DOWNTOWN CONCEPT PLAN

STOUGHTON, MASSACHUSETTS

STOUGHTON REDEVELOPMENT AUTHORITY

Candeub, Fleissig, Adley and Associates

DOWNTOWN CONCEPT PLAN

STOUGHTON, MASSACHUSETTS

June, 1965

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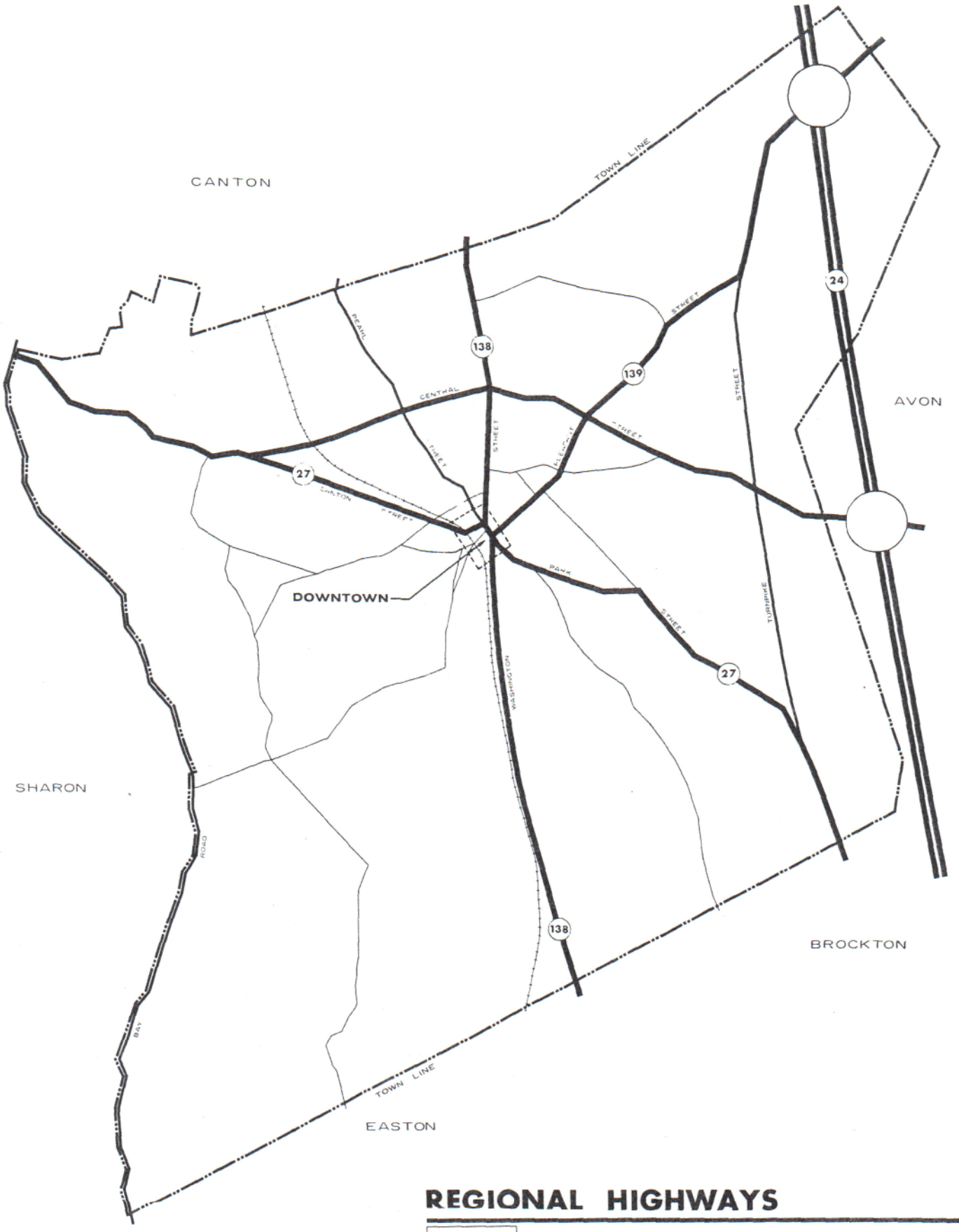
TABLE OF CONTENTS

LIST OF MAPS



REGIONAL HIGHWAYS

SCALE IN FEET

DOWNTOWN CONCEPT PLAN

STOUGHTON REDEVELOPMENT AUTHORITY

TOWN OF STOUGHTON, MASSACHUSETTS

BASIS FOR CONCEPT PLAN

The following are the major factors which served as a basis for the proposed plan:

(1) Traffic congestion, particularly at the intersection of Washington, Pearl and Porter Streets and Washington, Pleasant and Park Streets, has reached a critical state during rush-hour periods.

(2) The major flow of traffic in Downtown Stoughton is to and from Washington Street and Park Street.

(3) The major traffic flow not satisfied by the present street system involves vehicular movements to and from Canton and Pearl Streets.

(4) The major existing parking demand is for short-period (less than one-half hour) spaces in the front of stores along Washington Street.

(5) There are adequate spaces at present for long-period (over one hour) parking.

(6) Pedestrian traffic flow is not heavy, but tends to create conflicts with vehicular movements on Washington Street during peak periods.

(7) Downtown Stoughton contains a number of inappropriate land uses such as a rail commuter parking lot, used car lot and several lumber yards.

