



CITY OF CAMBRIDGE

57 INMAN STREET, CAMBRIDGE, MASSACHUSETTS 02139 • TEL. ~~878-6868~~
498-9042

DEPARTMENT OF
TRAFFIC & PARKING

CITY OF CAMBRIDGE
TRAFFIC AND PARKING DEPARTMENT

George Teso
Director

HURON AVENUE TRAFFIC STUDY

1. INTRODUCTION:

As requested by the City Council on November 30, 1978, a traffic study was conducted by the Traffic Department of the Strawberry Hill area of the City with a view towards reducing the volume of traffic and speed of motor vehicles.

2. STUDY AREA:

The area studied as shown on Drawing No. SP-A-1381 is bounded on the north by Huron Avenue, the east by Fresh Pond Parkway, the south by Mt. Auburn Street and Belmont Street and the west by the Belmont town line. The study area is primarily residential except for a triangular area between Aberdeen Avenue and the B&M Railroad which is zoned for business. The area north of Huron Avenue is the Fresh Pond Reservation with the City Golf course, a playground and tennis courts. There is a large apartment building located opposite the golf course at 700 Huron Avenue. There is also a garden style apartment complex on May Street and several other apartment buildings located on Homer Avenue. The rest of the neighborhood is composed of one and two family homes. The Haggerty school is located on Cushing Street, enrolling area students from kindergarten through the eighth grade. There is also a VFW Post located next to the apartment building at 700 Huron Avenue and a proposed townhouse development that will be located on Huron Avenue between the VFW Post and Cushing Street.

3. EXISTING TRAFFIC CONDITIONS:

(a) Street System:

All the streets around the perimeter of this area are designated emergency arteries with Mt. Auburn Street, Aberdeen Avenue and Huron Avenue from

Aberdeen Avenue to Fresh Pond Parkway designated as State Route 16. Holworthy Street and Cushing Street are considered connector streets and were made one way streets in opposite direction to eliminate as many of the vehicles using these streets as a shortcut from Huron Avenue to Mt. Auburn Street. All the other streets in this area are considered local streets. These streets are shown on Drawing No. SP-A-1381, Sheet 4.

(b) Existing Traffic Volumes:

As can be seen on Drawing No. SP-A-1381, Sheet 4, the existing volumes are fairly heavy on the perimeter but drop considerably on local streets.

Mt. Auburn St.	E/B	14,255 Veh. Per Day
Mt. Auburn St.	W/B	10,821 Veh. Per Day
Belmont St.	E/B	8,252 Veh. Per Day
Belmont St.	W/B	9,810 Veh. Per Day
Huron Ave.	E/B	5,806 Veh. Per Day
Huron Ave.	W/B	4,661 Veh. Per Day
Aberdeen Ave.	N/B	5,715 Veh. Per Day
Aberdeen Ave.	S/B	5,901 Veh. Per Day
Holworthy St.	N/B	1,677 Veh. Per Day
Cushing St.	S/B	1,124 Veh. Per Day

(c) Speed Limits:

The speed limit on all streets in the study area is 30 MPH as per Chapter 90 of the Commonwealth of Massachusetts General Laws governing the speed in a thickly settled district. Huron Avenue however was lowered to 25 MPH after a speed zoning study was conducted by the Traffic Department in conjunction with the Registry of Motor Vehicles and the State Department of Public Works as required by law. At the time of the study it was found that the 85 percentile speed or the speed that 15% of the vehicles checked exceeded was 35 MPH and the maximum speed recorded was 47 MPH.

(d) Accidents:

An accident study was conducted through the Police Department records of Huron Avenue from Cushing Street to Grove Street and from January 1, 1978 to February 1, 1979, there were a total of 17 accidents reported. A breakdown of these accidents are as follows:

<u>Type of Accident</u>	<u>No. of Accidents</u>	<u>Persons Involved</u>
Motor Vehicle vs. Pedestrian	2	2
Motor Vehicle vs. Parked Motor Vehicle	6	0
Motor Vehicle vs. Motor Vehicle (Rear end)	4	0
Motor Vehicle vs. Motor Vehicle (Side swipe)	3	0
Motor Vehicle vs. Fixed Object (Posts)	<u>2</u>	<u>0</u>
	Total 17	2

Of the total 17 accidents reported, only two involved personal injury and these were the two pedestrians. Also of the total 17 accidents reported 12 occurred during the months of December, January and February and 8 of these were during snow or ice storms. All of the accidents involving parked vehicles were in front of or across from the VFW Building.

