

**Town of Arlington  
Transportation Advisory Committee (TAC)**

Thursday, November 1, 2001 6:00 PM, at Arlington Senior Center

Committee members present: Elisabeth Carr-Jones, Ralph Elwell, Lt. Jim McHugh, Scott Smith, Ed Starr, David Walkinshaw

**Recommendations for Cutter Hill Road**

We reviewed the six recommendations in the police department report (not in order):

1. Increased enforcement. **The committee unanimously agreed that this was appropriate and would address the safety criteria, subject to constraints on police department resources.**
2. Speed limit of 25 mph. The Town cannot legally do this without State permission. Lt. McHugh reports that the usual State criteria for setting speed limits is the 85<sup>th</sup> percentile speed, which has been measured on Cutter Hill as 33 mph. Given this, the State is unlikely to set the limit at 25 mph. **However, the committee does support the Home Rule petition that would enable the town to set 25 mph speed limits.**
3. Stop sign at Cutter Hill and Montrose. Since Montrose is a private way, we do not believe the Town can legally post a stop sign at this location.
4. Crosswalks at Cutter Hill and Richfield. Crosswalks will require the installation of curb cuts. **For the reasons of safety, the committee supports, at a minimum, crosswalks on the south and east sides of the intersection.** These sides were chosen to facilitate students walking to Bishop School. The committee sees no objection to crosswalks on all four sides of the intersection.
5. The committee has no objection to the posting of “caution children” signs, but notes that such signs seem to have little effect on motorist behavior.
6. Four-way stop at Cutter Hill Road. This generated the lengthiest discussion of the meeting. Objections to a four way stop included the following:
  - ?? A four-way stop at this lightly traveled intersection sets, based on the equality criteria, a precedent for four-way stops at many intersections in the Town. (At this time the town has a total of only 5 four-way stop intersections). An excessive number of stop signs may lead to (a) reduced stop sign compliance, (b) increased mid-block speeds (as motorists try to make up time), and (c) an overall reduction of mobility. Therefore, in the end, safety may not be improved.
  - ?? Since the majority of motorists on Cutter Hill are already cautious at this intersection, a four-way stop may not have much effect.
  - ?? Although the Police Department supports a 4-way stop, DPW indicated that they believed a 4 way stop was not necessary.

?? It barely meets the newly developed draft criteria for a four way stop. These criteria, based on national (Manual on Uniform Traffic Control Devices) guidelines, are summarized in the table below. An all-way stop *is* warranted if one of criteria A, B, C or D are satisfied. An all-way stop *may be* warranted if one criterion among those in E is satisfied:

Criterion	Cutter Hill / Richfield
A. Interim measure for a traffic light	Does not apply
B. More than 5 crashes in a year	Not met (one crash in 10 years)
C. Both streets have moderate volumes (at least 200 cars/hour on the less traveled street and 500 cars/hour combined)	Not met (volumes are lower...only a few hundred cars per day on Cutter Hill, and a probable lower volume on Richfield)
D. Criteria B <i>and</i> C are almost (80%) met	Not met.
E. Additional criteria include <ul style="list-style-type: none"> <li>- substantial left turn conflicts</li> <li>- near a major pedestrian generator and the intersection has painted crosswalks</li> <li>- sight distance less than 125 feet</li> <li>- two roads have same functional class and close to the same volume</li> </ul>	Sight distances are limited at this intersection (it is hard to see traffic coming from the left at 3 of the 4 approaches). Therefore, criterion (E) may be met.

Options for this intersection considered include

- Four-way stop
- Two-way stop, with Cutter Hill being stopped. This may lead to a greater hazard by encouraging faster traffic on Richfield.
- Two-way stop, with Richfield being stopped. This may lead to a greater hazard by encouraging faster traffic on Cutter Hill.
- Leave the intersection uncontrolled, but post caution signs
- Do nothing.

Of these, the two options that considered most attractive included leaving the intersection uncontrolled (with caution signs) or using the four-way stop. The Committee recommends an incremental approach: **leave the intersection uncontrolled with caution signs to see the impact of the measures recommended above, and revisit the issue 6 months after these measures have been in effect.**

**The meeting adjourned at 7:00 PM.**

## MEETING HANDOUT

Cutter Hill Road speed and traffic data – from Jim McHugh