



Public Safety & Transportation Committee Report

City of Newton **In City Council**

Wednesday, January 23, 2019

Present: Councilors Ciccone (Chair), Cote, Downs, Noel, Grossman, Lipof, Auchincloss and Markiewicz
Also Present: Councilors Crossley (Chair), Kelley, Danberg, Laredo, Leary, Gentile, Lappin, Norton, Albright and Greenberg

City Staff: David Koses, Transportation Coordinator, Isaac Prizant, Traffic Engineer; Jonathan Yeo, Chief Operating Officer, Shane Mark, Deputy Commissioner DPW, Lou Taverna, City Engineer, Marie Lawlor, Maura O'Keefe and Andrew Lee, Assistant Solicitors and Captain Paul Anastasia, Newton Police Department

Referred to Public Safety & Transportation, Public Facilities and Finance Committees

#156-18 **Ordinance amendments for enforcement and fines for sidewalk clearing violations**
COUNCILORS DANBERG, ALBRIGHT, CROSSLEY, NORTON, AND LIPOF, requesting amendments to Chapter 17, Section 3 and Chapter 26 Section 8D of the Revised Ordinances to provide for enforcement and fines for violations of the sidewalk clearing ordinance.

ACTION: **Public Facilities Held 8-0**
 Public Safety & Transportation Held 8-0

NOTE: Councilor Downs made a motion to hold this item in the Public Safety & Transportation Committee.

The Committee met jointly with the Public Facilities Committee. Please refer to the Public Facilities Committee report dated January 23, 2019.

Referred to Public Safety & Transportation and Finance Committees

#30-19 **Rescind Order #607-18 and appropriate \$95,000 from Free Cash for Fire expenses**
HER HONOR THE MAYOR requesting rescission of Council Order #607-18 repurposing \$95,844.51 to address Fire Department needs and requesting authorization to appropriate ninety-five thousand dollars (\$95,000) from Free Cash to the following Fire Department accounts:

Automobiles/Light Trucks	\$60,000
Training Expenses	\$10,000
Housekeeping Equipment	\$15,000
Public Buildings Repair and Maintenance	\$10,000

ACTION: **Public Safety & Transportation Approved 8-0**

NOTE: Chair Ciccone stated that this item needs to be rescinded because some of the items could not be covered by a bonding funding source. The new Council Order will reflect an appropriation from Certified Free Cash.

Without discussion, Councilor Downs mad a motion to approve this item. Council members agreed 8-0.

#577-18 Appeal of Traffic Council Decision on Ward Street

CONGREGATION BETH EL-ATERETH ISRAEL, 561 Ward Street, appealing the approval of Traffic Council petition TC62-18 on October 25, 2018 converting Ward Street between Elmore Street and Morseland Avenue from a one-way westbound street into a two-way street, approves a “do not enter” restriction on Ward Street, eastbound, from Morseland Avenue, and installs a new parking restriction at all times on the south side of Ward Street from Morseland Road to a point 165 feet easterly.

ACTION: **Public Safety & Transportation Denied 8-0**

NOTE: Mr. Koses, Mr. Prizant and Councilor Norton joined the Committee for discussion on this item.

Mr. Koses provided a PowerPoint presentation, attached to this report. Committee members were provided with a location map, photos of parking on Ward Street with a two-way circulation, parking with a two-way street, signage and restricted parking on Ward Street with a two-way circulation, characteristics of this section of Ward Street, current parking regulations on Ward Street, current access restrictions from the October 25, 2018 Traffic Council meeting, options for consideration and the Traffic Council Action from the October 25, 2018 Traffic Council meeting.

Traffic Council Actions approving Option 2 from the October 25, 2018 meeting:

- Converts Ward Street between Elmore Street and Morseland Avenue from a one-way westbound street into a two-way street.
- Approves a “Do Not Enter” restriction on Ward Street, eastbound, from Morseland Avenue.
- Installs a new parking restriction at all times on the south side of Ward Street from Morseland Road to a point 165 feet easterly.

Mr. Koses stated that the double yellow line was painted in error and was scraped off. He then stated that residents cannot travel the wrong way on Ward Street, it could be a moving violation.

Mr. Koses stated that the one-way signs were installed to clarify existing regulations. No changes were made to the street, signs were only installed to clarify the current official circulation regulations. Mr. Koses stated that Ward Street is 28 feet wide. On five occasions, parking observations in October 2018, showed that there were between one to five vehicles parked on Ward Street. The utility poles and fire hydrants are located on the north side. The current parking regulation on this section of Ward

Street is prohibited, 8:00 a.m. to 12:00 p.m., Saturdays only, north side, from a point 60 feet east of Morseland Avenue, 120 feet easterly.

Mr. Koses explained the following:

Parking on Ward Street with a two-way circulation

With a two-way circulation, parked cars on the south side of Ward Street must face east or could be ticketed. Parked vehicles on the north side of Ward Street face west.

