

CITY OF NEWTON

IN CITY COUNCIL

TRAFFIC COUNCIL REPORT

THURSDAY, JANUARY 18, 2018

Present: David Koses, Traffic Council Chair; Sgt. John Babcock, Newton Police Department; Councilor Auchincloss, Stephen Simoglou, Traffic Engineer and Alicia Wilson, Resident Member

Also Present: Councilor Leary and Ciccone

City Staff: Captain Paul Anastasia, Newton Police Department

Mr. Koses and Simoglou provided Council members with a PowerPoint presentation, attached to this report.

TC50-17 COUNCILOR LEARY, requesting parking on only one side of Middle Street.
(Ward 1) [06/28/17 @ 12:10 PM]

ACTION: **NO ACTION NECESSARY 4-0 (Auchincloss not voting)**

NOTE: Council members were provided with a location map, site photos, road characteristics, current parking restrictions and options for consideration.

Mr. Koses stated that Middle Street is 26 feet wide. A typical Newton street width is 23-24 feet wide allowing parking on one or both sides. Middle Street is a public street; the utility poles are located on the south side, fire hydrants were not observed. There are two parking restrictions. Parking is prohibited, all days, south side, from Adams Street easterly 40 feet. These signs are posted. Two-hour limit on the south side, from 40 feet east of Adams Street easterly 150 feet. These signs are missing.

Mr. Koses stated that when vehicles are parked on both sides, the parked vehicles act as a speed deterrent and if parking were to be removed, speed may increase. Mr. Simoglou agreed.

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

Concerns: A resident stated that the homes on Middle Street do not have adequate parking. If street parking is removed, there will be no place to park. Drivers have the tendency to park on the south side of Middle Street. Drivers have the tendency to speed; it is a public safety issue.

Suggestions: A resident suggested converting Middle Street to a one-way street. A resident suggested implementing a one-side parking restriction as the street is not wide enough to accommodate parking on both sides.

Councilor Leary stated that she docketed this request after receiving complaints from the residents. She is aware residents have limited parking. She then said that it is difficult to make the bend from Adams Street. She then asked if emergency vehicles have difficulty with passage.

Sgt. Babcock said that he is unaware of emergency vehicles having difficulty with passage. If there were a concern, the Police Department would implement an emergency parking restriction. He stated that Middle Street is a busy street and is used as a cut-through street. He has not observed vehicles parking at the corner of Middle Street. The residents do a nice job of parking staggered allowing passage of other vehicles. The Police Department has received complaints of a business vehicle parking; no other complaints received relative to parking or obstruction of parking.

Mr. Koses provided Council members with two potential options for consideration including:

- 1) Take no action necessary and post the missing two-hour limit sign; or
- 2) Restrict parking all days, south side from Adams Street to Chapel Street.

Without further discussion, Mr. Koses made a motion for no action necessary with the understanding that the missing 2-hour limit sign will be posted and parking could be restricted up to 50 feet of the intersection, on the north side, based on the judgment of the Traffic Engineer. Council members agreed 4-0, Councilor Auchincloss not voting.

TC118-17 JOHN CONNERNEY, 16 Traverse Street, requesting no parking, either side of Traverse Street abutting Bridge Street and the implementation of a 2-hour parking restriction on the remainder of Traverse Street to address safety concerns. (Ward 1) [10/12/17 @ 1:09 PM]

ACTION: **APPROVED 5-0. Approved the language of TPR 386. TPR 386 prohibits parking on the north side of Traverse Street, all times. This item may be appealed through the close of business February 7, 2018.**

NOTE: Mr. Connerney, petitioner attended tonight's discussion.

Council members were provided with a location map, site photos, road characteristics, current parking restrictions and options for consideration.

Mr. Koses stated that Traverse Street is 23-24 feet wide. Traverse Street is a dead-end street with low traffic volume. There are no current parking regulations. The utility poles and fire hydrants are located on the north side.

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

Concerns: A resident stated that parking on both sides of Traverse Street, especially at the corner of Bridge Street, is a safety issue. Vehicles entering/exiting Traverse Street have difficulty due to site limitations. It is difficult for emergency vehicles and trash trucks to have easy access especially when vehicles are parked at the corner of Traverse and Bridge Streets. Some drivers have the tendency to leave their vehicles for long periods (days). A resident stated

that the Waste Management driver said that he could not access Traverse Street and asked her to bring the trash to him.

Mr. Connerney stated that he supports this item as docketed requesting no parking, either side of Traverse Street abutting Bridge Street and the implementation of a 2-hour parking restriction on the remainder of Traverse Street to address safety concerns. All homes have driveways.

Mr. Koses asked where emergency vehicles park if they cannot access Traverse Street. Sgt. Babcock answered that if the emergency vehicles cannot access Traverse Street, they park on Bridge Street.

Sgt. Babcock stated that when residents notice vehicles parking for 72-hours to please call the Police Department requesting a tow. He then stated that Councilor Ciccone informed him that he talked with a Waste Management driver agreeing that Traverse Street is a challenge to access. In the past, emergency vehicles have parked on Bridge Street because they cannot access Traverse Street, especially at the corner. On three different occasions, the Police Department have observed nearby residents, joggers and dog walkers parking on Traverse Street, especially at the corner.

