

The Road Book

Conditions, Performance and Plans

Town of Winchester, Massachusetts

October 23, 2017

The Road Book

The **Road Book** summarizes the conditions, performance and plans for Winchester's roadway, traffic, bikeway, walkway, parking and transit facilities and services. The purpose is to provide the Board of Selectmen, other Town boards and committees, and the public with a general overview of the Town's near-term transportation infrastructure needs and plans and to better inform coordination of policies, programs and projects.

The Road Book lists planned and programmed improvements for:

- **FY2018** (July 1, 2017 to June 30, 2018)
 - **FY2019** (July 1, 2018 to June 30, 2019)
 - **FY2020** (July 1, 2019 to June 30, 2020)
-
- **Planned improvements** are proposed improvements that address known problems and needs.
 - **Programmed improvements**, which are indicated by an asterisk (*), are planned improvements that have been approved by the appropriate Town board or department and funded for implementation.

The Engineering Department and the Planning Office maintain the Road Book for the Board of Selectmen. They updated the information annually to cover the next three fiscal years.

Unless otherwise noted, the Town of Winchester is the source of maps and data.

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Winchester Complete Streets Policy



Town of Winchester

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Town of Winchester Complete Street Policy	
Effective Date	April 25, 2016
Expiration Date	April 25, 2021
Date Last Revised	April 25, 2016
Planning Board vote to recommend	April 12, 2016
Selectmen vote to adopt policy	April 25, 2016

COMPLETE STREETS POLICY

Vision and Purpose:

Complete Streets are designed and operated to provide safety and accessibility for all the users of our roadways, trails and transit systems, including pedestrians, bicyclists, transit riders, motorists, commercial vehicles, and emergency vehicles and for people of all ages and of all abilities. The Town of Winchester recognizes that Complete Streets principles contribute toward the safety, health, economic viability, and quality of life in a community by providing accessible and efficient connections between home, school, work, recreation and retail destinations by improving the pedestrian and vehicular environments throughout communities. The purpose of Winchester's Complete Streets policy, therefore, is to accommodate a wide range of road users by creating a road network that meets the needs of individuals utilizing a variety of transportation modes. It is the intent of the Town of Winchester to formalize the plan, design, operation and maintenance of streets so that they are safe for all users of all ages and abilities as a matter of routine. This policy directs decision-makers to consistently plan, design, and construct streets to reasonably accommodate all anticipated users including, but not limited to pedestrians, bicyclists, motorists, emergency vehicles, and freight and commercial vehicles.

Core Commitment:

The Town of Winchester recognizes that users of various modes of transportation, including, but not limited to, pedestrians, cyclists, transit and school bus riders, motorists, delivery and service personnel, freight haulers, and emergency responders, are legitimate users of streets and deserve safe facilities. "All Users" includes users of all ages and abilities.

The Town of Winchester recognizes that roadway projects, whether new, maintenance, or reconstruction, are potential opportunities to apply Complete

Streets design principles. The Town will, to the maximum extent practical, design, construct, maintain, and operate all streets to provide for a comprehensive and integrated street network of facilities for people of all ages and abilities. Where feasible, Complete Streets design recommendations shall be incorporated into all publicly and privately funded projects. This includes transportation infrastructure and street design projects requiring funding or approval by the Town of Winchester, as well as projects funded by the state and federal government, such as Chapter 90 funds, Town improvement grants, Transportation Improvement Program (TIP), the MassWorks Infrastructure Program, Community Development Block Grants (CDBG), Capital Funding, and other state and federal funds for street and infrastructure design. The same will be applied to private developments and related street design components or corresponding street-related components. In addition, to the extent practical, state-owned roadways will comply with the Complete Streets resolution, including the design, construction, and maintenance of such roadways within Town boundaries.

Transportation infrastructure may be excluded, upon approval by the Board of Selectmen and/or its designee, where documentation and data indicate that:

- (1) Specific uses are prohibited by law, such as interstate freeways or pedestrian malls. In these cases, an effort will be made for accommodations elsewhere.
- (2) The cost or impact of the application is excessively disproportionate to the need, probable use, or probable future use.
- (3) Other Town policies, regulations, or requirements contradict or preclude implementation of complete streets principles.

Best Practices:

The Town of Winchester Complete Streets policy will focus on developing a connected, integrated network that serves all road users. Complete Streets will be integrated into policies, planning, and design of all types of public and private projects, including new construction, reconstruction, rehabilitation, repair, and maintenance of transportation facilities on streets and redevelopment projects. Implementation of the Town of Winchester Complete Streets Policy will be carried out cooperatively between all departments, and to the greatest extent possible, with multi-jurisdictional cooperation among other parties, including but limited to private developers, and state, regional, and federal agencies.

Complete Streets principles include the development and implementation of projects in a context sensitive manner in which project implementation is considerate of the community's physical, economic, and social setting. The context-sensitive approach to process and design includes a range of goals by considering stakeholder and community values on a level plane with the project need. It includes goals related to livability with participation by those affected in order to gain project consensus and design flexibility in the balance of user needs. The overall goal of this approach is to preserve and enhance Winchester's scenic,

aesthetic, historical, and environmental resources while improving or maintaining safety, mobility, and infrastructure conditions, with considerations as to reasonableness.

The Town of Winchester recognizes that "Complete Streets" may be achieved through single elements incorporated into a particular project or incrementally through a series of smaller improvements or maintenance activities over time. The latest design guidance, standards, and recommendations available will be used in the implementation of Complete Streets including:

- The Massachusetts Department of Transportation "Project Design and Development Guidebook";
- The latest edition of American Association of State Highway Transportation Officials (AASHTO) "A Policy on Geometric Design of Highway and Streets";
- The United States Department of Transportation Federal Highway Administration's "Manual on Uniform Traffic Design Controls" (2009, as amended);
- The Architectural Access Board (AAB) 521CMR Rules and Regulations; and
- Documents and plans created for the Town of Winchester, such as bicycle and pedestrian network plans.

Complete Streets implementation and effectiveness should be constantly evaluated for success and opportunities for improvement. The Town will produce an annual inventory of new infrastructure projects utilizing complete street elements, and will develop additional performance measures to better gauge implementation and effectiveness of these policies.

Implementation:

The Town shall make Complete Streets practices a routine part of everyday operations, shall approach every transportation project and program as an opportunity to improve streets and the transportation network for all users, and shall work in coordination with other departments, agencies, and jurisdictions to achieve Complete Streets.

Town shall review and either revise or develop proposed revisions to all appropriate planning documents (master plans, open space and recreation plan, etc.), as well as review any applicable zoning bylaws, subdivision regulations, and other bylaws, procedures, rules, regulations, guidelines, programs, and templates to integrate Complete Streets principles in all Street Projects on streets. A committee designated by the Town Manager will be created to implement this initiative. The Town shall maintain a comprehensive inventory of pedestrian and bicycle facility infrastructure that will prioritize projects to eliminate gaps in the sidewalk and bikeway network.

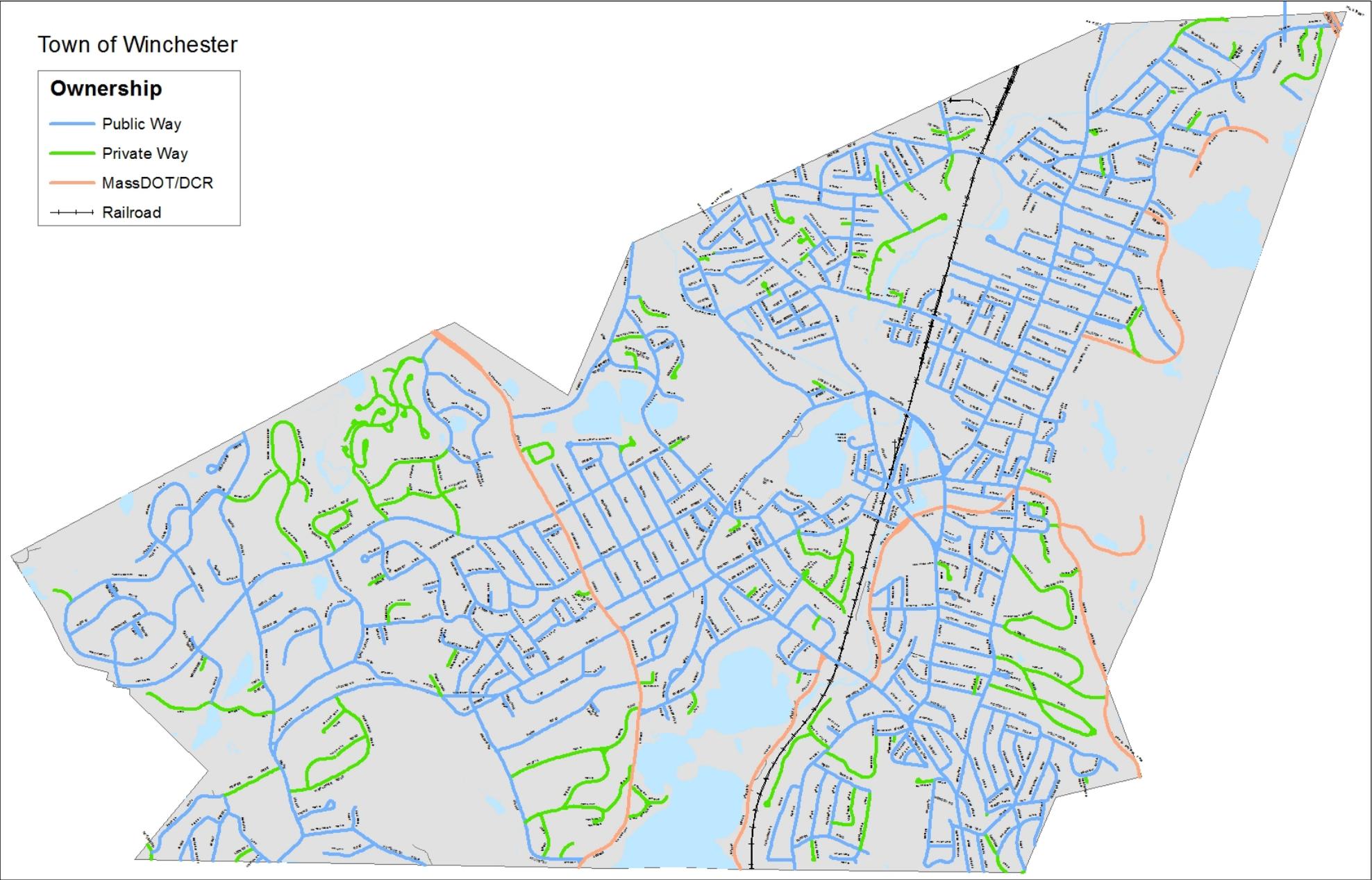
The Town will reevaluate Capital Improvement Projects prioritization to encourage implementation of Complete Streets principles. Municipal road repairs, upgrades, and expansion projects on the public right-of-way will be reviewed for the incorporation of complete street elements.

The Town will train pertinent town staff and decision-makers on the content of Complete Streets principles and best practices for implementing policy through workshops and other appropriate means.

The Town will utilize inter-department coordination to promote the most responsible and efficient use of resources for activities within the public way. The Town will seek out appropriate sources of funding and grants for implementation of Complete Streets policies.


