



## **Transportation Advisory Committee.**

Date: September 11, 2024.

Time: 7:00 PM – 9:00 PM.

Location: Conducted via Remote Participation (Zoom).

### **Minutes.**

#### **1. Administration.**

Members in Attendance: John Alessi (DPCD), John Aslanian, Bill Copithorne (DPW), Lenard Diggins, Melissa Laube, Ofer Mazor, Corey Rateau (APD), Scott Smith, James Stubbe (Chair), Laura Swan, and Shoji Takahashi.

Members Absent: Beth Benedikt and Jeff Maxtutis.

Members of Public in Attendance: Devin Bridgen, Jordan Glazier, Nandana Mewada, Paul Parise, and Joe Sasso.

The Chair provided notice regarding Remotely Conducted Meetings, referring the members to the agenda attachment entitled "Governor Charles Baker's 3/12/2020 Executive Order Suspending Certain Provisions of the Open Meeting Law". The Chair reviewed the meeting ground rules and announced that the meeting was being recorded.

#### **B. Change of Chair position.**

Jim Stubbe is now TAC Chair. TAC Members expressed appreciation to Laura Swan for serving as Chair.

#### **C. Town Engineer.**

Bill Copithorne was named officially as the Town Engineer.

#### **D. Approval of July 10, 2024 Meeting Notes.**

Minutes for the Meeting were approved.

**E. Correspondence Sent/Received from July 5 to September 6, 2024.**

No correspondence was sent or received.

**F. Town Day, September 21, 2024.**

TAC and ABAC will share a Town Day Booth. Thanks to Ofer Mazor for designing a banner, and Scott Smith for updating Crash Maps. John Alessi will print them for the booth.

**G. Vote: Purchase new pedestrian flags.**

Corey Rateau had ordered pedestrians flags from Safety Flag Company of Rhode Island. Previously, flags were purchased in lots of 400 at \$1.61 per flag. Corey Rateau will check on the prices. Motion to permit TAC to pay up to \$1,000 for the purchase of pedestrian flags was approved unanimously.

**2. Public Comments (for information only, not for action).**

Paul Parise discussed briefly a traffic concern on Washington St/Clyde Terr near Mohawk Rd. He will submit a request using the Roadway Safety Request Form.

**3. Town Issues/Activities (not already on the agenda).**

**A. Update from the Department of Planning and Community Development (John Alessi, DPCD).**

Bluebikes Stations: Off-street asphalt installed for Bluebikes Stations have been installed. Town is awaiting a formal contract to have the stations installed. Snow removal at the stations will the responsibility of BlueBikes.

Traffic Calming Guide: A toolkit of temporary and permanent traffic calming design standards is being developed by Neighborways so that the Town can be reactive to requests and proactive to needs. This will include a prioritization of locations considering, for example, Safe Routes to School routes, crash history, and speed data. Neighborways will present and discuss the criteria and its weighting with TAC at the October or November Meeting.

Stratton Safe Routes to School Sidewalk Project: Public meeting on the removal of specified shade trees along the construction location. Additional trees will be planted. Select Board approved the plan, and the 100% design and right-of-way acquisition will move forward. Construction bid will be posted and construction is planned for 2025.

Minuteman Bikeway at Ryder St/Ed Burns Arena: A preliminary design is being developed to include (1) splitter island; (2) wayside; and (3) widened bikeway, where feasible.

Park Ave Safety Project: Stantec is the consultant for this project, and a timeline for public meetings will be advertised.

**B. Update from the Department of Public Works (Bill Copithorne, DPW).**

Curb-ramp Upgrades: Locations on Herbert Rd and Brooks Ave near Hardy School are underway.

National Grid Pavement Restoration: National Grid's long-relay project has been completed. Pavement restoration will begin next week. Another section will be completed later this autumn.

Arlington High School/Mill St Entrance: Traffic light installed at Mill St and Mill Brook Dr and active in 2-week flash mode. Signal timing will be activated next week. Signal is not coordinated with Mass Ave or Summer St. DPW conducted observations before signal activation and will compare them to observations after signal activation.

Broadway Water Project: Bypass pipes installed on sidewalk and construction will begin next week. Construction is scheduled to-be completed mid October.

Bikeway Bridge Deck: Contract has been awarded. Pavement restoration/repair to smooth the transition between the asphalt and bridge is scheduled for October. Scott Smith will update ABAC, and John Alessi will work on a public announcement on detours.

Sidewalk Restoration: Bids have been posted. Small projects might be completed before the end of the construction season. Most of the work will be performed next year.

Pavement Condition Review: This review is conducted every 5 years and will be completed this month. Results of the final report might impact the long-term planning on funds from the capital budget.

**C. Update from the Police Department (Corey Rateau, APD).**

Appleton St and Wachusett Ave: signage completed.

Stop Ahead: signage installed at Churchill Ave and Wildwood Ave; and Dorothy Rd and Burch St.

Hardy School: school zone painting and improved light timing.

Winter St: school buses are being blocked by parked vehicles. Old photographs show parking restrictions, but these were not codified. Town Select Board Agenda for No Parking on Winter St from Mass Ave to the tennis courts.

**4. Discussion: Select Board Recap of SSR Proposal.**

Select Board approved the TAC recommendations to rescind Special Speed Regulations (SSR). Thickly Settled 25 mph signs will be installed. SSR Committee will continue to meet to assess Safety Zone recommendations. The Town letter to MassDOT to rescind all Special Speed Regulations (SSR) above the statutory Town-wide 25 mph speed limit will be submitted this week.

**5. Discussion: Gray St.**

Observations made did not meet the threshold for installing a pedestrian crosswalk. Select Board requested that TAC examine traffic calming measures for this location.

John Alessi recommended that TAC wait for the Traffic Calming Toolkit, which will be ready in by the New Year. If TAC wants to make traffic-calming recommendations, a Working Group can examine possible changes to implement. Devin Bridgen said that Gray St can be challenging to cross as a pedestrian. He urges that TAC continue to examine possible improvements.

Jim Stubbe added that the speed limit on Gray St is 30 mph under SSR. If the lower 25 mph speed limit is helpful on Broadway and Park Ave, it might improve the situation on Gray St.

Bill Copithorne noted that fog lines were repainted on Gray St, which might slow drivers as the driving lane appears narrower. In response to a question from John Alessi, he said that Gray St does not have many vehicles parked on the side of the road.

**6. Discussion: Gloucester / Endicott / Churchill.**

Devin Bridgen and neighbors sent a request to the Select Board in 2023. DPW was asked to review the recommendations of the letter which comprised tightening turning radii and reducing asphalt.

Bill Copithorne responded that DPW aims to identify areas of the annual pavement improvements where these treatments might be incorporated. The residents' recommendations include treatments that DPW would consider. However, this location is not in the 3 – 5 year window of capital improvements.

Jim Stubbe recommended that a summary of this discussion be provided to the Select Board.

## **7. Discussion: Winter St and Oxford St**

John Aslanian presented the comprehensive draft Memo. The original complaint was resolved with a change in Lesley Ellis School's arrival and dismissal procedure.

Scott Smith appreciated the observations. He noted that Winter St / Broadway is a business district, and it does not require the same amount of visibility as a residential area. Visibility at intersections is an issue throughout Town business districts.

Joe Sasso, resident of Winter St, added that Winter St / Mass Ave is used for pickups and drop offs for the nearby restaurants. Truck unloading should be considered. He said that limiting parking to one side of Winter St would address the challenges of buses and emergency vehicles transiting Winter St.

Nandana Mewada, a resident of Winter St for 19 years, said that there are frequent wrong-way drivers on Winter St. She suggests a Do Not Enter sign be added. She observed an improvement in the traffic with changes by Lesley Ellis in its arrival and dismissal procedure, but trucks get stuck behind the queue of vehicles at Lesley Ellis.

