

# **EAST WEYMOUTH STATION PREPARATION FOR STATION OPENING**

## **EXECUTIVE SUMMARY**

The East Weymouth Station parking lot will accommodate 312 parked vehicles. The MBTA estimates that on an average day in 2010, 260 commuters will park at the station, 70 passengers will be dropped off, and 160 commuters will walk each day to and from the station.

The East Weymouth Station will have two access points:

- The East Weymouth Station parking lot, and
- Wharf Street walkway to the station platform.

Both access points will serve commuters who walk and those who are dropped off. Commuter parking will be available only at the East Weymouth Station parking.

Planning Department staff held meetings with a subcommittee of the East Weymouth Neighborhood Association (EWNA) on a regular basis in 2005 to plan for the station opening. The purpose was to anticipate and plan for any possible impact on local neighborhoods caused by the station opening. The following general issues were addressed:

- Access for Pedestrians
- Passenger Drop-Off/Pick-Up
- Parking
- Needed Improvements and Mitigation
- Monitoring (Before and After)
- Enforcement
- Other Issues

A Project Report has been prepared, which summarizes the effort that was involved in each of the above issues. In addition, an Appendix was also prepared, which goes into considerable detail on each subject. The following program is recommended in connection with the station opening.

### **ACCESS FOR PEDESTRIANS**

An estimate was made of the number of commuters who are expected to walk to and from the station each day along each street. Sidewalks are available along the most heavily-traveled pedestrian routes. The following three streets are expected to have moderate pedestrian activity but have no sidewalks (see Figure E-1):

- Madison Street (both sides – 300 feet)
- Suwanee Road (from Commercial Street to Manatee Road)
- Hill Street (from Grant Street to Ashmont Road)

It is recommended that pedestrian counts be performed after the station opening, and if the projected number of pedestrians is realized on any of the streets, sidewalk construction would be warranted (both sides of Madison Street and on one side of the other two streets).

Nighttime illumination was inspected along pedestrian corridors, and two locations were identified in need of additional lighting. It is recommended that the illumination at the intersection of Broad Street/Shawmut Street be improved. Also, a major pedestrian crossing is proposed at the intersection of Commercial Street/East Street. It is recommended that crosswalks with properly-designed wheel chair ramps be provided at this location. It is also recommended that nighttime illumination be improved at this new crossing.

### **PASSENGER DROP-OFF/PICK-UP**

It is recommended that a “live parking” zone be established on Wharf Street just north of the tracks, on the west side of the street (see Figure E-2). A 5-foot walkway (crushed stone 1 ½” depth) should be constructed along this 100-foot parking zone.

### **PARKING**

To discourage commuters from parking on town roadways, three types of parking control programs are recommended (see Figure E-2).

#### No Parking Any Time (NPAT)

NPAT regulations are proposed for the following streets:

- Commercial Street from High Street to Wharf Street North
- Wharf Street North
- East Street – west side from Commercial Street to Summer Road
- Wharf Street from East Street to RR tracks.

#### No Parking 7AM-Noon Mon – Fri (Priority 1)

Signs on the following streets should be installed prior to the station opening:

- Hill Street from Commercial Street to 50 feet east of Grant Street
- Grant Street from Commercial Street to 50 feet south of Hill Street
- Curtis Street – first 50 feet
- Hawkins Street – first 50 feet
- Off-Station Street – both ends
- East Street – east side from Commercial Street to Summer Road
- Wharf Street from RR tracks north 500 feet (except for 100-foot “live parking” zone on the west side of the street)
- Depot Street – first 50 feet.

### No Parking 7 AM – Noon Mon – Fri (Priority 2)

No changes are proposed to the following streets initially. However, if commuter parking becomes a problem, the town should have the necessary signs in stock to install them in short order.

- Hill Street from Ashmont Road to Grant Street
- Grant Street from High Street to Hill Street

## **NEEDED IMPROVEMENTS AND MITIGATION**

### Additional Signing and Striping Needs

- It is recommended that “No Commuter Parking” signs be installed at the entrance to the Municipal parking lot and at the entrance to the Skateboard Park.
- It is recommended that an illegal space be eliminated by striping in the Post Office parking lot.

### Materials in Reserve

After the station is opened, it may become apparent that additional streets may have to be included in 2-Hour Parking signing. The town should have enough additional signs in stock to include streets, such as:

- Commercial Street from Curtis Street to Suwanee Road
- Commercial Street from Drew Avenue to Station Street
- Station Street.

### Signing Needs

Preliminary estimates of signing needs are as follows:

- Twenty-one (21) NPAT signs
- Forty-one (41) 2-Hour Parking signs
- Two (2) Live Parking signs
- Two (2) No Commuter Parking signs
- Twenty-eight (28) channel posts
- In reserve
  - Fifteen (15) 2-Hour Parking signs
  - Ten (10) channel posts

### Pedestrian Amenities

- Crosswalks at Commercial Street/East Street, including wheel chair ramps
- Crushed stone walkway along “Live Parking” zone on Wharf Street
- Improved lighting at two locations
  - Broad Street/Shawmut Street
  - Commercial Street/East Street
- Possible sidewalk construction
  - Madison Street
  - Suwanee Road
  - Hill Street

## **MONITORING (Before and After)**

### Before

Before monitoring consisted of the following tasks:

- On-street and off-street parking surveys within ½-mile of the station
- Through traffic surveys on Grant Street
- Post Office lot surveys
- Nighttime visibility in high-volume pedestrian areas.

### After

- On-street and off-street parking surveys in response to citizen complaints
- Grant Street surveys in response to citizen complaints
- East Weymouth Station parking lot surveys and a traffic count at the new Commercial Street traffic signal
- Wharf Street pedestrian and drop-off activity counts
- Other surveys, as dictated by citizen complaints
- Pedestrian counts along high-volume routes.

## **ENFORCEMENT**

Sgt. Concannon of the Weymouth Police Department has been included in all of the correspondence of the EWNA Committee meetings and has been apprised of all the elements of the plan for station opening. A number of informal discussions have been held with him concerning the enforcement requirements. At this stage, it appears that a Police Detail will need to be assigned to the station opening process for a week or two in order to provide the needed level of enforcement. Since two stations will be opened in Weymouth at the same time (the other being the Weymouth Landing Station), it appears that one officer should be able to cover both stations adequately. A four-to-five hour daily period of enforcement activity seems sufficient (7 AM to 12 Noon).

Details of the enforcement plan will be worked out in concert with both station opening plans.

## **OTHER ISSUES**

The following other issues were addressed and satisfactorily resolved at the EWNA meetings:

- Handicap accessibility
- Future expansion of commuter parking lot
- Crosswalk status and need
- Commercial St./High St./Broad St. traffic signal modifications (The MBTA agreed to modify the traffic signal.)
- Discussion about the Planning Department's correspondence with the MBTA regarding improvements in East Weymouth.