



TOWN OF WINCHESTER  
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**TO:** Richard Howard, Town Manager  
Mark Twogood, Assistant Town Manager

**FROM:** Beth Rudolph, P.E., Town Engineer *BER*

**DATE:** July 6, 2016

**RE:** Traffic Advisory Committee Recommendations

The Traffic Advisory Committee (TAC) met on March 14, 2016 to discuss the following issues:

- (1) Request for on-street parking and other changes on Pond Street;
- (2) Request for 15-minute parking on Main Street in front of Moda Cleaners; and
- (3) Request for traffic calming on Glen Road.

In attendance at the meeting were Town Engineer Beth Rudolph; Assistant Town Engineer Matt Haringa; DPW Director Jay Gill; Town Planner Brian Szekely; Police Chief Ken Albertelli; and Fire Chief John Nash.

A summary of the Committee's discussion and recommendations pertaining to these items is provided below.

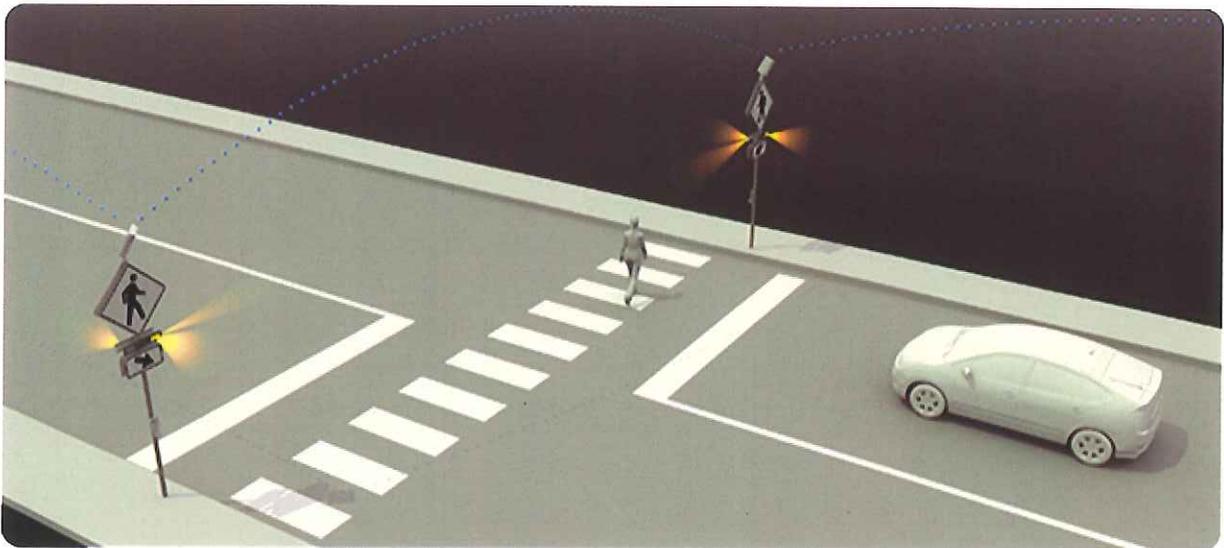
**Pond Street on-street parking and other changes**

In early 2016, the Town of Winchester received a request signed by approximately 80 residents, accompanied by a letter from the Lynch Parents Association, requesting changes in the Pond Street corridor. The requested changes, shown on a plan entitled "Proposed Improvements along Pond Street" are outlined below:

- (1) Installation of a new sidewalk on the north side of Pond Street between approximately 84 Pond Street and the Woburn line.
- (2) Installation of a new crosswalk across Pond Street at Brantwood Road, and across Brantwood Road, Norfolk Road, and Chesterford Road (all parallel to Pond Street).
- (3) Installation of 12 new on-street parking spaces on the south side of Pond Street between approximately 73 Pond Street and 111 Pond Street.
- (4) Reduction in roadway lane width to 10-feet each in the north and southbound directions.