Corey Rateau commented that APD made observations. The Town will reinstate parking restrictions on Winter St by Lesley Ellis and Crosby Park that existed in the past and codify it. He also pointed out that no parking on Oxford St at the rear of Lesley Ellis is established, and APD will refresh the signage. At the Mass Ave / Winter St intersection, there is no parking to 50' from the corner (standard is 20'). The reason is that large trucks such as garbage trucks cannot make the turn.

Corey Rateau expressed challenges in extending the parking restrictions on Winter St past the Crosby Park as it would remove parking in front of residences. Joe Sasso countered that many residents support one-side parking on that stretch.

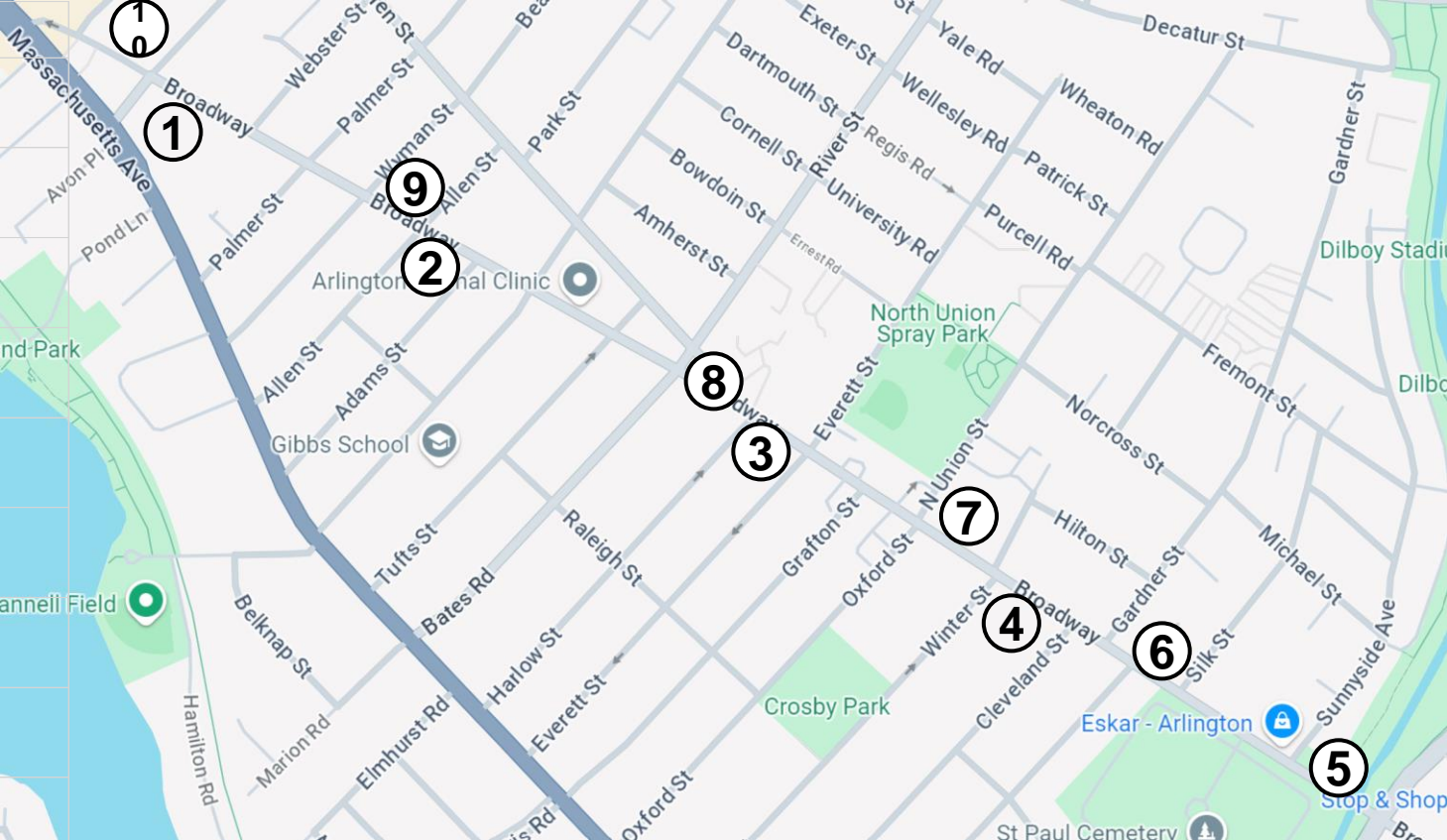
Corey Rateau and John Alessi asked that residents on Winter St sign a formal request for the removal of parking. Len Diggins countered that it is nice to ask residents about parking restrictions, but the space does not belong to the resident. Corey Rateau and Scott Smith added that there are many locations in East Arlington where parking could be restricted, and the Town should consider a general approach/process on assessing parking restrictions on narrow [25'] roadways.

**8. Adjourn.**

The meeting was adjourned at 9:30 pm.

# Broadway - Proposed Sign Locations

Location #	Description
1	Broadway Eastbound - just east of Franklin St
2	Broadway Eastbound - just east of Adams St
3	Broadway Eastbound - just east of Harlow St
4	Broadway Eastbound - just east of Winter St
5	Broadway Westbound - Townwide Sign just west of Alewife Brook Parkway (existing)
6	Broadway Westbound - just west of Silk St
7	Broadway Westbound - just west of Heath Rd
8	Broadway Westbound - just at merge of Broadway and Warren
9	Broadway Westbound - just west of Allen St
10	Broadway Westbound - just west of Franklin St



# **Pictures Associated With Proposed Locations**



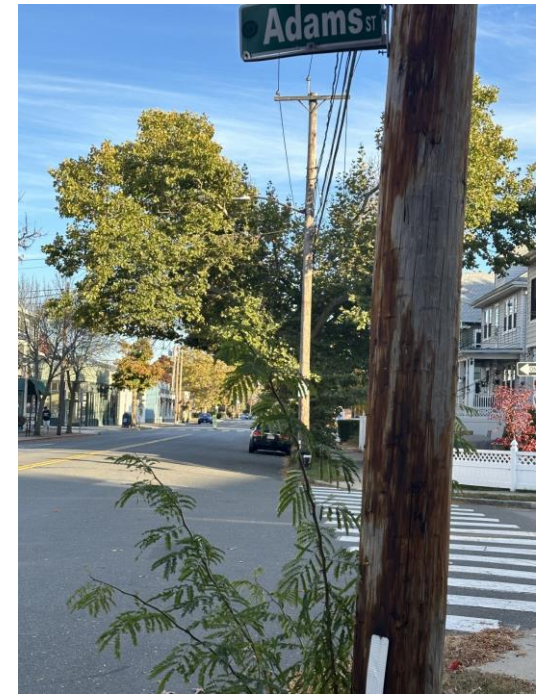
1

Broadway Eastbound – just east of Franklin St



2

Broadway Eastbound – just east of Adams St



3

Broadway Eastbound - just east of Harlow St



4

Broadway Eastbound - just east of Winter St



5

Broadway Westbound - Townwide Sign just west of Alewife Brook Parkway (existing)



