



TOWN OF WINCHESTER  
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ENGINEERING DEPARTMENT  
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**TO:** Lisa Wong, Town Manager  
Mark Twogood, Assistant Town Manager

**FROM:** Beth Rudolph, P.E., Town Engineer *BER*

**DATE:** January 14, 2019

**RE:** Traffic Review Committee Recommendations

The Traffic Review Committee (TRC), met on December 11, 2018 to discuss the following issues:

- (1) Safety concerns at the corner of Highland and Park Avenues;
- (2) Foxcroft Road "Do Not Enter" and stop sign requests;
- (3) Parking concerns on Norwood Street at Church Street;
- (4) Concerns entering and leaving Calumet Street at Fletcher Street;
- (5) Request for RRFB at crosswalk on Main Street at South Gateway/Town Way;
- (6) Safety concerns at intersection of Bates Road, Washington Street, and Stone Avenue;
- (7) Request for RRFB at crosswalk on Highland Avenue at Winthrop Street Extension;
- (8) Concern over vehicle speeds in George Road neighborhood;
- (9) Manchester Road parking and school-related traffic concerns;
- (10) Request for stop sign at intersection of Lawson and Jefferson Roads;
- (11) Review of Cox Road/High Street Ext traffic counts; and
- (12) Review of Kendall Street traffic counts.

In attendance at the meeting were Town Engineer Beth Rudolph; Assistant Town Engineer Bryan Carignan; Town Planner Brian Szekely; DPW Director Jay Gill; Police Chief Peter MacDonnell; Safety Officer Sgt. Frank Batchelor; and Fire Chief John Nash. Chair of the Transportation and Traffic Advisory Committee (TTAC), Jim Whitehead, was also in attendance.

A summary of the Committee's discussion and recommendations pertaining to these items is provided below.

**(1) Safety concerns at the corner of Park Avenue and Highland Avenue**

On August 28, 2018, Ms. Kim Whittaker of 27 Park Avenue submitted a "Request for Roadway, Traffic, Bikeway, Walkway, Parking, or Transit Transportation Improvement" to the Town Manager's office noting her concerns regarding the volume and speed of traffic on Park Avenue and at the corner with Highland Avenue. Ms. Whittaker stated that this intersection was a high accident location.

TRC Recommendation: Chief MacDonnell stated that according to police records, the intersection of Park and Highland Avenues was not characterized as a high accident location. However, all parties agreed that the intersection was heavily utilized, with vehicles using it as a conduit between Swanton Street, Washington Street, and Highland Avenue (there is a traffic signal and the bottom of Park Avenue). TRC members noted that TTAC has ranked Highland Avenue as a high priority corridor for study, and staff recommended that it be prioritized as an area of future study.

**(2) Foxcroft Road "Do Not Enter" and stop sign requests**

On September 24, 2018, Joe and Janet Senna of 35 Foxcroft Road submitted a "Request for Roadway, Traffic, Bikeway, Walkway, Parking, or Transit Transportation Improvement" to the Town Manager's office for the installation of a "Do Not Enter between 7-9am and 4-6pm – Resident Access Only" sign at the intersection of Foxcroft Road and Cambridge Street. They also requested that the Town convert the intersection of Foxcroft and Salisbury Street into a 4-way stop (it is currently a two-way stop).

TRC Recommendation: Jim Whitehead note that at a policy-level, TTAC was not generally in favor of installing "Do Not Enter" signage in town. TRC noted that there is currently a "Do Not Enter" sign at the intersection of Calumet and Cambridge Street (no hourly restriction), and that a "Do Not Enter" sign was installed at the end of Glen Road last year. TRC recommended conducting traffic counts in the spring to evaluate the cut-through traffic volumes. Chief MacDonnell noted that the Police Department has increased traffic enforcement on Foxcroft Road recently.

With respect to the proposed four-way stop, Section 2B.07 of the MUTCD (2009 edition) governs the installation of multi-way stop applications. The document states that "the decision to install multi-way stop control should be based on an engineering study", and that the criteria listed below should be considered in the study. The Engineering Department recommends that a recommendation regarding the all-way stop be made after the traffic counts are collected.

