

CLARENDON HILL: **WORKSHOP 3**

March 13, 2017

TRAFFIC & PARKING

1. Traffic/Parking

- **Responses to questions raised at Workshop #1**
- *Define the census tracts*
- *What is average of the other, non-Tufts census tracts and how much does it change the calculation?*
- *How many bike trips down Powder House Boulevard?*
- *Check data for Teele Square against the data presented by the Powder House School team.*
- *Confirm for folks when the actual counts were taken? Was Tufts in session?*
- *Expand the analysis all the way to Davis due to number of folks who commute to get to Davis. Powder House and Packard noted as needing study.*
- *Is the new exit connecting to Alewife Brook Pkwy necessary / feasible?*
- ***Actual number of cars owned by residents (quoted as approx. 113, with a few unfinished resident surveys)***

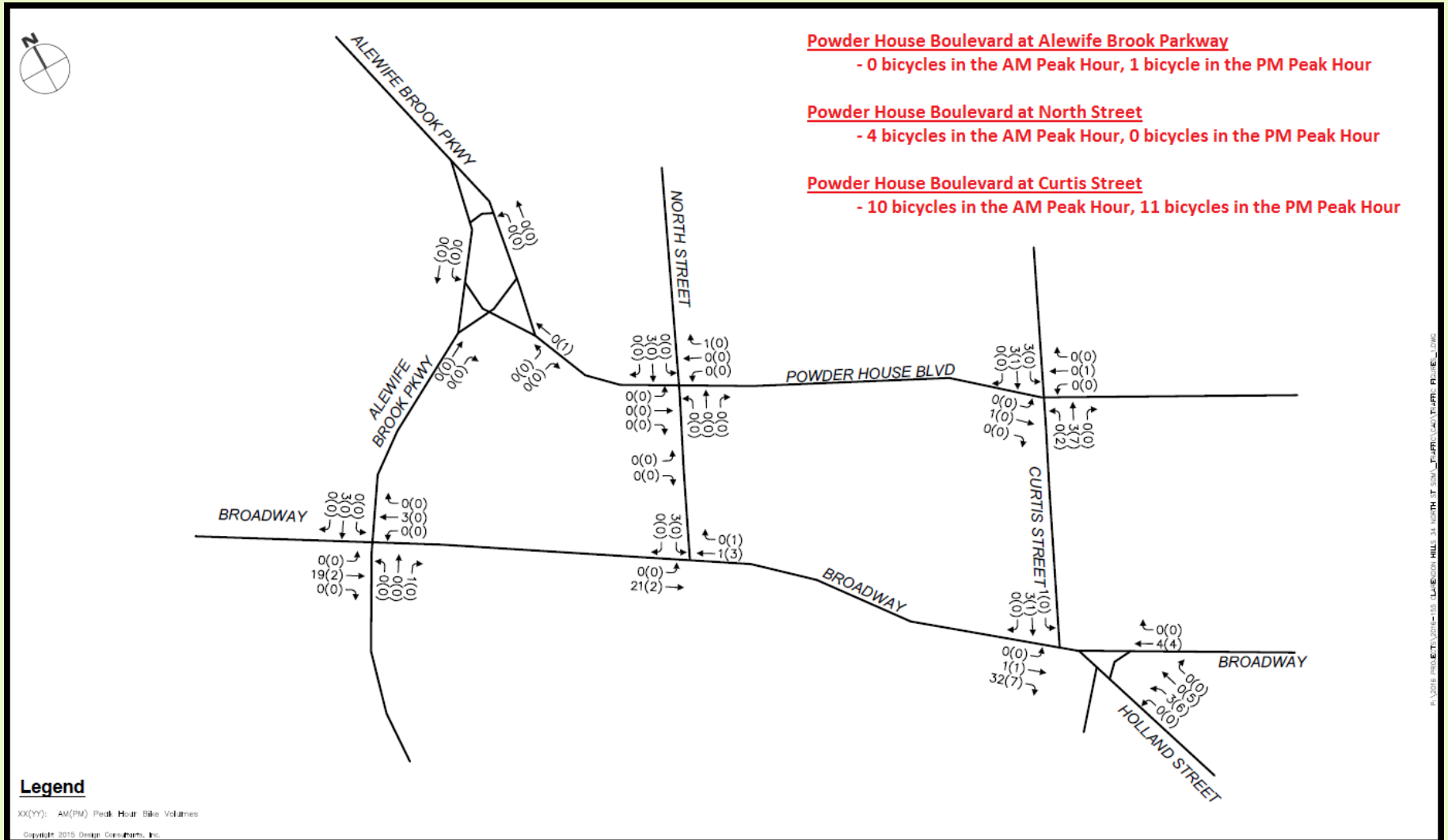
1. Traffic/Parking

- *What is average of the other, non-Tufts census tracts and how much does it change the calculation?*

