



CITY OF CAMBRIDGE
INTEROFFICE CORRESPONDENCE

To Robert Healy, City Manager

Date March 12, 1991

From *G. Teso*
George Teso, Traffic Director

Reference

Subject City Council Order #10 dated Nov. 19, 1990; and
City Council Order #10 dated Dec. 17, 1990, Re: Oxford St. Traffic Study

Enclosed is a copy of the Oxford Street Traffic Study conducted by the Traffic & Parking Department. This is a compilation of several studies which were conducted at specific locations. Additional data has been included in order to develop a report covering the full length of Oxford Street from the Somerville City Line to Kirland Street.

RECEIVED
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OFFICE OF THE CITY MANAGER

Enc.

LMP:rd

OXFORD STREET
TRAFFIC STUDY

PREPARED BY
CITY OF CAMBRIDGE
TRAFFIC AND PARKING DEPARTMENT
JANUARY 1991

OXFORD STREET TRAFFIC STUDY

A. PURPOSE:

The purpose of this study is to examine the full length of Oxford Street to determine what sorts of problems may exist and determine if there are plausible solutions to alleviate any problems we find. A variety of historical data combined with updated material concerning speeds, accidents, and volumes are to be used.

B. EXISTING CONDITIONS:

Oxford Street is a 34 foot wide, two directional roadway bordered by Lesley College, Harvard College, Agassiz Elementary School, a playground, and residential homes. Parking is allowed on both sides of the street from the Somerville line to Everett Street and on the west side only from Everett Street to Kirkland Street. Vehicular traffic is controlled by fully operational signals at the intersections of Sacramento Street and Forest Street as well as a Stop Sign for Oxford Street at Beacon Street in Somerville. All the remaining side streets are controlled by Stop Signs.

Pavement markings consist of a single yellow center line, regular crosswalks, international crosswalks, and parking stall markers. The international crosswalks consist of 2 foot wide bars separated by 2 foot wide spaces running parallel to the curb line. Due to their high visibility they are located at the intersection of Sacramento Street for the Agassiz School and playground located here. Regular crosswalks consist of a pair of 6 inch parallel lines and are located on each of the side streets as well as on Oxford Street at Beacon Street, Prentiss Street, Hammond Street, Everett Street, 20 Oxford Street and at the intersection of Kirkland Street. Parking stall markers are 4 inch wide by 2 foot long, white T's and L's. They designate the limits for each parking stall and are located in the metered area only.

C. TRAFFIC VOLUMES

A series of traffic counts were taken for Oxford Street, the results of these are shown in the table below.

INTERSECTING STREET	DIRECTION	OXFORD STREET VOLUME COUNTS				
		-----YEARS-----				
		1972	1980	1981	1987	1989
EVERETT	NB	2612	4124	4564	5915	3417
	SB	1670			3756	3096
FOREST	NB	1617	3636	3745	2978	
	SB	2193	2972	3221	3653	
WENDELL	NB				4114	
	SB				3467	
AVERAGE ADT		4045	6854	7375	7961	6513

The ADT (Average Daily Traffic) is the total two way traffic along a roadway for any given 24 hours.

D. CLASSIFICATION STUDIES

A series of classification counts as well as turning movement counts were taken for previous investigations. The results from a 1987 peak hour classification and turning movement count showed that 2% of the traffic was from trucks. These counts were performed in July between 7:30-9:30am and 4-6pm. A classification count was also performed in October of 1989 by use of machine counters, these showed that there was 5.2% truck traffic in the north bound direction and 3.8% truck traffic in the southerly direction. Further examination of the Northbound percentage of trucks was not continued due to a truck study which has since been submitted to the State banning trucks on Kirkland Street. If this truck exclusion is approved the percentage of trucks using Oxford Street should drop because Kirkland Street and Oxford Street form an L intersection.

E. TURNING MOVEMENT STUDIES

Turning movement counts were taken at the intersections of Wendell Street and Forest Street during the peak morning and evening hours. The information gathered included pedestrian volumes at each location and bicycle volumes at the intersection of Wendell Street. Wendell Street showed heavy pedestrian volumes crossing Wendell Street and limited volumes crossing Oxford Street.

F. SPEED STUDIES

There is a 25 MPH speed limit on Oxford Street which was instated in 1974. In 1987 a series of radar speed checks were done. The resulting data showed the 85th percentile speed at 33 MPH for northbound traffic and 34MPH for southbound traffic. This data was sent to the police department along with a letter asking for enforcement of the speed limit. In addition to this the traffic department made

sure that all speed limit signs were installed and visible.

G. ACCIDENT STUDY

Several accident studies were performed at various locations along Oxford Street with the aid of the Police Department. The following table lists the information we have.

OXFORD STREET ACCIDENTS VARIOUS LOCATIONS					
INTERSECTING STREET	1981	1982	1988*	1989	1990
FOREST STREET	17	18			3
WENDELL STREET			4	7	1
VARIOUS LOCATIONS					9

* indicates 1/2 year

Of the total 13 accidents listed in the police files for 1990 on Oxford Street, 7 were right angle collisions, 2 were due to parking maneuvers, 1 was a car cutting off a bicycle, 1 a car and pedestrian accident, 1 was due to a car trying to pass a turning truck and 1 was a towed car hitting parked vehicles.

There was no pattern to these accidents, each was unique in the factors involved and the locations where they took place.

H. SUMMARY OF IMPROVEMENTS

Oxford Street has a history of studies dealing with the issues of Speed and Safety. In 1974 the speed limit was lowered to 25 MPH due to the location of the Agassiz School and the characteristics of the street. In 1985 a study was done at the intersection of Everett Street dealing with the site distance problem. As a result a no standing area was installed for site clearance. In 1986 a similar study was done at the intersection of Wendell Street. This study also resulted in clearing the corners. There still was a site distance problem at this intersection as was shown through the accidents listed so in January of 1990 the site clearance for Wendell was extended to 50' north of the intersection. Shortly after the installation of this additional clearance, signals were installed at the intersection of Forest Street. These signals were initially set to flash at the end of April. This sequence was changed to fully operational signals on September 14, 1990. An additional issue which arose during the various studies and meetings with the neighborhood was the lack of controlled parking between

Everett Street and Kirkland Street. In May of 1990 parking meters were installed to aid in the enforcement of 2 hour parking regulation which took effect January 3, 1990.

I. CONCLUSION

There have been numerous improvements in the recent past which have had a positive effect on the safety along Oxford Street. This is supported by the lack of reportable accidents at the intersections of Wendell Street and Everett Street in 1990 compared to previous years.

The signals located at Sacramento Street and at Forest Street both have exclusive pedestrian phases. These signals provide safety for people crossing Oxford Street as well as placing a control on the speed along Oxford Street.

There is a high demand for parking along this roadway which is why limited time parking was installed between Everett Street and Kirkland Street. There have been comments suggesting that the parking be removed along one entire side of the street to increase lane widths. This measure would penalize the residents living in the area and possibly increase the speed of traffic on Oxford Street.

If the Truck Exclusion is accepted by the State for Kirkland Street, the cut through truck traffic along Oxford Street should decline. This should improve the safety along Oxford Street. Further studies should be done to monitor the performance of the changes which have been made in the recent past.

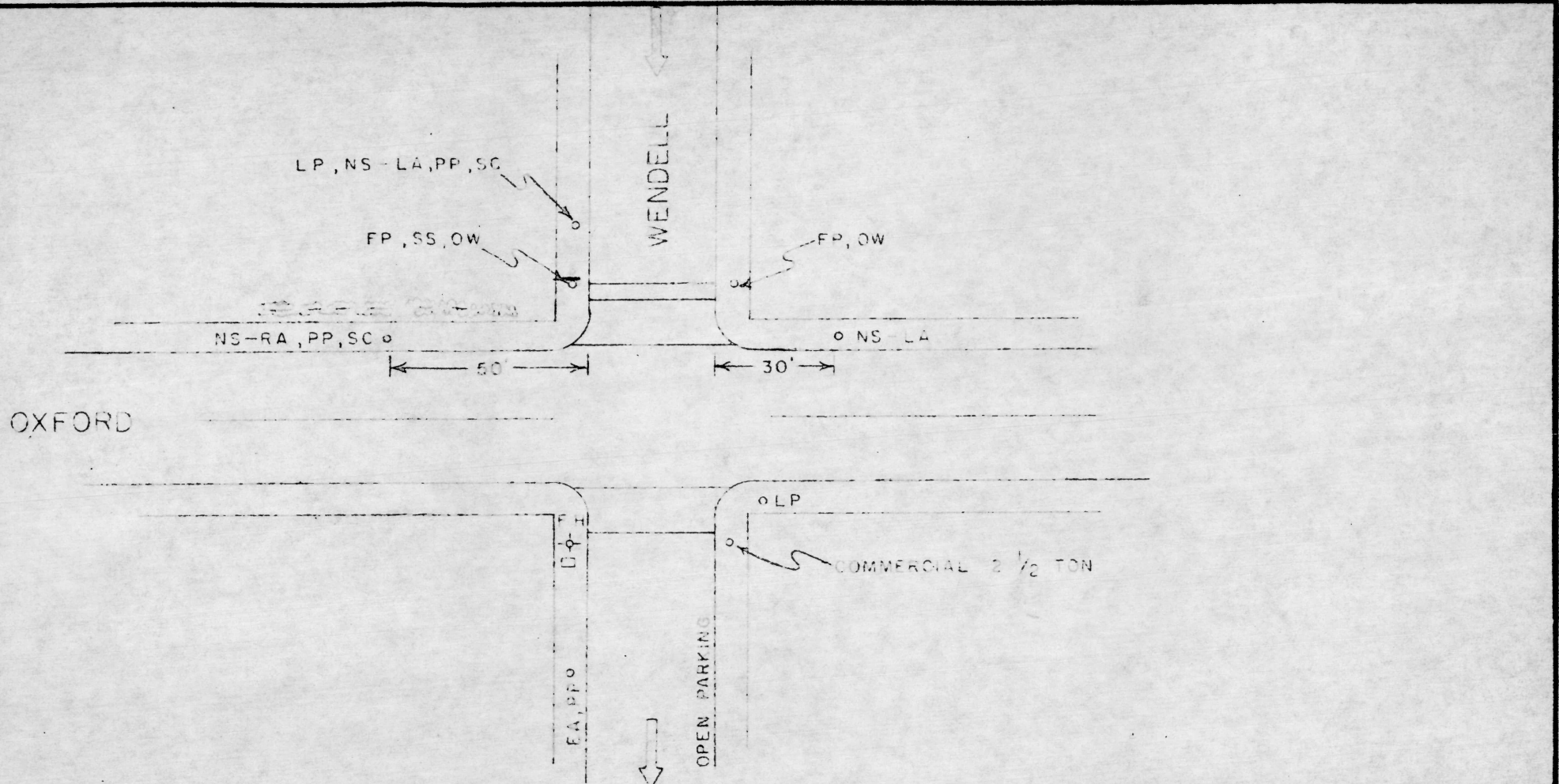
Another factor which should impact Oxford Street is the installation of the computerized traffic signal system which is being installed in the city. Massachusetts Avenue between Harvard Square and Porter Square was put on the system in 1990. This ties the intersections together and makes timing the signals quicker and more efficient. With improved flow on Massachusetts Avenue a larger percentage of drivers should stay on this road forgoing alternate routes such as Oxford Street.