Lance Grenzeback
Chair, Winchester Board of Selectmen

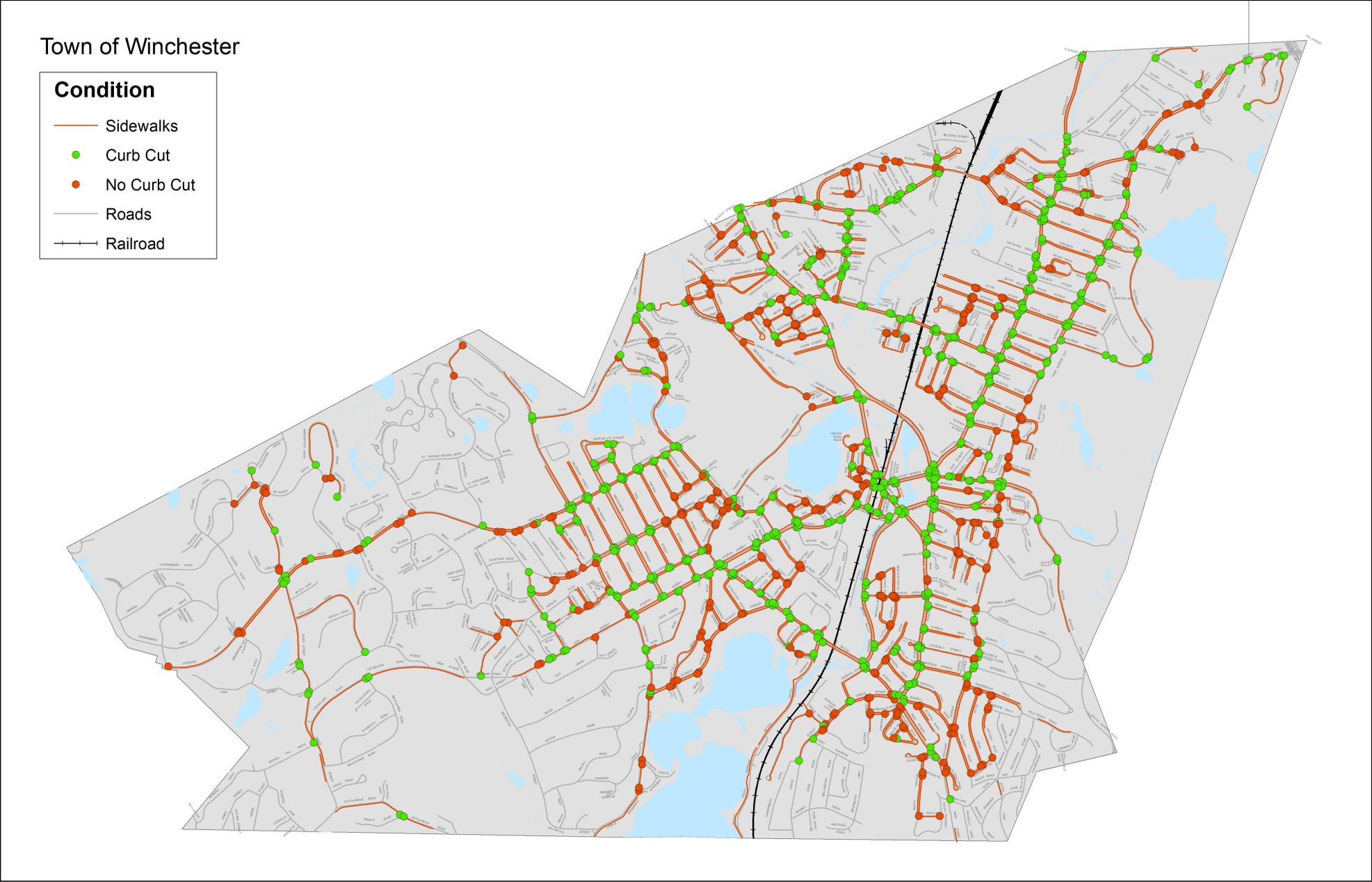
Public Ways, Private Ways, State Highways, DCR Parkway Map



The Town of Winchester owns and maintains approximately 90 miles of public ways.

The map shows the location of Town-owned roads (“Public Way,” private ways (“Private Way”), state highways (“MassDOT”) and state Department of Conservation and Recreation parkways (“DCR”).

Public Sidewalks Map

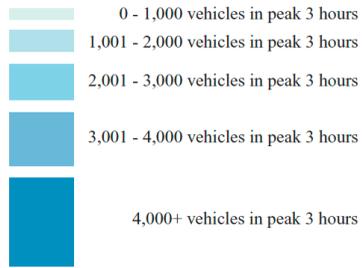


The Town of Winchester owns and maintains approximately  miles of public sidewalks.

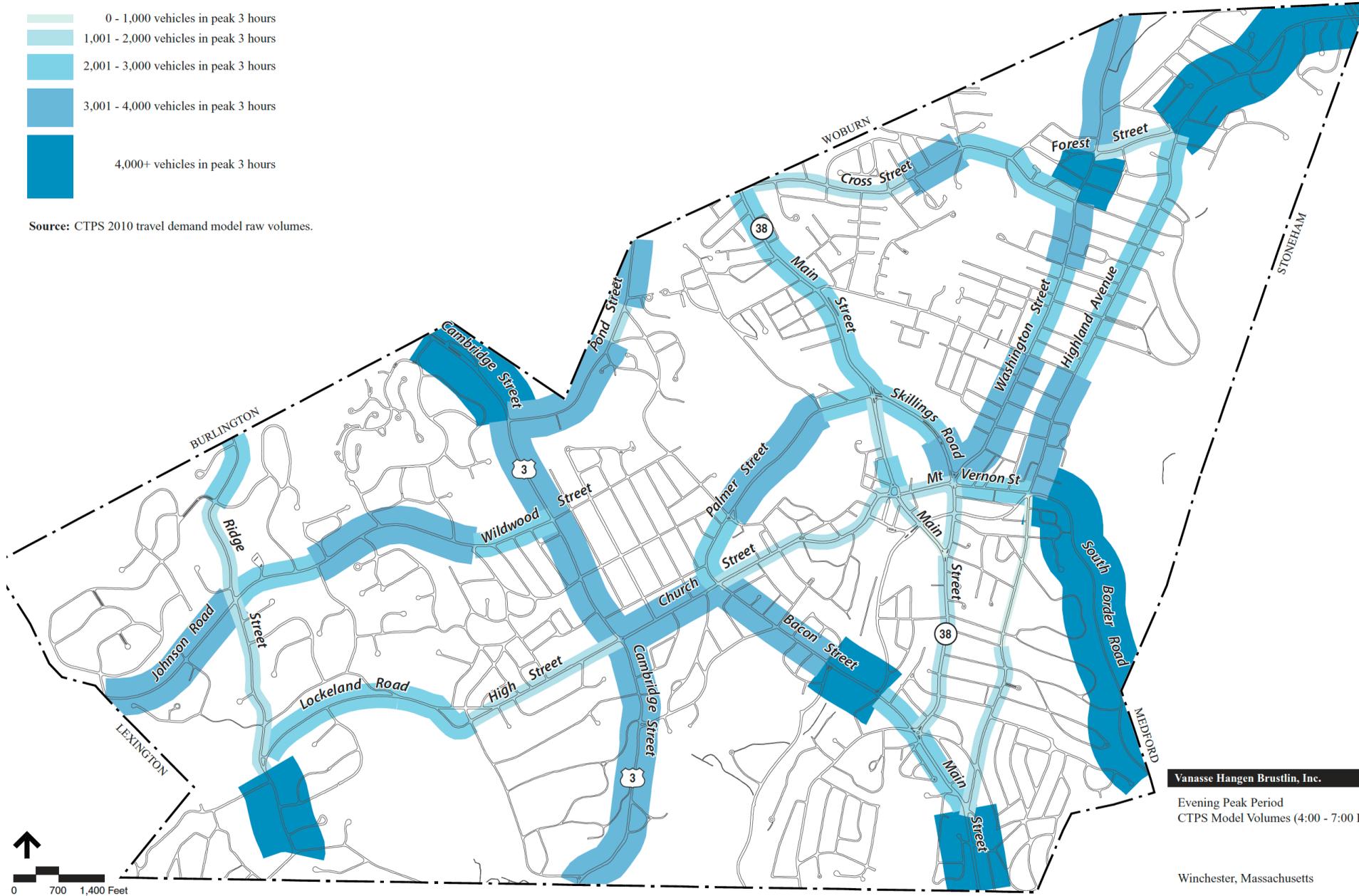
The map shows the location of paved sidewalks and Americans with Disabilities Act (ADA) ramps (curb cuts).

Traffic Volumes: Current Conditions Map

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Source: CTPS 2010 travel demand model raw volumes.



Vanasse Hangen Brustlin, Inc.

Evening Peak Period
CTPS Model Volumes (4:00 - 7:00 PM)

Winchester, Massachusetts

Estimated traffic volumes during the weekday-evening peak travel hours (400PM to 700PM) in 2010. (The model does not cover all roadways in Winchester.)

The highest volume roads carried over 4,000 vehicles during the period.

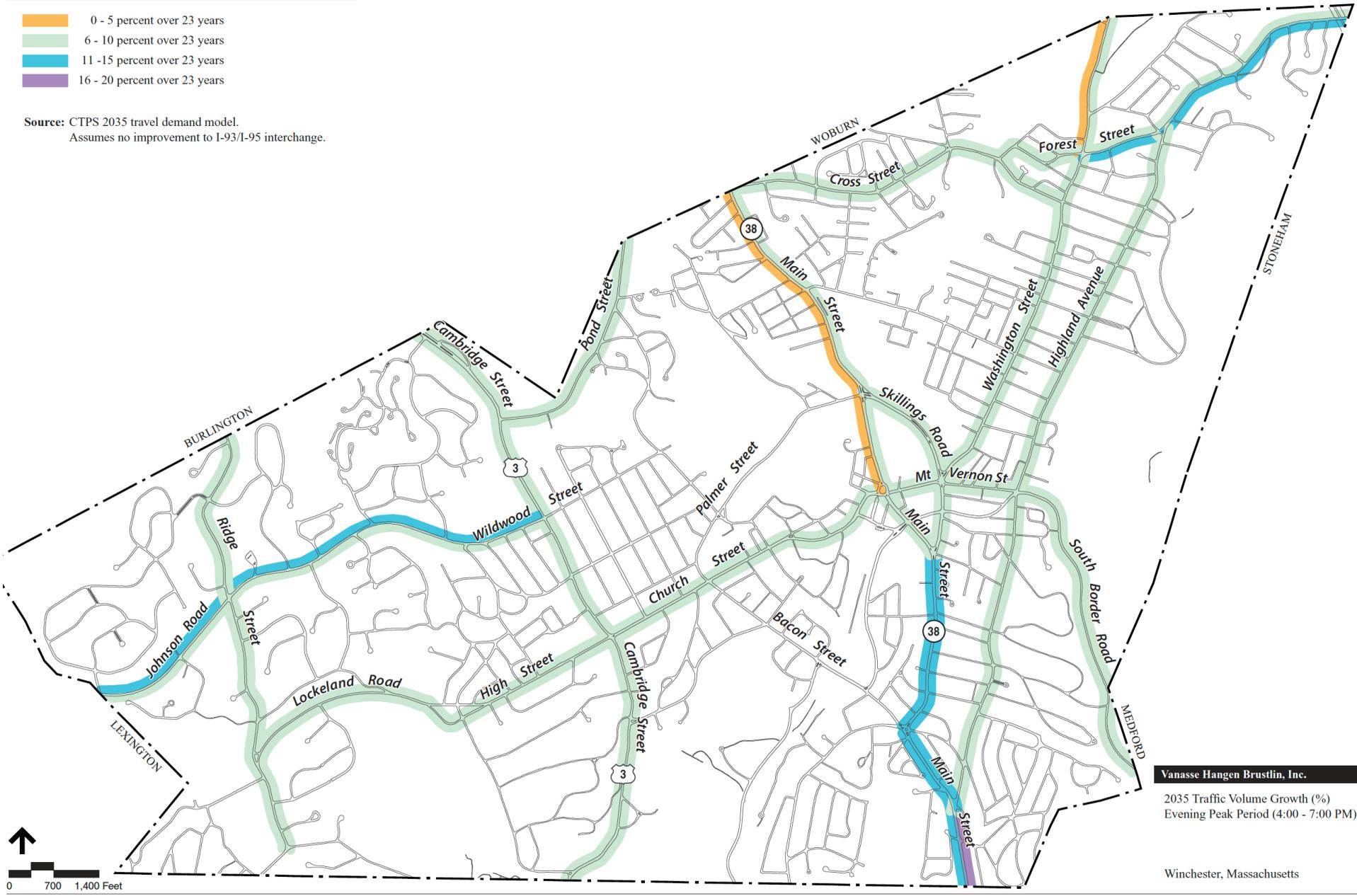
Source: Map prepared by VHB using data provided by the Boston Region Metropolitan Planning Organization (MPO) Central Transportation Planning Staff (CTPS); 2010 Model Volumes, Weekday-Evening Peak Period (400P-700P).

Traffic Volumes: Projected Growth to 2035 Map

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- 0 - 5 percent over 23 years
- 6 - 10 percent over 23 years
- 11 - 15 percent over 23 years
- 16 - 20 percent over 23 years

Source: CTPS 2035 travel demand model.
Assumes no improvement to I-93/I-95 interchange.



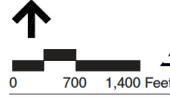
Projected percentage increase in traffic volumes during the weekday-evening peak travel hours (400PM to 700PM) in 2035. (The model does not cover all major roadways in Winchester.)

Source: Map prepared by VHB using data provided by the Boston Region Metropolitan Planning Organization (MPO) Central Transportation Planning Staff (CTPS); 2035 Model Volumes.