6

Broadway Westbound - just west of Silk St



7

Broadway Westbound - just west of Heath Rd



8

Broadway Westbound - just at merge of Broadway and Warren



9

Broadway Westbound -  
just west of Allen St



10

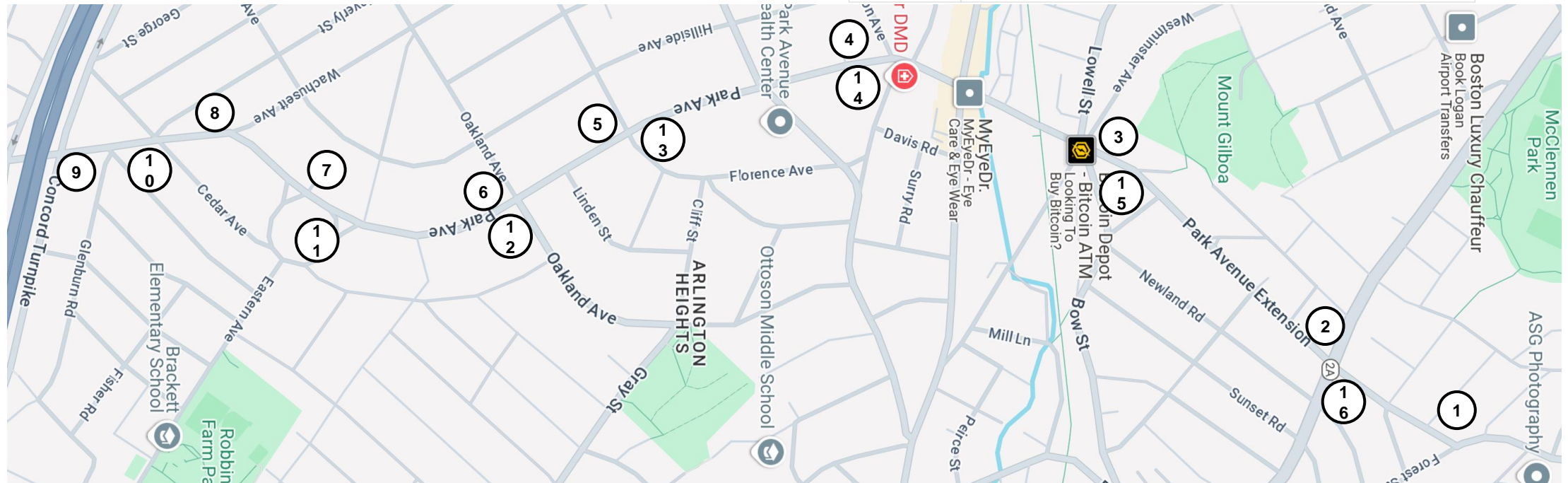
Broadway Westbound just west of  
Franklin St.



# Park Ave - Proposed Sign Locations

Site Number	Description
1	Park Ave Extension Southbound - just south of Forest St
2	Park Ave Extension - just south of Summer St - Missing School Zone Sign
3	Park Ave Extension Southbound - just north of Downing Square
4	Park Ave Southbound - just south of Wollaston Ave
5	Park Ave Southbound just south of Florence St
6	Park ave Southbound just south of Oakland Ave
7	Park Ave Southbound - just south of the fire station near the blinking light
8	Partk Ave Southbound - just south of at Wachusett Ave

Site Number	Description
9	Park Ave Northbound - existing Townwide 25 sign
10	Park Ave Northbound - Speed Limit paint on roadway just north of Townwide 25 sign
11	Park Ave Northbound at crest of hill opposite fire station
12	Park Ave Northbound just south of Oakland Ave
13	Park Ave Northbound just north of Florence
14	Park Ave Northbound - just south of Wollaston Ave
15	Park Ave Northbound - just south of Downing Square
16	Park Ave Northbound - just north of Summer St



# **Pictures Associated With Proposed Locations**

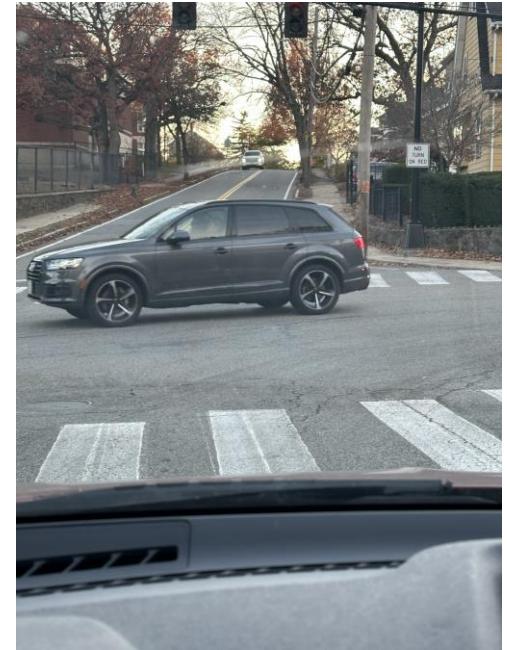
1

Park Ave Extension  
Southbound - just south of  
Forest St



2

Park Ave Extension -  
just south of Summer  
St - Missing School  
Zone Sign



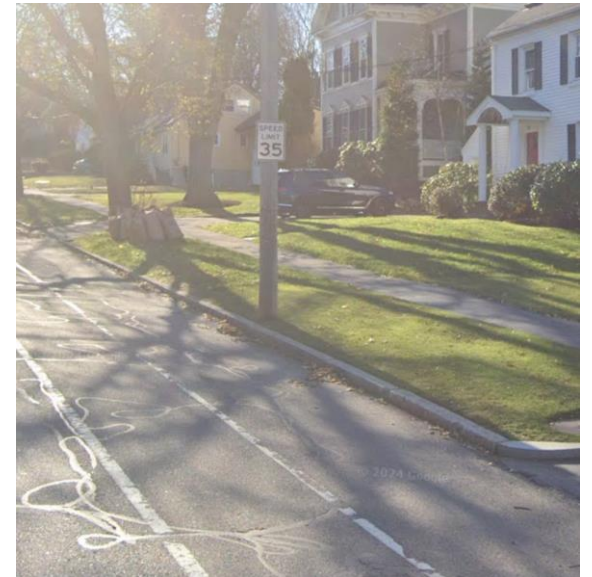
3

Park Ave  
Extension  
Southbound - just  
north of Downing  
Square



4

Park Ave  
Southbound - just  
south of Wollaston  
Ave



5

Park Ave  
Southbound  
just south of  
Florence St



6

Park Ave  
Southbound just  
south of Oakland  
Ave



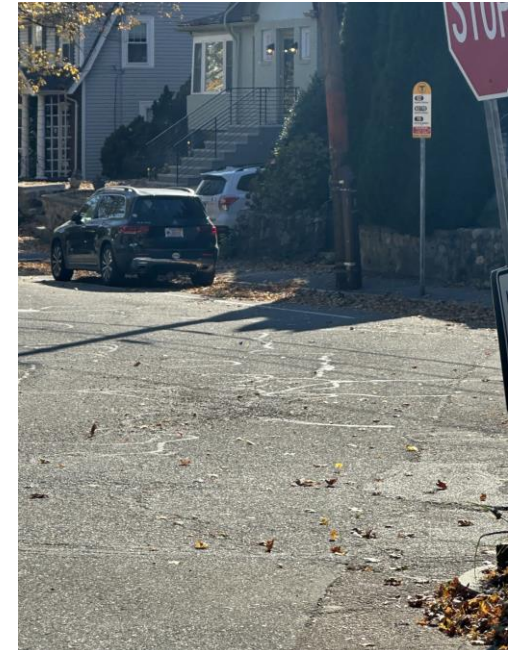
7

Park Ave  
Southbound - just  
south of the fire  
station near the  
blinking light



8

Park Ave  
Southbound - just  
south of at  
Wachusett Ave



9

Park Ave Northbound -  
existing Townwide 25  
sign



10

Park Ave Northbound -  
Speed Limit paint on  
roadway just north of  
Townwide 25 sign