Signage and restricted parking on Ward Street with a two-way circulation

All signs must be turned so that they face eastbound traffic. Parking may need to be removed from the south west end of Ward Street. Also, expect cars to turn around in driveways along Ward Street, so that they are parked in the correct direction.

Option 1

Ward Street would remain one-way westbound. Parking would continue to occur in the westbound direction on the north and south sides of Ward Street, signs on the south side should continue to face westbound traffic and no changes are necessary to the traffic and parking regulations.

Option 2

Ward Street would be converted to two-way, with a Do Not Enter restriction from Morseland. Parking on the south side must face eastbound, signs on the south side need to be flipped to face eastbound traffic, with access only from the east, continuation of turning around in residential driveways, consider restricting parking between Morseland Road and the driveway to 556 Ward Street., a distance of 165 feet.

Option 3

Ward Street would be converted to two-way, without a Do Not Enter restriction from Morseland. Parking on the south side must face eastbound, signs on the south side need to be flipped to face eastbound traffic, it is not necessary to restrict parking at 556 Ward Street, less likelihood for turning around in residential driveways, more left turns (Commonwealth Avenue to Morseland Road and more through traffic.

Rabbi Segal stated that the Traffic Council decision adversely affects the safety of many children crossing the street. He stated that this is an unusual street. Drivers will ignore the Do Not Enter sign at the entrance to Ward Street. Drivers will make 3-point turns at the end of Ward Street if front of the two synagogues in order to park on the southern side of Ward Street. This is a safety issue and creates confusion for drivers and pedestrians. Traffic Council's actions are not convenient for the synagogue people. He then stated that several home owners on the street support the appeal and provided a written signed petition.

The Synagogue Chairman of the Board pointed out that on 'Google' maps it illustrates with an arrow that Ward Street is a one-way street. If Ward Street becomes a two-way street the arrow may

disappear causing safety issues. He supports maintaining Ward Street a one-way street. He then stated that several residents of Newton support the appeal and provided a written signed petition.

Councilor Norton stated that residents met with herself and Mr. Sobel, Director of Transportation Operations, Department of Public Works to discuss the Traffic Council proposal. For many decades, residents have treated Ward Street as a two-way street. Legally it is a one-way street. She then said that Mr. Sobel and the residents present supported changing Ward Street to a two-way street. At the Traffic Council meeting, Mr. Sobel did not express concerns. Councilor Norton then stated that she supports denying this appeal. She then said that she is confident the residents and synagogues can work together to resolve safety issues and concerns.

Council members questions, concerns and suggestions:

Questions:

- A council member asked Mr. Koses why he was opposed to the Traffic Council's decision? Mr. Koses replied that he was concerned drivers would make 3-point turns in resident's driveways and enter illegally through the Do Not Enter sign in order to park facing the correct direction. He then stated that he sees it as a safety issues, more drivers will travel in the wrong direction and make 3-point turns. It only takes a short time for residents to enter Ward Street properly from Centre Street.
- It was asked why two City traffic professionals disagreed on the Traffic Council vote? Mr. Koses answered that he did not know the reason and could not provide an answer.
- Is Elmore Street used as a cut-through street and what type of signage is posted? Mr. Koses answered that he did not know if Elmore Street is used as a cut-through Street. The street is posted with the official parking regulations.

Concerns:

- Safety is necessary and it is concerning to hear drivers making 3-point turns in driveways.

Suggestions:

- A Committee member suggested and asked Mr. Koses and Mr. Prizant if this item could be referred to the Complete Streets Working Group to work with the residents regarding their concerns on safety issues. Mr. Prizant agreed. Mr. Koses answered that he is not a member of the group. Committee members agreed that the Complete Streets Working Group can resolve the issues and concerns.
- Install a crosswalk between two synagogues.
- Traffic Department conduct a safety analysis and provide the best solution back to the Committee.

Letters, emails, petitions and photos received are on file. Chair Ciccone opened the discussion to members of the public who were present. Residents expressed their concerns, questions and suggestions.

Concerns:

- Drivers have the tendency to ignore the Do Not Enter sign.
- It is disturbing to hear after 30 years; the consideration of Ward Street being converted to a two-way street.
- Making Ward Street a two-way street will not make it any safer.
- Safety is necessary.
- Ward Street is used as a cut-through street.
- Drivers will have the tendency to make 3-point turns on the street and in driveways.

- Sometimes drivers have the tendency to park on both sides facing westbound.
- Many pedestrians do not use the crosswalk.
- Drivers have the tendency to speed on Ward Street.

Questions:

- Has the City performed vehicle counts?

Suggestions:

- The accessible parking space at the corner of Ward Street and Morseland Avenue should be relocated.
- Post No U-Turn signs.
- The synagogues should remove snow from their sidewalk to increase safety.
- Synagogue people should park on Commonwealth Avenue Carriage Lane rather than Ward Street.
- Perhaps the Synagogues could share information to the congregants informing them to follow the law of the Do Not Enter sign.
- A resident suggested implementing a left-turn from Commonwealth Avenue, eastbound on Morseland Avenue.

