

CITY OF NEWTON
BOARD OF ALDERMEN
TRAFFIC COUNCIL REPORT

THURSDAY, DECEMBER 11, 2014

Present: Sgt. Jay Babcock, Newton Police Department; Alicia Wilson, Resident member, David Koses, Transportation Coordinator; Ald. Ciccone and Zach Bosch, Transportation Engineer
Also Present: Ald. Lappin, Fuller, Laredo and Baker

Mr. Bosch provided a PowerPoint presentation on these items, attached to this report.

Nominations, Election and Discussion of term length for Traffic Council Chair

ACTION: David Koses elected Traffic Council Chair for the term December 11, 2014 through December 31, 2015 (5-0).

NOTE: Mr. Bosch nominated Mr. Koses as the Traffic Council Chair effective immediately through December 31, 2015. Mr. Koses accepted. Council members agreed 5-0.

TC50-14 ZACH BOSCH, TRANSPORTATION ENGINEER, requesting removal of parking on Nahanton Street to facilitate installation of bike lanes. (Ward 8)
[08/20/14 @ 1:15 PM]

ACTION: **APPROVE AS AMENDED (5-0). Prohibited, all days: North Side from City Limits to 50' east of Winchester Street; North Side from a point 800' east of Winchester Street to Dedham St; South Side from City Limits to Dedham Street.**

This item may be appealed through the close of business December 31, 2014.

NOTE: Mr. Bosch provided Council members with current parking restrictions, overview, site photos and recommendations. Mr. Bosch stated that Nahanton Street has been identified as a key component for bike lanes as this section of Nahanton Street would be better served as a dedicated bike lane. Nahanton Street has an abundance of parking with low utilization and no parking restrictions. There is an existing bicycle lane on Winchester Street between Wallace Street and a point 100 feet north of the farm stand. Winchester Street has no existing parking restrictions in the area of the Farm. If this item is approved, the Newton Community Farm can apply for a parking waiver requesting parking on Nahanton Street when hosting large events.

Installation of signalization of Winchester and Nahanton Streets is scheduled for summer/fall 2015. The preliminary design shows no need to further restrict parking past the 50 feet from the intersection when the signal is in place.

Mr. Bosch observed one to two vehicles parking on Nahanton Street on a daily basis. Motorists visiting the Farm typically park on Winchester Street. Nahanton Street is 35 feet wide. Potential restriping near the farm would allow for two 11 foot travel lanes, one 8-foot bike lane and one 5 foot bike lane.

Mr. Koses opened the discussion to members of the public who were present. Four residents spoke in favor of this request. Newton Community Farm Board President, spoke in favor of this parking restriction with the understanding that the farm would be granted a parking waiver when hosting large events. Residents said that they support this item. A dedicated bike lane is necessary for safety measures and proper site distance.

Sgt. Babcock stated that the farm could request a parking waiver from the Police Department when hosting large events because parking is prohibited on a bike lane. If the request is approved, the bike lane would be closed and signs would be posted. The farm would have to notify the Department of Public Works requesting implementation of a parking waiver and notify the Police Department for enforcement. Ald. Lappin noted that the farm has a current parking waiver and asked whether the farm would complete the same process? Sgt. Babcock answered yes. He then stated that he would agree to a parking restriction.

Mr. Bosch made the motion to approve the following: Nahanton Street - prohibited, all days on the north side from City Limits to 50 feet east of Winchester Street and north side from a point 800 feet east of Winchester Street to Dedham Street and prohibited days, south side from City Limits to Dedham Street. Council members agreed 5-0. Mr. Koses noted that Traffic Council approves parking restrictions but does not approve or design bike lanes. He then stated that this item may be appealed through the close of business December 31, 2014.

TC62-14 ZACH BOSCH, TRANSPORTATION ENGINEER, requesting a yield sign at the intersection of Commonwealth Avenue (Carriage Road) and Commonwealth Avenue near Oldham Road. (Ward 3) [09/17/14 @ 9:59 AM]

ACTION: **APPROVE (5-0).**
This item may be appealed through the close of business December 31, 2014.

NOTE: Mr. Bosch provided Council members with site photos, overview, Manual Uniform Traffic Control Devices (MUTCD) guidelines and recommendations. He stated that he docketed this item as a request from the Transportation Team. Driving west on Commonwealth Road, site distance is obstructed and drivers have the tendency to slow down to drivers traveling on the Carriage Road towards Commonwealth Avenue. It appears Carriage Road drivers yield anyway; this would reinforce the right of way.

This intersection meets two of the six required data for installing yield signs. 1) At the second crossroad of a divided highway, where the median width at the intersection is 30 feet or greater. In this case, a stop or yield sign may be installed at the entrance to the first roadway of a divided highway, and a yield sign may be installed at the entrance to the second roadway and 2) At an intersection where a special problem exists and where engineering judgment indicates the problem to be susceptible to correction by the use of the yield sign.

Mr. Bosch stated that Commonwealth Avenue is a channelized road and would meet the following MUTCD guidelines for a stop sign: For a channelized turn lane that is separated from the adjacent travel lanes by an island, even if the adjacent lanes at the intersection are controlled by a highway traffic control signal or by a stop sign.

Mr. Bosch recommends the installation of a yield sign at the intersection of Commonwealth Avenue (Carriage Road) and Commonwealth Avenue near Oldham Road.

Mr. Koses opened the discussion to members of the public who were present. One resident spoke in opposition to approving a yield sign or a stop sign as he feels traffic flows freely. He said that he would support a yield sign if traffic accidents were high and asked if data was available at this location? Two residents spoke in favor of this yield sign because the intersection is confusing and it meets the MUTCD guidelines. They said that it would clarify for a driver who has the right of way. They are concerned with safety and feel this intersection is dangerous.

Council members briefly discussed this request. They agree that a yield sign is necessary to establish right of way. A yield sign will provide clarity to drivers and safety measures are necessary. Council members also support a stop sign but feel two stop signs in a very short distance may be excessive.

Mr. Bosch made the motion to approve a yield sign. Council members agreed 5-0. Mr. Koses stated that this item may be appealed through the close of business December 31, 2014.

TC49-14 ZACH BOSCH, TRANSPORTATION ENGINEER, requesting a yield sign at Dedham Street and Nahanton Street. (Ward 8) [08/20/14 @ 1:15 PM]

ACTION: **APPROVE (5-0).**

This item may be appealed through the close of business December 31, 2014.

NOTE: Mr. Bosch provided Council members with site photos and the Manual Uniform Traffic Control Devices (MUTCD) guidelines for yield signs. He stated that he docketed a yield sign at this major intersection because it is unclear who has the right of way.