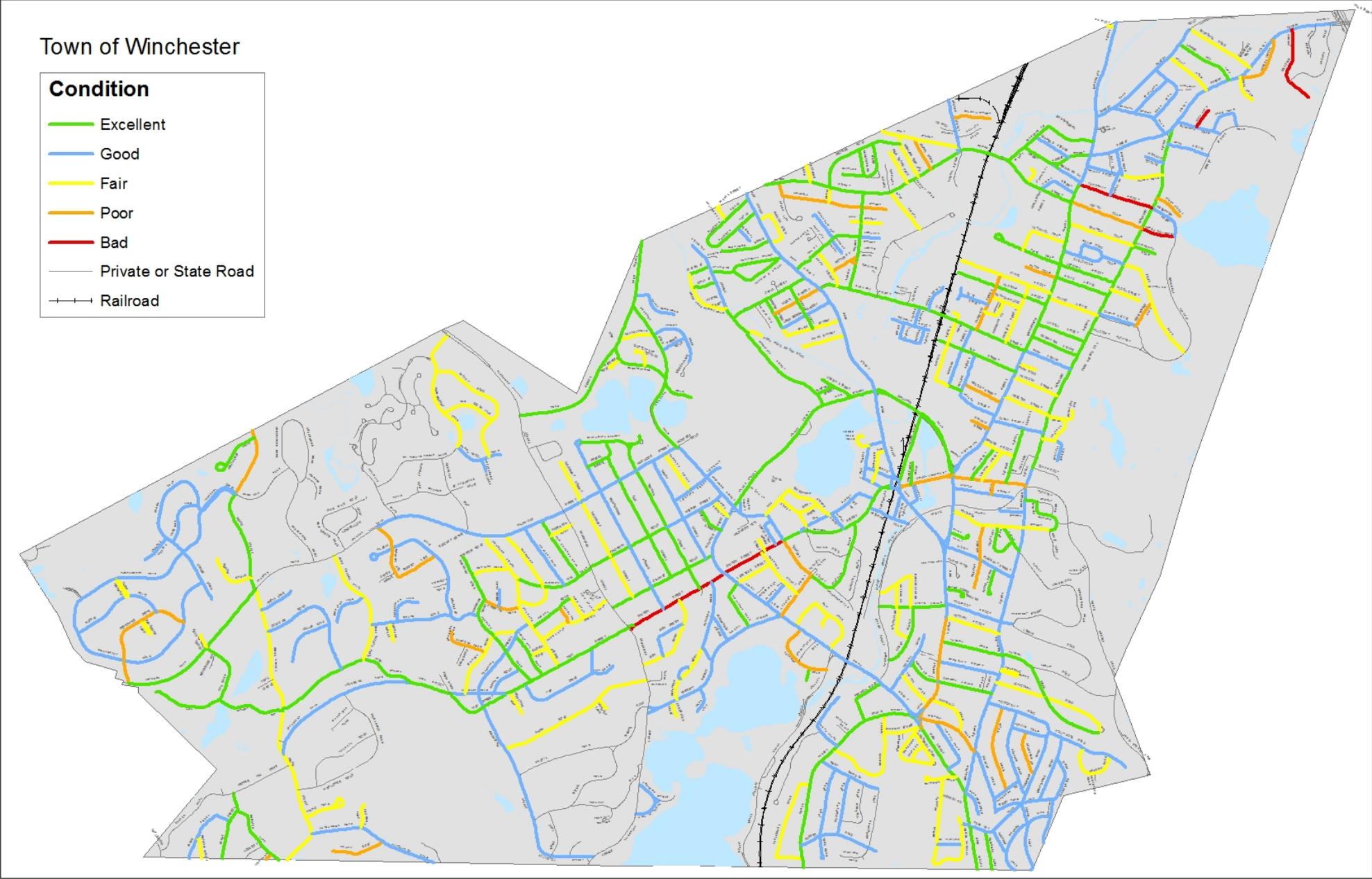
Vanasse Hangen Brustlin, Inc.

2035 Traffic Volume Growth (%)
Evening Peak Period (4:00 - 7:00 PM)

Winchester, Massachusetts



Pavements: Current Conditions Map



Pavements: Current Conditions

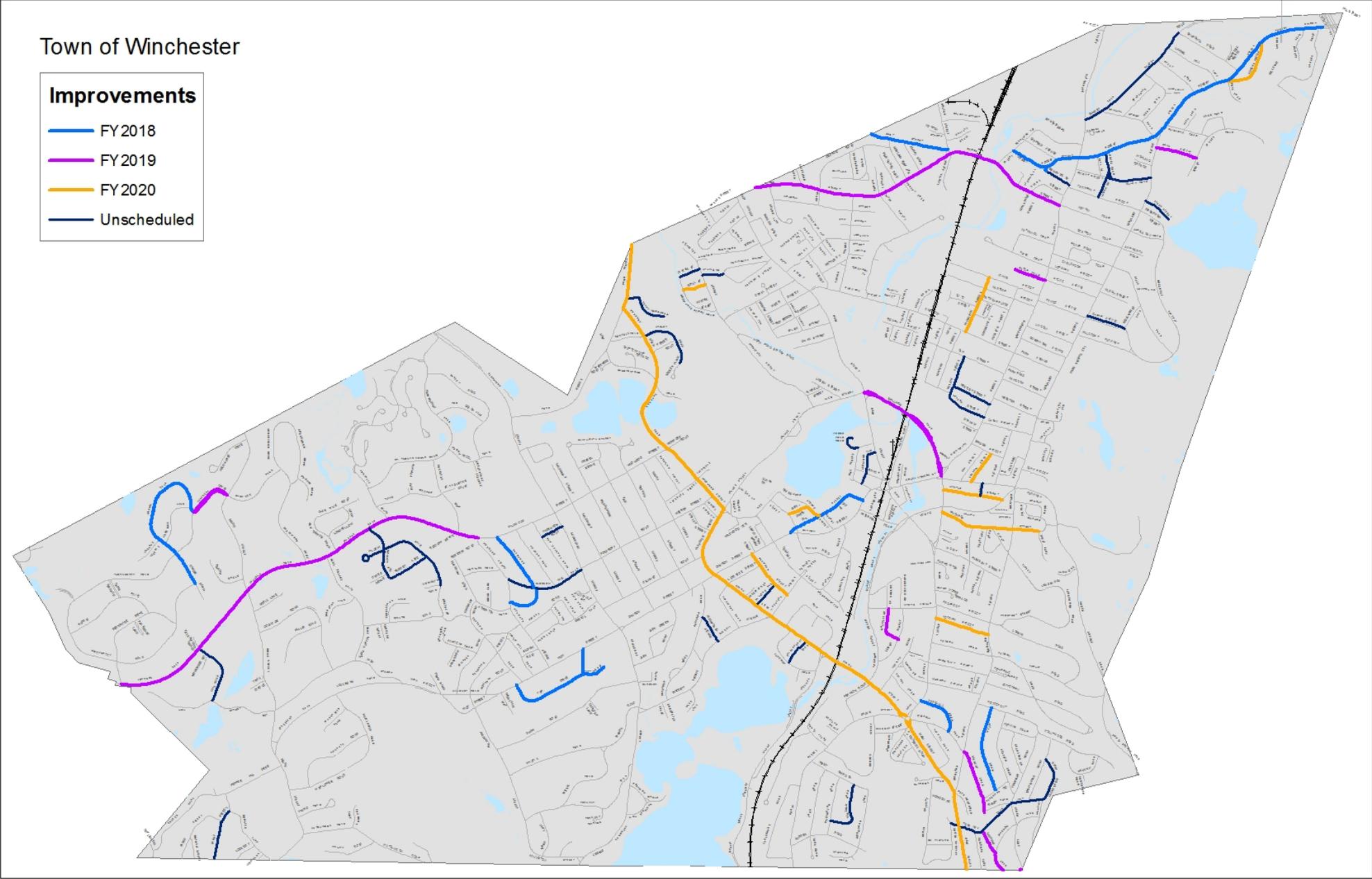
Winchester maintains approximately 90 miles of Town-owned roadway. The Department of Public Works surveys and rates the pavement conditions of the roadway using the following scale:

- Green = Excellent (1)
- Blue = Good (2)
- Orange = Fair (3)
- Yellow = Poor (4)
- Red = Bad (5)

Program Goals

- Eliminate traffic-related **fatalities** and injuries (“Zero Fatalities”).
- Keep roads **passable** for vehicles, bicycles, and pedestrians.
- Maximize **benefits** to roadway users while minimizing **life-cycle costs** to the Town.
- Invest **equitably** across the Town.

Pavements: Planned Improvements Map



Pavements: Planned Improvements

The map shows the location of planned and programmed (*) road pavement improvements. (Paving schedules may be adjusted to accommodate utility-repair and replacement projects.)

FY2018

- Allen Road*
- Dix Street*
- East Street*
- Forest Street*
- Marshall Road*
- Robinhood Road*
- Squire Road*
- Taft Road and Circle*

FY2019

- Bates Road
- Cross Street
- Dana Avenue
- Johnson Road
- Maxwell Road
- Sargent Road
- Skillings Road
- Spruce Street
- Wincrest Road

FY2020

- Florence Street
- Forest Circle
- Glengarry Road
- Herrick Street
- Kendall Street
- Myrtle Street
- Norwood Street
- Royal Street
- Winthrop Extension
- Winthrop Street

FY2020

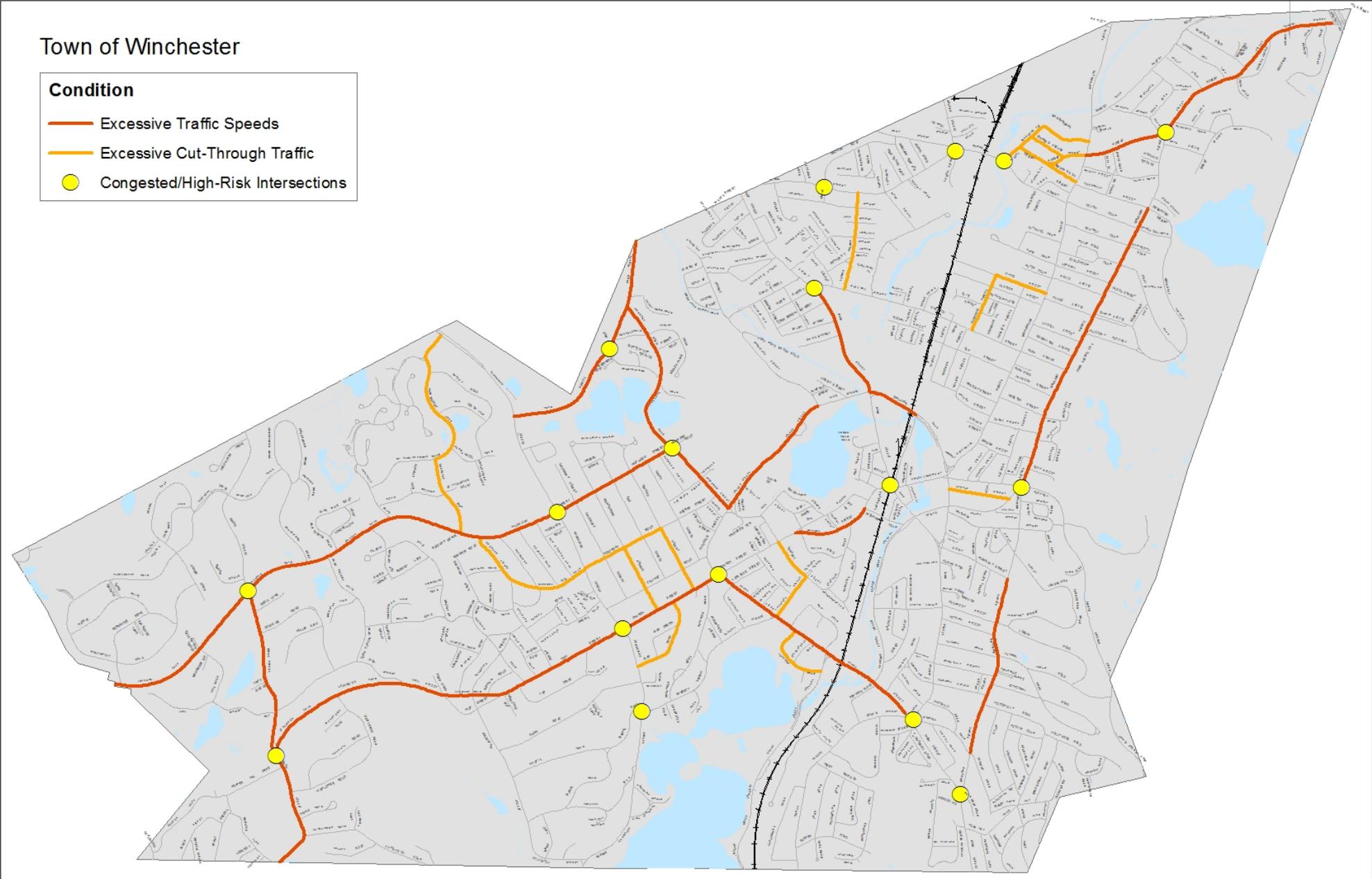
Roads to be Re-Paved by Eversource per 115kV Project MOU

- Pond Street* (substation to Woodside)
- Woodside Road*
- Wildwood Street* (Woodside to Fletcher)
- Fletcher Street*
- Bacon Street*
- Main Street* (Bacon to Medford line)

Projected Expenditures

FY2018	FY2019	FY2020
\$	\$	\$

Traffic Management: Current Conditions Map



Traffic Management: Current Conditions

The map shows roadways and intersections where excessive vehicle speeds, traffic cutting through residential neighborhoods, and inadequate traffic controls at intersections are creating unsafe conditions for drivers, bicyclists and pedestrians.