Without further discussion, Councilor Auchincloss made a motion to deny this appeal, upholding Traffic Council's decision. Committee members agreed 8-0.

#16-19 Appeal of Traffic Council Decision on Glen Avenue and Elgin Street

COUNCILORS DANBERG, NOEL AND SCHWARTZ, appealing the denial of Traffic Council petition TC59-18 on November 29, 2018 the stop sign at the intersection of Glen Avenue and Elgin Street to create a 4-way stop with the possible examination of other alternatives for increased safety at this intersection.

ACTION: **Public Safety & Transportation Denied 7-0-1, Councilor Noel abstaining**

NOTE: Mr. Koses, Mr. Prizant and Captain Anastasia joined the Committee for discussion on this item.

Councilor Noel asked if any other alternatives are possible in order to increase safety at this intersection. She then asked if any new information could be provided or if neighbors had new feedback for solutions. Councilor Noel stated that safety and quality of life are necessary, if a stop sign is installed vehicles will have the tendency to idle adding to the air pollution and vehicles will screech when approaching the stop signs a safety solution is necessary. It is necessary to examine alternatives.

Mr. Koses provided a PowerPoint presentation, attached to this report. Committee members were provided with a location map, site photos, existing conditions, vehicular and pedestrian volumes and the manual on uniform traffic control devices (MUTCD) guidelines and the Traffic Council Action from the November 29, 2018 Traffic Council meeting.

Traffic Council denied the request of a 4-way stop sign at the intersection of Glen Avenue and Elgin Street from the November 29, 2018 meeting:

Mr. Koses stated that the intersection of Glen Avenue and Elgin Street is four-legged intersection. Two-way stop controlled (Elgin Street eastbound and westbound) and two-way not stop control (Glen Avenue). Vehicle volumes favor strongly Glen Ave approaches during the observation period (87%). Sightlines are obstructed by large trees (particularly for vehicles traveling Elgin Street westbound). Mr. Koses stated that large trees obstruct the view of vehicles traveling southbound on Glen Avenue and Elgin Street westbound.

At the Traffic Council meeting, Mr. Koses stated that the stop sign request met the criteria of section G in the MUTCD guidelines. At the Traffic Council meeting, Mr. Koses and Mr. Prizant recommended the installation of stop signs on Glen Avenue (northbound and southbound) due to the obstructed view from the large trees.

Committee members questions, concerns and suggestions:

Questions:

- Is Glen Avenue used as a cut-through street?
- Is this location appropriate for traffic calming measures or the Complete Streets Working Group? Mr. Koses answered that he did not know where on the Traffic Calming list this location would be graded.

Concerns:

- Due to the traffic count imbalance perhaps, a stop-sign is not appropriate.
- If a stop sign does not meet the warrants, drivers have the tendency to ignore them. Mr. Prizant said that stop signs are not traffic calming measures.
- The trees hinder site visibility.

Suggestions:

- Perhaps the City can review and make recommendations of the large trees to address safety concerns.

Letters, emails and photos received are on file. Chair Ciccone opened the discussion to members of the public who were present. Residents present expressed their concerns and suggestions.

Concerns:

- The intersection is dangerous, pedestrian and vehicle safety are necessary.
- There are several site obstructions at this dangerous intersection including large trees, road depression, curve and hedges. Due to these obstructions, vehicles travel to the middle of the intersection to see oncoming traffic.
- Drivers have the tendency to speed and use Glen Avenue and Elgin Street as cut-through roads.
- A stop sign is necessary due to multiple accidents at this location.
- A stop sign is not the solution. Vehicles will have the tendency to idle adding to the air pollution and vehicles will screech when approaching the stop signs a safety solution is necessary.

Suggestions:

- Install signs such as 'proceed with caution', 'dangerous intersection' or 'blind intersection'. Chair Ciccone said that when too many road signs are installed drivers have the tendency to ignore them.
- Install sign at the depression of the road indicating 'stop sign ahead' or 'dangerous intersection ahead'. Chair Ciccone asked if the City could install this type of sign. Mr. Koses answered that administratively these signs can be installed, and he would speak with the Traffic Superintendent.
- Perhaps remove the large trees.

- Perform Police enforcement.
- The stop sign may deter speeders and decrease the number of accidents.

Captain Anastasia did not have data available on the number of reported vehicle accidents. He then stated that the Police Department placed a speed trailer at this location for seven to ten days, no tickets were issued but the neighbors complained that the speed trailer was present.

Councilor Noel stated that it would be best for the traffic experts to determine the best solution for this intersection.

Without further discussion, Councilor Lipof made a motion to deny this appeal, upholding Traffic Council's decision. Committee members agreed 7-0-1, Councilor Noel opposed. Chair Ciccone stated that he would request the City Tree Warden to look at the large trees.

Item Recommitted by the City Council to Public Safety & Transportation Committee on April 2, 2018

#38-18 Amend overtime parking ordinance

TRANSPORTATION COORDINATOR, requesting an ordinance amendment to **Chapter 19, Section 190 Overtime parking**, to clarify the language and improve enforcement.