This intersection meets two of the six required data for installing yield signs. 1) On the approaches to a through street or highway where conditions are such that a full stop is not always required and 2) For a channelized turn lane that is separated from the adjacent travel lanes by an island, even if the adjacent lanes at the intersection are controlled by a highway traffic control signal or by a stop sign. Mr. Bosch said that if this request is approved, he suggests relocating the current blind driveway sign further back and installing the yield sign in its place. He recommends locating the yield sign on Dedham Street yielding to Nahanton Street.

Sgt. Babcock asked if a stop sign would meet the warrants set by the MUTCD? Mr. Bosch answered that he did not have this data available.

Ald. Lappin stated she supports either a yield or stop sign at this location as a temporary safety measure. This intersection is slated for reconstruction in 2016.

Council members briefly discussed this request and asked whether a yield sign, if installed, would cause vehicles to queue up at this location? Mr. Bosch answered that the proposed location accommodates four vehicles without backing up onto Dedham Street.

Without further discussion, Ald. Ciccone made the motion to approve a yield sign at this location. Council members agreed 5-0. Mr. Koses stated that this item may be appealed through the close of business December 31, 2014.

TC59-14 ZACH BOSCH, TRANSPORTATION ENGINEER, requesting a stop sign at Centre Street at Cypress Street. (Ward 6) [09/11/14 @ 12:01 PM]

ACTION: **APPROVE (5-0).**
This item may be appealed through the close of business December 31, 2014.

NOTE: Mr. Bosch provided Council members with the overview, history and recommendations. He said that he docketed this item requesting the temporary stop sign to become permanent in the Traffic and Parking Regulations (TPR). Mr. Bosch stated that in 2013, the Police Department requested removal of the yield sign at the intersection of Centre Street, northbound at Cypress and Centre Streets. As an emergency measure, the department requested the removal of this yield sign and replace with a stop sign at this location due to safety concerns.

Without discussion, Sgt. Babcock made the motion to approve this request. Council members agreed 5-0. Mr. Koses stated that this item may be appealed through the close of business December 31, 2014.

HP4-14 JOE PAOLINI, requesting a handicap parking space in front of 262 Nevada Street. (Ward 1) [08/14/14 @ 1:14 PM]

ACTION: **The Newton Commission on Disability voted to Approve on 11/10/14.**
APPROVE (5-0).

NOTE: Mr. Bosch provided Council members a site photo and overview of the area. He stated that Mr. Paolini requested this handicap parking space due to the recent permit parking implementation on Nevada Street requiring permit parking on weekdays. It appears that Carr School staff is parking on both sides of the street along this block, and park daily in front of Mr. Paolini's home, making it difficult for the chair van to pick up/drop off the residents. Mr. Paolini's driveway is narrow and cannot accommodate the chair lift. Mr. Bosch then stated that he would support this request because of the necessity and that there are no local handicap parking spaces. If approved, he suggested that the Department of Public Works stripe this handicap parking space for clear identification of the handicap parking space.

Mr. Koses distributed to Council members Traffic Council Policy 2, "requirements for residential handicap parking spaces" and a letter from the petitioner, Mr. Paolini who was unable to attend this discussion. He said that this was not an issue until the Carr Elementary School reopened.

Sgt. Babcock said that he made a site visit and Mr. Paolini has a placard. He then said that he supports this request because the chair van is double-parking on Nevada Street blocking traffic. He explained to Mr. Paolini who understands that a handicap parking space is available to anyone with a placard and informed him that he may obtain a parking permit.

Council members support this request. Ald. Ciccone made the motion to approve this request. Council members agreed 5-0. Mr. Koses said that one permit parking space will be removed to accommodate this request and stated that this item cannot be appealed and the handicap parking space will be implemented immediately.

TC51-14 ZACH BOSCH, TRANSPORTATION ENGINEER, requesting removal of parking on Washington Street, Easterly side from Newton-Wellesley North Entrance to Perkins Street, Westerly Side from Wellesley Town Line to Perkins Street. (Wards 3-5) [08/20/14 @ 1:15 PM]

ACTION: **NO ACTION NECESSARY (5-0).**

NOTE: Mr. Bosch stated that the staff is not ready to address this item at the present time. Without discussion, he made the motion for no action necessary. Council members agreed 5-0.

TC55-14 ZACH BOSCH, TRANSPORTATION ENGINEER, requesting initial discussion regarding potential changes that would allow for bicycle contra flow travel on the Commonwealth Avenue Carriage Lane. (Wards 2-7) [08/27/14 @ 9:49 AM] [Revised 11/17/14 @ 10:24 AM]

ACTION: **NO ACTION NECESSARY (5-0).**

NOTE: Mr. Bosch provided Council members with site photos, overview and examples of bicycle contra flow travel lanes. He stated that he docketed this item requesting an initial discussion that would allow for bicycle contra flow travel on the Carriage Lane, a recommendation made by the Bicycle Advisory Group, Transportation Advisory Group and the Pedestrian Committee. These Committees have identified this area as a potential area for improvement. The Carriage Lane is a destination for walkers, parents with baby carriages, runners, dog walkers and bikers of all ages and skill levels. Carriage Lane and Commonwealth Avenue can both accommodate bicyclists.

Mr. Bosch explained that portions of the Carriage Lane heads westbound, portions head eastbound. The majority of the road heads one way, westbound. The road has multiple intersecting roads with various stop sign control devices. Mr. Bosch presented what potentially the Carriage Lane could become, striping a solid double yellow line to allow for a 12 foot vehicle travel lane heading west and a 5 foot bicycle lane heading east. Contra travel lanes connect bike lanes in urban communities. Traffic on the Carriage Lane shall remain in one direction. Regardless, he feels that recreational bicycling would continue on the Carriage Lane. He then said that he realizes potential hurdles must be overcome before it can come to fruition in the City.

Mr. Koses summarized the one email received in opposition to this discussion, on file. He then opened the discussion to members of the public who were present. Ald. Laredo asked if data was available on a typical day's use of the Carriage Lane. Mr. Bosch answered that he did not have pedestrian or traffic data available. He observed in the spring and early summer. On weekdays, during the early morning hours and midday hours he observed runners using the Carriage Lane. On weekends, the use is both runner and bicyclists traveling in both directions. Ald. Laredo then stated that it is much safer for children to bicycle on the Carriage Lane.

