heather Rubeski, Joanna Kolis, John Kolis, John Kuterbach, Karessa <no last name provided>, Mark Saidnawey, Martin November, Mary Wybierella, Nancy Nichols, Oanh Smicker, Paul Gormisky, Rosemary Hoey Pisano, Susan <no last name provided>

Final minutes, compiled on date: 2022-11-21; finalized on 1 December, 2022.

Announcements

1. Tonight's public meeting occurred online using a zoom video conference forum.

In keeping with Governor Baker's Executive Order of March 12, 2020, "Order Suspending Certain Provisions of the Open Meeting Law" — The Transportation Advisory Committee Meeting of 1 April, 2021, was held by Remote Access through Zoom.

The meeting was called to order at 7:00p by Chairperson David Coleman.

Review and approval of minutes (November 3, 2022)

10/06/2022

The Committee reviewed the draft meeting minutes from the TAC meeting on 6th of October, 2022. These TAC meeting minutes were reviewed, and minor corrections were suggested by David Coleman regarding the volunteer observations near the Post Office. Ken Lind made a motion to approve the minutes as amended. Dan Eldridge seconded the motion. A vote by roll call was made to approve these minutes as amended, and all voted unanimously in favor of approving the minutes.

Washington/Dalton-Sharpe Crosswalk Safety Discussion

David Coleman (TAC Chair) — David Coleman presented the background and history on this topic, which was provided by Harriet Wong, and which is included in Appendix 1. He also presented the car traffic monitoring data on that intersection that was collected by the Belmont Police Department. Explanations of the data were provided by David and Glenn Clancy. This car-traffic study summary is provided in Appendix 2-A, the traffic data analysis in Appendix 2-B, the traffic study graphs in Appendix 2-C, and the traffic statistics in Appendix 2-D.

Glenn Clancy (CD Director) — Glenn Clancy said that there is not a speeding issue, based on the volume in the 85th percentile that is above the posted speed limit of 30 mph. This value came right to 30 mph, so according to the traffic-calming policy these results would not show a speeding problem there since it is 5 mph above the posted speed limit.

John Kolis (Resident) — John Kolis asked about the format of the data, and said that during peak times the data shows volumes of several hundred cars, meaning that even though the speeds are not excessively high the traffic volume degrades from the safety for people walking through that intersection.

David Coleman (TAC Chair) — David Coleman described a flashing crosswalk sign that could be an option to use at this intersection.

Heather Barr (TAC) — Heather Barr recommended something else besides a flashing crosswalk sign to complement the signal, in order to also slow cars down. She said that the visibility is really a problem there for people walking and trying to cross the road. Also, in addition to Burbank students, Chenery and High School students also use this crossing to get to school. Furthermore, many residents also use it, and the hedges make it hard to see traffic and people walking or cycling.

Joanna Kolis (Resident) — Joanna Kolis said that the hedges at 253 Washington St. cause visibility problems at this intersection. She says it is very difficult to drive onto Washington St. from Dalton due to these tall hedges that also crowd the sidewalks.

David Coleman (TAC Chair) — David Coleman said that the property owner at 253 Washington St. has trimmed the hedges substantially in response to neighborhood suggestions, and David expressed appreciation for these actions. He did agree with others that the hedges are still a bit too tall, and they still protrude into the sidewalk also too much.

Glenn Clancy (CD Director) — Glenn Clancy reiterated the bylaw about obstructions into sidewalks. Incline grade makes it hard to see also. The bylaw is the maximum of 3 feet height for hedges. He also said that the flashing light system comes in different versions, and may not need to have the exact same equipment as currently on other places at School St. Glenn Clancy also reminded us that there is currently no funding yet for this project, to clarify that point.

David Coleman (TAC Chair) — David Coleman said the lights cost approximately \$2.7K for a single fixture. More expensive options also exist, such as at Cottage St., though those would not likely be used here.

Chip Gaysunas (TAC) — Chip Gaysunas asked if the visibility also impact walkers using the crosswalk, or if it just impact motorists. He also said that the longer diagonal crossing on the west side of the intersection, and asked Glenn whether that is something that could be modified.

Glenn Clancy (CD Director) — Glenn Clancy responded that the visibility is a quantitative approach, and that the hedges did impact all users of the roadway and crossings. Regarding this specific location, he also said that there is a limitation on where the handicapped curb cuts are which determine the locations of the crosswalks.

Public Comment Session

Chairperson David Coleman now opened the discussion to the public for offering their comments and feedback on this topic.

Amanda C. Green (Resident) — Amanda Green offered to say something, and would put it into the chat. (This comment was not recorded unfortunately.)

Gina Smith (Resident) — Gina Smith said it is very unsafe and difficult to cross this roadway when walking. She asked where the signs and flashing sign would be. She also asked about adding a fourth crosswalk there, on the eastern side of the intersection where there currently is none.

David Coleman (TAC Chair) — David Coleman clarified that the signs and flashing lights would face Washington St. He agreed that considering adding a crosswalk on the eastern side of the intersection would make sense.

Glenn Clancy (CD Director) — Glenn Clancy said adding another sidewalk is something that would not be likely to be done, because it is an unprotected crosswalk. He said he would not advocate for adding that crosswalk since it would not give drivers enough response time or space to stop between the crosswalks.

Matt Henn (Resident) — Matt Henn made the comment that this is not a larger safety issue beyond Burbank, since these crossings are also used for kids getting to Chenery and the High School. The high walking volume and high car-traffic volume tend to overlap here. He asked about the speed limit on the road, thinking it was 20 mph. He also encouraged looking at the whole area holistically, rather than an isolated discussion about just this intersection. Nearby at the Washington St., Grove St., and Watson Rd. intersections are also heavily trafficked with cut-through traffic. He suggested thinking about collective traffic congestion in this vicinity.

Glenn Clancy (CD Director) — Glenn Clancy clarified that a 4-way stop at Dalton/Sharpe Rds. is not being considered here, and he also clarified that the speed limit is currently 25 mph. However, when the policy was established the 30 mph was used due to the 25 mph being a newly established speed limit.

Harriett Wong (Resident) — Harriett Wong said there is a need to do something here to improve safety, and hopes a long-lasting solution could be implemented. One concern with the push-button light near Burbank is that some families don't think it's bright or visible enough. She said having something brighter might be better. She also asked about improving the road markings prior to the intersection, given that the roadway will be getting repaved soon, and this could help slow cars approaching the solution. In addition, she asked if any of the utility items crowding the sidewalks could be relocated. Finally, she said that the bollard orange cone in the center of that road crosswalk also would likely help a lot, as shown in others locations in Town.

Glenn Clancy (CD Director) — Glenn Clancy said that the utility boxes were not causing visibility problems for drivers. He also mentioned that the fire call boxes also are still

functional, and the Belmont Fire Department prefers to keep those functioning.

Abraham Thomas (Resident 259 Washington St.) — Abraham Thomas said he is concerned with the 4-way stops, in part because it could be hard to exit from their driveway. He also thinks there are safety problems there, and that there should be a traffic-calming measure applied here to slow traffic into the intersection.

Pam Cahaly (Resident 242 Washington St.) — Pam Cahaly said that the speeds are actually too high given the multi-mode usage of the roadway, and that it is tough to slow traffic down enough. She said that it would be good to slow cars down before they enter the intersection. She also asked if making Sharpe Rd. one-way all day (instead of just during limited hours) would help with this problem, because some drivers do not observe this one-way restriction. Such a change might also discourage cut-through traffic. Finally, she said that the proposed blinking lights and also slowing down car-traffic speeds would help with the safety problems.

Glenn Clancy (CD Director) — Glenn Clancy said that a permanent one-way for Sharpe Rd. was not previously proposed there, but could be considered.

Heather Rubeski (Resident) — Heather Rubeski said that drivers cut these turns onto Washington St. too tightly, due to the nature of the curvature of the road intersection. She also mentioned solar glare problems in mornings during school commuting times.

Allison Arnold-Rife (Resident) — Allison Arnold-Rife she said that walking across Dalton is more difficult, due to the visibility problems. She said she was almost hit by a car with her son once. She suggested that a more restricted access from Sharpe might help reduce some of these traffic problems. This is because cars coming down Sharpe cause problems at the Dalton crossing. She added that such changes would also be helpful when Chenery switches to grades 4 – 6.

Joanna Kolis (Resident 237 Washington St.) — Joanna Kolis said the crosswalks are tough to see by drivers, and that they should be more visible to drivers. She thinks that speed tables would be helpful to consider there to slow the traffic down, because the the speeds are high and it is difficult for her to exit her driveway. She also said cars sometimes park on that street, which exacerbates the safety problems. She said there needs to be more focus on safety for this street.

Hadley Hynes (268 Washington St. Resident) — Hadley Hynes said she agrees with people that cars don't slow down enough before entering this intersection. She thinks more visibility for the crosswalks will improve the safety there, as well as the flashing crosswalk signs. She also suggested the highly-visible flashing signs used in Somerville. In addition, the hedges are encroaching far too much into the sidewalk at 253 Washington St., as well as the utility boxes adjacent to the sidewalks at that intersection. She agreed with Harriett Wong's suggestion about putting something in the middle of the road, like the bright-colored, rubber sign-bollards used elsewhere in Town.

Bryan Sadowski (Resident) — Bryan Sadowski asked about the format of the traffic counts data, and whether that could be placed into a spreadsheet format for additional analysis.

Chip Gaysunas (TAC) — Chip Gaysunas echoed the importance of drivers approaching the intersection to slow down and travel more slowly through the intersection. He said that the movable warning signs in the crosswalk discussed previously are effective signaling measures to consider. He said that crossing Dalton is a real issue for students, and probably more attention should be given to this problem.

Heather Barr (TAC) — Heather Barr said speeds do seem to be issue as it has been raised by a lot of residents, even though technically the cars are moving only slightly above the regulatory speed limits. She said that we could revisit the speed threshold there, given the close proximity to a school zone, and could elevate the importance of setting a different speed threshold there.

Glenn Clancy (CD Director) — Glenn Clancy said we have to think realistically about the fiscal priorities, and says there are limitations on what can be done here. He said that since TAC is an advisory committee, anything that is recommended must go to the Select Board, who then decide on whether to actually implement a recommendation. We also don't have a permanent budget to fund all of these improvements, so this imposes limitations on what can be implemented.

Ken Lind (TAC) — Ken Lind said we may want to revisit the traffic speed topic, to get a better idea of the situation and whether we are doing these studies the best way.

Larry Link (TAC) — Larry Link said that some paint markings like the "V" markings might be useful to apply, and could be a low-cost approach for potentially slowing down speeds.

David Coleman (TAC Chair) — David Coleman said there would be some follow-up and further discussion about this intersection, and that this topic would be scheduled for another subsequent TAC meeting.

Discussion References:

A set of references related to safety of road crossings for people walking were also distributed to TAC members in, and links to these documents are included in Appendix 3 below.

Project Updates

Pleasant St. Crosswalk at Munroe St. — SRTS Award and Planning Process

David Coleman discussed the Signs-and-Lines SRTS¹ funding program. Belmont applied for a grant from the SRTS Program, and received funding for this project to target safety improvements for the crossing at the Pleasant St. and Monroe St. intersection. The group had the first meeting last week to discuss this grant project, and another meeting is scheduled for next week to discuss site work. Could be used to establish an approach for how to improve safety for people walking to school and for others. Observations of how frequently drivers stop for people walking across the crosswalk were discussed, and a sample set of observation data is included in Appendix 4 below.

Community Connections Grants Discussion

Jeffrey Roth (TAC) — Jeffrey Roth gave an overview of the BLUEbikes funding opportunity through the Community Connections programs. In addition to stimulating local businesses, BLUEbikes would also enhance connections from Belmont to the nearby Alewife transit center, offering greater transit options for residents. Jeffrey described some funding scenarios that would enable Belmont to connect to the BLUEbikes bicycle share system adopted in adjacent communities. The Community Connections program generally provides 80% of the up-front costs for BLUEbike stations, allowing only 20% matching funds

¹SRTS: Safe Routes to School

from the municipality to fund the program. Some revenue could potentially cover these costs for Belmont. The slides presented at the meeting are included in Appendix 5 below, and include funding levels for various station configurations.

Larry Link (TAC) — Larry Link asked about whether the Economic Development Committee could be tapped into for more info on how adopting this regional bicycle share system could stimulate patronage of local businesses and expand business activity in Belmont.

Heather Barr (TAC) — Heather Barr said this would allow better access to our Town Center from other areas, and this would likely benefit local businesses. She brought up the question of how long the grant program would cover bicycle costs from Lyft, who runs the BLUEbikes system.

Dan Eldridge (TAC) — Dan Eldridge expressed thanks for looking further into this. He said that for the Belmont Community Path it will be critical to implement BLUEbikes participation in Belmont, and that “last mile” to Alewife would be significant boom to Belmont Center. He said we should think carefully about where to place the docking stations, and also think about helping to facilitate routes for riders to follow around Town.

Ken Lind (TAC) — Ken Lind asked if there is data about the previous Lime bicycle share system, and previous usage information might help boost a Community Connections application. This could get an idea of expected usage around Belmont. Usage data from other towns on BLUEbikes may also indicate how popular this system is. Glenn would provide that info.

Glenn Clancy (CD Director) — Glenn Clancy said that Spencer Gober had looked into this previously when we was working in the Office of Community Development. He might have data about usage in his files. He also said that there is not a funding source for this, though it is appealing to have a potential revenue stream from a BLUEbikes system in Belmont.

Larry Link (TAC) — Larry Link suggested that an educational outreach discussing safety and usage should be considered if BLUEbikes transitions to pedal-assist e-bikes.

Crosswalk Monitoring Surveys, List of Crosswalks, and Review of Data Gathered

David Coleman (TAC Chair) — David Coleman described the volunteer monitoring process going on, as shown in the sample observations log Appendix 4 below. He also said that the DPW has some data on how frequently roadway signs are hit and need to be replaced.

Winter St. Speed Tables

The traffic-calming project that TAC recommended for Winter Street has been approved by the Select Board, and is scheduled for construction this fall.

Traffic Calming Policy Changes for Upgrading the Safety of Street Crossings

There has been some recent development on this project. However, due to time limitations at tonight’s meeting, this topic will moved to a more detailed discussion at a subsequent TAC meeting.

New Business: Updates on Pending Issues and Traffic Calming Requests***Belmont High School Bus Contract Proposals; Report from the School Board Meeting***

Larry Link (TAC) — Larry Link discussed the recent options presented by the School Department for bus schedules which evaluate costs different options but all reduce ridership. He also discussed how costs went up in part from adding 4th grade busing to the future Chenery middle school structure, but said it is not clear why the costs rose so significantly. He said it is likely that residents will be more likely to shun busing options if costs remain high to participate in the bus option. He asked if there is a way to subsidize the costs. Finally, he said that the buses pick up students very early, and also drop off at the school very early, well in advance of the start of school. He said this is a scheduling arrangement that makes the use of buses unappealing for most families.

David Coleman (TAC Chair) — David Coleman said that currently we have 10 buses in the school's contract, and we are considering going to 12 buses, or doing a one-year extension of the current terms. The School Department presented four options, all of which levied reductions in service. He said it is not clear what was premise for proposing these options, and why all aimed to reduce bus service. Some members of the School Committee suggested thinking about this differently, in terms of ways to *expand* ridership. The concern is that less bus ridership seems to be resulting in more car drop-offs. He said they could do more to promote bus usage, and find ways to increase ridership. In addition, deferring a new contract for a year may give more time to consider better busing approaches. David said that a School Committee vote on this is scheduled for December.

Heather Barr (TAC) — Heather Barr mentioned that publicizing the SRTS data on school maps might help and be timely information for this bus discussion. She said that Kate Bowen may also be a resource about the policies for busing in other towns.

Roy Epstein (Belmont Office of Selectboard) — Roy Epstein said that Meg Moriarty (School Committee Chairperson) is planning to meet with the School Department next week to discuss this busing topic.

Amy Tananbaum (Resident) — Amy Tananbaum said that other bus options should be looked at, and she asked if these other approaches have been investigated. In addition, she asked about making car drop-offs and student car drivers to the High School less attractive, for example by charging students to park cars, while making the bus options more attractive and cost effective for families.

David Coleman (TAC Chair) — David Coleman agreed that many alternative options could be explore and looked further into regarding the bus options.

Deborah Talanian (Resident) — Deborah Talanian mentioned the traffic issues along Goden St. She discussed things like speed and car drop-off congestion. She asked if this is a problem that could be addressed by TAC or somewhere else.

David Coleman (TAC Chair) — David Coleman responded that the TAC is the appropriate place to bring up these issues for discussion.

Goden St. Traffic Backups and Light Sequencing

Glenn Clancy (CD Director) — Glenn Clancy said that the engineer has come up with a modification to the Goden St. traffic light, and it is waiting to be implemented. He said we need a private contractor now to make this modification to the signal, due to the increased complexity of these traffic-signal systems.

Erika Wolf (Resident) — Erika Wolf said in addition to signal changes, we need to find ways to get cars out of the congestion areas. She said that we need to reduce the volume of cars on these roadways, and that this could be done by shifting to one-way streets, which would also allow more space for kids walking and biking to school.

Martin November (Resident) — Martin November wanted to underscore safety concerns by others on Goden St., as the car traffic is an issue that requires a holistic approach to solve effectively. He said it is not a tenable solution to continue to allow a majority of the students to be dropped off by car at the High and Middle Schools. He was surprised that the objective up until now has been to get as many cars in and out as possible and in a quick manner, at the expense of safety for other modes of transportation. He said that instead the priority should be safety for non-car school commuters, rather than maximizing car volume. He continued that optimization of traffic throughput is not the appropriate way to think about this situation, because it will stimulate more traffic problems and continue to degrade the quality of life due to excessive car traffic through neighborhoods. He also added that he does not think reducing bus service makes sense, and instead we should be stimulating how to shift towards and increase the rate of people walking, biking, and busing to school.

David Coleman (TAC Chair) — David Coleman agreed that approaches to de-emphasize car usage are key to addressing these problems. He said that solving the car-traffic problem is something that requires us to find ways to increase biking and walking.

Anne-Marie Mahoney (Resident) — Anne-Marie Mahoney said that her driveway location is a problem, and that side streets like Goden St. cannot handle the current traffic. She says that the conditions are unsafe, and extra cars that will be coming to the Middle School in 2023 will make this even more challenging unless better solutions are implemented.

Jeffrey Roth (TAC) — Jeffrey Roth said that supporting walking, cycling, and transit will in the long run help shift us away from the problems caused by high amounts of car traffic. Things like improving safety for walkers, cyclists, and adding better bicycle infrastructure and bicycle parking will directly help mitigate these problems because they would make it safer, more appealing, and cheaper to walk, bike, or take the bus to school.