Mr. Koses provided Council members with a few options for consideration including:

- 1) Take no action necessary; or
- 2) Add a parking restriction on the north side.
- 3) Restrict parking within up to 50 feet of the corner, both sides or
- 4) Restrict parking on the north side, all times.

Council members were provided with a draft Traffic and Parking Regulation (TPR) for consideration. Without further discussion, Mr. Koses made a motion to approve TPR number 386, with the understanding that parking could be restricted up to 50 feet of the intersection, on both sides, based on the judgment of the Traffic Engineer. Council members agreed 5-0. Mr. Koses stated that this item may be appealed through the close of business February 7, 2018.

TC109-17 STEPHEN SIMOGLLOU, TRAFFIC ENGINEER, requesting a yield sign on eastbound approach of Highland Street extension, at intersection with Highland Street. (Ward 3) [09/01/17 @ 2:32 PM]

ACTION: **APPROVED 4-1 (Auchincloss opposed). Approved the language of TPR 387. This item may be appealed through the close of business February 7, 2018.**

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

Mr. Simoglou stated that the existing conditions include a three-legged intersection. The Highland Street “extension” is for two-way traffic. Mr. Simoglou said that the intersection does not meet the required criteria for a stop sign included in the MUTCD guidelines. Where a full stop sign is not required, the MUTCD guidelines provide consideration should first be given to

using less restrictive measures such as a yield sign. Therefore, he recommends approving a yield sign.

Council members asked whether a stop sign would be more appropriate and asked if data was available on the number of accidents at this intersection. Mr. Simoglou answered that stop signs should only be installed where it is appropriate. The island and vegetation interfere with site lines for vehicles travelling from Chestnut Street. Sgt. Babcock stated that he was unaware of any accidents at this intersection. Councilor Auchincloss felt that a yield sign is not necessary at this intersection.

Sgt. Babcock expressed his concern, stating that he feels that a stop sign is more appropriate. Captain Anastasia asked whether data was available for vehicle volumes. Mr. Simoglou did not have this information available.

Council members were provided with a draft Traffic and Parking Regulation (TPR) for consideration. Without further discussion, Mr. Simoglou made a motion to approve TPR number 387. Council members agreed 4-1, Auchincloss opposed. Mr. Koses stated that this item may be appealed through the close of business February 7, 2018.

TC108-17 STEPHEN SIMOGLLOU, TRAFFIC ENGINEER, requesting a stop sign on westbound approach of Highland Street extension, at intersection with Chestnut Street. (Ward 3) [09/01/17 @ 2:32 PM]

ACTION: **APPROVED 4-1 (Auchincloss opposed). Approved the language of TPR 388. This item may be appealed through the close of business February 7, 2018.**

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

Mr. Simoglou stated that the existing conditions include a three-legged intersection. The Highland Street “extension” is two-way traffic. There is no stop control. Mr. Simoglou stated that there is no stop control, no yield sign, and no traffic control at this intersection. The geometry of the intersection is non-traditional and safety is necessary. Therefore, he recommends approving a stop sign with road painting of a stop bar.

Captain Anastasia and Sgt. Babcock stated that they fully support the installation of a stop sign at this location. Councilor Auchincloss felt that a stop sign sign is not necessary at this intersection.

Council members were provided with a draft Traffic and Parking Regulation (TPR) for consideration. Without further discussion, Mr. Simoglou made a motion to approve TPR number 388. Council members agreed 4-1, Auchincloss opposed. Mr. Koses stated that this item may be appealed through the close of business February 7, 2018.

TC120-17 DAVID KOSES, TRANSPORTATION COORDINATOR, requesting to add a “no turn on red” restriction at the intersection of Harvard Street at Washington Street. (Ward 2) [10/17/17 @ 4:06 PM]

ACTION: **APPROVED 5-0. Approved the language of TPR 389.**
This item may be appealed through the close of business February 7, 2018.

NOTE: Mr. Koses provided Council members with a location map and a photo of the reconstructed intersection of Harvard Street at Washington Street.

Mr. Koses stated that the “no turn on red” sign is installed but is not listed in the Traffic & Parking Regulations (TPR) manual. The “no turn on red” must be incorporated into the TPR in order to make it legal and enforceable.

Councilor Auchincloss stated that he would support this item for pedestrian safety especially in the morning and evening hours.

Council members were provided with a draft Traffic and Parking Regulation (TPR) for consideration. Without discussion, Mr. Koses made a motion to approve TPR number 389. Council members agreed 5-0. Mr. Koses stated that this item may be appealed through the close of business February 7, 2018.

TC30-17 COUNCILOR ALBRIGHT, requesting traffic calming measures on Lowell Avenue. (Ward 2) [09/03/16 @ 1:39 PM]

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

NOTE: Mr. Koses stated that most recently, the City Council approved an Ordinance that Traffic Council shall have no authority over traffic calming measures such as bump-outs, speed bumps, or other vertical deflections in the public way.

Mr. Simoglou stated that the Transportation Division administratively has taken the task of handling traffic calming requests. Once a request is received, data is collected and analyzed for traffic calming measures including vehicle speed, volumes, crashes and location. The Transportation Division has completed approximately thirty traffic calming measure requests to date. Each location is ranked for review by the score that the location receives. Mr. Koses stated that Lowell Avenue is ranked in the top ten streets qualifying Lowell Avenue for traffic calming measures.