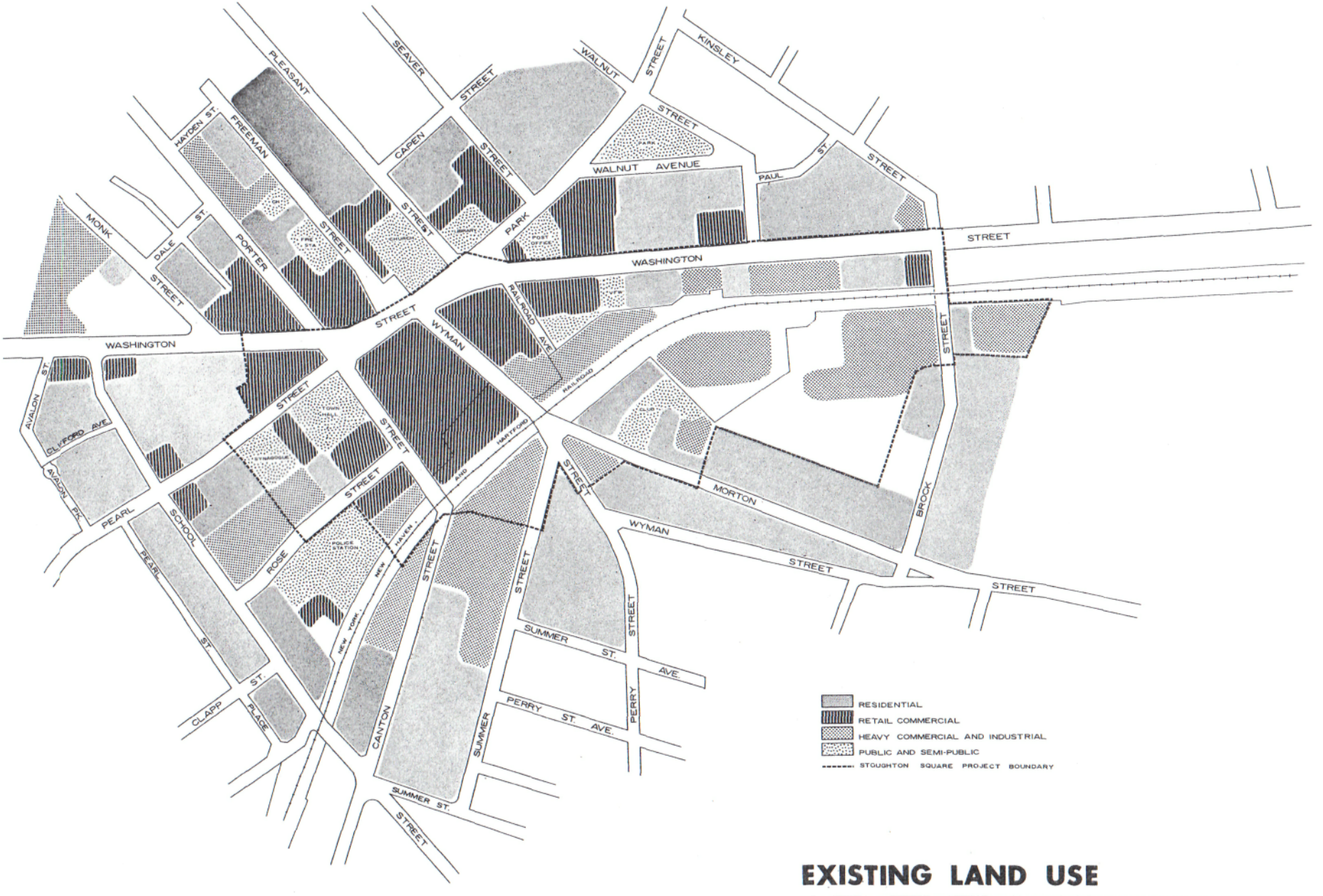
(8) An exterior examination of downtown structures reveals approximately 72 per cent to be deficient or substandard and 28 per cent to be standard.

(9) Present plans call for the Massachusetts Bay Transit Authority to take over all commuter services of the New Haven Railroad in the Boston region. The MBTA plans to discontinue rail commuter trains to Stoughton when it assumes the operation.

(10) Stoughton's present population of approximately 19,900 is expected to grow to 30,000 by 1980.

(11) Stoughton has two existing commercial concentrations. One is Downtown Stoughton. The other is the retail development adjacent to the intersection of Central Street and Washington Street.

(12) Major shopping areas which compete with Downtown Stoughton include the retail development at Central and Washington Streets and Westgate Shopping Mall in Brockton.



EXISTING LAND USE

DOWNTOWN CONCEPT PLAN

STOUGHTON REDEVELOPMENT AUTHORITY
TOWN OF STOUGHTON, MASSACHUSETTS

CANDEUB, FLEISSIG, ADLEY AND ASSOCIATES CONSULTANT

JUNE, 1965

CONCEPT PLAN PROPOSALS

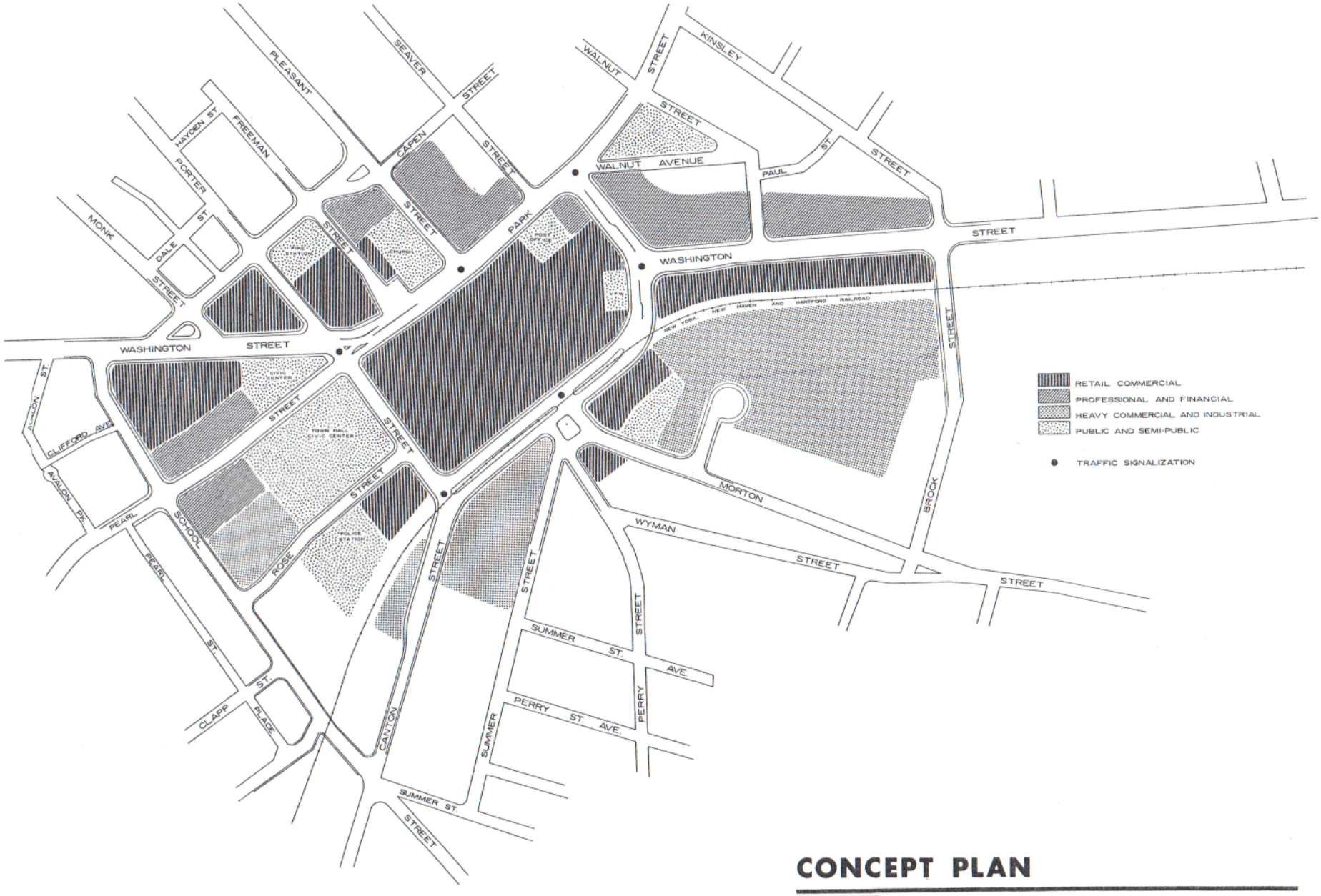
The Concept Plan for Downtown Stoughton is designed to accomplish the following goals and objectives:

- To improve traffic circulation into and through Downtown.
- To provide space for new retail, office and general commercial development.
- To provide adequate and conveniently located parking facilities.
- To improve the physical attractiveness of the Downtown area.
- To provide a strong focal point for the entire community.
- To provide an environment which will attract new industry to the town.

The Concept Plan is the result of many surveys and studies by the Redevelopment Authority's planning consultant and a series of meetings with the Authority to discuss traffic, parking, land use, and community facilities recommendations. The plan presented is one of about twenty different alternatives considered by the Authority and its consultant.

