



Public Safety & Transportation Committee Agenda

City of Newton In City Council

Wednesday, September 20, 2023

7:00 PM

The Public Safety & Transportation Committee will hold this meeting as a virtual meeting on Wednesday, September 20, 2023 at 7:00 pm. To view this meeting using Zoom use this link <https://newtonma-gov.zoom.us/j/84944398421> or call 1-646-558-8656 and use the following Meeting ID: 849 4439 8421

Items Scheduled for Discussion:

#271-23 Appeal of Traffic Council Decision TC30-23

COUNCILOR MALAKIE on behalf of Matthew Chao, 95 Columbia Avenue, appealing the approval of Traffic Council petition TC30-23 on July 13, 2023 for changes to the parking regulations on Columbia Avenue, in order to install bicycle accommodations. (Ward 8)

#270-23 Appeal of Traffic Council Decision TC35-23

ILIJJA JOVANOVIĆ, 131 Farwell Street, appealing the approval of Traffic Council petition TC35-23 on July 13, 2023 for prohibiting parking at all times along the following areas of Farwell Street: south and west side from a point 170 feet west of Farwell Circle to North Street (southerly intersection). (Ward 3)

Respectfully submitted,

Andreae Downs, Chair

The location of this meeting is accessible and reasonable accommodations will be provided to persons with disabilities who require assistance. If you need a reasonable accommodation, please contact the city of Newton's ADA Coordinator, Jini Fairley, at least two business days in advance of the meeting: jfairley@newtonma.gov or (617) 796-1253. The city's TTY/TDD direct line is: 617-796-1089. For the Telecommunications Relay Service (TRS), please dial 711.

#271-23

By wed
8/2

*Councilor
Malaki*

#

Appeal of Traffic Council Decision TC30-23

 JBO Matthew appealing the approval of Traffic Council
petition TC30-23 on July 13, 2023 for changes to the parking regulations on
Columbia Avenue, in order to install bicycle accommodations. (Ward 8)

7/28/23
4:51
pm

APPEAL OF TRAFFIC COUNCIL DECISION
CITY OF NEWTON TRAFFIC COUNCIL, ROOM 105
1000 COMMONWEALTH AVENUE
NEWTON CENTRE, MA 02459

This form shall be completed by residents or a City Councilor who wish to appeal a Traffic Council decision. This form must be completed and filed with the City Clerk within twenty (20) calendar days of the Traffic Council vote. Requirements for signatures in the matter of appeals are described in Sec.19-33 and 19-34 of the Revised Ordinances of the City of Newton, 2007, as amended by Ordinance Z-12. The Appellant and other parties who may in the Council's judgment be substantially affected by such petition will be notified with the first date the petition will be discussed by the City Council. Note: There are additional appeal requirements for Resident Only Permit Areas; see Sec. 19-201 of the City of Newton Ordinances. If you have further questions, please call the Clerk of the City Council's Office at (617)796-1210.

Complete both sides and submit to the Clerk of the City Council's Office (PLEASE PRINT):

APPELLANT'S NAME: _____ SIGNATURE: Matthew Chao _____
 ADDRESS: _____ Unit # _____
 TELEPHONE (DAY): 617-965-1677 (EVENING): _____

Petition TC-30-23

Request to have this proposal be eliminated due to the extreme safety hazard for my guide dog and me. Please see attached.

11/16/09
Revised: 01/01/16

REQUIRED SIGNATURES (Please Print)

- ◆ Appeals for intersectional controls/regulations (traffic signals, stop signs, no turn on red, etc.) require a total of six (6) signatures (including appellant's) from owners or tenants whose building or lot of land is located within five-hundred (500) feet of the affected intersection (one signature per household or business).
- ◆ Appeals for parking restrictions, truck exclusions, speed limits, and all other traffic regulations must be signed by one (1) owner or tenant of at least half of the residential, commercial and/or non-profit units which abut the affected street or way, provided that in no event shall more than ten (10) signatures (including appellant's) be required (one signature per household or business).

To all concerned, this form which requires six signatures presents a significant hardship to both myself and my life partner, Margo Volterra, who uses a rollator to get around. I would need her help to get said signatures, as I am totally blind.

Because of our disabilities, I am requesting waiver for a reasonable accommodation of the requirement to get signatures.

NAME: _____ SIGNATURE: _____
 ADDRESS: _____ UNIT# _____
 TELEPHONE (DAY): _____ (EVENING): _____

NAME: _____ SIGNATURE: _____
 ADDRESS: _____ UNIT# _____
 TELEPHONE (DAY): _____ (EVENING): _____

NAME: _____ SIGNATURE: _____
 ADDRESS: _____ UNIT# _____
 TELEPHONE (DAY): _____ (EVENING): _____

Matthew Chao
95 Columbia Avenue
Newton, MA 02461
(617)965-1677
Email: mattchao@verizon.net
July 25, 2023

To All Concerned:

I am writing this letter as both a supplement to the appeal concerning TC30-23, and to put the City of Newton on notice that I consider this proposal to be unsafe and presenting a safety risk to my Seeing Eye dog and me.

As per the Zoom session of July 13, 2023, I expressed my concerns regarding the painting of two-way bike lanes on the south side of Columbia Avenue for the following reasons:

1. I am totally blind and use a Seeing Eye dog to travel. When I take her out for relief purposes, I take her to the end of my driveway or the nearest curb where she “does her business” in the street. While my portion of Columbia Avenue is technically one-way going westbound, in fact, cars often travel the wrong way down this street (eastbound) towards Winchester Street. If there are parked vehicles on the north (my side) of the street, this will narrow the actual usable space of the street. Should there be two-way traffic (which is illegal), this available space will become compressed, with cars coming closer to my side of the street, creating a safety risk for my dog and me.
2. Should the bike lanes be installed, and in the event that bikes and cars are traveling in both directions in this area at the same time, the available space will be even more limited than it already is as I described above. While one of the Council members said that the chances of this scenario happening are “rare,” it is not “rare” if you have been struck by a bike or car (which has happened to me on three occasions).
3. Compounding the space limitations is the fact that my portion of Columbia Avenue is downhill, thus increasing the risk of an accident, as most cyclists tend to take advantage of any downhill opportunity and will not slow down. This issue could become more of a concern when I cross Columbia Avenue; it won't matter whether I'm going north or south; the potential for an accident involving either a vehicle/pedestrian or bike/pedestrian is very real. An encounter with a bicycle is especially dangerous, as they tend to be silent, and by the time I notice one, it's too late. Furthermore, even if I knew something was coming, I cannot turn around and go back to where I started the crossing because doing so would interfere with my dog's training.



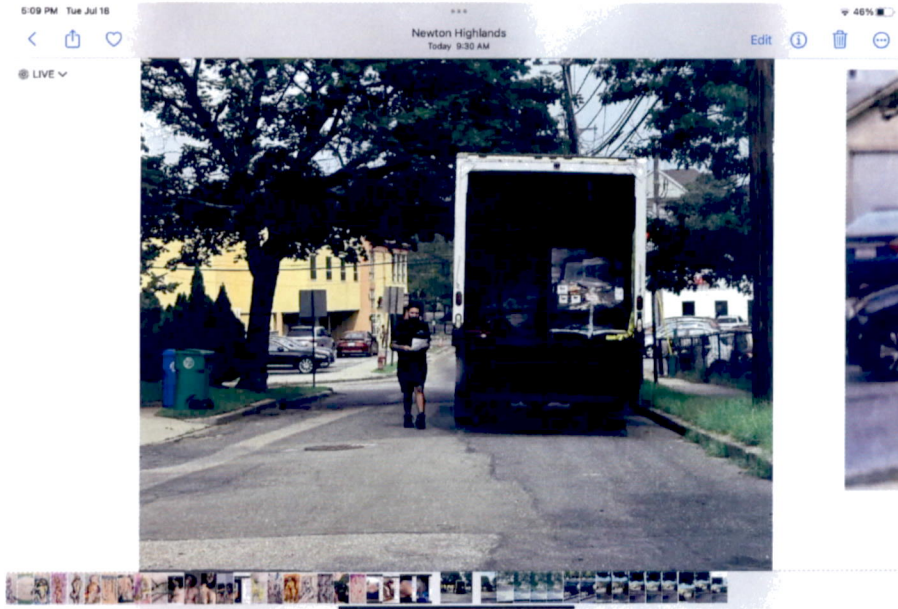
4. It was mentioned that "parents would accompany students to school". How many of them really will follow the "rules of the road" including their children? Can we realistically assume that all children biking to the Countryside School will be escorted by their parents? Will there be any consequences for children who bike to school without parental escort?