David Coleman (TAC Chair) — David Coleman said that the Town has been adopting policies to help us shift towards alternatives to car transportation. He said that funding is often a limitation, and resources are constrained. However, David mentioned that there is more of a consensus to devote resources to these areas now.

Chi-Ting Huang (Resident) — Chi-Ting Huang commented that there has been an increase in traffic on a lot of the side streets like Goden St. She said that cut-through traffic seeking to avoid Concord Ave. is also causing increased neighborhood traffic. She said that there are three schools in this area that have many people walking to school, and increasing car traffic would result from discouraging bus service. She said that adding contra-flow bicycle lanes and making some roads one-way for cars might make sense and help with these situations.

David Coleman (TAC Chair) — David Coleman mentioned direction-restricted configurations on Garden St. in Cambridge, that could be looked at as potential approaches for Goden St.

Larry Link (TAC) — Larry Link suggested reviewing BSC's previous recommendations on one-way approaches for streets. He said there are three primary objectives that we should strive to achieve: increased bus ridership, lane restrictions for cars, and improved safety for kids cycling and walking to school.

Glenn Clancy (CD Director) — Glenn Clancy said that making a one-way segment of Goden between School St. and Orchard St. could be considered. He also asked people to convey to Roy Epstein not to pursue Sam Kofi's recommendation on changing the Goden St. light and extending the green light from Goden St. onto Orchard St.

Deborah Kahn (Resident) — Deborah Kahn added that it would make the most sense to get Goden St. one-way in the southern direction instead of in the northern direction.

ADJOURNMENT

Ken Lind motioned to adjourn tonight's meeting, and Heather Barr seconded the motion. The meeting adjourned at 10:48p.

These minutes were respectfully submitted by Jeffrey Roth.

**Appendix 1: Washington St. / Dalton Rd. / Sharpe Rd. Intersection Background
(2018-05-25)**

History:

Jan 2014 Burbank parent survey of routes to school. Washington crosswalk raised as safety concern and barrier to walking (especially to kids' independent walking)

April 2014 Walkability Assessment by Mass SRTS included specific recommendations for improving safety: add a 3rd crosswalk, add crosswalk warning signs, add pedestrian indicator in middle of street, assign a crossing guard, and add curb bump outs to reduce crossing distance and slow cars turning

May 2014 Walking School Bus program began. Dalton Rd route most popular, with 20-25 kids weekly. WSB "drivers" helped group across Washington. Orange traffic cones placed at each end of crosswalk to alert drivers.

Fall 2015 Near-miss accident. Supt Phelan & Glenn Clancy alerted; supported request for a crossing guard and/or crosswalk signs. Police could not provide crossing guard. Glenn Clancy's office had DPW install crosswalk signs and a 3rd crosswalk across Sharpe.

April 2016 Crosswalk signs installed on Washington St. Additional crosswalk painted across Sharpe Rd.

June 2017 Dr. Clifford, Burbank Principal, wrote to BPD requesting crossing guard.

Fall 2017 TAC discussed proposal to make intersection a 4-way stop. Proposal tabled due to resident's objections.

Jan 2018 Dr. Clifford sent request for crossing guard to BPD.

May 2018 Dr. Clifford requested crossing guard again. Sgt. Mailhot said police dept unable to provide a guard, advised pedestrians should cross at School St instead.

Glenn Clancy said 4-way stop or raised tables are possible options.

June 2018 Burbank parents met with Glenn Clancy at the intersection (see notes below) and stressed need to address safety to encourage more walking/biking to school. Clancy agreed location needs a package of infrastructure improvements to include raised tables, crosswalk lighted signs pedestrian-activated,

curb improvements, yellow line on Washington. Said he will proposed project for Complete Streets funding.

Potential safety improvements:

Near term, inexpensive:

1. Crosswalk flags - as piloted at Gale/Watson. Have pros & cons. Need looking after.
2. Portable in-road "Yield to Pedestrians" bollard (or one at each side of road).
3. Revisit 4-way stop? Ask what measures suggested by traffic study data.

Longer term, more expensive:

4. Pedestrian-operated warning signs or stop light.
5. Raised tables on Washington at each approach - requires TAC proposal, budget approval.
6. New curbing with possible bump out

Notes from June 8, 2018 meeting with Glenn Clancy:

Good discussion on Friday June 8th with Glenn Clancy at the Dalton/Washington crosswalk.

Glenn certainly supports making safety improvements here, both to encourage more walking/biking to school and to improve visibility for motorists. He knows the police can't provide a crossing guard and understands that a 4-way stop is not wanted by abutting residents.

He thinks a package of infrastructure improvements, similar to the Burbank School Street crosswalk, would help to alert and slow traffic, and provide a safer crossing. As part of this package he will consider:

- 1 - raised tables on Washington St, on each approach to intersection (tables are preferred over a raised crosswalk or raised intersection because they don't have to extend all the way to the curb, so don't require additional drainage)
- 2 - crosswalk signs with flashing lights activated by push-button
- 3 - curbing improvements - for better definition, possible bump-outs to shorten crosswalk distance and slow turning traffic
- 4 - yellow center line on Washington for a certain distance leading up to the intersection, to keep traffic in lane.

As for timeline, Glenn estimates that best-case it will be one year from now (spring/summer 2019) when work could be started.

The process will be a bit different than for the School St crosswalk (which was funded by request to the town's capital budget committee) . This project would be one of several he plans to propose for Complete Streets funding from the State, per the Complete Streets policy recently adopted by the town Board of Selectmen. Glenn's next step is to work with

the Town Administrator to come up with a prioritized list of 15 projects to submit in September for Complete Streets funding. It is unclear how long the funding approval will take from there...

We left it that Glenn will reach out to us if/when he scopes the project.

Compiled by Harriet Wong, Burbank parent and Safe Routes Committee
Member
hiwong@post.harvard.edu

Appendix 2-A: Belmont Police Department, Washington Street Car Traffic Data Analysis (2022-10-20)

Belmont Police Department
Traffic Division
460 Concord Ave.
Belmont, MA 02478

SPEED DATA ANALYSIS

Location



Latitude: 42.386402
Longitude: -71.167786

You are using a browser that is not supported by the Google Maps JavaScript API. Please consider changing your browser. [Learn more](#)
[Dismiss](#)

Analysis Time Period



| Start | End |
|------------------------|-----------------------|
| 10/13/2022 12:24 PM | 10/20/2022 4:30 PM |

Vehicles Analyzed



32,726

Speed Limit



25

Average Speed



25

85th Percentile Speed



30

Slowest Speed



7

{0} {1} Pace Speed



20-29

99th Percentile Speed



35

Peak Time of Violations



10/13/2022
5:24 PM

**Appendix 2-B: Belmont Police Department, Washington Street Traffic Data Summary
(2022-10-20)**

Belmont Police Department
Traffic Division
460 Concord Ave.
Belmont, MA 02478

Site Code:
Station ID:
Location 1:
Location 2:
Latitude: 42.386402
Longitude: -71.167786

File Name: Washington Sreet
Date Printed: 10/26/2022
Start Date: 10/13/2022
End Date: 10/20/2022
GPS Accuracy: 0 ft
Location Verified: No

Combined Lanes 10/13/2022

Peak Analysis

Classes Excluded From Peaks: None

| Date | AM Peak | Hour Volume | Highest Interval Time | Highest Interval Volume | Peak Hour Factor | Pm Peak | Hour Volume | Highest Interval Time | Highest Interval Volume | Peak Hour Factor |
|------|------------|----------------|-----------------------------|-------------------------------|------------------------|------------|----------------|-----------------------------|-------------------------------|------------------------|
|------|------------|----------------|-----------------------------|-------------------------------|------------------------|------------|----------------|-----------------------------|-------------------------------|------------------------|

Pace Speed - MPH

Classes Excluded From Pace: None

| Speed | Number | Percent |
|---------|--------|---------|
| 21 - 30 | 2,459 | 83% |

Vehicles Traveling Greater Than 25.0 MPH

| | |
|---------------------------|-------|
| Total Volume | 4,397 |
| Total Greater Than 25.0 | 2,144 |
| Percent Greater Than 25.0 | 48.8% |

Mean, Median, and Mode Averages

| | |
|------------------|------|
| Mean: | 25.2 |
| Median (50th %): | 25.4 |
| Mode: | 25.5 |

Belmont Police Department
Traffic Division
460 Concord Ave.
Belmont, MA 02478

Site Code:
Station ID:
Location 1:
Location 2:
Latitude: 42.386402
Longitude: -71.167786

File Name: Washington Sreet
Date Printed: 10/26/2022
Start Date: 10/13/2022
End Date: 10/20/2022
GPS Accuracy: 0 ft
Location Verified: No

Combined Lanes 10/14/2022

Peak Analysis

Classes Excluded From Peaks: None

| Date | AM Peak | Hour Volume | Highest Interval Time | Highest Interval Volume | Peak Hour Factor | Pm Peak | Hour Volume | Highest Interval Time | Highest Interval Volume | Peak Hour Factor |
|-------------|--------------------|------------------------|--------------------------------------|--|---------------------------------|--------------------|------------------------|--------------------------------------|--|---------------------------------|
|-------------|--------------------|------------------------|--------------------------------------|--|---------------------------------|--------------------|------------------------|--------------------------------------|--|---------------------------------|

Pace Speed - MPH

Classes Excluded From Pace: None

| Speed | Number | Percent |
|--------------|---------------|----------------|
| 21 - 30 | 3,500 | 80% |

Vehicles Traveling Greater Than 25.0 MPH

| | |
|---------------------------|-------|
| Total Volume | 4,037 |
| Total Greater Than 25.0 | 2,349 |
| Percent Greater Than 25.0 | 58.2% |

Mean, Median, and Mode Averages

| | |
|------------------|------|
| Mean: | 25.2 |
| Median (50th %): | 25.4 |
| Mode: | 25.5 |

Belmont Police Department
Traffic Division
460 Concord Ave.
Belmont, MA 02478

Site Code:
Station ID:
Location 1:
Location 2:
Latitude: 42.386402
Longitude: -71.167786

File Name: Washington Sreet
Date Printed: 10/26/2022
Start Date: 10/13/2022
End Date: 10/20/2022
GPS Accuracy: 0 ft
Location Verified: No

Combined Lanes 10/15/2022

Peak Analysis

Classes Excluded From Peaks: None

| Date | AM Peak | Hour Volume | Highest Interval Time | Highest Interval Volume | Peak Hour Factor | Pm Peak | Hour Volume | Highest Interval Time | Highest Interval Volume | Peak Hour Factor |
|-------------|--------------------|------------------------|--------------------------------------|--|---------------------------------|--------------------|------------------------|--------------------------------------|--|---------------------------------|
|-------------|--------------------|------------------------|--------------------------------------|--|---------------------------------|--------------------|------------------------|--------------------------------------|--|---------------------------------|

Pace Speed - MPH

Classes Excluded From Pace: None

| Speed | Number | Percent |
|--------------|---------------|----------------|
| 21 - 30 | 3,234 | 80% |

Vehicles Traveling Greater Than 25.0 MPH

| | |
|---------------------------|-------|
| Total Volume | 3,627 |
| Total Greater Than 25.0 | 2,144 |
| Percent Greater Than 25.0 | 59.1% |

Mean, Median, and Mode Averages

| | |
|------------------|------|
| Mean: | 25.2 |
| Median (50th %): | 25.4 |
| Mode: | 25.5 |

Belmont Police Department
Traffic Division
460 Concord Ave.
Belmont, MA 02478

Site Code:
 Station ID:
 Location 1:
 Location 2:
 Latitude: 42.386402
 Longitude: -71.167786

File Name: Washington Sreet
 Date Printed: 10/26/2022
 Start Date: 10/13/2022
 End Date: 10/20/2022
 GPS Accuracy: 0 ft
 Location Verified: No

Combined Lanes 10/16/2022

Peak Analysis

Classes Excluded From Peaks: None

| Date | AM Peak | Hour Volume | Highest Interval Time | Highest Interval Volume | Peak Hour Factor | Pm Peak | Hour Volume | Highest Interval Time | Highest Interval Volume | Peak Hour Factor |
|-------------|--------------------|------------------------|--------------------------------------|--|---------------------------------|--------------------|------------------------|--------------------------------------|--|---------------------------------|
|-------------|--------------------|------------------------|--------------------------------------|--|---------------------------------|--------------------|------------------------|--------------------------------------|--|---------------------------------|

Pace Speed - MPH

Classes Excluded From Pace: None

| Speed | Number | Percent |
|--------------|---------------|----------------|
| 21 - 30 | 2,874 | 79% |

Vehicles Traveling Greater Than 25.0 MPH

| | |
|---------------------------|-------|
| Total Volume | 4,431 |
| Total Greater Than 25.0 | 2,439 |
| Percent Greater Than 25.0 | 55.0% |

Mean, Median, and Mode Averages

| | |
|------------------|------|
| Mean: | 25.2 |
| Median (50th %): | 25.4 |
| Mode: | 25.5 |

Belmont Police Department
Traffic Division
460 Concord Ave.
Belmont, MA 02478

Site Code:
Station ID:
Location 1:
Location 2:
Latitude: 42.386402
Longitude: -71.167786

File Name: Washington Sreet
Date Printed: 10/26/2022
Start Date: 10/13/2022
End Date: 10/20/2022
GPS Accuracy: 0 ft
Location Verified: No

Combined Lanes 10/17/2022

Peak Analysis

Classes Excluded From Peaks: None

| Date | AM Peak | Hour Volume | Highest Interval Time | Highest Interval Volume | Peak Hour Factor | Pm Peak | Hour Volume | Highest Interval Time | Highest Interval Volume | Peak Hour Factor |
|-------------|--------------------|------------------------|--------------------------------------|--|---------------------------------|--------------------|------------------------|--------------------------------------|--|---------------------------------|
|-------------|--------------------|------------------------|--------------------------------------|--|---------------------------------|--------------------|------------------------|--------------------------------------|--|---------------------------------|

Pace Speed - MPH

Classes Excluded From Pace: None

| Speed | Number | Percent |
|--------------|---------------|----------------|
| 21 - 30 | 3,549 | 80% |

Vehicles Traveling Greater Than 25.0 MPH

| | |
|---------------------------|-------|
| Total Volume | 4,806 |
| Total Greater Than 25.0 | 2,515 |
| Percent Greater Than 25.0 | 52.3% |

Mean, Median, and Mode Averages

| | |
|------------------|------|
| Mean: | 25.2 |
| Median (50th %): | 25.4 |
| Mode: | 25.5 |

Belmont Police Department
Traffic Division
460 Concord Ave.
Belmont, MA 02478

Site Code:
 Station ID:
 Location 1:
 Location 2:
 Latitude: 42.386402
 Longitude: -71.167786

File Name: Washington Sreet
 Date Printed: 10/26/2022
 Start Date: 10/13/2022
 End Date: 10/20/2022
 GPS Accuracy: 0 ft
 Location Verified: No

Combined Lanes 10/18/2022

Peak Analysis

Classes Excluded From Peaks: None

| Date | AM Peak | Hour Volume | Highest Interval Time | Highest Interval Volume | Peak Hour Factor | Pm Peak | Hour Volume | Highest Interval Time | Highest Interval Volume | Peak Hour Factor |
|-------------|--------------------|------------------------|--------------------------------------|--|---------------------------------|--------------------|------------------------|--------------------------------------|--|---------------------------------|
|-------------|--------------------|------------------------|--------------------------------------|--|---------------------------------|--------------------|------------------------|--------------------------------------|--|---------------------------------|

Pace Speed - MPH

Classes Excluded From Pace: None

| Speed | Number | Percent |
|--------------|---------------|----------------|
| 21 - 30 | 3,860 | 80% |

Vehicles Traveling Greater Than 25.0 MPH

| | |
|---------------------------|-------|
| Total Volume | 5,051 |
| Total Greater Than 25.0 | 2,477 |
| Percent Greater Than 25.0 | 49.0% |

Mean, Median, and Mode Averages

| | |
|------------------|------|
| Mean: | 25.2 |
| Median (50th %): | 25.4 |
| Mode: | 25.5 |

Belmont Police Department
Traffic Division
460 Concord Ave.
Belmont, MA 02478

Site Code:
Station ID:
Location 1:
Location 2:
Latitude: 42.386402
Longitude: -71.167786

File Name: Washington Sreet
Date Printed: 10/26/2022
Start Date: 10/13/2022
End Date: 10/20/2022
GPS Accuracy: 0 ft
Location Verified: No

Combined Lanes 10/19/2022

Peak Analysis

Classes Excluded From Peaks: None

| Date | AM Peak | Hour Volume | Highest Interval Time | Highest Interval Volume | Peak Hour Factor | Pm Peak | Hour Volume | Highest Interval Time | Highest Interval Volume | Peak Hour Factor |
|-------------|--------------------|------------------------|--------------------------------------|--|---------------------------------|--------------------|------------------------|--------------------------------------|--|---------------------------------|
|-------------|--------------------|------------------------|--------------------------------------|--|---------------------------------|--------------------|------------------------|--------------------------------------|--|---------------------------------|

Pace Speed - MPH

Classes Excluded From Pace: None

| Speed | Number | Percent |
|--------------|---------------|----------------|
| 21 - 30 | 3,854 | 76% |

Vehicles Traveling Greater Than 25.0 MPH

| | |
|---------------------------|-------|
| Total Volume | 3,413 |
| Total Greater Than 25.0 | 2,125 |
| Percent Greater Than 25.0 | 62.3% |

Mean, Median, and Mode Averages

| | |
|------------------|------|
| Mean: | 25.2 |
| Median (50th %): | 25.4 |
| Mode: | 25.5 |

Belmont Police Department
Traffic Division
460 Concord Ave.
Belmont, MA 02478

Site Code:
Station ID:
Location 1:
Location 2:
Latitude: 42.386402
Longitude: -71.167786

File Name: Washington Sreet
Date Printed: 10/26/2022
Start Date: 10/13/2022
End Date: 10/20/2022
GPS Accuracy: 0 ft
Location Verified: No

Combined Lanes 10/20/2022

Peak Analysis

Classes Excluded From Peaks: None

| Date | AM Peak | Hour Volume | Highest Interval Time | Highest Interval Volume | Peak Hour Factor | Pm Peak | Hour Volume | Highest Interval Time | Highest Interval Volume | Peak Hour Factor |
|-------------|--------------------|------------------------|--------------------------------------|--|---------------------------------|--------------------|------------------------|--------------------------------------|--|---------------------------------|
|-------------|--------------------|------------------------|--------------------------------------|--|---------------------------------|--------------------|------------------------|--------------------------------------|--|---------------------------------|

Pace Speed - MPH

Classes Excluded From Pace: None

| Speed | Number | Percent |
|--------------|---------------|----------------|
| 21 - 30 | 2,668 | 78% |

Vehicles Traveling Greater Than 25.0 MPH

Total Volume

Total Greater Than 25.0

Percent Greater Than 25.0 NaN%

Mean, Median, and Mode Averages

| | |
|------------------|------|
| Mean: | 25.2 |
| Median (50th %): | 25.4 |
| Mode: | 25.5 |