APPENDICES

- A. CONDITION DIAGRAMS
- B. CLASSIFICATION, VOLUME, AND TURNING MOVEMENT COUNTS
- C. ACCIDENT DIAGRAMS

APPENDIX A

BRUNING 40-135 15033



NO.	DATE	DESCRIPTION	DRAWN	CHKD	REC'M	APPVD	DATE
REVISIONS ABOVE							

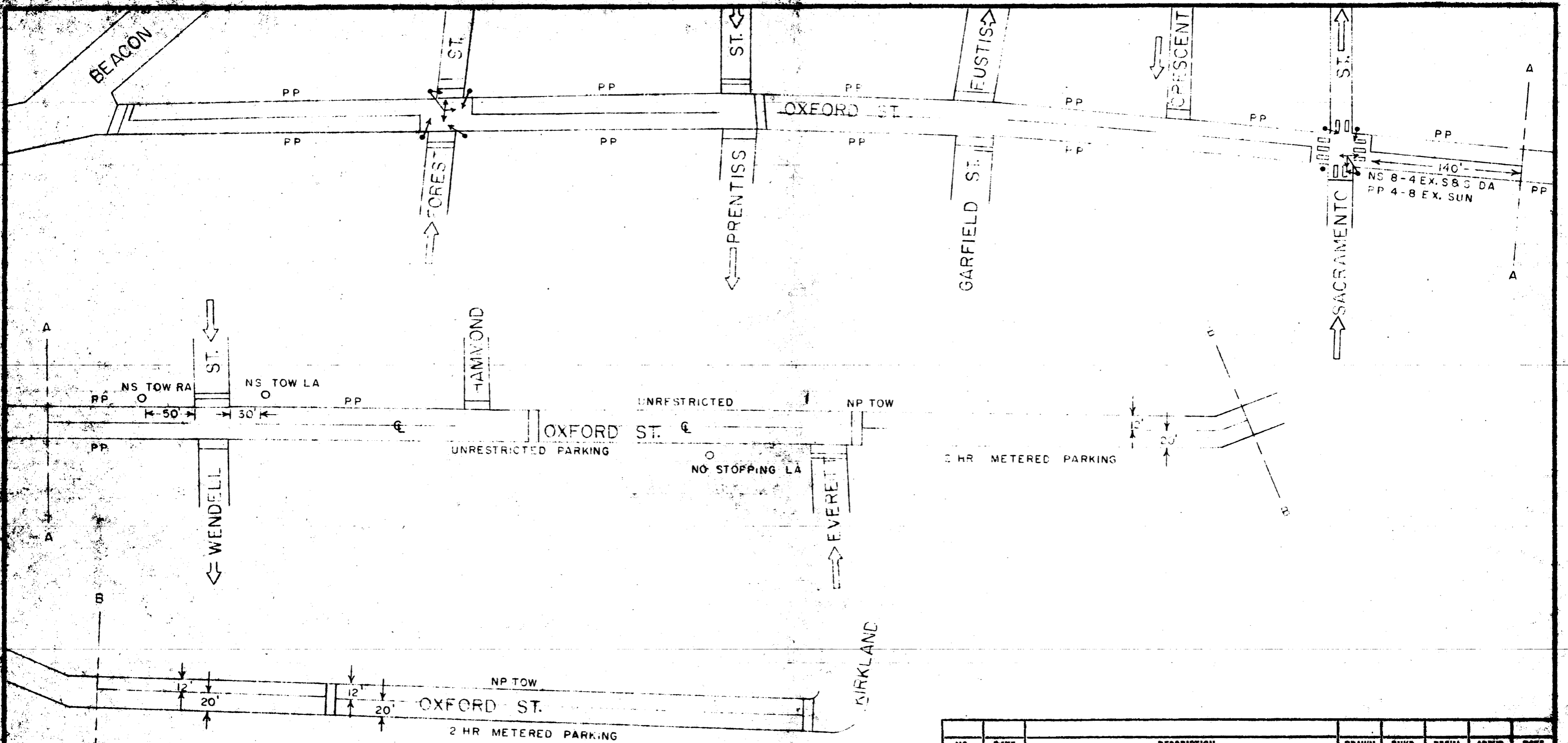
OXFORD ST. & WENDELL ST.
CONDITION DIAGRAM

	INITIAL	DATE
DRAWN	W E J	5/23/90
TRACED		
CHECKED		
REC'M APP.	<i>[Signature]</i>	5/24/90
APPROVED	<i>[Signature]</i>	5/24/90

**DEPARTMENT OF
TRAFFIC AND PARKING**

CITY OF CAMBRIDGE

DRAWING NO.
SCALE 1" = 40'
SP-A-1494
SHEET NO. 1 OF 1



NO.	DATE	DESCRIPTION	DRAWN	CHKD	REC'M	APP'D	DATE
REVISIONS ABOVE							
OXFORD ST. KIRKLAND ST. TO BEACON ST. CONDITION DIAGRAM							
DRAWN	INITIAL	DATE	DEPARTMENT OF TRAFFIC AND PARKING CITY OF CAMBRIDGE			DRAWING NO. SCALE 1" = 100' SP B 1495 SHEET NO. 1 OF 1	
TRACED	W E J	2/21/91					
CHECKED							
REC'M APP. APPROVED							

APPENDIX B

FWHA SCHEME "F" VEHICLE CLASSIFICATIONS

F1	Motorcycles
F2	Passenger Cars
F3	Other Two-Axle, Four-Tire Single-Unit Vehicles
F4	Buses
F5	Two-Axle, Six-Tire Single-Unit Trucks
F6	Three-Axle, Single-Unit Trucks
F7	Four or More Axle, Single-Unit Trucks
F8	Four or Less Axle, Single-Trailer Trucks
F9	Five-Axle, Single-Trailer Trucks
F10	Six or More Axle, Single-Trailer Trucks
F11	Five or Less Axle, Multi-Trailer Trucks
F12	Six-Axle, Multi-Trailer Trucks
F13	Seven or More Axle, Multi-Trailer Trucks

Location Code 35NB
 Date 10/23/89
 Real Time 15:34
 Start Time 16:00
 Sample Time 60 minutes
 Operator Number 1
 Machine Number 1

Oxford St
 street or highway name

Parameter checksum is 0L.

10/23/89

Scheme F	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	Totals
17:00	3	302	17	0	5	11	0	1	0	0	0	0	0	339
18:00	6	412	13	1	3	8	0	2	0	0	0	0	0	445
19:00	2	334	9	0	4	6	0	4	0	0	0	0	0	359
20:00	0	273	9	0	1	13	0	2	0	0	1	0	0	299
21:00	1	178	8	0	3	9	0	2	0	0	0	0	0	201
22:00	1	192	1	0	4	3	0	2	0	0	0	0	0	202
23:00	1	125	3	0	5	3	0	0	0	0	0	0	0	137
24:00	1	83	3	0	3	3	0	0	0	0	0	0	0	93

Daily Totals	15	1899	63	1	28	55	0	13	0	0	1	0	0	2075

0.7% 91.5% 3.0% 0.0% 1.3% 2.7% 0.0% 0.6% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%

n.a. AM peak hour.
 17:00 - 18:00 PM peak hour (445 vehicles).

