



DTM Report: Evaluation of “No Parking Anytime”

192 Lincoln Street

June 20, 2023

Petition: Isaac Chassman request installation of "No Parking Anytime" signage in front of New England Chiropractic Health Clinic (192 Lincoln St.) # 8d CC April 11, 2023

Scheduled Committee Hearing: June 21, 2023 Traffic & Parking Committee, Item 4b

Prepared by: Todd M. Kirrane., Assistant Director

The petitioners have requested the installation of a posted No Parking Anytime sign on either side of their driveway to improve motor vehicle sightlines for safety and access purposes.

Lincoln Street is classified by the Massachusetts Department of Transportation (MassDOT) as an Urban Minor Arterial roadway under City Jurisdiction in this segment. The roadway is approximately 42 feet curb to curb, generally runs in a northeast-southwest direction, and provides a connection between Downtown and the Commercial Districts to the north east section of the City. Lincoln Street is two way and provides one general purpose motor vehicle travel lane in each direction and on-street parking in this segment. The On Street parking in the vicinity of the site location is a posted short term parking limit in front of 196 Lincoln Street (Convenient Store), 46 feet of unrestricted parking in front of 192 Lincoln Street (petitioner location), and an WRTA bus stop in front of 188 Lincoln Street (Attorney office). The statutory (unposted) speed limit is 30 mph. Land use along this street segment is commercial and office uses. There are sidewalks along both sides of the street; but no bike facilities are provided.

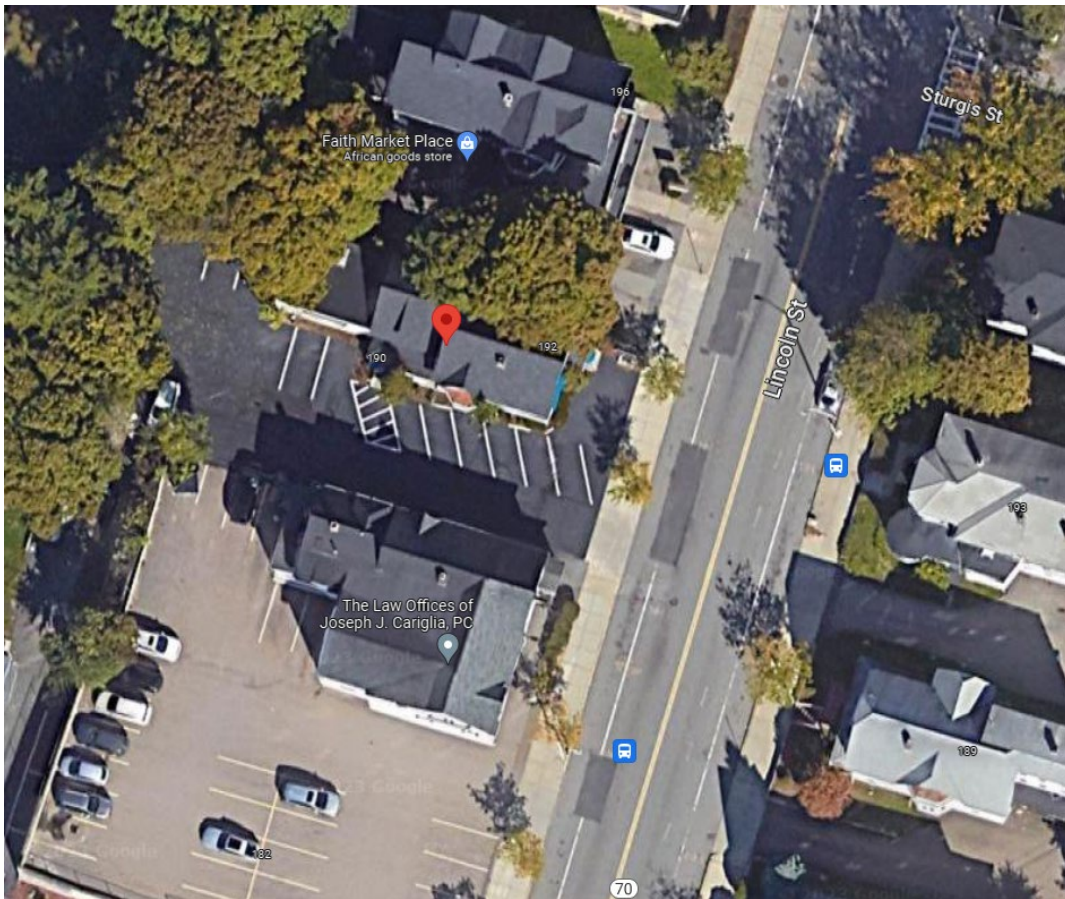
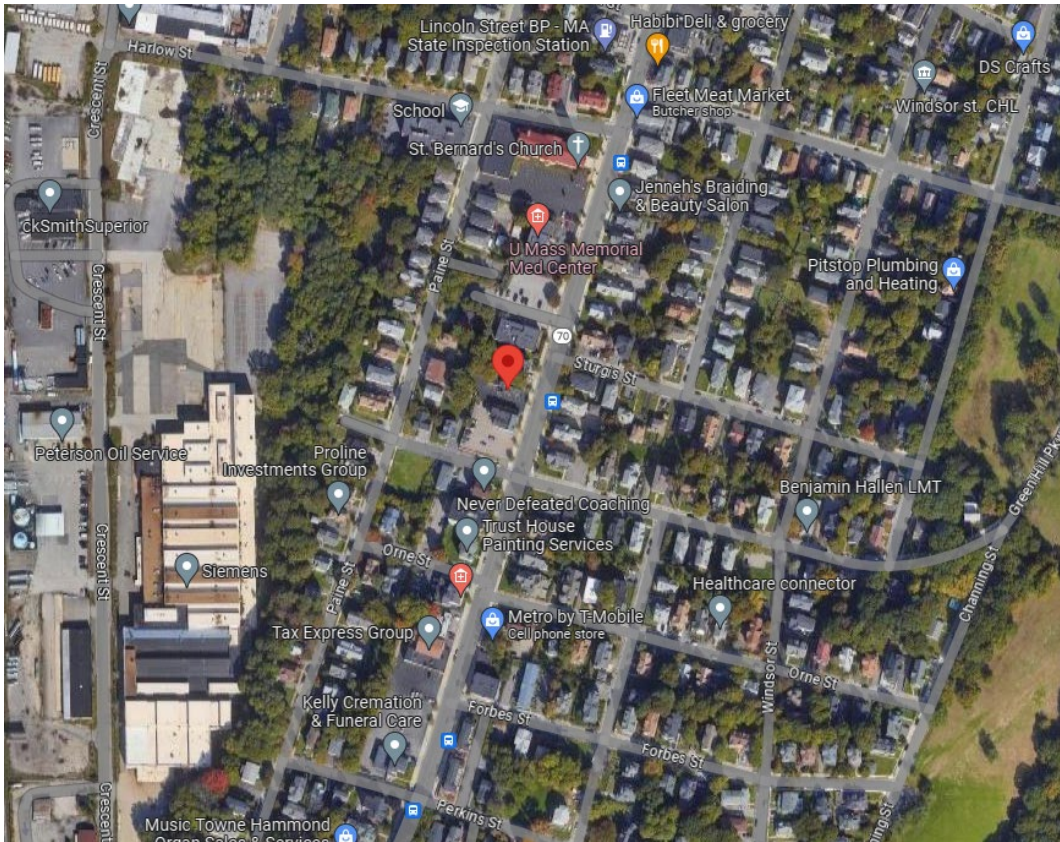


