

CITY OF NEWTON
IN CITY COUNCIL
TRAFFIC COUNCIL REPORT

THURSDAY, MAY 25, 2017

Present: David Koses, Traffic Council Chair; Sgt. Jay Babcock, Newton Police Department; Alicia Wilson, Resident member; Stephen Simoglou, Traffic Engineer and Councilor Blazar

Also Present: Councilors Lipof, Lappin, Kalis and Schwartz

Others Present: Sgt. Brian Henderson, Newton Police Department

Mr. Koses and Mr. Simoglou provided a PowerPoint presentation on these items, attached to this report.

TC7-16 COUNCILOR LAPPIN, requesting a discussion of and possible actions for traffic circulation around the island at the corner of Rosalie Road and Dedham Street. (Ward 8) [03/02/16 @ 2:28 PM]

HELD 5-0 on 05/26/16. Held pending trial of changes to traffic circulation and/or line painting.

ACTION: NO ACTION NECESSARY 5-0

NOTE: Council members were provided with a location map and site photos.

Mr. Koses briefly reviewed with Council members the trial that was discussed on May 26, 2016. This item was held in order for the Traffic Division to design and implement changes to traffic circulation and/or line painting. In the summer of 2016, center-line painting was completed clarifying for drivers where their vehicles should be driven on Rosalie Road and Dedham Street. Mr. Koses recommends no further action be taken.

Councilor Lappin stated that she has spoken with the residents who agreed that the line painting has proven to be beneficial, as it has helped drivers clarify that the roads are two-way traffic. She then said that speeding at this location remains a concern.

Councilor Kalis asked if the line painting would be completed each year. Mr. Koses stated that a staff person would make the assessment each year and if necessary, the lines would be re-painted. He also suggested that a request may be made through the City's WebQA/311 application.

Without further discussion, Ms. Wilson made a motion for no action necessary. Council members agreed 5-0.

TC49-16 COUNCILOR LAPPIN, requests review, discussion and recommendations regarding public safety issues at the intersection of Rachel Road and Winchester Street. (Ward 8) [11/21/16 @ 3:23 PM]

ACTION: **APPROVED 5-0. Approved language of TPR Number 302. This item may be appealed through the close of business June 14, 2017.**

NOTE: Mr. Simoglou provided Council members with a location map, photos, existing conditions, traffic volume counts, Manual on Uniform Traffic Control Devices (MUTCD) guidance and a recommendation from an independent consultant.

Mr. Simoglou stated that there have been seventeen crashes over the past three years at the intersection of Rachel Road and Winchester Street. This intersection is a four-legged intersection and the stop signs are on the minor approaches of Rachel Road and Goddard Street.

In January 2017, from 7:00 a.m. to 7:00 p.m. an independent consultant conducted traffic volumes at this intersection. Their data proved that the traffic volumes were split relatively equally at this location. After review, the consultant recommended an all-way stop sign on Winchester Street, Rachel Road and Goddard Street. The all-way stop sign would generate queues and delays for vehicles traveling along Winchester Street, but would improve operating conditions on Goddard Street and Rachel Road. The all-way stop would also improve sight distance issues, as cross traffic would be required to stop, thereby reducing the distance needed for clear sight lines. Mr. Simoglou stated that he agrees with the consultants recommendations.

Mr. Koses opened the discussion to members of the public who were present. Residents present expressed their concerns, questions and suggestions.

Concerns: Residents expressed their concerns with the high traffic volumes at all times of the day including large trucks. Rachel Road is used as a cut-through street. Drivers have the tendency to block driveways making it difficult for residents to exit or enter. The intersection of Winchester Street, Rachel Road and Goddard Street are very dangerous and many crashes occur at this intersection. It is necessary to address safety concerns.

Questions: Were traffic counts performed on Rachel Road? Can the City use traffic mitigation measures to reduce transportation impacts from Route 128? Were traffic counts performed during the rush hours? What is the cost of installing a traffic signal?

Suggestions: Residents suggested widening Nahanton Street, westbound from Dedham Street, adding traffic calming measures on Rachel Road to discourage drivers and installing traffic signals to avoid vehicles from queuing.

Some residents stated that they would support a 4-way stop sign; others stated that they support a traffic signal. They then said that they feel a traffic signal will meet the necessary warrants for installation, in the near future.

Councilor Kalis stated that drivers have the tendency to block driveways. Due to site lines, it is difficult when traveling from Goddard Street up the hill. He asked if a traffic signal would be appropriate at this intersection. He agrees with the neighbors that said that they feel a traffic signal will meet the necessary warrants for installation, if not now, in the near future.

Councilor Lappin stated that she docketed this item at the request of a resident. She then said that the intersection is very dangerous, seventeen crashes are too many and there are high traffic volumes. She said that she would support a 4-way stop sign at this time, and requested future traffic counts at this location to determine if the intersection meets the warrants for a traffic signal.

Mr. Simoglou answered that a full signal costs approximately \$500,000 to \$750,000 including ADA compliant requirements.

Mr. Koses briefly explained the new process of requesting traffic calming measures. Councilor Kalis said that he would request Rachel Road be added to the current list to determine speed, traffic volumes, etc.

Councilor Lipof suggested that funding be added to the Capital Improvement Plan (CIP) in next year's budget for the purchase and installation of a traffic signal at this location.

Sgt. Babcock asked why the seventeen crashes and high traffic volumes do not meet the warrants of a traffic signal. Mr. Simoglou said that eight traffic warrants must be met for a traffic signal. He did not have traffic signal data available. Sgt. Babcock stated that the Newton Police Department would prefer the installation of a traffic signal rather than a 4-way stop sign at this location.

Council members were provided with a draft Traffic and Parking Regulation (TPR) for consideration. Without further discussion, Councilor Blazar made the motion to approve the installation of a stop sign on Winchester Street at Rachel Road/Goddard Street, southbound and northbound. Sgt. Babcock requested that message boards be placed on Winchester Street prior to approaching the stop sign, on both sides informing drivers of the new sign. Council members agreed 5-0. Mr. Koses stated that this item may be appealed through the close of business June 14, 2017.

TC25-17 COUNCILOR KALIS, on behalf of residents of Rachel Road, seeks a discussion on the parking situation on Rachel Road with the intention of testing no parking here to corner and within 5 feet of driveway in designated areas. (Ward 8)
[03/13/17 @ 10:42 AM]

ACTION: **NO ACTION NECESSARY 5-0**

NOTE: Mr. Koses stated that this item is a discussion item and no action will be taken.

Council members were provided with a location map, photos, road characteristics and the current parking regulations.

Mr. Koses stated that Rachel Road is a public way, approximately 28 feet wide with a parking prohibition, all days, southeast side from Moseley Road to Dedham Street. Mr. Koses stated that a 28-foot wide road could accommodate two-side parking. He then said that he conducted

parking observations on five days, data collected proves that only zero to three vehicles are parking on Rachel Road.

Mr. Koses opened the discussion to members of the public who were present. Residents expressed their concerns and suggestions.

Concerns: Residents expressed their concerns with the high traffic volumes and drivers parking up Rachel Road. Drivers have the tendency to block driveways making it difficult for residents to exit or enter. The intersection of Rachel Road and Dedham Streets are parked up. It is necessary to address safety concerns.

Suggestions: Residents suggested increasing the current parking prohibition to include both sides of Rachel Road and perhaps implement a parking restriction on Mosley Road.

A resident stated that they have called the Police Department regarding parking issues on Rachel Road requesting that they come out to ticket illegal parked vehicles and the department obliged.

Councilor Kalis said that the Beth Menachem Chabad holds services at specific times and on holidays. The Chabad informs their congregants the locations where parking is allowed. Drivers are parking closer than 5' feet from a driveway and blocking driveways. The Chabad holidays make parking on Rachel Road impossible and drivers have the tendency to park up to the intersection of Rachel Road and Dedham Street. He asked what options are available to provide relief to the residents of Rachel Road. He then suggested that congregants should park at the Countryside Elementary School.

A Director of the Chabad spoke and stated that the Chabad wants to support the neighborhood. He also stated that he has called the Police Department requesting the same enforcement as the resident, and the department obliged. He suggests and supports a parking restriction at the intersection of Dedham Street and Rachel Road. The Director will provide the Police Department with a schedule of the Chabad Holidays in order for them to prepare and perhaps patrol the area more frequently.

Sgt. Babcock suggested restricting parking within up to 50 feet of the intersection of Dedham Street and Rachel Road. Mr. Koses stated that parking could be restricted up to 50 feet of the intersection based on the judgment of the Traffic Engineer.

Mr. Koses stated that on-street parking deters speeders. He then suggested removing the current parking restriction and implementing the same restriction on the opposite side to deter drivers from blocking driveways and parking within 5 feet of a driveway. Sgt. Babcock agreed.

Councilor Kalis asked whether the curbs could be painted where parking is prohibited. Mr. Koses answered no; the City does not generally paint curbing. Councilor Kalis then stated that he could not support an additional parking restriction on Rachel Road.

Councilor Blazar also said that he could not support an additional parking restriction on Rachel Road. He suggested the posting of signs alerting drivers 'no parking within 5 feet of a driveway'.

Mr. Koses stated that if desired, the Councilors or residents could docket an action item requesting a change in the parking restrictions on Rachel Road.