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

TC29-17 WARD 2 COUNCILORS, requesting traffic calming measures on Central Avenue, Newtonville. (Ward 2) [08/16/2016 @ 10:24 AM]

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

NOTE: Mr. Koses stated that most recently, the City Council approved an Ordinance that Traffic Council shall have no authority over traffic calming measures such as bump-outs, speed

bumps, or other vertical deflections in the public way.

Mr. Simoglou stated that the Transportation Division administratively has taken the task of handling traffic calming requests. Once a request is received, data is collected and analyzed for traffic calming measures including vehicle speed, volumes, crashes and location. The Transportation Division has completed approximately thirty traffic calming measure requests to date. Each location is ranked for review by the score that the location receives. Mr. Koses stated that Central Avenue is not ranked in the top ten streets and Central Avenue does not qualify for traffic calming measures.

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

This item was remanded to Traffic Council for a vote on parts b) and c) on 06/08/17.

TC19-17(B)&(C)

YIGAL AGAM, 198 Woodcliff Road, requesting a) Stop sign on Walnut Hill Road, b) Stop sign on Woodcliff Road for southbound traffic and c) Median on Walnut Hill Road, so cars approach Woodcliff Road at a right angle to address safety concerns and deter speeders. (Wards 5 & 6) [07/27/15 @ 1:16 PM]

A) Traffic Council APPROVED AS AMENDED a YIELD SIGN, 3-2 (Babcock, Ciccone opposed) on 04/13/17. Approved language of TPR Number 297. This item may be appealed through the close of business 05/03/17.

This item was appealed to the City Council on 04/08/17.

On 06/07/17, the Public Safety & Transportation Committee split the item into Part A and Part B.

Part A – APPEAL APPROVED Stop Sign on Walnut Hill Road, 4-0 on 06/07/17.

Part B – HELD stop sign on Woodcliff Road, southbound, 4-0 on 06/07/17. On 06/21/17, the Public Safety & Transportation Committee voted NO ACTION NECESSARY on stop sign on Woodcliff Road, southbound, 4-0.

**ACTION: Part (b) DENIED 4-1, Babcock opposed;
Part (c) NO ACTION NECESSARY 5-0**

NOTE: Yigal Agam, petitioner attended tonight's discussion.

Mr. Koses provided Council members with a location map and photo. He then reviewed with Council members actions taken by the Traffic Council on April 13, 2017. Traffic Council approved a yield sign at Walnut Hill Road, westbound at Woodcliff Road. This item was appealed to the City Council on April 8, 2017. On June 7, 2017, the Public Safety & Transportation Committee split the item into Part A and Part B. Part A – Appeal approved stop sign on Walnut Hill Road. The Committee held Part B. Part B- Held stop sign on Woodcliff Road, southbound. On June 21, 2017, the Public Safety & Transportation Committee voted no action necessary on stop sign on Woodcliff Road, southbound.

Mr. Koses stated that on June 8, 2017, this item was remanded back to Traffic Council from the Public Safety & Transportation Committee for a vote on parts b) Stop sign on Woodcliff Road for southbound traffic and c) median on Walnut Hill Road.

Mr. Koses recommends voting no action necessary on parts b) and c). Part b) Stop sign on Woodcliff Road for southbound traffic and Part c) Median on Walnut Hill Road.

Mr. Koses opened the discussion to members of the public who were present. Mr. Agam stated that during the Traffic Council meeting on April 13, 2017, Sgt. Babcock and Councilor Ciccone supported a stop sign on Walnut Hill Road.

Without further discussion, Mr. Koses made the following two motions: Part (b) Denied, Council members agreed 4-1, Sgt. Babcock opposed. Sgt. Babcock stated that a stop sign is necessary on Woodcliff Road for southbound traffic. Part (c) No Action Necessary, Council members agreed 5-0. Mr. Koses stated that Part b) may be appealed through the close of business February 7, 2018.

TC23-16 COUNCILOR LEARY, requesting removal of the "Right on Red After Stop" sign at the traffic light on Washington Street and Charlesbank Road/Saint James Street heading westbound as you enter the Newton Corner rotary. (Ward 1)
[06/13/16 @ 11:25 PM]

HELD 5-0 on 10/20/16

ACTION: NO ACTION NECESSARY 5-0

NOTE: Mr. Koses briefly reviewed with Council members the location map, site photos and photos of the recent signs installed.

Mr. Koses said that this item was held in October 2016, Council members said that they would support a trial to collect additional data but not on removing the right on red after stop sign at that time. The trial did not take place. The City added signs alerting drivers to yield to pedestrians.

Drivers may proceed on red after stopping. Drivers are often checking to their left to see if vehicles are approaching from Park Street and may not be watching for pedestrians in the crosswalk. Many drivers do not stop and many stop once they pass the crosswalk. It is dangerous for pedestrians to cross at this location. It is unknown whether, if traffic were forced to stop at Washington and Park Streets, traffic traveling toward the rotary may queue up into the intersection, causing a ripple effect and backing up other streets in the area. The City has received complaints regarding vehicles blocking the intersection.

Mr. Simoglou said that a blinking yellow arrow, all times, was reviewed as an option. The blinking yellow arrow would turn to a red arrow and a no-turn on red only when a pedestrian was present. A concern was that traffic traveling toward the bridge, may queue up into the intersection, causing a ripple effect and backing up. The City is currently moving forward with the lower cost solution, hoping the signs will be effective. If the signs are determined to not be effective, and vehicles do not stop for pedestrians, the City will have to review options.