The various alternatives were considered and were discarded because of practical considerations such as cost, inadequate overall design, and market limitations.

A number of studies of traffic flow, parking and land use were completed to serve as a basis for the plan's recommendations. These studies are detailed in the Appendices.



CONCEPT PLAN

DOWNTOWN CONCEPT PLAN

STOUGHTON REDEVELOPMENT AUTHORITY

TOWN OF STOUGHTON, MASSACHUSETTS

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JUNE, 1965

TRAFFIC CONCEPT PLAN

The objective of the traffic plan is to provide a circulation system which will minimize congestion, will provide convenient access to parking areas and will route through-traffic around or by the center wherever possible.

One of these objectives, the elimination of through-traffic from the "Square," can not be solved entirely by this plan. The contemplated Master Plan studies should give careful consideration to developing proposals for bypassing traffic through both the northern and southern sections of town. The need for these alternate routes through Stoughton will be intensified by traffic movements between Routes 95 and 24. One immediate solution might be the designation of Central Street as a State route bypassing the center.

There are limited opportunities for new streets within Downtown Stoughton. Existing factories, banks, office and public buildings preclude many possibilities. The major opportunity lies along the railroad tracks where it would be feasible to construct an extension of Canton Street to ultimately connect with Park Street south of the Post Office. The construction of such a roadway would create a loop around the major retail blocks generally bounded by Porter Street, Washington Street, Park Street and the Canton Street Extension.

The proposed loop would be operated as a two-way street system at first. Present studies indicate that the proposed pavement widths would be adequate to carry the projected traffic volumes except along Washington and Park Streets from Porter Street to the Canton Street extension. When traffic exceeds capacity this loop could be converted to a one-way system as shown on the Traffic Circulation Plan Map.

The detailed elements of the Traffic Concept Plan are as follows:

New Streets

1. Extend Canton Street along New Haven Railroad tracks to the vicinity of the Veterans of Foreign Wars building and thence easterly across Washington Street to join Park Street near Walnut Street. This would be a boulevard type street.

2. Extend Capen Street northerly to Washington Street near Monk Street.

3. Extend Capen Street from Walnut Street to Park Street near Kinsley Street.

Street Widening

1. Widen Pearl Street between School Street and Porter Street.

2. Widen Porter Street between Canton Street and Washington Street.

3. Widen School Street between Canton Street and Washington Street.

4. Widen Canton Street immediately west of railroad tracks.

5. Widen Capen Street from Walnut Street to Pleasant Street.

6. Widen Pleasant Street between Capen Street and Washington Street.

7. Widen Washington Street to the south of the proposed intersection with the Canton Street extension.

8. Widen Park Street between Walnut Avenue and Pleasant Street.

Street Vacations

1. Vacate Wyman Street from Washington Street to railroad.

2. Vacate Washington Street from Railroad Avenue to Canton Street extension south of the Veterans of Foreign Wars building.

3. Vacate Railroad Avenue.

Intersection Treatments

1. Channelize intersection of Washington, Pearl and Porter Streets.

2. Provide left turn lanes at intersection of Canton Street and Washington Street.

3. Redesign intersection of Morton, Wyman, and Perry Streets.

Traffic Signals

1. Intersection of Washington, Pearl and Porter Streets.

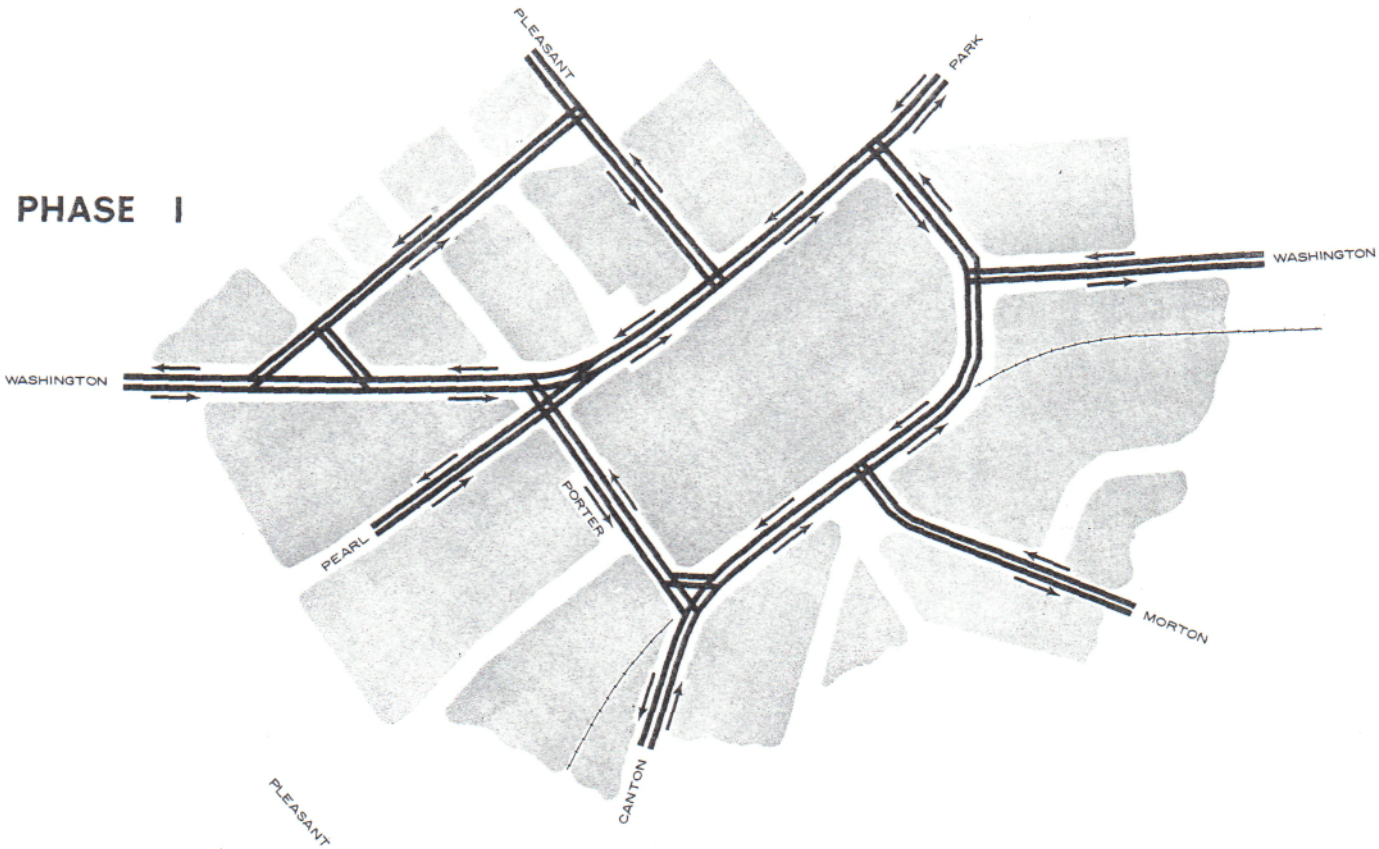
2. Intersection of Pleasant and Washington Streets.