(e) Parking:

Parking is generally unrestricted in the residential areas but the Traffic Department will establish "Resident Parking" in the area if requested by the residents. At the present time there is no problem with parking by non-residents. Parking is allowed in the vicinity of No. 700 Huron Avenue and part of Mt. Auburn Street is metered.

(f) Traffic Control Devices:

Traffic Control Devices such as signals and stop signs are noted on Drawing No. SP-A-1381, Sheet 2. The fully-actuated signal recently installed at Huron Avenue and Aberdeen Avenue along with the changes in channelization should make the intersection safer and reduce the speed and accidents.

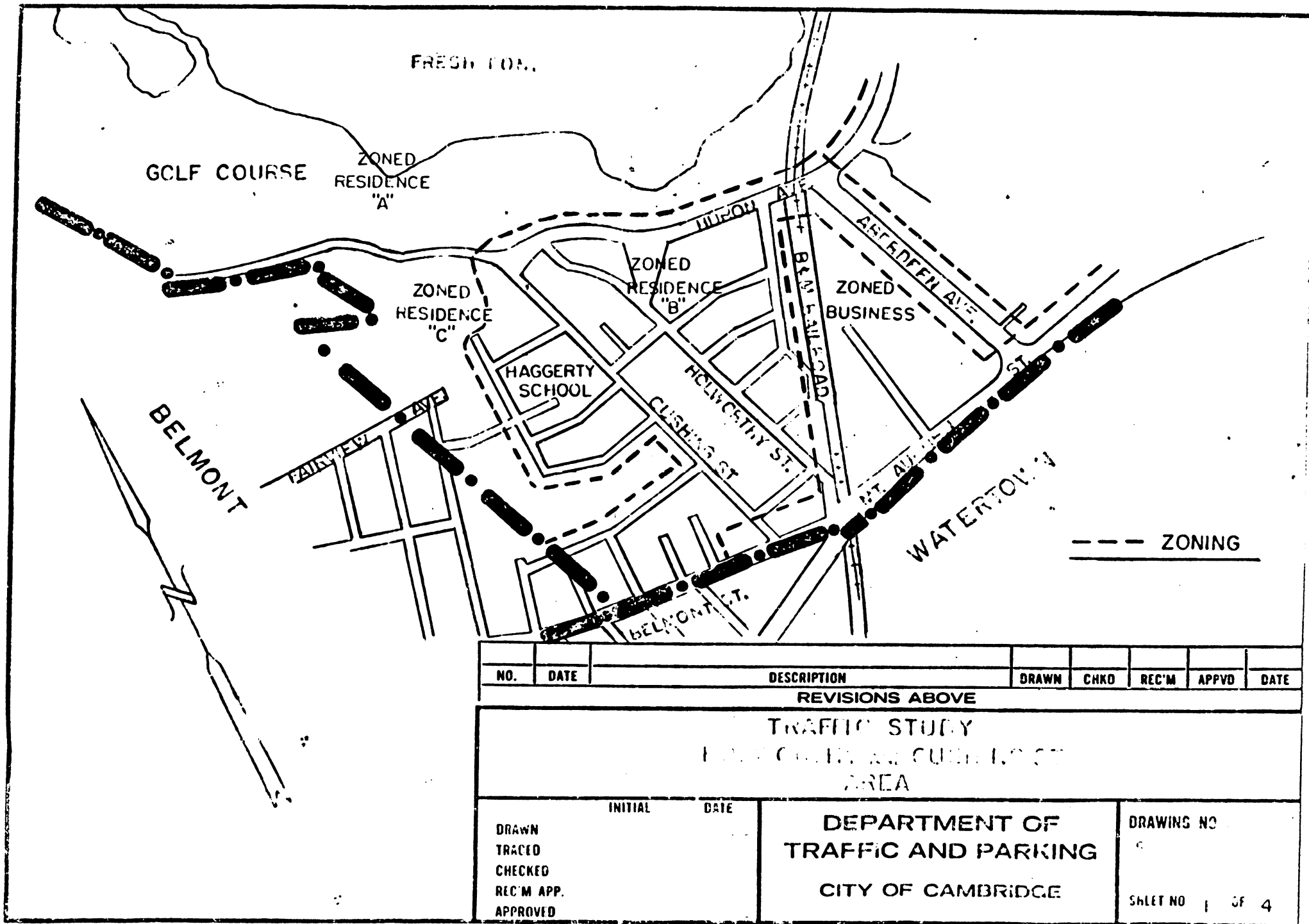
4. RECOMMENDATIONS:

The Traffic Department has considered many suggestions by residents of the area and after much discussion and analysis of all the existing data have decided that the following recommendations and plans should be implemented.

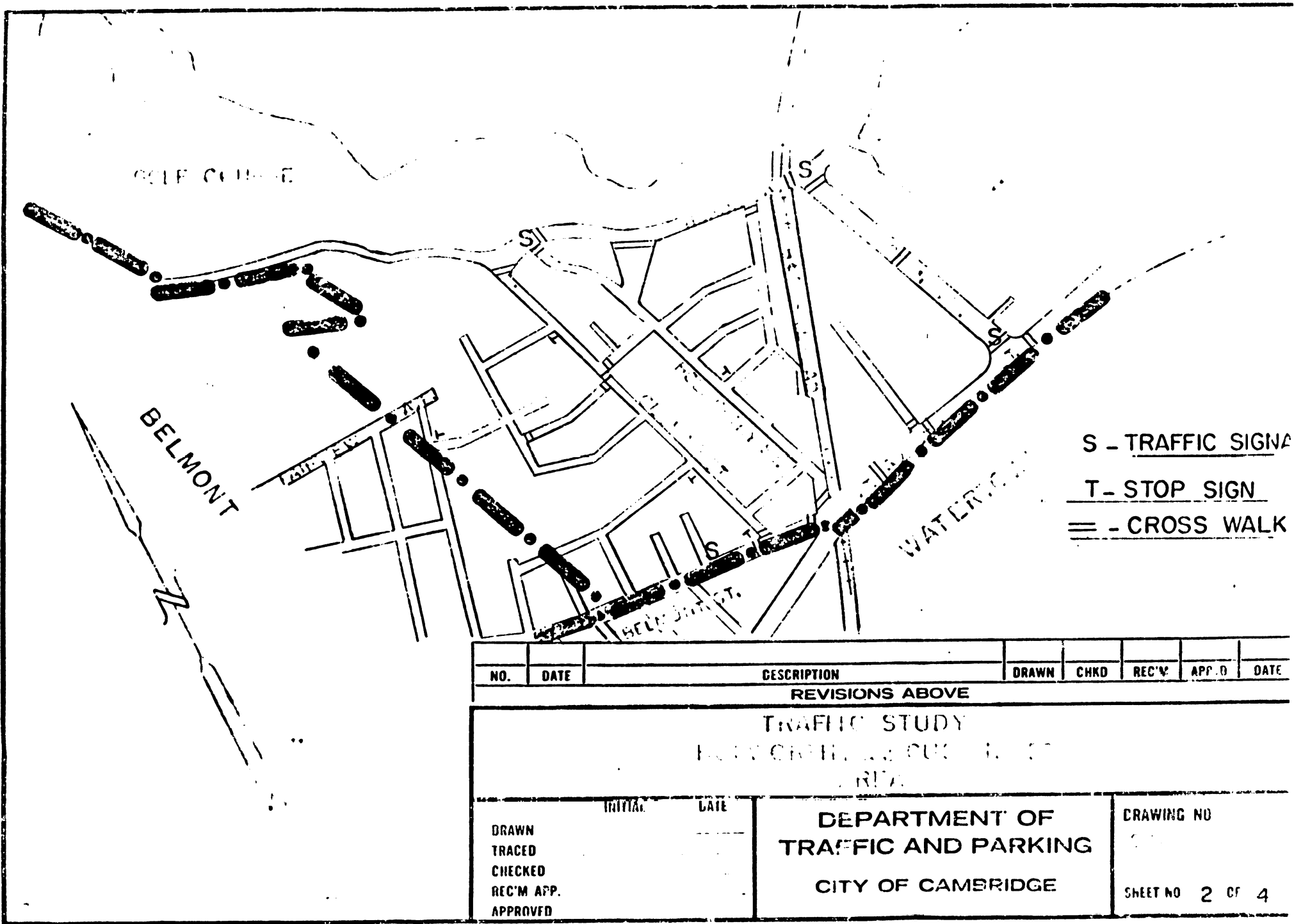
- a. A stricter enforcement of the 25 MPH speed limit and load restriction on the Huron Avenue Bridge.
- b. Elimination of the Parking on Huron Avenue in the vicinity of No. 700 Huron Avenue.
- c. Installation and maintenance of edge and center lines on Huron Avenue so as to accentuate the lanes in the road thereby eliminating head on collisions and the sideswiping of parked cars.