A suggestion was made to re-paint the crosswalk. Another suggestion was made to install a HAWK signal. Mr. Simoglou stated that HAWK signals cannot be installed where a traffic signal is present.

Mr. Simoglou stated that he has not heard positive or negative thoughts on the recently installed signs alerting drivers to yield to pedestrians. Sgt. Babcock stated that daily, the crossing guards complain daily.

Councilor Ciccone stated that perhaps funding may be available through the Community Development Block Grant (CDBG).

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

Respectfully submitted,

David Koses, Transportation Coordinator
Traffic Council Chair

CITY OF NEWTON

TRAFFIC & PARKING REGULATION

TPR NO. 386

January 18, 2018

In accordance with the vote of the Traffic Council on January 18, 2018:

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:

Traverse Street

(1) Prohibited, all days, north side.

Approved as to legal form and character:

(SGD) OUIDA C. M. YOUNG
Acting City Solicitor

(SGD) DAVID A. OLSON
City Clerk

CITY OF NEWTON

TRAFFIC & PARKING REGULATION

TPR NO. 387

January 18, 2018

In accordance with the vote of the Traffic Council on January 18, 2018:

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:

Highland Street, at the connector between Chestnut Street and Highland Street, eastbound,
at Highland Street.

Approved as to legal form and character:

(SGD) OUIDA C. M. YOUNG
Acting City Solicitor

(SGD) DAVID A. OLSON
City Clerk

CITY OF NEWTON

TRAFFIC & PARKING REGULATION

TPR NO. 388

January 18, 2018

In accordance with the vote of the Traffic Council on January 18, 2018:

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:

Highland Street, at the connector between Highland Street and Chestnut Street, westbound, at Chestnut Street.

Approved as to legal form and character:

(SGD) OUIDA C. M. YOUNG
Acting City Solicitor

(SGD) DAVID A. OLSON
City Clerk

CITY OF NEWTON

TRAFFIC & PARKING REGULATION

TPR NO. 389

January 18, 2018

In accordance with the vote of the Traffic Council on January 18, 2018:

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-96. No Turn on Red signs**,

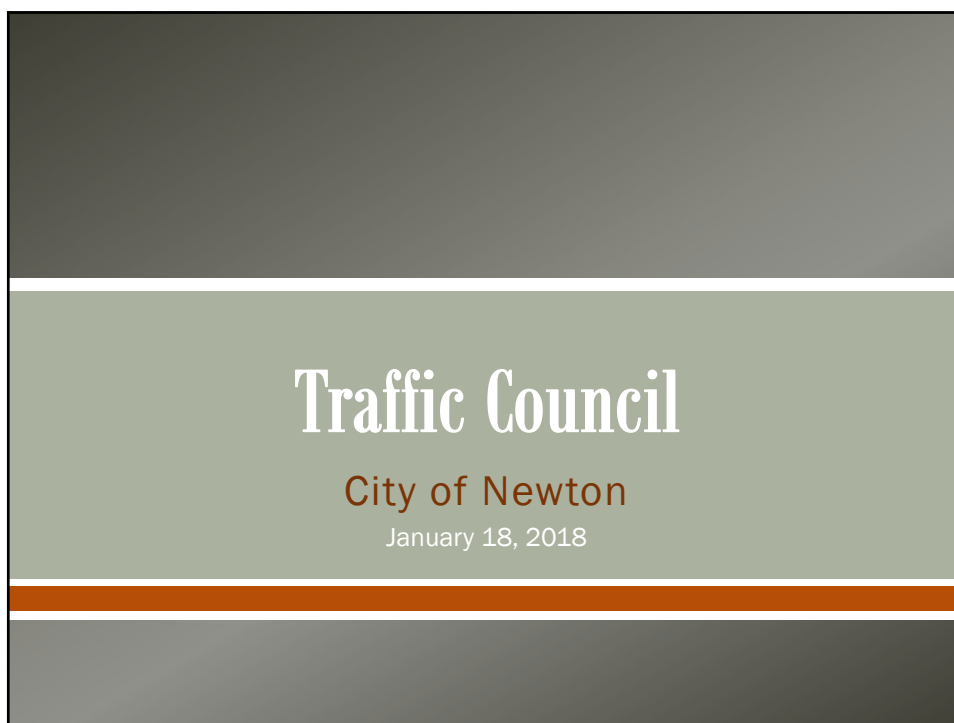
(c) Right turns on red signals are prohibited at the following intersections:

Harvard Street, northbound, at Washington Street.