**TAC Recommendation:** TAC acknowledged that Pond Street is a heavily traveled road, with increased pedestrian activity related to the Lynch School. A summary of TAC's discussion and recommendation related to the above listed items is provided below:

- (1) Proposed sidewalks on north side – TAC reviewed the topography and other physical features within and along the Town-owned right-of-way on the north side of Pond Street. It was noted that some portions of the grades in the right-of-way would make it prohibitive to install a sidewalk without the need for the construction of retaining walls. Additionally, there are several very large trees within or directly adjacent to the right-of-way that would have to be removed to install a new sidewalk. Removal of these trees would dramatically change the feel of the street and the shade offered to the abutting properties. For these reasons, Town staff did not feel that the installation of a new sidewalk on the north side of the street would be feasible. It should be noted that small sections of sidewalk currently exist on the north side between 172 and 180 Pond Street, and in front of 192 Pond Street.
- (2) Proposed crosswalks – Since TAC did not recommend a new sidewalk on the north side of Pond Street, installation of a new crosswalk across Pond Street at Brantwood does not make sense. However, DPW will stripe crosswalks at all locations where streets intersect with Pond Street (*i.e.* Chesterford, Norfolk, Woodside, and Brantwood). The DPW Director noted that most of these locations had been striped in the past, but probably needed refreshing. TAC also noted that a crosswalk was installed across Pond Street at Chesterford Road several years ago. TAC felt that this location would be a good candidate for Rapid Rectangular Flashing Beacon (see photo below). These systems have lights that flash only when the activation button is pushed by a pedestrian in the crosswalk. TAC recommends requesting funds for this system as part of MassDOT’s new Complete Streets program.



- (3) Proposed on-street parking spaces – The existing paved width of Pond Street in the vicinity of the proposed on-street parking is approximately 28-feet. The Town’s Zoning Bylaw specifies the dimensions of parallel parking spaces to be 9-feet wide by 22-feet long. TAC does not recommend the installation of parallel parking spaces as was requested. The road is not wide enough to comfortably fit parallel parking spaces and appropriately sized travel lanes (travel lanes widths should not be reduced below 10-feet). Furthermore, TAC was very concerned that given the narrow roadway, it could be dangerous for persons entering and existing their vehicles on the driver’s side. The addition of on-street parking would also require significantly shifting the existing double yellow line in the center of the road. This would require regrading of the entire roadway, as the road is currently crowded at the center line.

- (4) Proposed 10-foot lane widths – TAC supported the proposed reduction in the east and westbound travel lane widths to 10-feet. TAC recommends keeping the yellow center line in its current location, and measuring the lane widths 10-feet off of that line. Therefore, the distance between the yellow center line and the white shoulder line would be 10-feet.

### **Request for 15-minute parking at Moda Cleaners, Main Street**

The Town Manager's office has received a request from the owner of Moda Cleaners located on Main Street near the intersection of Swanton Street (in the same plaza as Andrea's Pizza) to change the on-street parking regulations in front of his business from 2-hour parking to 15-minute parking.

TAC Recommendation: TAC received the area and believes there are approximately three spaces that would be impacted on Main Street between Swanton Street and the end of the block that contains Moda Cleaners. TAC was concerned that a 15-minute time limit would not be enough for other businesses in that building, such as Andrea's Pizza. Instead, TAC recommends that the time limit be set at 30-minutes, subject to a public hearing where the thoughts of other business in the area can be heard.

### **Glen Road Traffic Calming Request**

On February 14, 2016, the Town Manager's office received a letter from Gerald and Gayle O'Grady, who reside at 21 Glen Green (formerly residents of Glen Road since 1982). They have expressed concern regarding the traffic situation in the Glen Road/Glen Green neighborhood. In particular, they noted that street is used as a cut-through between Cambridge Street and Church Street, which creates problems with the volume and speed of traffic through the neighborhood, and potential conflicts with children playing and using the street to walk to the Ambrose School.

TAC Recommendation: TAC recommend that traffic counters be placed on Glen Road to collect data on the speed and volume of traffic flowing through the neighborhood. One option discussed by the members of TAC was the installation of a "Do Not Enter" at one end of Glen Road that would restrict traffic flow during certain hours of the day.

Traffic counts were collected by the Engineering Department between Wednesday, May 11, 2016 and Tuesday, May 17, 2016 (note that the Engineering Department's equipment malfunctioned during an earlier attempt to collect the data). Below is a summary of the key findings from the traffic counts; a copy of the detailed data is attached to this memo:

- The weekday total daily traffic volumes on Glen Road ranged from 376 to 471 vehicles per day, with an average of 428 vehicles per day.
- The 85-percentile speed recorded on Glen Road was 27 MPH in the westbound direction and 25 MPH in the eastbound direction.
- There was generally a higher volume of traffic traveling westbound on Glen Road (*i.e.* from Church Street to Cambridge Street). The counts ranged between 173 and 273 in the westbound direction, with an average of 220 vehicles per day, versus 198 to 237 in the eastbound direction, with an average of 208 vehicles per day.