Without further discussion, Sgt. Babcock made a motion for no action necessary. Council members agreed 5-0.

TC39-17 DAVID KOSES, TRANSPORTATION COORDINATOR, requesting consideration of parking regulations on Olde Field Road between Brandeis Road and ~~Nardone Road~~ Haynes Road. (Ward 8) [04/28/17 @ 2:10 PM] [REVISED 05/01/17]

ACTION: **HELD 5-0. Held for trial of the following: Olde Field Road, parking prohibited, school days, west side, between Brandeis Road and Haynes Road.**

NOTE: Council members were provided with a location map, site photos and road characteristics.

Mr. Koses said that this docket item is requesting a parking regulation on Olde Field Road between Brandeis Road and Haynes Road. This item was docketed as a result of the Police Department implementing a temporary emergency parking restriction due to the difficulty that school buses and emergency vehicles on Olde Field Road, especially at the bend of the road due to parked up vehicles were experiencing. Newton South High School is approximately a four to five minute walk from Olde Field Road.

The current temporary emergency police implemented parking regulations:

- 1) Prohibited, 7:00 a.m. to 4:00 p.m., school days, east side, from Brandeis Road to Route 9.
- 2) Two-hour limit, 7:00 a.m. to 4:00 p.m., school days, west side, from Brandeis Road to Route 9.

Mr. Koses said that Olde Field Road is a public road; the width varies from 24 to 28 feet at different locations allowing parking on both sides. A typical Newton street width is 23-24 feet wide. Mr. Koses conducted parking observations on five days during the time the temporary emergency parking restriction was in effect. Data collected proves that only zero to eight vehicles are parking on Olde Field Road between Brandeis Road and Haynes Road.

Mr. Koses opened the discussion to members of the public who were present. An Olde Field Road resident who lives closer to Route 9 stated that the temporary parking restriction has made it difficult because driveways are small and on-street parking is necessary.

Residents of Olde Field Road provided a signed petition in opposition to any parking restrictions. This petition is on file.

Residents expressed their concerns and suggestions.

Concerns: A resident stated that they support the Police Department's parking restriction because it has made it much easier to enter and exit driveways. Another resident disagreed and stated that on-street parking is necessary, the parking ban is inconvenient. Speeding remains an issue, not parking. Since the parking ban has been implemented, drivers have the tendency to speed. It is necessary to address safety concerns.

Suggestions: Residents suggested restricting parking within up to 50 feet of the intersection of Nardone Road. Prohibit parking on both sides, at the 24-foot section of Olde Field Road to accommodate buses and emergency vehicles access without difficulties. Re-route the school bus. Implement Resident Permit Parking Only.

Councilor Lipof stated that it was necessary to restrict parking due to the difficulty that school buses and emergency vehicles were experiencing on Olde Field Road, especially at the bend of the road due to parked up vehicles.

Sgt. Babcock stated that the Police Department implemented the temporary emergency parking restriction due to the difficulty that school buses and emergency vehicles especially at the bend of the road were experiencing due to parked up vehicles. Vehicles were queuing up, vehicles cannot pass each other, and vehicles were parking and blocking the intersections and driveways. The department made observations on two days observing that students were parking up Olde Field Road between Haynes Road to Brandeis Road. Since the implementation during school session, the area has become safer allowing the bus and emergency vehicles access. He then stated that he supports and recommends making permanent the current emergency police implemented parking regulations. It is necessary to prohibit parking in this location. If necessary, he would implement the temporary parking restriction again. Sgt. Babcock then said that it is not necessary to restrict parking from Haynes Road to Route 9.

Mr. Koses noted that a new Resident Permit Parking street has not been approved in at least 15 years. He also noted that the neighborhood around the Newton North High School implemented a comprehensive parking plan on neighboring streets to accommodate student parking. The roads are public, not private. It is unfair and a hardship to residents who are not allowed to park in front of their homes due to students occupying the parking spaces. Councilor Kalis also stated that it is a hardship to residents when parking is eliminated on their street.

Mr. Simoglou stated that a two-hour parking restriction would allow students to shuffle their vehicles. This is unnecessary. He then stated that he would support a one side parking restriction, not both sides. Mr. Koses and Councilor Blazar agreed.

COMMITTEE MEMBERS MOTIONS:

1) Mr. Koses made a motion to hold this item for a trial of the following: Olde Field Road, parking prohibited, east side, school days, between Brandeis Road to Nardone Road. No parking restriction on the west side. This motion failed. Mr. Simoglou suggested extending the parking restriction to Haynes Road. Mr. Koses disagreed due to difficulties voiced by residents.

2) Mr. Simoglou made a motion to hold this item for a trial of the following: Olde Field Road, parking prohibited, east side, from Brandeis Road and Haynes Road. This motion was seconded by Sgt. Babcock.

Mr. Koses opened the public comment for a second time and stated that residents desire parking in front of their homes. Residents present agreed.

3) Mr. Simoglou made a third motion to hold this item for a trial of the following: Olde Field Road, parking prohibited, school days, west side, between Brandeis Road and Haynes Road. This motion was seconded by Ms. Wilson. Council members agreed 5-0.

TC40-17 COUNCILOR LAPPIN, on behalf of Susan Allen requesting "two hour parking, 7:00 a.m. to 4:00 p.m., school days" on a portion of Littlefield Road. (Ward 8) [04/29/17 @ 1:06 PM]

ACTION: **APPROVED AS AMENDED 5-0. Approved language of TPR Number 303. This item may be appealed through the close of business June 14, 2017.**

NOTE: Council members were provided with a location map, site photos and road characteristics.

Mr. Koses stated that it is approximately a two-minute walk to Oak Hill playground and Brown Middle School and approximately a four-minute walk to the Newton South High School. Littlefield Road is a public way, approximately 24 feet wide. There are no current parking restrictions. The fire hydrants are located on the north side and no observed utility poles. Mr. Koses conducted parking observations on five days; data collected proves that five to eleven vehicles are parking on Littlefield Road.

Susan Allen attended tonight's discussion and requested that this item be amended to 7:00 a.m. to 2:00 p.m., (rather than 4:00 p.m.), school days, on the dead-end portion of Littlefield Road. She said that it appears that students are parking up the street when school is in session. Students have the tendency to block fire hydrants and driveways in the dead-end portion of the street.

Mr. Koses opened the discussion to members of the public who were present. Residents expressed their concerns and suggestions.

Concerns: Residents said that students park up Littlefield Road in the dead-end portion of the street making it difficult for emergency vehicle access and trash pick-ups. It is difficult to enter and exit driveways. Vehicles are blocking fire hydrants, blocking driveways and park opposite of each other, not staggered.

Suggestions: A resident suggested implementing Resident Permit Parking Only.

Mr. Koses stated that Resident Permit Parking has not been approved in approximately 15 years. The roads are public not private. However, it is unfair and a hardship to residents who are not allowed to park in front of their homes due to students occupying the parking spaces.

Councilor Lappin stated that residents have provided unanimous support for implementing a parking restriction. Since the Newton South High School access road has been closed that means that there are an additional fifty vehicles parking on the streets.

COMMITTEE MEMBERS MOTIONS:

Council members were provided with a draft Traffic and Parking Regulation (TPR) for consideration.

1) Mr. Koses made a motion to implement as a trial a two-hour limit, 7:00 a.m. to 2:00 p.m., school days, both sides Winston Road to dead-end portion of Littlefield Road.

Sgt. Babcock stated that he could not support this motion. He stated that it is necessary to also implement a parking prohibition on one side of the street on school days to allow for emergency vehicle access without difficulties. He then stated that if this motion were approved, he would eliminate and implement a parking restriction on one side.

2) Sgt. Babcock made a motion to approve on Littlefield Road (1) Two-hour limit, 7:00 a.m. to 2:00 p.m., school days, north side from Winston Road to dead-end and 2) Prohibited, school days, south side, from Winston Road to dead-end. Council Blazar seconded his motion. Council members agreed 5-0. Mr. Koses stated that this item may be appealed through the close of business on June 14, 2017.

TC9-17 DAVID KOSES, TRANSPORTATION COORDINATOR AND STEPHEN SIMOGLU, TRAFFIC ENGINEER, requesting discussion and approval of a new RRFB to be installed on Lagrange Street between the Kessler Woods site driveway and the Brookline Town Line, to be funded entirely by the Kessler Woods Developer (Chestnut Hill Realty Development LLC), and subsequently owned and maintained by the City, in accordance with Board Order 102-06(12) dated November 17, 2014. (Ward 8) [02/06/17 @ 9:16 AM]

HELD 5-0 on 03/16/17

ACTION: HELD 4-0, Blazar not voting

NOTE: Mr. Koses made a motion to hold this item without discussion. Council members agreed 4-0, Councilor Blazar not voting.

TC13-17 ANDREW TUBMAN, 16 Brentwood Avenue, requesting a four-way stop sign at the intersection of Greenlawn Avenue, Park Lane, Hancock Avenue and Brentwood Avenue. (Ward 6) [11/04/13 @ 11:06 AM]

ACTION: APPROVED AS AMENDED 5-0. Approved language of TPR 304. This item may be appealed through the close of business June 14, 2017.

NOTE: Mr. Simoglou provided Council members with a location map, photos, existing conditions, traffic volume counts, Manual on Uniform Traffic Control Devices (MUTCD) guidance and recommendations.