11

Park Ave Northbound at crest  
of hill opposite fire station



12

Park Ave Northbound  
just south of Oakland  
Ave





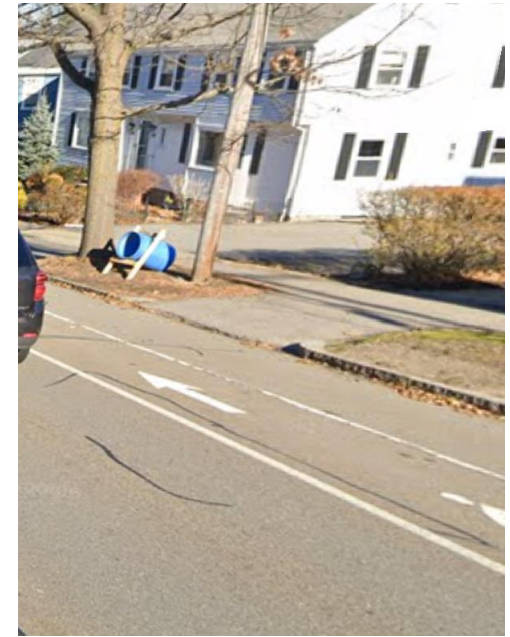
13

Park Ave Northbound  
just north of Florence



14

Park Ave Northbound - just  
south of Wollaston Ave



15

Park Ave Northbound -  
just south of Downing  
Square



16

Park Ave Northbound -  
just north of Summer St

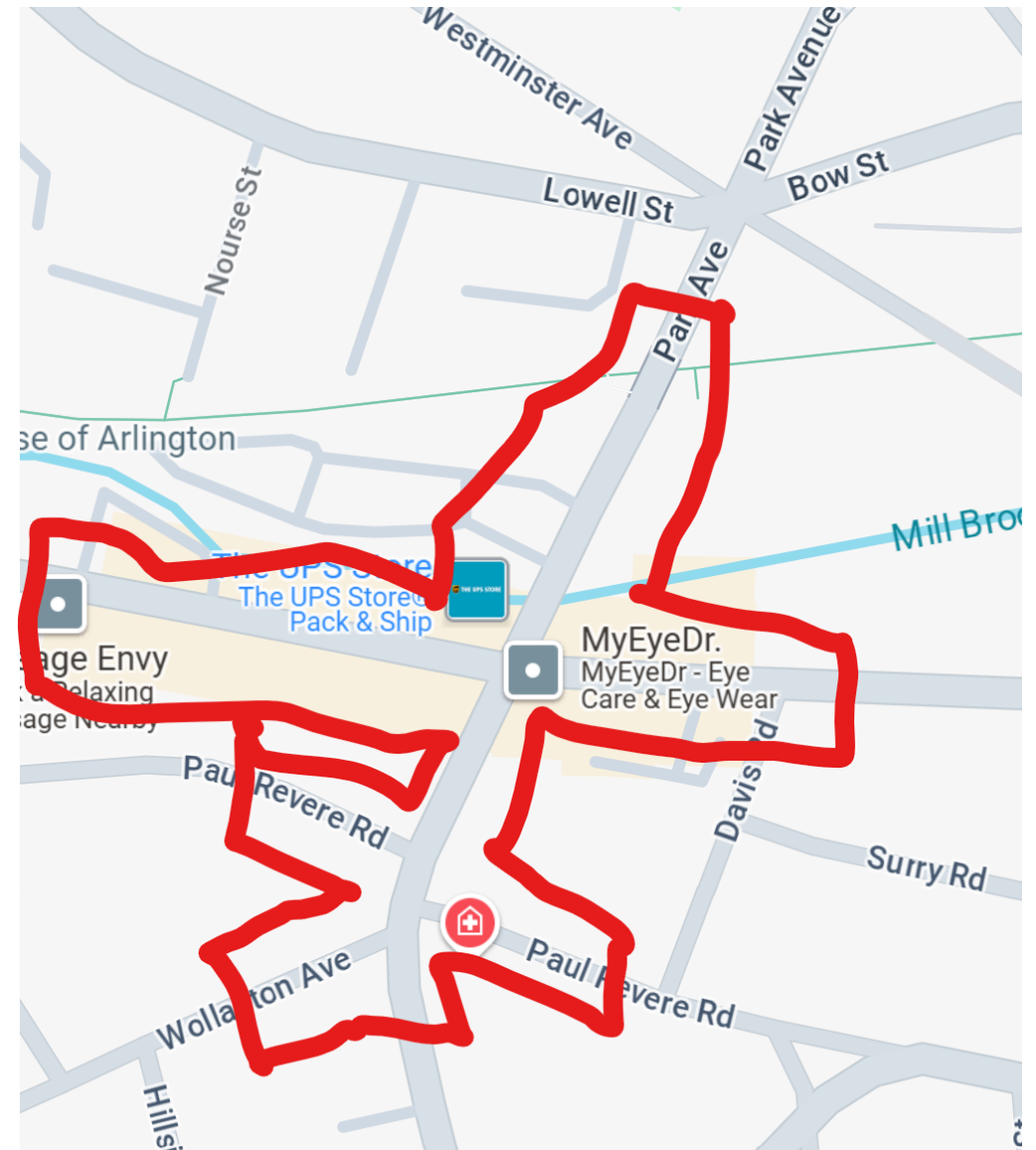


# **Proposed Safety Zone**

## Proposed Safety Zone

The Working Group recommends establishing a Safety Zone along Park Ave as shown to the right.

This should be worked either as a separate project or as a part of the current project to improve safety in this area along Park Ave.



# **Proposed Safety Zone**

# Safety Zone Words

Excerpt from MassDOT's 2021: Procedures for Speed Zoning on State Highways and Municipal Roads

To establish a Safety Zone, the following minimum criteria should apply:

- The street should be adjacent to a land use that is likely to attract vulnerable road users.
- The Safety Zone should contain one or more areas that have potential conflicts between motor vehicles and vulnerable road users that warrant a reduction in speeds such as crosswalks, driveways, or side streets
- The minimum length of the Safety Zone should be at least  $\frac{1}{4}$  of a mile
- The zone should not extend more than 500' beyond a side street unless an applicable land use continues along the adjacent block