IMAGE 1: AERIAL VIEW OF STUDY AREA



IMAGE 2: STREET VIEW

Speed Study

A speed study was conducted using StreetLight Insight vehicle volume data. StreetLight vehicle speeds are calculated by StreetLight's machine learning algorithm. The learning algorithm gathers anonymized location records from smart phones and navigation devices in connected cars and trucks. The data is processed using StreetLight Route Science algorithm which uses the location data points over time into contextualized, aggregated, and normalized travel patterns.

The unposted statutory speed limit for Lincoln Street is 30 mph per Chapter 90, Section 17 of the Massachusetts General Laws. To evaluate the incidence and severity of speeding, two measures are evaluated. The *average speed* is as the name implies, the average or mean speed of all travelers on a particular roadway segment. The 85th percentile speed is the speed below which 85% of the vehicles on the road are traveling (conversely, 15% of drivers are traveling faster than the 85th percentile speed). The results for 2021 data are an Average Speed of 32 mph and an 85th percentile speed of 53 mph. While the average speed is within 2 mph of the statutory speed limit, the 85th percentile speed is excessive at 23 miles per hour above the speed limit.

Traffic Volumes

Daily Traffic

A traffic volume study was conducted also using StreetLight vehicle volume data.

As reviewed earlier, Lincoln Street is classified as an Urban Minor Arterial roadway under City jurisdiction by the Massachusetts Department of Transportation (MassDOT). A two lane Urban Collector roadway typically carries 10,000 to 25,000 vehicles per day, on average. The results for 2021 data indicate an Average Daily Volume of 22,825 vehicles, which is on the high end of

the range for an Urban Minor Arterial Roadway – but given that Lincoln Street is the primary northeast corridor in the city it is not unexpected.

Crash Summaries

In order to identify crash trends and safety characteristics for the study area, crash reports were obtained from MassDOT Crash Database for the latest five-year period available. There was six reported crashes on Lincoln Street in the area of the site driveway. Five of these crashes took place during times that the office would be open. All 5 of these crashes were between motor vehicles with either same direction side swipes or rear-end crashes with some reports indicating that the impacted vehicle was slowing down. While limited to property damage only, these crash types could be a result of vehicles slowing to allow vehicles to enter/exit area driveways.

Staff Observation & Conclusion

It is not uncommon in a dense urban environment to have on-street parking between commercial curb cuts that block vehicle sightlines from the position of the front of the car on private property. Under this condition, drivers are expected to exit driveways by first stopping 100% on private property for any pedestrians on the sidewalk and then pulling out into the parking lane to improve sightlines with approaching motor vehicles from the left.

Staff observed that during our visits, curbside parking was regularly used in this section, primarily for quick in and out trips to the convenient store. Staff attempted to exit the driveway with vehicles parked curbside to the left of the driveway as shown on image 2, and sightlines are restricted by the first vehicle and would be made safer by extending the statutory 5-foot parking prohibition from the driveway by 15 feet for a full 20-foot prohibition. Due to the parking usage, staff does not believe that prohibiting parking along the full 43-foot curb space is desirable.

Recommendation: Based on the existing parking regulations, crash history, and staff observations, DTM staff recommend a favorable vote on

A posted NO PARKING ANYTIME zone beginning at the driveway of 192 Lincoln Street and ending 20 feet to the northeast of the driveway of 192 Lincoln Street