

Gathering Information

As part of the process to assess the current traffic characteristics within the Summit neighborhood, BETA collected data and observed vehicular and pedestrian movements to obtain the following basic information:

- The composition of vehicular traffic on key streets.
- Traffic volumes at all arterials and collector roadways, as well as other streets identified by the SNA committee and at the Public Meeting.
- Turning movements at key intersections.
- Traffic speeds (maximum, minimum, 85th percentile and average).
- Accident statistics.
- Existing and/or proposed bus routes.
- Key routes for emergency vehicles.
- Signed routes directing motorists to Miriam Hospital from arterials.
- Major pedestrian desire lines.

In addition to the collection of hard data, BETA also has identified the following physical characteristics of the neighborhood as they relate to the survey:

- Location of public facilities (i.e. schools, parks, libraries).
- Street widths (right-of-way, travel lanes, sidewalks).
- Location of retail, commercial and service industries located on Hope Street.
- Current location and nature of parking, both along Hope Street as well as in the vicinity of The Miriam Hospital and throughout the residential neighborhood.
- The location and condition of striped pedestrian crosswalks and vehicular stop signs.
- Existing signage, including parking restrictions, truck restrictions, and destination signing.

Many of these items are discussed in this section when they have overall relevance to the study. Other elements will be referred to under specific proposals for improvements.

It must also be noted that BETA has spent a significant amount of time observing the movement of vehicles and pedestrians on the local streets, on Hope Street, and in the vicinity of the Miriam Hospital. These observations enable us to view overall traffic behavior, pedestrian movements, and potential conflicts, and to note deficiencies while identifying potential solutions.



Cars were frequently observed parking in bus stops on Hope Street.

Traffic

BETA placed automated traffic counters at the following locations to determine speed, truck traffic, and vehicle volumes. The locations are illustrated on Figure 5:

- Hope Street between Fifth Street and Sixth Street
- Rochambeau Avenue between Camp Avenue and Summit Avenue
- Summit Avenue between Rochambeau and Dexterdales Road, and between Brewster Street and Fourth Street
- Hillside Avenue in the vicinity of Hope Street
- Tenth Street between Hope Street and Top Street
- Overhill Street between Hope Street and Bayard Street
- Seventh Street between Highland Avenue and North Main Street
- Brewster Street between Summit Avenue and Fourth Street
- Lorimer Avenue between Rochambeau Ave. and Lauriston Street
- Fourth Street between North Main Street and Highland Avenue
- Eighth Street between Hope Street and Lorimer Avenue

Turning movements were also recorded at the following intersections. The turning movement diagrams are included in the Appendix of the report:

- Hope/Fifth
- Hope/Overhill
- Fifth/Summit
- Rochambeau/Hope
- Fifth/Highland
- Seventh/Summit
- Seventh/Highland

The locations of the automated traffic counts were chosen based on comments received at the initial Public Meeting held on May 30, 2001. These comments concerned both vehicular speeds, and truck volumes. It is acknowledged in many studies of this kind that claims of speeding and excessive truck traffic do not match the survey results. It is a genuine perception that more traffic is moving faster than it really is. This does not mean that there is no problem; rather it tends to indicate how much slower vehicle speeds need to be to make those outside the car feel comfortable. Nevertheless, when some of the top speeds are revealed, the residents' concerns begin to be understood despite average speeds appearing to be quite reasonable.

In many instances, BETA utilized a radar unit to manually determine vehicle speeds. In all instances, the information reported from the automated counters was verified as very accurate compared to the radar readings for a random sampling of vehicles. Note that all roadways within the study area have a prima facie speed limit of 25 MPH.



Fig. 5 - Data collection locations.

Summit Neighborhood Traffic Study

Average Annual Daily Traffic (AADT)