Finally, I am formally putting the City of Newton and its officers on notice that I consider the proposal as written, to be unsafe and that such a proposal creates a safety hazard for not just myself, but for other pedestrians facing a similar situation where they walk or reside. I have spoken with the staff at The Seeing Eye regarding my safety concerns. I would strongly recommend that this proposal be reviewed, not from the bicycle perspective, but rather from the perspective of the pedestrian and those who are otherwise mobility impaired and vulnerable to bike and vehicular traffic.

Respectfully,



Matthew Chao



Wrong way driver on Columbia Ave.

Delivery truck taking up half of Columbia Ave.



Car taking up all of Columbia Ave. while Passing me



Wrong way driver on Columbia Ave

Danielle Delaney

From: Nathan Phillips <nathan@bu.edu>
Sent: Friday, August 25, 2023 4:19 PM
To: Traffic Council
Subject: Comment on TC-30-23

[DO NOT OPEN links/attachments unless you are sure the content is safe.]

Dear PS&T Committee and Traffic Council,

I am writing to reiterate my support for TC-30-23, the mobility accommodations for all users, including school children, to safely walk, bike or roll to Countryside School along Columbia Avenue. I want to emphasize the following:

- People riding bikes include disabled persons. Newton residents who have trouble walking and want active transportation choices that include bikes or trikes should have safe accommodations.
- I am not aware of any mobility advocates who promote bike lanes on "every single side street". Columbia Avenue is a critical gap in a safe route to school, which motivates this proposal.
- Wrong-way cars are a completely unacceptable condition, most egregiously on a street with a blind resident, and tolerating such a dangerous condition by putting responsibility for addressing it on vulnerable road users makes an unacceptable condition worse. Instead of indirectly attempting to address this unsafe state of affairs by banning bikes, the City should be strictly enforcing the law for cars. Let's keep the focus on the actual root safety problem - illegal motorist behavior.
- The City has been commendable in responsive to resident concerns in the comments of David Koses and Captain Doucette on page 6 of the Traffic Council transcript. I would add further that, after an evaluation period of the new facility on Columbia Avenue, the City may consider complementing this change with aesthetically pleasing safety features like traffic-calming chicanes, and large planters bracketing and narrowing the traffic lane at the entryway to the one-way part.

As a member of the Bike Newton Steering Committee, I am committed to mobility equity for all users of our streets and sidewalks. By reducing our overwhelming community dependency on cars, we can make it safer and more convenient for our residents whose mobility truly necessitates car usage.

Thank you for your consideration of this comment.

Nathan Phillips
Charles Street
Auburndale

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Nathan Phillips
Department of Earth and Environment
Boston University
685 Commonwealth Avenue
Boston, MA 02215
617-353-2841
www.bu.edu/earth
[@nathanpboston](https://twitter.com/nathanpboston)

Please ask BU to reconsider its firearms investment policy.

www.bu.edu/today/2015/university-will-not-divest-from-firearms/

September 4, 2023

Dear Councilors,

Traffic Council approved unanimously TC30-23 (Columbia Avenue) and TC29-23 (Heatherland Road), both of which modify parking restrictions to install "bicycle accommodations". Both items were designed to make biking to/from Countryside Elementary School safer for school kids who live in the Avon at Needham St & Columbia Sts. Between High and Kenneth, a 150-ft one-way segment this would consist of a single contra-flow bike lane on the *south* side of Columbia Ave. The appellant, who is totally blind, lives between High and Kenneth on the *north* side of Columbia, (closer to High) and he is fearful for his safety that this contra-flow bike lane would bring him.

TC29-23 is not appealed, but TC30-23, the segment of this safety zone closest to the Avon residences, is appealed.

The appellant's appeal posits that TC30-23 favors the safety of kids who want to bike safely to/from school (along a contra-flow lane on the *south* side of Columbia) at the expense of a sightless person who has lived on the north side of Columbia between High and Kenneth. I bicycled to this location very recently and spent a good bit of time traveling end to end, stopping and observing, to "see" what the appellant fears this short contra-flow bike lane would do. I conclude that this proposed contra-flow bike lane would improve safety for *both* groups: the children and the appellant.

The appellant called out *current* illegal driver behavior (that is, motorists driving eastbound in the currently westbound only section). However, these two docket items taken as a whole, TC30-23 and TC29-23 will reduce illegal driver behavior (see below for an explanation of how this would be done). In so doing, it would additionally improve safety for *all* pedestrians who live in the area and want to walk along Heatherwood *and* along Columbia to/from the popular commercial area of Needham St, including the appellant. (The sidewalk on the south side, which he lives on, is continuous from Winchester to Needham St.)

TC30-23 includes removing parking on the north and south sides of Columbia from **Needham St. to Kenneth St.** Parking can easily be removed because both sides of that block consist only of commercial properties (i.e., no residences) which have their own substantial off-road parking lots. Bicycle sharrows would be painted on the road here. **From Kenneth St. to High St. then ending at Winchester St.,** TC30-23 also includes removing parking on the south side where a bike contra-flow lane is being proposed, and placing the parking on the north side. (Motor vehicles would all be facing west, or Needham St.) The appellant lives on the *north* side, which is one continuous block from Needham to Winchester, and that sidewalk is in good shape.)

Bike lanes are not *commonly* placed on neighborhood roads but they *can and may* be, and in many cases play a key role in reducing unsafe driver behavior. Such has been the case with the Commonwealth Avenue Carriage Road. For example, since the Bicycle Two-Way project was approved two years ago and subsequently "Bike Lane" signs -- such as those proposed with TC30-23 -- installed and bike lane striping painted one year ago, there has been a notably significant reduction in the number of non-local motorists on the roadway. And those who drive there proceed notably slower, sometimes almost at a crawl, and this includes delivery vehicles as well.

This proposed continuous bicycle lane -- the 619 ft of Columbia Ave from Needham St. to Winchester St., paired with the 1000 feet of Heatherland Road from Winchester St. to Andrew St.-- is a prime example of a segment of local road where the residents who live on or in the vicinity would significantly *benefit* from a visually noticeable striped bike lane. *What would that counter-flow lane look like?*

Through the intersection of High St and Columbia, almost directly across from the appellant's home, this plan would require the painting of a 4-inch double yellow line visually separating vehicular traffic from the bicycle contra-flow bike lane; the plan would require the paint a 4-inch white lane marker marking the outer limit of the contra-flow bicycle lane. Both types of lines are a core part of this plan; adding clear and hard to miss on-the-ground visual signals to drivers to remain within their legal lane limits and behave appropriately on this public road.

These are the same types of lane stripings through intersections that have been highly effective along the Carriage Road.

Additionally, taken *as a whole*, the area between Needham St. and Andrew St. currently is a mix of road widths. This road width variability invites erratic driver behavior. The ultra-wide intersection at Columbia & Upland, 84 feet diagonally from the NW corner to the SE corner, *invites* illegal and dangerous driver behavior in the midst of this residential neighborhood. The wider width of Heatherland between Winchester and Upland does the same. The approved (TC29-23) painting of a WB bicycle lane on the north side of the wider section of Heatherland between Winchester and Upland effectively separates vehicular traffic from the bike lane and thus reduces the permissible road width for motorists. In so doing, it effectively decreases a good deal of the illegal driver behavior that currently occurs in the middle of the Heatherland/ Upland intersection and behavior such as U-turns by commercial vehicles in the intersection, and motorists driving westbound down Heatherland -- *but in reverse -- in the eastbound lane.*

Envisioning and treating this east/west roadway from Needham St to Andrew Street *as one unified zone* via creating road sharrows and a visually distinctive and yellow and white striped counter-flow bicycle lane through the High and Columbia intersection, plus "Bike Lane" signs, provides both EB and SB drivers with *visible limits they must remain within.* TC30-23 is an essential component of this goal of safety, with sensitivity to the appellants' advocated needs for safety.

(It might even be worthy of discussion in the future to fund and paint the bike lane *through the intersection* of Winchester and Columbia/Heatherwood – an additional visual statement to drivers on Heatherwood who want to continue across Winchester to Columbia – to drive mindfully, with extreme awareness, and to respect all traffic laws. As noted earlier, there is precedent for this: The lane striping through the intersections done on the Commonwealth Ave Carriage Road (with additional signage) has significantly improved overall driver behavior, which reflects in greater safety for bicyclists and pedestrians, including those with disabilities, and Carriage Road abutters.