Public Safety & Transportation Held 7-0 on 01/17/18

Public Safety & Transportation Approved 6-2-0 on 03/21/18, Councilors Grossman and Noel opposed

ACTION: Public Safety & Transportation Approved 8-0

NOTE: Mr. Koses, Captain Anastasia and Councilor Greenberg joined the Committee for discussion on this item.

This item was recommitted by the City Council on April 2, 2018 for additional modification to the proposed overtime parking language aimed at improving and clarifying the current ordinance.

Chapter 19, Section 190 Current Ordinance language:

No person shall park a vehicle for a longer consecutive period than the limit specified and between the hours specified on any of the streets or parts of streets designated as parking meter zones in which parking meters and parking meter spaces are to be established pursuant to the traffic and parking regulations.

This current language does not fully address current overtime parking enforcement practices in Newton. There is no consensus in terms of what constitutes a "parking meter zone", particularly since a new system of zones (based on zip codes) was recently created to support the launch of the Passport Parking application in the City. Furthermore, there is no official description of how far a vehicle must be moved in order to avoid receiving an overtime parking citation.

Chapter 19, Section 181 Overtime Parking Revised Proposed Ordinance language:

No person shall park a vehicle within a designated metered parking space or in a parking space within a time-restricted area for a longer consecutive period than the time limit specified or beyond the hours specified.

Vehicles parked within any metered parking space must be moved to a different parking space upon or before the expiration of the posted time limit.

Vehicles parked within any non-metered time-restricted parking space must be moved to a location beyond the nearest intersection or to a location outside an off-street municipal parking lot upon or before the expiration of the posted time limit, and may not return for two hours.

The revised proposed language differentiates the overtime parking rules for metered parking spaces from the rules for non-metered, time-restricted parking spaces. The revised proposed language would allow a vehicle parked in any metered parking space to move to any other metered parking space in order to avoid receiving an overtime parking ticket. Compared to the current rules, this change would clarify and significantly improve user access to metered parking.

Vehicles parked in non-metered time-restricted parking spaces will be required to move to a different block in order to avoid an overtime parking ticket. The vehicle would be allowed to return after two hours. The intent of this language is to allow better use of neighborhood streets by residents, visitors, employees, and others. However, with the current technology available to our Parking Control Officers, it is envisioned that vehicles observed parking for a longer time period than the posted limit may be issued tickets, despite the possibility that the vehicle may have left and returned to the same space during the time in between observations.

Committee members questions, suggestions and concerns:

Questions:

- A Committee member asked if the Committee should be concerned about vehicles parked within any non-metered time-restricted parking space must be moved to a location beyond the nearest intersection or to a location outside an off-street municipal parking lot upon or before the expiration of the posted time limit, and may not return for two hours? Mr. Koses answered that there are two unmetered parking lots in Nonantum Village. This language addresses the concerns of drivers parking in the lot longer than the three-hour time limit allowed or some drivers moving only one parking space. The unmetered parking lots should be available to allow turnover. The proposed language indicates a driver must leave the parking lot, move to another block and after two-hours the driver may return.
- Should the City consider installing parking meters in these two parking lots? Mr. Koses answered yes.
- What If a driver parks in a twelve-hour parking space, how would the proposed ordinance language of “No person shall park a vehicle within a designated metered parking space or in a parking space within a time-restricted area for a longer consecutive period than the time limit specified or beyond the hours specified” work for a driver parked for 14-hours? Mr. Koses answered the meters are enforced from 8:00 a.m. to 6:00 p.m.

Suggestions:

- A suggestion was made to allow drivers to pay and park without moving their vehicle.

- A suggestion was made to amend the proposed language by removing the word ‘metered’ at this time, to read “*Vehicles parked within any ~~metered~~ parking space must be moved to a different parking space upon or before the expiration of the posted time limit*” until the City can implement price parking.
- It is necessary to implement dynamic pricing in the City.

Concerns:

- It is concerning on the idea to request a driver to move a vehicle a short distance.

A Newton Centre business owner expressed concern and stated a one-hour meter does not allow enough time to conduct business, errands or dine. She suggested increasing the meter time to two hours if not, residents may travel to the mall. The City should be encouraging people to stay longer. Mr. Koses answered that several years ago, the one-hour meter times were increased to two-hour meters in Newton Centre. He then stated that the meters in the Langley Road parking lot will be removed to install Kiosks. At that time, if the Council desires to change the two-hour limit, an item could be docketed for Traffic Council’s consideration.

A Committee member stated that this proposed language is a major improvement. It will be necessary to educate drivers. The City must be business friendly allowing people to conduct business, errands or dine without difficulty. The City should move away from metered parking spaces by time rather than money.

Captain Anastasia stated that he supports this proposed ordinance language which is necessary for enforcement purposes and to make the language clear for all. The words “intersecting way” is still confusing to many, is there a way to make these words clear? Today, the department received two complaints regarding overtime parking because drivers are confused on how, how far and where they should park without receiving citations.