MEANS OF TRANSPORTATION TO WORK	Census Tract 3507	Census Tract 3563	Census Tract 3567.01	Avg. of 3 Census Tracts*
Car, truck, or van	49.3%	75.9%	61.1%	62.1%
Drove alone	43.3%	72.3%	55.9%	57.2%
Carpooled:	6.0%	3.6%	5.2%	4.9%
In 2-person carpool	4.6%	3.0%	4.8%	4.1%
In 3-person carpool	0.0%	0.3%	0.4%	0.2%
In 4 person carpool	1.4%	0.3%	0.0%	0.6%
Public transportation	40.4%	14.0%	22.8%	25.7%
Walked	5.2%	2.5%	4.4%	4.0%
Bicycle	3.1%	3.4%	6.1%	4.2%
Other means	0.0%	1.0%	0.7%	0.6%
Worked at home	2.0%	3.2%	5.0%	3.4%

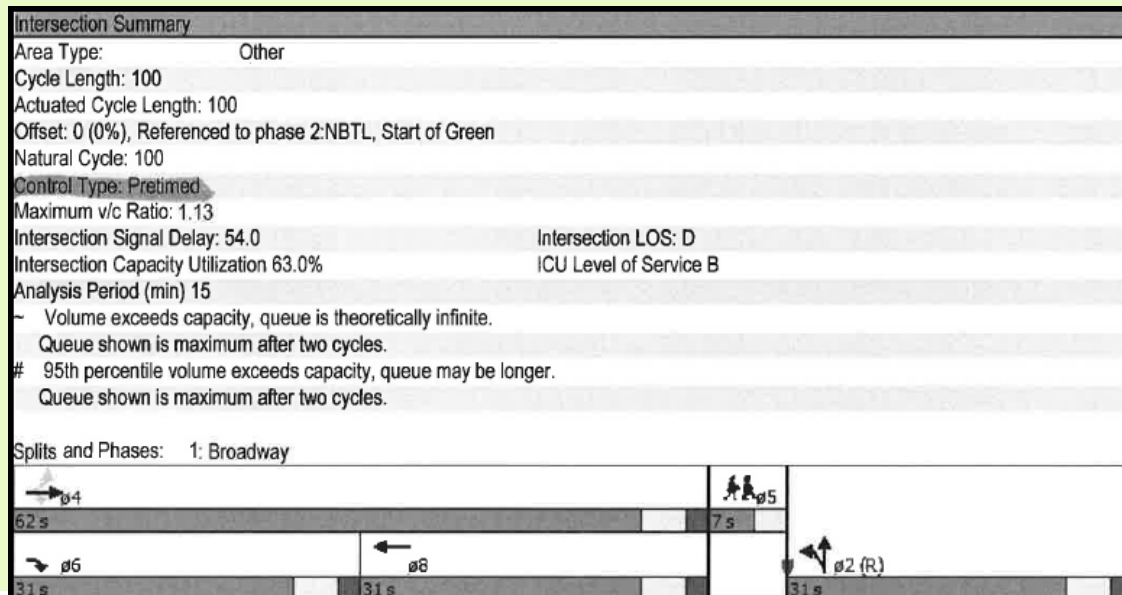
1. Traffic/Parking

- How many bike trips down Powder House Boulevard?