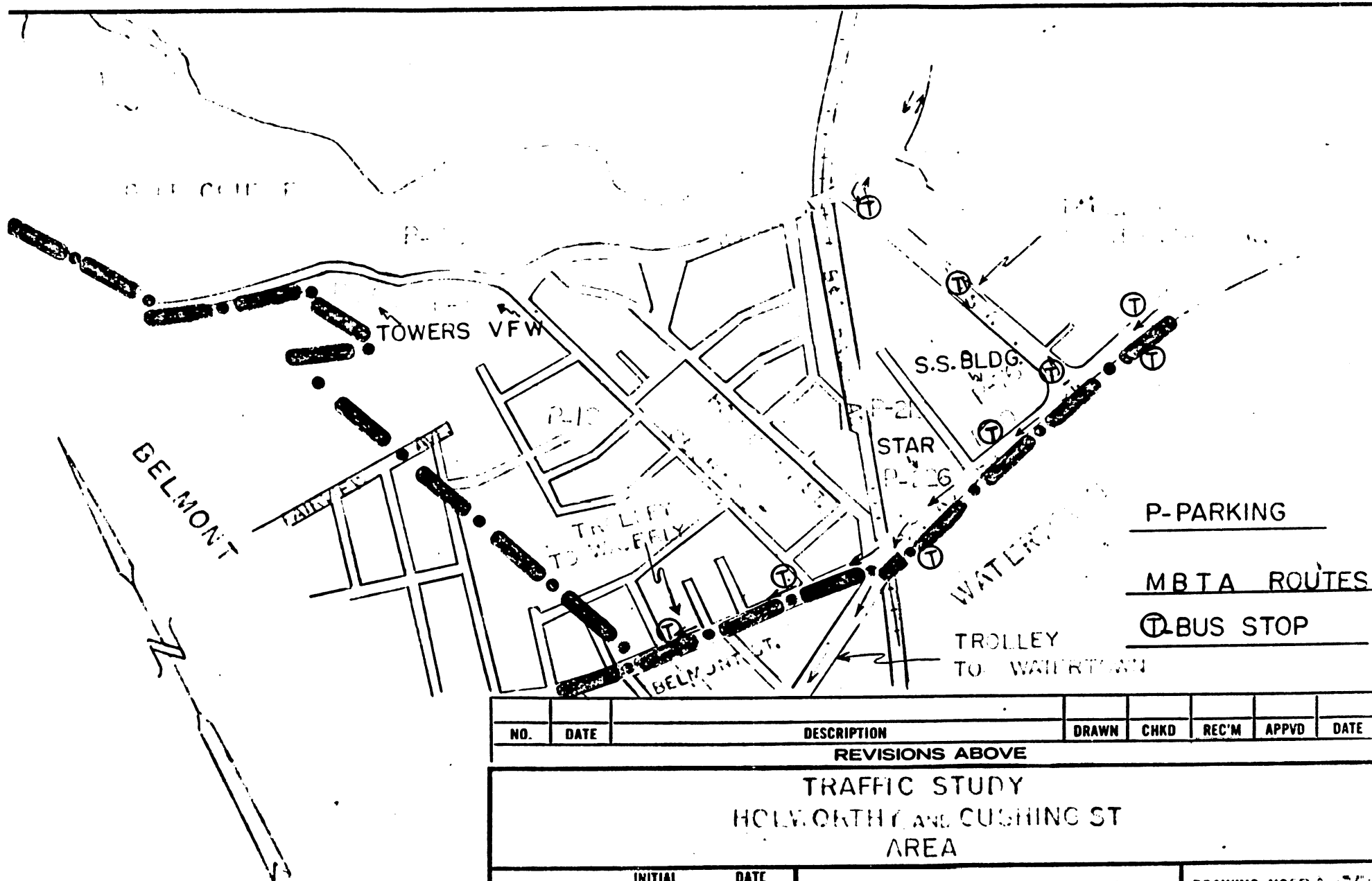
- d. The installation of new curve warning signs on Huron Avenue.
- e. Update the existing pedestrian signal at Huron Avenue and Holworthy Street. Presently under design by the Department as part of our Urban Systems Project.
- f. A complete design of Mt. Auburn Street with a focus on the intersection of Mt. Auburn Street and Belmont Street (This is a joint study now being considered by the Town of Belmont and the State DPW along with the City of Cambridge).
- g. A redesign of the Huron Avenue and Cushing Street Intersection.
- h. Establish the Resident Parking Program in the Strawberry Hill neighborhood if desired by the residents.
- j. Restudy the feasibility of installing a pedestrian signal somewhere in the vicinity of No. 700 Huron Avenue provided there is some way the pedestrians could cross and walk safely on the Golf course side of Huron Avenue.