Belmont Police Department
Traffic Division
460 Concord Ave.
Belmont, MA 02478

Site Code:
 Station ID:
 Location 1:
 Location 2:
 Latitude: 42.386402
 Longitude: -71.167786

File Name: Washington Sreet
 Date Printed: 10/26/2022
 Start Date: 10/13/2022
 End Date: 10/20/2022
 GPS Accuracy: 0 ft
 Location Verified: No

Combined Lanes 10/13/2022 to 10/20/2022

Peak Analysis

Classes Excluded From Peaks: None

| Date | AM Peak | Hour Volume | Highest Interval Time | Highest Interval Volume | Peak Hour Factor | Pm Peak | Hour Volume | Highest Interval Time | Highest Interval Volume | Peak Hour Factor |
|-------------|--------------------|------------------------|--------------------------------------|--|---------------------------------|--------------------|------------------------|--------------------------------------|--|---------------------------------|
| 10/13/2022 | No Volume | | | | | 5:01 PM | 537 | 5:19 PM | 154 | 0.87 |
| 10/14/2022 | 7:25 AM | 429 | 7:37 AM | 137 | 0.78 | 4:48 PM | 398 | 5:32 PM | 107 | 0.93 |
| 10/15/2022 | 10:12 AM | 343 | 10:48 AM | 104 | 0.82 | 12:00 PM | 343 | 12:19 PM | 98 | 0.88 |
| 10/16/2022 | 10:59 AM | 249 | 11:21 AM | 76 | 0.82 | 1:19 PM | 361 | 1:45 PM | 109 | 0.83 |
| 10/17/2022 | 7:37 AM | 455 | 7:37 AM | 145 | 0.78 | 5:11 PM | 429 | 5:42 PM | 120 | 0.89 |
| 10/18/2022 | 7:43 AM | 454 | 7:45 AM | 136 | 0.83 | 4:05 PM | 452 | 4:49 PM | 139 | 0.81 |
| 10/19/2022 | 7:34 AM | 461 | 7:40 AM | 139 | 0.83 | 4:49 PM | 515 | 5:07 PM | 141 | 0.91 |
| 10/20/2022 | 7:32 AM | 457 | 7:41 AM | 145 | 0.79 | 3:27 PM | 480 | 3:27 PM | 127 | 0.94 |

Pace Speed - MPH

Classes Excluded From Pace: None

| Speed | Number | Percent |
|--------------|---------------|----------------|
| 21 - 30 | 25,999 | 79% |

Vehicles Traveling Greater Than 25.0 MPH

Total Volume 32,726
 Total Greater Than 25.0 17,649
 Percent Greater Than 25.0 53.9%

Mean, Median, and Mode Averages

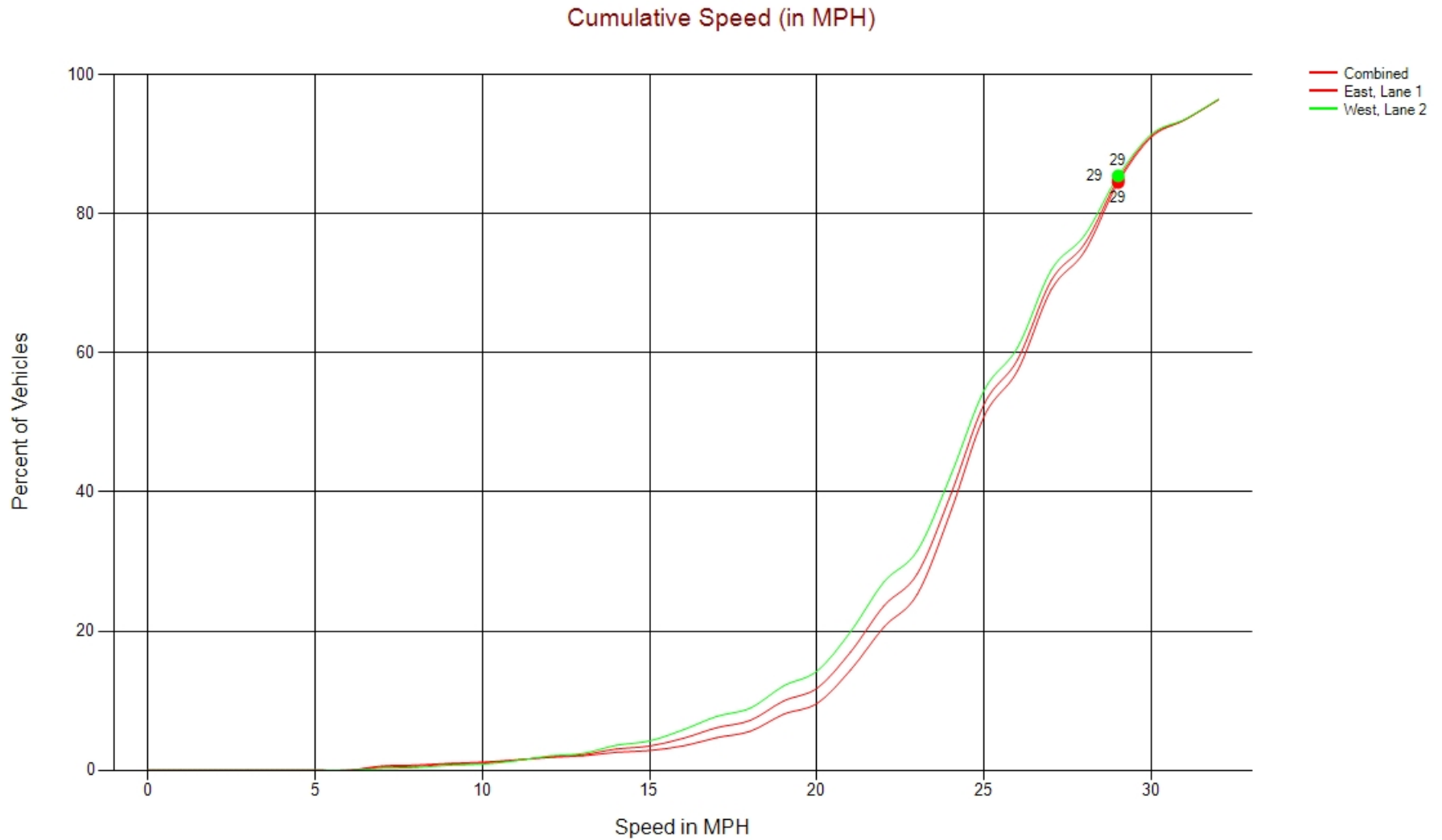
Mean: 25.2
 Median (50th %): 25.4
 Mode: 25.5

**Appendix 2-C: Belmont Police Department, Washington Street Speed & Volume
Graphs (2022-10-20)**

Belmont Police Department
Traffic Division
460 Concord Ave.
Belmont, MA 02478

Site Code:
Station ID:
Location 1:
Location 2:
Latitude: 42.386402
Longitude: -71.167786

File Name: Washington Sreet
Date Printed: 10/26/2022
Start Date: 10/13/2022
End Date: 10/20/2022
GPS Accuracy: 0 ft
Location Verified: No

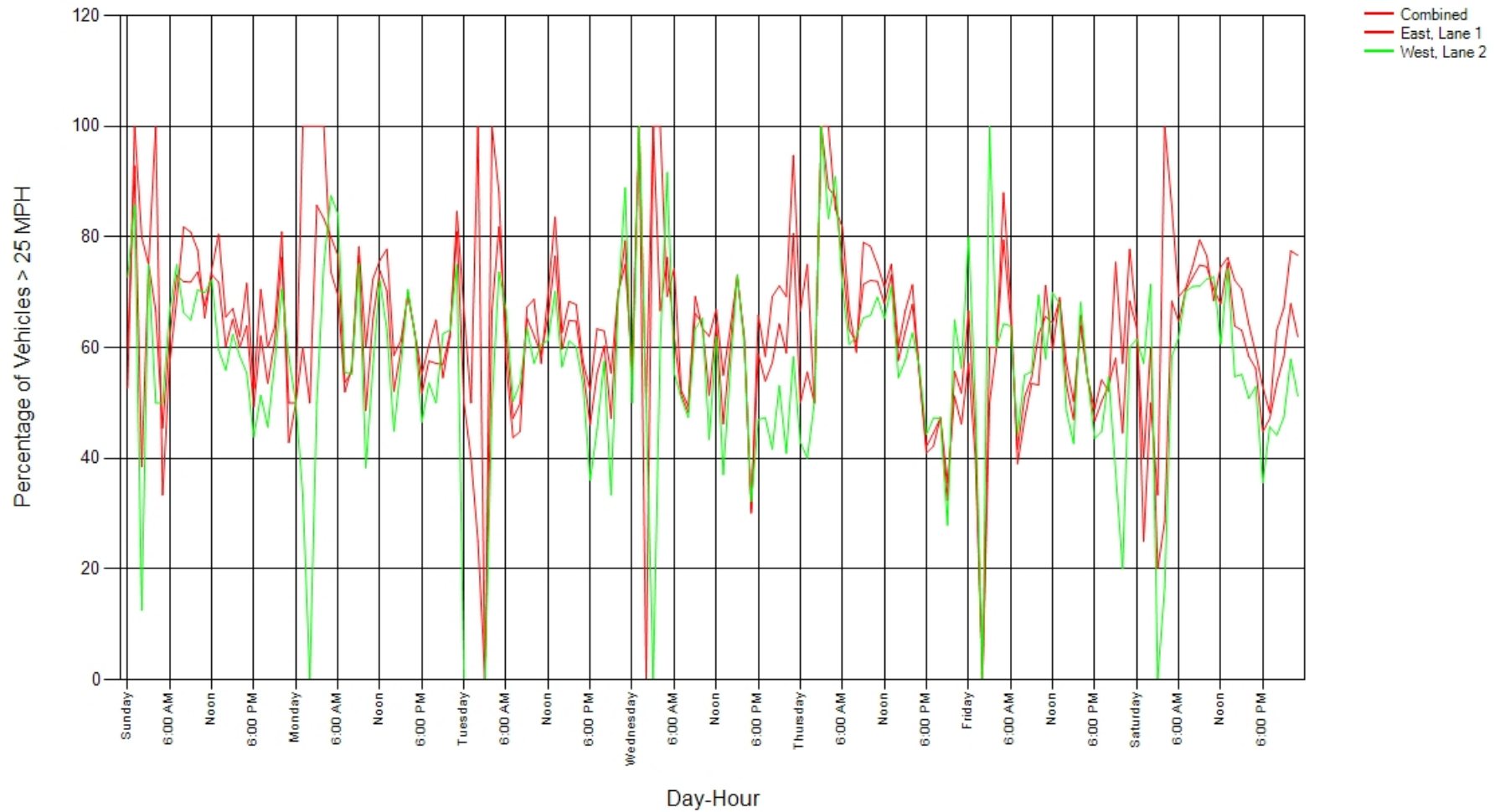


Belmont Police Department
Traffic Division
460 Concord Ave.
Belmont, MA 02478

Site Code:
Station ID:
Location 1:
Location 2:
Latitude: 42.386402
Longitude: -71.167786

File Name: Washington Sreet
Date Printed: 10/26/2022
Start Date: 10/13/2022
End Date: 10/20/2022
GPS Accuracy: 0 ft
Location Verified: No

Percentage of Vehicles Traveling Greater Than 25 MPH

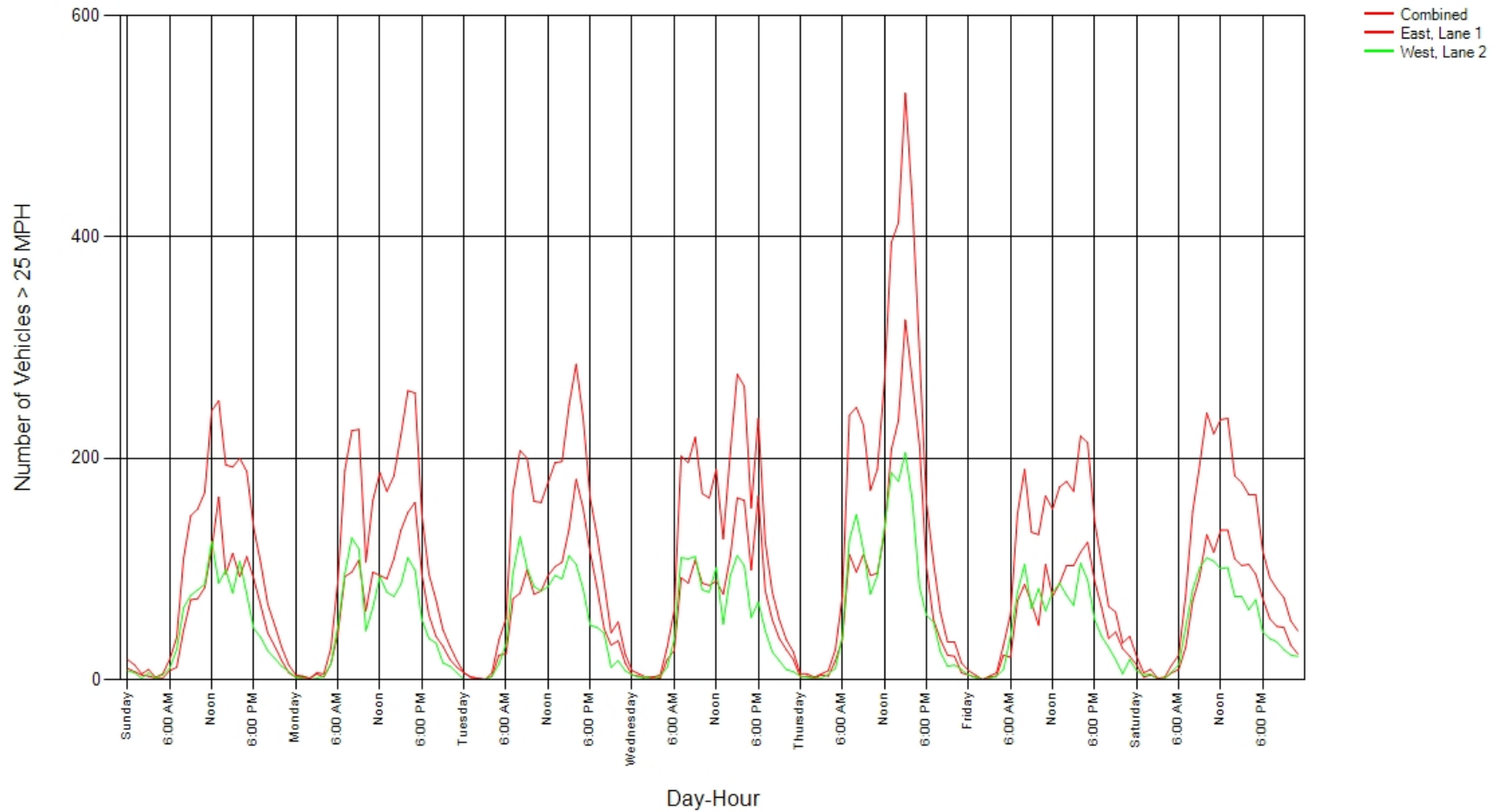


Belmont Police Department
Traffic Division
460 Concord Ave.
Belmont, MA 02478

Site Code:
Station ID:
Location 1:
Location 2:
Latitude: 42.386402
Longitude: -71.167786

File Name: Washington Sreet
Date Printed: 10/26/2022
Start Date: 10/13/2022
End Date: 10/20/2022
GPS Accuracy: 0 ft
Location Verified: No

Number of Vehicles Traveling Greater Than 25 MPH

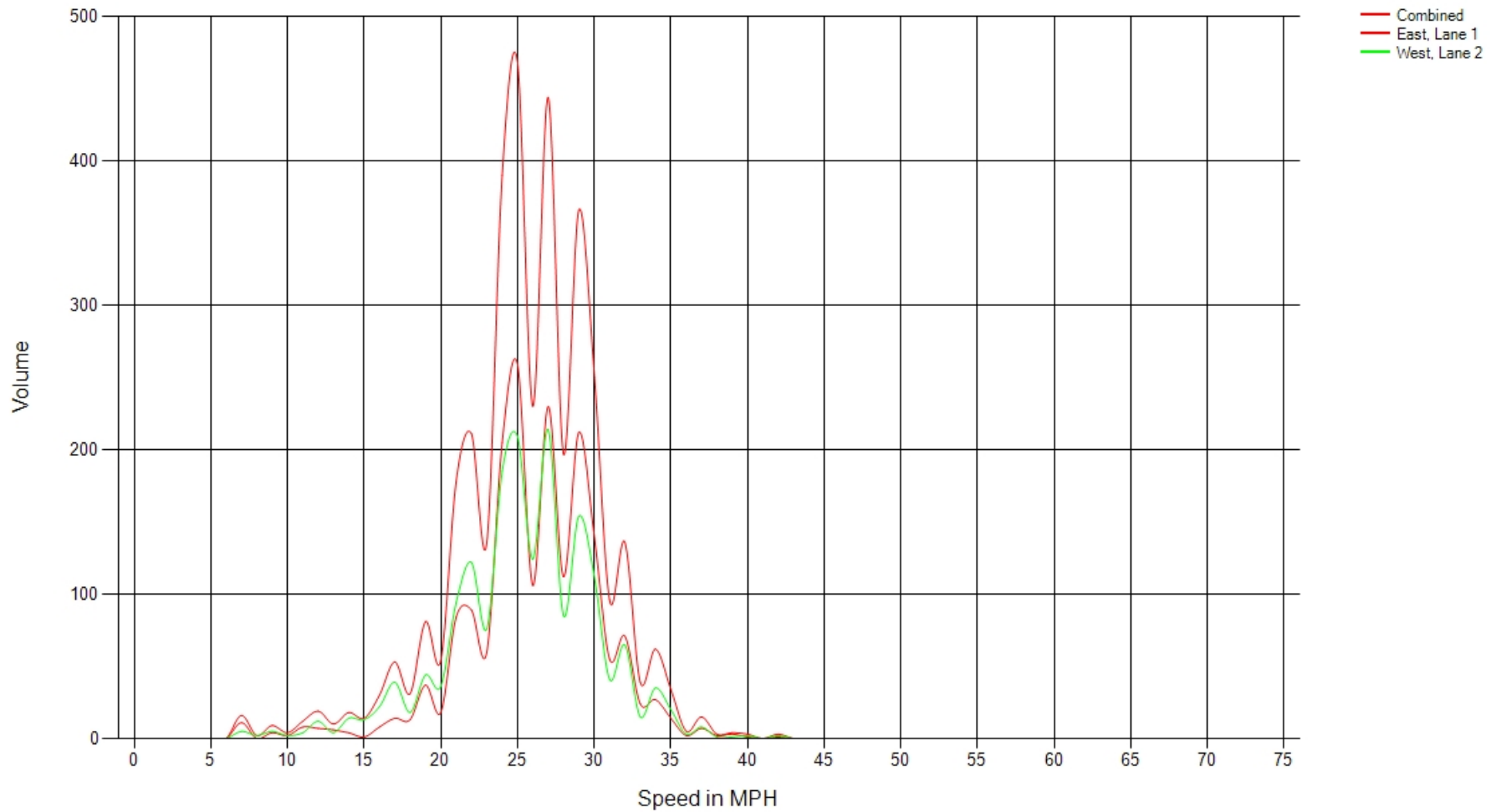


Belmont Police Department
Traffic Division
460 Concord Ave.
Belmont, MA 02478

Site Code:
Station ID:
Location 1:
Location 2:
Latitude: 42.386402
Longitude: -71.167786