- 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.
- 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.
- C. Minimum volumes:
  - 1. The vehicular volume entering the intersection from the major street approaches (total of both 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 85<sup>th</sup>-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.
- 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.

Option:

- 05 Other criteria that may be considered in an engineering study include:
- A. The need to control left-turn conflicts;
  - B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
  - C. 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
  - D. 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 of the intersection.

**(3) Parking concerns on Norwood Street at Church Street**

On October 5, 2018, the Town received an email from Mr. David Ramsey of 10 Norwood Street expressing his concerns regarding the on-street parking on Norwood Street near Church Street. He stated that he had almost gotten into an accident with a vehicle turning off of Church Street due to cars parked on Norwood Street. He requested that the parking regulations in this area be evaluated.

TRC Recommendation: There is currently no parking allowed on the east side of Norwood Street from the intersection with Church Street to approximately Lagrange Street. TRC recommends that additional “no parking” signage be installed on the west side of Norwood Street from the intersection with Church Street to the driveway for 78 Church Street.

**(4) Concerns entering and leaving Calumet Street at Fletcher Street**

On October 24, 2018, the Town received an email from Ms. Donna Grant of 1 Yale Street. She stated that since the new traffic signals were installed at the intersection of Church, Bacon, and Fletcher Streets, there is an increasing problem pulling out of Calumet Road onto Fletcher Street, as vehicles block the intersection. She requested that the road be cross-hatched in that area, and that the Town consider adding a sign that says “Do Not Block Intersection”.

TRC Recommendation: TTAC has indicated that they would like to review the “do not block intersection” striping and signage as a policy-level issue; therefore, TRC will defer a recommendation on this item until that policy has been developed.

**(5) Request for RRFB at crosswalk on Main Street at South Gateway/Town Way**

On October 29, 2018, the Town received an email from Mr. Gregory Cedrone requesting the installation of a crosswalk signal at the crosswalk on Main Street at South Gateway/Town Way. He noted that traffic is extremely busy in this area and vehicles regularly exceed the speed limit.

TRC Recommendation: TRC was sympathetic to Mr. Cedrone’s concerns, and agreed that this stretch of Main Street was an area with a known speeding problem, making it particularly difficult for pedestrians. Staff noted that they expect to receive funding at Spring Town Meeting for geometric improvements to the intersection of Main Street at Highland Avenue, which should help to reduce speeds in this corridor. TRC stated that this location would be a good candidate for a bump-out and RRFB in the future, subject to a positive recommendation from the Capital Planning Committee and an appropriation from Town Meeting. The Town Engineer will consider this project for a future recommendation to Capital.

**(6) Safety concerns at intersection of Bates Road, Washington Street, and Stone Avenue**

On October 30, 2018, the Town received an email from Mr. Anil Nair outlining his concerns regarding the intersection of Bates Road, Washington Street, and Stone Avenue. Bates Road serves as the primary access to the Muraco Elementary School. He requested the following (1) make the intersection a 4-way stop in the morning and afternoon drop-off and pick-up times; (2) install an RRFB at the crosswalk; and (3) add a traffic signal in the mornings to prioritize the traffic coming down Stone Avenue to Bates Road.

TRC Recommendation: The Winchester Police Department is well aware of the on-going traffic and pedestrian concerns at this intersection. The change to the school start times implemented this fall, which has led to the convergence of more school-related traffic in a short timeframe, and the retirement of the former crossing guard at this location has exacerbated traffic and pedestrian concerns along the Washington Street corridor and at this intersection. The Police Chief stated that they have not found anyone to fill the crossing guard position at this location, and that the shifts were currently being covered by on-duty officers. He noted that typical crossing guards are not allowed by law to direct traffic, though the former crossing guard did because he was an axillary officer. The Police Department is considering adding a “traffic director” position, which would give the crossing guard greater authority to direct traffic. This would be a benefit at this location. TRC felt that an RRFB at this location could be a good long-term option, but would not supplant the need for the traffic director.