10/24/89

Scheme F	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	Totals
01:00	0	50	1	0	3	0	0	0	0	0	0	0	0	54
02:00	0	21	0	0	0	0	0	0	0	0	0	0	0	21
03:00	0	15	0	0	0	0	0	0	0	0	0	0	0	15
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4
06:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
07:00	1	34	2	1	0	2	0	0	0	0	0	0	0	40
08:00	1	100	14	4	2	3	0	0	0	0	0	0	0	124
09:00	0	200	12	1	4	13	0	3	0	0	0	0	0	233
10:00	0	148	31	0	8	5	0	2	0	0	0	0	0	194
11:00	2	156	23	1	8	2	0	0	0	0	0	0	0	192
12:00	4	153	32	0	8	5	0	1	0	0	0	0	0	203
13:00	4	208	18	1	7	5	1	3	0	0	0	0	0	247

Daily Totals	12	1100	136	8	41	35	1	9	0	0	0	0	0	1342

0.9% 82.0% 10.1% 0.6% 3.1% 2.6% 0.1% 0.7% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%

12:00 - 01:00
12:00 - 13:00

PM peak hour (247 vehicles).

Grand Totals	27	2999	199	9	69	90	1	22	0	0	1	0	0	3417
	0.8%	87.8%	5.8%	0.3%	2.0%	2.6%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	

Traffic checksum is OK.

Date 10/23/89
 Real Time 15:11
 Start Time 16:00
 Sample Time 60 minutes
 Operator Number 1
 Machine Number 2

street or highway name

Parameter checksum is OK.

10/23/89

Scheme F	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	Totals
17:00	2	163	4	0	1	5	0	0	0	0	0	0	0	175
18:00	2	40	1	0	0	1	0	0	1	0	0	0	0	45
19:00	2	161	3	0	1	2	0	1	0	0	0	0	0	170
20:00	1	208	2	0	0	3	0	0	0	0	0	0	0	214
21:00	0	113	3	0	0	1	0	1	0	0	0	0	0	118
22:00	0	134	2	0	0	0	0	0	0	0	0	0	0	136
23:00	0	78	1	0	0	1	0	0	0	0	0	0	0	80
24:00	0	44	1	0	0	0	0	0	0	0	0	0	0	45
Daily Totals	7	941	17	0	2	13	0	2	1	0	0	0	0	983

0.7% 95.7% 1.7% 0.0% 0.2% 1.3% 0.0% 0.2% 0.1% 0.0% 0.0% 0.0% 0.0%

n.a. AM peak hour.
 19:00 - 20:00 PM peak hour (214 vehicles).

10/24/89

Scheme F	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	Totals
01:00	0	16	0	0	0	0	0	0	0	0	0	0	0	16
02:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
03:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
06:00	0	28	1	0	0	0	0	0	0	0	0	0	0	29
07:00	0	100	10	0	1	3	0	0	0	0	0	0	0	114
08:00	0	295	14	1	0	2	0	2	0	0	0	0	0	314
09:00	5	420	10	6	3	9	1	5	0	0	0	0	0	459
10:00	3	273	11	0	3	3	0	2	0	0	0	0	0	295
11:00	4	148	6	0	1	4	1	0	0	0	0	0	0	164
12:00	5	154	10	1	0	8	0	1	0	0	0	0	0	179
13:00	3	140	8	1	1	20	1	0	0	0	0	0	0	174
14:00	0	139	9	0	0	20	2	0	0	0	0	0	0	170
15:00	1	155	7	6	1	6	0	0	0	0	0	0	0	176
Daily Totals	21	1889	88	15	10	75	5	10	0	0	0	0	0	2113

1.0% 89.4% 4.2% 0.7% 0.5% 3.5% 0.2% 0.5% 0.0% 0.0% 0.0% 0.0% 0.0%

14:00 - 15:00

PM PEAK HOUR (150 VEHICLES)

Grand Totals	28	2630	195	15	12	38	5	12	1	0	0	0	0	3635
	0.9%	91.4%	3.4%	0.5%	0.4%	2.8%	0.2%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	

Traffic checksum is OK.

ADL CLASSIFICATION/VOLUME REPORT

Hitron Systems Corporation No. 0000 -- 1st 1987, 1988.

Location Code 35NE
 Date 10/23/89
 Real Time 15:34
 Start Time 16:00
 Sample Time 60 minutes
 Operator Number 1
 Machine Number 1

--- Oxford St S of Everett
 street or highway name

Parameter checksum is OK.

10/23/89

Scheme F	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	Totals
17:00	3	302	17		5	11		1						
18:00	6	412	13	1	3	8		2						
19:00	2	334	9		4	6		4						
20:00		273	9		1	13		2			1			
21:00	1	178	8		2	9		2						
22:00	1	192	1		4	2		2						
23:00	1	125	3		5	3								
24:00	1	33	3		3	3								
01:00		50	1		2									
02:00		21												
03:00		15												
04:00		3												
05:00		3			1									
06:00		9	3											
07:00	1	34	2	1		2								
08:00	1	100	14	4	2	3								
09:00		200	12	1	4	13		3						
10:00		148	31		8	5		2						
11:00	2	156	23	1	8	2								
12:00	4	153	32		3	5		1						
13:00	4	268	18	1	7	5	1	3						

Daily Totals	27	3999	199	9	33	90	1	22	6	0	1	0	0	3417

 .03% 97.8% 5.3% 0.3% 2.0% 2.6% 0.0% 0.6% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%

08:00 - 09:00 AM peak hour (233 vehicles).

07:00 - 18:00 PM peak hour (445 vehicles).

5.2

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*

Daily Totals	27	2999	199	9	69	90	1	22	0	0	1	0	0	3417
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Each '*' represents 500 vehicles.
 Each '+' represents more than 250 vehicles.
 Each '.' represents less than 250 vehicles.

Grand Totals	27	2999	199	9	69	90	1	22	0	0	1	0	0	3417
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0.3% 87.3% 5.8% 0.3% 2.0% 2.6% 0.0% 0.6% 0.0% 0.0% 0.0% 0.0% 0.0%

+
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*
*
*
*

Grand Totals	27	2999	199	9	69	90	1	22	0	0	1	0	0	3417
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Each '*' represents 500 vehicles.
 Each '+' represents more than 250 vehicles.
 Each '.' represents less than 250 vehicles.

Traffic checksum is OK.

AXLE CLASSIFICATION/VOLUME REPORT Mitron Systems Corporation NS33000 -- rev. 1987, 1988.

Location Code 35SB
 Date 10/23/89
 Real Time 15:11
 Start Time 16:00
 Sample Time 60 minutes
 Operator Number 1
 Machine Number 2

oxford N of Everett
 street or highway name

Parameter checksum is OK.

10/23/89

Scheme #	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	Totals
17:00	2	163	4		1	5								
18:00	2	40	1			1			1					
19:00	2	161	3		1	2		1						
20:00	1	208	2			3								
21:00		113	3			1		1						
22:00		124	2											
23:00		78	1			1								
24:00		44	1											
01:00		16												
02:00		9	1											
03:00		5												
04:00		3												
05:00		4	1											
06:00		28	1											
07:00		100	10		1	3								
08:00		295	14	1		2		2						
09:00	5	420	10	6	3	9	1	5						
10:00	3	273	11		3	3		2						
11:00	4	148	6		1	4	1							
12:00	5	154	10	1		8		1						
13:00	3	140	8	1	1	20	1							
14:00		139	9			20	2							
15:00	1	155	7	6	1	6								

Daily Totals	22	2930	105	15	12	88	5	12	1	0	0	0	0	2096

0.9% 91.4% 3.4% 0.5% 0.2% 2.8% 0.2% 0.4% 0.0% 0.0% 0.0% 0.0% 0.0%

08:00 - 09:00 AM peak hour (459 vehicles).
19:00 - 20:00 PM peak hour (214 vehicles).

3.8

+
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*
*

Daily Totals 28 2830 105 15 12 88 5 12 1 0 0 0 0 3096

Each '*' represents 500 vehicles.
Each '+' represents more than 250 vehicles.
Each '.' represents less than 250 vehicles.

Grand Totals 28 2830 105 15 12 88 5 12 1 0 0 0 0 3096

0.9% 31.4% 3.4% 0.5% 0.4% 2.8% 0.2% 0.4% 0.3% 0.0% 0.0% 1.0% 0.0%

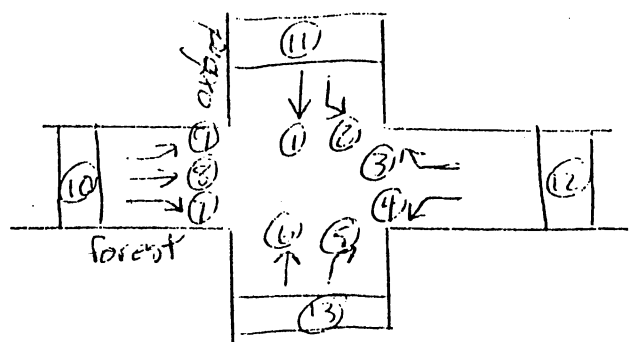
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Grand Totals 28 2830 105 15 12 88 5 12 1 0 0 0 0 3096

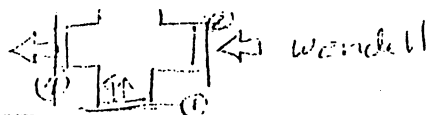
Each '*' represents 500 vehicles.
Each '+' represents more than 250 vehicles.
Each '.' represents less than 250 vehicles.

Traffic checksum is 0E.