Cyclists with greater speeds have the tendency to cycle on Commonwealth Avenue, an unsafe road for cyclists. The Carriage Lane cannot accommodate both types of users. He then suggested that the City proceed with caution before embarking on this project.

Mr. Bosch answered that the experienced cyclists or those with greater speed should be encouraged to use the shared use lane on Commonwealth Avenue, where there are less control signals. Mr. Koses said that recently a bike lane was created on Commonwealth Avenue, westbound. An eastbound bike lane cannot be implemented unless the parking is removed.

Ald. Ciccone said that he is concerned with potential vehicle accidents while passing a service truck crossing over a solid double yellow line (which is illegal) as a result end up in the bike lane. Mr. Bosch said that the Carriage Lane is narrow and drivers would have to use their judgment when to safely pass. Mr. Koses asked if the Carriage Lane could be striped as a yellow dashed line. Mr. Bosch answered that vehicles may pass when a yellow dashed line is present but does not recommend this because vehicles would be passing on the left side of the road. He recommends a solid double yellow line.

Ald. Fuller asked if a portion of the reservation would be considered if a bike lane were to be created. She then asked for explanation on what a bicyclist has to do at intersections, street reconfigurations or neck-downs. Ald. Fuller then suggested at the next presentation to include a video of all users of the Carriage Lane. Mr. Bosch answered that the reservation would not be considered for use in creating a bike lane. He then described the various Carriage Lane obstacles at various intersections. Some intersections are un-signalized and some are signalized. Signalized intersections would have to include bicycle signals, bicycle detection and the ability to phase in bicyclists. Stop controlled intersections would have to include smaller stop signs for bicyclists. Neck-downs can only accommodate a vehicle; the bicyclist would have to yield to the vehicle. Mr. Bosch said that Northeastern University engineering students identified conflict areas and intersections that would make the Carriage Lane considerably safer.

Mr. Koses asked Mr. Bosch to provide bike signal costs. Mr. Bosch estimates one signal costing \$10,000 to \$20,000, including the signal head, detection equipment and camera detection equipment. Installation and maintenance costs are also necessary. These costs would have to be incorporated into a larger scale project.

Residents stated that the Carriage Lane is used year round, both directions by all levels of experience as a destination for walkers, runners, dog walker and bicyclists of all ages and abilities. Bike lanes are necessary for connectivity. One resident noted that heading east is all uphill. Some residents were opposed to contra flow travel; others were in favor.

Residents spoke expressing their concerns, questions and suggestions.

Concerns:

- Children or inexperienced riders should not use Commonwealth Avenue.
- Safety is necessary for all and it is necessary to accommodate all users, including service vehicles and easy access to homes and driveways.
- It is necessary to preserve the berm.

Questions:

- Is there an option to achieve contra flow without striping the road or installing road signs?
- How can contra flow be achieved safely?
- Does the Carriage Lane need to be striped?
- Some residents have a vision of contra flow coming to fruition and asked how to use this promenade legally?

Suggestions:

- Encourage fast cyclists to use Commonwealth Avenue.
- Recommend addressing each block of Commonwealth Avenue uniquely, appropriately and individually.
- Vehicles should be prohibited from the Carriage Lane.
- Implement road rules and appropriate signage.

Ald. Fuller noted that contra flow on the Carriage Lane is ongoing and appears to be working well. Is there a way for it to become legal? Can appropriate signs be installed informing all users? Mr. Bosch answered that the road would not have to be striped. Road striping identifies the travel lane for the cyclist and motorist. This could be achieved with signs.

Ald. Ciccone spoke and stated that Traffic Council does not approve bike lanes. He feels this discussion item is not site specific and it should be discussed with the Public Safety & Transportation Committee. The definition of site specific needs clarity. Mr. Koses answered that Traffic Council may provide advice on transportation and parking issues. Mr. Bosch said that Commonwealth Avenue is one street, being site specific.

Mr. Koses thanked Aldermen present and residents for joining this discussion. This discussion has provided necessary feedback and suggestions to make the Carriage Lane safer. Mr. Bosch said that he does not want to encourage illegal behavior. Road signs and share the road signs would not be installed until contra flow travel is legal. He noted that he would support a trial on sections of the Carriage Lane.

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

Respectfully submitted,

David Koses, Transportation Coordinator
Traffic Council Chair

Traffic Council

City of Newton

December 11, 2014

Agenda

- ❖ HP4-14 JOE PAOLINI, requesting a handicap parking space in front of 262 Nevada Street
- ❖ TC50-14 ZACH BOSCH, TRANSPORTATION ENGINEER, requesting removal of parking on Nahanton Street to facilitate installation of bike lanes
- ❖ TC49-14 ZACH BOSCH, TRANSPORTATION ENGINEER, requesting a yield sign at Dedham Street and Nahanton Street
- ❖ TC59-14 ZACH BOSCH, TRANSPORTATION ENGINEER, requesting a stop sign at Centre Street at Cypress Street
- ❖ TC62-14 ZACH BOSCH, TRANSPORTATION ENGINEER, requesting a Yield sign at the intersection of Commonwealth Avenue (Carriage Road) and Commonwealth Avenue near Oldham Road
- ❖ TC51-14 ZACH BOSCH, TRANSPORTATION ENGINEER, requesting removal of parking on Washington Street, Easterly side from Newton-Wellesley North Entrance to Perkins Street, Westerly Side from Wellesley Town Line to Perkins Street
- ❖ Nominations & Election for Traffic Council Chair for 2015
- ❖ TC55-14 ZACH BOSCH, requesting initial discussion regarding potential changes that would allow for bicycle contra flow travel on the Commonwealth Avenue Carriage Lane