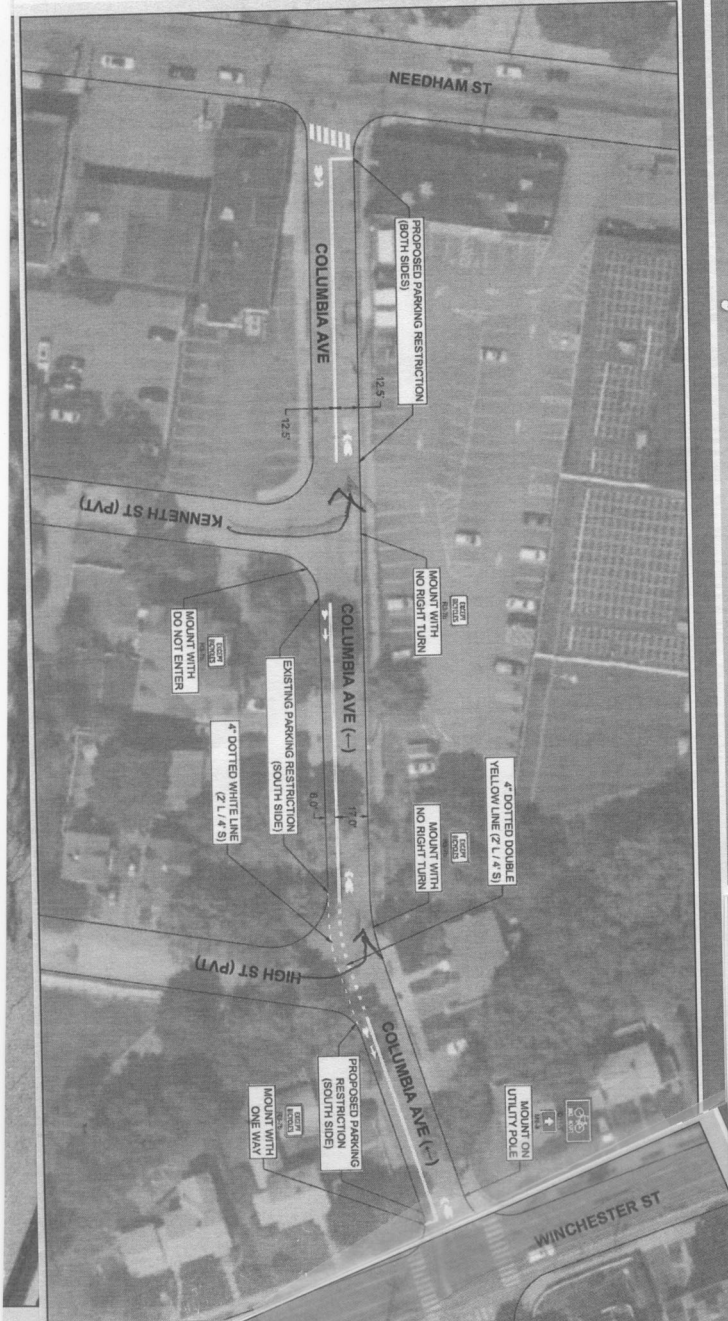
To conclude, the proposed contra-flow bicycle lane and the new and improved signage makes an important contribution to *everyone's* safety, and should address the appellant's fears without favoring one vulnerable group over another. The importance of approving the appealed TC30-23, along with the approved and not appealed TC20-23 cannot be understated.

Thank you.

Jane Hanser
40 Cedar Street

Concept Plan for Bicycle Accommodation & Contra-Flow Bicycle Lane on Columbia Avenue

TC30-23



Concept Plan for Contra-Flow Bicycle Lane on Heatherland Road

TC30-23

City Council

2022-2023

City of Newton



PUBLIC SAFETY & TRANSPORTATION COMMITTEE MEETING NOTICE

Dear Resident:

The Public Safety & Transportation Committee will hold this meeting as a virtual meeting on Wednesday, September 20, 2023 at 7:00 pm. To view this meeting using Zoom use this link <https://newtonma-gov.zoom.us/j/84944398421> or call 1-646-558-8656 and use the following Meeting ID: **849 4439 8421**

#271-23 Appeal of Traffic Council Decision TC30-23

COUNCILOR MALAKIE on behalf of Matthew Chao, 95 Columbia Avenue, appealing the approval of Traffic Council petition TC30-23 on July 13, 2023 for changes to the parking regulations on Columbia Avenue, in order to install bicycle accommodations. (Ward 8)

If you are unable to attend this meeting but would like to offer comments in writing for consideration, please forward your comments to the Office of the City Council, 1000 Commonwealth Avenue, Newton Centre, 02459 or e-mail to Danielle Delaney at ddelaney@newtonma.gov by Wednesday, September 13, 2023 reflecting docket item #271-23.

Sincerely,

Danielle Delaney
Committee Clerk
Public Safety & Transportation Committee

MARCHI JOHN S
90 NIMROD DR
CONCORD, MA 01742

BLACK WILLIAM & KIM JUNG
C/O NORTH AMERICAN BANK
3-5 COLUMBIA AVE NUF 1
NEWTON, MA 02464

GENOVESE MARIO A & CELIA
GENOVESE REALTY TRUST
61 ELIOT HILL RD
SOUTH NATICK, MA 01760

7-30-23
TC 29
#271-23
Signed appeal

GENOVESE MARIO A &
GENOVESE REALTY TRUST
61 ELIOT HILL RD
SO NATICK, MA 01760

D'AGOSTINO NANCY H &
26 COLUMBIA AVE UN 1
NEWTON UPR FLS, MA 02464

COLETTI PAUL EDWARD
COLETTI DOLORES A
34 COLUMBIA AVE
NEWTON UPR FLS, MA 02464

VANAMAN GLENN & KIMBERLY
22 COLUMBIA AVE
NEWTON, MA 02464

BYRNE MAUREEN J TR
16 COLUMBIA AVE TRUST
16 CINCOTTA LN
BERWICK, ME 03901

WHITNEY DEAN M
IRISH JULIA
8 COLUMBIA AVE
NEWTON, MA 02464

SWEENEY STEVEN M & SUSAN
19 CHANDLER PL
NEWTON, MA 02464

RASOOL FAHEEN
SHAH-HOSSEINI NEDA
65 COLUMBIA AVE NUF
NEWTON, MA 02459

CHAO MATTHEW
95 COLUMBIA AVE HGH
NEWTON, MA 02461

KATES MURRAY I TR
77 HEATHERLAND REAL
PO BOX 4
SPRINGTOWN, PA 18081

ROBBINS LYNNE WHITE TR
LYNNE WHITE-ROBBINS TRUST
71 HEATHERLAND RD
NEWTON, MA 02459

DANILOV ROMAN V
SHAPIRO IRINA M
183 WINCHESTER ST
NEWTON, MA 02461

CREATIVE BOOKFAIR LLC
2 CENTRAL ST STE 100
FRAMINGHAM, MA 01701

SUMMERFIELD MARTIN A
25 WEST WOODS CIRCLE
YARMOUTH PORT, MA 02675

CTO NEEDHAM LLC
100 NEEDHAM ST
NEWTON, MA 02464

HOSMER KEVIN & MICHELE
104 COLUMBIA AVE
NEWTON, MA 02461

SKINNER JOHN DAVID
9 HIGH ST
NEWTON, MA 02461

JEN SHIAW JUANG
8 KENNETH ST UN 8
NEWTON, MA 02461

GRUPIN YAROSLAV & MARINA
122 COLUMBIA AVE UN 122
NEWTON, MA 02461

122 COLUMBIA AVE
8 KENNETH ST CONDOMINIUM
8 KENNETH ST & COLUMBIA AVE
NEWTON, MA 02461

GUYETSKY DINA & VIKTOR
193 WINCHESTER ST
NEWTON, MA 02464

LEI CHAOLI
LIU ZHIGANG
194 WINCHESTER ST
NEWTON, MA 02461

CHEN TONGSHENG
QIAN QINFANG
72 HEATHERLAND RD
NEWTON, MA 02461

Danielle Delaney

From: Carol Moore
Sent: Thursday, June 15, 2023 10:30 AM
To: Danielle Delaney
Cc: Cassidy Flynn
Subject: FW: Docket system

Hi Danielle,

See the two new docket items from Councilor Kalis for this docket. Please cc David Koses so he knows about them.