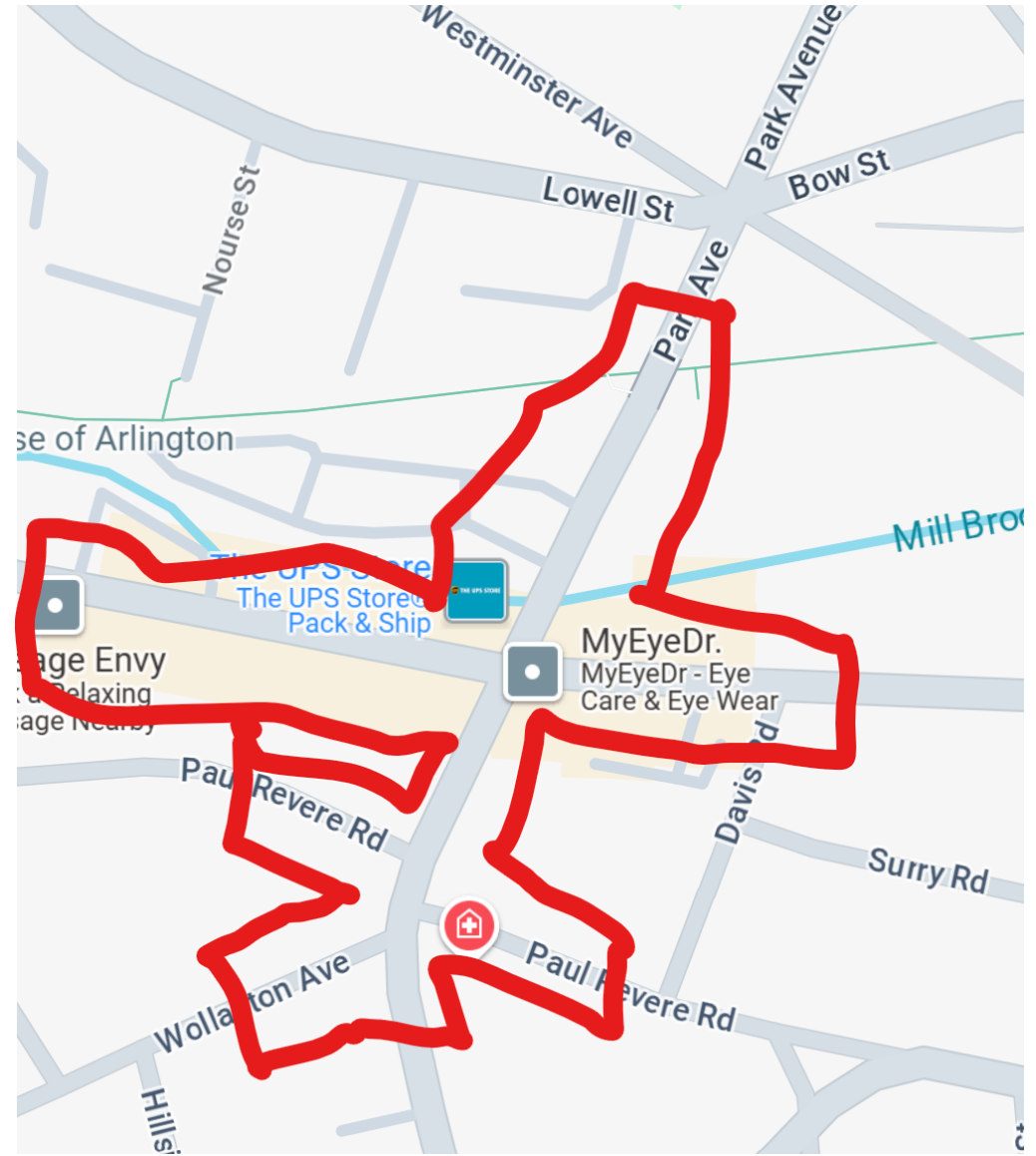
Regulatory speed limit signs, including Safety Zone speed limit signs, are required to conform to the MUTCD, per MGL c. 85 § 2. Therefore, an engineering study must be performed to validate the posting of signage. The engineering study "shall include an analysis of the current speed distribution of free-flowing vehicles."

Cities and towns are responsible for modifying their Municipal Traffic Code to reflect the locations of all Safety Zones prior to the posting any signage.

# Proposed Safety Zone

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This should be worked either as a separate project or as a part of the current project to improve safety in this area along Park Ave.





## TRANSPORTATION ADVISORY COMMITTEE

Town of Arlington  
Department of Planning & Community Development  
Town Hall Annex, 730 Mass Ave, Arlington, MA 02476

### MEMORANDUM

**To:** Members of the Select Board  
**From:** Transportation Advisory Committee  
**Date:** November 13, 2024  
**RE:** North Union Parking Request

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#### Summary and Recommendations

The Transportation Advisory Committee was asked to evaluate parking options on North Union Street, in the section adjoining Lussiano Field between Thompson School and Broadway.

#### Immediate recommendations

1. To daylight the intersection of Norcross, and protect pedestrians at the busy crosswalk at Norcross, post the following No Parking signs:
  - East side of North Union (traffic going towards Thompson School) between Norcross and the driveway at #53 North Union (approximately 16'): No Parking Here to Corner
  - East side of North Union between the driveway at 45 North Union and Norcross (approximately 20'): No parking here to Corner
  - West side of North Union (traffic going towards Broadway) between the school parking area and the crosswalk at Norcross: replace the existing faded No Parking sign
2. Provide education to field users on
  - Current 3' rule for parking too close to driveways
  - The availability of the school parking spaces outside of school hours

#### Longer term recommendations

Start a discussion with the Recreation Department, public safety officials and area residents to see what additional restrictions would be appropriate. The Recreation Department is starting to plan improvements for Lussiano Field and has indicated interest in working with TAC to alleviate the parking issues. Several options are possible:

1. Establish a 100' No Parking area on the west side of North Union, to provide space for opposing traffic to pass (see Figure 1, with proposed no parking areas marked in red). This would be on both sides of an existing fire hydrant, and across from the driveways #35 and #39 North Union.
2. Ban parking on the west side of North Union (by the playing field) between Norcross and Broadway
3. Ban parking on the east side of North Union (by the residences). This would result in the loss of fewer parking spaces than with option 2, would fix the problem of parking too close to driveways, but would require a change in residents' on-street parking habits.

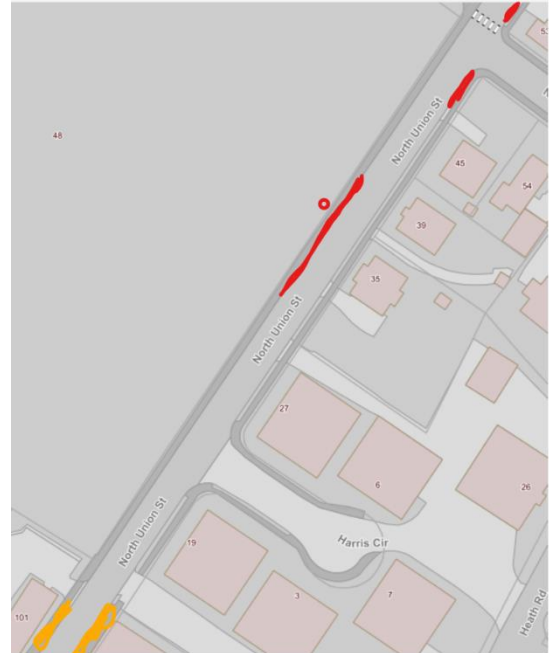


Figure 1 North Union Street

Given the significant bicycle traffic, a one-way conversion is not recommended unless accompanied by a contraflow bike lane. One-way conversions are also contrary to Arlington's sustainability goals as they lead to more out-of-route vehicle miles traveled and potentially higher motor vehicle speeds.

## Background

North Union Street, between Norcross and Broadway, is a two-way residential street with curb-to-curb width of approximately 24' (typical of residential streets in Arlington). It is bordered by residences on the east side and a playing field and the Thompson School playground on the west side. A resident recently complained about difficulties with driveway access when parking spaces are occupied on both sides of the street. Observations indicated significant pedestrian, bicycle and motor vehicle traffic in the area. Most of the time, on-street parking occurs only on the east side of the street, by the residences. When there are large events at the playing field, parking occurs on both sides, leaving one narrow lane available for moving traffic.

More generally, there are many two-way streets in Arlington, with curb-to-curb width of 24 to 25 feet. These streets work if parking occupancy is low, to leave areas with no vehicles parked where opposing cars can pass each other. However, over the past 20 years, vehicle widths have increased. Increased vehicle widths make it less likely that at least 10' of open width remains when vehicles are parked across from each other. TAC studied the issue back in 2007, leading to a recommended process for one-side parking, based on public safety or abutter requests. See ParkingPriorities.doc at arlingtonma.gov.

<https://www.arlingtonma.gov/home/showpublisheddocument/2568/635367837112830000>





## **TRANSPORTATION ADVISORY COMMITTEE**

Town of Arlington  
Department of Planning & Community Development  
Town Hall Annex, 730 Mass Ave, Arlington, MA 02476

### **MEMORANDUM**

**To:** Members of the Select Board

**From:** Transportation Advisory Committee

**Date:** November 18, 2024

**RE:** Winter / Oxford St - Multiple Requests

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#### **Summary and Recommendations**

The Transportation Advisory Committee was asked to evaluate multiple issues along Winter and Oxford Streets. Over the course of the past year, 5 areas were identified for recommendations. Town staff activities are now addressing 3 of the 5 areas. Upon the future implementation of Traffic Calming Guidelines in current development by the town, Winter St and Oxford St should be considered as a priority zone in furthering a safe experience for children and other pedestrians, cyclists, park users, and residents along this highly traversed corridor.