10, 11, 12, 13 are pedestrian



	1	2	3	4	5	6	7	8	9	10	11	12	13
JK 7 ³⁰ -8 ⁰⁰	165	0	0	2	1	35	35	11	7	14	2	1	0
JK 8-8 ³⁰	210	2	0	3	0	38	48	23	10	18	5	7	3
JK 8 ³⁰ -9 ⁰⁰	253	0	0	2	1	57	25	29	15	27	3	6	5
JLC 2-2 ³⁰	58	2	3	2	7	49	19	17	14	9	4	4	1
JLC 2 ³⁰ -3 ⁰⁰	124	0	2	4	0	103	42	25	20	12	13	5	2
JLC 3 ⁰⁰ -3 ³⁰	99	1	2	6	5	88	22	27	8	12	4	5	2
EJ 3 ³⁰ -4 ⁰⁰	119	0	2	3	1	89	21	14	13	12	4	5	0
EJ 4 ⁰⁰ -4 ³⁰	84	0	0	0	3	88	31	18	10	11	1	4	0
EJ 4 ³⁰ -5 ⁰⁰	131	2	3	4	2	114	26	19	26	6	1	4	0
EJ 5 ⁰⁰ -5 ³⁰	139	4	0	1	7	141	28	16	19	3	2	3	0
EJ 5 ³⁰ -6 ⁰⁰	93	3	4	3	1	129	27	15	15	0	0	0	0
	1475	14	16	30	28	941	324	211	157	124	39	44	1



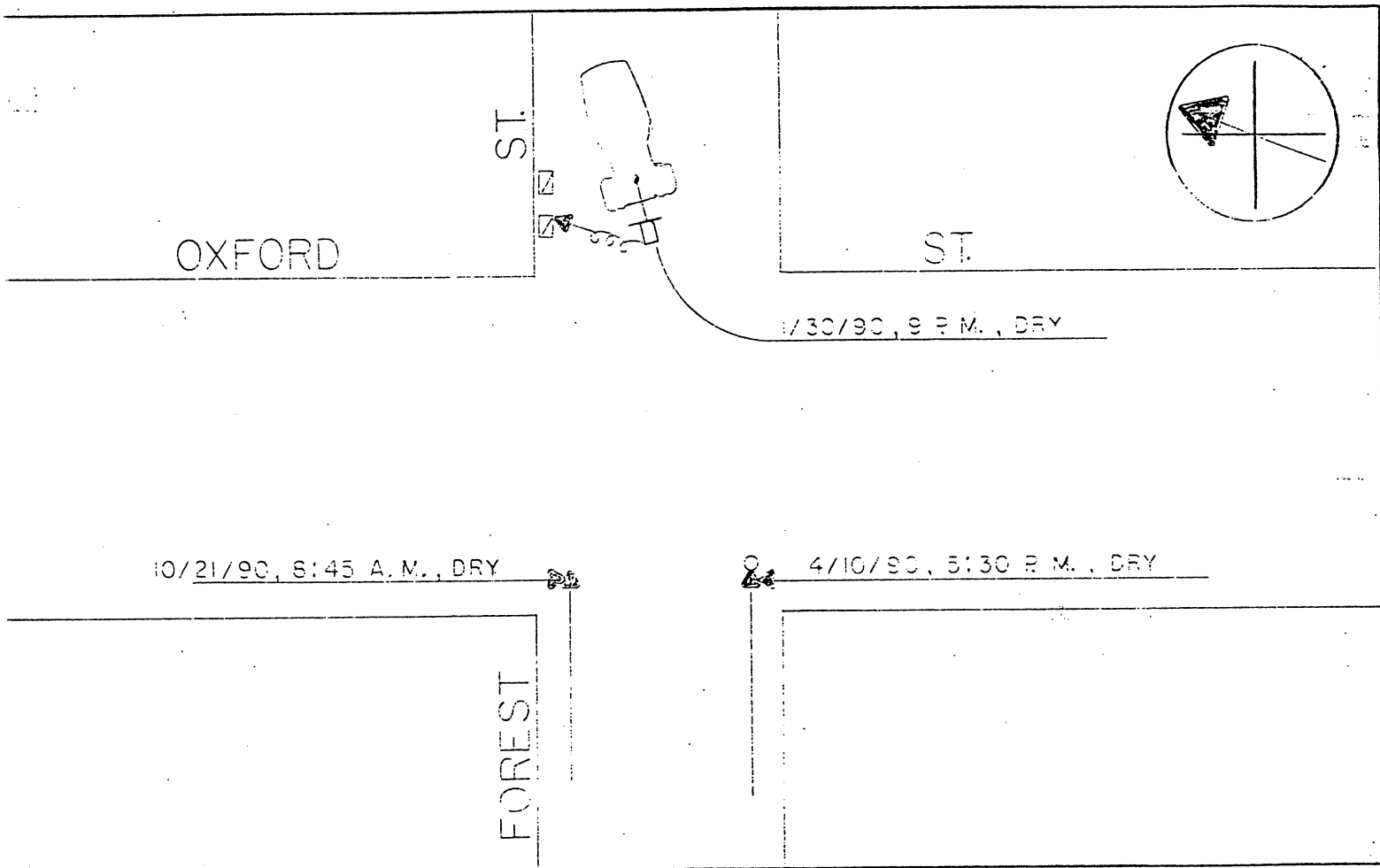
Time & Date	cars							# route # x 30 etc TRUCKS							Poles/rails				bikes			
	↖	↑	↗	←	→	↓	↙	↖	↑	↗	←	→	↓	↙	1	2	3	4	1	2	3	4
1/28/87	662 (left lane 4hr) 433							14														
7 ³⁰ -7 ⁴⁵	14	12	6	4	5	21	12	3/1x	0/0	0/0	0/0	0/0	1/0	0/0	0	6	2	5	1	1	1	11
7 ⁴⁵ -8 ⁰⁰	13	11	2	4	4	34	19	0/0	2/0	0/0	0/0	0/0	3/0	0/0	1	6	1	13	0	1	0	7
8 ⁰⁰ -8 ¹⁵	20	22	9	16	3	32	8	3/3B	1/0	0/0	0/0	0/0	0/0	0/0	3	11	3	12	3	0	0	16
8 ¹⁵ -8 ³⁰	11	12	7	14	3	43	14	0/0	1/0	0/0	1/0	2/0	1/3B	1/0	0	7	1	12	1	2	0	9
8 ³⁰ -8 ⁴⁵	28	9	14	16	6	39	20	0/0	1/0	0/0	0/0	0/0	0/0	0/0	1	16	0	16	1	1	0	12
8 ⁴⁵ -9 ⁰⁰	43	24	23	20	9	44	20	0/1x	0/0	0/0	0/0	0/0	0/0	1/0	4	23	2	16	2	1	0	18
9 ⁰⁰ -9 ¹⁵	30	26	12	13	3	46	21	2/0	3/1x	1/0	0/0	0/0	1/0	2/0	1	4	1	16	1	0	1	16
9 ¹⁵ -9 ³⁰	19	26	5	20	5	29	10	1/0	1/0	1/0	0/0	0/0	0/1x	0/0	1	16	0	17	1	3	0	8
10/1/87 4-4 ¹⁵	32	61	1	11	4	8	6	0/0	0/0	0/0	0/0	0/0	0/0	0/0	1	14	2	10	0	9	1	3
7 ¹⁵ -4 ³⁰	32	42	1	14	1	20	7	0/0	1/0	0/0	1/0	0/0	0/0	0/0	4	10	3	11	0	7	1	7
7 ³⁰ -4 ⁴⁵	38	68	1	7	5	16	7	1/0	0/0	0/0	0/0	0/0	0/0	0/0	3	7	1	6	0	8	2	4
4 ⁴⁵ -5 ⁰⁰	50	64	3	13	6	17	9	0/0	1/2B	0/0	0/0	0/0	0/0	0/0	3	14	2	7	0	13	0	3
5 ⁰⁰ -5 ¹⁵	63	80	5	17	3	23	9	0/0	0/0	0/0	0/0	0/0	1/0	0/3B	5	16	1	10	0	14	1	0
5 ¹⁵ -5 ³⁰	45	61	4	17	5	19	14	0/0	1/1-5x	0/0	0/0	0/0	0/0	0/0	0	14	2	13	0	14	3	3
5 ³⁰ -5 ⁴⁵	58	66	2	12	3	16	8	0/0	0/0	0/0	0/0	0/0	0/0	0/0	3	15	2	13	0	15	1	4
5 ⁴⁵ -6 ⁰⁰	48	72	6	17	5	21	12	0/0	0/0	0/0	0/0	0/0	0/0	0/0	2	14	0	9	0	13	1	3
10/20/87	BIKES																					
4-4 ¹⁵	2	6	0	0	0	3	1															
4 ¹⁵ -4 ³⁰	3	14	0	0	0	2	0															
4 ³⁰ -4 ⁴⁵	5	11	0	0	0	6	0															
4 ⁴⁵ -5 ⁰⁰	2	7	0	1	0	2	0															
5 ⁰⁰ -5 ¹⁵	8	7	1	0	2	6	0															
5 ¹⁵ -5 ³⁰	1	20	1	1	1	3	0	2B														
5 ³⁰ -5 ⁴⁵	4	11	0	2	0	6	0	1B														
5 ⁴⁵ -6 ⁰⁰	4	17	1	2	0	5	2	1B														
1/22/87 7 ³⁰ -7 ⁴⁵	1	1	0	0	0	6	0															
7 ⁴⁵ -8 ⁰⁰	0	1	2	1	0	8	0															
8 ⁰⁰ -8 ¹⁵	0	1	1	0	0	7	1															
8 ¹⁵ -8 ³⁰	1	1	0	0	0	21	0															
8 ³⁰ -8 ⁴⁵	0	0	1	1	0	11	1															
8 ⁴⁵ -9 ⁰⁰	0	2	1	1	1	22	0															
9 ⁰⁰ -9 ¹⁵	1	1	4	0	0	12	0															
9 ¹⁵ -9 ³⁰	0	0	2	0	0	14	0															

APPENDIX C

CITY OF CAMBRIDGE

COLLISION DIAGRAM

Location FOREST ST. & OXFORD ST. Number of Accidents 3
 From 1/1/90 To 12/31/90 Date 3/6/91
 Data Obtained From CAMBRIDGE POLICE DEPT. By E. J.