File Name: Washington Sreet
Date Printed: 10/26/2022
Start Date: 10/13/2022
End Date: 10/20/2022
GPS Accuracy: 0 ft
Location Verified: No

Number of Vehicles Traveling At A Given Speed - Sunday

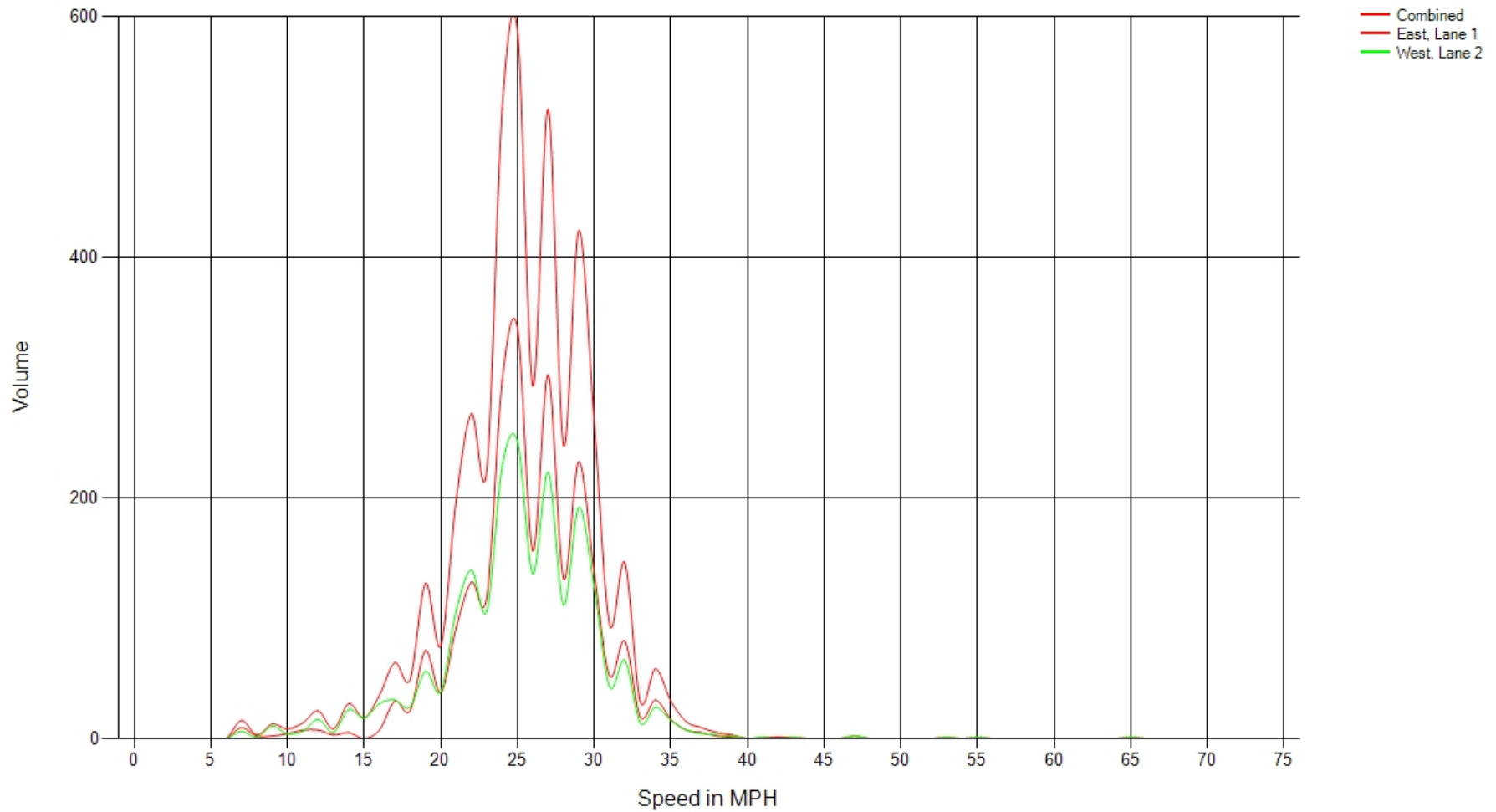


Belmont Police Department
Traffic Division
460 Concord Ave.
Belmont, MA 02478

Site Code:
Station ID:
Location 1:
Location 2:
Latitude: 42.386402
Longitude: -71.167786

File Name: Washington Sreet
Date Printed: 10/26/2022
Start Date: 10/13/2022
End Date: 10/20/2022
GPS Accuracy: 0 ft
Location Verified: No

Number of Vehicles Traveling At A Given Speed - Monday

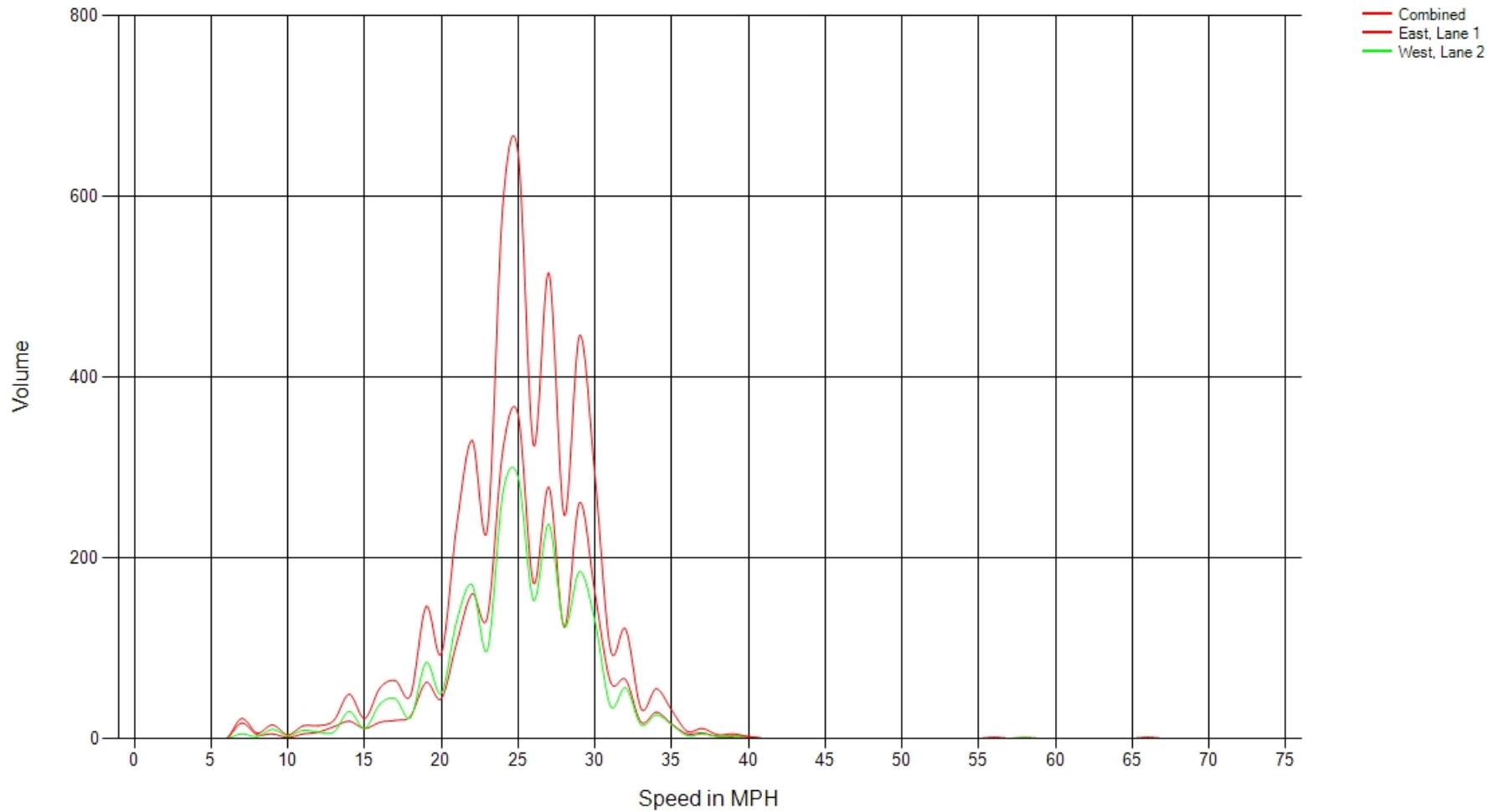


Belmont Police Department
Traffic Division
460 Concord Ave.
Belmont, MA 02478

Site Code:
Station ID:
Location 1:
Location 2:
Latitude: 42.386402
Longitude: -71.167786

File Name: Washington Sreet
Date Printed: 10/26/2022
Start Date: 10/13/2022
End Date: 10/20/2022
GPS Accuracy: 0 ft
Location Verified: No

Number of Vehicles Traveling At A Given Speed - Tuesday

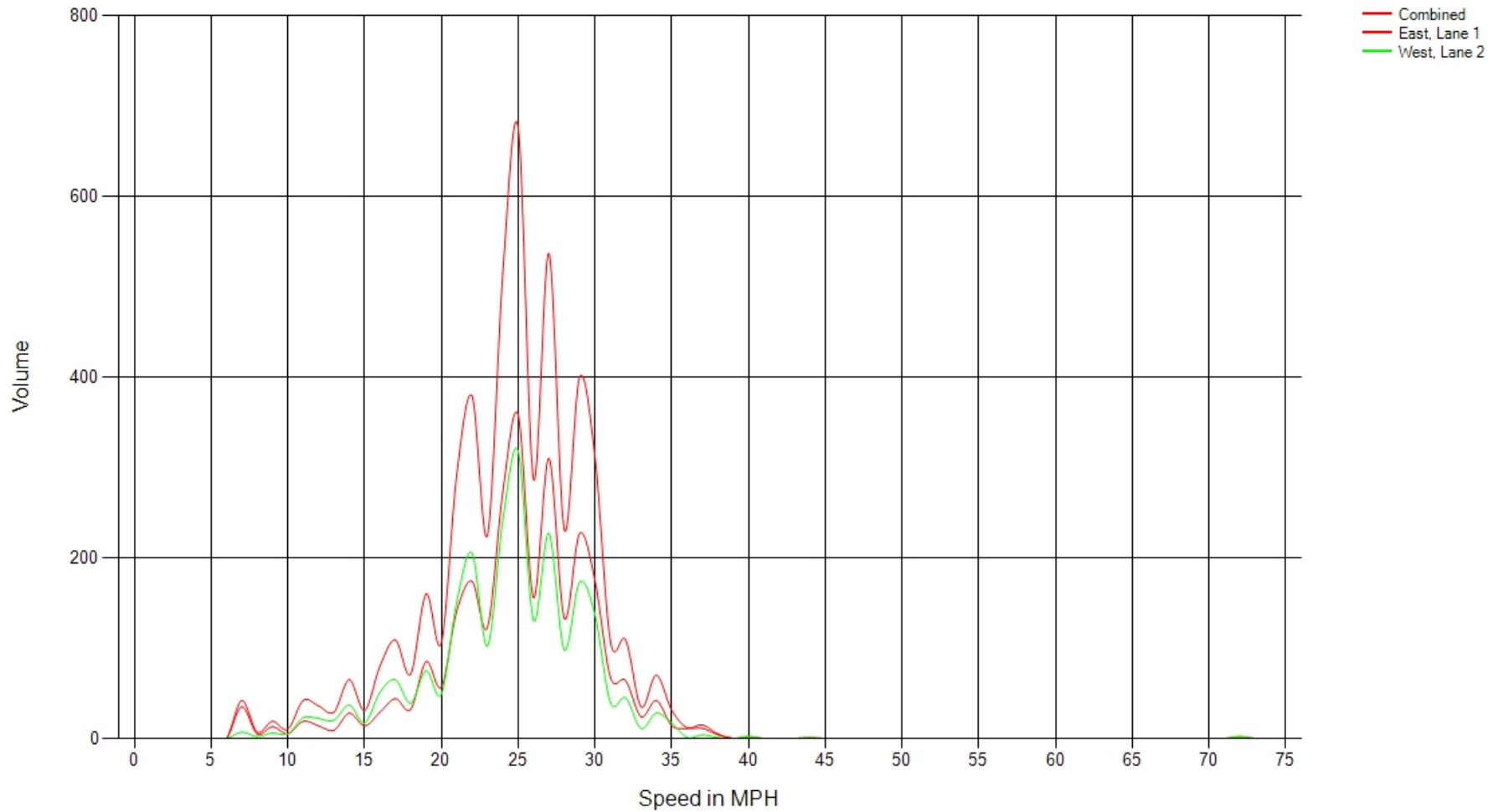


Belmont Police Department
Traffic Division
460 Concord Ave.
Belmont, MA 02478

Site Code:
Station ID:
Location 1:
Location 2:
Latitude: 42.386402
Longitude: -71.167786

File Name: Washington Sreet
Date Printed: 10/26/2022
Start Date: 10/13/2022
End Date: 10/20/2022
GPS Accuracy: 0 ft
Location Verified: No

Number of Vehicles Traveling At A Given Speed - Wednesday

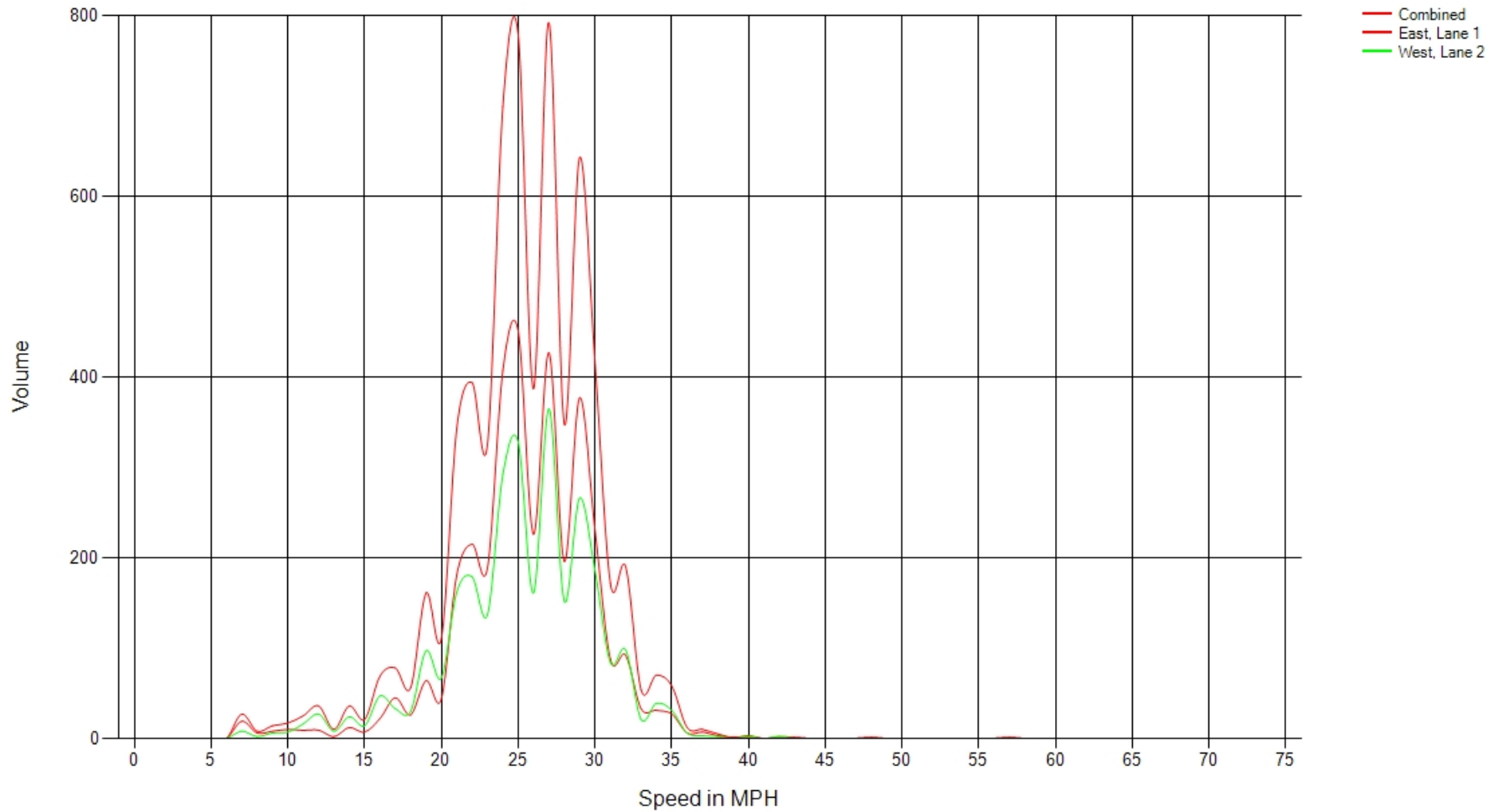


Belmont Police Department
Traffic Division
460 Concord Ave.
Belmont, MA 02478

Site Code:
Station ID:
Location 1:
Location 2:
Latitude: 42.386402
Longitude: -71.167786

File Name: Washington Sreet
Date Printed: 10/26/2022
Start Date: 10/13/2022
End Date: 10/20/2022
GPS Accuracy: 0 ft
Location Verified: No