Greenlawn Avenue, Park Lane and Brentwood Avenue

Mr. Simoglou stated that the existing conditions include a two-way stop controlled stop on the minor approaches of Park Lane and Brentwood Avenue. The intersection is misaligned and the

minor approaches are skewed. During the observation period, vehicle volumes on Greenlawn Avenue, Park Lane or Brentwood Avenue proved low overall vehicle volume.

Mr. Simoglou then said that criteria for letters A through E were not met in the MUTCD guidelines. Therefore, he recommends no action on the request of a stop sign at this intersection as the intersection does not meet vehicle volumes or crash history to warrant a multi-way stop control.

Greenlawn Avenue and Hancock Avenue

Mr. Simoglou stated that the existing conditions include no stop controls on any approaches and there are poor sight lines on the Greenlawn Avenue approach.

Mr. Simoglou then said that criteria for letter A is met in the MUTCD guidelines for the Greenlawn Avenue approach. Criteria are not met for letters B and C and criteria is not met for a multi-way stop application. Although the intersection meets the MUTCD warrants of letter D, at intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as a yield sign. Therefore, he recommends a yield sign on Hancock Avenue, westbound at Greenlawn Avenue.

Mr. Tubman expressed his disagreement with criteria that did not meet the guidelines of a stop sign at Greenlawn Avenue, Park Lane and Brentwood Avenue. He stated that drivers have the tendency to speed while traveling south on Greenlawn Avenue.

Mr. Simoglou stated that stop signs do not deter speeders or act as speed control measures.

Mr. Koses opened the discussion to members of the public who were present. Residents expressed their concerns and suggestions.

Concerns: A resident stated that they felt stop signs were not necessary at these locations. A resident stated that he would support as recommended a yield sign hoping to deter speeders.

Suggestions: A resident suggested that residents park on their street hoping to deter speeders. A resident suggested installing sidewalks and crosswalks.

Mr. Koses suggested that a request for crosswalks may be made through the City's WebQA/311 application. Warrants for the installation of crosswalks must also be met.

Councilor Blazar stated that he supports Mr. Simoglou's recommendation of no action of a stop sign at Greenlawn Avenue, Park Lane and Brentwood Avenue. He then said that he felt a yield sign at Greenlawn Avenue and Hancock Avenue was not necessary. Councilor Blazar then stated that if warrants were met for crosswalks at this location he would advocate that they be installed.

Council members were provided with a draft Traffic and Parking Regulation (TPR) for consideration. Without further discussion, Sgt. Babcock made a motion to approve a yield sign on Hancock Avenue, westbound, at Greenlawn Avenue. Council members agreed 5-0. Mr. Koses stated that this item may be appealed through the close of business on June 14, 2017.

TC14-17 NEWTON MONTESSORI SCHOOL, 80 Crescent Avenue, requesting a four-way stop sign at the intersection of Beacon Street and Crescent Avenue. (Ward 6) [02/07/14 @ 10:58 AM]

ACTION: **NO ACTION NECESSARY 5-0**

NOTE: Mr. Koses stated that the Newton Montessori School has withdrawn their petition request.

Without discussion, Mr. Koses made a motion for no action necessary. Council members agreed 5-0.

TC50-16 LESLIE KANDEL, 72 Lincoln Street requesting No Parking, in front of 14 Erie Avenue, anytime, from November 15th through April 15th. (Ward 6) [12/02/16 @ 11:37 AM]

ACTION: **DENIED 3-2 (Babcock, Blazer opposed). This item may be appealed through the close of business June 14, 2017.**

NOTE: Leslie Kandel, petitioner did not attend tonight's discussion.

Council members were provided with a location map, photos, American Association of State Highway and Transportation Officials (AASHT) turning radius and existing parking regulations.

Mr. Koses stated that Erie Avenue is 23 feet wide with three different parking regulations. Turning radius data indicates that there is adequate space to exit and enter the driveway of 72 Lincoln Street.

Two emails were received in support of a parking prohibition, on file. Mr. Koses opened the discussion to members of the public who were present. Residents expressed their concerns.

Concerns: Residents stated that Erie Avenue is a narrow road. The driveways capacity is eighteen vehicles. It is difficult to exit the driveway due to vehicles parking directly opposite the driveway and site visibility difficulties. Snow and the winter months exacerbate the issues. Residents spoke in favor of eliminating the parking in front of 14 Erie Avenue.

A resident of 14 Erie Avenue spoke in opposition to this request, and stated that he has never witnessed an accident at this location and does not want to lose on-street parking. He then suggested that the snowplow driver for 14 Erie Avenue piles the snow across from their driveway, thereby making it more difficult to turn out of their driveway.

Sgt. Babcock suggested implementing a no parking restriction directly opposite the driveway (removing the three parking spaces) to allow easy egress for the volume of vehicles that park in the driveway.

Councilor Blazar suggested restricting parking within up to 50 feet of the intersection of Erie Avenue and Hartford Street based on the judgment of the Traffic Engineer.

Mr. Koses stated that there are many City streets where drivers park opposite of driveways. He cannot support implementing a “no parking” regulation directly opposite the driveway in this case.

Without further discussion, Mr. Koses made a motion to deny this request. Council members agreed 3-2, Sgt. Babcock and Councilor Blazer opposed. Mr. Koses stated that this item may be appealed through the close of business June 14, 2017.

TC37-17 DAVID KOSES, TRANSPORTATION COORDINATOR AND STEPHEN SIMOGLU, TRAFFIC ENGINEER, requesting removal of the yield sign at the intersection of Crescent Avenue at Pleasant Street and adding a stop sign in its place. (Ward 6) [04/12/17 @ 10:34 AM]

ACTION: **APPROVED 5-0. Approved language of TPR Number 305. This item may be appealed through the close of business June 14, 2017.**

NOTE: Council members were provided with a location map, existing conditions, Manual on Uniform Traffic Control Devices (MUTCD) guidance and recommendations.

Mr. Simoglou stated that the existing conditions include a three-legged intersection and currently there is a yield sign on Crescent Avenue.

Mr. Simoglou then said that criteria for letter A is met in the MUTCD guidelines for the installation of a yield sign and criteria letter E is met for the installation of a stop sign. Therefore, he recommends removal of the yield sign at the intersection of Crescent Avenue at Pleasant Street and adding a stop sign in its place.

Council members were provided with a draft Traffic and Parking Regulation (TPR) for consideration. Without discussion, Mr. Koses made a motion to remove the yield sign at the intersection of Crescent Avenue at Pleasant Street and to add a stop sign. Council members agreed 5-0. Mr. Koses stated that this item may be appealed through the close of business on June 14, 2017.

TC24-17 WARD 6 COUNCILORS, on behalf of Laurel Street neighbors, requesting an analysis of parking during swim season on Laurel, Crystal Streets and Hancock Avenue and other streets in the neighborhood, with possible seasonal ban on parking, and/or other measures to mitigate current problems with parking while using Crystal Lake. (Ward 6) [03/10/17 @ 4:02 PM]

ACTION: **HELD 4-1 (Koses opposed). Held for trial of the following: Laurel Street, parking prohibited, any time, west side.**

NOTE: Council members were provided with a location map and photos. Mr. Koses stated that Laurel Street is a public 22-23 foot wide street with inconsistent curbing. Parking is prohibited, all days, east side, entire length.

Photos and a letter were received depicting the fact and supporting why a parking restriction is necessary and should be implemented. These photos are on file. Mr. Koses opened the

discussion to members of the public who were present. Residents expressed their concerns and suggestions.

Concerns: A resident stated that Crystal Lake does not have parking or a bathhouse. Inappropriate changing of clothes is taking place on Laurel Street. Drivers attending the lake have the tendency to block driveways and park up Laurel Street. Laurel Street is also the walking route students use to attend the Mason Rice Elementary School, these children should not have to witness this type of inappropriate behavior.

Suggestions: A resident suggested implementing a seasonal no street parking ban from May through September.

Sgt. Henderson stated that last year, Chief MacDonald requested that he review and speak with residents in the area for complaints being received. Last year, the Police Department placed an emergency parking restriction on Laurel Street from July to October. Nearby residents did not complain of the parking restriction implemented by the Police Department. One resident did not support a parking ban, other residents expressed their desire for implementing a seasonal summer parking ban. Sgt. Henderson then stated that he spoke with the residents and the problems are considerable. People are changing clothes and conducting other inappropriate behavior on Laurel Street. The Newton Police Department supports the request of a seasonal parking ban on Laurel Street.

Mr. Koses stated that the City does not generally implement seasonal parking bans. It appears that the issues and concerns are not access and traffic safety issues, they are behavioral issues and not something that should be handled by Traffic Council. Residents disagreed and stated that there is a safety issue. Children walk this route to attend the Mason Rice Elementary School, and these children should not have to witness this type of inappropriate behavior.

Mr. Simoglou stated that if parking were eliminated on the west side, drivers would have the tendency to speed because the street will be free of parked vehicles.

Sgt. Babcock suggested implementing a one-hour parking restriction on the west side. Residents disagreed and stated that it would allow more turnover making parking situations worse.

Councilor Schwartz suggested implementing a trial of no parking on the west side of Laurel Street through the summer months revisiting this trial in the fall. Councilor Blazar stated that he supports this suggestion.