Legend	Accident Summary									
	By Types					By Years				
	Type	Fatal	Inj.	Prop. Damage	Total	Year	M.V. M.V.	M.V. Ped.	Other	Total
▶▶▶ Moving Motor Vehicle	Head On					90	3			3
▶ Pedestrian	Side Swipe									
◻ Parked Vehicle	M.V. Ped.									
◻ Fixed Object	Fixed Object									
▶▶▶ Fatal Accident	Right Angle		1	1	2					
▶▶ Personal Injury	Others			1	1					
▶▶ Property Damage	Total		1	2	3		3			3
▶▶▶ Trolley										
▶▶ Out of Control										
▶▶ Rear End										
▶▶ Right Angle										

Date 3/6/91 Compiled By E. J.

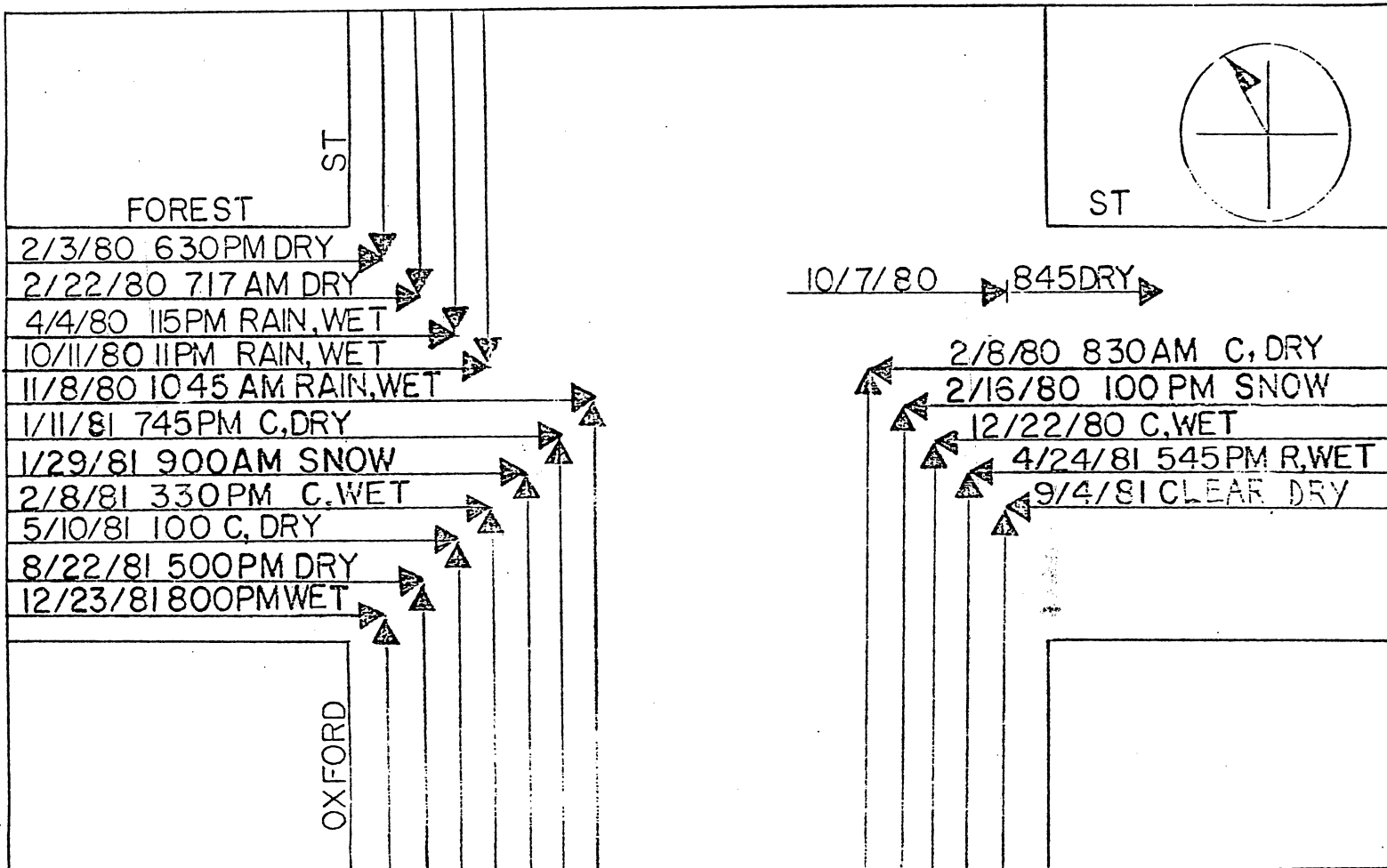
CITY OF CAMBRIDGE

COLLISION DIAGRAM

Location OXFORD ST. AT FOREST ST Number of Accidents 17

From JAN 1980 To DEC 1981 Date NOV 1, 1982

Data Obtained From CAMBRIDGE POLICE DEPT By M. A. MEHIEDDIN



Legend	Accident Summary									
	By Types					By Years				
	Type	Fatal	Inj.	Prop. Damage	Total	Year	M.V. M.V.	M.V. Ped.	Other	Total
← Moving Motor Vehicle										
▲ Pedestrian										
☐ Parked Vehicle										
☐ Fixed Object										
→ Fatal Accident										
→ Personal Injury										
→ Property Damage										
← Trolley										
→ Out of Control										
← Rear End										
→ Right Angle										
	Total			17	17		17			17

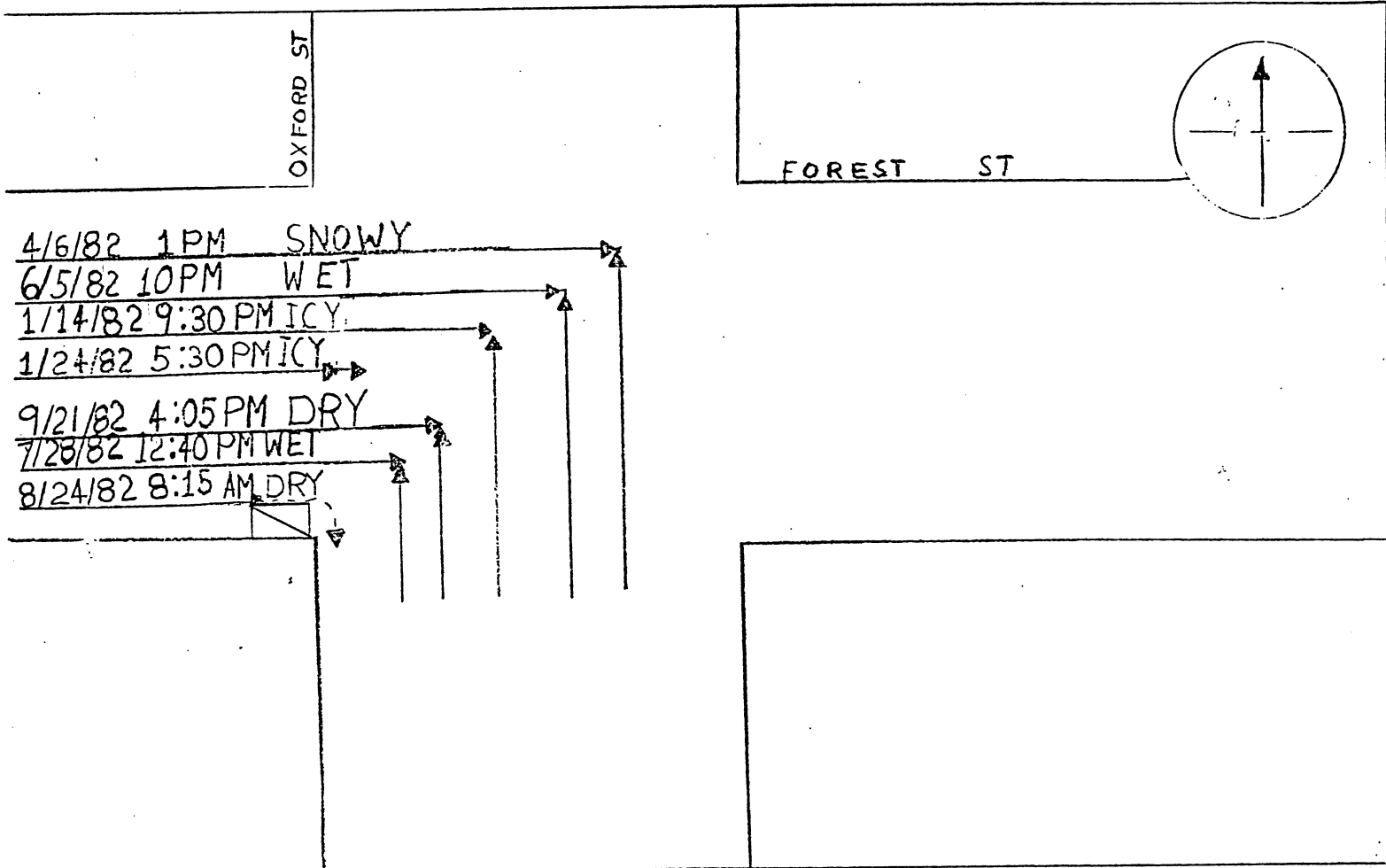
Date 11/2/82

Compiled By M. A. MEHIEDDIN

CITY OF CAMBRIDGE

COLLISION DIAGRAM

Location OX For D - Forest Number of Accidents 7
 From 1/82 To 12/82 Date 2/2/82
 Data Obtained From Cambridge Police Dept. By Esposito - GORE