Number of Vehicles Traveling At A Given Speed - Thursday

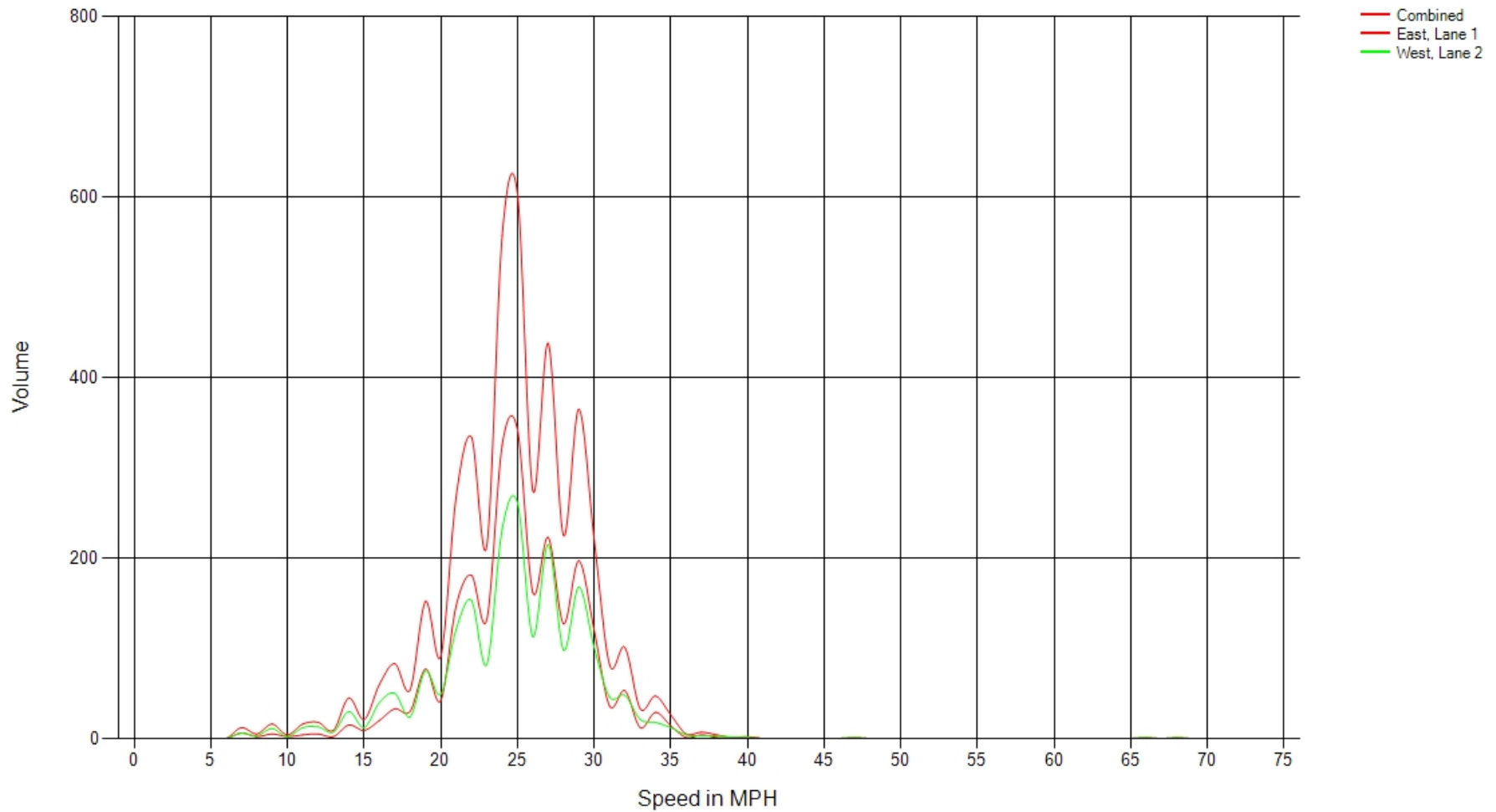


Belmont Police Department
Traffic Division
460 Concord Ave.
Belmont, MA 02478

Site Code:
Station ID:
Location 1:
Location 2:
Latitude: 42.386402
Longitude: -71.167786

File Name: Washington Sreet
Date Printed: 10/26/2022
Start Date: 10/13/2022
End Date: 10/20/2022
GPS Accuracy: 0 ft
Location Verified: No

Number of Vehicles Traveling At A Given Speed - Friday

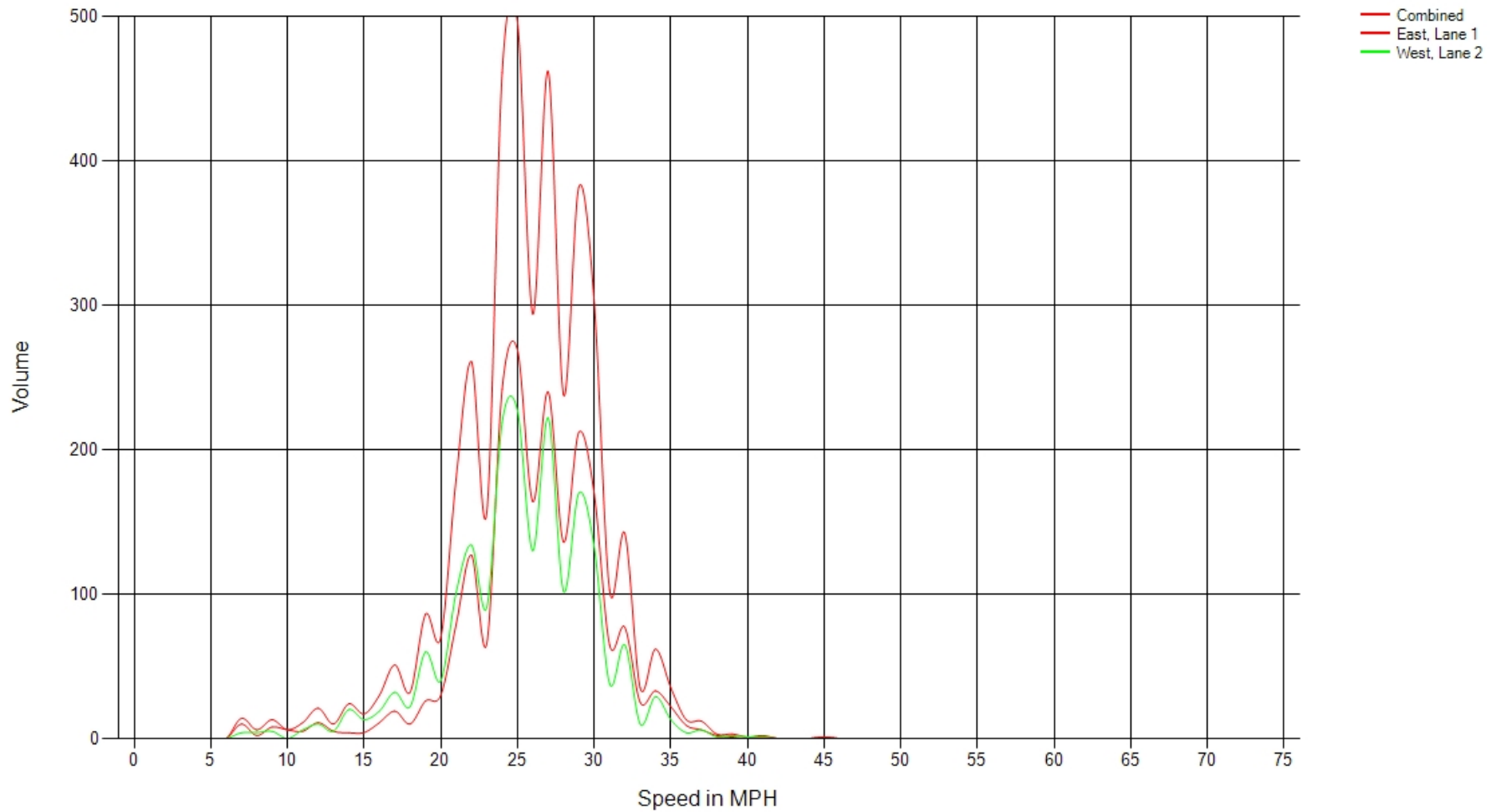


Belmont Police Department
Traffic Division
460 Concord Ave.
Belmont, MA 02478

Site Code:
Station ID:
Location 1:
Location 2:
Latitude: 42.386402
Longitude: -71.167786

File Name: Washington Sreet
Date Printed: 10/26/2022
Start Date: 10/13/2022
End Date: 10/20/2022
GPS Accuracy: 0 ft
Location Verified: No

Number of Vehicles Traveling At A Given Speed - Saturday

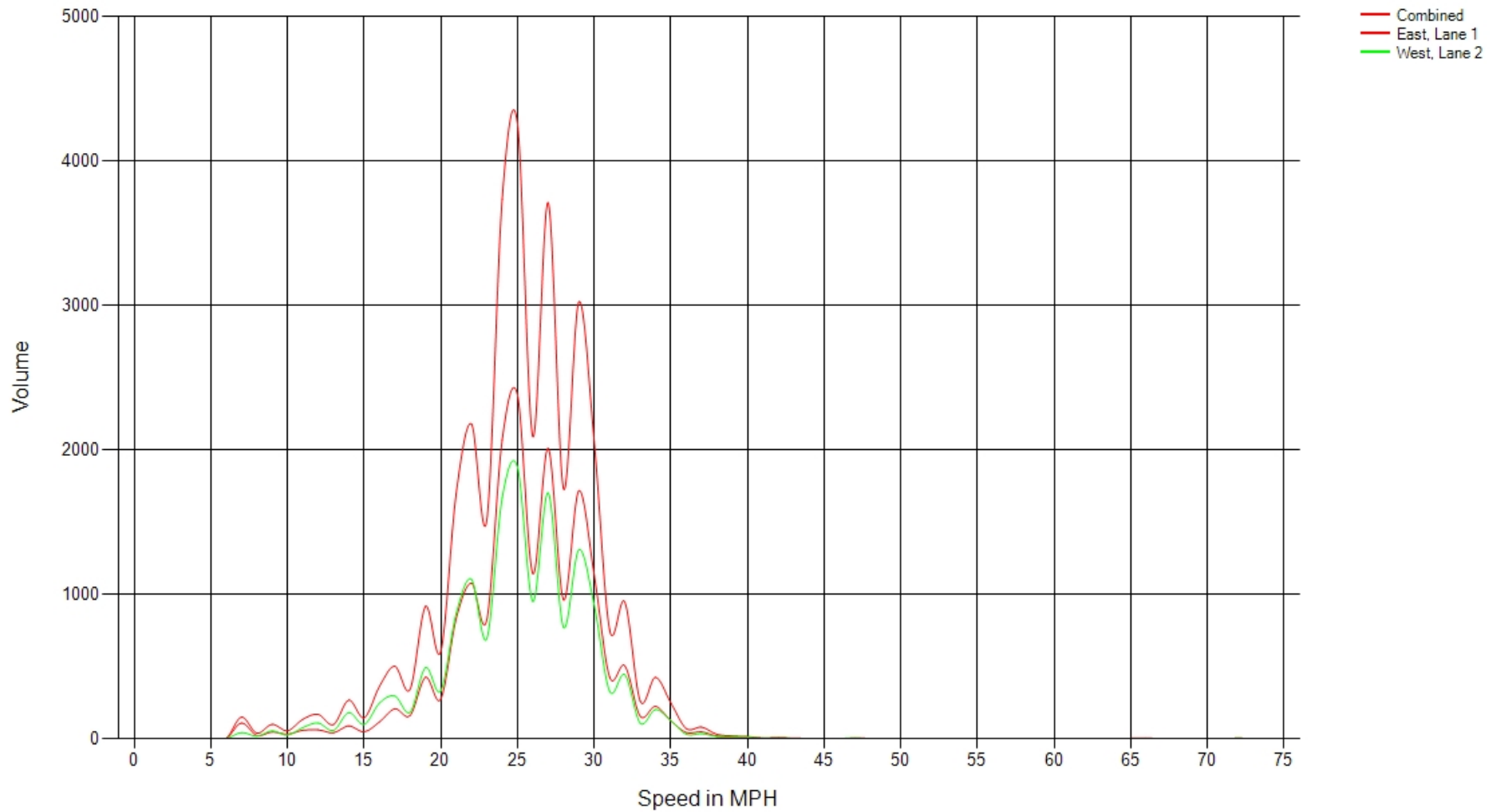


Belmont Police Department
Traffic Division
460 Concord Ave.
Belmont, MA 02478

Site Code:
Station ID:
Location 1:
Location 2:
Latitude: 42.386402
Longitude: -71.167786

File Name: Washington Sreet
Date Printed: 10/26/2022
Start Date: 10/13/2022
End Date: 10/20/2022
GPS Accuracy: 0 ft
Location Verified: No

Number of Vehicles Traveling At A Given Speed - Total



Appendix 2-D: Belmont Police Department, Washington Street Speed & Volume Statistics (2022-10-20)

Belmont Police Department
Traffic Division
460 Concord Ave.
Belmont, MA 02478

Site Code:
Station ID:
Location 1:
Location 2:
Latitude: 42.386402
Longitude: -71.167786

File Name: Washington Sreet
Date Printed: 10/26/2022
Start Date: 10/13/2022
End Date: 10/20/2022
GPS Accuracy: 0 ft
Location Verified: No

Averaged Hourly Totals

East, Lane 1 - Sunday

| | <= 3 | >3 to 6 | >6 to 9 | >9 to 12 | >12 to 15 | >15 to 18 | >18 to 21 | >21 to 24 | >24 to 27 | >27 to 30 | >30 to 33 | >33 to 36 | >36 to 39 | > 39 | Total |
|----------|------|---------|---------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------|-------|
| 12:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 8 | 5 | 1 | 1 | 0 | 0 | 19 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 1 | 0 | 0 | 7 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 5 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 4 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 5:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:00 AM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 4 | 3 | 1 | 2 | 0 | 0 | 14 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 4 | 4 | 2 | 0 | 1 | 16 |
| 8:00 AM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 3 | 14 | 15 | 9 | 8 | 3 | 1 | 55 |
| 9:00 AM | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 7 | 24 | 31 | 20 | 2 | 1 | 0 | 89 |
| 10:00 AM | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 8 | 29 | 27 | 18 | 7 | 0 | 2 | 94 |
| 11:00 AM | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 23 | 43 | 28 | 20 | 6 | 3 | 0 | 127 |
| 12:00 PM | 0 | 0 | 0 | 1 | 2 | 1 | 6 | 12 | 57 | 50 | 23 | 5 | 2 | 0 | 159 |
| 1:00 PM | 0 | 0 | 0 | 1 | 1 | 4 | 1 | 18 | 59 | 84 | 31 | 6 | 0 | 0 | 205 |
| 2:00 PM | 0 | 0 | 0 | 1 | 0 | 1 | 9 | 17 | 49 | 41 | 21 | 6 | 0 | 0 | 145 |
| 3:00 PM | 0 | 0 | 1 | 1 | 0 | 3 | 10 | 28 | 44 | 52 | 28 | 3 | 0 | 0 | 170 |
| 4:00 PM | 0 | 0 | 0 | 1 | 6 | 2 | 6 | 24 | 41 | 39 | 23 | 7 | 1 | 0 | 150 |
| 5:00 PM | 0 | 0 | 2 | 1 | 1 | 5 | 8 | 13 | 52 | 56 | 15 | 2 | 0 | 0 | 155 |
| 6:00 PM | 0 | 0 | 3 | 3 | 1 | 3 | 10 | 34 | 62 | 40 | 13 | 4 | 0 | 0 | 173 |
| 7:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 7 | 13 | 25 | 30 | 17 | 1 | 1 | 0 | 95 |
| 8:00 PM | 0 | 0 | 0 | 1 | 1 | 1 | 5 | 12 | 23 | 21 | 6 | 0 | 0 | 0 | 70 |
| 9:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 15 | 13 | 10 | 1 | 0 | 0 | 47 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 8 | 8 | 1 | 0 | 0 | 0 | 21 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 6 | 3 | 2 | 0 | 0 | 0 | 14 |
| Total | 0 | 0 | 11 | 14 | 17 | 23 | 68 | 233 | 570 | 554 | 267 | 65 | 11 | 5 | 1,838 |

Belmont Police Department
Traffic Division
460 Concord Ave.
Belmont, MA 02478

Site Code:
Station ID:
Location 1:
Location 2:
Latitude: 42.386402
Longitude: -71.167786

File Name: Washington Sreet
Date Printed: 10/26/2022
Start Date: 10/13/2022
End Date: 10/20/2022
GPS Accuracy: 0 ft
Location Verified: No

Averaged Hourly Totals

East, Lane 1 - Monday

| | <= 3 | >3 to 6 | >6 to 9 | >9 to 12 | >12 to 15 | >15 to 18 | >18 to 21 | >21 to 24 | >24 to 27 | >27 to 30 | >30 to 33 | >33 to 36 | >36 to 39 | > 39 | Total |
|----------|------|---------|---------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------|-------|
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 4 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 5 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 |
| 5:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 4 | 7 | 4 | 1 | 0 | 0 | 19 |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 6 | 16 | 14 | 17 | 2 | 0 | 0 | 59 |
| 7:00 AM | 0 | 0 | 2 | 3 | 2 | 5 | 19 | 32 | 64 | 32 | 19 | 1 | 0 | 0 | 179 |
| 8:00 AM | 0 | 0 | 3 | 2 | 0 | 2 | 14 | 21 | 64 | 46 | 13 | 7 | 0 | 0 | 172 |
| 9:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 12 | 36 | 55 | 18 | 9 | 0 | 1 | 138 |
| 10:00 AM | 0 | 0 | 0 | 1 | 3 | 2 | 9 | 16 | 30 | 28 | 11 | 2 | 1 | 0 | 103 |
| 11:00 AM | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 18 | 45 | 40 | 21 | 5 | 0 | 0 | 134 |
| 12:00 PM | 0 | 0 | 2 | 0 | 0 | 1 | 3 | 11 | 38 | 33 | 29 | 4 | 3 | 0 | 124 |
| 1:00 PM | 0 | 0 | 1 | 1 | 0 | 1 | 4 | 11 | 25 | 40 | 23 | 7 | 4 | 0 | 117 |
| 2:00 PM | 0 | 0 | 1 | 0 | 2 | 8 | 20 | 27 | 57 | 38 | 26 | 5 | 2 | 0 | 186 |
| 3:00 PM | 0 | 0 | 0 | 2 | 0 | 6 | 15 | 35 | 84 | 60 | 14 | 3 | 1 | 0 | 220 |
| 4:00 PM | 0 | 0 | 0 | 0 | 2 | 1 | 5 | 28 | 75 | 77 | 19 | 10 | 0 | 0 | 217 |
| 5:00 PM | 0 | 0 | 0 | 0 | 1 | 2 | 14 | 47 | 104 | 59 | 24 | 3 | 1 | 1 | 256 |
| 6:00 PM | 0 | 0 | 0 | 3 | 1 | 4 | 10 | 40 | 53 | 53 | 8 | 0 | 0 | 0 | 172 |
| 7:00 PM | 0 | 0 | 0 | 1 | 0 | 1 | 7 | 13 | 35 | 32 | 6 | 0 | 1 | 0 | 96 |
| 8:00 PM | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 8 | 20 | 20 | 6 | 2 | 0 | 0 | 60 |
| 9:00 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 9 | 23 | 11 | 8 | 2 | 0 | 0 | 55 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 13 | 9 | 2 | 0 | 0 | 0 | 29 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 5 | 1 | 0 | 0 | 0 | 13 |
| Total | 0 | 0 | 11 | 13 | 15 | 38 | 134 | 340 | 794 | 665 | 271 | 66 | 14 | 2 | 2,363 |