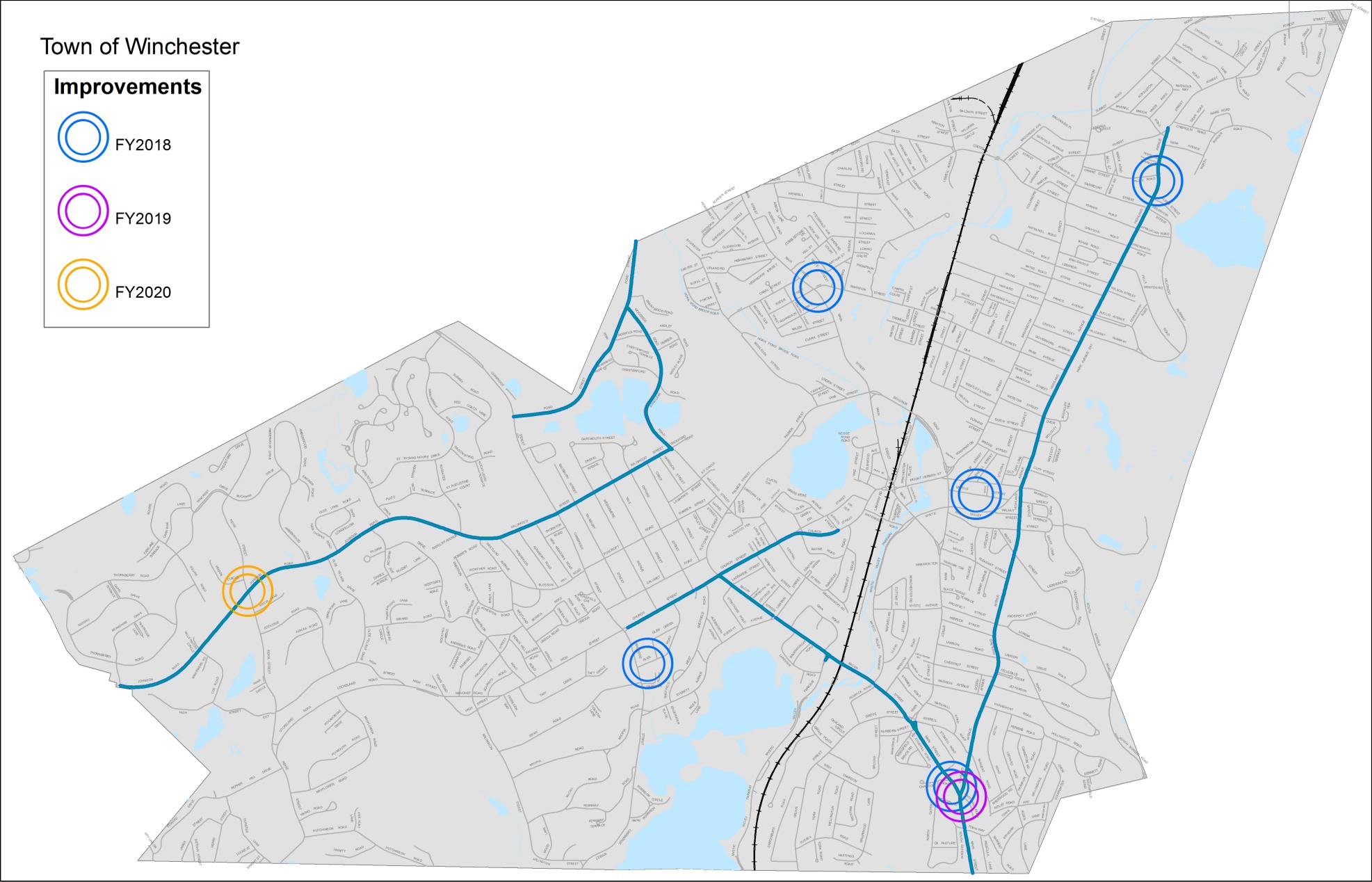
- Red = Roadways experiencing excessive traffic speeds
- Orange = Roadways experiencing excessive cut-through traffic
- Yellow = Congested/high-risk intersections

Program Goals

- Eliminate traffic-related **fatalities** and injuries (*Zero Fatalities*).
- Limit traffic **volumes** and vehicle operating **speeds** to volumes and speeds that are reasonable and proper for the type of roadway and surrounding land use.
- Accommodate the need for **access and mobility** to jobs, services, etc.
- Ensure **accessibility** for people with disabilities.
- Maintain consistency with town, state and federal government plans, policies and environmental **regulations**.
- Provide best **value** for cost.

See Appendix A for a list of the traffic management tools recommended by the Traffic Working Group.

Traffic Management: Planned Improvements Map



Traffic Management: Planned Improvements

The map shows the location of planned and programmed (*) traffic management improvements:

FY2018

- Bacon and Church – restripe travel lanes to 10 feet
- Glen Road* – install no left turn from Glen Road to Cambridge Street, no right turn from Cambridge to Glen
- Highland Avenue* – restripe travel lanes to 10 feet; post consistently for 30 mph
- Johnson and Wildwood (town line to Rte. 3) – restripe travel lanes to 10 feet; post consistently for 30 mph
- Johnson at Ridge* – install temporary traffic signals
- Main at Swanton and Water* – replace traffic lights
- Myrtle Street* – post “Do No Enter 7A-9A” at east end; post for 20 mph; install “Don’t Block Intersection” signs/markings at Washington Street; install and evaluate impact of removable speed hump
- Pond and Woodside – restripe travel lanes to 10 feet
- Squire and Thornberry Roads* – install stop signs on Squire Road approaches to Thornberry Road

FY2019

- Highland Avenue near Winchester Hospital – install “Your Speed” advisory radar signs
- Main Street at Highland Avenue* – redesign intersection
- Main Street near Highland Avenue – install “Your Speed” advisory radar signs
- Town-wide speed limit – adopt 25 mph speed limit for all neighborhood roads if not otherwise approved and posted

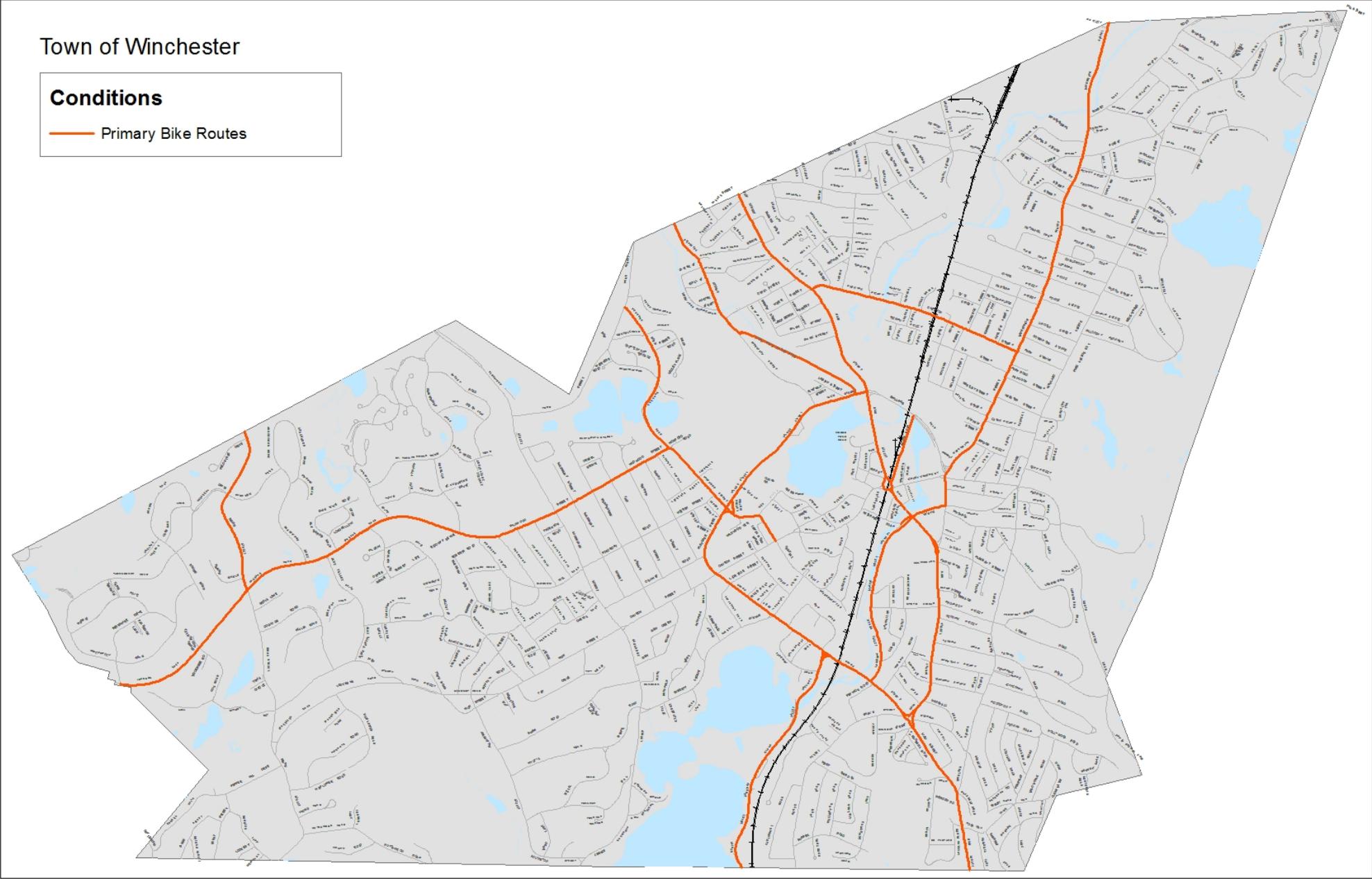
FY2020

- Johnson Road at Ridge Street* – install permanent traffic signals (SRTS grant)

Projected Expenditures

FY2018	FY2019	FY2020
\$	\$	\$

Bikeways: Current Conditions Map



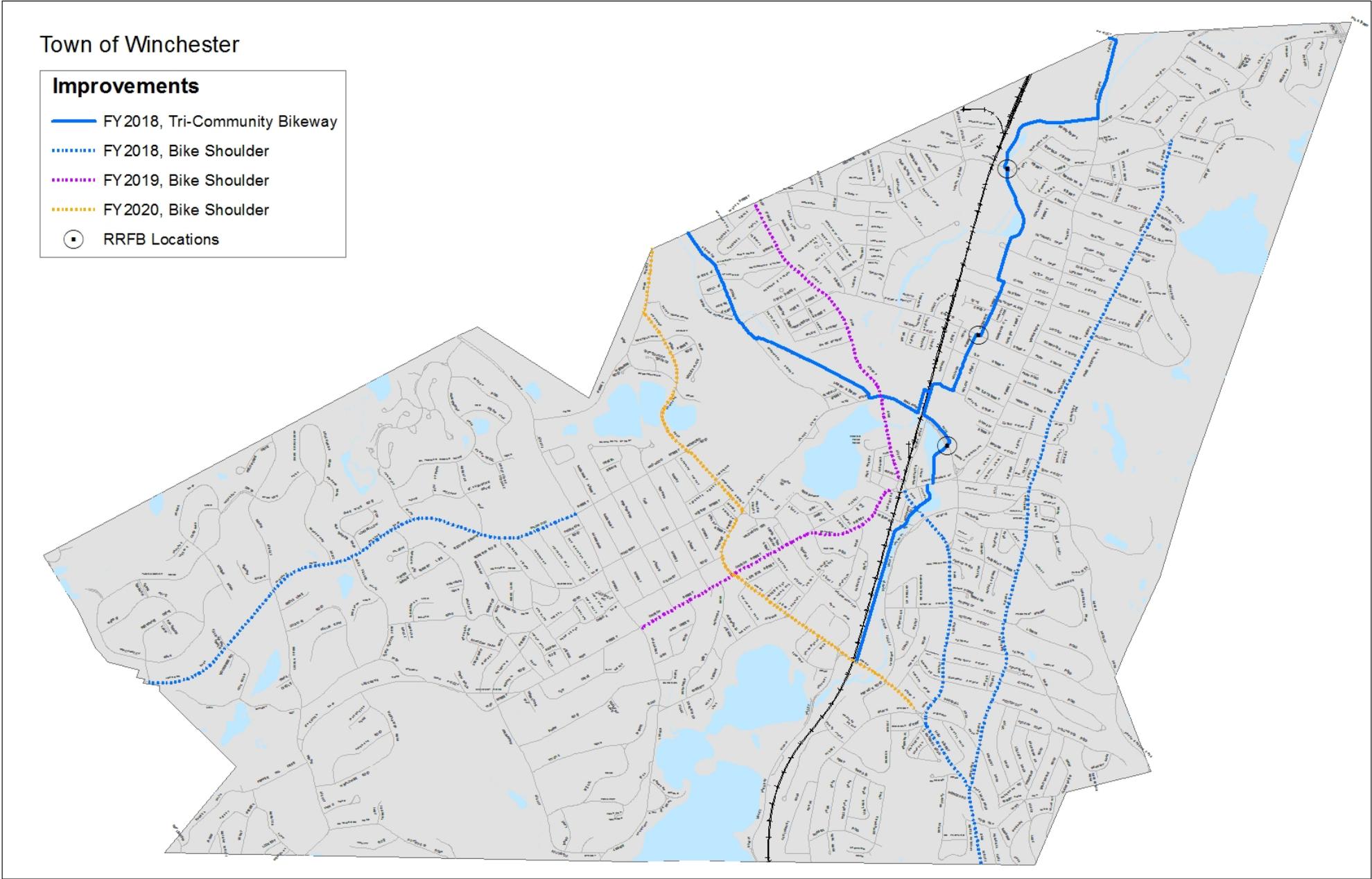
Bikeways: Current Conditions

The map shows the most heavily travelled bicycle routes.