North-South Streets

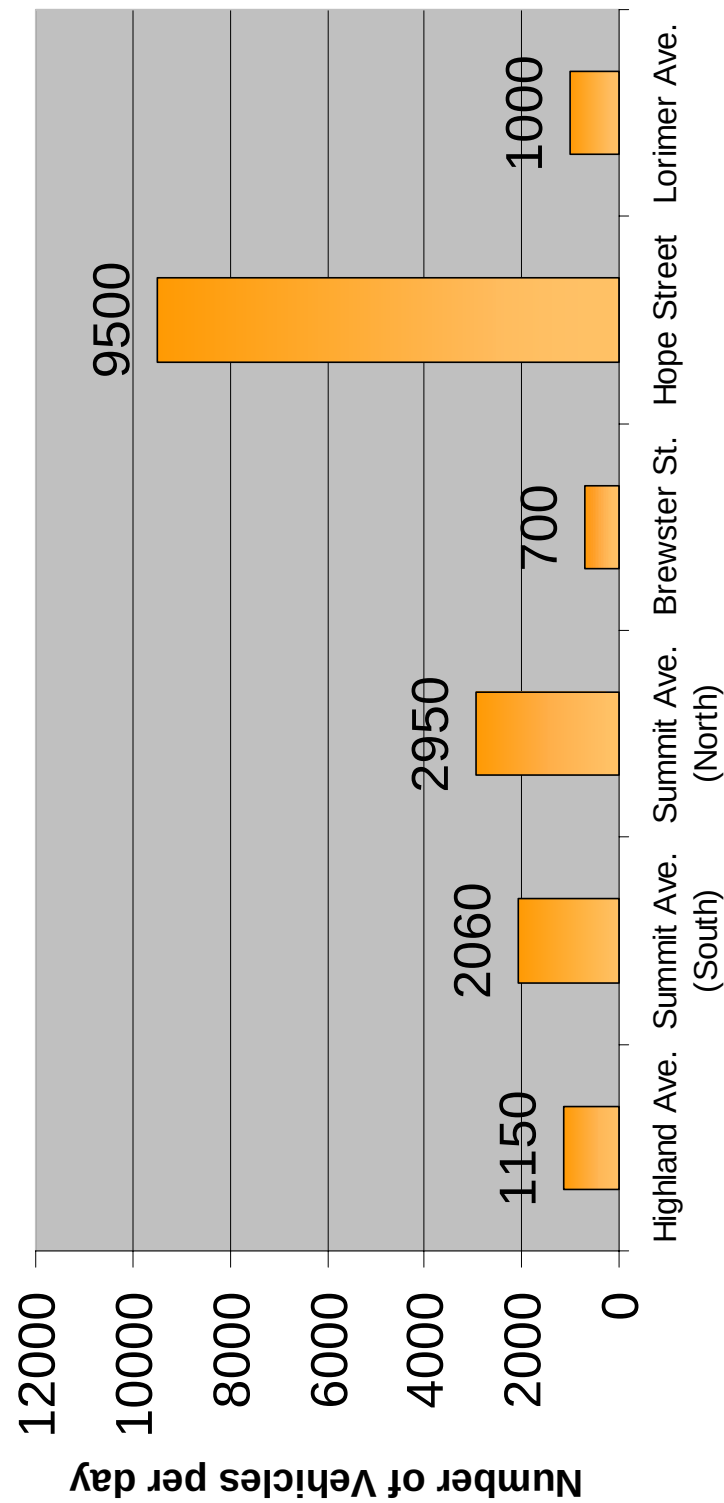


Figure 6

Summit Neighborhood Traffic Study

Average Annual Daily Traffic (AADT)