Belmont Police Department
Traffic Division
460 Concord Ave.
Belmont, MA 02478

Site Code:
Station ID:
Location 1:
Location 2:
Latitude: 42.386402
Longitude: -71.167786

File Name: Washington Sreet
Date Printed: 10/26/2022
Start Date: 10/13/2022
End Date: 10/20/2022
GPS Accuracy: 0 ft
Location Verified: No

Averaged Hourly Totals

East, Lane 1 - Tuesday

| | <= 3 | >3 to 6 | >6 to 9 | >9 to 12 | >12 to 15 | >15 to 18 | >18 to 21 | >21 to 24 | >24 to 27 | >27 to 30 | >30 to 33 | >33 to 36 | >36 to 39 | > 39 | Total |
|----------|------|---------|---------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------|-------|
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 1 | 1 | 0 | 0 | 0 | 9 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 3 |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 13 | 1 | 1 | 0 | 1 | 25 |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 22 | 5 | 2 | 1 | 1 | 0 | 40 |
| 7:00 AM | 0 | 0 | 0 | 0 | 9 | 4 | 26 | 33 | 50 | 30 | 12 | 2 | 1 | 0 | 167 |
| 8:00 AM | 0 | 0 | 1 | 0 | 3 | 7 | 21 | 44 | 42 | 37 | 18 | 1 | 0 | 0 | 174 |
| 9:00 AM | 0 | 0 | 1 | 1 | 0 | 4 | 4 | 21 | 47 | 44 | 21 | 4 | 0 | 0 | 147 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 16 | 36 | 36 | 11 | 4 | 0 | 0 | 112 |
| 11:00 AM | 0 | 0 | 2 | 1 | 2 | 2 | 5 | 27 | 50 | 32 | 14 | 4 | 1 | 0 | 140 |
| 12:00 PM | 0 | 0 | 1 | 0 | 5 | 1 | 5 | 10 | 42 | 40 | 22 | 7 | 1 | 1 | 135 |
| 1:00 PM | 0 | 0 | 1 | 1 | 3 | 1 | 2 | 6 | 42 | 32 | 24 | 6 | 3 | 1 | 122 |
| 2:00 PM | 0 | 0 | 2 | 1 | 3 | 3 | 5 | 27 | 62 | 45 | 12 | 7 | 2 | 0 | 169 |
| 3:00 PM | 0 | 0 | 5 | 2 | 0 | 6 | 8 | 19 | 63 | 56 | 34 | 5 | 0 | 1 | 199 |
| 4:00 PM | 0 | 0 | 1 | 0 | 2 | 5 | 13 | 32 | 97 | 85 | 25 | 7 | 0 | 0 | 267 |
| 5:00 PM | 0 | 0 | 2 | 1 | 7 | 8 | 7 | 49 | 92 | 64 | 34 | 3 | 3 | 0 | 270 |
| 6:00 PM | 0 | 0 | 3 | 2 | 3 | 3 | 12 | 49 | 70 | 55 | 20 | 3 | 0 | 0 | 220 |
| 7:00 PM | 0 | 0 | 2 | 0 | 1 | 0 | 7 | 20 | 51 | 36 | 13 | 1 | 0 | 0 | 131 |
| 8:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 13 | 26 | 20 | 7 | 4 | 0 | 0 | 73 |
| 9:00 PM | 0 | 0 | 0 | 1 | 1 | 1 | 4 | 13 | 18 | 10 | 7 | 0 | 0 | 1 | 56 |
| 10:00 PM | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 9 | 13 | 13 | 9 | 2 | 1 | 1 | 50 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 10 | 6 | 2 | 1 | 0 | 0 | 20 |
| Total | 0 | 0 | 21 | 11 | 39 | 49 | 131 | 401 | 849 | 662 | 289 | 63 | 13 | 6 | 2,534 |

Belmont Police Department
Traffic Division
460 Concord Ave.
Belmont, MA 02478

Site Code:
Station ID:
Location 1:
Location 2:
Latitude: 42.386402
Longitude: -71.167786

File Name: Washington Sreet
Date Printed: 10/26/2022
Start Date: 10/13/2022
End Date: 10/20/2022
GPS Accuracy: 0 ft
Location Verified: No

Averaged Hourly Totals

East, Lane 1 - Wednesday

| | <= 3 | >3 to 6 | >6 to 9 | >9 to 12 | >12 to 15 | >15 to 18 | >18 to 21 | >21 to 24 | >24 to 27 | >27 to 30 | >30 to 33 | >33 to 36 | >36 to 39 | > 39 | Total |
|----------|------|---------|---------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------|-------|
| 12:00 AM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 7 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 3 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 5:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 3 | 5 | 6 | 5 | 1 | 3 | 0 | 26 |
| 6:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 4 | 12 | 10 | 5 | 2 | 0 | 0 | 35 |
| 7:00 AM | 0 | 0 | 2 | 6 | 2 | 19 | 10 | 30 | 43 | 50 | 7 | 5 | 2 | 0 | 176 |
| 8:00 AM | 0 | 0 | 2 | 2 | 7 | 5 | 13 | 39 | 51 | 37 | 12 | 5 | 3 | 0 | 176 |
| 9:00 AM | 0 | 0 | 1 | 1 | 1 | 3 | 7 | 18 | 43 | 47 | 31 | 4 | 0 | 0 | 156 |
| 10:00 AM | 0 | 0 | 2 | 2 | 0 | 2 | 5 | 25 | 38 | 41 | 11 | 9 | 2 | 0 | 137 |
| 11:00 AM | 0 | 0 | 3 | 1 | 2 | 5 | 13 | 20 | 40 | 27 | 18 | 5 | 3 | 0 | 137 |
| 12:00 PM | 0 | 0 | 3 | 1 | 2 | 1 | 10 | 11 | 34 | 32 | 32 | 5 | 2 | 0 | 133 |
| 1:00 PM | 0 | 0 | 1 | 1 | 7 | 6 | 9 | 27 | 33 | 28 | 22 | 5 | 1 | 0 | 140 |
| 2:00 PM | 0 | 0 | 4 | 1 | 4 | 1 | 9 | 29 | 54 | 40 | 25 | 7 | 1 | 0 | 175 |
| 3:00 PM | 0 | 0 | 2 | 4 | 2 | 3 | 5 | 29 | 78 | 60 | 39 | 2 | 1 | 0 | 225 |
| 4:00 PM | 0 | 0 | 6 | 0 | 2 | 4 | 21 | 38 | 87 | 73 | 22 | 6 | 3 | 0 | 262 |
| 5:00 PM | 0 | 0 | 8 | 13 | 14 | 31 | 41 | 83 | 74 | 44 | 16 | 4 | 1 | 0 | 329 |
| 6:00 PM | 0 | 0 | 1 | 5 | 1 | 3 | 16 | 35 | 84 | 85 | 14 | 7 | 1 | 0 | 252 |
| 7:00 PM | 0 | 0 | 1 | 0 | 4 | 0 | 12 | 21 | 45 | 31 | 16 | 5 | 2 | 0 | 137 |
| 8:00 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 11 | 35 | 23 | 6 | 1 | 0 | 0 | 78 |
| 9:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 13 | 13 | 12 | 4 | 0 | 0 | 52 |
| 10:00 PM | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 5 | 14 | 8 | 6 | 2 | 0 | 0 | 39 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 5 | 1 | 0 | 0 | 19 |
| Total | 0 | 0 | 40 | 37 | 51 | 87 | 174 | 438 | 787 | 670 | 307 | 80 | 26 | 0 | 2,697 |

Belmont Police Department
Traffic Division
460 Concord Ave.
Belmont, MA 02478

Site Code:
Station ID:
Location 1:
Location 2:
Latitude: 42.386402
Longitude: -71.167786

File Name: Washington Sreet
Date Printed: 10/26/2022
Start Date: 10/13/2022
End Date: 10/20/2022
GPS Accuracy: 0 ft
Location Verified: No

Averaged Hourly Totals

East, Lane 1 - Thursday

| | <= 3 | >3 to 6 | >6 to 9 | >9 to 12 | >12 to 15 | >15 to 18 | >18 to 21 | >21 to 24 | >24 to 27 | >27 to 30 | >30 to 33 | >33 to 36 | >36 to 39 | > 39 | Total |
|----------|------|---------|---------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------|-------|
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 3 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 4 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 4 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 3 |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 9 | 4 | 3 | 0 | 0 | 20 |
| 6:00 AM | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 2 | 10 | 18 | 4 | 4 | 2 | 0 | 44 |
| 7:00 AM | 0 | 0 | 2 | 1 | 2 | 2 | 9 | 28 | 39 | 60 | 21 | 6 | 0 | 0 | 170 |
| 8:00 AM | 0 | 0 | 3 | 7 | 1 | 10 | 8 | 26 | 38 | 51 | 14 | 5 | 0 | 1 | 164 |
| 9:00 AM | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 10 | 40 | 53 | 27 | 5 | 1 | 0 | 143 |
| 10:00 AM | 0 | 0 | 2 | 2 | 1 | 2 | 2 | 12 | 24 | 53 | 15 | 7 | 0 | 0 | 120 |
| 11:00 AM | 0 | 0 | 3 | 0 | 1 | 1 | 3 | 16 | 33 | 35 | 29 | 5 | 1 | 1 | 128 |
| 12:00 PM | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 14 | 31 | 28 | 13 | 0 | 0 | 0 | 90 |
| 1:00 PM | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 21 | 37 | 46 | 24 | 6 | 0 | 0 | 139 |
| 2:00 PM | 0 | 0 | 3 | 2 | 1 | 9 | 5 | 33 | 66 | 50 | 23 | 3 | 0 | 0 | 195 |
| 3:00 PM | 0 | 0 | 0 | 0 | 1 | 6 | 16 | 26 | 76 | 63 | 41 | 8 | 1 | 0 | 238 |
| 4:00 PM | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 29 | 70 | 63 | 17 | 7 | 0 | 0 | 189 |
| 5:00 PM | 0 | 0 | 0 | 1 | 2 | 7 | 18 | 82 | 138 | 102 | 27 | 6 | 2 | 1 | 386 |
| 6:00 PM | 0 | 0 | 1 | 1 | 2 | 4 | 17 | 70 | 88 | 47 | 16 | 2 | 1 | 0 | 249 |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 44 | 46 | 26 | 6 | 2 | 0 | 0 | 128 |
| 8:00 PM | 0 | 0 | 0 | 3 | 0 | 4 | 8 | 17 | 25 | 15 | 4 | 0 | 0 | 0 | 76 |
| 9:00 PM | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 20 | 22 | 10 | 3 | 1 | 0 | 0 | 62 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 8 | 15 | 11 | 3 | 0 | 0 | 0 | 41 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 2 | 3 | 2 | 0 | 0 | 0 | 13 |
| Total | 0 | 0 | 17 | 20 | 15 | 54 | 106 | 465 | 806 | 747 | 298 | 71 | 8 | 4 | 2,611 |

Belmont Police Department
Traffic Division
460 Concord Ave.
Belmont, MA 02478

Site Code:
Station ID:
Location 1:
Location 2:
Latitude: 42.386402
Longitude: -71.167786

File Name: Washington Sreet
Date Printed: 10/26/2022
Start Date: 10/13/2022
End Date: 10/20/2022
GPS Accuracy: 0 ft
Location Verified: No

Averaged Hourly Totals

East, Lane 1 - Friday

| | <= 3 | >3 to 6 | >6 to 9 | >9 to 12 | >12 to 15 | >15 to 18 | >18 to 21 | >21 to 24 | >24 to 27 | >27 to 30 | >30 to 33 | >33 to 36 | >36 to 39 | > 39 | Total |
|----------|------|---------|---------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------|-------|
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 7 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 5 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 4 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 5 |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 7 | 7 | 2 | 0 | 0 | 25 |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 13 | 8 | 2 | 2 | 0 | 0 | 29 |
| 7:00 AM | 0 | 0 | 0 | 0 | 1 | 10 | 14 | 59 | 56 | 29 | 13 | 0 | 0 | 0 | 182 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 9 | 22 | 36 | 64 | 42 | 8 | 1 | 1 | 0 | 183 |
| 9:00 AM | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 31 | 43 | 29 | 12 | 5 | 1 | 0 | 129 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 19 | 41 | 20 | 5 | 2 | 0 | 0 | 92 |
| 11:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 22 | 49 | 50 | 19 | 1 | 0 | 0 | 146 |
| 12:00 PM | 0 | 0 | 0 | 2 | 0 | 2 | 3 | 14 | 48 | 33 | 20 | 4 | 0 | 0 | 126 |
| 1:00 PM | 0 | 0 | 2 | 1 | 0 | 1 | 11 | 9 | 44 | 28 | 24 | 4 | 2 | 0 | 126 |
| 2:00 PM | 0 | 0 | 0 | 0 | 5 | 5 | 11 | 34 | 58 | 50 | 17 | 1 | 0 | 0 | 181 |
| 3:00 PM | 0 | 0 | 2 | 3 | 2 | 7 | 17 | 47 | 66 | 39 | 15 | 7 | 0 | 0 | 205 |
| 4:00 PM | 0 | 0 | 0 | 3 | 1 | 0 | 6 | 34 | 64 | 53 | 12 | 7 | 0 | 0 | 180 |
| 5:00 PM | 0 | 0 | 1 | 0 | 4 | 7 | 20 | 44 | 90 | 45 | 13 | 3 | 1 | 0 | 228 |
| 6:00 PM | 0 | 0 | 1 | 0 | 2 | 12 | 11 | 39 | 60 | 43 | 11 | 3 | 0 | 0 | 182 |
| 7:00 PM | 0 | 0 | 0 | 1 | 1 | 3 | 5 | 31 | 47 | 22 | 6 | 4 | 0 | 0 | 120 |
| 8:00 PM | 0 | 0 | 1 | 0 | 0 | 1 | 6 | 19 | 26 | 12 | 6 | 0 | 0 | 0 | 71 |
| 9:00 PM | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 3 | 22 | 14 | 7 | 5 | 1 | 0 | 57 |
| 10:00 PM | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 7 | 23 | 7 | 5 | 2 | 0 | 0 | 49 |
| 11:00 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 3 | 5 | 9 | 6 | 2 | 0 | 0 | 27 |
| Total | 0 | 0 | 8 | 11 | 22 | 62 | 149 | 460 | 829 | 547 | 209 | 55 | 6 | 1 | 2,359 |

Belmont Police Department
Traffic Division
460 Concord Ave.
Belmont, MA 02478

Site Code:
Station ID:
Location 1:
Location 2:
Latitude: 42.386402
Longitude: -71.167786

File Name: Washington Sreet
Date Printed: 10/26/2022
Start Date: 10/13/2022
End Date: 10/20/2022
GPS Accuracy: 0 ft
Location Verified: No

Averaged Hourly Totals

East, Lane 1 - Saturday

| | <= 3 | >3 to 6 | >6 to 9 | >9 to 12 | >12 to 15 | >15 to 18 | >18 to 21 | >21 to 24 | >24 to 27 | >27 to 30 | >30 to 33 | >33 to 36 | >36 to 39 | > 39 | Total |
|----------|------|---------|---------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------|-------|
| 12:00 AM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 6 | 5 | 5 | 0 | 0 | 0 | 20 |
| 1:00 AM | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 8 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 2 | 1 | 0 | 0 | 8 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 3 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 1 | 0 | 7 |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 7 | 2 | 2 | 0 | 0 | 0 | 13 |
| 7:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | 10 | 12 | 7 | 3 | 1 | 0 | 41 |
| 8:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 8 | 37 | 26 | 14 | 5 | 0 | 0 | 95 |
| 9:00 AM | 0 | 0 | 0 | 1 | 1 | 3 | 2 | 7 | 28 | 33 | 35 | 6 | 0 | 1 | 117 |
| 10:00 AM | 0 | 0 | 0 | 4 | 3 | 2 | 3 | 12 | 56 | 49 | 29 | 8 | 3 | 2 | 171 |
| 11:00 AM | 0 | 0 | 1 | 1 | 4 | 1 | 2 | 23 | 49 | 38 | 29 | 15 | 5 | 0 | 168 |
| 12:00 PM | 0 | 0 | 0 | 2 | 1 | 1 | 5 | 25 | 44 | 56 | 35 | 12 | 0 | 0 | 181 |
| 1:00 PM | 0 | 0 | 0 | 1 | 3 | 0 | 8 | 10 | 63 | 57 | 28 | 4 | 3 | 0 | 177 |
| 2:00 PM | 0 | 0 | 0 | 0 | 1 | 6 | 3 | 12 | 53 | 47 | 25 | 4 | 0 | 0 | 151 |
| 3:00 PM | 0 | 0 | 0 | 1 | 0 | 6 | 8 | 14 | 43 | 49 | 18 | 6 | 1 | 0 | 146 |
| 4:00 PM | 0 | 0 | 1 | 0 | 2 | 1 | 9 | 26 | 50 | 46 | 24 | 3 | 0 | 0 | 162 |
| 5:00 PM | 0 | 0 | 0 | 1 | 2 | 3 | 7 | 32 | 64 | 38 | 12 | 2 | 0 | 0 | 161 |
| 6:00 PM | 0 | 0 | 1 | 1 | 1 | 5 | 5 | 27 | 43 | 39 | 13 | 2 | 1 | 0 | 138 |
| 7:00 PM | 0 | 0 | 2 | 3 | 0 | 2 | 2 | 32 | 36 | 23 | 8 | 4 | 2 | 0 | 114 |
| 8:00 PM | 0 | 0 | 0 | 3 | 0 | 0 | 5 | 12 | 31 | 19 | 5 | 1 | 0 | 0 | 76 |
| 9:00 PM | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 11 | 29 | 21 | 5 | 0 | 0 | 0 | 70 |
| 10:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 | 7 | 17 | 9 | 0 | 0 | 0 | 40 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 11 | 9 | 5 | 0 | 0 | 0 | 30 |
| Total | 0 | 0 | 12 | 19 | 20 | 34 | 66 | 272 | 675 | 588 | 312 | 80 | 17 | 3 | 2,098 |

Belmont Police Department
Traffic Division
460 Concord Ave.
Belmont, MA 02478

Site Code:
Station ID:
Location 1:
Location 2:
Latitude: 42.386402
Longitude: -71.167786

File Name: Washington Sreet
Date Printed: 10/26/2022
Start Date: 10/13/2022
End Date: 10/20/2022
GPS Accuracy: 0 ft
Location Verified: No