Program Goals

- Eliminate traffic-related **fatalities** and injuries (*Zero Fatalities*).
- Establish high-volume bicycle **routes** delineated by pavement markings and signs.
- Provide vehicle lane widths and bicycle **shoulders** sufficient for vehicles to safely pass cyclists.
- Minimize roadway **obstacles** that could cause bicyclists to fall or swerve into traffic (e.g., longitudinal seams and cracks, sand, mud, wet leaves, metal utility covers and decking, etc.).

Bikeways: Planned Improvements Map



Bikeways: Planned Improvements

The map shows the location of planned and programmed (*) bikeway improvements:

FY2017

- Tri-Community Bikeway/Greenway* – Construct a shared-use, bike and pedestrian path from the Wedgemere Station area to the Winchester/Woburn line. The shared-use path will continue through Woburn to Stoneham. Project includes installation of pedestrian crossing signals (rapid flashing beacons) at the crossings at Skillings Road, Swanton Street, and Cross Street. Construction started Summer 2017; anticipated completion Fall 2018.

FY2018

- Paint a white fog line/bike shoulder line and bicycle sharrow signs on the pavements of:
 - Bacon Street from Symmes Rotary to Church Street
 - Church Street from Quill Rotary to Cambridge Street
 - Highland Avenue from Main Street to Mt. Vernon Street
 - Johnson Road and Wildwood Streets from the Lexington town line to Cambridge Street
 - Main Street* from the Winchester/Medford line to Mystic Valley Parkway at the Town Center

FY2019

- Paint a white fog line/bike shoulder line and bicycle sharrow signs on the pavements of:
 - Main Street (Quill Rotary to Woburn line)
 - Skilling Road

FY2020

- Paint (or restore) a white fog line/bike shoulder line and bicycle sharrow signs on the pavements of:
 - Bacon Street*
 - Fletcher Street*
 - Main Street* (Bacon to Medford line)
 - Pond Street* (substation to Woodside)
 - Wildwood Street* (Woodside to Fletcher)
 - Woodside Road*
 - (* Funded by Eversource per 115kV Project MOU)

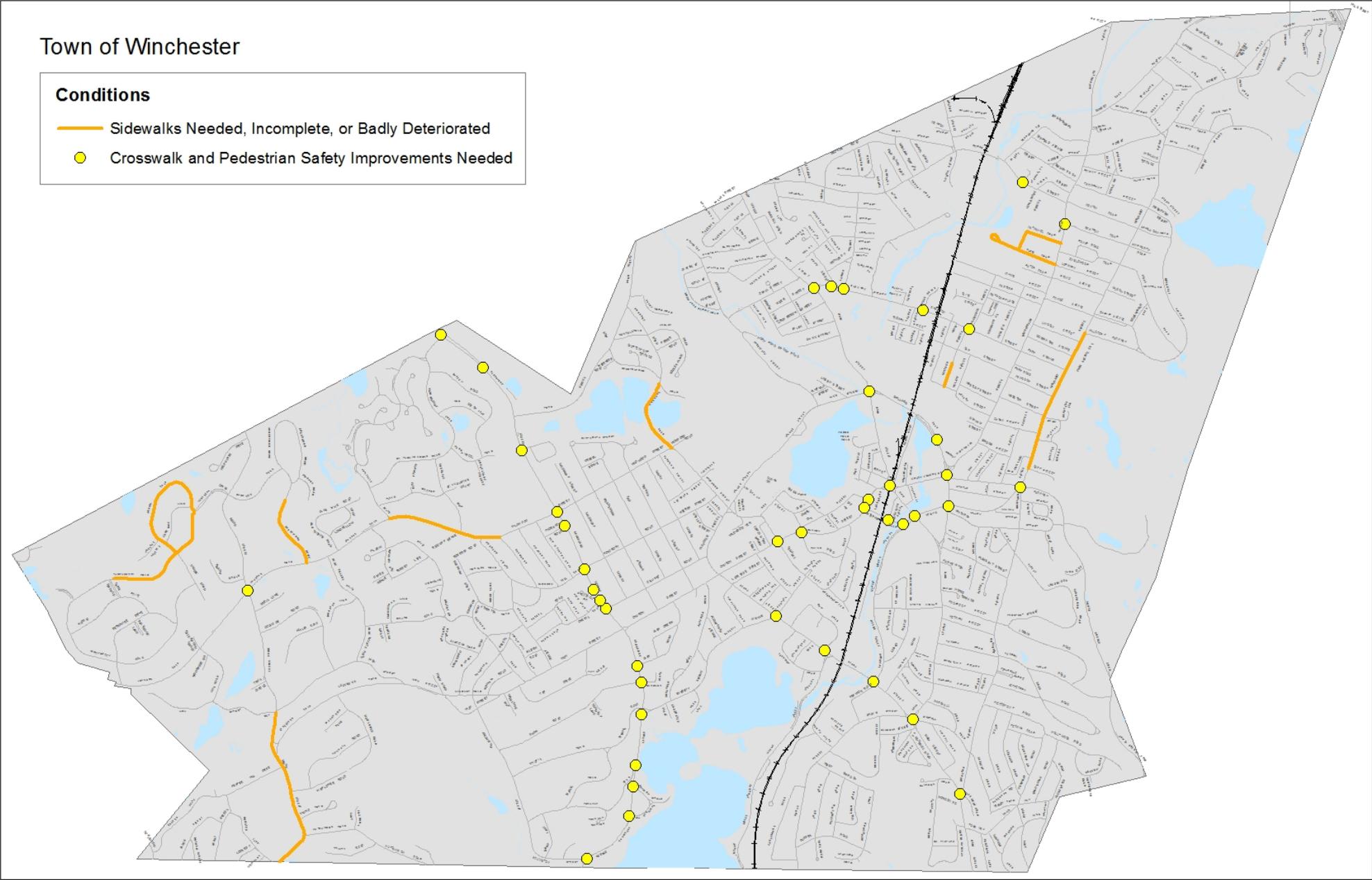
Projected Expenditures: Tri-Community Bikeway (Mass DOT)

FY2018	FY2019	FY2020
\$	\$	\$

Projected Expenditures: Town

FY2018	FY2019	FY2020
\$	\$	\$

Walkways: Current Conditions Map



Walkways: Current Conditions

Pedestrian walkways include sidewalks, paths, crosswalks, stairways, curb cuts and ramps, and transit stops. The Town owns and maintains approximately miles of sidewalk. The map shows locations where sidewalks are needed, incomplete or badly deteriorated, and where pedestrian crosswalks are needed or should be relocated.

Program Goals

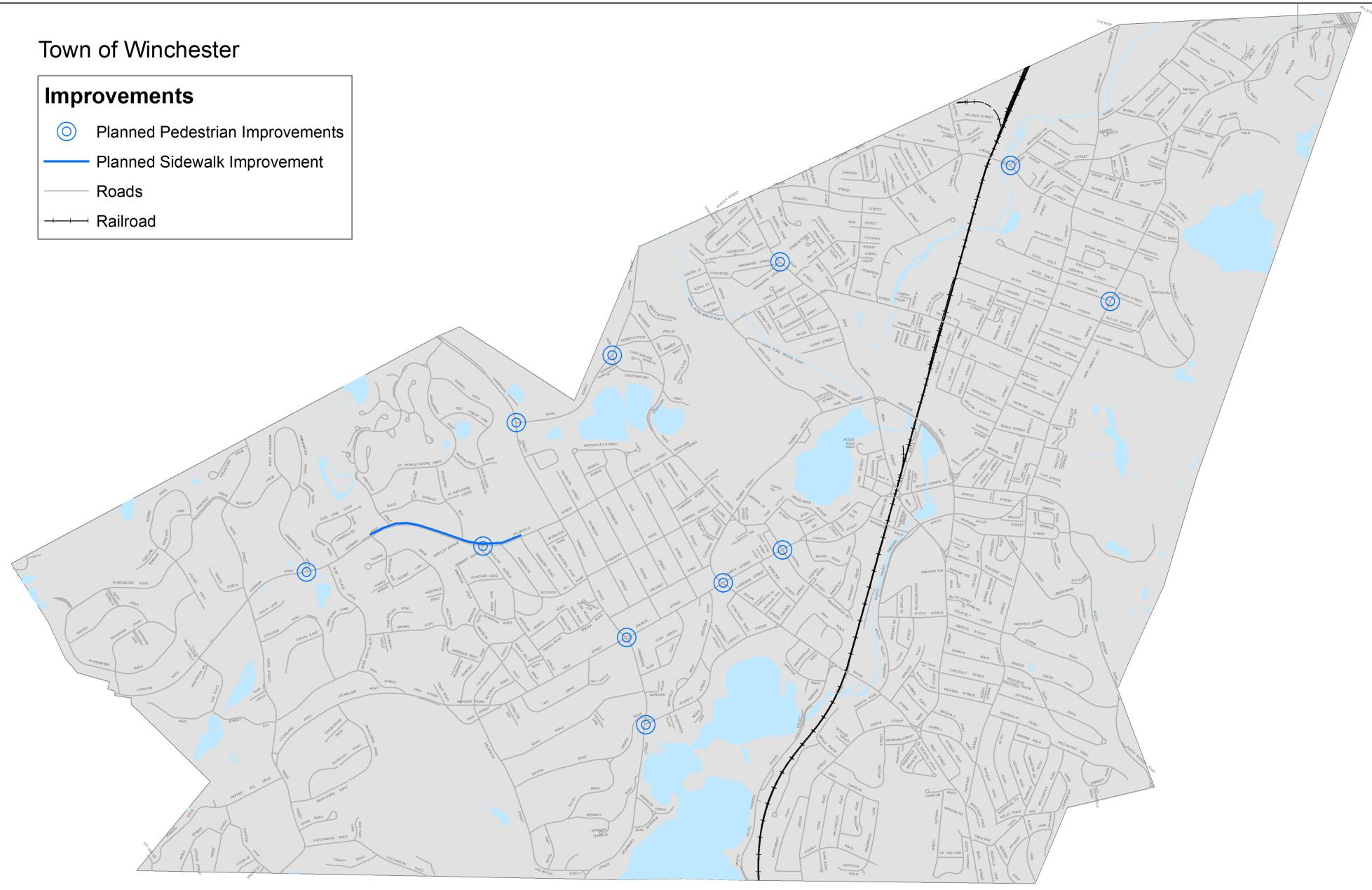
- Eliminate traffic-related **fatalities** and injuries (*Zero Fatalities*).
- Provide sidewalk **connectivity** to, from and among major activity centers (e.g., neighborhoods to schools, to and among retail stores, to houses of worship, to public fields and parks).
- Ensure that walking routes are **accessible** for people of all ages and abilities by providing ADA-compliant pedestrian ramps at intersections.
- Provide **crosswalks** at major intersections along town center roads, connector roads and main roads.
- Give pedestrians the longest appropriate **walk time** at signalized intersections.
- Maintain existing sidewalks at a **state-of-good repair**.
- Promote **walking** to reduce the need for single-occupancy-vehicle trips.

Walkways: Planned Improvements Map

Town of Winchester

Improvements

- ⊙ Planned Pedestrian Improvements
- Planned Sidewalk Improvement
- Roads
- Railroad



Walkways: Planned Improvements

The map shows the location of planned and programmed (*) pedestrian walkway improvements.

FY2017

- Amberwood Drive at Johnson Road* – install pedestrian crossing signals (rapid flashing beacons)
- Bacon Street* – install “Your Speed” advisory signs
- Church Street at Central Street* (intersection) – install ADA sidewalks and ramps; construct crosswalk span reduction/bump-outs; install pedestrian crossing signals (rapid flashing beacons).
- Cross Street at Forest Street* (4 intersections) – install ADA sidewalks and ramps; construct crosswalk span reduction/bump-outs.
- Highland Avenue at Stone* (crossing) – install pedestrian crossing signals (rapid flashing beacons)
- Highland Avenue* – install “Your Speed” advisory signs
- Lockeland Road* – install “Your Speed” advisory signs
- Loring Avenue* – install “Your Speed” advisory signs
- Pond Street at Chesterford* (intersection) – install pedestrian crossing signals (rapid flashing beacons) and tactile warning pads at existing trail crosswalk.