Approved as to legal form and character:

(SGD) OUIDA C. M. YOUNG
Acting City Solicitor

(SGD) DAVID A. OLSON
City Clerk



Agenda (partial)		
❖ TC50-17 <u>COUNCILOR LEARY</u> , requesting parking on only one side of Middle Street.		
❖ TC118-17 <u>JOHN CONNERNEY</u> , 16 Traverse Street, requesting no parking, either side of Traverse Street abutting Bridge Street and the implementation of a 2-hour parking restriction on the remainder of Traverse Street to address safety concerns.		
❖ TC109-17 <u>STEPHEN SIMOGLU</u> , <u>TRAFFIC ENGINEER</u> , requesting a yield sign on eastbound approach of Highland Street extension, at intersection with Highland Street.		
❖ TC108-17 <u>STEPHEN SIMOGLU</u> , <u>TRAFFIC ENGINEER</u> , requesting a stop sign on westbound approach of Highland Street extension, at intersection with Chestnut Street.		
❖ TC120-17 <u>DAVID KOSES</u> , <u>TRANSPORTATION COORDINATOR</u> , requesting to add a "no turn on red" restriction at the intersection of Harvard Street at Washington Street.		
❖ TC30-17 <u>COUNCILOR ALBRIGHT</u> , requesting traffic calming measures on Lowell Avenue.		
1.18.18	2	Traffic Council

Agenda (partial)

- ❖ TC29-17 WARD 2 COUNCILORS, requesting traffic calming measures on Central Avenue, Newtonville.
- ❖ TC19-17(B)&(C) YIGAL AGAM, 198 Woodcliff Road, requesting **a)** Stop sign on Walnut Hill Road, **b)** Stop sign on Woodcliff Road for southbound traffic and **c)** Median on Walnut Hill Road, so cars approach Woodcliff Road at a right angle to address safety concerns and deter speeders.
- ❖ TC23-16 COUNCILOR LEARY, requesting removal of the "Right on Red After Stop" sign at the traffic light on Washington Street and Charlesbank Road/Saint James Street heading westbound as you enter the Newton Corner rotary.

1.18.18

3

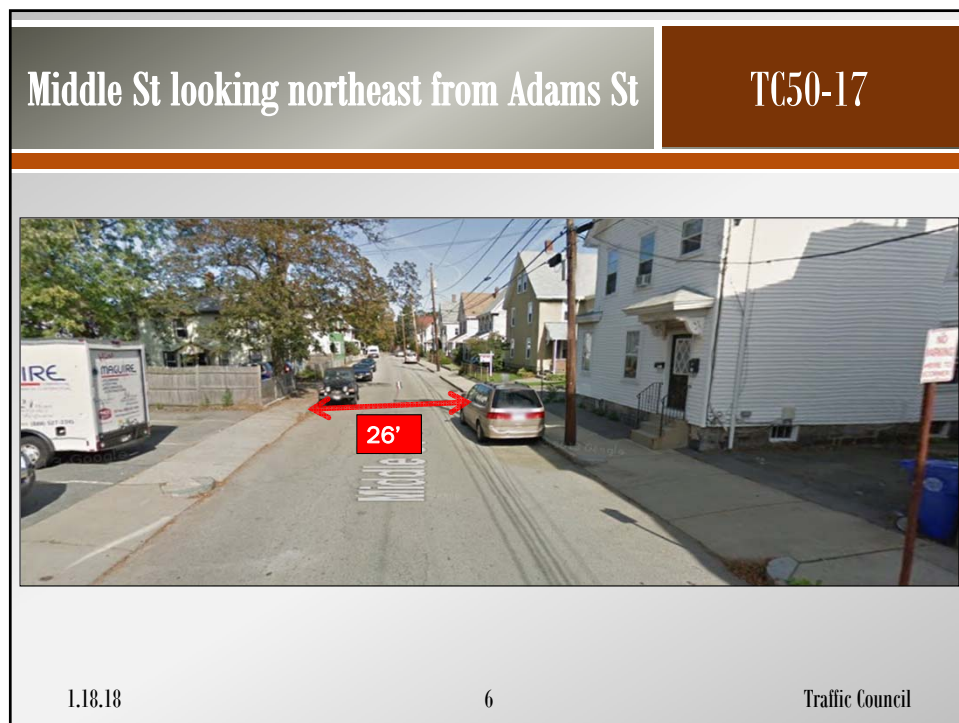
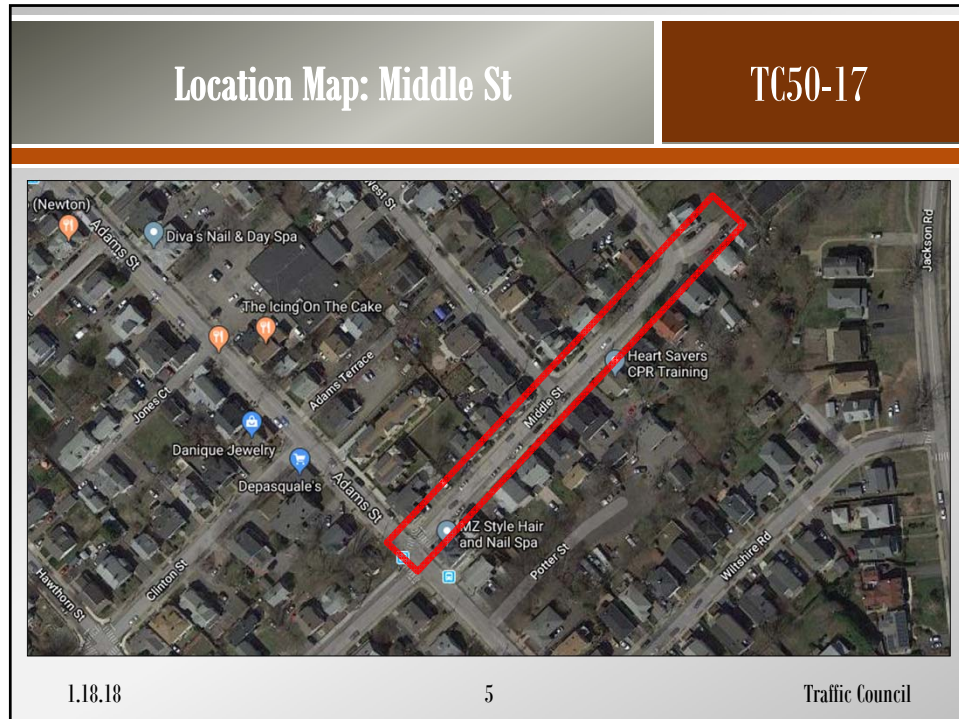
Traffic Council