Averaged Hourly Totals

West, Lane 2 - Sunday

| | <= 3 | >3 to 6 | >6 to 9 | >9 to 12 | >12 to 15 | >15 to 18 | >18 to 21 | >21 to 24 | >24 to 27 | >27 to 30 | >30 to 33 | >33 to 36 | >36 to 39 | > 39 | Total |
|----------|------|---------|---------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------|-------|
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 5 | 0 | 1 | 0 | 1 | 11 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 1 | 1 | 0 | 7 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 8 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 2 | 0 | 1 | 0 | 8 |
| 4:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 1 | 1 | 0 | 0 | 8 |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 5 | 4 | 0 | 2 | 0 | 0 | 15 |
| 7:00 AM | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 3 | 9 | 12 | 7 | 2 | 0 | 0 | 36 |
| 8:00 AM | 0 | 0 | 1 | 0 | 1 | 2 | 5 | 12 | 29 | 18 | 17 | 12 | 0 | 1 | 98 |
| 9:00 AM | 0 | 0 | 1 | 1 | 1 | 4 | 3 | 18 | 29 | 32 | 24 | 4 | 0 | 0 | 117 |
| 10:00 AM | 0 | 0 | 0 | 2 | 2 | 6 | 5 | 11 | 30 | 25 | 24 | 8 | 1 | 1 | 115 |
| 11:00 AM | 0 | 0 | 0 | 0 | 1 | 3 | 10 | 12 | 31 | 36 | 19 | 7 | 3 | 1 | 123 |
| 12:00 PM | 0 | 0 | 2 | 0 | 0 | 6 | 3 | 18 | 63 | 49 | 24 | 8 | 0 | 0 | 173 |
| 1:00 PM | 0 | 0 | 0 | 0 | 2 | 8 | 7 | 26 | 42 | 43 | 15 | 2 | 1 | 0 | 146 |
| 2:00 PM | 0 | 0 | 0 | 2 | 5 | 8 | 6 | 35 | 58 | 41 | 16 | 5 | 1 | 0 | 177 |
| 3:00 PM | 0 | 0 | 0 | 2 | 3 | 2 | 3 | 22 | 35 | 42 | 13 | 2 | 1 | 0 | 125 |
| 4:00 PM | 0 | 0 | 1 | 1 | 3 | 8 | 13 | 34 | 54 | 44 | 16 | 8 | 1 | 0 | 183 |
| 5:00 PM | 0 | 0 | 0 | 1 | 5 | 5 | 10 | 28 | 39 | 32 | 14 | 3 | 1 | 1 | 139 |
| 6:00 PM | 0 | 0 | 0 | 0 | 3 | 7 | 11 | 26 | 33 | 13 | 10 | 2 | 0 | 0 | 105 |
| 7:00 PM | 0 | 0 | 0 | 1 | 3 | 4 | 10 | 11 | 22 | 19 | 3 | 0 | 1 | 0 | 74 |
| 8:00 PM | 0 | 0 | 0 | 1 | 0 | 6 | 5 | 15 | 13 | 12 | 4 | 1 | 0 | 0 | 57 |
| 9:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 7 | 7 | 12 | 2 | 1 | 0 | 0 | 33 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 6 | 5 | 4 | 0 | 0 | 0 | 17 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 4 | 3 | 2 | 0 | 0 | 0 | 12 |
| Total | 0 | 0 | 7 | 11 | 30 | 74 | 98 | 292 | 518 | 453 | 219 | 70 | 12 | 5 | 1,789 |

Belmont Police Department
Traffic Division
460 Concord Ave.
Belmont, MA 02478

Site Code:
Station ID:
Location 1:
Location 2:
Latitude: 42.386402
Longitude: -71.167786

File Name: Washington Sreet
Date Printed: 10/26/2022
Start Date: 10/13/2022
End Date: 10/20/2022
GPS Accuracy: 0 ft
Location Verified: No

Averaged Hourly Totals

West, Lane 2 - Monday

| | <= 3 | >3 to 6 | >6 to 9 | >9 to 12 | >12 to 15 | >15 to 18 | >18 to 21 | >21 to 24 | >24 to 27 | >27 to 30 | >30 to 33 | >33 to 36 | >36 to 39 | > 39 | Total |
|----------|------|---------|---------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------|-------|
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 4 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 4 |
| 5:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 6 | 3 | 2 | 2 | 0 | 16 |
| 6:00 AM | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 2 | 13 | 22 | 12 | 2 | 1 | 1 | 57 |
| 7:00 AM | 0 | 0 | 0 | 1 | 2 | 10 | 18 | 29 | 61 | 40 | 11 | 1 | 0 | 0 | 173 |
| 8:00 AM | 0 | 0 | 1 | 4 | 3 | 10 | 15 | 40 | 73 | 52 | 28 | 3 | 2 | 1 | 232 |
| 9:00 AM | 0 | 0 | 0 | 2 | 2 | 0 | 6 | 18 | 34 | 52 | 31 | 8 | 1 | 3 | 157 |
| 10:00 AM | 0 | 0 | 4 | 4 | 5 | 4 | 15 | 33 | 25 | 16 | 9 | 0 | 0 | 0 | 115 |
| 11:00 AM | 0 | 0 | 0 | 2 | 3 | 5 | 11 | 15 | 37 | 25 | 14 | 2 | 1 | 0 | 115 |
| 12:00 PM | 0 | 0 | 0 | 0 | 1 | 3 | 6 | 11 | 37 | 35 | 27 | 6 | 2 | 1 | 129 |
| 1:00 PM | 0 | 0 | 0 | 0 | 3 | 7 | 6 | 21 | 31 | 36 | 15 | 5 | 1 | 0 | 125 |
| 2:00 PM | 0 | 0 | 2 | 2 | 7 | 7 | 4 | 44 | 46 | 42 | 12 | 1 | 0 | 0 | 167 |
| 3:00 PM | 0 | 0 | 0 | 0 | 4 | 8 | 9 | 25 | 47 | 41 | 13 | 3 | 0 | 1 | 151 |
| 4:00 PM | 0 | 0 | 0 | 1 | 3 | 4 | 4 | 14 | 51 | 55 | 19 | 4 | 0 | 1 | 156 |
| 5:00 PM | 0 | 0 | 0 | 1 | 3 | 4 | 6 | 29 | 46 | 45 | 16 | 8 | 1 | 0 | 159 |
| 6:00 PM | 0 | 0 | 0 | 1 | 3 | 1 | 11 | 33 | 34 | 24 | 5 | 1 | 2 | 1 | 116 |
| 7:00 PM | 0 | 0 | 0 | 1 | 0 | 4 | 3 | 12 | 28 | 13 | 6 | 2 | 0 | 0 | 69 |
| 8:00 PM | 0 | 0 | 0 | 0 | 3 | 5 | 3 | 17 | 22 | 10 | 5 | 1 | 0 | 0 | 66 |
| 9:00 PM | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 1 | 12 | 2 | 3 | 1 | 0 | 0 | 24 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 6 | 4 | 2 | 3 | 0 | 0 | 19 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 8 |
| Total | 0 | 0 | 7 | 20 | 45 | 78 | 121 | 352 | 610 | 524 | 234 | 54 | 14 | 9 | 2,068 |

Belmont Police Department
Traffic Division
460 Concord Ave.
Belmont, MA 02478

Site Code:
Station ID:
Location 1:
Location 2:
Latitude: 42.386402
Longitude: -71.167786

File Name: Washington Sreet
Date Printed: 10/26/2022
Start Date: 10/13/2022
End Date: 10/20/2022
GPS Accuracy: 0 ft
Location Verified: No

Averaged Hourly Totals

West, Lane 2 - Tuesday

| | <= 3 | >3 to 6 | >6 to 9 | >9 to 12 | >12 to 15 | >15 to 18 | >18 to 21 | >21 to 24 | >24 to 27 | >27 to 30 | >30 to 33 | >33 to 36 | >36 to 39 | > 39 | Total |
|----------|------|---------|---------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------|-------|
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 6 |
| 5:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 5 | 4 | 3 | 2 | 1 | 0 | 19 |
| 6:00 AM | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 6 | 16 | 10 | 7 | 3 | 0 | 0 | 48 |
| 7:00 AM | 0 | 0 | 0 | 0 | 4 | 4 | 24 | 37 | 70 | 31 | 16 | 3 | 0 | 2 | 191 |
| 8:00 AM | 0 | 0 | 1 | 3 | 3 | 10 | 19 | 50 | 80 | 50 | 18 | 6 | 1 | 0 | 241 |
| 9:00 AM | 0 | 0 | 0 | 2 | 1 | 3 | 4 | 27 | 51 | 55 | 11 | 4 | 1 | 0 | 159 |
| 10:00 AM | 0 | 0 | 0 | 0 | 2 | 8 | 8 | 30 | 40 | 42 | 12 | 5 | 0 | 0 | 147 |
| 11:00 AM | 0 | 0 | 0 | 2 | 7 | 4 | 2 | 21 | 39 | 29 | 22 | 6 | 0 | 0 | 132 |
| 12:00 PM | 0 | 0 | 0 | 2 | 7 | 6 | 7 | 12 | 38 | 30 | 27 | 5 | 1 | 2 | 137 |
| 1:00 PM | 0 | 0 | 1 | 1 | 3 | 5 | 7 | 12 | 38 | 44 | 18 | 3 | 2 | 0 | 134 |
| 2:00 PM | 0 | 0 | 1 | 1 | 6 | 11 | 3 | 32 | 40 | 42 | 18 | 5 | 2 | 0 | 161 |
| 3:00 PM | 0 | 0 | 0 | 3 | 1 | 5 | 11 | 32 | 56 | 49 | 23 | 3 | 0 | 0 | 183 |
| 4:00 PM | 0 | 0 | 2 | 3 | 2 | 6 | 7 | 20 | 63 | 51 | 12 | 7 | 0 | 0 | 173 |
| 5:00 PM | 0 | 0 | 0 | 1 | 2 | 8 | 12 | 26 | 53 | 31 | 18 | 2 | 1 | 0 | 154 |
| 6:00 PM | 0 | 0 | 0 | 1 | 3 | 9 | 16 | 38 | 43 | 22 | 4 | 0 | 0 | 0 | 136 |
| 7:00 PM | 0 | 0 | 0 | 0 | 1 | 1 | 15 | 28 | 32 | 21 | 5 | 1 | 0 | 0 | 104 |
| 8:00 PM | 0 | 0 | 1 | 1 | 0 | 6 | 9 | 8 | 29 | 14 | 5 | 0 | 0 | 0 | 73 |
| 9:00 PM | 0 | 0 | 0 | 1 | 1 | 5 | 7 | 6 | 8 | 5 | 0 | 0 | 0 | 0 | 33 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 8 | 11 | 1 | 0 | 0 | 0 | 25 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 1 | 1 | 0 | 9 |
| Total | 0 | 0 | 7 | 22 | 44 | 93 | 157 | 398 | 713 | 546 | 222 | 56 | 10 | 4 | 2,272 |

Belmont Police Department
Traffic Division
460 Concord Ave.
Belmont, MA 02478

Site Code:
Station ID:
Location 1:
Location 2:
Latitude: 42.386402
Longitude: -71.167786

File Name: Washington Sreet
Date Printed: 10/26/2022
Start Date: 10/13/2022
End Date: 10/20/2022
GPS Accuracy: 0 ft
Location Verified: No

Averaged Hourly Totals

West, Lane 2 - Wednesday

| | <= 3 | >3 to 6 | >6 to 9 | >9 to 12 | >12 to 15 | >15 to 18 | >18 to 21 | >21 to 24 | >24 to 27 | >27 to 30 | >30 to 33 | >33 to 36 | >36 to 39 | > 39 | Total |
|----------|------|---------|---------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------|-------|
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 1 | 1 | 0 | 1 | 1 | 8 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 5 |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 3 | 3 | 0 | 1 | 0 | 12 |
| 6:00 AM | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 13 | 19 | 17 | 8 | 0 | 0 | 0 | 65 |
| 7:00 AM | 0 | 0 | 0 | 3 | 4 | 12 | 14 | 53 | 66 | 45 | 16 | 3 | 0 | 0 | 216 |
| 8:00 AM | 0 | 0 | 0 | 3 | 6 | 15 | 23 | 50 | 62 | 42 | 19 | 9 | 1 | 0 | 230 |
| 9:00 AM | 0 | 0 | 3 | 4 | 3 | 4 | 5 | 27 | 54 | 42 | 25 | 7 | 1 | 0 | 175 |
| 10:00 AM | 0 | 0 | 0 | 5 | 8 | 2 | 6 | 17 | 28 | 31 | 18 | 8 | 0 | 1 | 124 |
| 11:00 AM | 0 | 0 | 0 | 2 | 12 | 12 | 13 | 42 | 50 | 36 | 14 | 1 | 0 | 0 | 182 |
| 12:00 PM | 0 | 0 | 0 | 5 | 5 | 7 | 12 | 20 | 46 | 42 | 19 | 6 | 0 | 1 | 163 |
| 1:00 PM | 0 | 0 | 0 | 2 | 9 | 11 | 17 | 34 | 31 | 19 | 10 | 1 | 0 | 1 | 135 |
| 2:00 PM | 0 | 0 | 0 | 2 | 3 | 6 | 12 | 33 | 59 | 37 | 14 | 2 | 0 | 0 | 168 |
| 3:00 PM | 0 | 0 | 3 | 2 | 3 | 4 | 3 | 15 | 45 | 46 | 24 | 7 | 0 | 1 | 153 |
| 4:00 PM | 0 | 0 | 0 | 1 | 4 | 6 | 7 | 31 | 53 | 48 | 13 | 7 | 0 | 0 | 170 |
| 5:00 PM | 0 | 0 | 2 | 3 | 10 | 28 | 11 | 34 | 58 | 19 | 8 | 1 | 0 | 0 | 174 |
| 6:00 PM | 0 | 0 | 0 | 0 | 6 | 11 | 10 | 34 | 55 | 24 | 9 | 0 | 0 | 0 | 149 |
| 7:00 PM | 0 | 0 | 1 | 1 | 2 | 6 | 12 | 18 | 25 | 16 | 11 | 0 | 1 | 0 | 93 |
| 8:00 PM | 0 | 0 | 0 | 1 | 1 | 3 | 6 | 13 | 17 | 14 | 5 | 0 | 0 | 0 | 60 |
| 9:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 11 | 10 | 5 | 2 | 1 | 0 | 0 | 32 |
| 10:00 PM | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 5 | 3 | 6 | 0 | 2 | 0 | 0 | 22 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 4 | 1 | 2 | 1 | 0 | 0 | 12 |
| Total | 0 | 0 | 9 | 34 | 79 | 133 | 163 | 458 | 691 | 498 | 222 | 56 | 6 | 5 | 2,354 |

Belmont Police Department
Traffic Division
460 Concord Ave.
Belmont, MA 02478

Site Code:
Station ID:
Location 1:
Location 2:
Latitude: 42.386402
Longitude: -71.167786

File Name: Washington Sreet
Date Printed: 10/26/2022
Start Date: 10/13/2022
End Date: 10/20/2022
GPS Accuracy: 0 ft
Location Verified: No

Averaged Hourly Totals

West, Lane 2 - Thursday

| | <= 3 | >3 to 6 | >6 to 9 | >9 to 12 | >12 to 15 | >15 to 18 | >18 to 21 | >21 to 24 | >24 to 27 | >27 to 30 | >30 to 33 | >33 to 36 | >36 to 39 | > 39 | Total |
|----------|------|---------|---------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------|-------|
| 12:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 7 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 5 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 6 |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 2 | 2 | 1 | 0 | 11 |
| 6:00 AM | 0 | 0 | 1 | 0 | 1 | 1 | 3 | 7 | 9 | 22 | 6 | 3 | 0 | 2 | 55 |
| 7:00 AM | 0 | 0 | 0 | 3 | 1 | 6 | 14 | 41 | 59 | 54 | 24 | 5 | 1 | 0 | 208 |
| 8:00 AM | 0 | 0 | 3 | 0 | 6 | 8 | 18 | 42 | 61 | 65 | 30 | 7 | 0 | 0 | 240 |
| 9:00 AM | 0 | 0 | 0 | 2 | 2 | 2 | 8 | 30 | 52 | 40 | 34 | 9 | 0 | 0 | 179 |
| 10:00 AM | 0 | 0 | 1 | 2 | 3 | 3 | 6 | 11 | 30 | 42 | 15 | 4 | 0 | 0 | 117 |
| 11:00 AM | 0 | 0 | 1 | 1 | 4 | 1 | 12 | 13 | 35 | 41 | 20 | 5 | 3 | 0 | 136 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 11 | 27 | 32 | 19 | 4 | 0 | 0 | 103 |
| 1:00 PM | 0 | 0 | 0 | 2 | 2 | 6 | 4 | 14 | 36 | 44 | 20 | 5 | 0 | 0 | 133 |
| 2:00 PM | 0 | 0 | 1 | 3 | 6 | 9 | 11 | 28 | 39 | 44 | 18 | 4 | 0 | 0 | 163 |
| 3:00 PM | 0 | 0 | 0 | 1 | 4 | 3 | 15 | 27 | 54 | 49 | 19 | 4 | 2 | 0 | 178 |
| 4:00 PM | 0 | 0 | 0 | 0 | 3 | 5 | 12 | 18 | 31 | 36 | 18 | 4 | 0 | 0 | 127 |
| 5:00 PM | 0 | 0 | 1 | 0 | 1 | 4 | 14 | 32 | 38 | 40 | 19 | 0 | 0 | 0 | 149 |
| 6:00 PM | 0 | 0 | 0 | 0 | 4 | 3 | 9 | 38 | 48 | 18 | 10 | 1 | 0 | 0 | 131 |
| 7:00 PM | 0 | 0 | 0 | 1 | 1 | 5 | 7 | 26 | 40 | 19 | 8 | 3 | 0 | 0 | 110 |
| 8:00 PM | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 15 | 12 | 11 | 4 | 3 | 0 | 0 | 53 |
| 9:00 PM | 0 | 0 | 0 | 1 | 1 | 4 | 7 | 15 | 7 | 5 | 1 | 2 | 0 | 0 | 43 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 7 | 6 | 2 | 0 | 0 | 0 | 20 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 2 | 6 | 3 | 0 | 0 | 0 | 16 |
| Total | 0 | 0 | 8 | 16 | 43 | 68 | 154 | 376 | 596 | 580 | 275 | 68 | 7 | 2 | 2,193 |

Belmont Police Department
Traffic Division
460 Concord Ave.
Belmont, MA 02478

Site Code:
Station ID:
Location 1:
Location 2:
Latitude: 42.386402
Longitude: -71.167786

File Name: Washington Sreet
Date Printed: 10/26/2022
Start Date: 10/13/2022
End Date: 10/20/2022
GPS Accuracy: 0 ft
Location Verified: No