FY2018

- Johnson Road/Wildwood Street from Albamont Road to Bigelow Avenue sidewalk – make sidewalk improvements
- Main Street at Hemingway Street – install pedestrian crossing signals (rapid flashing beacons).
- Westland Avenue and Wildwood Street/Johnson Road – reconstruct intersection.
- Complete analysis of sidewalk needs and recommend priorities for improvements.

FY2019

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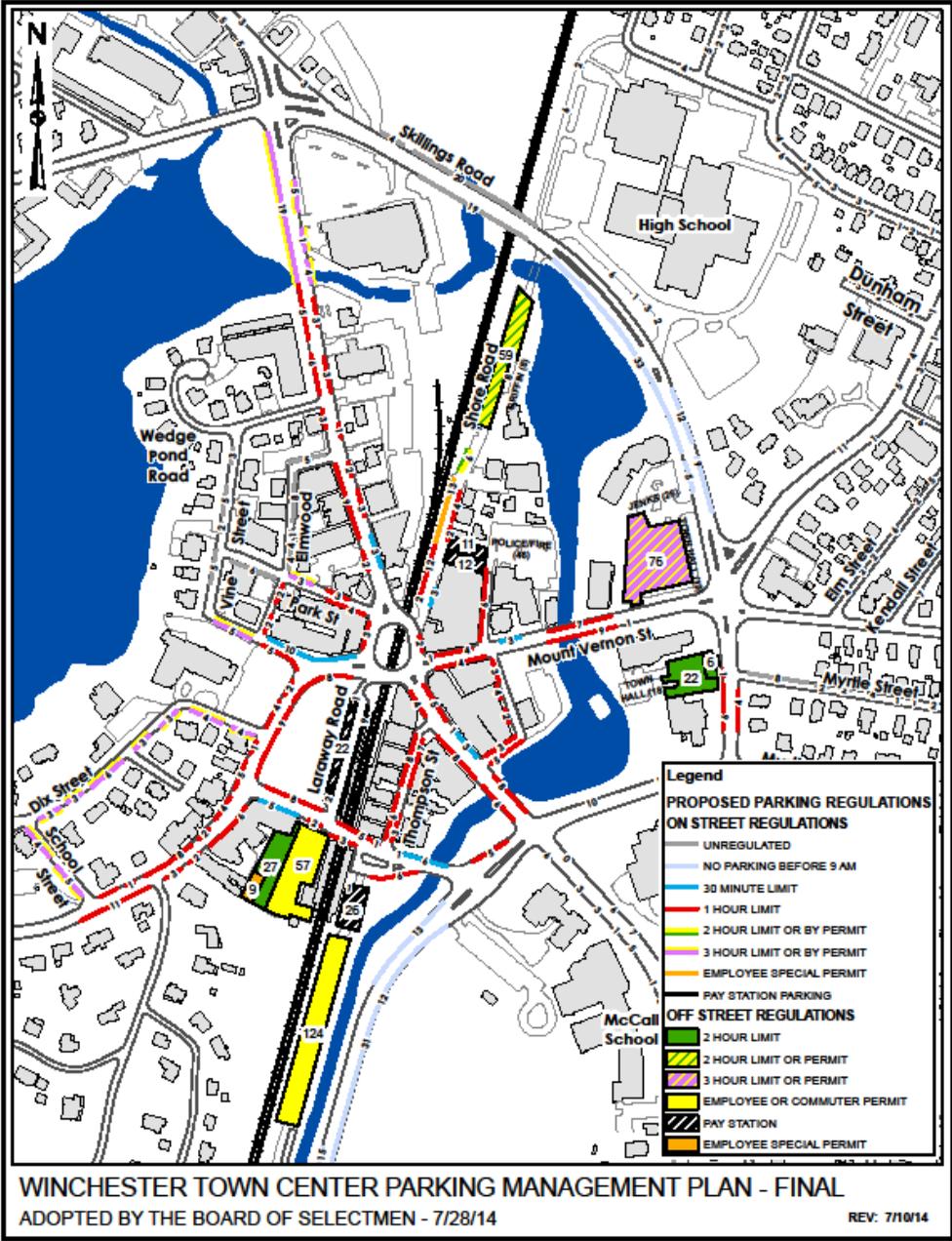
FY2020

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Projected Expenditures

FY2018	FY2019	FY2020
\$	\$	\$

Parking: Town Center – Current Conditions Map



Parking: Town Center – Current Conditions

Commuter and employee lots in the town center are near capacity. The Wedgemere commuter rail parking lot is utilized 80-90% during weekdays.

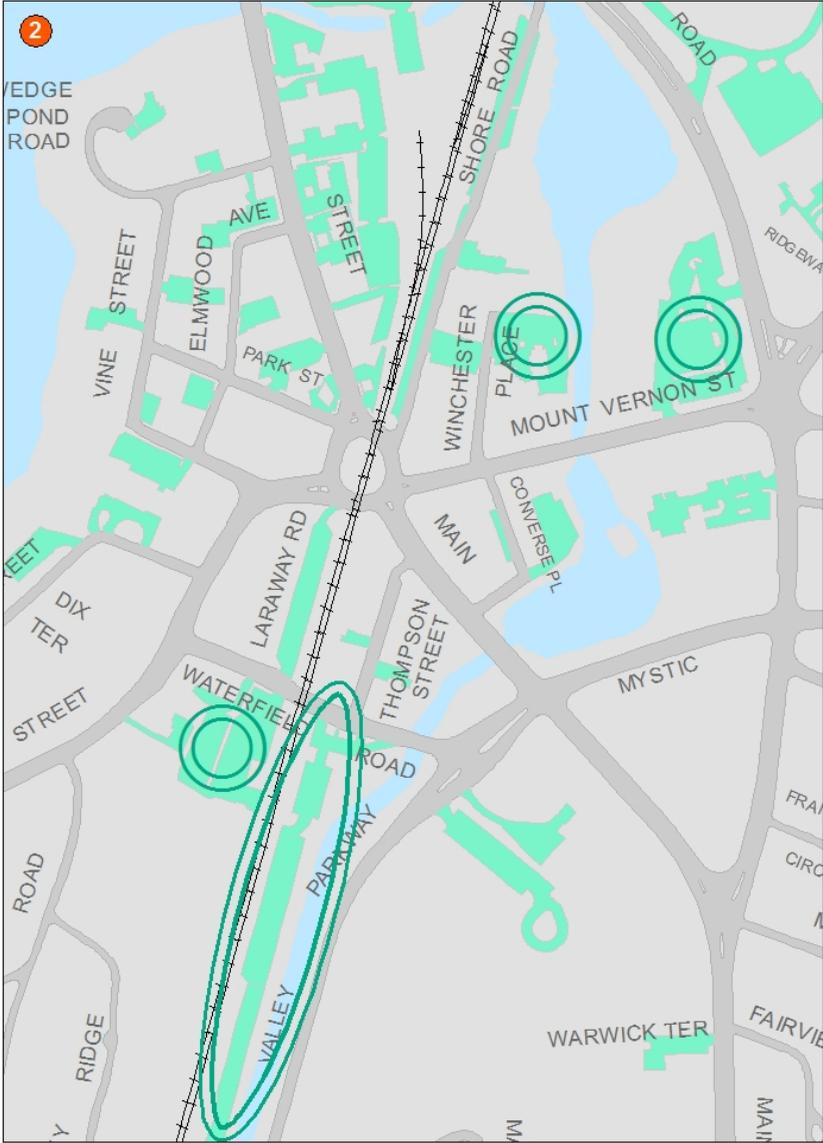
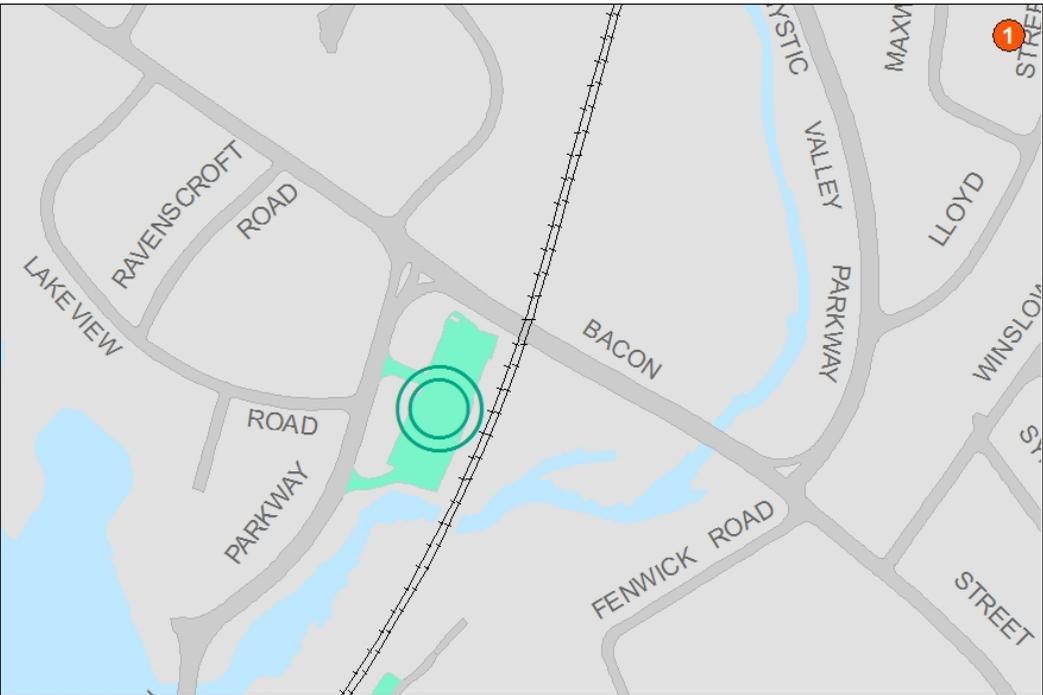
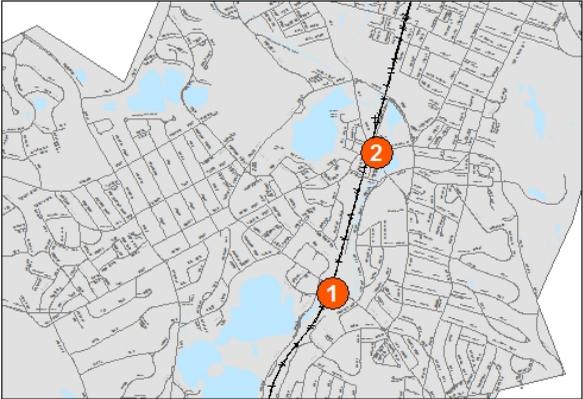
Program Goals

- Improve the **economic well being** of the town center.
- Provide convenient parking for **customers**, clients and visitors.
- Establish clear Town- and private-**employee** parking areas.
- Price **commuter**-parking areas to balance supply and demand.
- Protect residential **neighborhoods** from spillover parking.

Parking: Town Center – Planned Improvements Map

Town of Winchester

-  Parking Study Sites
-  Parking Lots
-  Roads
-  Railroad



Parking: Town Center – Planned Improvements

The map shows the location of planned and programmed (*) Town Center parking improvements.