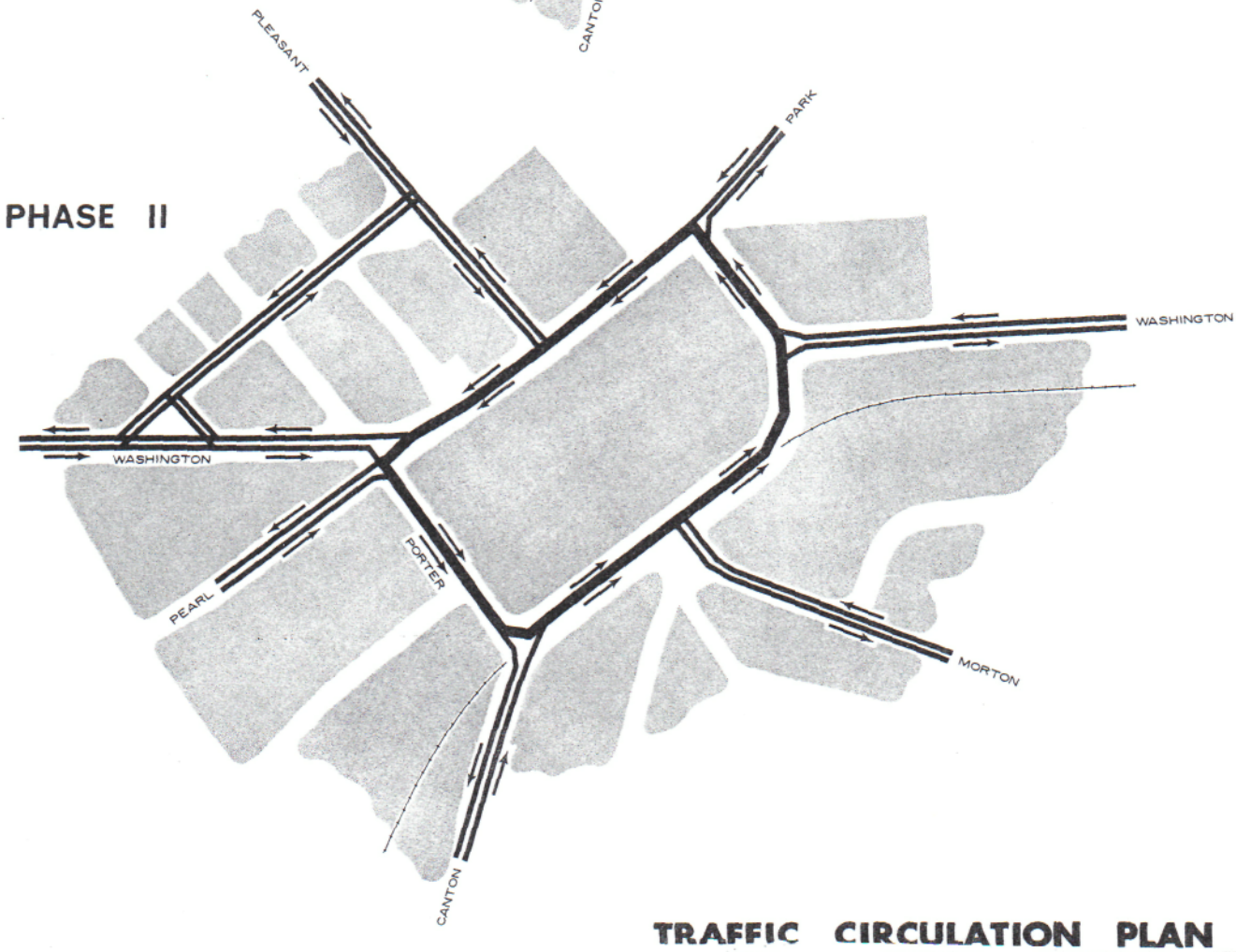
3. Intersection of Park Street and Canton Street extension.

4. Intersection of Washington Street and Canton Street extension.

5. Intersection of Canton Street extension and Morton Street.

6. Intersection of Canton Street and Porter Street.





TRAFFIC CIRCULATION PLAN

DOWNTOWN CONCEPT PLAN

STOUGHTON REDEVELOPMENT AUTHORITY
TOWN OF STOUGHTON, MASSACHUSETTS

JUNE, 1965

LAND USE CONCEPT PLAN

The plan for land use visualizes Downtown Stoughton divided into four major use areas. First there is the retail core which is the nucleus for all other downtown activity. At present, the retail area of Downtown is spread out along Washington Street and Wyman Street. There is no unity in the present layout. A number of existing retail structures are obsolete and in many cases are deteriorated or dilapidated. The proposed Traffic Plan has been designed to facilitate a concentrated retail core area.

Secondly, there is the civic area about the existing Town Hall and Police Station which will have to be expanded as the town grows.

Thirdly, there is the office and financial area which is formed by the present nucleus of banks and offices near the intersection of Washington and Pleasant Streets.

A fourth area, located to the west of the railraod tracks, is proposed for heavy commercial and industrial use.

Retail Area

1. Expand the retail area from four to ten acres.

2. Major retail area is to be located in the superblock bounded by Porter Street, Washington Street, Park Street and Canton Street extension.

3. Supporting retail activity is proposed along the east side of Washington Street and the west side of Washington Street south of the V. F. W. building.

Office and Financial Area

1. Office and financial activities are suggested for Pleasant Street, Park Street to the south of Pleasant Street and Pearl Street north of the Town Hall.

Public and Semi-Public Area

1. A civic center development comprising the present Town Hall at Pearl and Porter Streets and a Public Library is proposed at the intersection of Washington and Pearl Streets.

2. Expansion of the existing Town Hall or space for the construction of a new Town Hall is provided between Pearl Street and Rose Street.

3. The present library building at the corner of Park Street and Pleasant Street could be disposed of for public, office or financial use.

4. Land area for additional parking and loading is provided to the rear of the existing Post Office on Park Street.

Heavy Commercial and Industrial Area

1. Develop area for heavy commercial and industrial use between Morton and Brock Streets.

2. Continue existing industrial parking area between Summer Street and Canton Street.

PARKING CONCEPT PLAN

The Parking Concept Plan provides for both curb and off-street parking facilities designed as an integral part of the renewed retail and commercial center. The following are the principal parking proposals:

Curb Parking

1. The widening of existing streets and the revised traffic circulation plan will allow parallel curb parking along Washington, Pearl, Pleasant, Park and the portion of Freeman Street between the Fire House and Washington Street.

2. The construction of the Canton Street extension will permit curb parking along the new right-of-way.

3. Traffic volumes ultimately may require the elimination of curb parking along sections of Washington and Park Streets where they pass through the center of Downtown.

4. Existing curb parking prohibitions should be continued along sections of Rose, Freeman, Canton, Perry, Morton and Seaver Streets.

Off-Street Parking

1. The existing 110 space public parking lot adjacent to the police station should be paved and marked.

2. Additional public parking facilities to serve the proposed Public Library and the Town Hall should be developed as an integral part of the Civic Center area between Pearl and Rose Streets.

3. A 50-space parking lot to serve the retail area on the east side of Washington Street is proposed in the general area bounded by the Fire House, Freeman Street, Porter Street and the existing stores on Washington Street.

4. New off-street parking to serve the major retail block bounded by Porter, Washington, and Park Streets and the Canton Street extension should be provided as part of the Stoughton Square Urban Renewal Project. Six parking spaces should be provided for every one thousand square feet of retail or commercial floor space.