TC50-17

8 4 3

Requesting parking on only one side of Middle Street

1.18.18



Parking on Middle St in the snow

TC50-17



1.18.18

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Traffic Council

Middle Street characteristics

TC50-17

Current Parking Restrictions

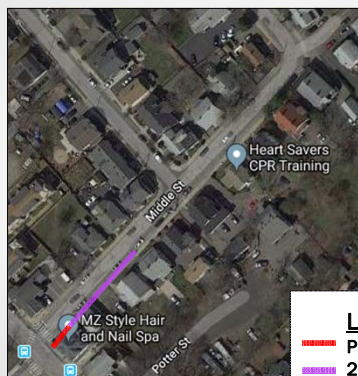
- (1) Prohibited, all days, south side, from Adams Street easterly 40 feet (**sign in place**)
- (2) Two-hour limit: a) South side, from 40 feet east of Adams Street easterly 150 feet (**sign missing**).

General Characteristics

- 562' long public way
- 26' wide

Location of Utility Poles and Hydrants

- Utility Poles – south side
- No fire hydrants observed



LEGEND

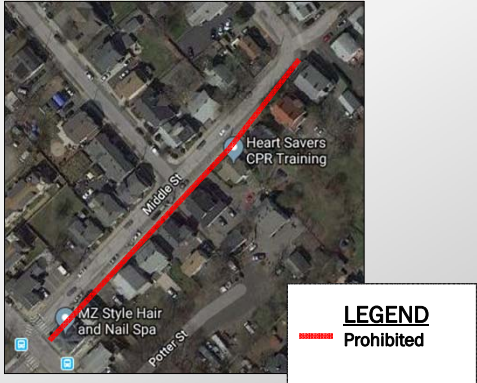
- Prohibited
- 2 hr limit (Not signed)

1.18.18



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Traffic Council

Location of the missing “2 hr parking” sign 30 Middle Street		TC50-17
		
1.18.18	9	Traffic Council

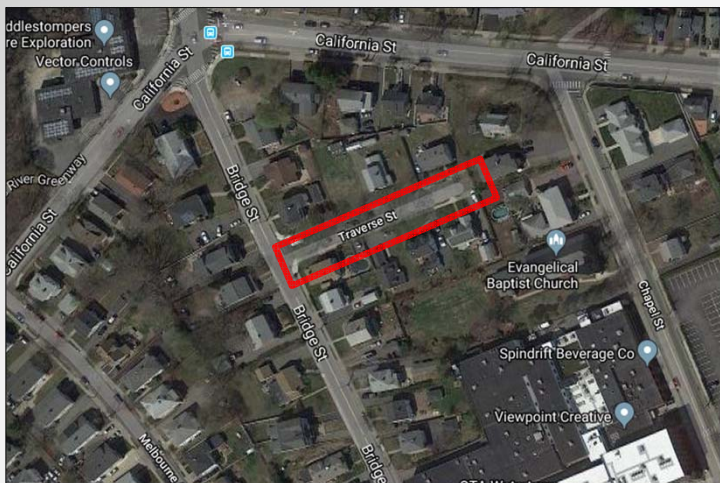
Options		TC50-17
<p>Take No Action and Post the Missing “2 hour limit” sign; OR Restrict parking on the south side (1) Prohibited, all days, south side, from Adams Street to Chapel Street</p>		
		
1.18.18	10	Traffic Council

TPR language for parking restriction on the south side	TC50-17
<p>By DELETING from the provisions of Sec. TPR- Sec. TPR-176. Parking regulations pertaining to particular streets, the following:</p> <p><i>Middle Street</i></p> <p>(1) Prohibited, all days, south side, from Adams Street easterly 40 feet. (2) Two-hour limit: a) South side, from 40 feet east of Adams Street easterly 150 feet.</p> <p>By INSERTING into the provisions of Sec. TPR- Sec. TPR-176. Parking regulations pertaining to particular streets, the following:</p> <p><i>Middle Street</i></p> <p>(1) Prohibited, all days, south side, from Adams Street to Chapel Street</p> <div> <div>1.18.18</div> <div>11</div> <div>Traffic Council</div> </div>	

<div>TC118-17</div> <div>  12  </div> <div> Requesting no parking, either side of Traverse St near Bridge Street and 2-hour parking restriction on the remainder of Traverse St </div>
<div>1.18.18</div>

Location Map: Traverse St

TC118-17



1.18.18

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Traffic Council

Traverse Street characteristics

TC118-17

Current Parking Restrictions

No parking regulations in the TPR
Dead-end street with low traffic volume

General Characteristics

- 285' long public way
- 23' – 24' wide

Location of Utility Poles and Hydrants

- Utility Poles – north side
- fire hydrants - north side



1.18.18

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Traffic Council

Traverse St looking east from Bridge St

TC118-17



1.18.18

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Traffic Council

Traverse St in the snow


TC118-17



1.18.18

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Traffic Council

Option	TC118-17
<p>Take No Action; or Add a Parking Restriction on the North Side</p> <p><u>Optional Parking Restrictions</u></p> <p>(1) Restrict parking within up to 50 feet of the corner, both sides</p> <p>(2) Restrict parking on the north side, all times (see map)</p>	
	