12.11.14

2

Traffic Council

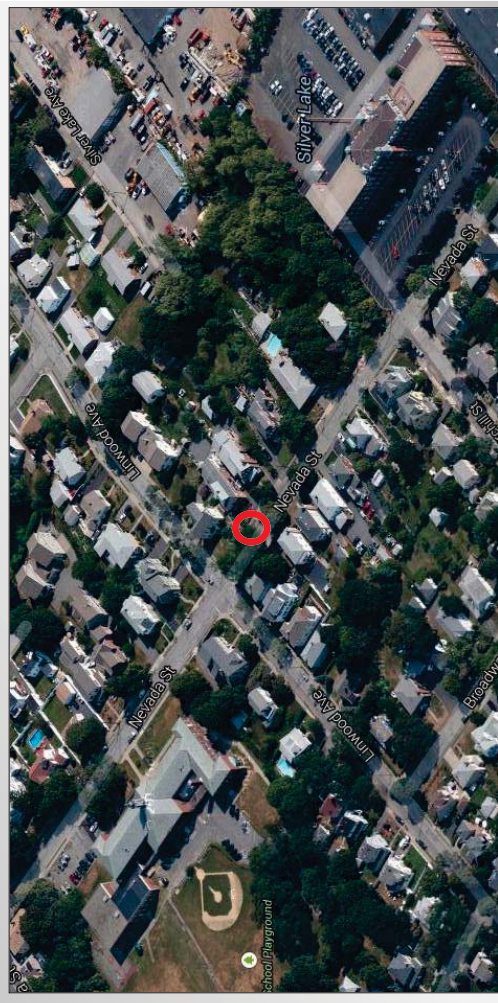
HP4-14

Request for a handicap parking space in front of 262 Nevada Street

12.11.14
Traffic Council

Location Map

HP4-14



12.11.14
4
Traffic Council

Site Photo – 262 Nevada Street

HP4-14



Overview

HP4-14

- ❖ The Newton Commission on Disability voted to Approve on 11/10/14.
- ❖ No other Handicap parking space on that block.
- ❖ Resident has been notified that parking space is for anybody with a valid placard, not just resident.

12.11.14

6

Traffic Council

TC50-14

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Removal of parking on Nahanton Street to facilitate installation of bike lanes

12.11.14

Traffic Council

Location Map

TC50-14



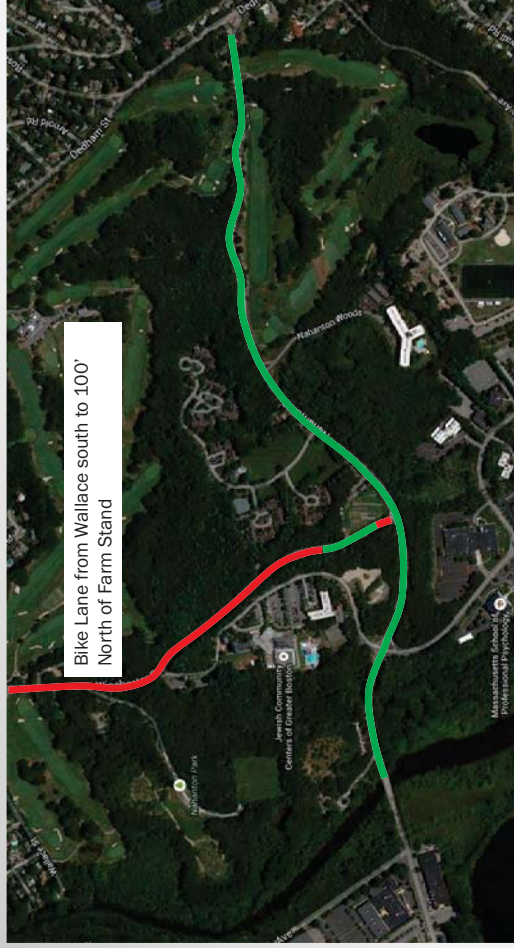
11.20.14

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Traffic Council

Current Parking Restrictions

TC50-14



11.20.14

9

Traffic Council

Overview

TC50-14

- ❖ Very low parking utilization on Nahanton St outside of farm area.
- ❖ Day to day parking can be accommodated by on street parking spaces available on Winchester St.
- ❖ Preferred entrance to Farm is on Winchester St by farm stand.
- ❖ Medium sized events (<100 patrons) can be accommodated via on street parking on Winchester St and Nahanton St.
- ❖ Larger events would need event waiver to allow parking within bicycle lanes.
 - Possibly more than 5 times a year with more in the coming years.

11.21.13

10

Traffic Council

Overview

TC50-14

- ❖ Installation of signalization of Winchester St and Nahanton St scheduled for summer/fall of 2015.
- ❖ Preliminary design shows no need to further restrict parking past the 50' from the intersection when signal is in place.

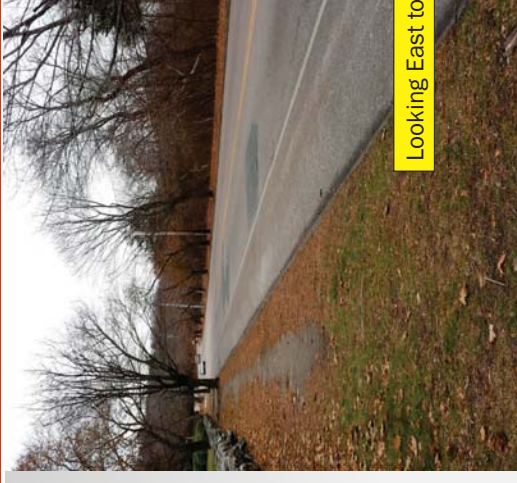
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Traffic Council