5. Off-street parking serving professional and financial uses, heavy commercial and industrial areas and retail and commercial sites outside of the immediate retail core should be provided on-site in accordance with existing zoning controls or regulations to be established under an Urban Renewal Plan.

CONCEPT PLAN EFFECTUATION

The Concept Plan will require the following actions to bring about its accomplishment:

1. The approval of an Urban Renewal Plan for the Stoughton Square Urban Renewal Project by the Redevelopment Authority, Planning Board and Board of Selectmen. A slight modification of the project boundary will be necessary to carry out the Concept Plan. In order to complete the extension of Canton Street to Park Street it will be necessary to include several additional properties between the Post Office and the proposed right-of-way.

2. The approval by the Town Meeting members of the financing of the Stoughton Square Project.

3. Investment by private businessmen in new or improved retail, office, heavy commercial and industrial facilities.

4. Support by all sections of the community for a Downtown area which will be a credit to the community and a source of increased tax revenues.

The plan is designed to encourage investment by businessmen presently operating stores or owning property in the Downtown area. It is strongly urged that a non-profit corporation including merchants, bankers, and civic and religious leaders be established to sponsor the renewal necessary to carry out the plan.

APPENDIX A

BACKGROUND ANALYSIS

1. Downtown Area Boundary

For the purpose of these surveys, the downtown area of Stoughton is generally defined as follows: bounded on the north side by Monk Street, the J.W. Wood Elastic Webb Company Factory and the Stoughton Police Station; on the west by the Corcoran Shoe Company Factory and a furniture store; on the south by the United Lithuanian Societies building, the Veterans of Foreign Wars building and Seaver Street; and on the east by Walnut Avenue, Capen Street, and the Stoughton Fire Station.

2. Downtown Land Use

A survey was conducted in April, 1965, by Candeub, Fleissig, Adley and Associates to determine the existing land uses and ground floor uses in downtown Stoughton. The findings of that survey are described in Tables 1 and 2. A map showing existing land use and the boundaries of the Stoughton Square Urban Renewal Project follows page 3 of this report.

Table 1
Existing Land Use - 1965
Downtown Stoughton

Land Use	Acres	Per Cent
Residential	3.5	14
Retail and Service Commercial	4.1	16
Automobile Sales and Service	2.6	11
Professional Offices or Home Occupation	1.7	7
Mixed Use (Commercial/Residential)	1.6	6
Heavy Commercial & Industrial	4.2	17
Public & Semi Public	5.6	22
Vacant	0.2	1
Railroad Right-of-Way	1.6	6
TOTAL	25.1	100

Table 2

Existing Ground Floor Use - 1965

Downtown Stoughton

Ground Floor Use	Square Feet	Per Cent
Retail and Service Commercial	110,750	48
Automobile Sales and Service	24,100	10
Professional Offices or Home Occupation	9,010	4
Heavy Commercial	10,100	4
Industrial	31,900	14
Public and Semi-Public	44,350	20
TOTAL	230,210	100

3. Downtown Structural Conditions

In April, 1965, a survey was conducted by Candeub, Fleissig, Adley and Associates to determine the structural conditions of the buildings in Downtown Stoughton. These were exterior surveys only. Of the total 101 buildings, 28 or 28 per cent were sound, 48 or 47 per cent were found to contain minor structural deficiencies and 25 or 25 per cent were in need of major repairs.

The structural conditions of Downtown Stoughton are further broken down as follows:

Table 3
Structural Conditions by General Land Use - 1965
Downtown Stoughton

Land Use	Total	Sound	Minor Deficiencies	Major Deficiencies
Residential	27	3	16	8
Professional Office or Home Occupation	7	4	2	1
Commercial	44	11	20	13
Industrial	11	2	7	2
Public and Semi-Public	12	8	3	1
	101	28	48	25

4. Downtown Traffic

a) Surveys - Traffic surveys were conducted by Candeub, Fleissig, Adley and Associates in April, 1965, at the three major intersections in Downtown Stoughton. From these surveys, traffic volumes on the major streets were determined. Turning movements in the intersections were also observed to determine the major traffic flows in Downtown and the extent of conflict these movements produced on the flow of traffic.

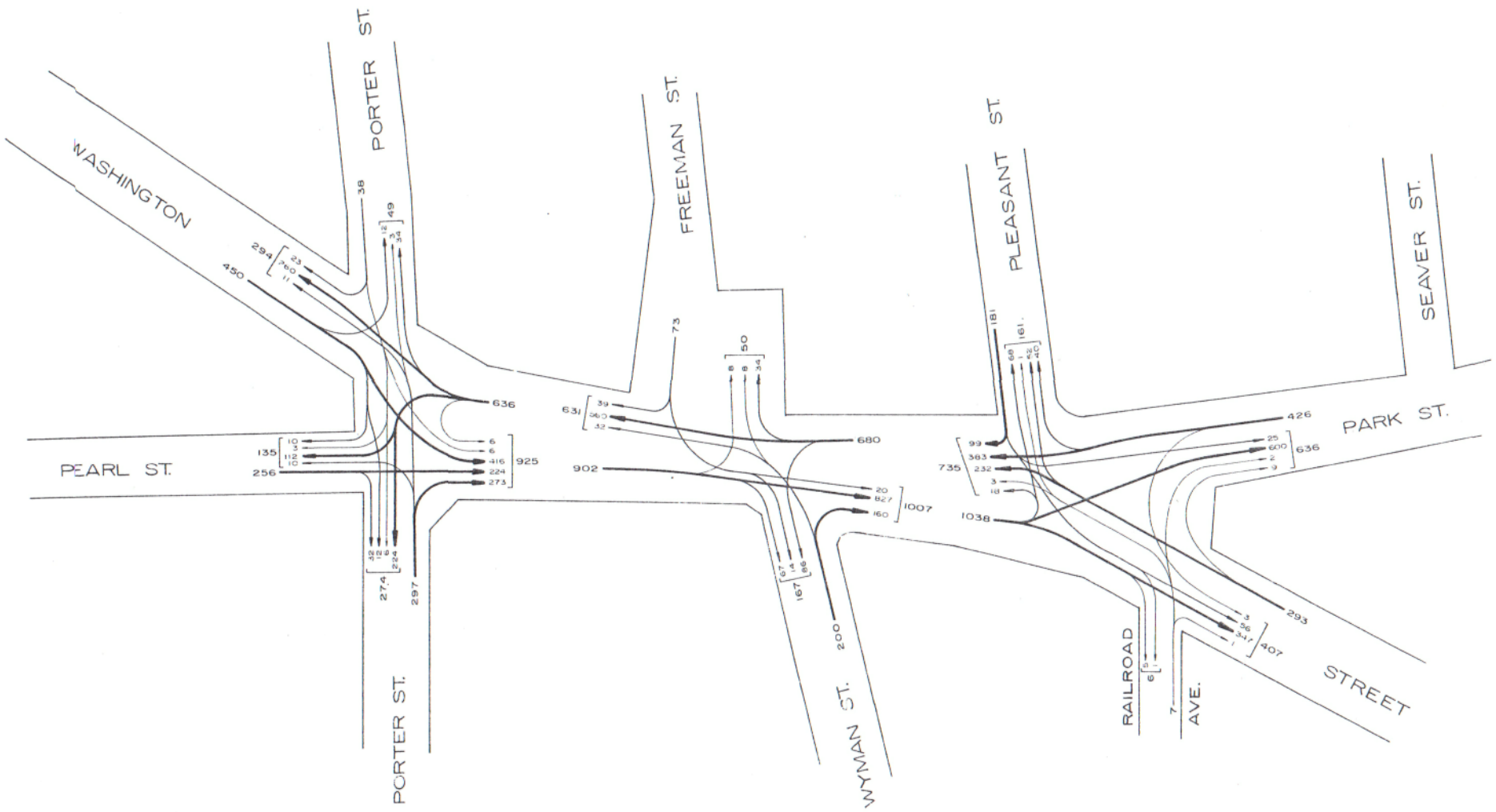
The map on the following page illustrates the traffic volume and the turning movement volumes in Downtown Stoughton during the evening rush hour from 4:30 to 5:30 P.M.