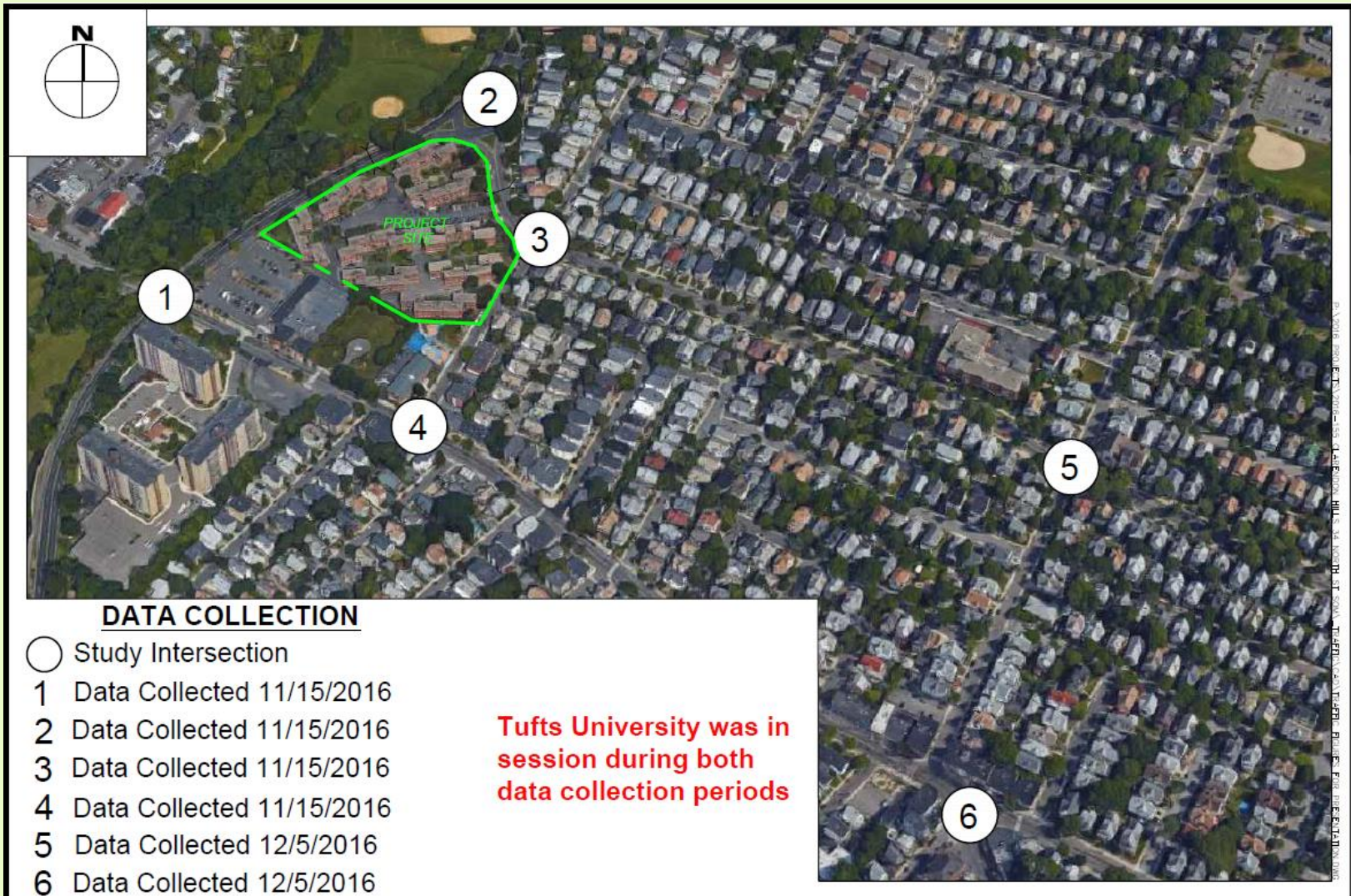
1. Traffic/Parking

- *Check data for Teele Square against the data presented by the Powder House School team.*
- Teele Square data collected prior to updates that improved traffic flow. Found overall intersection delay of 54.0 seconds per vehicle, Level of Service: D
- **Pre-timed signal timing used, but the current signal configuration is semi-actuated, therefore DCI used a semi-actuated signal configuration.**
- Pre-timed signals have a fixed time for green time for all phases and that time is always used to its maximum, resulting in higher delays for vehicles.



1. Traffic/Parking

- Confirm for folks when the actual counts were taken? Was Tufts in session?



1. *Traffic/Parking*

- *Expand the analysis all the way to Davis due to number of folks who commute to get to Davis. Powder House and Packard noted as needing study.*

Study area size

- Study area is an appropriate size based on MassDOT thresholds to include an intersection in a traffic study (more than 100 project-trips or greater than 5% of existing intersection volume)
- **The intersections along Holland Street between Teele Square and Davis Square do not meet the MassDOT thresholds of 100 project-trips or greater than 5% of existing volumes.**
- Powder House at Packard is being studied for the potential of signalization (Boston MPO Project ID #919)

1. *Traffic/Parking*

- *Is the new exit connecting to Alewife Brook Pkwy necessary / feasible?*
- Connectivity leads to less overall congestion.
- **It is best to direct traffic to major roadways** (i.e. Alewife Brook Parkway), not residential streets.
- The new connection will need to meet standards for sight-lines, turn radius, and other safety regulations
- Residential streets should have traffic minimized as much as possible. Multiple access/egress points provide convenience for residents.

Also, an update:

- **North Street is being developed as a “Safety Zone”** by the City with a proposed speed limit of 20 miles per hour.

URBAN DESIGN

2. Urban Design

- Follow up on last week's meeting – working with architects to incorporate into a plan that works for the site & community. Will report back at March 29th Workshop.