**(7) Request for RRFB at crosswalk on Highland Avenue at Winthrop Street Extension**

On October 30, 2018, the Town received an email from Ms. Kerri McKeever outlining her concerns regarding the crosswalk on Highland Avenue at Winthrop Street Extension. She requested the installation of an RRFB at this location.

TRC Recommendation: The Police Chief noted that there was no crossing guard at this location, and that children were directed to the intersection of Highland Avenue, Mount Vernon Street, MVP, and South Border Road where there is a crossing guard and fully actuated pedestrian signal. TRC does not recommend the installation of an RRFB at this location at this time.

**(8) Concern over vehicle speeds in George Road neighborhood**

On November 9, 2018, the Town received a "Request for Roadway, Traffic, Bikeway, Walkway, Parking, or Transit Transportation Improvement" signed by residents of the George Road neighborhood expressing their concern with the speed of vehicular traffic through their neighborhood, and requested the installation of bump-outs, speed bumps, or other mitigation.

TRC Recommendation: TRC recommended that the Engineering Department undertake traffic counts in this area in the spring to determine the traffic speeds and volumes.

**(9) Manchester Road parking and school-related traffic concerns**

On November 9, 2018, the Town received a "Request for Roadway, Traffic, Bikeway, Walkway, Parking, or Transit Transportation Improvement" signed by residents of Manchester Road and the surrounding streets expressing their concern with on-street parking in their neighborhood as a result of activities at Manchester Field. The recommended the following (1) replace the "one-way" sign for Manchester Road with the standard signage; (2) make Manchester Road resident only parking; (3) refresh "Do Not Enter" signage; (4) add "Slow Children" sign at entrance to Manchester Road; (5) add "no pick-up and drop-off" signs at entrances to Manchester Field; and (6) reinstall "No Parking" sign across from 14 Manchester Road.

TRC Recommendation: Jim Whitehead stated that the Manchester Road residents had attended an earlier TTAC meeting to discuss their concerns. TTAC was not in favor of the resident only parking, but recommended stronger enforcement of existing parking regulations. TRC agreed with TTAC, and did not support the idea of resident only parking in this area. TRC recommended that the Town replace the out of date "One Way" signage, review the visibility of existing "no parking" signage, and cut back vegetation along the fence to improve visibility. The Police Department stated that they would evaluate better ways to enforce the existing parking regulations that are already in place.

**(10) Request for stop sign at intersection of Lawson and Jefferson Roads**

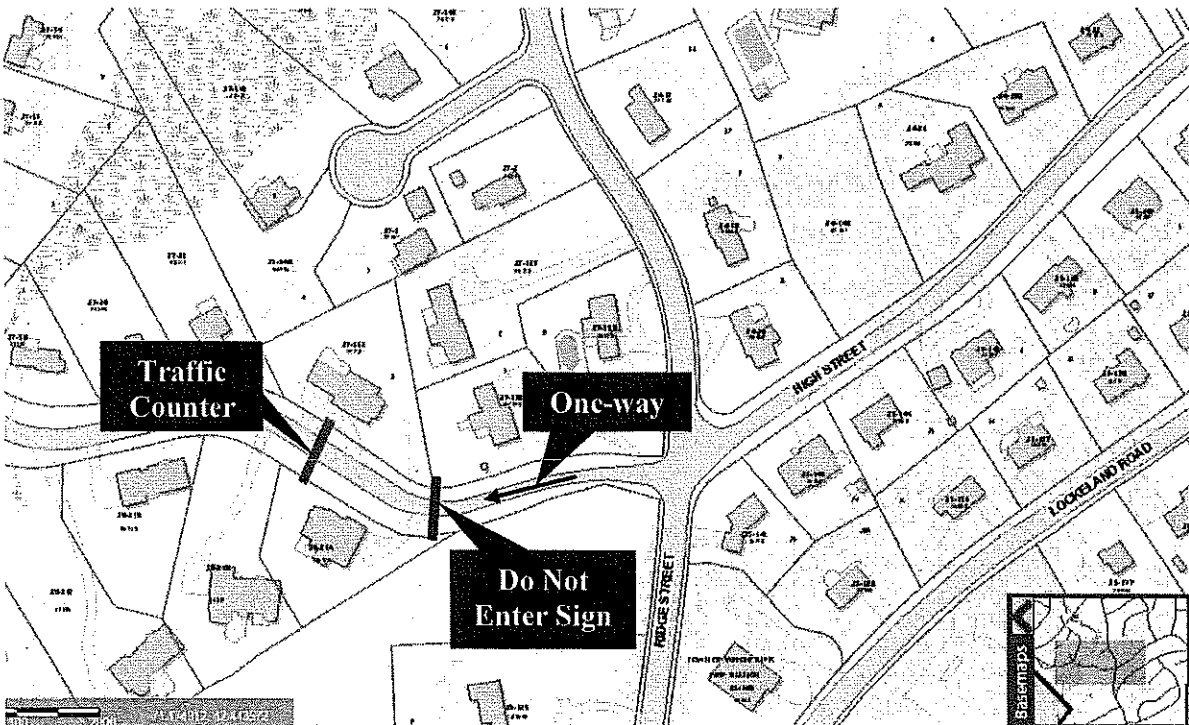
On December 3, 2018, the Town received a letter from Michael Pescatore of 42 Jefferson Road (signed by other residents of Jefferson and Lawson Road) requesting the installation of a stop sign on either Jefferson or Lawson Road. Currently, there are no stop signs in this intersection.