A traffic volume survey was conducted in the Stoughton area by the Boston Regional Planning Project, in conjunction with the Mass. Department of Public Works, during 1963 - 1964. Table 4 incorporates the pertinent results of this survey.

Table 4
Traffic Volume 1963-1964
Downtown Stoughton

Street	Average Daily Traffic	Peak Volume*	Capacity*
Washington Street (north of downtown)	13,000	770	950
Washington Street (south of downtown)	7,500	490	890
Washington Street (from Pearl St. to Park St.)	20,000	1,100	900
Canton Street	8,000	520	550
Park Street	9,500	600	540
Pearl Street	5,000	350	860
Pleasant Street	8,500	550	550

*One direction only for one hour
Source: Mass. Department of Public Works



PEAK-HOUR TRAFFIC FLOW - P.M.

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STOUGHTON REDEVELOPMENT AUTHORITY
TOWN OF STOUGHTON, MASSACHUSETTS

CANDEUB, FLEISSIG, ADLEY AND ASSOCIATES CONSULTANT

JUNE, 1965

b) Signalization and Control - At the present time no traffic signals, stop signs, yield right-of-way signs or other major traffic control signs exist in the Stoughton central business district. A police box with a policeman on duty is situated at the intersection of Washington, Wyman and Freeman Streets. A policeman is on duty at the intersection of Washington, Porter and Pearl Streets when the traffic becomes heavy and congested.

c) Other traffic features - A bus stop for the inter-city busses is located on Washington Street at the corner of Freeman Street. On Freeman Street, near Washington Street, are two taxi stands accommodating approximately six to eight taxis. At the present time three small islands on Washington Street and one island on Freeman Street divide the lanes of traffic at the three major intersections of Downtown Stoughton.

d) Critical Findings - The traffic surveys conducted by Candeub, Fleissig, Adley and Associates in Downtown Stoughton have brought to light the following critical findings:

1) The major traffic streets are Washington Street, Pearl Street, Porter Street and Park Street.

2) During the survey period the predominant flow of traffic was north to south on Washington Street from Pearl Street, Porter Street and Wyman Street to Park Street. From the north, approximately 39 per cent of the flow was through-traffic on Washington Street, 21 per cent originated at Pearl Street, 25 per cent originated at Porter Street (west) and 15 per cent turned on to Washington Street from Wyman Street. At the south, two-thirds of the traffic turned on to Park Street, while approximately one-third continued down Washington Street. With regard to north-to-south traffic, few cars entered from or turned on to Porter Street (east of Washington Street), Freeman Street, Pleasant Street or Railroad Avenue.

3) South-to-north traffic was lighter in volume at the time of the survey than north-to-south traffic. The major flow originated on Park, Washington and Pleasant Streets, with Park Street contributing 54 per cent of this traffic, Washington Street 32 per cent and Pleasant Street 14 per cent. The traffic remained basically through-traffic to the northern intersection where approximately 43 per cent continued north on Washington Street, 38 per cent turned on to Porter Street west and 19 per cent turned on to Pearl Street.

4) In Downtown Stoughton three state routes intersect or combine together with other major traffic-bearing streets - Route 27 (Porter Street, Washington Street and Park Street), Route 138 (Washington Street) and Route 139 (Pleasant Street). These state routes, particularly Route 27 north-bound and south-bound, contribute the majority of traffic in the downtown, mostly through traffic. This inter and intra-city traffic, travelling on narrow streets through complex intersections which lack signalization or sign control,creates severe congestion. Traffic jams, especially at the intersection of Porter, Pearl and Washington Streets, occur frequently during the day and particularly during the rush hours. Turning movements against or across the major flow stop the traffic.

5) The major areas of traffic conflict occur on Washington Street at the north and the south intersections of the downtown area. The north intersection is composed of Washington, Pearl and Porter Streets. The traffic pattern here is basically a semi-circular one with most vehicular movements conflicting with other traffic paths. Traffic running north on Washington Street and thence turning onto Pearl Street conflicts with traffic coming south on Washington Street. Traffic running north on Washington Street which turns into Porter Street conflicts with south-bound traffic on Washington and Pearl Streets. Traffic from Pearl Street and Porter Street(west) running south-bound on Washington Street must squeeze into a single lane along with existing traffic on Washington Street. This produces heavy congestion on the south-bound side of the intersection and traffic jams occur frequently during rush hour. When this jam occurs, traffic running northerly on Washington Street is unable to turn into Pearl Street and Porter Street (west). Forced to stop, this traffic backs up and creates a jam on the north-bound side of Washington Street.

The South intersection, consisting of Washington Street, Park Street, Pleasant Street, and Railroad Avenue, is primarily an "X" pattern intersection, each traffic path conflicting with the other. Traffic south-bound on Washington Street turning into Park and Pleasant Streets conflicts with traffic north-bound on Washington Street.

Although only one direction can be travelled at a time, there is no control here and traffic can flow only at the discretion of the conflicting traffic. The predominant flow is south-bound on Washington Street turning onto Park Street. This traffic is nearly continuous during rush hour and traffic north-bound on Washington Street is often halted.

Many secondary turning movements in these intersections conflict with the predominant traffic flow, usually halting traffic in both directions on Washington Street. These movements, combined with the frequency of "U" - turns in the north and south intersections and shoppers leaving parking spaces on Washington Street, further congest the traffic pattern in Downtown Stoughton.

5. Downtown Parking Facilities

A survey of the existing on-street and off-street parking facilities in Downtown Stoughton was conducted by Candeub, Fleissig, Adley and Associates in March and April, 1965. Table 5 is an inventory of these facilities.

Table 5
Inventory of Existing Parking Facilities
Downtown Stoughton

Type of Parking	Number of legal spaces by limit			
	No limit	2 Hours	1 Hour	Customers Only
On-street	49	104	157	--
Off-street	207	--	--	112
Total	256	104	157	112
Per Cent	41	16	25	18

During the parking surveys of March and April, 1965, the utilization of the existing parking was also observed. The occupancy rate of the spaces and the number of hours the cars remained in the spaces are shown on the Tables 6 and 7 for on-street parking and Tables 8 and 9 for off-street parking lots. The map on the following page shows the various parking areas. The Downtown Center survey area is located in the heart of Downtown and the Periphery survey area is located between the Downtown Center and the outer boundary of Downtown.