Without further discussion, Councilor Lipof made a motion to approve this overtime parking ordinance amendment. Committee members agreed 8-0.

#18-19 Annual report of the work of Traffic Council for 2018

DAVID KOSES, TRAFFIC COUNCIL CHAIR, providing the Annual Report of the work of the Traffic Council for 2018.

ACTION: Public Safety & Transportation No Action Necessary 8-0

NOTE: Mr. Koses joined the Committee for discussion on this item.

Mr. Koses reviewed with Committee members the work of Traffic Council in 2018, this material was attached to the agenda. Mr. Koses said that during 2018, Traffic Council held eleven evening meetings and heard 101 items and took final action on 92 items. Traffic Council approved (or approved as amended) 65% of all items heard, took no action on 21%, and denied five items. Nine appeals were submitted to the City Council.

Mr. Koses asked Committee members if they would like to continue to receive the type of information he provided? Committee members answered yes, it is helpful.

Committee members questions and suggestions:

Questions:

- It was asked if Mr. Koses has the necessary 'tools' to properly handle Traffic Council requests? Mr. Koses answered that in his opinion, Traffic Council works fine, and Traffic Council only makes changes to the Traffic and Parking Regulations (TPR). It is a good 'tool' to hold Traffic Council items during construction phases. In the past, Traffic Council used to handle traffic calming requests these requests are now handled through a different process.
- With the many different Traffic Council 'patchworks' is there a need to re-do all parking prohibitions?

Suggestions:

- Could a chart be provided on Traffic Calming Measures, Traffic Council and the Complete Streets Working Group to be better educated on definitions, functions and when to or when not refer to one of these. Mr. Koses answered that he would make this suggestion to Mr. Sobel and Ms. Freedman.

Without further discussion, Councilor Auchincloss made a motion for no action necessary. Committee members agreed 8-0.

At approximately 10:40 p.m., Councilor Auchincloss made a motion to adjourn. Committee members agreed 8-0.

Respectfully submitted,

Allan Ciccone, Jr. Chair

Public Safety & Transportation

City of Newton

January 23, 2019

1

Agenda (partial)

- ❖ **#577-18 Appeal of Traffic Council Decision on Ward Street**
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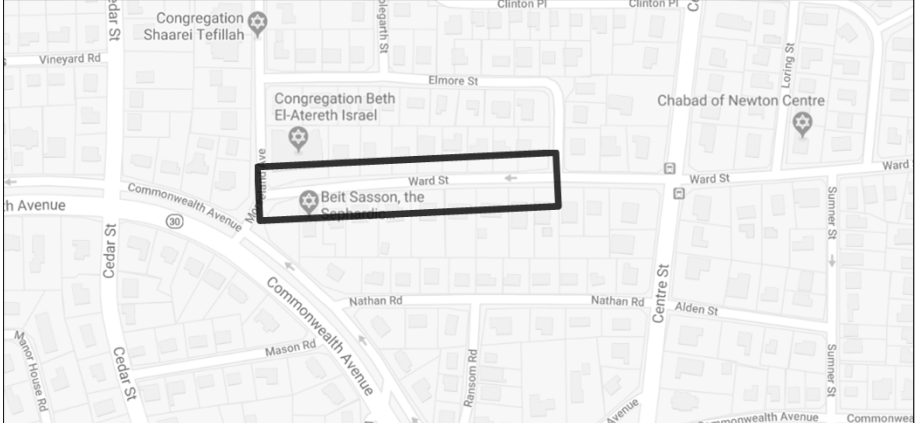
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Traffic Council

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577-18 ⌘ 3 ⌘ Appeal of conversion of Ward St between Elmore & Morseland into a two-way street, and addition of a new parking restriction on a portion of south side of Ward
1.23.19

3

Location Map: One-way section of Ward St <i>* From 10.25.18 Traffic Council Meeting *</i>	577-18	
		
1.23.19	4	Traffic Council

4

Photo: Ward St at Elmore, looking west

* From 10.25.18 Traffic Council Meeting *

577-18



1.23.19

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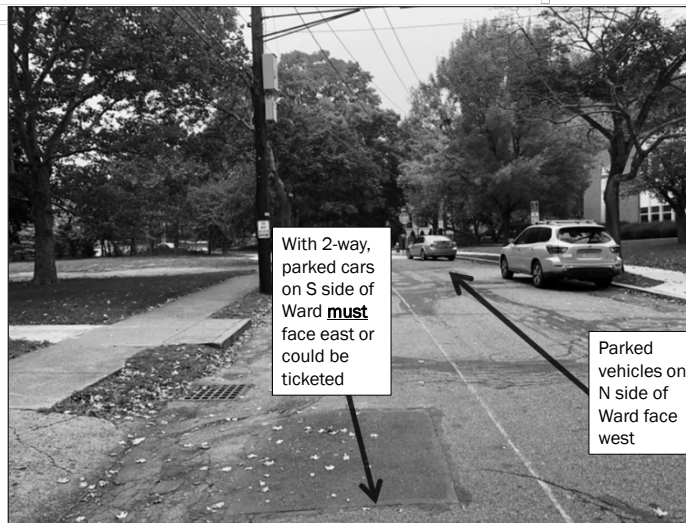
Traffic Council