- In both the eastbound and westbound directions, there was always a higher volume of cars traveling on Glen Road in the weekday morning peak hour (identified as 8 – 9AM) as compared to the weekday afternoon peak hour (time varied depending on day).
- For traffic traveling westbound (*i.e.* Church Street to Cambridge Street), the weekday peak morning hour was identified as 8 – 9AM, with a volume of cars ranging from 23 to 54 in that one-hour period. The peak afternoon hour varied depending on the day between 4 – 5 PM, 5 – 6PM, or 6 – 7PM, with the volume of cars ranging between 18 and 43 on a given day in that one-hour period.
- For traffic traveling eastbound (*i.e.* Cambridge Street to Church Street), the weekday, non-holiday peak morning hour was identified as 8 – 9AM, with a volume of cars ranging from 18 to 43 in that one-hour period. The peak afternoon hour varied depending on the day between 2 – 3PM, 3 – 4PM, 4 – 5PM, and 5 – 6PM, indicating that there is not a strong daily pattern in the afternoon. The volume of cars ranged between 19 and 25 on a given day in that one-hour period.

TAC recommends that the traffic count data be presented at a public hearing so that the neighborhood can consider a potential “Do Not Enter” sign at one end of Glen Road. It is also worth noting that MassDOT is in the process of improving the existing traffic signals at the intersections of Church Street, Bacon Street, and Fletcher Streets, and the intersection of Church Street, High Street, and Cambridge. MassDOT is also installing a new signal at the intersection of Cambridge Street and Everett Avenue. These new traffic signals may impact the overall flow of traffic through the Glen Road neighborhood. Therefore, it may be prudent to wait until these improvements are complete before moving forward with any changes on Glen Road. Additional traffic counts could be conducted after the new signals have been operating for some period of time.

## Glen Road Traffic Counts

Date Taken: 5/11/16 - 5/17/16 (full days)

### Glen Road (Total Vehicles)

Date	Day of the Week	Peak Morning		Peak Afternoon		Total Daily Volume	85% Speed
		Time	#Cars	Time	#Cars		
5/11/2016	Wednesday	8-9am	95	5-6pm	48	442	27 MPH
5/12/2016	Thursday	8-9am	76	5-6pm	59	471	
5/13/2016	Friday	8-9am	41	4-5pm	43	376	
5/14/2016	Saturday	11-12pm	31	12-1pm	32	290	
5/15/2016	Sunday	11-12pm	15	6-7pm	20	162	
5/16/2016	Monday	8-9am	89	5-6pm	33	385	
5/17/2016	Tuesday	8-9am	86	5-6pm	41	467	
		AVE=	77		45	428	

### Glen Road (Church Street to Cambridge Street)

Date	Day of the Week	Peak Morning		Peak Afternoon		Total Daily Volume	85% Speed
		Time	#Cars	Time	#Cars		
5/11/2016	Wednesday	8-9am	54	5-6pm	27	242	27 MPH
5/12/2016	Thursday	8-9am	45	4-5pm	43	273	
5/13/2016	Friday	8-9am	23	4-5pm	20	173	
5/14/2016	Saturday	11-12pm	16	12-1pm	16	142	
5/15/2016	Sunday	7-8am	5	4-5pm	10	73	
5/16/2016	Monday	8-9am	46	6-7pm	18	181	
5/17/2016	Tuesday	8-9am	46	5-6pm	26	230	
		AVE=	43		27	220	

### Glen Road (Cambridge Street to Church Street)

Date	Day of the Week	Peak Morning		Peak Afternoon		Total Daily Volume	85% Speed
		Time	#Cars	Time	#Cars		
5/11/2016	Wednesday	8-9am	41	5-6pm	21	200	25 MPH
5/12/2016	Thursday	8-9am	31	5-6pm	25	198	
5/13/2016	Friday	8-9am	18	4-5pm	23	203	
5/14/2016	Saturday	10-11am	15	12-1pm	16	148	
5/15/2016	Sunday	11-12pm	10	6-7pm	11	89	
5/16/2016	Monday	8-9am	43	2-3pm	19	204	
5/17/2016	Tuesday	8-9am	40	3-4pm	26	237	
		AVE=	35		23	208	