1. Intersection of Oxford and Raleigh
  - Observations
    - One Way signage is inadequate
    - Vehicles observed going the wrong way
  - Recommendations
    - Install a standard R5-1 "Do Not Enter" sign on the southeast corner of the intersection
2. Oxford St near the rear entrance of the Lesley Ellis School
  - Observations

- Previous Pick-up/Drop-off issues have been resolved by school
  - Signage is unclear that it is a no parking zone
- Town Activity – new and clear No Parking signs will be installed
- 3. Winter St/Mass Ave Intersection
  - Observations
    - Frequent use as a parking spot by take-out drivers servicing local businesses on the block
    - Dangerous pedestrian crossing with L turning vehicles from inbound Mass Ave and traffic continuing from Lake St
  - Town Activity – this intersection will be addressed as a part of the Complete Streets effort
- 4. Winter St from the area adjacent to the park down to Broadway
  - Observations
    - Multiple incidences of parked vehicles impeding the flow of traffic, with particular concern for emergency vehicles, school buses, and delivery trucks
    - Vehicles seemingly exceeding the school zone speed and/or driving in a dangerous fashion. Confrontations have occurred with through traffic
  - Town Activity - new and clear No Parking signs will be installed along entire length of Crosby Park side
- 5. Broadway approaching Winter St intersection
  - Observations
    - The sight line for traffic approaching the intersection on Winter St that has been significantly reduced by the new construction at 80 Broadway
  - Recommendations
    - Install No Parking signage on the south side of Broadway from the utility pole in front of 80 Broadway to the intersection with Winter St

Summary of Requested Select Board Action:

- Install a standard R5-1 “Do Not Enter” sign at Oxford and Raleigh
- Install No Parking signage in front of 80 Broadway to the corner of Winter

**Background**

The Winter St and Oxford St corridor between Massachusetts Avenue and Broadway in East Arlington is of particular interest to the Town in relation to issues of transportation safety. These two one-way residential streets serve both as perpendicular connections between the two main thoroughfares and as access points to a number of schools and park facilities. This combination has led to concerns regarding the velocity of motor

vehicles, the crowding of parked vehicles, the visibility of oncoming traffic, and the safety of pedestrians and cyclists in the area, with particular emphasis on the safety of children.

Between Winter St and Oxford St exists Crosby Park (including racket courts) and Lesley Ellis School. On the northern end (Broadway) exists the Learn to Grow preschool with the Thompson School and Lussiano Field one block away. On the south end of the corridor is the Capitol Square district (Mass Ave.) In addition, the corridor is partially bifurcated by Raleigh St (T intersection with Oxford St) which leads to the Gibbs School in close proximity. The sidewalk that is a de facto continuation of Raleigh between Oxford and Winter between the Lesley Ellis School and Crosby Park is a frequented mid-block route for bicycle and pedestrian passage in the area. For vehicular traffic, Oxford St is a de facto westbound continuation of North Union St, while Winter St is a de facto eastbound continuation of Lake St forming part of the irregular intersection of Capitol Square at Massachusetts Ave. Thus, the corridor is frequently used in all directions by various modalities.

Over the past year, a number of issues have been raised including but not limited to the arrival and dismissal of students at Lesley Ellis School, the parking and usage of the tennis courts and Crosby Park, the roadway constrictions due to double-sided parking on Winter St, and dangerous altercations resulting from speeding traffic and poor pedestrian visibility. After meetings between the Lesley Ellis School and residents of the area, the school implemented arrival and dismissal procedures that have dramatically improved this aspect of the corridor. However, while this was a major concern that has been addressed, there are still a number of issues related to the Winter St and Oxford St corridor that can be addressed by the Town as both immediate low-cost improvements along with areas where further study for traffic calming measures could be undertaken in order to ascertain the viability of more significant alterations to the streets to support a safer transit environment for all users of the streets, sidewalks, and pathways in this corridor.

See Appendix A for further details.

## **Appendix A: Detailed Observations**

# Appendix A

## Detailed Observations

Frequent in-person observations over the course of the past year have resulted in five specific areas of recommendation. Focus on these five areas, however, should not take away from larger safety concerns for the wider East Arlington area that include the Broadway corridor, the Broadway/Warren/Harvard/Bates intersection, Gibbs School/Rawson Rd/Foster St, and Thompson School/North Union St, all of which are connected in some way to the Winter/Oxford corridor and pedestrian, bicycle, and motor vehicle patterns through and around East Arlington and specifically the ladder streets between Broadway and Mass Ave.

The five specific areas addressed in this report are as follows:

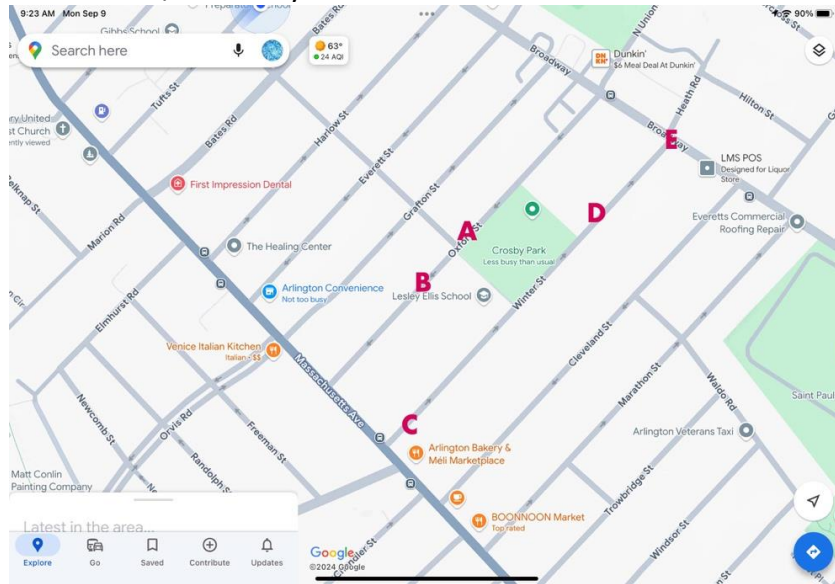
A: The Oxford/Raleigh Intersection

B: Oxford St in front of the rear entrance to Lesley Ellis School

C: Winter St/Mass Ave Intersection

D: Winter St from the area adjacent to the park down to Broadway

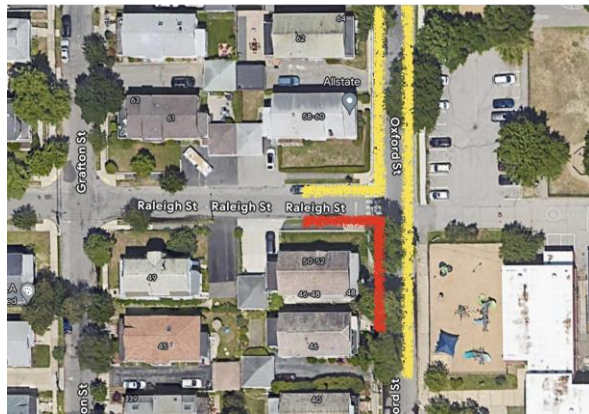
E: Winter St/Broadway Intersection



### A: Oxford and Raleigh Street Intersection

1. Raleigh is 2-way traffic
2. Oxford is 1-way with only a sign above the stop sign on Raleigh
3. Oxford has a 'no trucks' sign near entrance from Broadway
4. Oxford has a designated School Zone 20mph sign reflective of the LES area
5. The faculty parking lot for LES is across the street from the Raleigh terminus
6. The street is a de facto continuation of a pedestrian path across the park to/from Gibbs School
7. The pedestrian crossing is on the 'turn side' for cars turning from Raleigh on to Oxford

8. Overall poor visibility for cars coming down Oxford due to parked vehicles
9. Users/residents report wrong-way traffic turning from Raleigh
10. Users/residents report frequent parking congestion related to use of racket courts
11. Users/residents report frequent speeding
12. Speed data (attached) from October 2023 supports 85% percentile is above school zone speed
13. TAC observations on several occasions confirms high velocity of vehicles
14. TAC observations on confirms vehicular failure to stop at the crosswalk
15. No Parking signage on Raleigh is good







School Zone signage on Oxford street is non-compliant and unclear as it does not have time designations. Current signage is “School Speed Limit Mon-Fri”. Speed data was collected in October 2023 from 76 Oxford St at a location just before the school zone signage. 85<sup>th</sup> percentile was 24mph in a 25mph zone. It is unclear if all vehicles achieved a speed below 20mph in the immediate moments following data collection in approach to the school zone.