Thank you,
Carol

From: David Kalis <dkalis24@gmail.com>
Sent: Thursday, June 15, 2023 10:25 AM
To: Carol Moore <cmoore@newtonma.gov>
Cc: Andreae Downs <adowns@newtonma.gov>
Subject: Re: Docket system

[DO NOT OPEN links/attachments unless you are sure the content is safe.]

Thanks so much. These are the two items and they need to be routed to Danielle Delaney with a copy to David Koses for traffic council.

- COUNCILOR DOWNS AND KALIS, requesting to change the parking regulations on Columbia Avenue, in order to install bicycle accommodations. (Ward 8)
- COUNCILOR DOWNS AND KALIS, requesting to change the parking regulations on the block of Heatherland between Upland Avenue and Winchester Street, in order to install bicycle accommodations. (Ward 8)

David Kalis
Newton City Councilor, Ward 8
617-504-3301

On Jun 15, 2023, at 10:20 AM, Carol Moore <cmoore@newtonma.gov> wrote:

Hi David,

It is very close to roll out, but not yet.

You can email me your docket request and let me know if you'd like me to see if others want to sign on.

Thank you,

CITY OF NEWTON

IN CITY COUNCIL

TRAFFIC COUNCIL REPORT

THURSDAY, JULY 13, 2023

Voting Members Present: Captain Doucette, (Police), Councilor Downs, Mitchell Fischman (resident), David Koses (DPW) and Isaac Prizant (DPW)

Also Present: Councilors Kalis, Leary, Greenberg, Malakie, Lucas; Jeremy Freudberg, Alternate Resident Traffic Council Member and Jini Fairley, ADA Coordinator

Mr. Koses provided a PowerPoint presentation, attached.

For more information regarding this meeting, a video recording can be found at the following link: https://www.youtube.com/watch?v=YYKMR_QRU68

TC30-23 COUNCILOR DOWNS AND KALIS, requesting to change the parking regulations on Columbia Avenue, in order to install bicycle accommodations. (Ward 8) [06/15/23 @ 10:30 AM]

ACTION: **APPROVED 5-0. Approved the language of TPR 888. TPR 888 changes the parking regulations on Columbia Avenue, in order to install bicycle accommodations. This item may be appealed through the close of business August 2, 2023.**

NOTE: TC30-23 and TC29-23 were discussed together. Please refer to TC29-23 for discussion on these items.

Without further discussion, Councilor Downs made a motion to approve. Council members agreed 5-0. Mr. Koses stated that this item may be appealed through the close of business on August 2, 2023.

TC29-23 COUNCILOR DOWNS AND KALIS, requesting to change the parking regulations on the block of Heatherland between Upland Avenue and Winchester Street, in order to install bicycle accommodations. (Ward 8) [06/15/23 @ 10:30 AM]

ACTION: **APPROVED 5-0. Approved the language of TPR 889. TPR 889 changes the parking regulations on the block of Heatherland between Upland Avenue and Winchester Street, in order to install bicycle accommodations. This item may be appealed through the close of business August 2, 2023.**

NOTE: TC30-23 and TC29-23 were discussed together.

TC30-23 Columbia Avenue

The docket item refers to the first three blocks between Winchester Street and Needham Street. The first block allows two-way traffic. Further, the street changes to one-way traffic towards Needham Street.

The bicycle accommodation concept plan intends to improve bicycle safety traveling from Needham Street with new bicycle lanes and accommodations. Students and others would be officially allowed to bicycle straight down Columbia Avenue and Heatherland Road from Avalon Bay and areas on Needham Street towards the Countryside School.

As shown on the concept plan, sharrows or bicycle markings would be painted along the first block of Columbia Avenue, in both directions on this two-way segment. Once past Kenneth Street, a contraflow bike lane would be painted on the south side. On the two-way portion and southern side, parking would be removed where the bicycle lane would be added. "No Right Turn" signs (except for bicycles) would be posted from Kenneth Street onto Columbia Avenue and from High Street onto Columbia Avenue. A stop sign (for bicycles) would be posted at the end of Columbia Avenue at Winchester Street.

It would be necessary for Traffic Council to make changes to the Traffic and Parking Regulations by changing the one-way street for vehicles, Columbia Avenue from Winchester Street to Kenneth except for non-motorized vehicles allowing the bicyclist to officially travel in the contraflow bike lane. A stop signs on Columbia Avenue at Winchester Street in the eastbound direction would be added. The TPR would also be modified on Columbia Avenue to prohibit parking on the south side on both sides between Needham Street and Kenneth Street, and on the south side between Winchester Street and Kenneth Street. There would be no changes to the parking restrictions on the north side of this block of Columbia Avenue.

TC29-23 Heatherland Road

The docket item refers to the one block of Heatherland Road to Andrew Street. The block of Heatherland Road is actually one-way in the opposite direction, eastbound.

As shown in the concept plan, a contraflow bike lane would be added in the westbound direction, allowing bicyclists to travel to Heatherland Road. A contraflow bike lane would be added to allow bicycles to continue on Heatherland Road. Traffic Council would vote to add a bike stop sign at the end of Heatherland Road for bicycles at Winchester Street.

It would be necessary for Traffic Council to make changes to the Traffic and Parking Regulations by making it one-way except for non-motorized vehicles, adding the stop sign and changing the parking regulations to prohibit parking on the north side of one block of Heatherland Road. Parking would continue to be allowed on the south side.

Mr. Koses stated that we have received four emails for these two items in support of making these changes and one email opposed, on file.

Public Comment:

A resident stated that he is opposed to the bike lane as recommended for a number of reasons. He stated that he is totally blind and uses a guide dog. The problem with the proposed lane is that there is a hill going downhill towards Winchester Street. He is concerned even though the bike lane would be painted on the south side of Colombia Avenue, there could be situations where there is lots of traffic traveling both ways. Cars actually travel the wrong way on the one-way section of Columbia Avenue, virtually making it a two way street. If cars are parked on the north side, that's going to compress the cars and the bikes. He also stated that he has never seen kids traveling on Colombia Avenue towards Winchester Street, and he thinks that it is difficult to believe that parents would escort their kids every day from Avalon Bay to school. Bicyclists will travel faster when traveling downhill. He thinks that bicyclists will not obey the rules. A bike lane will increase risk for pedestrians, disabled and impaired people.

Mr. Koses stated that there is no recommendation to change the one-way section of Columbia Avenue into a two-way street. People who ignore the posted signage may receive a moving violation.

A resident stated that he supports what Traffic Council can do to make it safer for children to bike to school. Some children and parents are nervous about bicycling on larger roads. This is a smaller road and therefore a good route.

Captain Doucette suggested adding a "One-Way" sign above the "Do Not Enter" sign, to make it clearer to motorists not to head down Columbia Avenue in the wrong direction.

Mr. Koses suggested adding a second "Do Not Enter" sign on the opposite side of the road.

Ms. Fairley stated she thought the principle of bike lanes was not to install them on small or quiet streets, and to not add bike lanes on every single side street. In this case, it's detrimental to one of the residents. Bikes are traveling both ways. If there's no enforcement of cars traveling the wrong way, there won't be any enforcement of a bicyclist traveling the wrong way. She stated that she fails to see the need to move cars over and to eliminate parking. She stated that she can't understand why we need to do this on this particular street where there's a resident with a disability. Disabled people live in fear of crossing bike lanes, or bike crossing pedestrians. In general, Ms. Fairley asked whether Traffic Council approves of bike lanes on small streets. She asked again why this street was chosen, and reiterated that she is opposed to installing a bike lane on this street.

Mr. Prizant stated that when school was in session, he did a walkthrough with people supporting these bike lanes and was surprised with the number of children already biking through this area. It's a matter of what the City can do to make it easier to bicycle, and to make changes to try to increase the number of bicyclists. He stated that it is realistic to expect additional bicyclists on Needham Street, once construction is completed. He reiterated that drivers must be made aware that bicycles have space in the roadway. These changes help to raise driver awareness. Street striping will be much more effective than just simply adding signage.

Ms. Fairley stated that bikes and pedestrians are supposed to be able to have some preference if there are sidewalks or if there are no sidewalks. If a bike lane is painted, cars would move closer to where the blind resident resides. She reiterated that she feels that this small neighborhood street does not need a bike lane, contraflow or otherwise. She stated that this is not just an opinion, but there is a big bicycle lobby and a very small residents-with-disabilities voice in this case. She stated that she hopes that Traffic Council will consider that every street in Newton does not have to have a bike lane. She stated that removing parking isn't necessary, but improving signage is necessary.