Without further discussion, Councilor Blazar made a motion to hold for a trial on Laurel Street, parking prohibited, any time, west side. Council members agreed 4-1, Mr. Koses opposed.

Respectfully submitted,

David Koses, Transportation Coordinator
Traffic Council Chair

CITY OF NEWTON

TRAFFIC & PARKING REGULATION

TPR NO. 302

May 25, 2017

In accordance with the vote of the Traffic Council on May 25, 2017:

The City of Newton Traffic & Parking Regulations, as established in Ordinance Z-16, dated December 3, 2007, as amended, be further amended as follows:

By INSERTING into the provisions of **Sec. TPR-147. Obedience to isolated stop signs**, the following:

Winchester Street at Rachel Road/Goddard Street, southbound and northbound.

Approved as to legal form and character:

(SGD) DONNALYN B. LYNCH KAHN
City Solicitor

(SGD) DAVID A. OLSON
City Clerk

CITY OF NEWTON

TRAFFIC & PARKING REGULATION

TPR NO. 303

May 25, 2017

In accordance with the vote of the Traffic Council on May 25, 2017:

The City of Newton Traffic & Parking Regulations, as established in Ordinance Z-16, dated December 3, 2007, as amended, be further amended as follows:

By INSERTING into the provisions of **Sec. TPR- 176. Parking regulations pertaining to particular streets**, the following:

Littlefield Road

(1) Two-hour limit, 7:00 a.m. to 2:00 p.m., school days, north side from Winston Road to dead-end.

(2) Prohibited, school days, south side, from Winston Road to dead-end.

Approved as to legal form and character:

(SGD) DONNALYN B. LYNCH KAHN
City Solicitor

(SGD) DAVID A. OLSON
City Clerk

CITY OF NEWTON

TRAFFIC & PARKING REGULATION

TPR NO. 304

May 25, 2017

In accordance with the vote of the Traffic Council on May 25, 2017:

The City of Newton Traffic & Parking Regulations, as established in Ordinance Z-16, dated December 3, 2007, as amended, be further amended as follows:

By INSERTING into the provisions of **Sec. TPR-148. Obedience to yield signs.**, the following:

Hancock Avenue, westbound, at Greenlawn Avenue.

Approved as to legal form and character:

(SGD) DONNALYN B. LYNCH KAHN
City Solicitor

(SGD) DAVID A. OLSON
City Clerk

CITY OF NEWTON

TRAFFIC & PARKING REGULATION

TPR NO. 305

May 25, 2017

In accordance with the vote of the Traffic Council on May 25, 2017:

The City of Newton Traffic & Parking Regulations, as established in Ordinance Z-16, dated December 3, 2007, as amended, be further amended as follows:

By REMOVING from the provisions of **Sec. TPR-148. Obedience to yield signs.**, the following:

Crescent Avenue, northbound at Pleasant Street.

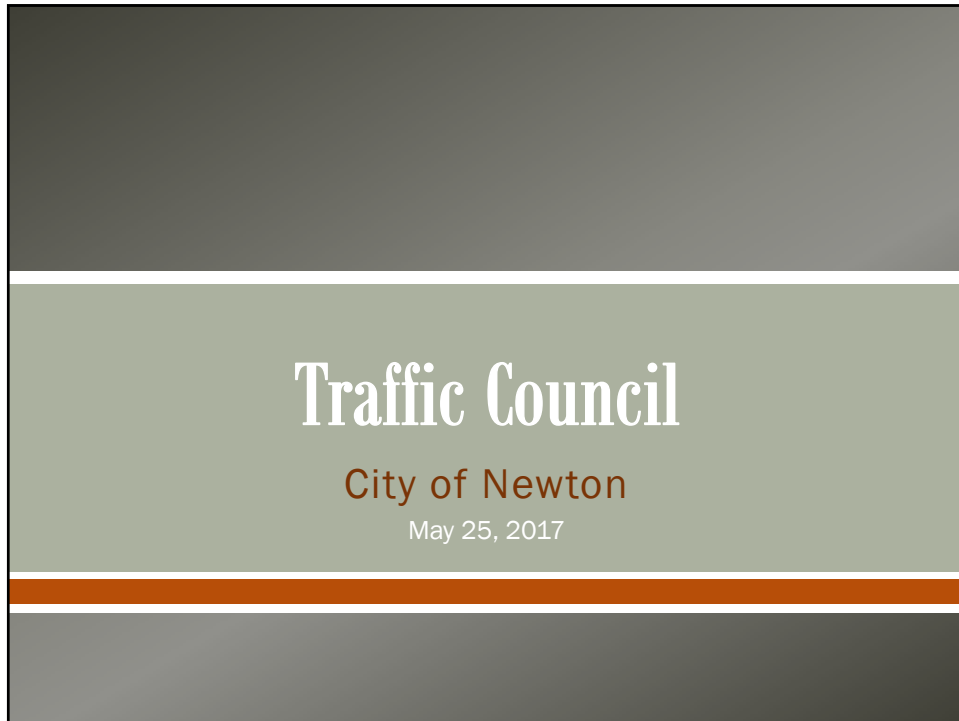
By INSERTING into the provisions of **Sec. TPR-147. Obedience to isolated stop signs**, the following:

Crescent Avenue at Pleasant Street, northbound.

Approved as to legal form and character:

(SGD) DONNALYN B. LYNCH KAHN
City Solicitor

(SGD) DAVID A. OLSON
City Clerk



Agenda (Ward 8 items)		
❖	TC7-16 <u>COUNCILOR LAPPIN</u> , requesting a discussion of and possible actions for traffic circulation around the island at the corner of Rosalie Road and Dedham Street.	
❖	TC49-16 <u>COUNCILOR LAPPIN</u> , requests review, discussion and recommendations regarding public safety issues at the intersection of Rachel Road and Winchester Street.	
❖	TC25-17 <u>COUNCILOR KALIS</u> , on behalf of residents of Rachel Road, seeks a discussion on the parking situation on Rachel Road with the intention of testing no parking here to corner and within 5 feet of driveway in designated areas.	
❖	TC39-17 <u>DAVID KOSES, TRANSPORTATION COORDINATOR</u> , requesting consideration of parking regulations on Olde Field Road between Brandeis Road and Haynes Road	
❖	TC40-17 <u>COUNCILOR LAPPIN</u> , on behalf of Susan Allen requesting "two hour parking, 7:00 a.m. to 4:00 p.m., school days" on a portion of Littlefield Road	
❖	TC9-17 <u>DAVID KOSES, TRANSPORTATION COORDINATOR AND STEPHEN SIMOGLU, TRAFFIC ENGINEER</u> , requesting discussion and approval of a signal to be installed on Lagrange Street at the Kessler Woods site driveway, to be funded entirely by the Kessler Woods Developer (Chestnut Hill Realty Development LLC), and subsequently owned and maintained by the City, in accordance with Board Order 102-06(12) dated 11.17.14	
	5.25.17	2
		Traffic Council

Agenda (Ward 6 items)

- ❖ TC13-17 ANDREW TUBMAN, 16 Brentwood Avenue, requesting a four-way stop sign at the intersection of Greenlawn Avenue, Park Lane, Hancock Avenue and Brentwood Avenue.
- ❖ TC14-17 NEWTON MONTESSORI SCHOOL, 80 Crescent Avenue, requesting a four-way stop sign at the intersection of Beacon Street and Crescent Avenue.
- ❖ TC50-16 LESLIE KANDEL, 72 Lincoln Street requesting No Parking, in front of 14 Erie Avenue, anytime, from November 15th through April 15th.
- ❖ TC37-17 DAVID KOSES, TRANSPORTATION COORDINATOR AND STEPHEN SIMOGLU, TRAFFIC ENGINEER, requesting removal of the yield sign at the intersection of Crescent Avenue at Pleasant Street and adding a stop sign in its place.
- ❖ TC24-17 WARD 6 COUNCILORS, on behalf of Laurel Street neighbors, requesting an analysis of parking during swim season on Laurel, Crystal Streets and Hancock Avenue and other streets in the neighborhood, with possible seasonal ban on parking, and/or other measures to mitigate current problems with parking while using Crystal Lake.