FY2018

- Town Center Parking Garage Study* – determine the feasibility and cost of constructing a parking garage(s) at one or more locations to accommodate parking in the Town Center. Study sites to include:
 - Aberjona upper and lower parking lots
 - Jenks/Mt. Vernon lot
 - Public Safety Building parking lot
 - Waterfield public parking lots
 - Wedgemere (Town/DCR) parking lot
- Parking Utilization Surveys – conduct periodic surveys to estimate on-street and lot parking utilization and turnover rates

FY2019

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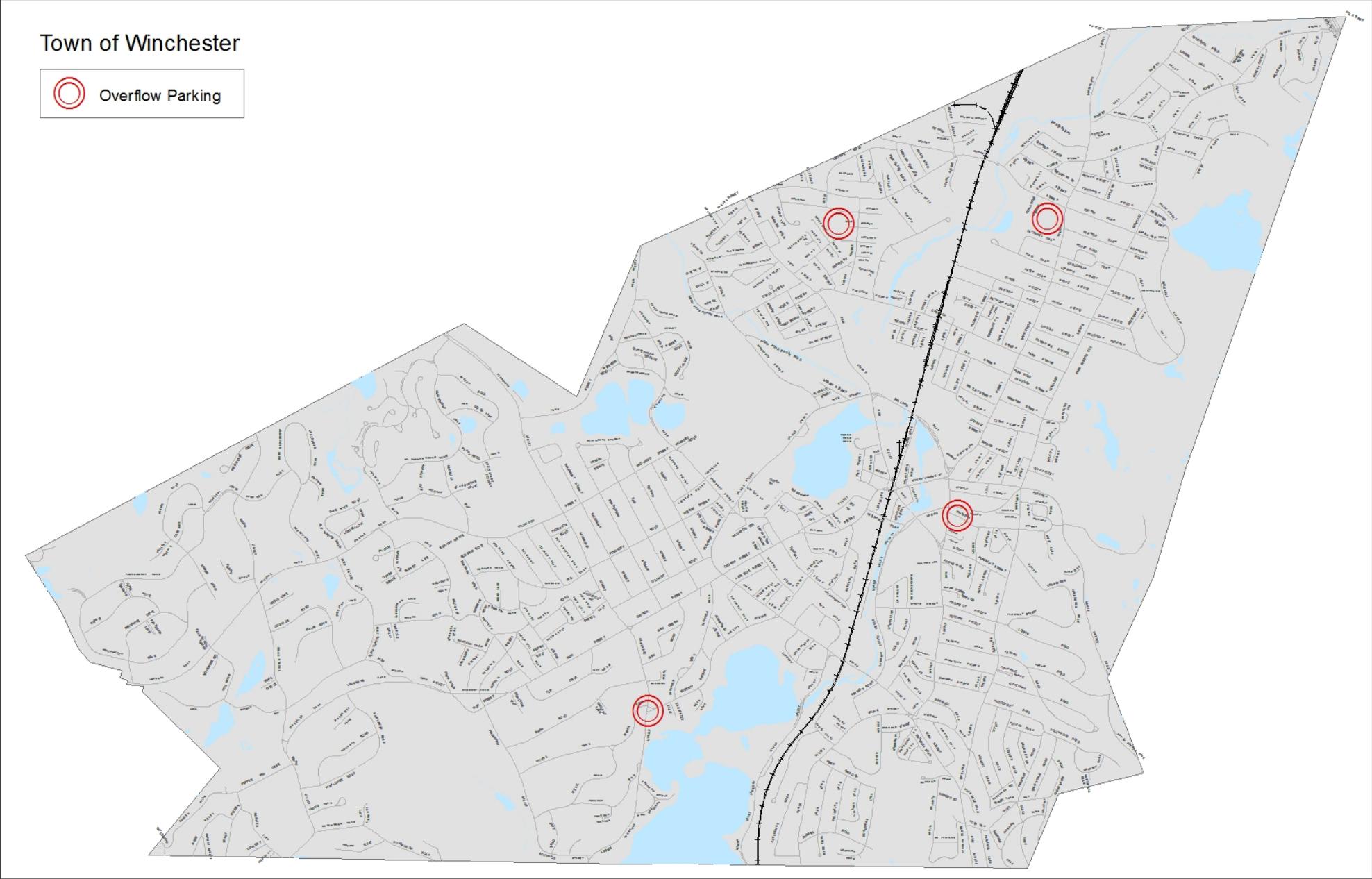
FY2020

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Projected Expenditures

FY2018	FY2019	FY2020
\$	\$	\$

Parking: Neighborhoods – Current Conditions Map



Parking: Neighborhoods – Current Conditions

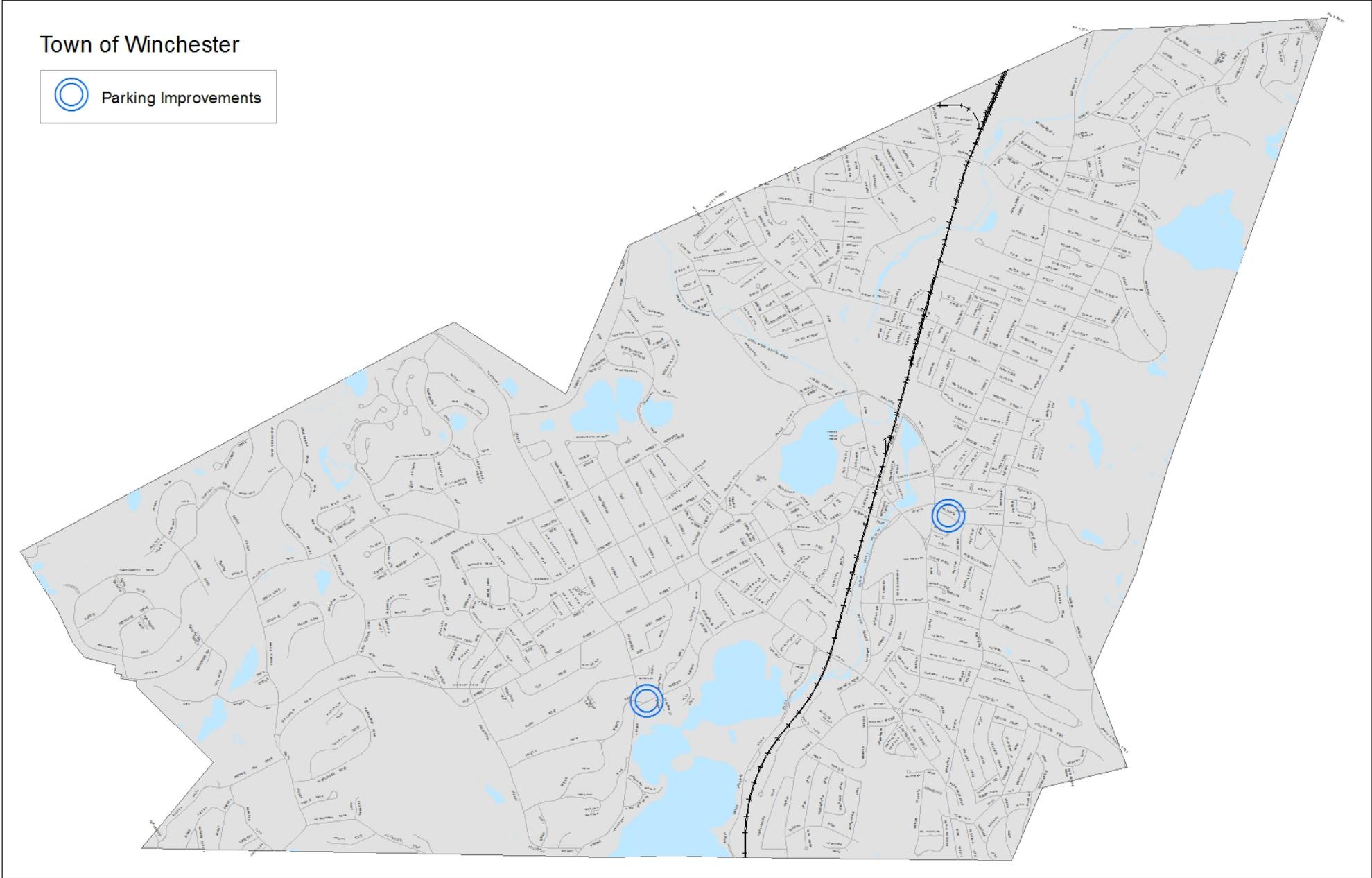
The map shows parking areas identified as problem areas by the Town and neighborhood residents.

- Everett Avenue – on-street parking for Winchester Boat Club seasonal events overflows into adjoining neighborhood
- Leonard Field – on-street parking for seasonal sports events overflows into adjoining neighborhood
- MacDonald Field – on-street parking for seasonal sports events overflows into adjoining neighborhood
- Winthrop Street – “No Parking” and “School Permit Parking Only During School Hours” signs have faded; parents park both sides of narrow street

Program Goals

- Provide safe and convenient parking for **visitors**.
- Protect **residential** neighborhoods from excessive spillover parking around schools, sports fields, playgrounds and parks.

Parking: Neighborhoods – Planned Improvements Map



Parking: Neighborhoods – Planned Improvements

The map shows the location of planned and programmed (*) neighborhood parking improvements.

FY2018

- Everett Avenue* – implement “No Parking” restrictions along south side of Everett near Cambridge
- MacDonald Field – conduct parking utilization study and recommend parking management improvements.
- Winthrop Street – replace missing and faded “No Parking during School Hours” signs.

FY2019

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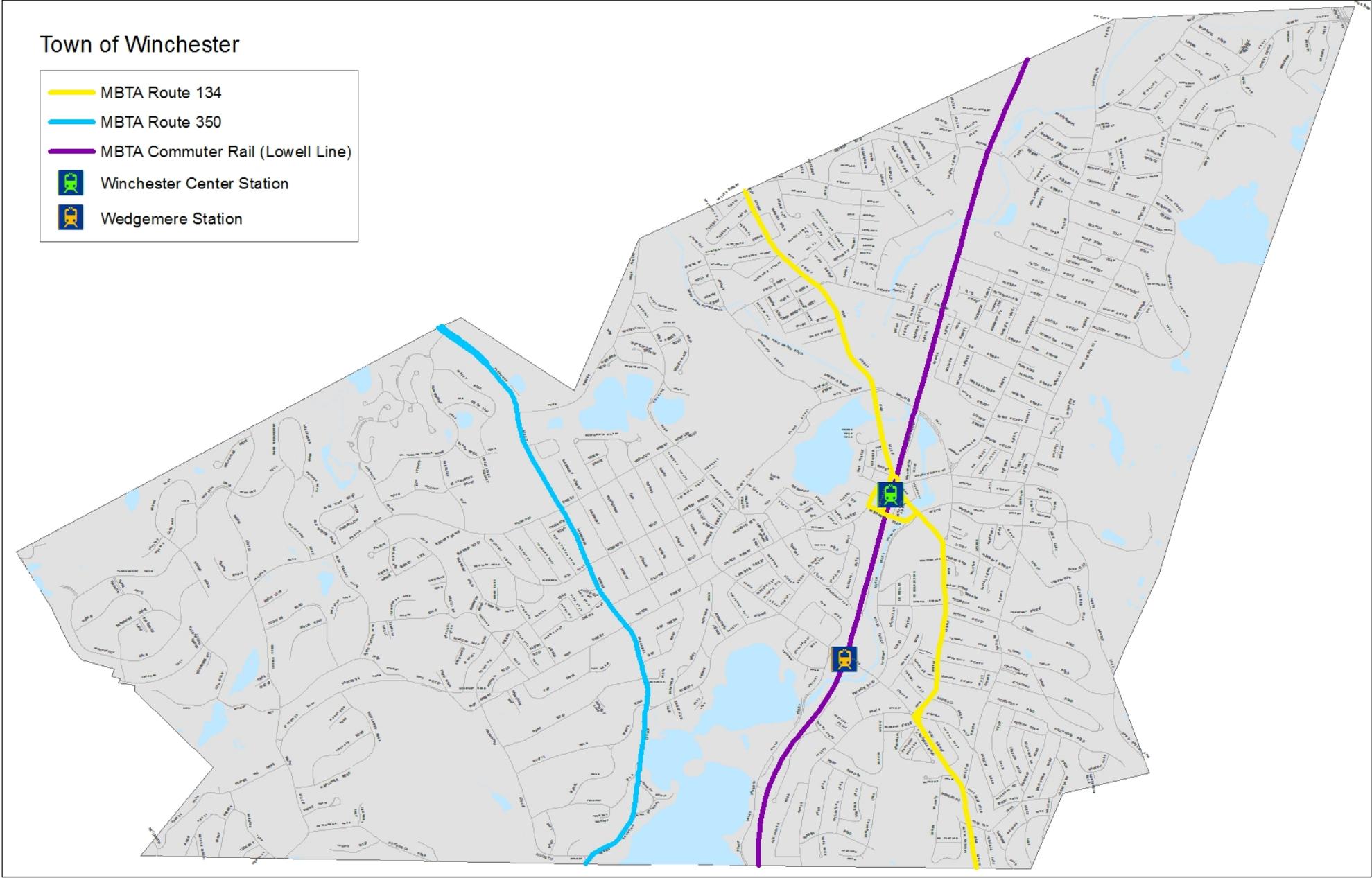
FY2020

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Projected Expenditures

FY2018	FY2019	FY2020
\$	\$	\$

Transit Services: Current Conditions Map



Transit Services: Current Conditions

MBTA Winchester Center Commuter Rail Station

- Existing 1950s rail station ramps and platforms are deteriorating and do not meet current ADA standards for accessibility.
- ...