Site Photo

TC50-14



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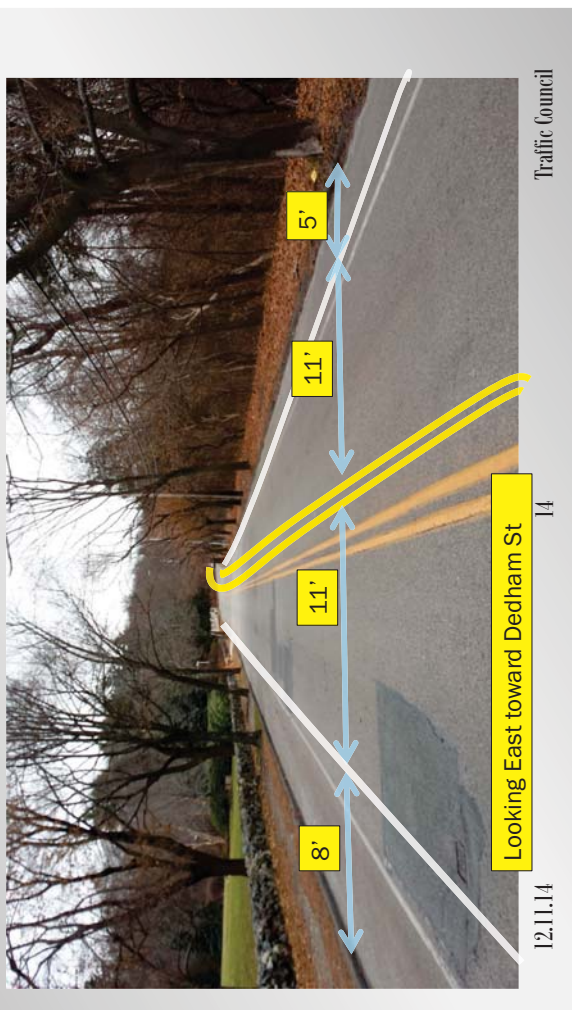
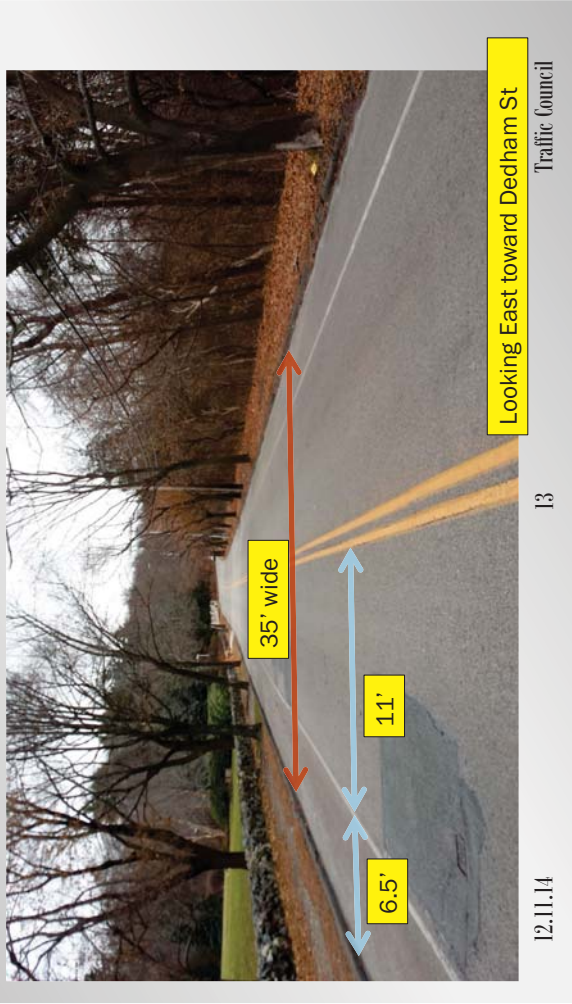
Traffic Council

Site Photo

Potential Restriping near the Farm

TC50-14

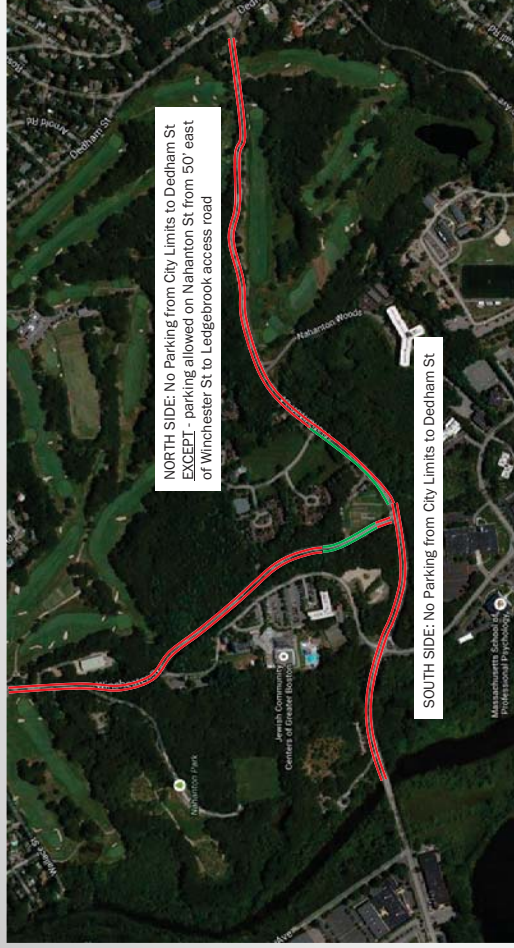
TC50-14



Recommended Parking Restrictions

TC50-14

TC50-14



11.20.14

15

Traffic Council

Recommendation

❖ Nahanton Street

- Prohibited, all days:
 - North Side from City Limits to 50' east of Winchester Street
 - North Side from a point 800' east of Winchester Street to Dedham St
- Prohibited, all days:
 - South Side from City Limits to Dedham Street

11.21.13

16

Traffic Council

TC49-14

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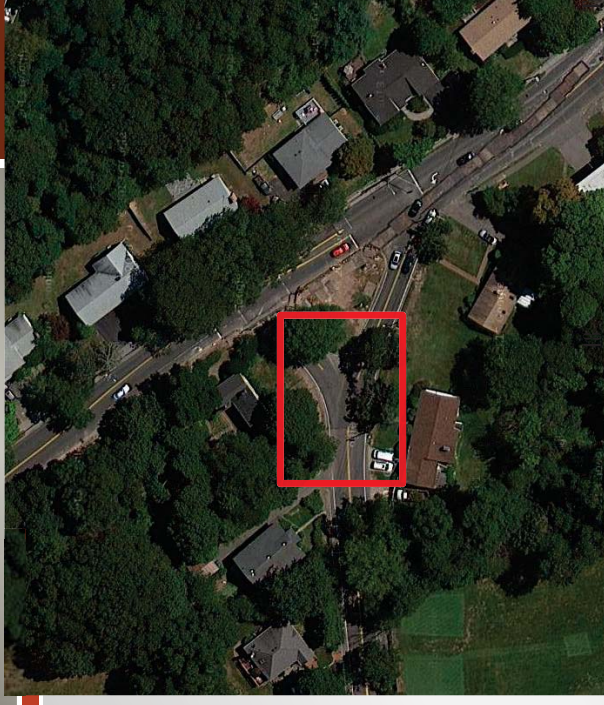
Request for a yield sign at Dedham Street and Nahanton Street

12.11.14

Traffic Council

Location Map

TC49-14



12.11.14

Traffic Council



Dedham Street connector with Nahanton Street

12.11.14

19

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❖ Support:

- The YIELD sign assigns right-of-way to traffic on certain approaches to an intersection. Vehicles controlled by a YIELD sign need to slow down to a speed that is reasonable for the existing conditions or stop when necessary to avoid interfering with conflicting traffic.