TRC Recommendation: TRC agreed with the concerns raised by Mr. Pescatore and recommends that stop signs be installed on Lawson Road, making Jefferson Road the through street.

**(11) Review of Cox Road/High Street Ext traffic counts**

On August 7, 2018, the Town received an email from Rachel Smith at 21 Cox Road. She noted that since the traffic signals had been installed at the intersection of Johnson Road and Ridge Street, commuters have been using High Street and Cox Road as cut-throughs. She recommended that the Town install a “residents only, no through traffic” sign at the corner of High Street Extension and Ridge Street. This item is a follow-up from the TRC meeting on September 5, 2018. TRC reserved making a decision until after traffic counts were obtained.

TRC Recommendation: As noted at the previous TRC meeting, High Street Extension is one-way entering off Ridge Street for a distance of approximately 285-feet, so technically cars passing through the neighborhood from Cox Road to High Street Extension cannot exit onto Ridge Street. The Engineering Department conducted traffic counts between September 12 and 17, 2018 in front of #225 High Street, which is west of the “Do Not Enter” sign in the two-way section of the road (see map below).



The average total weekday volume for vehicles headed west on High Street Extension (away from Ridge Street) was 132 cars per day, with 15 to 16 cars in the peak morning and afternoon hours. The average total weekday volume for vehicles headed towards Ridge Street was 15 cars per day, with only 2 to 4 in the morning and afternoon peak hours. Based on these results, TRC does not recommend additional signage.

**(12) Review of Kendall Street traffic counts**

On July 10, 2018, the Town received an email from several residents of Kendall Street requesting that the Town consider making the street “Do Not Enter – Residents Only – 4pm to 7pm”. They noted that they have seen a dramatic increase in cut-through commuter traffic from Washington and Mount Vernon Streets. There is already a “Do Not Enter” sign on Elm Street, which parallels Kendall Street. This item is a follow-up from the TRC meeting on September 5, 2018. TRC reserved making a decision until after traffic counts were obtained.

TRC Recommendation: The Engineering Department conducted traffic counts on Kendall Street between September 12 and 18, 2018. The average total weekday volume for vehicles headed south on Kendall Street (*i.e.* towards Mount Vernon Street) was 45 cars per day, with 9 and 5 cars in the peak morning and afternoon hours, respectively. The average total weekday volume for vehicles headed north on Kendall Street (*i.e.* away from Mount Vernon Street) was 90 vehicles per day, with 12 and 16 vehicles in the peak morning and afternoon hours, respectively. Based on the traffic count data, TRC does not recommend installing a Do Not Enter sign at this location. Further, TRC understands that TTAC is in the process of developing a policy statement related to the installation of this type of signage.