Location of speed data from October 2023.



School Zone signage on Oxford St

## B. Oxford Street at the rear entrance to Lesley Ellis School

\*. Prior to the implementation of the arrival/dismissal plan by LES in September of 2023, this area was used for pick up and drop off via vehicles standing in a signaled no parking zone. The arrival/dismissal plan that requires all pick-up/drop-off to occur on the front side (Winter St) utilizing the driveway with designated pedestrian zones has been widely successful and as of September 2024 there are virtually no cars dropping off.

1. Signage of the no parking area along Oxford between Raleigh and the end of the school zone is confusing – there are three signs but it is not clear if there is a zone between signs where parking is legal or not
2. The alternating side of no parking from the left to right after the school area as the street nears Mass Ave is a relatively effective form of reducing vehicular speed

Left side Oxford at Raleigh (sign 1)



Left side Oxford (sign 2)



Left side Oxford (sign 3)



## C. Winter St/Mass Ave Intersection

1. This is a very dangerous pedestrian crossing due to three distinct vehicle 'turns' – one from outbound Mass Ave, one making a left turn from inbound Mass Ave, and one from traffic coming across from Lake Street. While there is a signal and an all-red pedestrian crossing for the



Mass Ave/Lake St intersection, the mouth of Winter St is offset outside of this intersection and thus pedestrians are frequently in conflict with vehicles.

2. There is a bus stop on the outbound side west of the mouth of Winter St that is frequented by students and elderly.

3. The right side corner of Winter St is frequented by take-away food vehicles servicing the numerous food establishments on the block. This corner is signaled 'no parking here to corner' approximately 35' from the intersection



D. Winter St from the area adjacent to the park down to Broadway

1. There is frequent vehicular congestion on this street

2. A child was struck by a motor vehicle in front of LES in 2023

3. Delivery trucks, fire engines, and buses often cannot pass due to parking on both sides of the street for a portion of the road as well as vehicles parking illegally on the left side in front of the park area

4. Cars queue up on the left side turning into the LES driveway – prior to the implementation of arrival/dismissal changes in September 2023, this queue was exacerbated by a slow 'loading' process. However, since implementation which addresses early childhood dismissal (which, obviously, takes longer per child than older children) this issue is less of a concern

5. The parking situation from the exit of the LES school driveway to the end of Winter needs immediate attention – this is a hazard for emergency vehicles





#### E: Winter St/Broadway Intersection

1. There is dangerous visibility at the intersection of Winter and Broadway
2. The design of the new building at 80 Broadway creates a barrier for drivers to be able to see oncoming traffic
3. Vehicles parked in front of the new 80 Broadway exacerbate the problem
4. Vehicles need to station not only blocking the crosswalk but beyond the crosswalk in order to see around the building and any parked cars
5. There is 18' of space for a parking spot between the driveway curb cut of 80 Broadway and the utility pole
6. There is approximately 48' from the utility pole to the intersection with Winter St





Additionally, any future redevelopment or enhancement of Crosby Park and its recreational facilities should make use of the frontage on both Winter and Crosby for possible diagonal parking or reconfiguration of curbs at the park to allow for parking.

#### BROADWAY:

With the redevelopment of 80 Broadway (formerly Menotomy Beer & Wine) a traffic hazard visibility has been created that dramatically increases the potential for conflict between users. In addition to the NO PARKING on Broadway in front of the new building, it may be worth considering a reversal of direction for Winter and Oxford one-way streets. This is a far larger discussion that could potentially have significant impact on Raleigh Street causing downstream safety issues for the multiple intersections that it contains, but in the longer term planning of Broadway corridor redevelopment, the impact on the ladder streets between Broadway and Mass Ave should be considered and the direction of Winter and Oxford may offer the potential

as a traffic calming measure. This includes any impact such a change would have on the Mass Ave Lake St irregular intersection.

In addition, the frontage of 80 Broadway could be an interesting option for a bus stop with the future Complete Streets redesign of Broadway. As this would be a longer-term solution, it is recommended that the extended no-parking zone be implemented to allow for reasonable visibility for cars entering Broadway from Winter St.

#### WINTER STREET AND OXFORD STREET

Due to the school zone and speed conditions for these two streets, raised crosswalks, speed tables, and curb extensions should all be considered at the time of any alteration of surface conditions as well as the alteration of any park and recreational amenities.

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September 11, 2024.