❖ Option:

▪ YIELD signs may be installed:

- On the approaches to a through street or highway where conditions are such that a full stop is not always required.
- At the second crossroad of a divided highway, where the median width at the intersection is 30 feet or greater. In this case, a STOP or YIELD sign may be installed at the entrance to the first roadway of a divided highway, and a YIELD sign may be installed at the entrance to the second roadway. ❌
- For a channelized turn lane that is separated from the adjacent travel lanes by an island, even if the adjacent lanes at the intersection are controlled by a highway traffic control signal or by a STOP sign.
- At an intersection where a special problem exists and where engineering judgment indicates the problem to be susceptible to correction by the use of the YIELD sign. ❌
- Facing the entering roadway for a merge-type movement; if engineering judgment indicates that control is needed because acceleration geometry and/or sight distance is not adequate for merging traffic operation. ❌

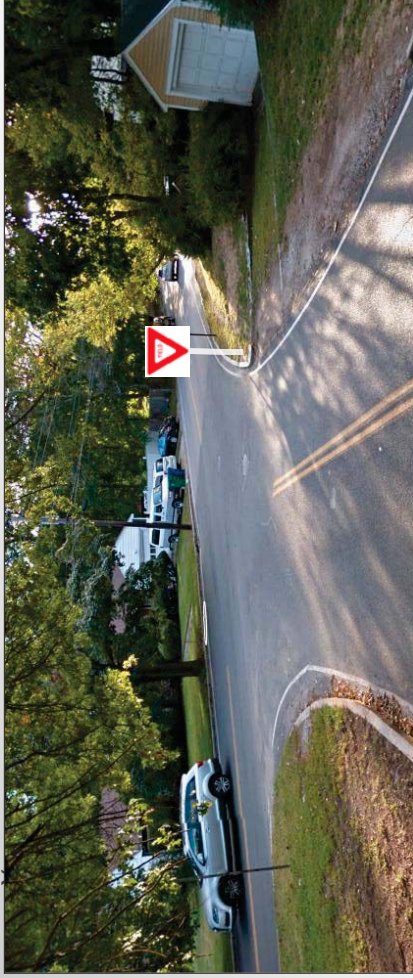
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Traffic Council

Recommendation

TC49-14



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21

Traffic Council

TC59-14

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Request for a stop sign at Centre Street at Cypress Street

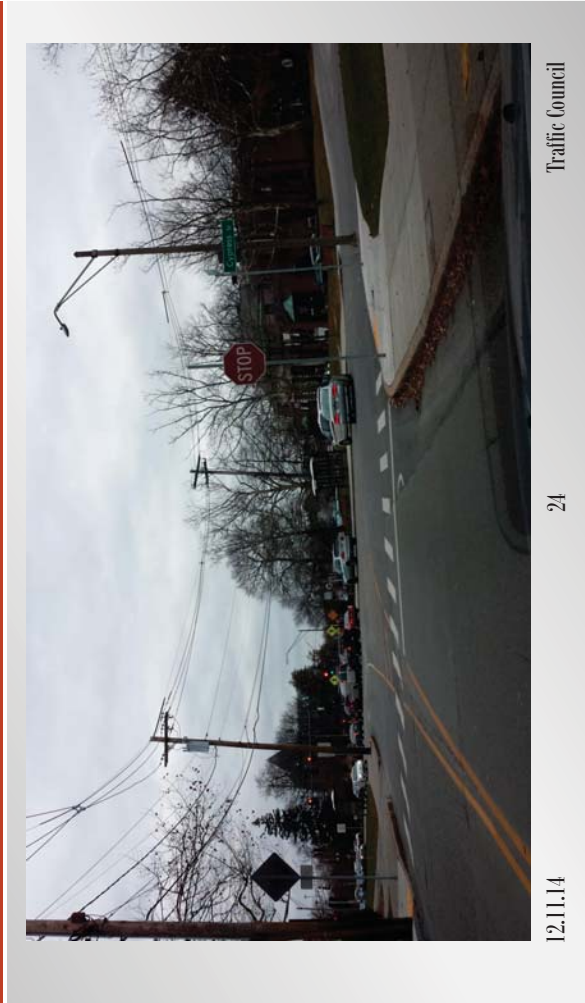
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Traffic Council

Location Map

Site Photo

TC59-14



Traffic Council

24

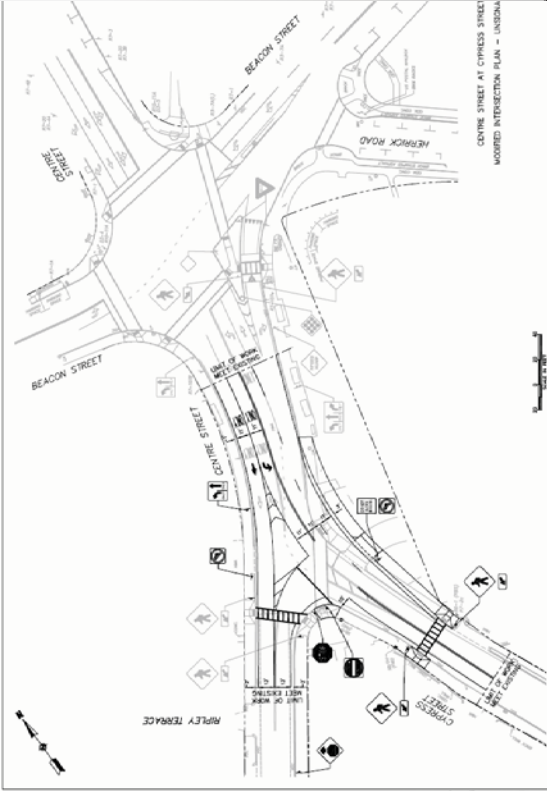
Traffic Council

Overview

TC59-14

History

TC59-14



12.

Council

❖ ACTIONS: From Aug 2013 Traffic Council

- ❖ 1) APPROVE (3-0) removal of the stop sign on Cypress Street (northbound) at the intersection of Centre Street;
- ❖ 2) APPROVE (3-0) addition of a yield sign at Centre Street (northbound) at the intersection of Cypress Street/Centre Street.
 - Note: Traffic Council recommends the following: a). Police will use emergency powers to remove yield sign (approved above) and install temporary stop sign at the intersection of Centre Street (northbound) at Cypress Street/Centre Street. b). New Traffic Council petition to be filed to consider whether to make the temporary stop sign permanent.