5.25.17

3

Traffic Council

TC7-16

∞ 4 ∞

Discussion of and possible actions for traffic circulation around the island at the corner of Rosalie Road and Dedham Street

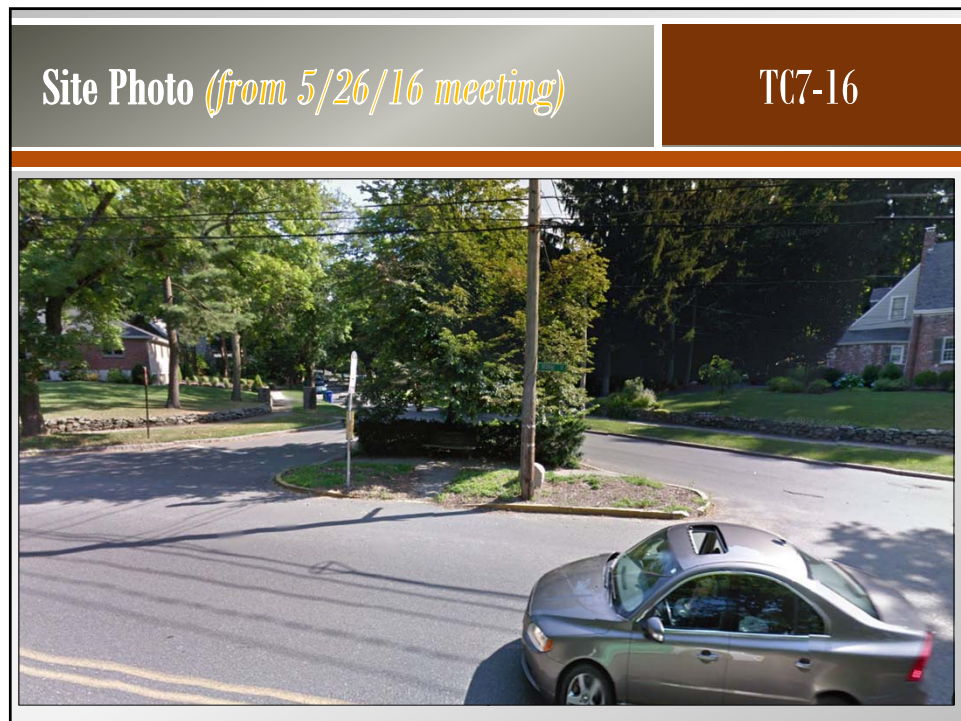
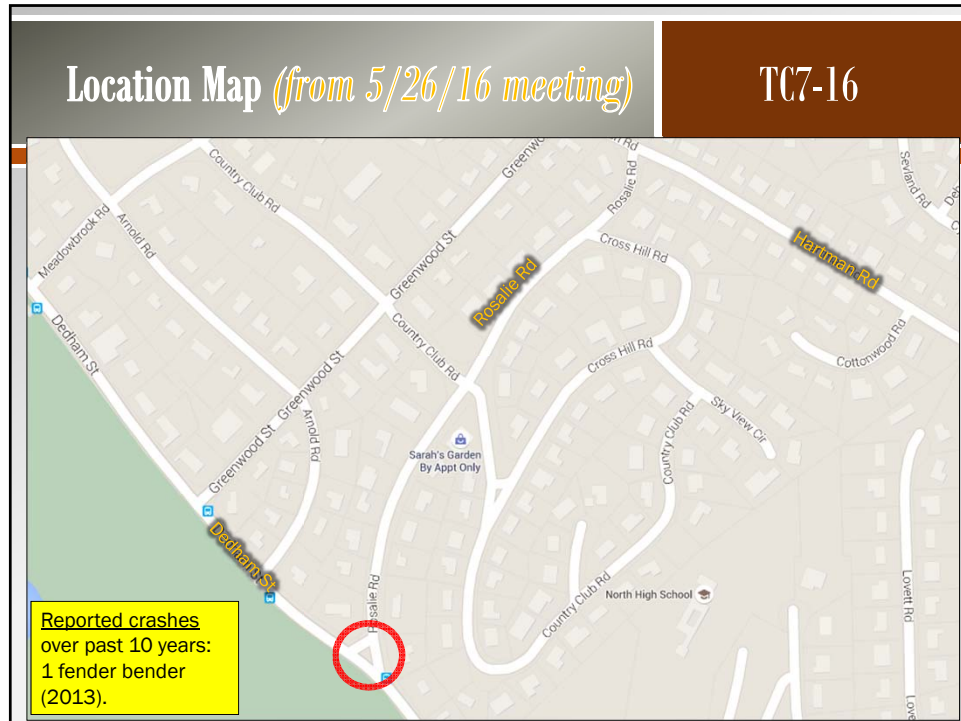


Photo — Looking toward Dedham St
(from 5/26/16 meeting)

TC7-16



5.25.17

7

Traffic Council

Photos — looking across Dedham St
(from 5/26/16 meeting)

TC7-16



5.25.17

8



Action Taken at 5/26/16 meeting

TC7-16

ACTION: HELD (5-0). Held for a trial of the following:

Changes to traffic circulation and/or line painting. Line painting occurred summer 2016.



5.25.17

9

Traffic Council

Recommendation

TC7-16

Continue line painting moving forward

No Traffic Council Action Necessary

5.25.17

10

Traffic Council

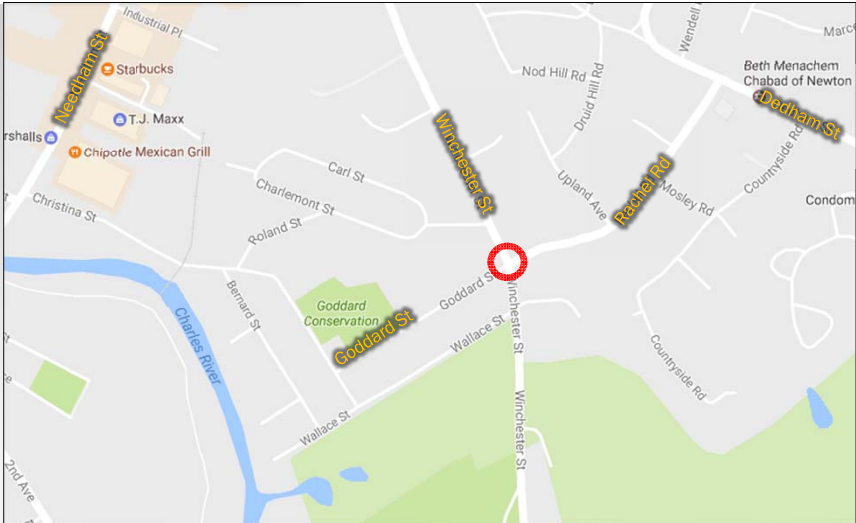
TC49-16

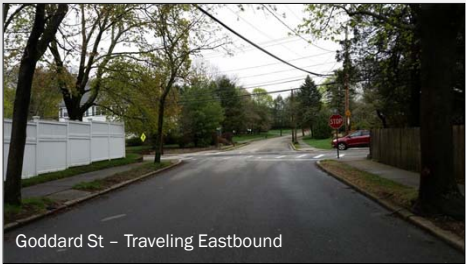





Review, discussion and recommendations regarding public safety issues at the intersection of Rachel Road and Winchester Street

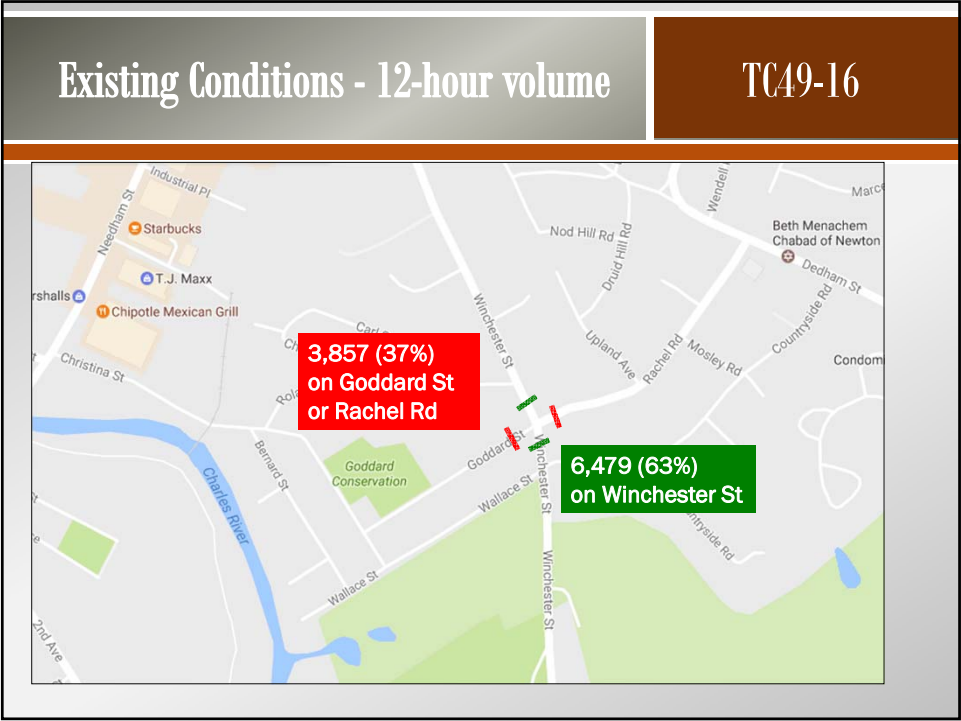
Location Map

TC49-16





Existing Conditions (Goddard/Rachel)		TC49-16
<p>Existing Conditions:</p> <ul style="list-style-type: none">1) Four-legged intersection2) Stop control on minor approaches – Rachel Rd and Goddard St		
 <p>Goddard St – Traveling Eastbound</p>	 <p>Rachel Rd – Traveling Westbound</p>	
5.25.17	13	Traffic Council

Existing Conditions (Winchester St)		TC49-16
 <p>Winchester St – Traveling Southbound</p>  <p>Winchester St – Traveling Northbound</p>		
5.25.17	14	Traffic Council