Averaged Hourly Totals

West, Lane 2 - Friday

| | <= 3 | >3 to 6 | >6 to 9 | >9 to 12 | >12 to 15 | >15 to 18 | >18 to 21 | >21 to 24 | >24 to 27 | >27 to 30 | >30 to 33 | >33 to 36 | >36 to 39 | > 39 | Total |
|----------|------|---------|---------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------|-------|
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 5 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 4 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 5 |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 2 | 2 | 0 | 0 | 2 | 14 |
| 6:00 AM | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 7 | 13 | 22 | 10 | 0 | 2 | 0 | 61 |
| 7:00 AM | 0 | 0 | 0 | 1 | 0 | 3 | 14 | 55 | 59 | 33 | 11 | 2 | 0 | 0 | 178 |
| 8:00 AM | 0 | 0 | 1 | 2 | 9 | 6 | 16 | 30 | 72 | 38 | 14 | 1 | 0 | 0 | 189 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 25 | 33 | 24 | 14 | 7 | 1 | 1 | 115 |
| 10:00 AM | 0 | 0 | 1 | 0 | 0 | 2 | 10 | 15 | 26 | 49 | 12 | 3 | 0 | 0 | 118 |
| 11:00 AM | 0 | 0 | 0 | 1 | 2 | 3 | 8 | 21 | 28 | 28 | 10 | 6 | 0 | 0 | 107 |
| 12:00 PM | 0 | 0 | 0 | 0 | 1 | 3 | 7 | 13 | 34 | 35 | 18 | 1 | 1 | 0 | 113 |
| 1:00 PM | 0 | 0 | 0 | 0 | 1 | 11 | 6 | 11 | 37 | 38 | 14 | 9 | 1 | 0 | 128 |
| 2:00 PM | 0 | 0 | 1 | 4 | 3 | 13 | 13 | 31 | 36 | 31 | 22 | 3 | 0 | 0 | 157 |
| 3:00 PM | 0 | 0 | 0 | 4 | 6 | 13 | 13 | 34 | 46 | 31 | 5 | 4 | 1 | 0 | 157 |
| 4:00 PM | 0 | 0 | 2 | 1 | 3 | 8 | 6 | 12 | 48 | 57 | 12 | 4 | 1 | 0 | 154 |
| 5:00 PM | 0 | 0 | 1 | 4 | 7 | 2 | 14 | 28 | 54 | 38 | 15 | 2 | 0 | 0 | 165 |
| 6:00 PM | 0 | 0 | 0 | 3 | 9 | 11 | 9 | 23 | 32 | 22 | 12 | 2 | 0 | 1 | 124 |
| 7:00 PM | 0 | 0 | 0 | 3 | 2 | 7 | 9 | 14 | 31 | 14 | 6 | 1 | 0 | 0 | 87 |
| 8:00 PM | 0 | 0 | 1 | 0 | 2 | 2 | 3 | 11 | 19 | 7 | 4 | 3 | 1 | 0 | 53 |
| 9:00 PM | 0 | 0 | 1 | 2 | 2 | 5 | 2 | 14 | 11 | 5 | 6 | 0 | 0 | 0 | 48 |
| 10:00 PM | 0 | 0 | 0 | 0 | 2 | 2 | 6 | 4 | 9 | 0 | 2 | 0 | 0 | 0 | 25 |
| 11:00 PM | 0 | 0 | 1 | 0 | 0 | 3 | 2 | 4 | 10 | 2 | 4 | 2 | 1 | 1 | 30 |
| Total | 0 | 0 | 9 | 25 | 50 | 102 | 148 | 356 | 606 | 481 | 195 | 51 | 10 | 5 | 2,038 |

Belmont Police Department
Traffic Division
460 Concord Ave.
Belmont, MA 02478

Site Code:
Station ID:
Location 1:
Location 2:
Latitude: 42.386402
Longitude: -71.167786

File Name: Washington Sreet
Date Printed: 10/26/2022
Start Date: 10/13/2022
End Date: 10/20/2022
GPS Accuracy: 0 ft
Location Verified: No

Averaged Hourly Totals

West, Lane 2 - Saturday

| | <= 3 | >3 to 6 | >6 to 9 | >9 to 12 | >12 to 15 | >15 to 18 | >18 to 21 | >21 to 24 | >24 to 27 | >27 to 30 | >30 to 33 | >33 to 36 | >36 to 39 | > 39 | Total |
|----------|------|---------|---------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------|-------|
| 12:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 2 | 2 | 4 | 0 | 1 | 0 | 13 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 7 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 2 | 0 | 0 | 0 | 7 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 5:00 AM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 2 | 2 | 1 | 1 | 1 | 0 | 12 |
| 6:00 AM | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 4 | 1 | 4 | 4 | 2 | 2 | 0 | 21 |
| 7:00 AM | 0 | 0 | 1 | 0 | 0 | 3 | 2 | 12 | 17 | 13 | 14 | 4 | 1 | 0 | 67 |
| 8:00 AM | 0 | 0 | 0 | 1 | 3 | 2 | 2 | 12 | 40 | 26 | 22 | 5 | 0 | 1 | 114 |
| 9:00 AM | 0 | 0 | 0 | 0 | 1 | 3 | 7 | 19 | 31 | 48 | 29 | 2 | 1 | 1 | 142 |
| 10:00 AM | 0 | 0 | 2 | 1 | 1 | 3 | 6 | 17 | 40 | 50 | 25 | 4 | 1 | 2 | 152 |
| 11:00 AM | 0 | 0 | 1 | 0 | 1 | 2 | 3 | 17 | 41 | 54 | 21 | 7 | 0 | 0 | 147 |
| 12:00 PM | 0 | 0 | 0 | 1 | 1 | 6 | 11 | 28 | 45 | 46 | 23 | 3 | 1 | 0 | 165 |
| 1:00 PM | 0 | 0 | 0 | 2 | 1 | 1 | 3 | 17 | 34 | 44 | 25 | 7 | 2 | 0 | 136 |
| 2:00 PM | 0 | 0 | 0 | 2 | 4 | 11 | 11 | 18 | 43 | 31 | 14 | 3 | 0 | 0 | 137 |
| 3:00 PM | 0 | 0 | 0 | 0 | 7 | 5 | 13 | 21 | 38 | 34 | 15 | 3 | 0 | 0 | 136 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 28 | 34 | 35 | 9 | 2 | 0 | 0 | 124 |
| 5:00 PM | 0 | 0 | 0 | 1 | 3 | 2 | 6 | 29 | 50 | 33 | 8 | 3 | 1 | 0 | 136 |
| 6:00 PM | 0 | 0 | 0 | 1 | 2 | 7 | 18 | 39 | 30 | 18 | 5 | 1 | 0 | 0 | 121 |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 5 | 10 | 19 | 32 | 9 | 4 | 2 | 0 | 0 | 81 |
| 8:00 PM | 0 | 0 | 1 | 0 | 4 | 4 | 5 | 15 | 29 | 16 | 2 | 1 | 0 | 0 | 77 |
| 9:00 PM | 0 | 0 | 1 | 0 | 5 | 1 | 1 | 12 | 26 | 8 | 2 | 1 | 0 | 0 | 57 |
| 10:00 PM | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 2 | 22 | 7 | 3 | 0 | 0 | 0 | 38 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 7 | 13 | 11 | 3 | 1 | 0 | 0 | 41 |
| Total | 0 | 0 | 8 | 11 | 35 | 64 | 122 | 326 | 576 | 494 | 236 | 52 | 11 | 4 | 1,939 |

Appendix 3: List of References Related to Safety of Road Crossings that were presented at the meeting

1. Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations, Report No. FHWA-SA-17-072, July 2018, Lauren Blackburn (VHB), Charles Zegeer (HSRC), and Kristen Brookshire (HSRC), VHB and University of North Carolina at Chapel Hill.
2. Safe Routes to School Guide: Marking and Signing Crosswalks, Pedestrian and Bicycle Information Center, October 2022.
3. Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways, Part 3: Crosswalk Markings, United States Department of Transportation – Federal Highway Administration, 2009 Edition.
4. Safe Routes to School Guide Engineering, Pedestrian and Bicycle Information Center, January 2012.
5. Safe Routes to School Briefing Sheets: School Area Traffic Control, Pages 21 – 24, 2010.
6. City of Sacramento Pedestrian Crossing Guidelines, City of Sacramento Department of Public Works, October 2014.

Appendix 4: Observation Data at Pleasant St. and Munroe St. Intersection to Evaluate Stopping of Motor Vehicles for People Walking across Crosswalk (2022-10-12)

Belmont Transportation Advisory Committee Street Crossing Survey

Name of Survey Taker: David Coleman

Email Address (if we have any followup questions): _____

Location of Crossing:

Street #1: Munroe/Pleasant

Street #2: _____

Street #3: _____ (if applicable)

Date of Survey: 10/12/22 (multiple dates or date range is acceptable)

Time of Day of Survey: 8:00 AM (please indicate both the start and end time)

Type of Crossing:

☐ Simple Crosswalk

☒ Crosswalk with high visibility signage standard school crossing signs

☐ Crosswalk with pedestrian activated lights

Observations:

Number of cars that drive through before one stops for a pedestrian waiting at the crosswalk (you can count groups as one pedestrian for this table):

| # people | # cars | | | | |
|--------------|--------|-----------------|---------------------|-----|-------|
| 8:00A | 1 | Pedestrian #1) | 0 | 16) | 2 |
| 1st | 4 | Pedestrian #2) | 2 | 17) | (2) 7 |
| kids | 4 | Pedestrian #3) | 0 none there | 18) | (1) 1 |
| at 8:22 | 7 | Pedestrian #4) | 0 2 cars | 19) | |
| 8:30 | 5 | Pedestrian #5) | 0 - waved hand | 20) | |
| Adult in car | 2 | Pedestrian #6) | 1 - 2nd car stopped | 21) | |
| | 4 | Pedestrian #7) | 0 | 22) | |
| | 2 | Pedestrian #8) | 7 hard waving | 23) | |
| | 1 | Pedestrian #9) | 2 - each way | 24) | |
| | 2 | Pedestrian #10) | 0 | 25) | |
| | 1 | Pedestrian #11) | 3 | 26) | |
| | 2 | Pedestrian #12) | 6 | 27) | |
| | 2 | Pedestrian #13) | 2 - Forced | 28) | |
| | 1 | Pedestrian #14) | 0 | 29) | |
| | 4 | Pedestrian #15) | 1 | 30) | |
| | | | | 31) | |
| | | | | 32) | |
| | | | | 33) | |
| | | | | 34) | |
| | | | | 35) | |
| | | | | 36) | |
| | | | | 37) | |
| | | | | 38) | |
| | | | | 39) | |
| | | | | 40) | |
| | | | | 41) | |
| | | | | 42) | |
| | | | | 43) | |
| | | | | 44) | |
| | | | | 45) | |
| | | | | 46) | |
| | | | | 47) | |
| | | | | 48) | |
| | | | | 49) | |
| | | | | 50) | |
| | | | | 51) | |
| | | | | 52) | |
| | | | | 53) | |
| | | | | 54) | |
| | | | | 55) | |
| | | | | 56) | |
| | | | | 57) | |
| | | | | 58) | |
| | | | | 59) | |
| | | | | 60) | |

Total Pedestrian count (please include all members of groups here): _____

8:22 Fewer cars now going faster on road
returning parents starting @ 8:45

Any other notes or observations:

Heavy traffic; backs up ^{to Munroe} from red light
at Clifton. Cars slow down for backup
~~then gain speed~~
7 cars — once one goes through, rest in the line
follow

Thank you for your help with this project!

Please submit this form to: **[insert contact and address here]**

Or if you would prefer to submit this form electronically, please send it to **[insert email address here]**

Appendix 5: Community Connections Program Options for Potential BLUEbike Application

Community Connections Program Options

Belmont Transportation Advisory Committee

3 November 2022

Community Connections 2023 Grant Program

- **Community Connections FY24 grant opportunities**
 - Applications due on December 23, 2022
 - State covers 80% of costs; municipality covers 20%
 - Includes transit and bike-share system equipment costs
- **Possible funding application BLUEbike station(s) in Belmont**
 - Candidate locations: Belmont Center, Waverley Square, Belmont High School
 - Places Belmont into larger metro transportation system
 - Ties Belmont into existing BLUEbike network (Watertown, Arlington, Cambridge, Somerville, Newton, etc.)
 - Stimulates local businesses; sustainable transit & commuting; traffic reduction
- **Sponsorship options possible**
- **Town revenue possible**
 - Break-even point depends on sponsorship, funding, etc.
 - Costs do not yet assume any revenue streams



Bicycle



Docking Station

Funding opportunities through Community Connections for BLUEbike stations which could provide many benefits to Belmont

BLUEbike Costs Breakdown for 1, 2, or 3 Stations

Minimum starting dock size: 11; minimum # bikes: 6

| Item | Description | Notes | Cost | |
|-----------------------|--|--------------------------------------|-----------------------------|-------------------------------|
| Dock Costs | | 11-dock station (minimum) | \$29,688.12 | |
| Bicycles Costs | \$1213.92 / Bicycle | 6 bicycles (minimum) | \$7,283.52 | |
| Total Equipment Costs | <i>Belmont Center Station</i> | 1 station (11 docks) | \$36,971.64 | |
| | | FY24 Community Connections Breakdown | 80% (State): \$29,577.31 | 20% (Belmont): \$7,394.33 |
| Total Equipment Costs | <i>Belmont Center and Waverley Square Stations</i> | 2 stations (22 docks) | \$73,943.28 | |
| | | FY24 Community Connections Breakdown | 80% (State): \$59,154.62 | 20% (Belmont): \$14,788.66 |
| Total Equipment Costs | <i>Belmont Center, Waverley Square, & BHS Stations</i> | 3 stations (33 docks) | \$110,914.92 | |
| | | FY24 Community Connections Breakdown | 80% (State): \$88,731.94 | 20% (Belmont): \$22,182.98 |
| Operation Costs | \$55/Month/Dock x 12 Months x <#> Docks | 1 station (11 docks) | \$7,260/year | |
| Operation Costs | \$55/Month/Dock x 12 Months x <#> Docks | 2 stations (22 docks) | \$14,520/year | |
| Operation Costs | \$55/Month/Dock x 12 Months x <#> Docks | 3 stations (33 docks) | \$21,780/year | |

BLUEbike Costs Breakdown for Belmont: 1 Station

| Item | Description | Notes | Cost | |
|-----------------------|--|--------------------------------------|--------------------------|----------------------------|
| Dock Costs | | 11-dock station (minimum) | \$29,688.12 | |
| Bicycles Costs | \$1213.92 / Bicycle | 6 bicycles (minimum) | \$7,283.52 | |
| Total Equipment Costs | <i>Belmont Center Station</i> | 1 station (11 docks) | \$36,971.64 | |
| | | FY24 Community Connections Breakdown | 80% (State): \$29,577.31 | 20% (Belmont): \$7,394.33 |
| Total Equipment Costs | <i>Belmont Center and Waverley Square Stations</i> | 2 stations (22 docks) | \$73,943.28 | |
| | | FY24 Community Connections Breakdown | 80% (State): \$59,154.62 | 20% (Belmont): \$14,788.66 |
| Total Equipment Costs | <i>Belmont Center, Waverley Square, & BHS Stations</i> | 3 stations (33 docks) | \$110,914.92 | |
| | | FY24 Community Connections Breakdown | 80% (State): \$88,731.94 | 20% (Belmont): \$22,182.98 |
| Operation Costs | \$55/Month/Dock x 12 Months x <#> Docks | 1 station (11 docks) | \$7,260/year | |
| Operation Costs | \$55/Month/Dock x 12 Months x <#> Docks | 2 stations (22 docks) | \$14,520/year | |
| Operation Costs | \$55/Month/Dock x 12 Months x <#> Docks | 3 stations (33 docks) | \$21,780/year | |

Year 1: \$14,654.33; Years 2+: \$7,260

BLUEbike Costs Breakdown for Belmont: 2 Stations

| Item | Description | Notes | Cost | |
|-----------------------|--|--------------------------------------|-----------------------------|-------------------------------|
| Dock Costs | | 11-dock station (minimum) | \$29,688.12 | |
| Bicycles Costs | \$1213.92 / Bicycle | 6 bicycles (minimum) | \$7,283.52 | |
| Total Equipment Costs | <i>Belmont Center Station</i> | 1 station (11 docks) | \$36,971.64 | |
| | | FY24 Community Connections Breakdown | 80% (State): \$29,577.31 | 20% (Belmont): \$7,394.33 |
| Total Equipment Costs | <i>Belmont Center and Waverley Square Stations</i> | 2 stations (22 docks) | \$73,943.28 | |
| | | FY24 Community Connections Breakdown | 80% (State): \$59,154.62 | 20% (Belmont): \$14,788.66 |
| Total Equipment Costs | <i>Belmont Center, Waverley Square, & BHS Stations</i> | 3 stations (33 docks) | \$110,914.92 | |
| | | FY24 Community Connections Breakdown | 80% (State): \$88,731.94 | 20% (Belmont): \$22,182.98 |
| Operation Costs | \$55/Month/Dock x 12 Months x <#> Docks | 1 station (11 docks) | \$7,260/year | |
| Operation Costs | \$55/Month/Dock x 12 Months x <#> Docks | 2 stations (22 docks) | \$14,520/year | |
| Operation Costs | \$55/Month/Dock x 12 Months x <#> Docks | 3 stations (33 docks) | \$21,780/year | |

Year 1: \$29,308.66; Years 2+: \$14,520

BLUEbike Costs Breakdown for Belmont: 3 Stations

| Item | Description | Notes | Cost | |
|-----------------------|--|--------------------------------------|-----------------------------|-------------------------------|
| Dock Costs | | 11-dock station (minimum) | \$29,688.12 | |
| Bicycles Costs | \$1213.92 / Bicycle | 6 bicycles (minimum) | \$7,283.52 | |
| Total Equipment Costs | <i>Belmont Center Station</i> | 1 station (11 docks) | \$36,971.64 | |
| | | FY24 Community Connections Breakdown | 80% (State): \$29,577.31 | 20% (Belmont): \$7,394.33 |
| Total Equipment Costs | <i>Belmont Center and Waverley Square Stations</i> | 2 stations (22 docks) | \$73,943.28 | |
| | | FY24 Community Connections Breakdown | 80% (State): \$59,154.62 | 20% (Belmont): \$14,788.66 |
| Total Equipment Costs | <i>Belmont Center, Waverley Square, & BHS Stations</i> | 3 stations (33 docks) | \$110,914.92 | |
| | | FY24 Community Connections Breakdown | 80% (State): \$88,731.94 | 20% (Belmont): \$22,182.98 |
| Operation Costs | \$55/Month/Dock x 12 Months x <#> Docks | 1 station (11 docks) | \$7,260/year | |
| Operation Costs | \$55/Month/Dock x 12 Months x <#> Docks | 2 stations (22 docks) | \$14,520/year | |
| Operation Costs | \$55/Month/Dock x 12 Months x <#> Docks | 3 stations (33 docks) | \$21,780/year | |

Year 1: \$43,962.98; Years 2+: \$21,780