12.11.14

26

Traffic Council

Recommendation

TC59-14

❖ Sec. TPR-147. Obedience to isolated stop signs

- Centre Street:
 - At Cypress Street, Northbound

11.21.13

27

Traffic Council

TC62-14

20 28 03

Request for a Yield sign at the intersection of Commonwealth Avenue (Carriage Road) and Commonwealth Avenue near Oldham Road

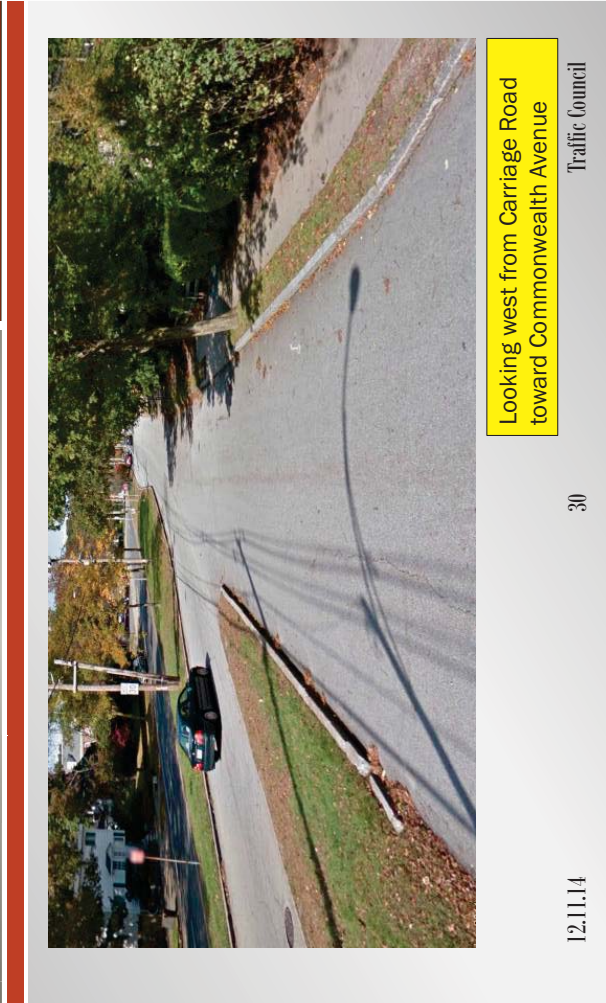
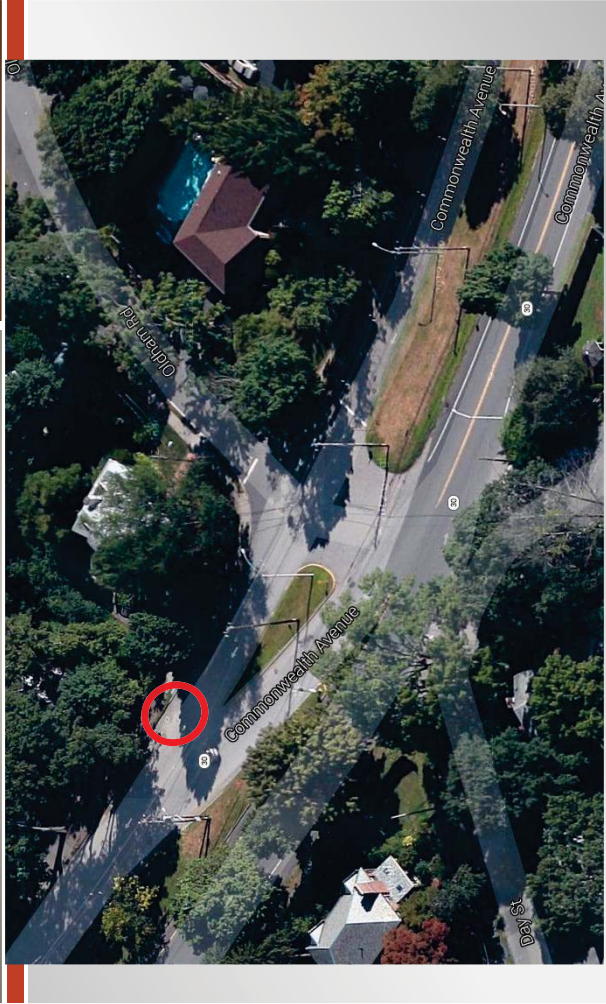
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Traffic Council

Location Map

Site Photo

TC62-14



Looking west from Carriage Road
toward Commonwealth Avenue

12.11.14

30

Traffic Council

Overview

TC62-14

Recommendation

TC62-14

❖ Support:

- The YIELD sign assigns right-of-way to traffic on certain approaches to an intersection. Vehicles controlled by a YIELD sign need to slow down to a speed that is reasonable for the existing conditions or stop when necessary to avoid interfering with conflicting traffic.

❖ Option:

- **YIELD signs may be installed:**
 - On the approaches to a through street or highway where conditions are such that a full stop is not always required.
 - At the second crossroad of a divided highway, where the median width at the intersection is 30 feet or greater. In this case, a STOP or YIELD sign may be installed at the entrance to the first roadway of a divided highway, and a YIELD sign may be installed at the entrance to the second roadway.
 - For a channelized turn lane that is separated from the adjacent travel lanes by an island, even if the adjacent lanes at the intersection are controlled by a highway traffic control signal or by a STOP sign.
 - At an intersection where a special problem exists and where engineering judgment indicates the problem to be susceptible to correction by the use of the YIELD sign.
 - Facing the entering roadway for a merge-type movement if engineering judgment indicates that control is needed because acceleration geometry and/or sight distance is not adequate for merging traffic operation.

12.11.14

31

Traffic Council



12.11.14

32

Traffic Council

TC51-14

20 33 03

Request for removal of parking on Washington Street, Easterly side from Newton-Wellesley North Entrance to Perkins Street, Westerly Side from Wellesley Town Line to Perkins Street

12.11.14

Traffic Council

Nominations & Election for Traffic Council Chair for 2015

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Traffic Council

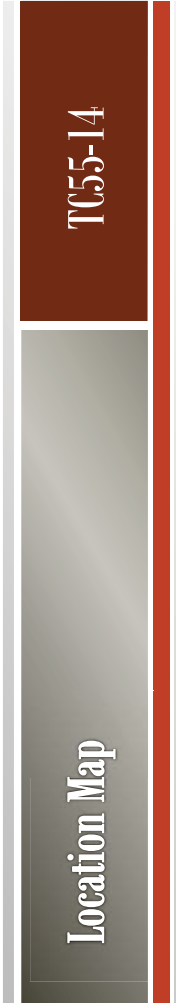
Location Map

TC55-14

TC55-14
35

Initial discussion regarding potential changes that would allow for bicycle contra flow travel on the Commonwealth Avenue Carriage Lane