Councilor Downs stated that, as one of the docketers, there are a few bicyclists who take that route, and the city does not want to encourage illegal behavior. She stated that it is a very short stretch from Avalon Bay to Countryside School and once past Winchester Street, riders are basically home free. She noted that the proposal is to remove parking on the south side of the street for the contraflow lane, whereas the resident with a visual disability lives on the north side of the street. She stated that this route is not just a straight shot between Needham Street and the Countryside School, but it's a really logical way to travel to the Countryside School, and we want to make it as safe as possible for cyclists.

Councilor Kalis stated that he agrees with Councilor Downs and supports approving these requests. People are using Heatherland Road especially coming from Upland Road, Verndale Road and Winchester Street on the east side. Children are biking on their own and using Heatherland Road to go to the school. Families use Columbia Avenue when coming to the park because they have to cross there. In the long run with all the development we have on Needham Street, we're going to have more kids wanting to take both the shortest route, which is down Columbia Avenue, and they're going to go on to take the other route, which might be safer, because it has a traffic light. By adding the bicycle lanes now, we are preparing for the time when we have an influx of kids. Councilor Kalis stated that while the resident made some good points, he'd rather figure this out now, when the volume is light, and be ready for more children in the future. Bicyclists are already using this route, although illegally.

Mr. Freudberg stated that he agrees with Mr. Prizant. It helps to have things well defined and to keep people where they should be with defined lanes. He supports allowing two-way bike traffic, and he supports the striping plan as presented.

Mr. Prizant added that on the Columbia Avenue section, assuming we pick a very sort of standard width of bike lane of six feet, 17 feet still remains, which he considers to be fairly wide, especially on a one-way street.

Ms. Fairley stated that Columbia Avenue shouldn't have had parking on one side because it's 23 feet wide. She stated that she is concerned about two cars coming down Columbia Avenue in the one-way section, and that the vehicles would need to move over. She stated that she was assured that parking would not be taken away and bike lanes would not be painted, and that sharrows would be used on small residential street. She suggested just adding a sign that states "bikes are allowed."

Mr. Fischman stated that this whole thoroughfare is pretty odd, with portions of one-way streets. There's a learning curve for bicyclists coming off Needham Street from Avalon Bay. He stated that better signage is key. He then suggested holding these items for a trial.

Councilor Kalis asked what a Traffic Council would mean, how long it would last, and how it would be evaluated. He wants to be as sensitive as we can based on the concerns we've heard.

Mr. Koses responded by stating that a lot of changes would be made regardless of whether the item is approved or if a trial is approved. In both cases, the concept plan would come to fruition. DPW crews would remove parking, add bicycle stop signs, symbols and paint the bike lanes. Traffic Council could approve a trial, but he didn't see the advantage. In both cases, if the concept was not successful, we would need to remove painted symbols and bike lanes and remove signs.

Mr. Koses briefly described the appeals process for items TC30-23 and TC29-23.

Without further discussion, Mr. Koses made a motion to approve. Council members agreed 5-0. Mr. Koses stated that this item may be appealed through the close of business on August 2, 2023.

Respectfully submitted,

David Koses, Transportation Coordinator
Traffic Council Chair

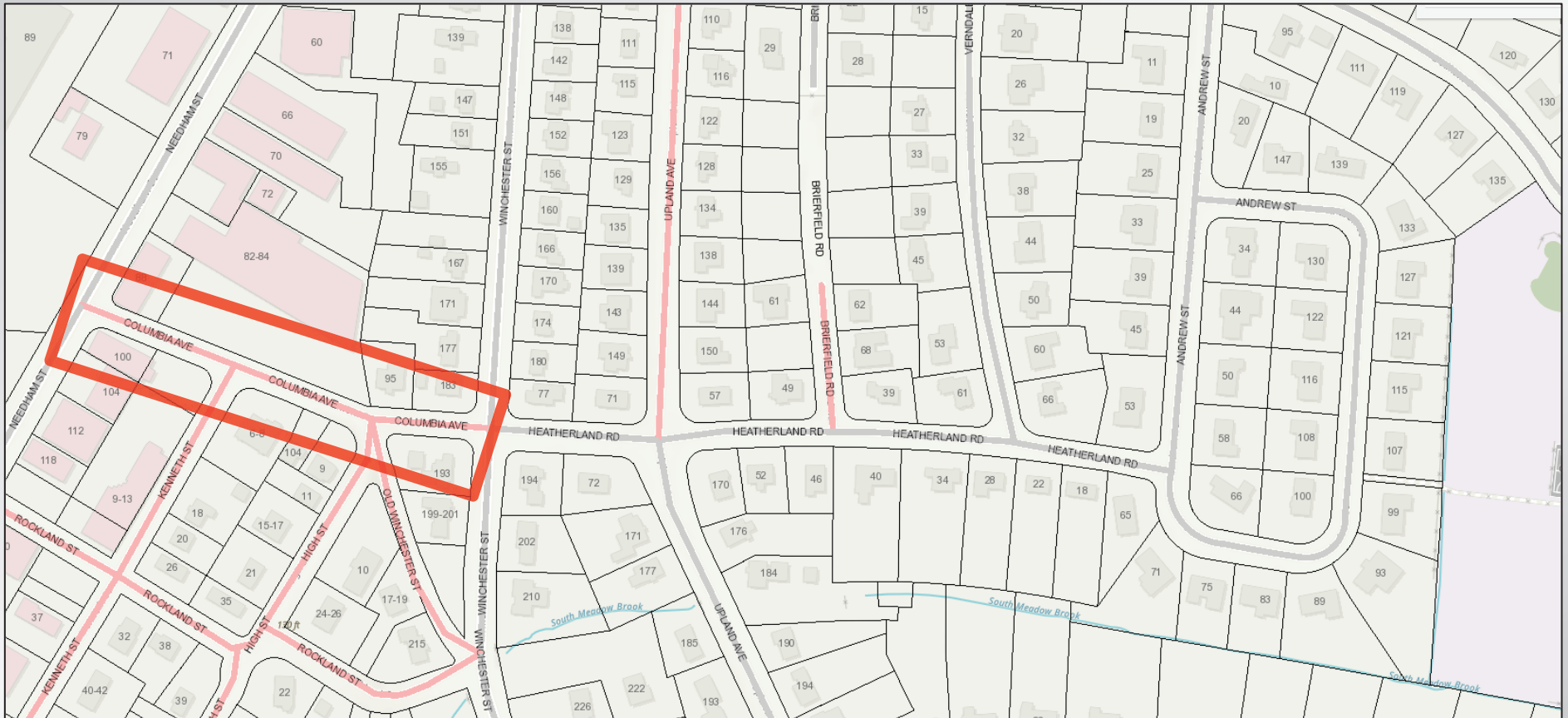
TC30-23

24

Request to change the parking regulations on Columbia Avenue,
in order to install bicycle accommodations