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Parking on Ward St with 2-way circulation

* From 10.25.18 Traffic Council Meeting *

577-18



1.23.19

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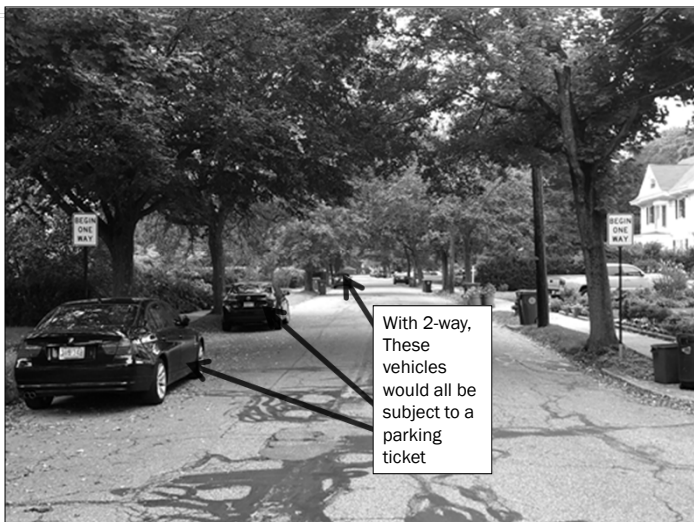
Traffic Council

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Parking with a 2-way street Ward Street

* From 10.25.18 Traffic Council Meeting *

577-18



1.23.19

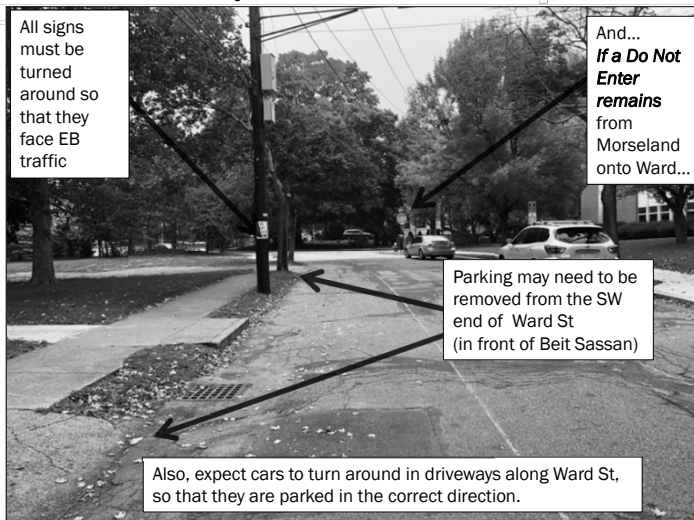
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Traffic Council

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Signage and restricted parking on Ward St with a 2-way circulation

577-18



1.23.19

8

Traffic Council

8

Characteristics of this section of Ward St * From 10.25.18 Traffic Council Meeting *		577-18
<u>General Characteristics</u> • 28' wide • 800' long Elmore to Morseland <u>Parking Observations</u> • Monday 10/15/18 @ 11:00 AM: 2 on (south side); 4 (north side) • Tuesday 10/16/18 @ 2:00 PM: 2 on (south side); 2 (north side) • Wednesday 10/17/18 @ 9:30 AM: 2 on (south side); 3 (north side) • Friday 10/19/18 @ 3:00 PM: 2 on (south side); 3 (north side) • Monday 10/22/18 @ 10:00 AM: 1 on (south side); 5 (north side) <u>Location of Utility Poles and Hydrants</u> • Utility Poles – on the north side • Fire hydrants – on the north side		
1.23.19	9	Traffic Council

9

Current Parking Regulations on Ward St * From 10.25.18 Traffic Council Meeting *		577-18
(1) Prohibited, all days: a) South side from Westbourne Road to Wessex Road b) North side, from West Boulevard Road to Coolidge Road. c) South side, from Westbourne Road to Eastbourne Road. d) South side, from Waverley Avenue westerly 100 feet. e) North side, from Stuart Street westerly 100 feet. f) North side, from Waverley Avenue easterly 100 feet. g) North side, from a point 240 feet east of Exmoor Road, westerly 55 feet. (2) One-hour limit, Saturdays included, 8:00 a.m. to 3:00 p.m., south side, from Hammond Street to Manet Road. (3) Two-hour limit, 8:00 a.m. to 10:00 a.m. and 2:00 p.m. to 4:00 p.m., north side, Woodlawn Drive to Manet Road. (4) Prohibited, 8:00 a.m. to 12:00 p.m., Saturdays only, north side, from a point 60 feet east of Morseland Avenue, 120 feet easterly.		
1.23.19	10	Traffic Council