1.18.18	17
Traffic Council	

TPR Language to Restrict Parking on the North Side	TC118-17
<p>By INSERTING into the provisions of Sec. TPR- Sec. TPR-176. Parking regulations pertaining to particular streets, the following:</p> <p><i>Traverse Street</i></p> <p>(1) Prohibited, all days, north side</p>	
1.18.18	18
Traffic Council	

TC109-17

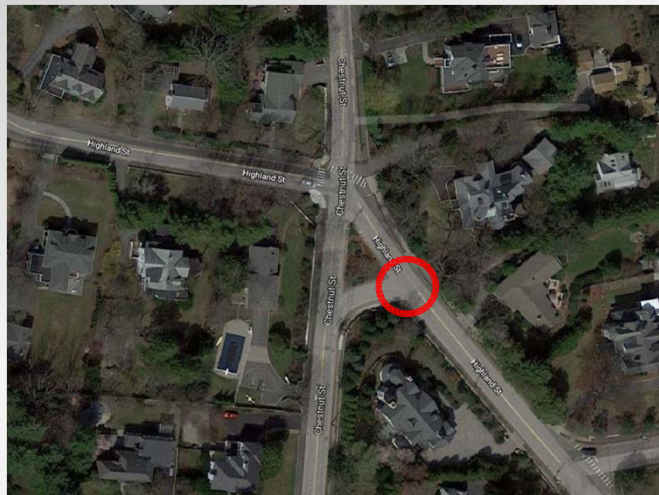
19

Yield sign on eastbound approach of Highland Street extension, at intersection with Highland Street.

1.18.18

Location Map

TC109-17



01.18.18

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Traffic Council

Existing Conditions

TC109-17

Existing Conditions:

- Three-legged intersection
- Highland Street “extension” 2- way traffic



Highland Street “Extension” – Traveling Eastbound

01.18.18



Highland Street – Traveling Eastbound

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Traffic Council

Guidance

TC109-17

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)

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 Right of Way at Intersections (Abbreviated)

A) 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

01.18.18

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Traffic Council

<h2>Recommendation</h2>	<h2>TC109-17</h2>
<p>Recommendation:</p> <ul style="list-style-type: none"> • Install yield sign on Highland Street Extension <div data-bbox="342 552 834 863">  <p>Highland Street "Extension" – Traveling Eastbound</p> </div> <div data-bbox="846 552 1268 863">  </div> <div data-bbox="383 926 456 953"> <p>01.18.18</p> </div> <div data-bbox="794 926 823 953"> <p>23</p> </div> <div data-bbox="1114 926 1232 953"> <p>Traffic Council</p> </div>	

<h2>Proposed TPR Language</h2>	<h2>TC109-17</h2>
<p>By INSERTING into the provisions of Sec. TPR-148. Obedience to yield signs., the following:</p> <p><i>Highland Street</i>, at the connector between Chestnut Street and Highland Street, eastbound, at Highland Street.</p> <div data-bbox="383 1797 448 1824"> <p>1.18.18</p> </div> <div data-bbox="794 1797 823 1824"> <p>24</p> </div> <div data-bbox="1114 1797 1232 1824"> <p>Traffic Council</p> </div>	

TC108-17

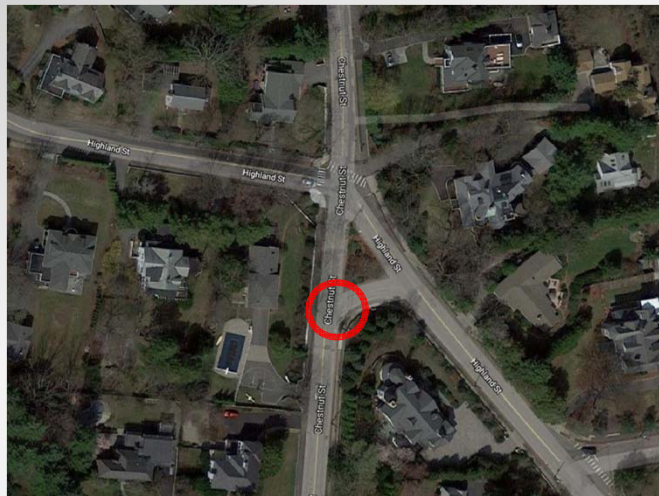
25

Stop sign on westbound approach of Highland Street extension, at intersection with Chestnut Street.