Location Map: Columbia Avenue

TC30-23



View of Columbia Avenue Looking East from Needham Street

TC30-23



View of Columbia Avenue Looking East From Kenneth Street

TC30-23



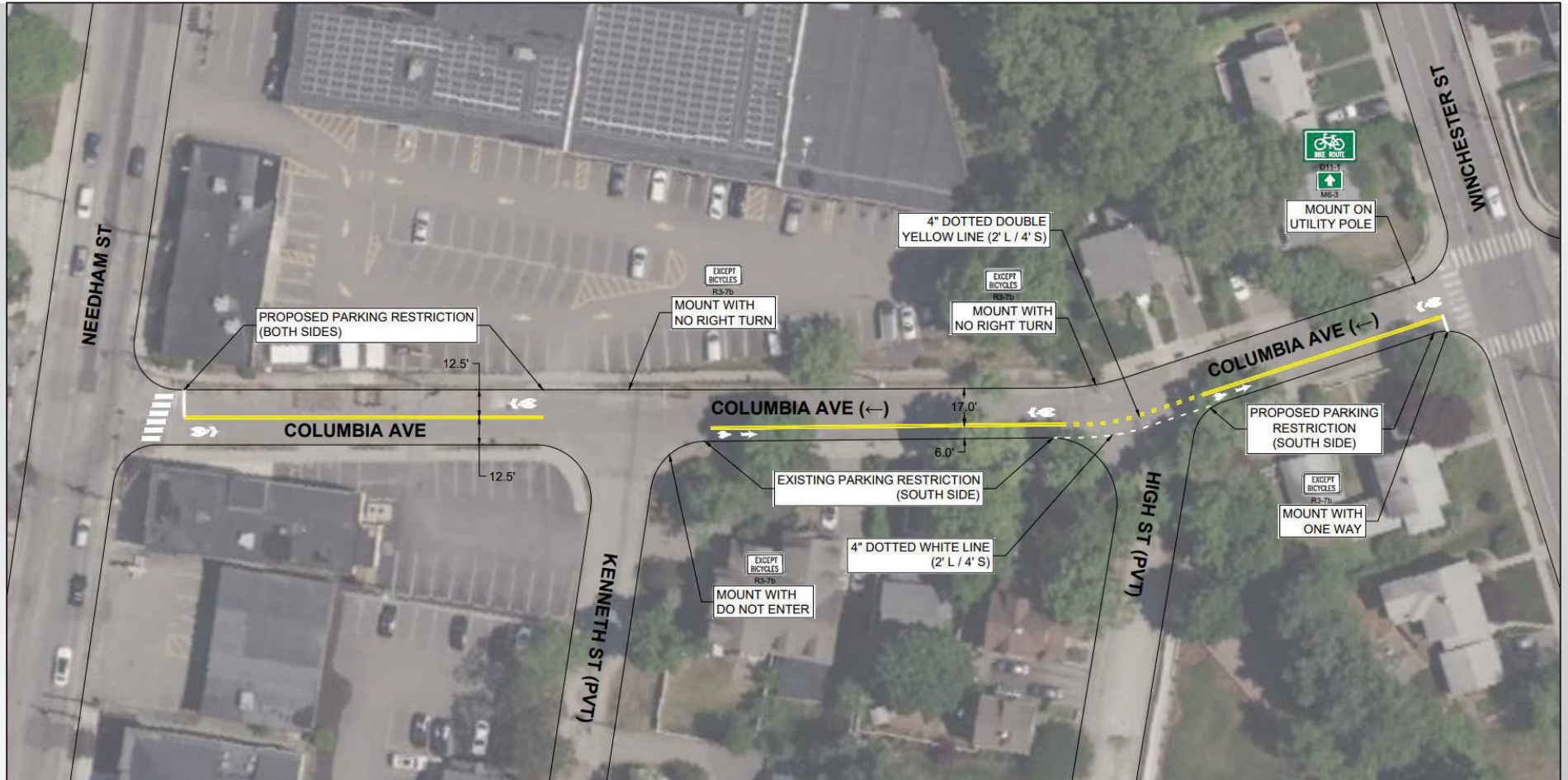
7.13.23

27

Traffic Council

Concept Plan for Bicycle Accommodation & Contra-Flow Bicycle Lane on Columbia Avenue

TC30-23



Recommended Changes to the TPR For Columbia Avenue

TC30-23

By **REMOVING from** the provisions of Sec. TPR-85. One-way streets., the following:
Columbia Avenue, from Winchester Street to Kenneth Street.

By **INSERTING into** the provisions of Sec. TPR-85. One-way streets., the following:
Columbia Avenue, from Winchester Street to Kenneth Street, except non-motorized vehicles.

By **INSERTING into** the provisions of Sec. TPR-147. Obedience to isolated stop signs., the following:
Columbia Avenue at Winchester Street, eastbound.

CONTINUED ON NEXT SLIDE >>>

Recommended Changes to the TPR For Columbia Avenue

TC30-23

By **REMOVING from** the provisions of Sec. TPR-176. Parking regulations pertaining to particular streets., the following:

Columbia Avenue

(1) Prohibited, all days, west side, between High Street and Kenneth Street.

By **INSERTING into** the provisions of Sec. TPR-176. Parking regulations pertaining to particular streets., the following:

Columbia Avenue

(1) Prohibited, all days, south side, between Winchester Street and Kenneth Street.

(2) Prohibited, all days, both sides, between Kenneth Street and Needham Street.

CAN BE APPEALED

Appeal Deadline is August 2, 2023

CITY OF NEWTON

TRAFFIC & PARKING REGULATION

TPR NO. 888

July 13, 2023

In accordance with the vote of the Traffic Council on July 13, 2023:

The City of Newton Traffic & Parking Regulations, as established in Chapter 19, Section 27 of the City of Newton Revised Ordinances, 2017, as amended, be and are hereby further amended as follows:

By REMOVING from the provisions of **Sec. TPR-85. One-way streets.**, the following:

Columbia Avenue, from Winchester Street to Kenneth Street.

By INSERTING into the provisions of **Sec. TPR-85. One-way streets.**, the following:

Columbia Avenue, from Winchester Street to Kenneth Street, except non-motorized vehicles.

By INSERTING into the provisions of **Sec. TPR-147. Obedience to isolated stop signs.**, the following:

Columbia Avenue at Winchester Street, eastbound.

By REMOVING from the provisions of **Sec. TPR-176. Parking regulations pertaining to particular streets.**, the following:

Columbia Avenue

- (1) Prohibited, all days, north side, from a point 90 feet west of Needham Street to Needham Street.
- (2) Prohibited, all days, south side from High Street to Kenneth Street.

By INSERTING into the provisions of **Sec. TPR-176. Parking regulations pertaining to particular streets.**, the following:

Columbia Avenue

- (1) Prohibited, all days, south side, between Winchester Street and Kenneth Street.

(2) Prohibited, all days, both sides, between Kenneth Street and Needham Street.

Approved as to legal form and character:

(SGD) ALISSA OCASIO GIULIANI
City Solicitor

(SGD) CAROL MOORE
City Clerk

APPEAL OF TRAFFIC COUNCIL DECISION
CITY OF NEWTON TRAFFIC COUNCIL, ROOM 105
1000 COMMONWEALTH AVENUE
NEWTON CENTRE, MA 02459

7/27/23
 at 1:39pm

This form shall be completed by residents or a City Councilor who wish to appeal a Traffic Council decision. This form must be completed and filed with the City Clerk within twenty (20) calendar days of the Traffic Council vote. Requirements for signatures in the matter of appeals are described in Sec.19-33 and 19-34 of the Revised Ordinances of the City of Newton, 2007, as amended by Ordinance Z-12. The Appellant and other parties who may in the Council's judgment be substantially affected by such petition will be notified with the first date the petition will be discussed by the City Council. Note: There are additional appeal requirements for Resident Only Permit Areas; see Sec. 19-201 of the City of Newton Ordinances. If you have further questions, please call the Clerk of the City Council's Office at (617)796-1210.

Complete both sides and submit to the Clerk of the City Council's Office (PLEASE PRINT):

APPELLANT'S NAME: Iliza Jovanov SIGNATURE: [Signature]
 ADDRESS: 131 Farwell Street Unit # 131
 TELEPHONE (DAY): 984-377-0806 (EVENING): 984-377-0806

PETITION #: TC-35-23

REASON FOR APPEAL:

TC-35-23 will restrict parking on the odd numbered side of Farwell street. This does not solve the issue brought up by the original request, and it negatively impacts the neighborhood. School bus makes right from North street to Farwell Street, and immediately turns right on Joseph road, so it is not affected by the parking on the odd numbered side. Residents on that side use the parking for guests and help, mindful of leaving sufficient space for other vehicles. Most of Farwell Street has no problem with the current parking situation, and TC-35-23 would have a negative impact on them.

11/16/09

Revised: 01/01/16

REQUIRED SIGNATURES (Please Print)

• Appeals for intersectional controls/regulations (traffic signals, stop signs, no turn on red, etc.) require a total of six (6) signatures (including appellants) from owners or tenants whose building or lot of land is located within five-hundred (500) feet of the affected intersection (one signature per household or business).

• Appeals for parking restrictions, truck exclusions, speed limits, and all other traffic regulations must be signed by one (1) owner or tenant of at least half of the residential, commercial and/or non-profit units which abut the affected street or way, provided that in no event shall more than ten (10) signatures (including appellants) be required (one signature per household or business).