12.11.14
Traffic Council



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36
Traffic Council

Site Photos

TC55-14

Overview



Looking east near Temple St

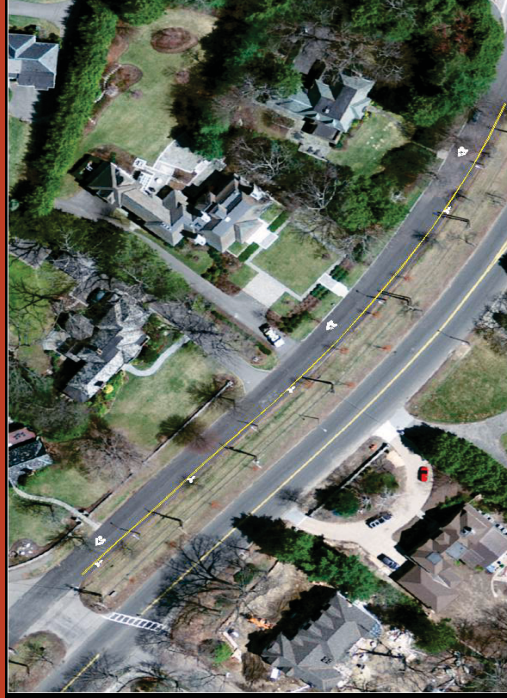


Looking east near Cedar St

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37

Traffic Council



Looking east near Temple St

12.11.14

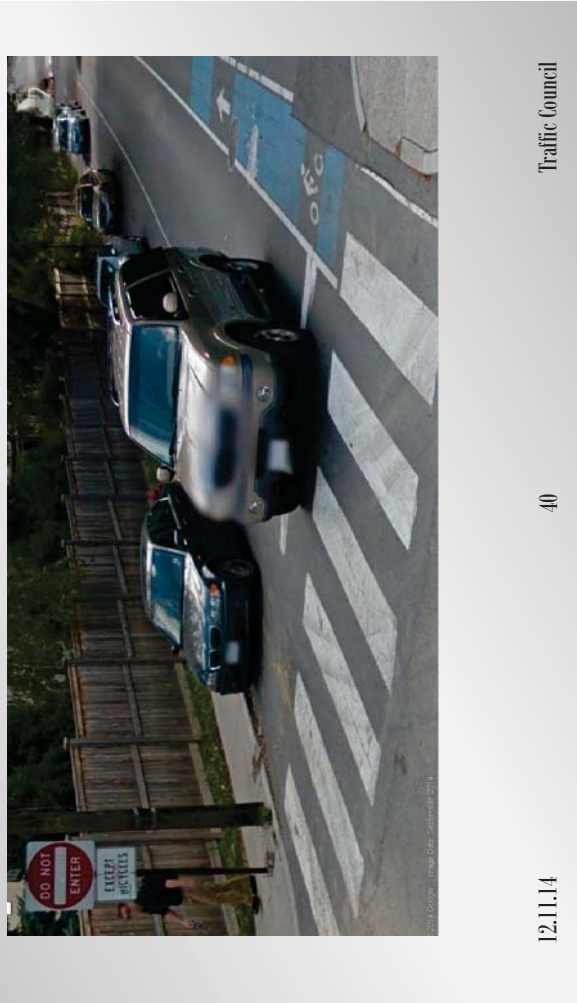
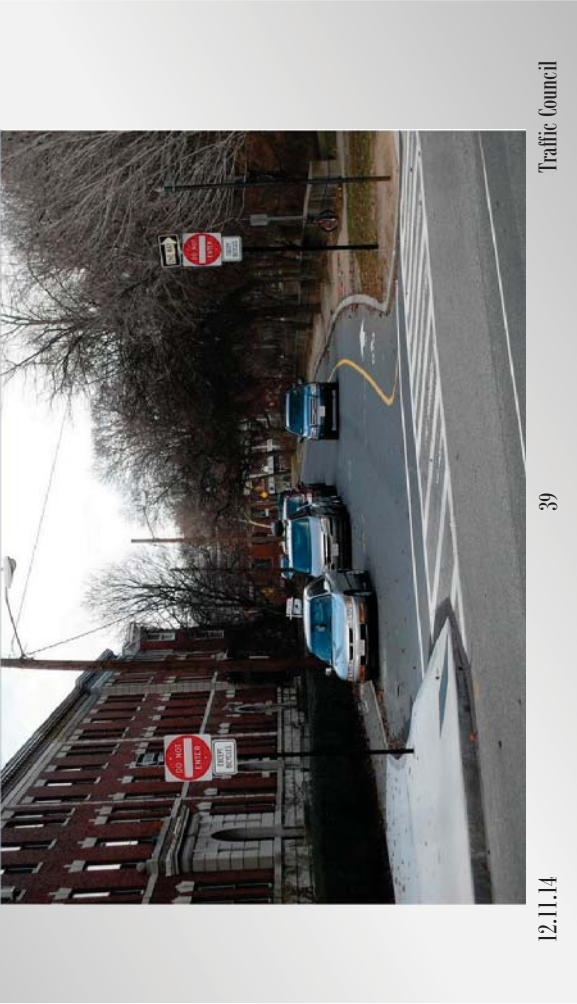
38

Traffic Council

Examples

Examples

TC55-14



12.11.14

39

Traffic Council

12.11.14

40

Traffic Council

Examples

TC55-14



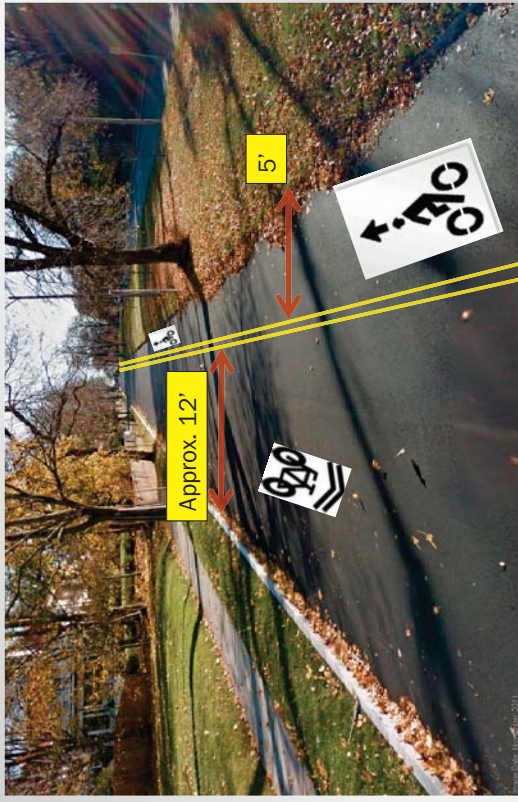
12.11.14

41

Traffic Council

Contra-flow bike lane representation

TC55-14



11.21.13

42

Traffic Council