1.18.18

Location Map

TC108-17



01.18.18

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Traffic Council

Existing Conditions

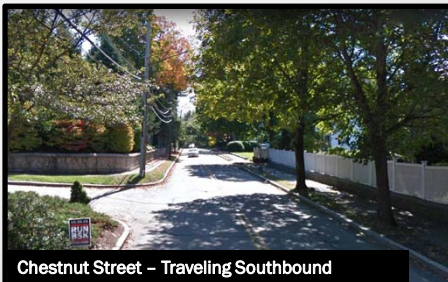
TC108-17

Existing Conditions:

- Three-legged intersection
- Highland Street "Extension" 2-way traffic
- No Stop Control



Highland Street "Extension" – Traveling Westbound



Chestnut Street – Traveling Southbound

01.18.18

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Traffic Council

Guidance

TC108-17

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)

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 Right of Way at Intersections (Abbreviated)

A) 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

01.18.18

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Traffic Council

Recommendation

TC108-17

Recommendation:

- Install stop sign and stop bar on Highland Street Extension



01.18.18

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Traffic Council

Proposed TPR Language

TC108-17

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

Highland Street, at the connector between Highland Street & Chestnut Street, westbound, at Chestnut Street.

1.18.18

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Traffic Council

TC120-17

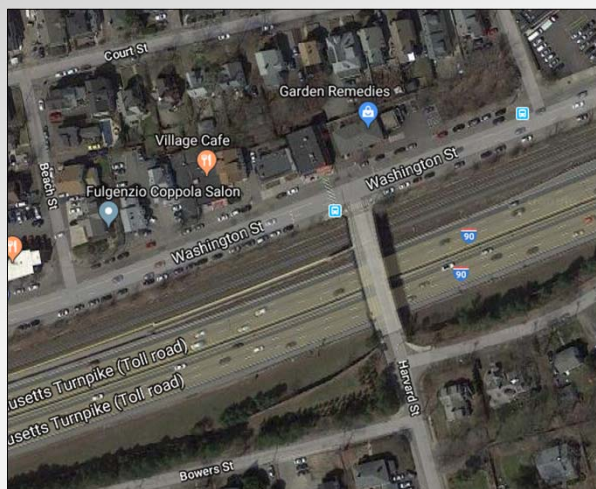
∞ 31 ∞

No turn on red restriction at the intersection of Harvard St at Washington St

1.18.18

Location Map: Washington & Harvard

TC120-17



1.18.18

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Traffic Council

Photo of reconstructed intersection

TC120-17



1.18.18

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Traffic Council

Proposed TPR Language

TC120-17

By INSERTING into the provisions of **Sec. TPR-96. No Turn on Red signs, (c) Right turns on red signals are prohibited at the following intersections**, the following:

Harvard Street, northbound, at Washington Street

1.18.18

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Traffic Council

Recommendation:

No Action Necessary

Due to new Traffic Calming procedure

TC30-17

∞ 35 ∞

Traffic calming measures on Lowell Avenue

1.18.18

Recommendation:

No Action Necessary

Due to new Traffic Calming procedure

TC29-17

∞ 36 ∞

Traffic calming measures on Central Avenue, Newtonville

1.18.18

TC19-17 (B) and (C)

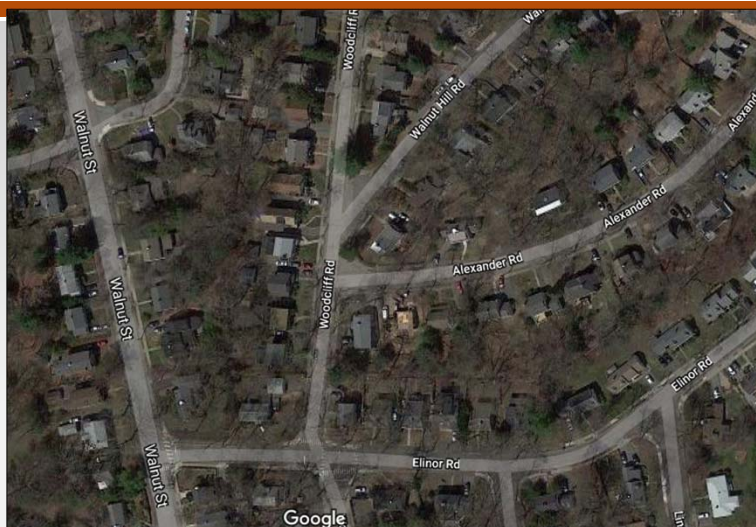
∞ 37 ∞

b) Stop sign on Woodcliff Rd for southbound traffic and c) Median on Walnut Hill Rd

1.18.18

Map: Woodcliffe Road & Walnut Hill Road

TC23-16



1.18.18

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Traffic Council

Photo: Woodcliffe Road & Walnut Hill Road

TC23-16



1.18.18

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Traffic Council

TC23-16

80 40 30

Removal of the "Right on Red After Stop" sign at the traffic light on Washington St and Charlesbank Rd/Saint James St heading westbound as you enter the rotary

1.18.18

Location Map: Washington at
Charlesbank/St James

TC23-16



Washington Street / Park Street merge

TC23-16



Crosswalk at the Washington Street / Park Street merge

TC23-16

Note:
the signal is red

Note:
Drivers may
proceed on
red after
stopping.

Drivers are often
checking to their **LEFT**
to see if cars are
approaching from Park St
AND MAY NOT BE
WATCHING FOR
PEDESTRIANS!



Note:
the ped
walk light is
illuminated

43

View of Queueing length

TC23-16



Potential Traffic Backup

TC23-16



Recommendation

TC23-16


- Hold for a trial
- Police Officer to stop traffic on red at the merge
 - Don't remove the  sign
- Staff to observe whether the intersection becomes blocked

Photo: Washington & St James/Charlesbank
(New sign installed)

TC23-16



1.18.18

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Traffic Council