NAME: Mija Jovanov SIGNATURE: [Signature]
ADDRESS: 131 Farwell Street UNIT# 131
TELEPHONE (DAY): 984-377-0806 (EVENING): same as day

NAME: Huiyan Zeng SIGNATURE: [Signature]
ADDRESS: 97 North street, Newtonville, MA 02460 UNIT#
TELEPHONE (DAY): 617-331-7131 (EVENING): same as day

NAME: Josh Divil SIGNATURE: [Signature]
ADDRESS: 123 Farnell St UNIT# 123
TELEPHONE (DAY): 781-352-3287 (EVENING):

NAME: HARON HUGHES SIGNATURE: [Signature]
ADDRESS: 56 JOSEPH RD UNIT#
TELEPHONE (DAY): 617 699 9279 (EVENING): 617 699-9279

NAME: William Wang SIGNATURE: [Signature]
ADDRESS: 129 Farwell Street UNIT# 129
TELEPHONE (DAY): 857-523-5252 (EVENING):

NAME: DAVID CRAWFORD SIGNATURE: [Signature]
ADDRESS: 121 FARWELL ST UNIT# 121
TELEPHONE (DAY): 617 803 9497 (EVENING):

NAME: SIDHANT JALAN SIGNATURE: [Signature]
ADDRESS: 116 FARWELL ST UNIT#
TELEPHONE (DAY): 859 239 4131 (EVENING):

NAME: MADHUMIDIA ANBALAGAN SIGNATURE: [Signature]
ADDRESS: 111 FARWELL ST UNIT#
TELEPHONE (DAY): 617-852-0448 (EVENING):

NAME: Xin Liu SIGNATURE: [Signature]
ADDRESS: 86 Farnell St UNIT#
TELEPHONE (DAY): 617-893-2282 (EVENING):

John Hurley 508 566-3256 [Signature]
120 Farwell St.

City Council

2022-2023

City of Newton



PUBLIC SAFETY & TRANSPORTATION COMMITTEE MEETING NOTICE

Dear Resident:

The Public Safety & Transportation Committee will hold this meeting as a virtual meeting on Wednesday, September 20, 2023 at 7:00 pm. To view this meeting using Zoom use this link use this link <https://newtonma-gov.zoom.us/j/84944398421> or call 1-646-558-8656 and use the following Meeting ID: [849 4439 8421](https://newtonma-gov.zoom.us/j/84944398421)

#270-23 Appeal of Traffic Council Decision TC35-23

ILIJA JOVANOVIĆ, 131 Farwell Street, appealing the approval of Traffic Council petition TC35-23 on July 13, 2023 for prohibiting parking at all times along the following areas of Farwell Street: south and west side from a point 170 feet west of Farwell Circle to North Street (southerly intersection). (Ward 3)

If you are unable to attend this meeting but would like to offer comments in writing for consideration, please forward your comments to the Office of the City Council, 1000 Commonwealth Avenue, Newton Centre, 02459 or e-mail to Danielle Delaney at ddelaney@newtonma.gov by Wednesday, September 13, 2023 reflecting docket item #270-23.

Sincerely,

Danielle Delaney
Committee Clerk
Public Safety & Transportation Committee

✓ = signed appeal

#270-23

CALCAGNI ANTONIO JR
104 FARWELL ST
NEWTONVILLE, MA 02460

RAW VENTURES LLC
39 JOSEPH RD
NEWTON, MA 02460

LEUNG KA KA
72 ANTHONY RD
NEWTON, MA 02465

LI MENGZE
LIU XIN
86 FARWELL ST
NEWTON, MA 02460

PENTA JOSEPH
PENTA MICHAEL J
92 FARWELL ST
NEWTON, MA 02460

CLAYMAN DAVID MATTHEW
98 FARWELL ST
NEWTON, MA 02460

REMI SEBASTIAN C & ERICA
110 FARWELL ST
NEWTON, MA 02460

JALAN SIDHANT
SAHNI JASPREET ✓
116 FARWELL ST
NEWTONVILLE, MA 02460

ZENG HUIYAN & DEZHENG ✓
97 NORTH ST
NEWTON, MA 02460

PECHYONI DIMITRY
KVETNAYA VALERIA
369 PARK DR
NORTHBROOK, IL 60062

~~97-99 NORTH ST NVL~~

ALBEMARLE PARTNERS LLC
2 INTERNATIONAL PL #2410
BOSTON, MA 02110

ALBEMARLE PARTNERS LLC
2 INTERNATIONAL PL #2410
BOSTON, MA 02110

DWYER KEVIN M & DIANA L
46 NICKERSON ST
E FALMOUTH, MA 02536

ANBALAGAN MADHUMIDHA ✓
PRASANNAN GIRIDHAR
109-111 FARWELL ST
NEWTON, MA 02460

109-111 FARWELL STREET
109-111 FARWELL ST
NEWTON, MA 02460

DEANGELIS YUAN Z & FRANK
117 FARWELL ST
NEWTON, MA 02460

FARWELL PROPERTIES LLC
54 MAUGUS AVE
WELLESLEY, MA 02481

WANG WILLIAM SZU WEI ✓
XIONG SUYA
129-131 FARWELL ST #129
NEWTON, MA 02460

GEORGIEVA MIHAELA ✓
JOVANOV ILIJA
129-131 FARWELL ST 131
NEWTON, MA 02460

129-131 FARWELL ST
129-131 FARWELL ST #MAIN
NEWTONVILLE, MA 02460

STELLATO RAFFAELE &
87 NORTH REALTY TRUST
87 NORTH ST NVL
NEWTONVILLE, MA 02460

SAINT-ANDRE XAVIER
SAINT-ANDRE XINYI
142 FARWELL ST
NEWTONVILLE, MA 02460

TEDESCO JOSEPH A JR &
138 FARWELL ST
NEWTONVILLE, MA 02460

HUGHES SHARON E ✓
50 JOSEPH RD
NEWTONVILLE, MA 02460

Josh Dvir ✓
123 Farwell St, 123
Newton, MA 02460

David Crawford ✓
121 Farwell St, # 121
Newton, MA 02460

Xin Liu ✓
86 Farwell St,
Newton, MA 02460

John Hurley ✓
120 farwell St,
Newton, MA 02460

MALLOY PAUL F & SALLY M
MALLOY REALTY TRUST
1 ALBEMARLE RD
NEWTON, MA 02460

GIRD WILLIAM W & JEANNIE
GIRD FAMILY TRUST
71 ANTHONY RD
NEWTONVILLE, MA 02460

NEWTON CAMILLE A
62 FARWELL ST
NEWTON, MA 02460

CUNNINGHAM KENNETH E
201 BEECH ST
ROSLINDALE, MA 02131

MCDONALD BRIAN TR
CONTINUOUS IMP RLTY TRST
462 MAIN ST
WATERTOWN, MA 02472

PAOLINI ANGELO D &
PAOLINI LOUISE P TRS
266 NEVADA ST
NEWTONVILLE, MA 02460

TWO SQUARES LLC
56 REGENT ST
CAMBRIDGE, MA 02140

QUEEN SCREW &
49 FARWELL ST
WALTHAM, MA 02453

SANTINO BELLI CO LLC
77 SILVER LAKE AVE
NEWTON, MA 02458

TWO SQUARES LLC
56 REGENT ST
CAMBRIDGE, MA 02140

CAPASSO ASSOCIATES LTD
49 LEXINGTON ST
NEWTON, MA 02465

- TCXX-23 DAVID KOSES, TRAFFIC COUNCIL CHAIR, on behalf of neighborhood residents, requesting to review and possible change the parking restrictions on Farwell Street to ensure safe access for buses and emergency vehicles. (NEEDS TO BE DOCKETED)