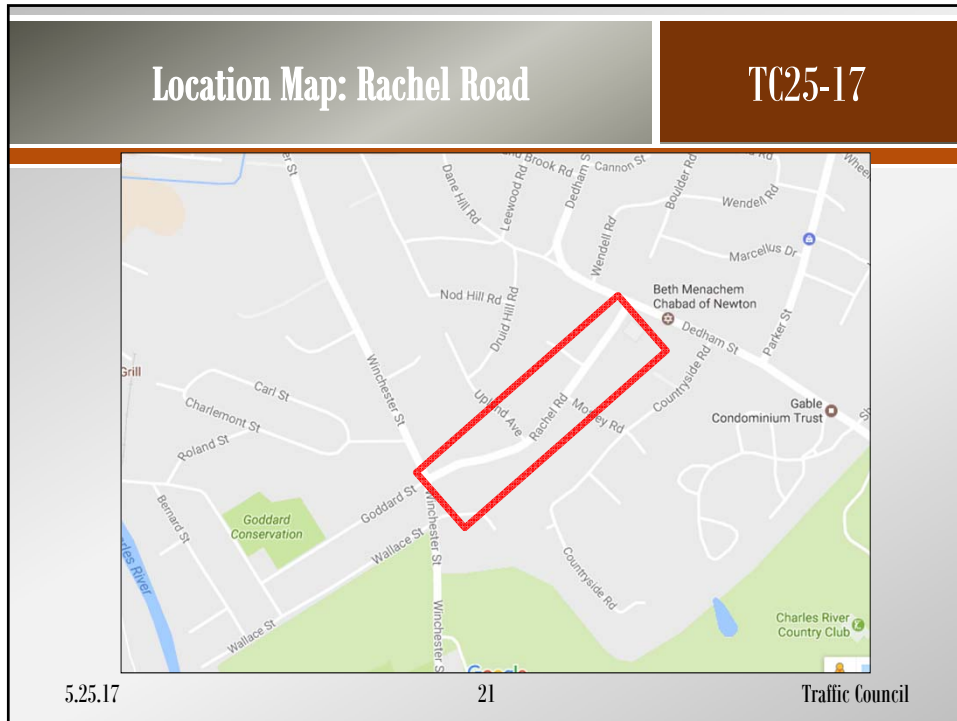
Guidance	TC49-16
MUTCD - Section 2B.07 Multi-Way Stop Applications (Abbreviated)	
(Criteria Met)	A) Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal
(Criteria not met)	B) Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
(Criteria Met)	C) Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions
(Criteria Met)	D/E) Vehicle volume entering the intersection from the major street approaches averages at least 300 vehicles per hour for any 8 hours of an average day; and the combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour
5.25.17	16
Traffic Council	

Consultant Recommendation		TC49-16
<ul style="list-style-type: none"> • All-way stop at Winchester/Rachel/Goddard <ul style="list-style-type: none"> • Would generate queues and delays for vehicles traveling along Winchester St • But would improve operating conditions on Goddard St and Rachel Rd • “The multi-way stop would also improve sight distance issues as cross traffic would be required to stop thereby reducing the distance needed for clear sight lines” 		
5.25.17	17	Traffic Council

Recommendation		TC49-16
<p><u>Recommendation:</u></p> <p>Add stop control to Winchester St Making intersection all-way stop controlled</p>		
<div style="display: flex; justify-content: space-around;">   </div>		
18		Traffic Council

Recommended TPR Language	TC49-16
<p>By INSERTING into the provisions of Sec. TPR-147. Obedience to isolated stop signs, the following:</p> <p>Winchester Street at Rachel Road/Goddard Street, southbound and northbound.</p> <div data-bbox="334 903 1287 970"><div>5.25.17</div><div>19</div><div>Traffic Council</div></div>	

<div data-bbox="334 1398 1287 1843"><div>TC25-17</div><div>20</div><div>Parking on Rachel Road</div></div>



<h2 style="margin: 0;">Rachel Road characteristics</h2>	<h2 style="margin: 0;">TC25-17</h2>
<p><u>General Characteristics</u></p> <ul style="list-style-type: none"> Public way portion - 1266' long 28' wide <p><u>Parking Observations</u></p> <ul style="list-style-type: none"> Tues 05/02/17 @ 3pm: 2 north side; 0 south side Wed 05/03/17 @ 2pm: 0 north side; 0 south side Wed 05/04/17 @ 4pm: 0 north side; 0 south side Mon 05/08/17 @ 2pm: 2 north side; 1 south side Thurs 05/11/17 @ 11am: 0 north side; 0 south side <p><u>Current Parking Restrictions</u></p> <ul style="list-style-type: none"> Prohibited, all days, southeast side, from Mosley Road to Dedham Street. <p><u>Location of Utility Poles and Hydrants</u></p> <ul style="list-style-type: none"> Utility Poles and Fire Hydrants – south side 	
5.25.17	22
Traffic Council	

Photos: Rachel Rd looking West

TC25-17



5.25.17

23

Traffic Council

Current Parking Regulation

TC25-17



5.25.17

24

Traffic Council

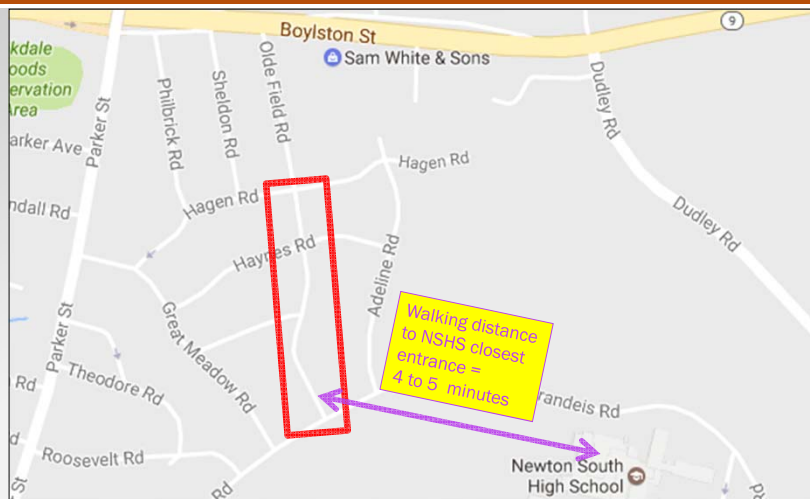
TC39-17

25

Change to the parking regulations on Olde Field Rd (Brandeis Rd to Haynes Rd)

Location Map: Olde Field Road

TC39-17



5.25.17

26

Traffic Council

Olde Field Road looking north from
Brandeis Rd

TC39-17



5.25.17

27

Traffic Council

Olde Field Road — recent but before
temporary parking regulations

TC39-17



5.25.17

28

Traffic Council

Olde Field Road characteristics	TC39-17
<p><u>General Characteristics</u></p> <ul style="list-style-type: none"> • Public Way • 1610' long • 28' wide (between Brandeis and Nardon); 24' wide (between Nardon and Haynes) <p><u>Parking Observations – Section of Olde Field Road between Brandeis Road and Haynes Road</u></p> <ul style="list-style-type: none"> • Tues 05/02/17 @ 2pm: 0 west side; 0 east side • Wed 05/03/17 @ 2pm: 8 west side; 4 east side • Wed 05/04/17 @ 3pm: 3 west side; 1 east side • Mon 05/08/17 @ 1pm: 1 west side; 2 east side • Thurs 05/11/17 @ 11am: 0 west side; 0 east side <p><u>Current Parking Restrictions</u></p> <ul style="list-style-type: none"> • None • Emergency Police-Approved Parking Regulations <ul style="list-style-type: none"> Prohibited, east side, 7:00 a.m. to 4:00 p.m., school days, from Brandeis Rd to Rt 9. 2-hr limit, west side, 7:00 a.m. to 4:00 p.m., school days, from Brandeis Rd to Rt 9. <p><u>Location of Utility Poles and Hydrants</u></p> <ul style="list-style-type: none"> • Utility Poles and Fire Hydrants – east side 	
5.25.17	29 Traffic Council

Proposed TPR Language	TC39-17
<p>By INSERTING into the provisions of Sec. TPR- Sec. TPR-176. Parking regulations pertaining to particular streets, the following:</p> <p>Olde Field Road</p> <p>(1) Prohibited, east side, 7:00 a.m. to 4:00 p.m., school days, from Brandeis Road to Haynes Road.</p> <p>(2) Two-hour limit, west side, 7:00 a.m. to 4:00 p.m., school days, from Brandeis Road to Haynes Road.</p>	
5.25.17	30 Traffic Council

TC40-17

31

2 hour parking, 7:00 am to 4:00 pm, school days on a portion of Littlefield Rd

Location Map: Littlefield Road

TC40-17

The map shows a section of Littlefield Road and surrounding streets. A red rectangle highlights a segment of Littlefield Road. Two yellow callout boxes provide walking distances: one pointing to the intersection of Littlefield Rd and Burdean Rd stating 'Walking distance to Oak Hill/Brown closest entrance = 1-2 minutes', and another pointing to Newton South High School stating 'Walking distance to NSHS closest entrance = 4 minutes'. Other labeled streets include Parker St, Theodore Rd, Roosevelt Rd, Brandeis Rd, Haynes Rd, Adeline Rd, Winston Rd, Burdean Rd, Greenwood St, Farina Rd, and Dudley Rd. Landmarks like Kennard Park and several schools are also marked.