## **II. Supporting Information for Recommendations**

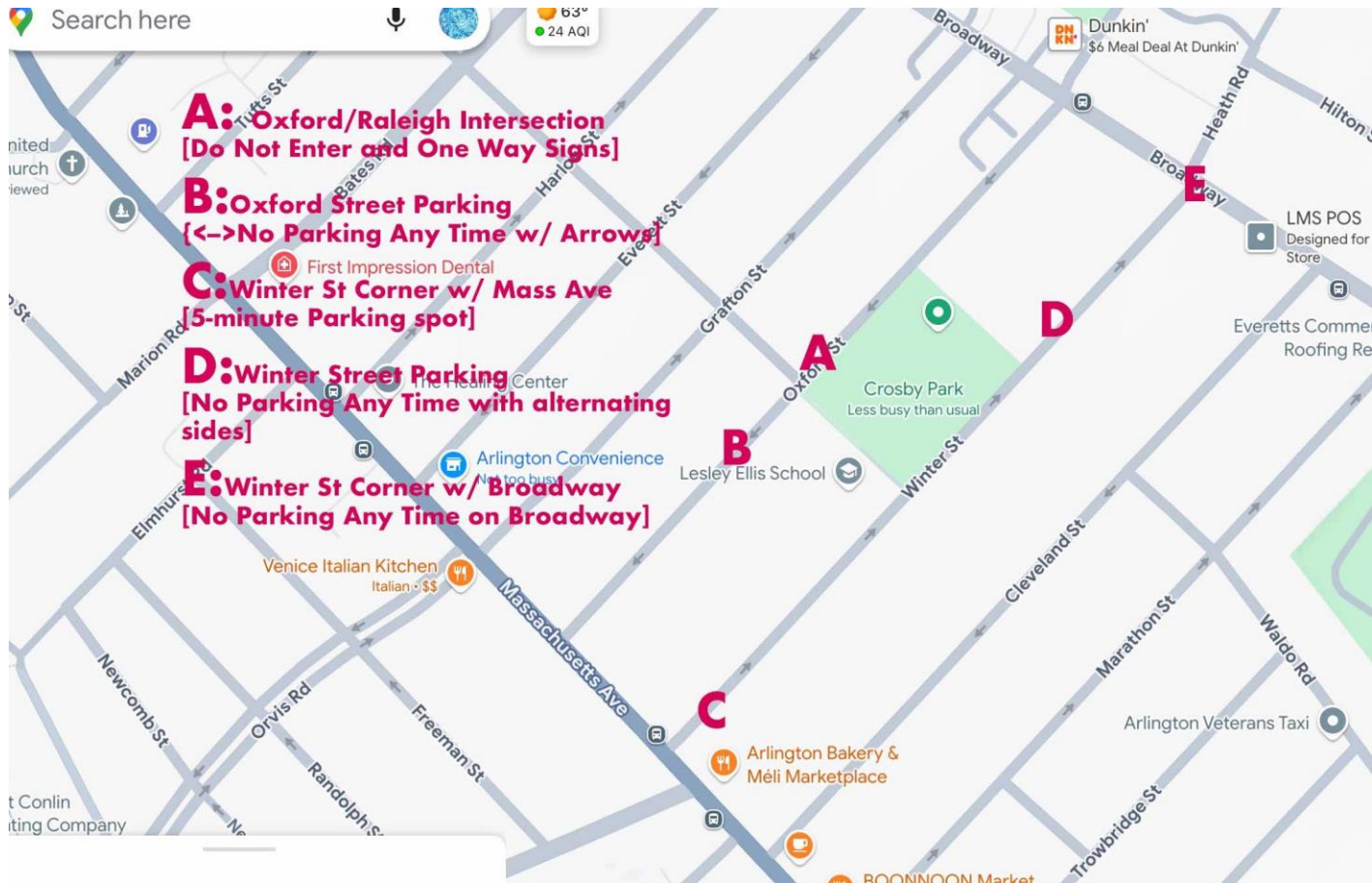
A: The Oxford/Raleigh Intersection

B: Oxford St in front of the rear entrance to Lesley Ellis School

C: Winter St/Mass Ave Intersection

D: Winter St from the area adjacent to the park down to Broadway

E: Winter St/Broadway Intersection



**A: INTERSECTION OF OXFORD ST AND RALEIGH ST:**

1. Install a standard R5-1 “Do Not Enter” sign on Southeast corner of intersection (at discretion as to whether 2 are needed on each side or just one on south side of Oxford)
  2. Install a standard R6-1 “One Way” arrow sign directly in front of intersection
- Note: 2B.46.02 “A DO NOT ENTER sign should be installed at other locations where additional emphasis is needed where wrong-way movements are prominent or where the intersecting angle of roadways is such that the visibility of ONE WAY signs alone does not sufficiently convey the restriction.”



B: OXFORD ST PARKING

1. Sign 1 - Maintain the existing No Parking Any Time → sign at the corner of Raleigh and Oxford on the left side of the street
2. Sign 2 - Amend existing sign located in the middle of the no parking area from “→” to “←→” (This sign is after the Raleigh intersection and before the sidewalk entrance to LES)
3. Sign 3 - Amend existing sign located at the end of the no parking area from no arrow to “←” (This sign is visible when near the sidewalk rear entrance to LES)

This would result in a three sign sequence of “→”, “←→”, “←”.

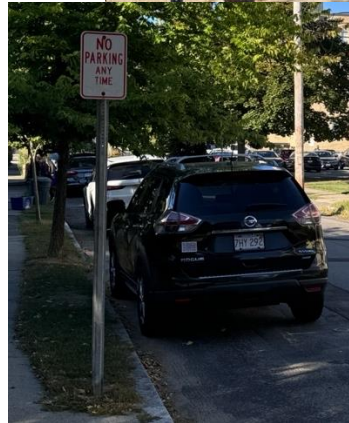
Note: 2B-40 suggests alternative options may be used such as “NO PARKING BETWEEN SIGNS”. However, due to the three-sign sequence and the alignment of this area, it would not be clear between which signs.

Note: 2B-41: “At intermediate points within a zone, a single sign without any arrow or appended plaque should be used, facing in the direction of approaching traffic. Otherwise the standards of placement should be the same as for signs using directional arrows.” However, the existing sign at the intermediate point already has a single-direction arrow. While the removal of the arrow might be sufficient, it is our recommendation that the single-direction arrow be amended to bidirectional in line with other bidirectional arrow signs in the immediate area.

Existing sign 1  
(amend w/ “←”)

Existing sign 2 (amend to “←→”)

Existing sign 3



Existing usage of bidirectional arrow (R7-1) within the Oxford/Winter corridor:





C: Winter St/Mass Ave Corner Intersection

1. There is sufficient space to allow for the creation of one single additional parking space and maintain a 20' buffer of no parking to the curb. This area is already being used as such, and would serve both as a service to the local businesses and as a measure of traffic calming as residents have noted the presence of a vehicle in this spot reduces the propensity for vehicles crossing from Lake to attempt to 'straighten the curve' on approach into Winter St. Thus, it is recommended that a "5 Minute Parking" or "5 Minute Parking, Pick-up Drop-off Only" sign be installed
2. The "No Parking Here to Corner" sign be adjusted to the 20' buffer from the intersection at the front of the single parking space created with the 5-minute designation

Note: 2B-52.04-A "Permissive parking signs allowing parking with restrictions include, but are not limited to: Parking only allowed for limited time duration (such as 30 minutes or for 1 hour)"

Suggested potential signs for parking space that fit within both the signage guidelines as well as the spatial dimensions of the corner curb area:



D: Winter St from the area adjacent to Crosby Park down to Broadway

1. Installation of a "NO PARKING ANY TIME ←" sign on the utility pole at the end of the Crosby Park area, left side of street. There is currently no sign in this location. This is just west of 54 Winter St.
2. Additional "NO PARKING ANY TIME" sign should be installed in front of Crosby Park between the end of the school zone and the recommendation D1 above, approximately across from 45 Winter St. at the corner of the field and the start of the racket courts. Currently, there is no signage in this stretch and it is not clear that this is a no parking zone. This is the main area of concern for bottleneck where emergency vehicles and delivery trucks are not able to pass due to illegally parked cars.

3. Install 3 “NO PARKING ANY TIME” signs on the right side of the street beginning across from the park on the north side of the driveway at 51 Winter St, with an additional sign north of the driveway at 65 Winter, and a final sign in front of the apartment building that exists on the corner of Winter and Broadway. Driveway entrances across from the park earlier on Winter eliminate the need for signage in this stretch across from the school and park.

Note: This will result in the following: There will be no parking on the left side of Winter street from Mass Ave to the end of Crosby Park, and will be no parking on the right side of the street from Crosby Park to Broadway.

Installation of sign on post, left side, end of park (D1)



Installation of additional NO PARKING sign in front of Crosby Park (D2)



Installation of NO PARKING signs on right side of Winter extending from Crosby Park to Broadway (D3)



#### E: Winter St/Broadway Intersection

1. Install a NO PARKING HERE TO CORNER sign on the right side of Broadway directly in front of the new building at 80 Broadway. There is a curb cut at the entrance to the building breezeway that forms a natural transition to the no parking zone. This is imperative to partially mitigate the line of sight hazard created by the configuration of the new building's first floor extension that blocks driver visibility for cars exiting from Winter St onto Broadway.

NOTE: As this sign would be on Broadway and involves an existing construction site, TAC refers this to the Planning Board and any working groups related to Broadway. However, the installation of this sign should in no way be delayed as the existing conditions present a clear and present danger to pedestrians, cyclists, and vehicular traffic at the intersection of Winter and Broadway

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October 9, 2024.



# Major Intersection Projects

Case Study: Park and Appleton



# What are the impediments to change?

- +TAC can identify problem intersections, but lacks resources for a larger network analysis
- +For a long time Pandemic level traffic was very low, and traffic could not be studied
- +Data loses its validity over time
- +Other nearby intersections also have serious issues
- +DPW has a limited budget for traffic analysis, and two tragic traffic fatalities in Town push other intersections to top priority

# Next steps

- + Traffic Study to be preformed on Park/Appleton, Park/Florence and Park/Mass Ave, out of DPW budget
- + TAC working group to look at study and either recommend or not a signalized intersection to Select Board
- + A consultant is hired to draw up plans/ coordinate with TAC and the public
- + Construction Drawings are developed and as funding is found, they are put out to bid.