Table 6
On-Street Parking - Downtown Center
Downtown Stoughton

Occupancy*	Time						
	10-11 (A.M.)	11-12	12-1	1-2	2-3	3-4	4-5 (P.M.)
Average number of occupied spaces	54.5	46.5	53.5	61.5	57.5	58	48.5
Per Cent Occupied	58	49	57	65	61	62	52

Duration	(10A.M. - 4:30 P.M.)			
	1/2 hour or less	1/2 - 1 hour	1-2 hours	2-7 hours
Number of cars	349	91	37	8
Per Cent	72	19	8	1

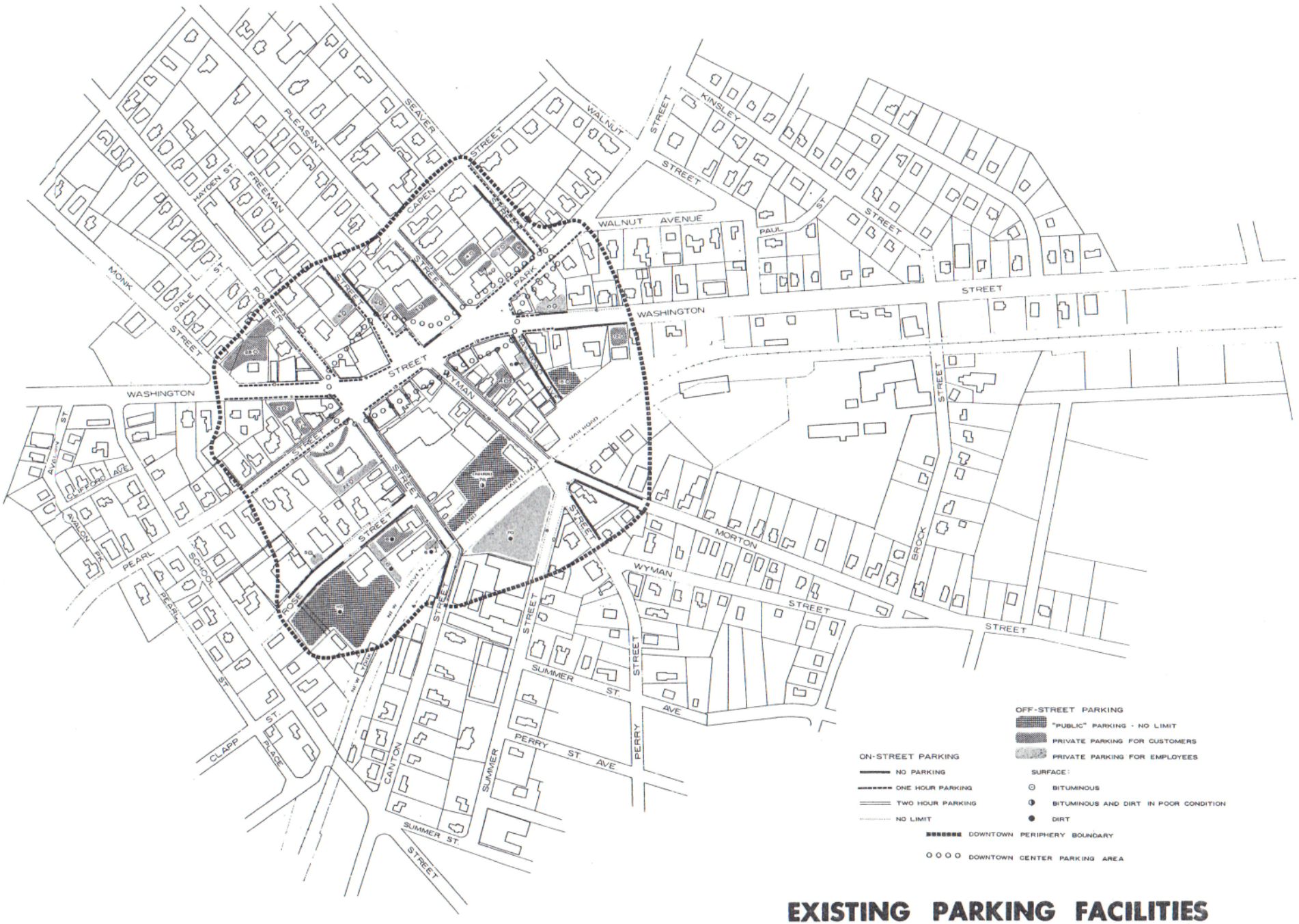
* 94 legal spaces available.
Count taken every 1/2 hour.

Table 7
On-Street Parking - Downtown Periphery
Downtown Stoughton

Occupancy*	Time						
	10-11 (A.M.)	11-12	12-1	1-2	2-3	3-4	4-5 (P.M.)
Number Occupied Spaces	113	124	112	102	94	113	120
Per Cent occupied	52	57	52	47	44	52	56

Duration	(10 AM - 4:00 PM)						
	1 hour or less	1-2 hrs.	2-3 hrs.	3-4	4-5	5-6	6 hrs. or more
Number of cars	241	55	34	11	7	9	16
Per Cent	65	15	9	3	2	2	4

* 216 Legal spaces available.
Count taken every hour.



EXISTING PARKING FACILITIES

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STOUGHTON REDEVELOPMENT AUTHORITY
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JUNE, 1965

In the Downtown Center on-street parking area, the average number of occupied spaces for the day was 54.5 cars, or 58 per cent of the total legal spaces available. The majority of the cars which used these spaces, however, remained one-half hour or less, giving this area a very high turnover rate. In any one hour an average of 76 per cent of the total spaces turned over from vacant to occupied or became occupied by a different car. The turnover varied from a low of 53 per cent between 10 and 11 AM to a high of 97 per cent (about every space) between 12 and 1 PM. The busiest single block in the Downtown Center parking area was the east side of Washington Street between Porter Street and Freeman Street. Here the highest percentage of occupation was recorded at 95 per cent between twelve and one PM, with an average occupation of 75 per cent for the day. The highest percentage of occupation an on-street parking area is expected to maintain with efficiency is 80 per cent.

In the Downtown Periphery on-street parking area, the average number of occupied spaces was 111, or 51 per cent of the total available spaces. This figure is about the same as that for the Downtown Center area. However, the majority of the cars in this area remained up to two hours, and one-fifth of the total cars stayed from two to seven hours. This parking duration expresses itself in a low average turnover rate of only 26 per cent. The turnover varied throughout the day with a high of 34 per cent between three and four P.M. and a low of 19 per cent between one and two P.M.

The Downtown Periphery parking area contained a few high-occupation blocks. These blocks primarily served professional offices, food and drinking establishments, and other service enterprises. In light of an 80 per cent occupation factor for maintaining efficiency, these blocks with their highest occupation percentage and time are given below:

- Porter Street, south side between Washington and Canton Streets - 85 per cent - 12-1; 3-5 PM
- Wyman Street, north side between Washington and Summer Streets - 89 per cent - 11-12 AM
- Pearl Street, east side between Porter Street and Central Business District boundary - 82 per cent - 10-11 AM
  91 per cent - 4-5 PM

- Washington Street - east side between Monk and Porter Streets - 80 per cent - 10-11 AM
- Porter Street East on north and south sides - 85 per cent - 4-5 PM
- Washington Street - east side between Pleasant Street and Central Business District boundary - 80 per cent - 12-1 PM

The majority of these high-occupation percentages occur between 10 and 11 A.M., 12 and 1 P.M., and 4 and 5 P.M.