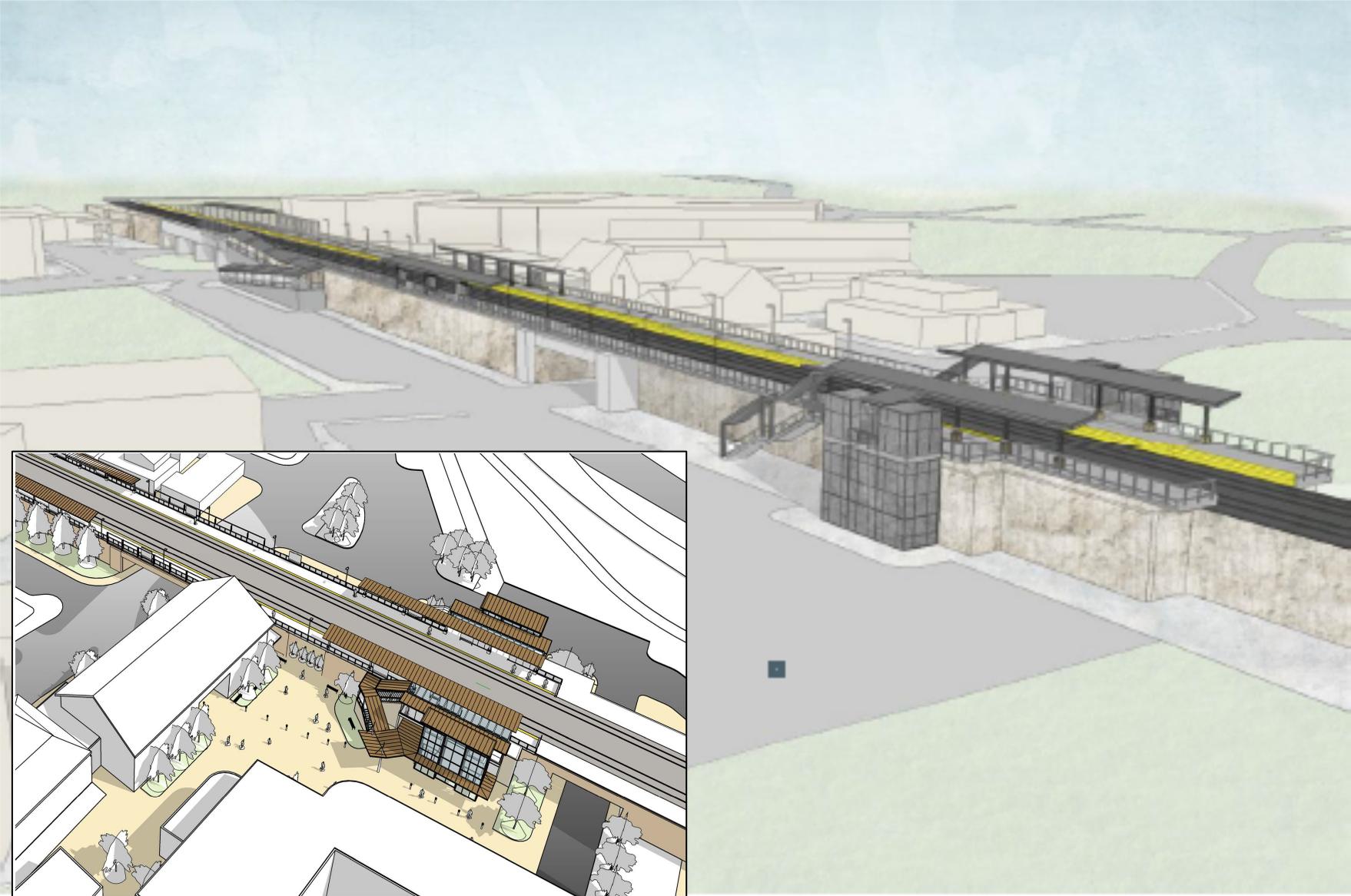


Program Goals

- To be added...



Transit Services: Planned Improvements



Source: MBTA
(station sketch up) and
Carlone Associates
(inset). (File:

Figure 6: ARCHITECTURAL RENDERING
OVERALL STATION

Transit Services: Planned Improvements

The map shows the location of planned and programmed (*) transit improvements.

FY2018

-

FY2019

-

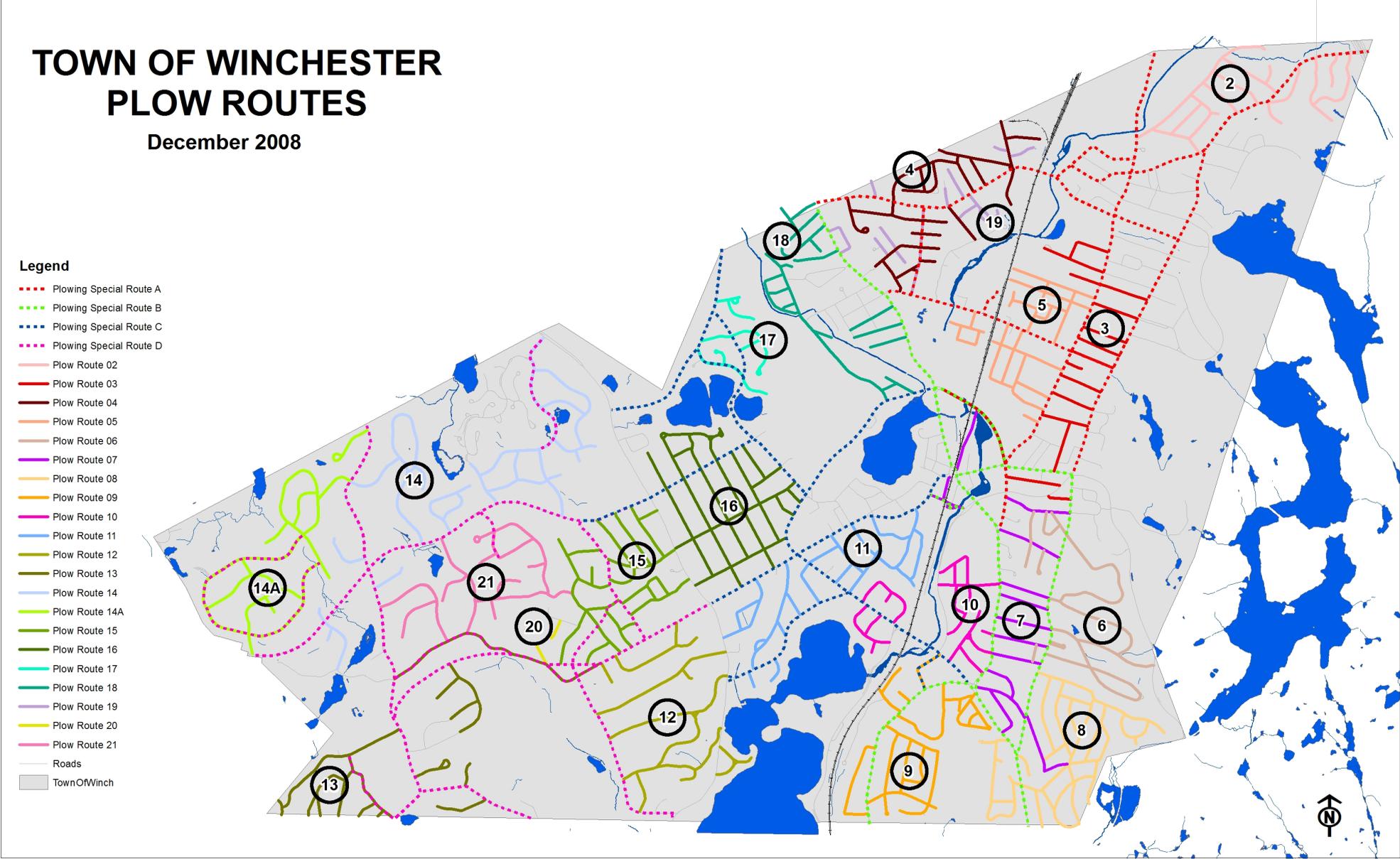
FY2020

- MBTA to replace existing low platforms with high platforms
- MBTA to replace existing Waterfield Road ramps (to/from inbound and outbound platforms) with elevators (two each side) and stairs (one each side).
- MBTA to replace existing Thompson Street ramp (to/from outbound platform) with new ramp on Shore Road and pedestrian bridge over Quill Rotary.
- MBTA to replace existing Laraway Road ramp (to/from inbound platform) with new ramp in same location.
- MBTA to relocate existing bus ramp from Laraway Road to the south side of Waterfield Road approximately opposite Thompson Street.

Projected Expenditures

FY2018	FY2019	FY2020
\$	\$	\$

Roadway Snow Clearance: Plow Routes Map



Roadway Snow Clearance: Plow Routes

Program Goals

- Eliminate traffic-related **fatalities** and injuries (*Zero Fatalities*).
- Keep main roads **passable** at all times for **emergency vehicles**.
- Maintain **safe access to hospitals**, public safety facilities, public shelters, schools and town center services.
- Maintain access on **main roads**, then secondary streets.

The map shows the roadway snow clearance routes. The highest priority is given to roadways that provide access to schools, the public safety buildings and the Winchester Hospital.

Projected Expenditures

FY2018	FY2019	FY2020
\$400,000	\$	\$

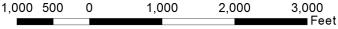
Walkway Snow Clearance: Plow Routes Map



Sidewalk Plowing Routes Map



NOTE:
SIDEWALK ROUTES SHOWN IN RED.



Walkway Snow Clearance: Plow Routes

Program Goals

- Ensure **safe** passage for pedestrians.
- Clear sidewalks providing **access to hospitals**, public safety facilities, public shelters, schools and town center services before clearing secondary road sidewalks.

The map shows the priority sidewalks for snow clearance. These sidewalks provide critical access to the hospital, public safety buildings and schools.

Projected Expenditures

FY2018	FY2019	FY2020
\$	\$	\$

Appendix A: Applicable Traffic Management Tools by Road Category

Roadway Category	Neighborhood Roads	Town Center Roads	Connector Roads	Main Roads
<i>Examples:</i>	<ul style="list-style-type: none"> • Brookside Ave. • Glen Rd. • Myrtle St. • ... 	<ul style="list-style-type: none"> • Church Street between Main Street and Central Street • Main Street between Washington and Skillings • Mt. Vernon between Washington and Main Streets • Thompson Street • Waterfield Road • ... 	<ul style="list-style-type: none"> • Bacon Street • Cross Street/ Pond Street • Everett Avenue • Fletcher/Palmer/ Lake Streets • High Street/ Lockeland Road. • Mt. Vernon Street & Church Street • Ridge Street • Swanton Street/ Park Avenue • Wildwood Street/ Johnson Road • Woodside Road/ Wildwood Street 	<ul style="list-style-type: none"> • Highland Avenue/ Forest Street • Washington Street/ Forest Street • Main Street (Route 38)/Skillings Road • Route 3/ Cambridge Street (MassDOT)
<i>Typical ROW Width</i>	<i>30' to 40'</i>		<i>40' to 50'</i>	<i>40' to 60'</i>
<i>Typical Paved Width</i>	<i>20' to 25'</i>		<i>20' to 30'</i>	<i>25' to 45'</i>

Applicable Tools	Neighborhood Roads	Town Center Roads	Connector Roads	Main Roads
Speed Limits	25 mph	25 mph	30 mph	30 mph
Fog Line/Bike Shoulder Line (center line to fog line distance)	Limited*	No	9' to 10'	10' to 11'
Bike Sharrows	Limited*		Yes*	Yes
Crosswalks	Limited**	Yes	Yes	Yes
Rapid Flashing Beacons (high-volume pedestrian crossings)	No	No	Yes	Yes
On-Street Parking	Yes	Yes	Yes*	Yes*
Neckdowns/ Traffic Islands	Limited*	Yes*	Yes*	Yes*
Crosswalk Span Reduction	Limited*	Yes*	Yes*	Yes*
Speed Humps	Limited*	No	No	No
Speed Tables	No	No	Limited*	No

Applicable Tools	Neighborhood Roads	Town Center Roads	Connector Roads	Main Roads
Raised Crosswalks	Limited*	Yes*	Limited*	No
Raised Intersections	Limited*	Yes*	Limited*	No
Traffic Circles/ Rotaries	No	Yes	Yes*	Yes*
Chicanes	Limited*	No	Limited*	No
Stop Signs	Yes***	Yes***	Yes***	Limited***
Traffic Signals	No	Yes***	Yes***	Yes***

* Case-by-case application depending on site conditions and vehicle, bike and pedestrian safety impacts.

** Only at locations with high pedestrian volumes or along 'safe routes' to schools.

*** Only at locations where traffic volumes and safety conditions meet state traffic engineering standards.

Source: Traffic Working Group.

Appendix B: Recommended Snow Clearance Standards (DRAFT)

	Neighborhood Roads	Town Center Roads	Connector Roads	Main Roads
Applicable Operations				
Roadways	Every 4 hours during snow event	Continuously during snow event	Continuously during snow event	Continuously during snow event
Parking Lots		Jenks lot, Town Hall/Library lot, Public Safety Building lot and commuter and employee lots within 24 hours		
Sidewalks	High-priority school and commuter routes within 24 hours	Main sidewalks within 24 hours	High-priority school and commuter routes within 24 hours	High-priority school and commuter routes within 24 hours
Bus Stops				Minimum 5-foot by 8-foot boarding and alighting area with a 4-foot minimum path connecting this area to the sidewalk or other access route

Source: Traffic Working Group.