March 14, 1979



NO.	DATE	DESCRIPTION	DRAWN	CHKD	REC'M	APPVD	DATE
REVISIONS ABOVE							
TRAFFIC STUDY HAGGERTY SCHOOL CUSHING ST AREA							
DRAWN		INITIAL		DATE		DEPARTMENT OF TRAFFIC AND PARKING	
TRACED						DRAWING NO	
CHECKED							
REC'M APP.						SHEET NO 1 OF 4	
APPROVED							





NO.	DATE	DESCRIPTION	DRAWN	CHKD	REC'M	APPVD	DATE
REVISIONS ABOVE							
TRAFFIC STUDY HOLY NORTHY AND CUSHING ST AREA							
DRAWN _____ TRACED _____ CHECKED _____ REC'M APP. _____ APPROVED _____			DEPARTMENT OF TRAFFIC AND PARKING CITY OF CAMBRIDGE			DRAWING NO. RA-381 SCALE 1"=100' SHEET NO. 3 OF 4	



CITY OF CAMBRIDGE

CAMBRIDGE, MASSACHUSETTS 02139
Tel. 498-9011

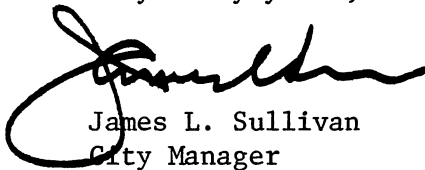
EXECUTIVE DEPARTMENT
JAMES L. SULLIVAN
City Manager

March 19, 1979

To the Honorable, the City Council:

With respect to Awaiting Report Item No. 2 relative to minimizing the impact of Huron Avenue traffic in the Strawberry Hill neighborhood, enclosed please find copy of a report from George Teso, Traffic. All aspects of this report were discussed and approved, and the Traffic Department will now take the necessary steps to implement the proposals.

Very truly yours,



James L. Sullivan
City Manager

JLS/mbf
Enc.

S-154

Response to Awaiting Report No. 2 re: minimizing the impact of Huron Avenue traffic in the Strawberry Hill neighborhood.

In City Council,

March 19, 1979

3/19/79

Placed

on

File.

Note Order by
-Commissioner Lane-