5.25.17

32

Traffic Council

Littlefield Road looking west toward dead end

TC40-17



5.25.17

33

Traffic Council

Littlefield Road characteristics

TC40-17

General Characteristics

- Public Way
- 1289' long

Parking Observations – Section of Littlefield Road between Winston Road and dead-end

- Tues 05/02/17 @ 2pm: 3 south side; 2 north side
- Wed 05/03/17 @ 2pm: 4 south side; 5 north side
- Wed 05/04/17 @ 1pm: 4 south side; 5 north side
- Mon 05/09/17 @ 2pm: 3 south side; 3 north side
- Thurs 05/11/17 @ 11am: 7 north side; 4 south side

Current Parking Restrictions

- None

Location of Utility Poles and Hydrants

- Utility Poles – none observed
- Fire Hydrants – north side

5.25.17

34

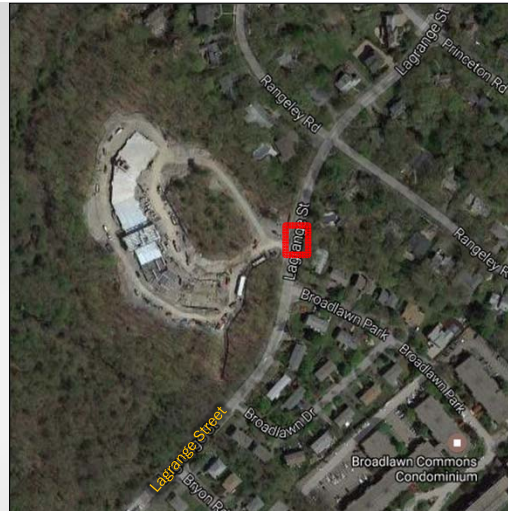
Traffic Council

Proposed TPR Language	TC40-17
<p>By INSERTING into the provisions of Sec. TPR- Sec. TPR-176. Parking regulations pertaining to particular streets, the following:</p> <p>Littlefield Road</p> <p>(1) Prohibited, north side, 7:00 a.m. to 4:00 p.m., school days, from Winston Road to dead-end.</p> <p>(2) Two-hour limit, south side, 7:00 a.m. to 4:00 p.m., school days, from Winston Road to dead-end.</p> <p>5.25.17 35 Traffic Council</p>	

<p style="text-align: center;">TC9-17</p> <p style="text-align: center;">8 36 3</p> <p style="text-align: center;">Signal on Lagrange Street at the Kessler Woods site driveway</p>

Location Map: Lagrange Street

TC9-17



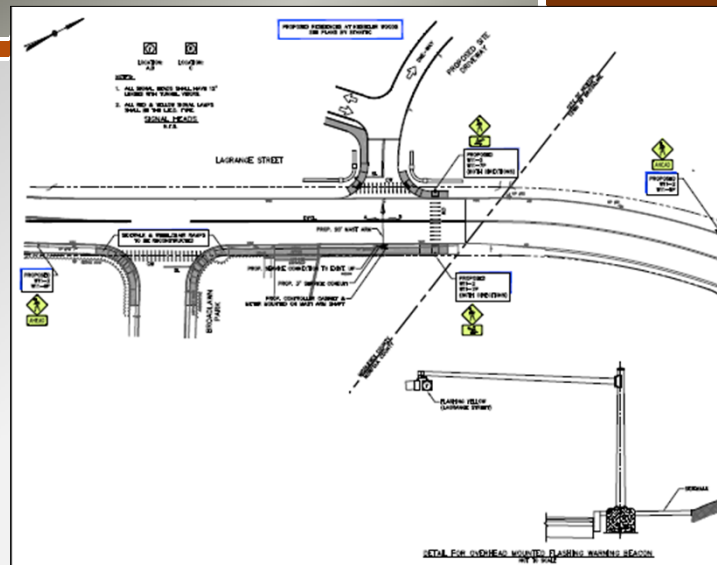
5.25.17

37

Traffic Council

Site Plan

TC9-17



5.25.17

38

Traffic Council

Recommended TPR Language	TC9-17
<p>By INSERTING into the provisions of Sec. TPR-146. Flashing warning light locations, the following:</p> <p><i>Lagrange Street, 100 feet west of the Brookline Town Line: Flashing yellow.</i></p> <p>5.25.1739Traffic Council</p>	

<div>TC13-17</div> <div>∞ 40 ∞</div> <div>Request for four-way stop control at intersection of Greenlawn Avenue, Park Lane, Hancock Avenue and Brentwood Avenue</div>


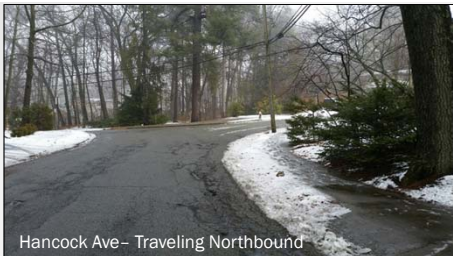

Location Map		TC13-17
		
5.25.17	41	Traffic Council

Photos — Greenlawn/Park/Brentwood		TC13-17
		
5.25.17	42	Traffic Council

Existing Conditions — Greenlawn/Park/Brentwood	TC13-17
<p>Existing Conditions:</p> <ul style="list-style-type: none"> • Two-Way Stop controlled on minor approaches (Park Ln and Brentwood Ave) • Misaligned intersection, minor approaches skewed • During observation period, vehicle volume on Greenlawn Ave > Park Ln or Brentwood Ave • Low overall vehicle volume 	
5.25.17	43 Traffic Council

Guidance — Greenlawn/Park/Brentwood	TC13-17
<p>MUTCD - Section 2B.07 Multi-Way Stop Applications (Abbreviated)</p> <p>(Criteria not met) A) Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal</p> <p>(Criteria not met) B) Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.</p> <p>(Criteria not met) C) Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions</p> <p>(Criteria not met) D/E) Vehicle volume entering the intersection from the major street approaches averages at least 300 vehicles per hour for any 8 hours of an average day; and the combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour</p>	
5.25.17	44 Traffic Council

Recommendation — Greenlawn/Park/Brentwood	TC13-17
<p>No Action Necessary</p> <p>Intersection does not meet vehicle volumes or crash history to warrant multi-way stop control</p>	
5.25.17	45 Traffic Council

Existing Conditions — Greenlawn/Hancock	TC13-17
<p>Existing Conditions:</p> <ul style="list-style-type: none"> • No stop control on any approach • Poor sight lines on Greenlawn Ave approach 	
 <p>Hancock Ave - Traveling Westbound</p>	 <p>Hancock Ave - Traveling Northbound</p>  <p>Greenlawn Ave - Traveling Southbound</p>
5.25.17	46 Traffic Council

Guidance — Greenlawn/Hancock

TC13-17

MUTCD - Section 2B.04 Right of Way at Intersections (Abbreviated)

(YIELD OF STOP signs should be used at an intersection if one or more of the following conditions exist):

(Criteria Met)
For Greenlawn Ave Approach

A) An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law

(Criteria not met)

B) A street entering a designated through highway or street; and/or

(Criteria not met)

C) An unsignalized intersection in a signalized area

MUTCD - Section 2B.06 Stop Sign Applications

D) At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs

(No Criteria not met)**MUTCD - Section 2B.07 Multi-Way Stop Applications**

5.25.17

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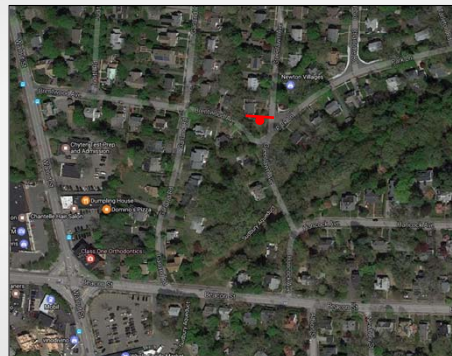
Traffic Council

Recommendation— Greenlawn/Hancock

TC13-17

Recommendation:

Add Yield Sign to Greenlawn Ave



5.25.17

48

Traffic Council

Proposed TPR Language	TC13-17
<p>By INSERTING into the provisions of Sec. TPR-148. Obedience to yield signs., the following:</p> <p>Greenlawn Avenue, southbound, at Hancock Avenue</p>	
5.25.17	Traffic Council

TC14-17	
50	
Four-way stop sign at the intersection of Beacon Street and Crescent Avenue	

<h2>Location Map</h2>		<h2>TC14-17</h2>
		
5.25.17	51	Traffic Council

<h2>Existing Conditions (Crescent Ave)</h2>		<h2>TC14-17</h2>
<p>Existing Conditions:</p> <ul style="list-style-type: none">Two-Way Stop controlled on minor approach (Crescent Ave)		
		
Crescent Ave – Traveling Southbound	Crescent Ave – Traveling Northbound	
5.25.17	52	Traffic Council

Existing Conditions (Beacon St)

TC14-17

Existing Conditions:

- Poor Sight Lines
- During observation period, Beacon St vehicle volume 10x greater than Crescent Ave



Beacon St – Traveling Westbound



Beacon St – Traveling Eastbound

5.25.17

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Traffic Council

Guidance

TC (TBD)

MUTCD - Section 2B.07 Multi-Way Stop Applications (Abbreviated)

(Criteria not met) A) Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal

(Criteria not met) B) Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

(Criteria met) C) Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions
7 crashes in past 12 months