In both of these on-street parking areas the occupation percentage remained fairly steady. However, the two areas differed in their occupation characteristics: the Downtown Center parking area was filled below average in the morning, began picking up around noon, crested at its high between 1 and 2 P.M., remained steady throughout the afternoon and began dropping around rush hour and supper time; whereas the Downtown Periphery parking area began above average in the morning, crested at its high for the day around 11 A.M., declined to a low between two and three P.M. and then rose again to a near-high percentage during the rush hour.

Table 8
Off-Street Parking - Public Lots*
Downtown Stoughton

Occupancy**	Time						
	10-11 AM	11-12	12-1	1-2	2-3	3-4	4-5 PM
Number Occupied Spaces	124	127	126	122	123	126	110
Per cent occupied	60	61	61	59	59	61	53

Duration	10 A.M. - 4 P.M.				
	1 hr. or less	1-2 hrs.	2-3 hrs.	3-4 hrs.	4-7 hrs.
Number of Cars	11	6	31	8	102
Per cent	7	4	19	6	64

* Includes the parking lot serving the railroad station.
**207 legal spaces available
Count taken every hour

Table 9
Off-Street Parking - Customer Lots
Downtown Stoughton

Occupancy*

	Time						
	10-11AM	11-12	12-1	1-2	2-3	3-4	4-5PM
Number Occupied Spaces	40	39	43	42	45	49	44
Per cent occupied	36	35	38	38	40	44	39

Duration 10 A.M. - 4 P.M.

	1 hr. or less	1-2 hrs.	2-3 hrs.	3-4 hrs.	4-7 hrs.
Number of cars	31	19	14	8	23
Per cent	33	20	15	8	24

*112 legal spaces available
Count taken every hour

In the Public Lots, the average number of occupied spaces was 122, or 59 per cent of the total available spaces. The occupation percentage varied between 59 and 61 per cent throughout the day until 4 P.M., when it dropped to 53 per cent. Almost two-thirds of the cars parked in these lots remained all day. In the railroad station lot, 85 per cent of the cars were all day parkers, and 70 per cent of the cars parked in the lot on Railroad Avenue stayed all day. The parking lot located beside the Police Station was the only lot where less than 50 per cent of the cars stayed all day - 55 per cent of the cars stayed less than four hours. The average turnover for these lots is very low (4 per cent) due to the long-term parkers.

Two of the Public Lots had average occupation percentages of over 80 per cent. Their location, average occupancy and highest recorded occupancy and time are:

- Lot on Railroad Avenue - average 87 per cent, high 93 per cent (10-12 AM)
- Public Library Lot - average 86 per cent, high 100 per cent (2-3 PM)

The private Customer Lots had an average occupation of 43 cars, or 38 per cent of the total spaces available. One-third of the cars which used these lots stayed only one hour or less, 35 per cent stayed from one to three hours and 18 per cent parked all day. The occupation in these lots was less than the public lots because these lots serve only one or two buildings. The length of time the cars remain in these lots is shorter because 1) many of the lots have time limitations and 2) the patrons have elsewhere to shop. The 18 per cent who parked all day were the merchants themselves and their employees.

One lot which served a bank fronting on Pleasant Street had an average occupation of 76 per cent, with highs of 86 per cent between 12 and 1 P.M. and 100 per cent between 2 and 4 P.M. The lot, however, was used extensively by the employees of the bank (although another lot for this purpose was sparsely used); the lot would otherwise be sufficient to serve its purpose.

6. Pedestrian Traffic

In April, 1965, Candeub, Fleissig, Adley and Associates made a survey of pedestrian traffic in Downtown Stoughton. Pedestrian counts were made on the busiest blocks of the Central Business District and at the pedestrian walks crossing Washington Street at Wyman and Freeman Streets. The counts were taken in fifteen-minute intervals and projected into the tables below.

Table 10
Pedestrian Traffic - Sidewalks
Downtown Stoughton

Location of Count	North-bound 2-3	3-4	4-5PM	South-bound 2-3	3-4	4-5PM
West side - Washington Street between Porter & Wyman Streets	128	160	216	124	208	268
West side - Washington Street between Wyman Street and Railroad Avenue	48	132	132	108	132	140
East side - Washington Street between Porter & Freeman Sts.	88	84	32	48	68	44

Table 11
Pedestrian Traffic - Crosswalks
Downtown Stoughton

Location of Crosswalk	East-bound* 2-3	3-4	4-5PM	West-bound* 2-3	3-4	4-5PM
Crossing Washington Street to north side of Freeman Street	40 (28)	84 (48)	72 (48)	28 (16)	92 (56)	60 (48)
Crossing Washington Street from north side of Wyman to south side of Freeman	32 (20)	40 (24)	36 (28)	16 (12)	64 (32)	48 (28)

*The first figure represents the total number of pedestrians who utilized the crosswalk; the second figure (in parentheses) shows the number of trips - i.e. 40 (28) = the crosswalk was transversed 28 times by individuals or groups collectively totaling 40 persons.

Table 12
Street Standards
Downtown Stoughton

Street	Existing R-O-W.	Existing Pavement	Proposed R-O-W	Proposed Pavement	Estimated Peak Hour Volumes 1980	Estimated* Peak Hour Capacity
Washington Street (north of Porter St.)	60'	43'	80'	60'	1460	1670
Washington Street (Porter St. to Pleasant St.)	70-100'	52-86'	90'	70'	2520	1870
Washington Street (south of Canton St. extension for approximately 250 feet)	65'	48'	80'	60'	1200	1670
Park Street (Pleasant St. to Canton St. extension)	64'	52'	80'	60'	2520	1670
Pearl Street	50'	35'	60'	40'	1060	1070
Porter Street	52'	39'	60'	40	500	1070
Canton St. extension	-	-	104'	64'	1160	1670
Canton St. extension (north of Washington St.)	-	-	80'	60'	1700	1870
Pleasant Street	46'	33'	60'	40'	540	1070

* Intersection capacity based on proposed pavement width with parking permitted on both sides of street.

APPENDIX B

B. DETAILED PROPOSALS

1. Proposed Street Standards

The proposed right-of-way and pavement standards for new streets or streets to be widened are shown in Table 12 Street Standards. This Table also shows the peak-hour traffic carrying capacity of the respective streets and the estimated 1980 peak-hour traffic volumes.

2. Mass Transit

The Concept Plan assumes that railroad commuting to and from Stoughton will be discontinued by the M.B.T.A. and there will be no need for a passenger station in the town.

Limited bus service is available in Stoughton today. At present, busses stop in front of the Congregational Church on Washington Street. This bus stop is poorly located and adds to the existing congestion.

It is recommended that an off-street bus loading area be designed as an integral part of the parking lot proposed to serve the block bounded by Porter Street, Washington Street, and Canton Street extension.

3. Signing and Pedestrian Controls

Six traffic signals synchronized to favor the major traffic flows have been proposed in the Concept Plan. Where traffic signals are not proposed, all side streets entering or crossing Pleasant, Washington, Park and Canton Streets and Porter Street between Pearl and Canton Streets should have stop signs to regulate traffic flow.

Major pedestrian crossing areas should be restricted to the six signalized intersections.

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