10

Current Access Restrictions * From 10.25.18 Traffic Council Meeting *		577-18
Sec. TPR-85. One-way streets. Upon the following streets or parts of streets vehicular traffic shall move only in the direction indicated below: Ward Street, from Elmore Street westerly to Commonwealth Avenue, Ward 7. <i>(This restriction automatically allows the "Do Not Enter" sign from Morseland Road onto Ward Street)</i>		
1.23.19	11	Traffic Council

11

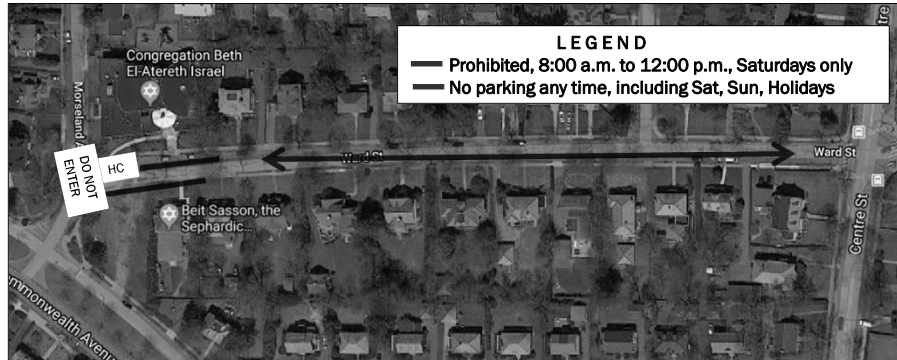
Option 1: One-way WB Ward St (Do Not Enter from Morseland)		577-18
• Parking to continue to occur in the WB direction on the N side and the S sides of Ward St • Signs on the south side should continue to face WB traffic (No changes to signage needed) • No changes to the TPR needed		
		
1.23.19	12	Traffic Council

12

Option 2: Two-way Ward St with the Do Not Enter from Morseland

577-18

- Parking on the south side must face Eastbound
 - Signs on the south side need to be flipped to face Eastbound traffic
- With access only from the east, continuation of turning around in residential driveways
- Consider restricting parking between Morseland Rd & the driveway to 556 Ward St (Beit Sassan) – a distance of 165 feet.



1.23.19

13

Traffic Council

13

Proposed TPR language for Option 2: 2-way Ward St with the DNE at Morseland

577-18

By DELETING from the provisions of Sec. TPR-85. One-way streets., the following:
Ward Street, from Elmore Street westerly to Commonwealth Avenue, Ward 7.

By INSERTING into the provisions of Sec. TPR-87. Left turns prohibited., the following:
Morseland Avenue, southbound onto Ward Street

By INSERTING into the provisions of Sec. TPR-89 Right turns prohibited., the following:
Morseland Avenue, northbound onto Ward Street

By INSERTING into the provisions of Sec. 176. Parking regulations pertaining to particular streets.

Ward Street

(1) Prohibited, all days:

(i) South side, from Morseland Road to a point 165 feet easterly

1.23.19

14

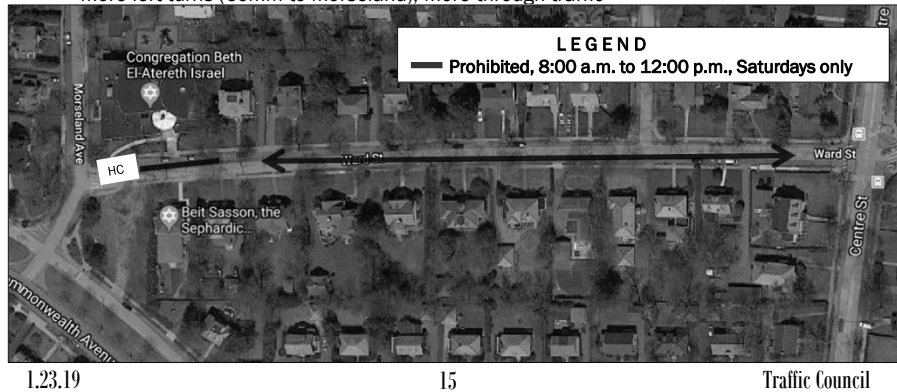
Traffic Council

14

Option 3: Two-way Ward St without the Do Not Enter from Morseland

577-18

- Parking on the south side must face Eastbound
 - Signs on the south side need to be flipped to face Eastbound traffic
- No need to restrict parking at 556 Ward Street
- Less likelihood for turning around in residential driveways
- Consideration: Comm Ave > Morseland Ave > Ward St > Centre Street
 - More left turns (Comm to Morseland); More through traffic



15

Proposed TPR language for Option 3: 2-way Ward without the DNE at Morseland

577-18

By DELETING from the provisions of Sec. TPR-85. One-way streets., the following:
Ward Street, from Elmore Street westerly to Commonwealth Avenue, Ward 7.