Legend

- ← Moving Motor Vehicle
- ▲ Pedestrian
- ☐ Parked Vehicle
- Fixed Object
- ⊗ Fatal Accident
- ⊗ Personal Injury
- ⊗ Property Damage
- ← Trolley
- ⊗ Out of Control
- ⊗ Rear End
- ⊗ Right Angle

Accident Summary

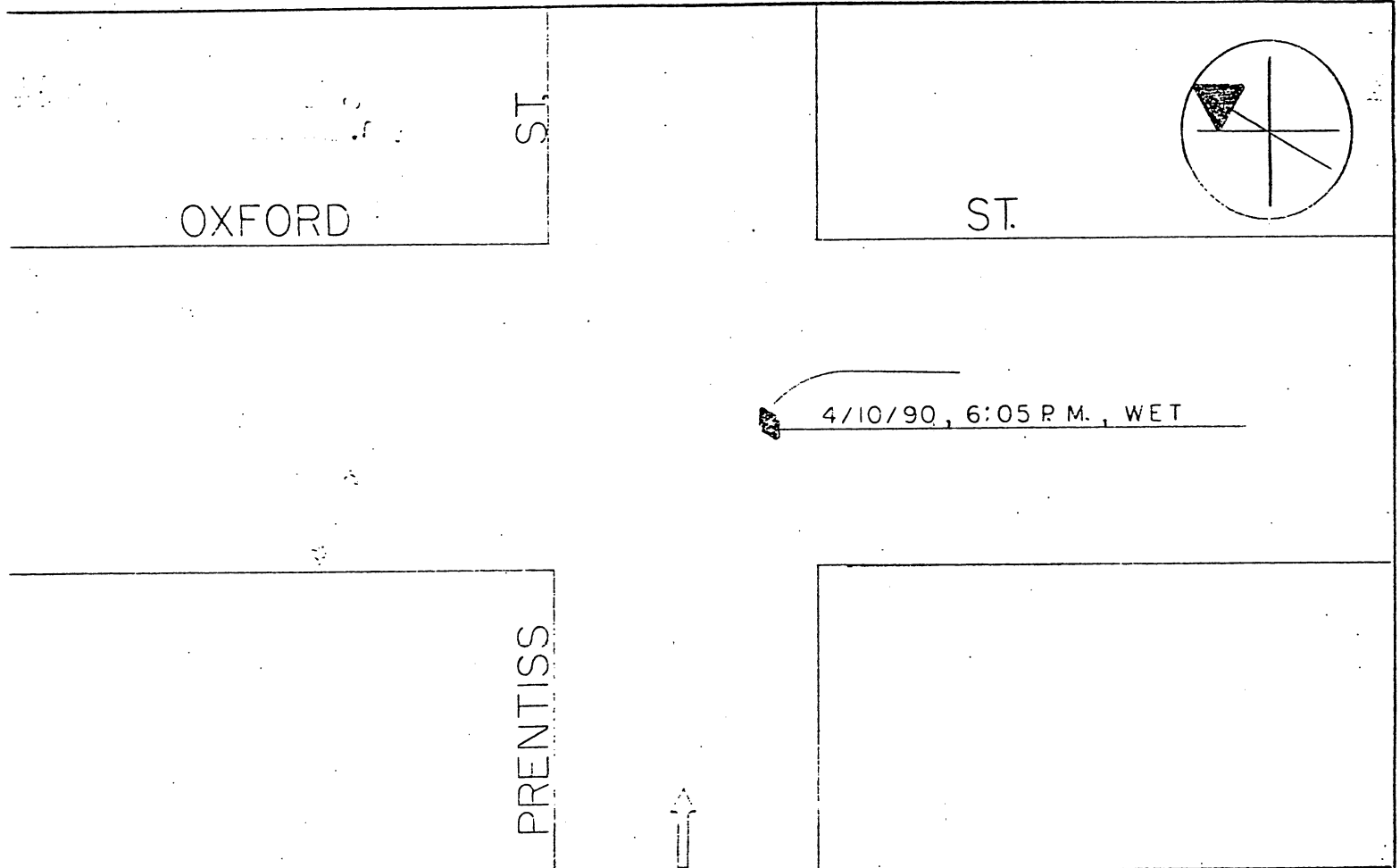
Type	By Types				By Years				
	Fatal	Inj.	Prop. Damage	Total	Year	M.V. M.V.	M.V. Ped.	Other	Total
Head On					82	6		1	7
Side Swipe				1					
M.V. Ped.									
Fixed Object									
Right Angle		1		5					
Others				1					
Total				7					

Date 2/3/83 Compiled By Esposito

CITY OF CAMBRIDGE

COLLISION DIAGRAM

Location OXFORD ST. & PRENTISS ST. Number of Accidents 1
 From 1/1/90 To 12/31/90 Date 3/8/91
 Data Obtained From CAMBRIDGE POLICE DEPT. By E. J.



Legend	Accident Summary									
	By Types					By Years				
	Type	Fatal	Inj.	Prop. Damage	Total	Year	M.V. M.V.	M.V. Ped.	Other	Total
← Moving Motor Vehicle	Head On					90	1			1
▲ Pedestrian	Side Swipe									
☐ Parked Vehicle	M.V. Ped.									
☐ Fixed Object	Fixed Object									
⊗ Fatal Accident	Right Angle			1	1					
⊗ Personal Injury	Others									
⊗ Property Damage	Total			1	1		1			1
⊗ Trolley										
⊗ Out of Control										
⊗ Rear End										
⊗ Right Angle										

Date 3/8/91 Compiled By E. J.

COLLISION DIAGRAM

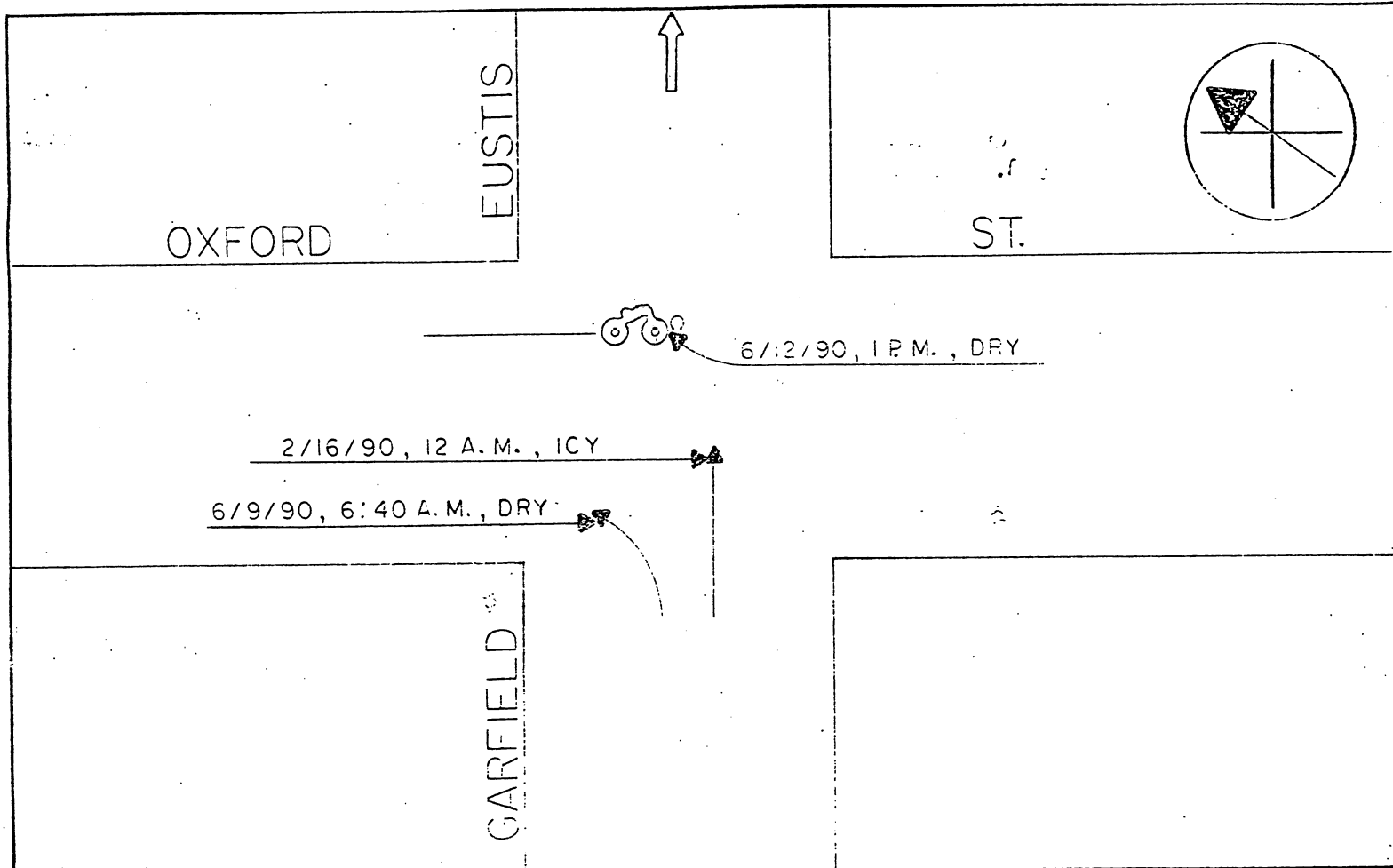
GARFIELD ST

Location OXFORD ST. & EUSTIS ST.