(Criteria not met) D/E) Vehicle volume entering the intersection from the major street approaches averages at least 300 vehicles per hour for any 8 hours of an average day; **and** the combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour

5.25.17

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Traffic Council

Recommendation	TC (TBD)
<p>No Action Necessary</p> <p>Vehicle volumes substantially greater on Beacon St approach. Not an appropriate application of multi-way stop control.</p> <p>5.25.1755Traffic Council</p>	

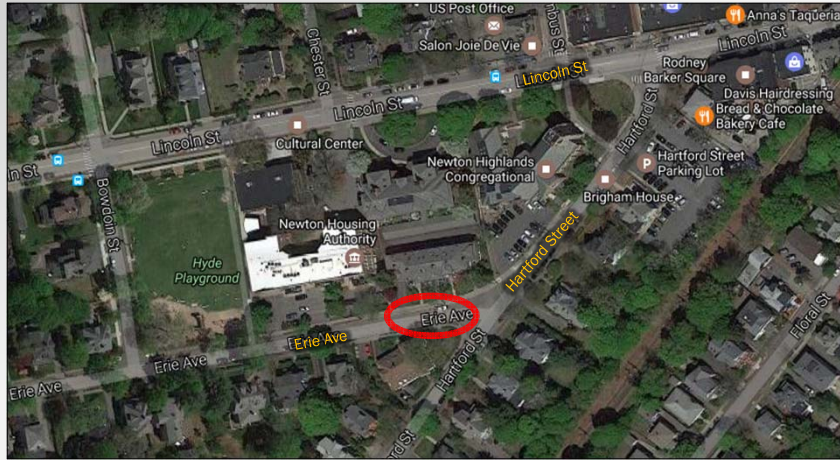
TC50-16

56

No Parking, in front of 14 Erie Avenue, anytime, from November 15th through April 15th.

Location Map

TC50-16



5.25.17

57

Traffic Council

Looking west from Hartford Street

TC50-16



5.25.17

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Traffic Council

Looking east toward Hartford Street

TC50-16



5.25.17

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Traffic Council

AASHTO Turning Template — Right Turn

TC50-16



5.25.17

60

Traffic Council

AASHTO Turning Template — Left Turn

TC50-16



5.25.17

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Traffic Council

Existing Parking Regulations

TC50-16

Erie Avenue

- (1) Prohibited, all days, north side, from Hartford Street to Woodward Street.
- (2) two-hour limit, south side, 6:00 a.m. to 6:00 p.m., from Bowdoin Street to Woodward Street.
- (3) one-hour limit, south side, 9:00 a.m. to 5:00 p.m., from Hartford Street to Bowdoin Street.



5.25.17

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Traffic Council

TC37-17

63

Removal of the yield sign at the intersection of Crescent Avenue at Pleasant Street and adding a stop sign in its place

Location Map: Crescent at Pleasant

TC37-17



05.25.17

64

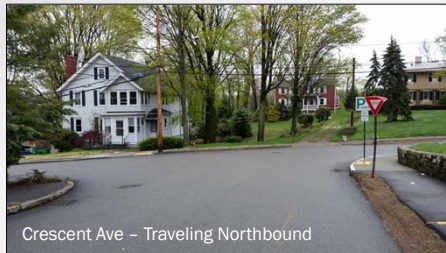
Traffic Council

Existing Conditions

TC37-17

Existing Conditions:

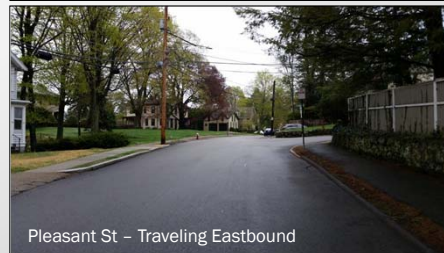
- Three-Legged intersection
- Yield Control on Crescent Ave



05.25.17



Pleasant St - Looking West
Flow is One Way Eastbound (Crescent to Centre)



Pleasant St - Traveling Eastbound

65

Traffic Council

Guidance

TC37-17

MUTCD - Section 2B.03 Right of Way at Intersections (Abbreviated)

(YIELD OF STOP signs should be used at an intersection if one or more of the following conditions exist):

(Criteria met) A) An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law

(Criteria not met) B) A street entering a designated through highway or street; and/or

(Criteria not met) C) An unsignalized intersection in a signalized area

MUTCD - Section 2B.06 Stop Sign Applications

D) At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs

E) The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:

- (Criteria not met) - The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;
- (Criteria met) - A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or
- (Criteria not met) - Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period

05.25.17

66

Traffic Council

Recommendation

TC37-17

Recommendation: Replace the existing yield sign on Crescent Ave with a Stop Sign



Crescent Ave – Traveling Northbound

05.25.17

67

Traffic Council

Proposed TPR Language

TC37-17

By REMOVING from the provisions of **Sec. TPR-148. Obedience to yield signs.**, the following:

Crescent Avenue, northbound at Pleasant Street.

By INSERTING into the provisions of **Sec. TPR-147. Obedience to isolated stop signs**, the following:

Crescent Avenue, northbound at Pleasant Street.

05.25.17

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Traffic Council

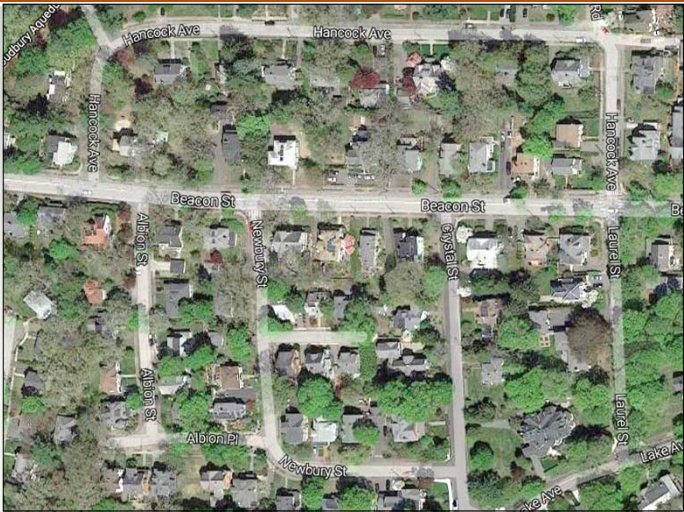
TC24-17

69

Parking on Laurel, Crystal Streets and Hancock Avenue and other streets in the neighborhood during swim season

Location Map: Laurel, Crystal, Hancock area

TC24-17



5.25.17

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Traffic Council

Laurel St looking south from Beacon St

TC24-17

Laurel St Characteristics

- Public Street 406' long
- 22-23 feet wide
- Inconsistent curbing

Parking regulations

- Prohibited, all days, east side, entire length.



5.25.17



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Traffic Council

Crystal St looking south from Beacon St

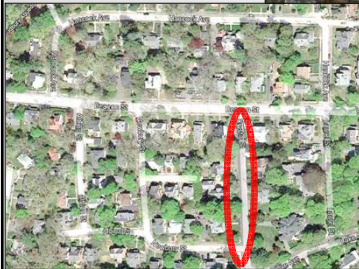
TC24-17

Crystal St Characteristics

- Public Street 562' long
- 23 feet wide
- Inconsistent curbing

Parking regulations

- None



5.25.17



72

Traffic Council

Newbury St looking south from Beacon St

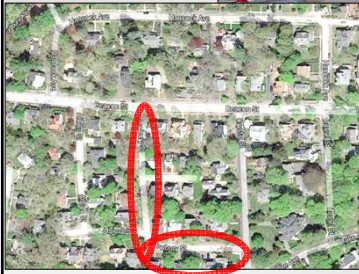
TC24-17

Newbury St Characteristics

- Public Street 680' long
- 23 feet wide
- Inconsistent curbing

Parking regulations

- None



5.25.17

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Traffic Council

Hancock St looking north from Beacon St

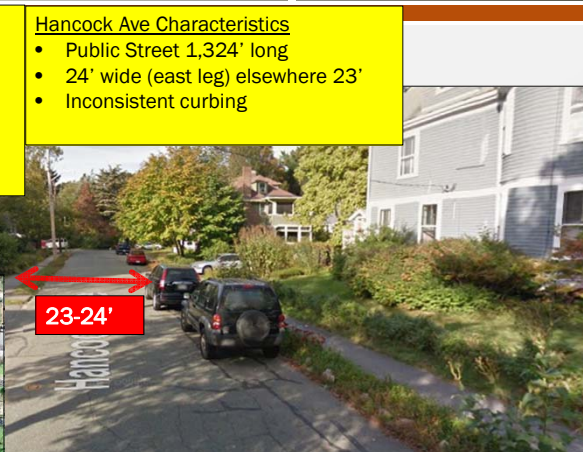
TC24-17

Parking regulations

- (1) 2-hr limit, 7am to 9pm, west side, from its westerly intersection with Beacon St to Greenlawn Ave.
- (2) 2-hr limit, 7am to 9pm, east side, from its westerly intersection from Beacon St northeasterly 250'.

Hancock Ave Characteristics

- Public Street 1,324' long
- 24' wide (east leg) elsewhere 23'
- Inconsistent curbing



5.25.17

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Traffic Council

