

That Hemlock Lane

Date: January 2, 2025
Project name: Bedford Traffic Calming Study

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This memorandum presents a follow-up to the February 5, 2024 traffic calming study on Hemlock Lane. The earlier study examined October, 2023 speed and volume data from Hemlock Lane to the Bedford [Traffic Calming Policy's](#) established thresholds, and indicated that issues with speed and cut-through traffic persisted despite previous efforts with police patrols and the installation of speed feedback signs. Based on the study's recommendations, the following actions were agreed on by the Bedford Transportation Advisory Committee (TAC) at its March 6, 2024 meeting (at which Hemlock Lane residents were invited to comment):

- Restripe road with 10' travel lanes and fog lines to visually slow down traffic. Lanes were previously 11-12' wide.
- Tighten the turning radius (using paint/stripping) at the intersection with Route 62, and install a new crosswalk.
- Install an Intersection Ahead warning sign on Route 62 to address rear-end crash history pattern.

In accordance with Step 4 of the Town's [Traffic Calming Policy](#), these measures were evaluated after their installation to determine their effectiveness in lowering speeds. Data were collected on September 17 and 19, 2024 and compared to the policy thresholds again. This memorandum presents the findings.

Policy Thresholds

The Traffic Calming Policy establishes the following thresholds (note that only a speed **or** volume issue needs to be verified in order for action to be taken):

Speed

- *85th percentile speed greater than or equal to 8MPH above the posted speed limit. If a specific speed limit is not posted, the de facto speed limit is 25mph.*

Volume

- *Actual/measured daily volume greater than 1,000 vehicles*

-OR-

- *Actual/measured peak hour volume 20% or greater of the total daily traffic*

Data Collection and Evaluation

Two 24-hour periods of speed and volume data were collected using Automatic Traffic Recorders (ATRs). Volume, class, and speed data were collected for both directions of travel on Tuesday, September 17,

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2024 and Thursday, September 19, 2024.¹ Table 1 compares the data to the policy thresholds and verifies that both speeding issues and issues with cut-through traffic persist.

Table 1. Data Evaluation

	Threshold	Data	Does data meet threshold?
Speed	85 th percentile speed greater than or equal to 8MPH above the posted speed limit	85 th percentile speed = 36.0 mph (October 2023: 36 mph)	Yes, the data verify that there is still a speeding issue.
Volume	Actual/measured daily volume greater than 1,000 vehicles -OR- Actual/measured peak hour volume 20% or greater of the total daily traffic	Daily volume (both directions, average of two 24-hour periods) = 2,176 vehicles (October 2023: 2,276 vehicles) Peak hour volume (greatest hourly volume/daily traffic) = 28% of daily traffic (October 2023: 30%)	Yes, the data verify that there is still a cut-through issue. Yes, the data verify that there is still a cut-through issue.

In addition, turning movement counts (TMCs) were gathered at the intersections at either end of Hemlock Lane to address the neighborhood concern regarding left-turns. The TMCs confirm that left-turn volumes are high at the intersections (Figure 1), particularly turning from southbound Route 62/Burlington Road onto Hemlock Lane and turning from southbound Hemlock Lane onto eastbound Page Road during the morning peak hour. It should be noted that elevated speeds are found periodically throughout the day, and not just while the street is being used a cut-through during the morning commute from approximately 6:30am – 9:00am.

¹ The PM peak hour volume for the southbound direction on September 17th was 133 vehicles- nearly twice the volume in October 2023 and on September 19, 2024. No special events or construction detours were observed by town staff or neighbors on that day, so the cause of this anomaly is unknown and the September 17th PM peak hour data was not used in the analysis.

Hemlock Lane at Rte 62/Burlington Road



Hemlock Lane at Page Road



Figure 1. AM Peak Hour Turning Movement Volumes for September 19, 2024 (note that the peak hours occurred at slightly different times so volumes do not match exactly)

Recommendations and Next Steps

Installing permanent traffic calming devices on Hemlock Lane may reduce speeds and discourage drivers from using this cut-through from Route 62/Burlington Road. After the March 6th TAC meeting, staff encouraged residents to submit a prioritized list of preferred options to guide implementation decisions. Per the May, 2024 email from the Neighborhood Point Person, Hemlock Lane residents prefer the following interventions:

- No Left Turn restriction from Route 62 during peak hours
- Raised crosswalk near Hilltop Drive
- Curb radius reductions at Hemlock Lane/Route 62
- Chicanes
- Rotaries/center islands

Next steps will include presenting 2-3 conceptual level plans to the neighborhood that take into account the topography of the street and limited amount of right of way. In the meantime, turn restrictions and the deployment of temporary measures such as rubber speed humps will be discussed at the upcoming January, 2025 Staff Traffic Management Team meeting.