East-West Streets

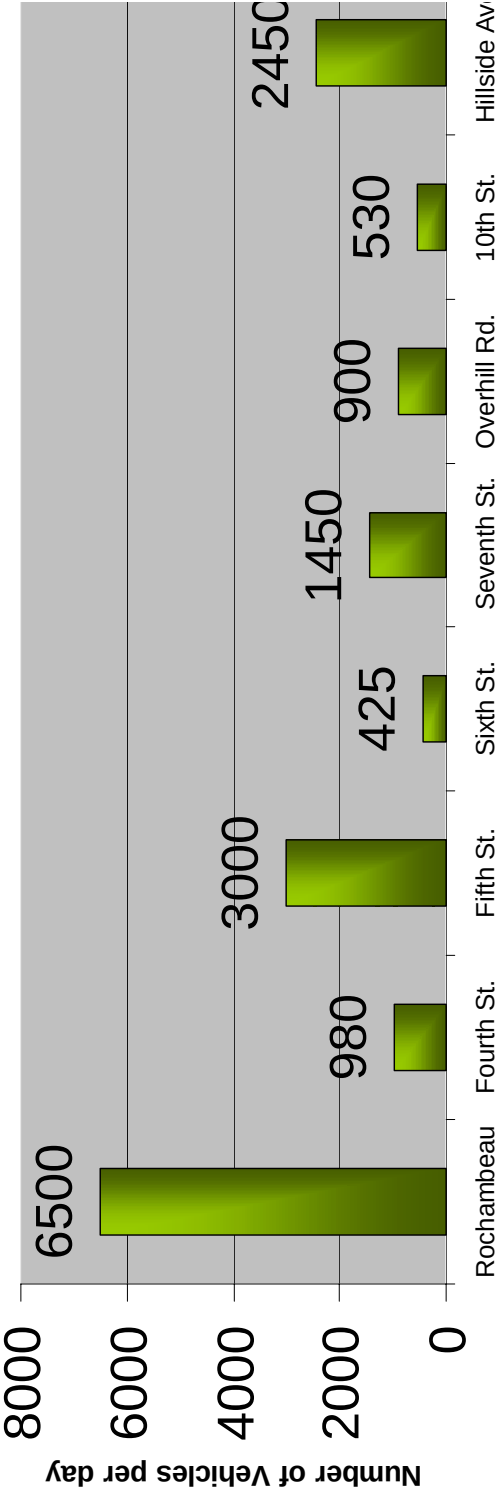


Figure 7

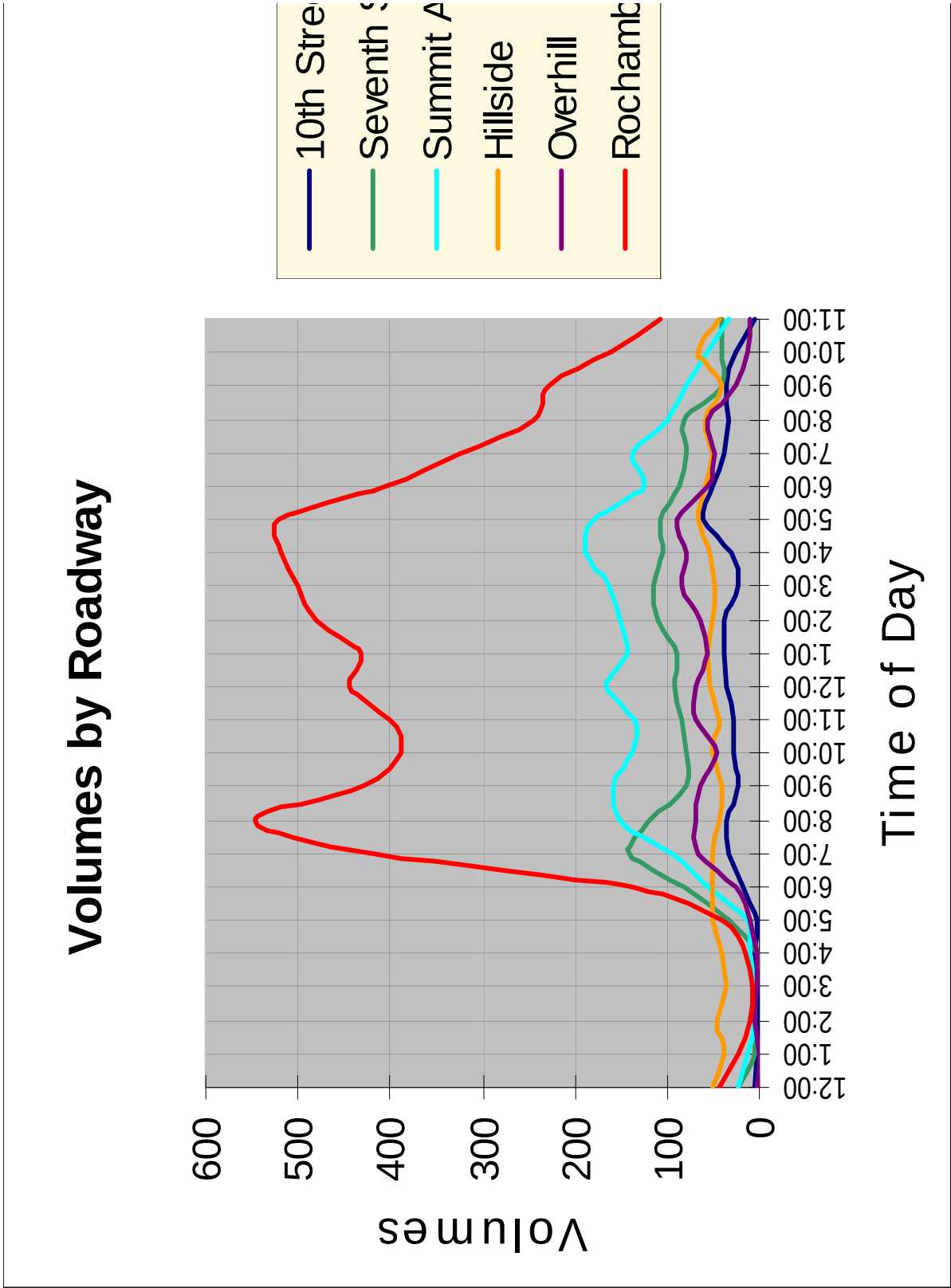


Figure 8