1.23.19

16

Traffic Council

16

Traffic Council Action from 10.25.18 Meeting	577-18
OPTION 2 APPROVED	
<u>ACTION:</u> APPROVED 3-1 (Koses opposed). Approved the language of TPR 442. TPR 442 does the following: - Converts Ward Street between Elmore Street and Morseland Avenue from a one-way westbound street into a <u>two-way street</u> - Approves a “do not enter” restriction on Ward Street, eastbound, from Morseland Avenue - Installs a new parking restriction at all times on the south side of Ward Street from Morseland Road to a point 165 feet easterly	
1.23.19	17 Traffic Council

17

16-19 18 Appeal of Traffic Council vote to deny addition of two new stop signs to create a 4-way stop at Glen & Elgin	
1.23.19	Traffic Council

18

Location Map

* From 11.29.18 Traffic Council Meeting *

16-19



1.23.19

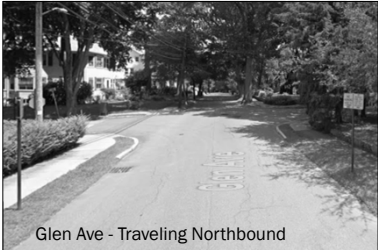
19

Traffic Council

Photos

* From 11.29.18 Traffic Council Meeting *

16-19



Glen Ave - Traveling Northbound



Glen Ave - Traveling Southbound



Elgin Street - Traveling Westbound



Elgin Street - Traveling Eastbound

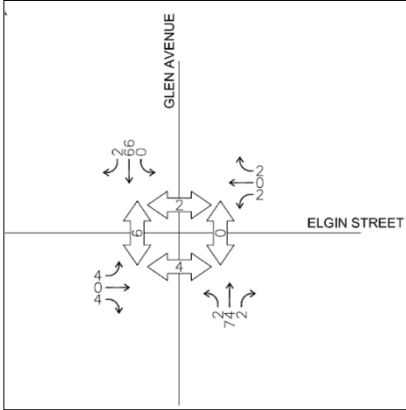
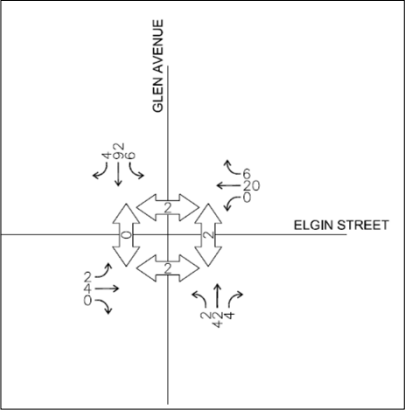
1.23.19

20

Traffic Council

Existing Conditions		16-19
* From 11.29.18 Traffic Council Meeting *		
Existing Conditions: 1) Four-legged intersection 2) Two-way stop controlled (Elgin Street EB and WB) 3) Two-way no stop control (Glen Avenue) 4) Vehicle volumes favor strongly Glen Ave approaches during observation period (87%) 5) Sightlines obstructed by large trees (for vehicles traveling Elgin Street WB)		
1.23.19	21	Traffic Council

21

Vehicular and Pedestrian Volume		16-19
Estimated Weekday AM Peak Hour Volumes, based on 30 minute counts collected between 8:00-8:30am on Thurs Nov 15, 2018  Estimated Weekday PM Peak Hour Volumes, based on 30 minute counts collected between 4:00-4:30pm on Thurs Nov 15, 2018 		
1.23.19	22	Traffic Council

22

Guidance

16-19

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

- (Criteria not met) A) 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 not met) B) 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.
2 reported crash
in past 3 years
- C) Minimum vehicle volumes:
1. 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**
 2. 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; **but**
 3. If the 85th percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.
- (Criteria not met) D) Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

1.23.19

23

Traffic Council

23

Guidance

16-19

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

- Other criteria that may be considered in an engineering study for multi-way STOP control include the following:
- (Criteria not met) E) There is a need to control left-turn conflicts.
- (Criteria not met) F) There is a need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes.
- (Criteria met) G) Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
- (Criteria not met) H) An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics

Large trees obstruct view of
vehicles travelling
SB on Glen Ave and
Elgin Street WB



1.23.19

Traffic Council

24

Guidance

16-19



1.23.19

25

Traffic Council

25

Recommendation

*** From 11.29.18 Traffic Council Meeting ***

16-19

- Approve stop signs on Glen Ave, NB and SB



1.23.19

26

Traffic Council

26

Recommended TPR language * From 11.29.18 Traffic Council Meeting *		16-19
By INSERTING INTO the provisions of Sec. TPR- 147. Obedience to isolated stop signs., the following: <i>Glen Avenue, northbound and southbound, at Elgin Street.</i>		
1.23.19	27	Traffic Council

27

Traffic Council Action from 11.29.18 Meeting		16-19
<u>ACTION:</u> DENIED 3-2 (Koses, Prizant opposed).		
1.23.19	28	Traffic Council

28