Number of Accidents 3

From 1/1/90 To 12/31/90 Date 3/7/91

Data Obtained From CAMBRIDGE POLICE DEPT. By E. J.



Legend	Accident Summary									
	By Types				By Years					
	Type	Fatal	Inj.	Prop. Damage	Total	Year	M.V. M.V.	M.V. Ped.	Other	Total
Head On						90	2	1		3
Side Swipe										
M.V. Ped.			1		1					
Fixed Object										
Right Angle				2	2					
Others										
Total			1	2	3		2	1		3

Date 3/7/91 Compiled By E. J.

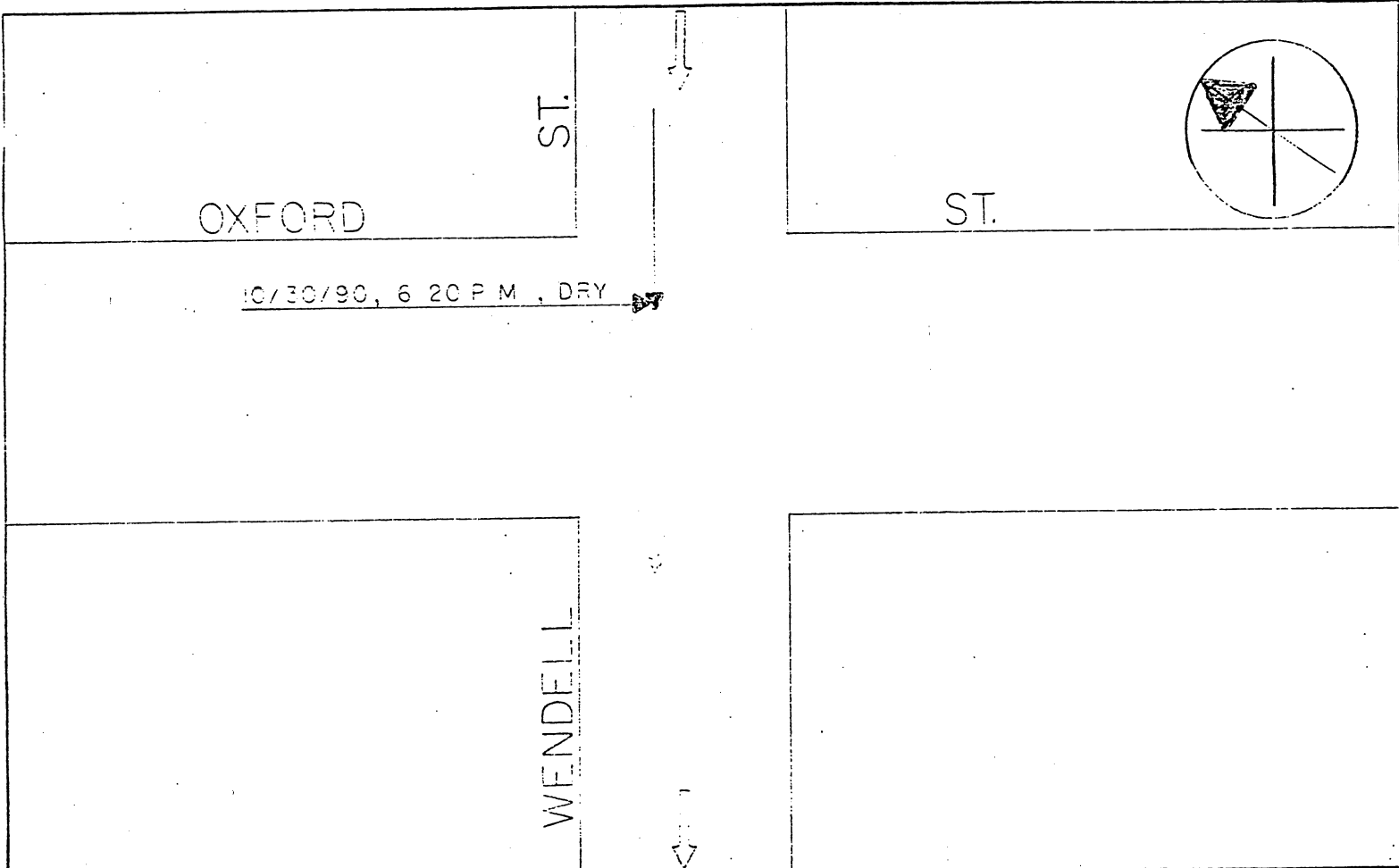
CITY OF CAMBRIDGE

COLLISION DIAGRAM

Location OXFORD ST. & WENDELL ST. Number of Accidents 1

From 1/1/90 To 12/31/90 Date 3/8/91

Data Obtained From CAMBRIDGE POLICE DEPT. By E. J.



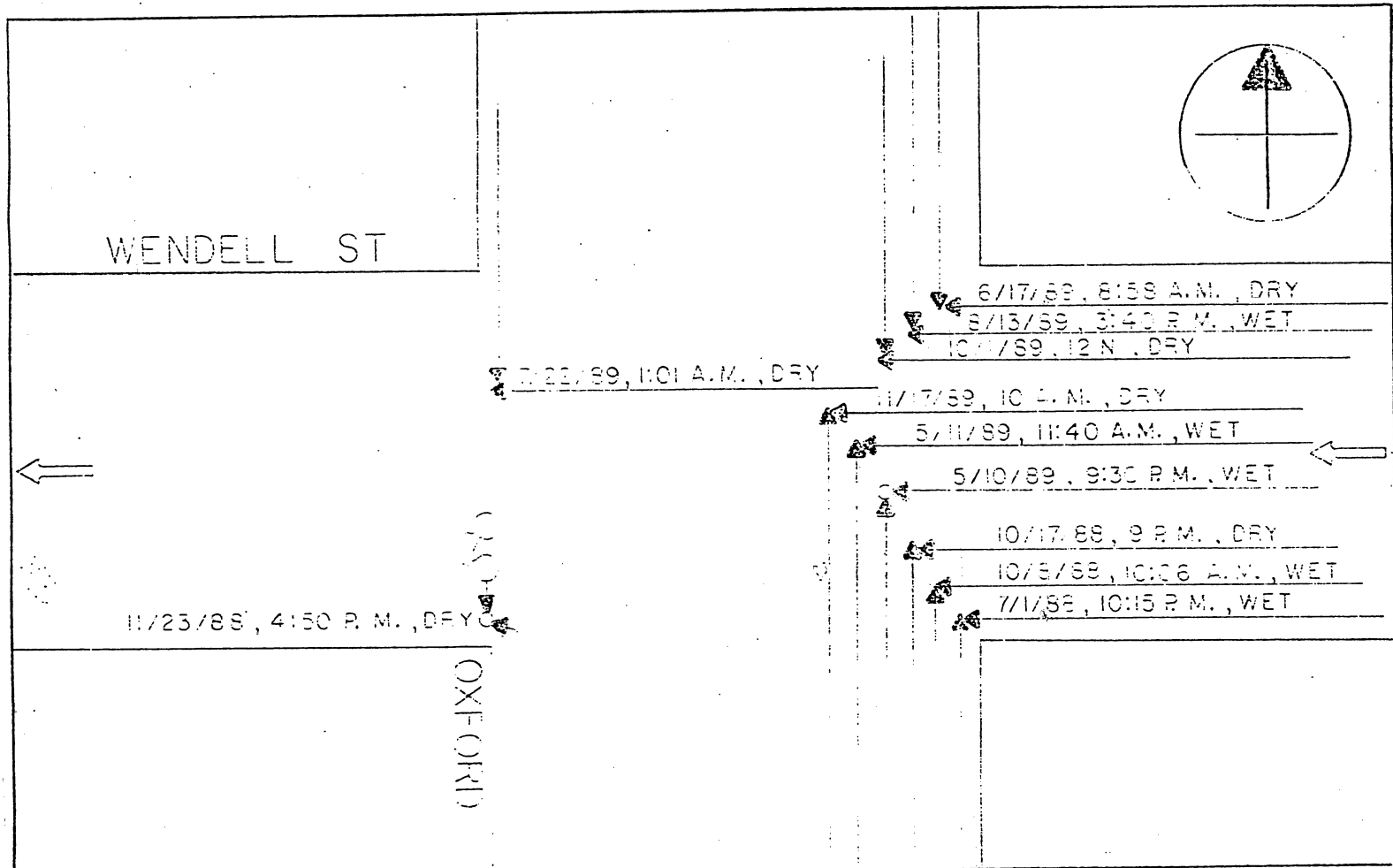
Legend	Accident Summary									
	By Types					By Years				
	Type	Fatal	Inj.	Prop. Damage	Total	Year	M.V. M.V.	M.V. Ped.	Other	Total
→ Moving Motor Vehicle	Head On					90	1			1
→ Pedestrian	Side Swipe									
☐ Parked Vehicle	M.V. Ped.									
☐ Fixed Object	Fixed Object									
→ Fatal Accident	Right Angle			1	1					
→ Personal Injury	Others									
→ Property Damage	Total			1	1		1			1
→ Trolley										
→ Out of Control										
→ Rear End										
→ Right Angle										

Date 3/8/91 Compiled By E. J.

CITY OF CAMBRIDGE

COLLISION DIAGRAM

Location OXFORD & WENDELL Number of Accidents 11
 From 5/1/88 To 5/1/90 Date 5/17/90
 Data Obtained From CAMBRIDGE POLICE DEPT By E.J.



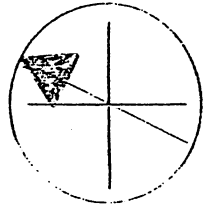
Legend	Accident Summary									
	By Types					By Years				
Type	Fatal	Inj.	Prop. Damage	Total	Year	M.V. M.V.	M.V. Ped.	Other	Total	
Head On					89	11				11
Side Swipe										
M.V. Ped.										
Fixed Object										
Right Angle		2	9	11						
Others										
Total		2	9	11		11				11

Date 5/21/90 Compiled By E.J.

CITY OF CAMBRIDGE

COLLISION DIAGRAM

Location OXFORD ST. & EVERETT ST. Number of Accidents 1
 From 1/1/90 To 12/31/90 Date 3/8/91
 Data Obtained From CAMBRIDGE POLICE DEPT. By E. J.



OXFORD ST.

07/27/90, S.A.M., WET

EVERETT

Legend

- ← Moving Motor Vehicle
- ▲ Pedestrian
- ◻ Parked Vehicle
- ◻ Fixed Object
- Fatal Accident
- Personal Injury
- Property Damage
- ← Trolley
- Out of Control
- Rear End
- Right Angle

Accident Summary

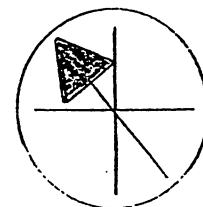
Type	By Types			Total	By Years					
	Fatal	Inj.	Prop. Damage		Year	M.V. M.V.	M.V. Ped.	Other	Total	
Head On					90	1				1
Slide Swipe										
M.V. Ped.										
Fixed Object										
Right Angle			1	1						
Others										
Total			1	1		1				1

Date 3/8/91 Compiled By E. J.

CITY OF CAMBRIDGE

COLLISION DIAGRAM

Location OXFORD ST. Number of Accidents 2
 From 1/1/90 To 2/5/91 Date 2/12/91
 Data Obtained From CAMBRIDGE POLICE DEPT. By E. J.



OXFORD ST.

9/20/90, 9:30 A.M., DRY

4/5/90, 8 A.M., DRY

69

12

Legend

- ← Moving Motor Vehicle
- ← - - - Pedestrian
- ◻ Parked Vehicle
- ◻ Fixed Object
- ⊗ Fatal Accident
- ⊗ Personal Injury
- ⊗ Property Damage
- ← Trolley
- ⊗ Out of Control
- ⊗ Rear End
- ⊗ Right Angle

Accident Summary

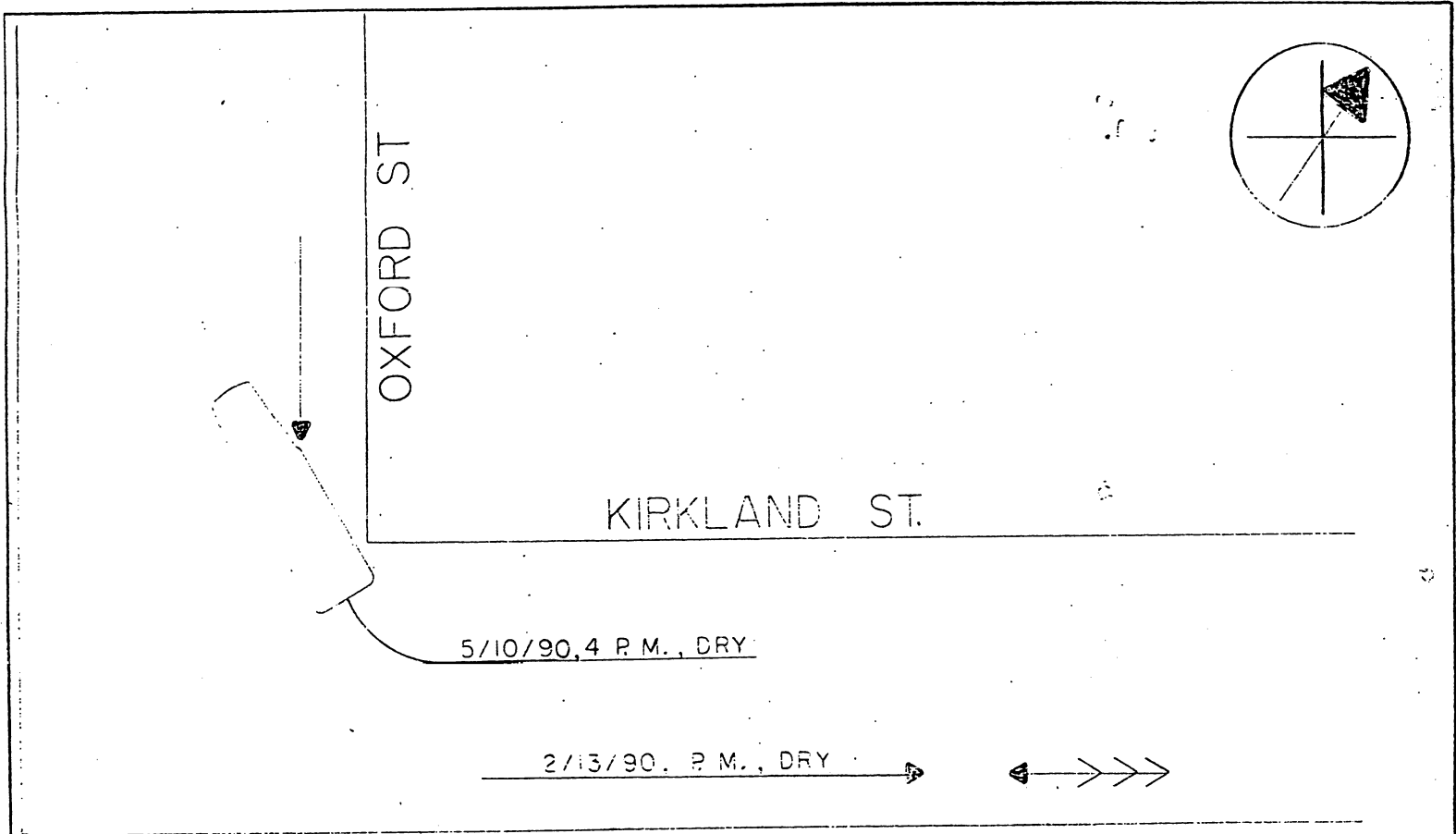
Type	By Types				By Years				
	Fatal	Inj.	Prop. Damage	Total	Year	M.V. M.V.	M.V. Ped.	Other	Total
Head On					90	1	1		2
Side Swipe									
M.V. Ped.		1		1					
Fixed Object									
Right Angle			1	1					
Others									
Total		1	1	2		1	1		2

Date 2/12/91 Compiled By E. J.

CITY OF CAMBRIDGE

COLLISION DIAGRAM

Location OXFORD ST. & KIRKLAND ST. Number of Accidents 2
 From 1/1/90 To 12/31/90 Date 3/7/91
 Data Obtained From CAMBRIDGE POLICE DEPT. By E. J.



Legend	Accident Summary									
	By Types				By Years					
	Type	Fatal	Inj.	Prop. Damage	Total	Year	M.V. M.V.	M.V. Ped.	Other	Total
← Moving Motor Vehicle						90	2			2
▲ Pedestrian										
▣ Parked Vehicle										
□ Fixed Object										
⊗ Fatal Accident										
⊘ Personal Injury										
⊙ Property Damage										
⇄ Trolley										
⊖ Out of Control										
⊕ Rear End										
⊙ Right Angle										
	Right Angle			1	1					
	Others			1	1					
	Total			2	2		2			2

Date 3/7/91 Compiled By E. J.



CITY OF CAMBRIDGE
CAMBRIDGE, MASSACHUSETTS 02139

TEL. 349-4300
FAX. 349-4307

EXECUTIVE DEPARTMENT
ROBERT W. HEALY
City Manager

RICHARD C. ROSSI
Deputy City Manager

March 18, 1991

To The Honorable, The City Council:

In reference to Awaiting Report Item Nos. 7 and 10, regarding traffic concerns on Oxford Street, please find attached a report received from Traffic & Parking Director George Teso, relative to this matter.

Very truly yours,

Robert W. Healy
City Manager

RWH/mev
attachment

Consent Agenda # 5 S 390

Awaiting Report Item # 7 and 10
regarding traffic concerns on Oxford
Street.

In City Council,

March 18, 1991

Placed on file.