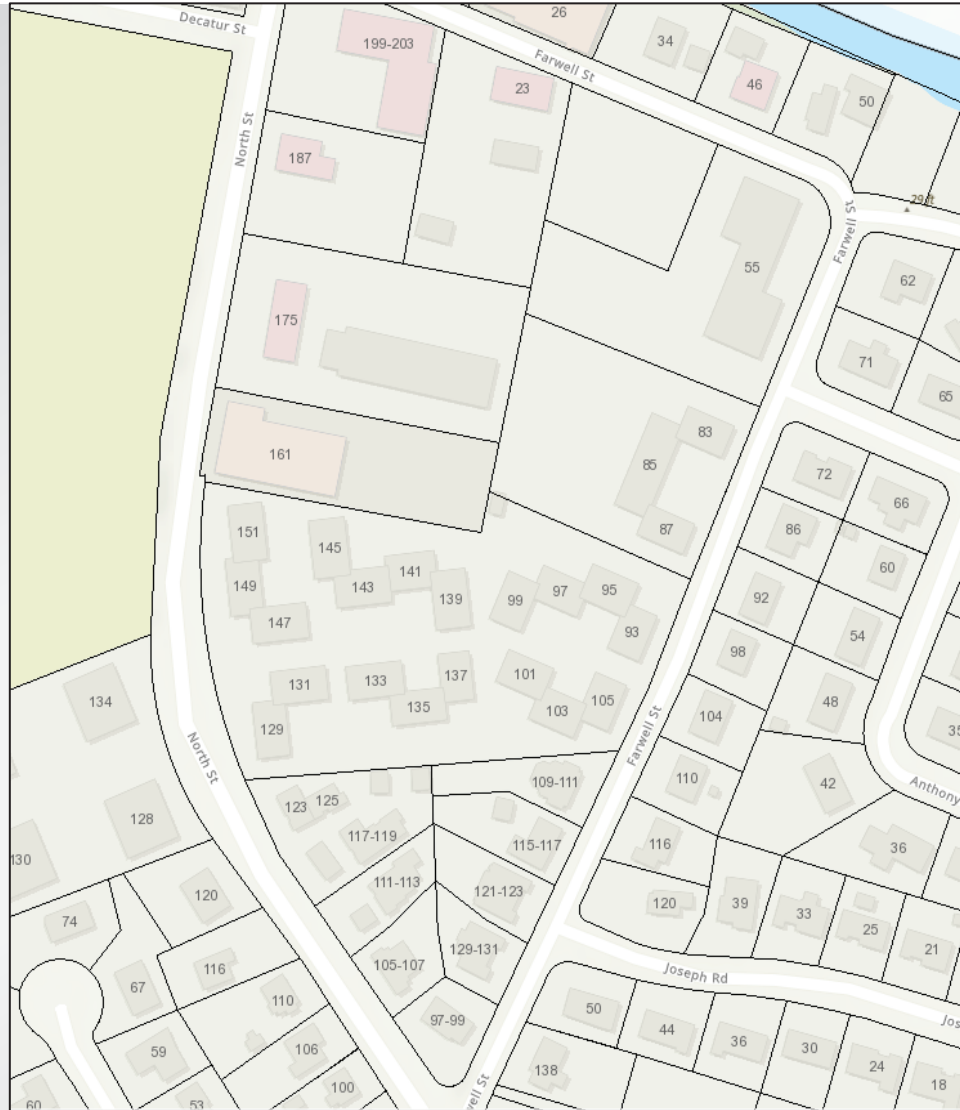
TC35-23

46

Request to review and possibly change the parking restrictions on Farwell Street to ensure safe access for buses and emergency vehicles

Location Map: Farwell

TC35-23



7.13.23

Traffic Council

View of Farwell Street Looking South toward North Street

TC35-23



View of Farwell Street Looking South toward Joseph Rd & North St

TC35-23



7.13.23

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Traffic Council

View of Farwell Street Looking North from Joseph Road

TC35-23



7.13.23

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Traffic Council

View of Farwell Street Looking East Around the Curve and Toward Farwell Circle

TC35-23



7.13.23

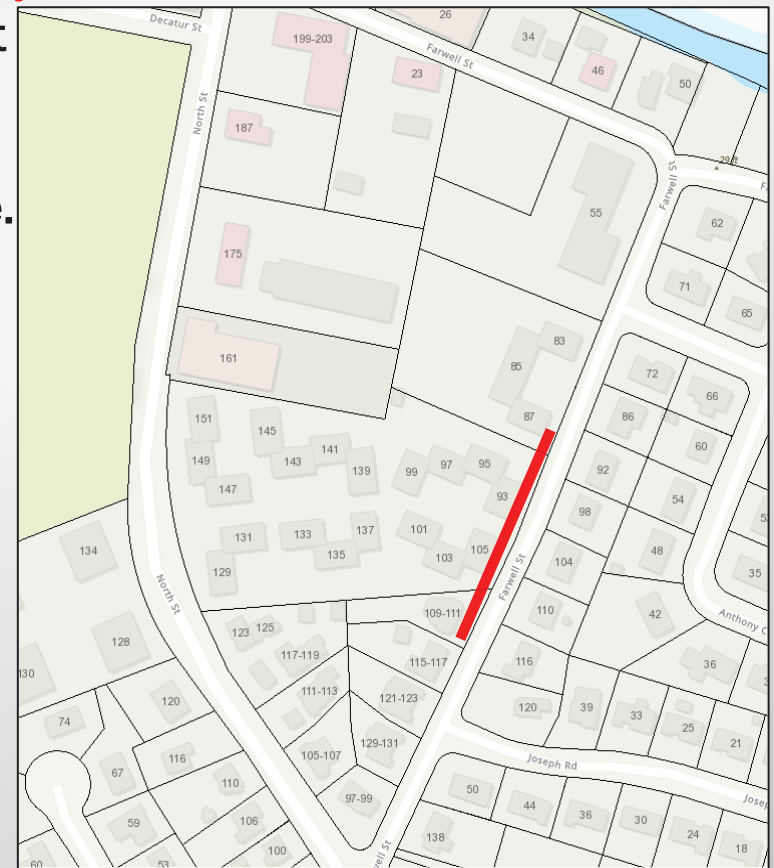
51

Traffic Council

Background

TC35-23

- Existing Parking Regulations on Farwell Street: **Prohibited, all days, northwest side from a point 440 feet northeast of North Street northeasterly 415 feet.**
- Transportation Division received anonymous request to restrict parking on a portion of Farwell Street.
- Video received showing bus unable to pass through.
- Currently not restricted around the curve, either side.



Recommendation: Begin “No Parking” zone before hydrant, continue to North Street

TC35-23



7.13.23

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Traffic Council

Recommendation

Recommended TPR language

TC35-23

Extend parking prohibition easterly, around the curve, and southerly and southerly to North Street.

By **REMOVING** from the provisions of Sec. TPR-176. Parking regulations pertaining to particular streets., the following:

Farwell Street

(1) Prohibited, all days, northwest side from a point 440 feet northeast of North Street northeasterly 415 feet.

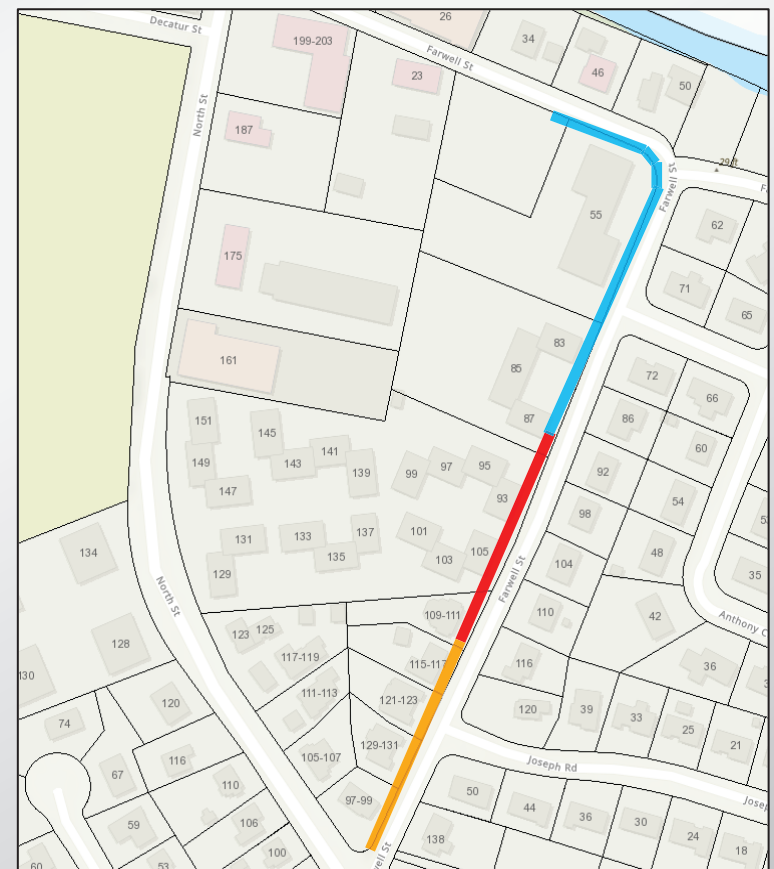
By **INSERTING** into the provisions of Sec. TPR-176. Parking regulations pertaining to particular streets., the following:

Farwell Street

(1) Prohibited, all days, south and west side from a point 170 feet west of Farwell Circle to North Street (southerly intersection).

CAN BE APPEALED

Appeal Deadline is August 2, 2023



CITY OF NEWTON

IN CITY COUNCIL

TRAFFIC COUNCIL REPORT

THURSDAY, JULY 13, 2023

Voting Members Present: Captain Doucette, (Police), Councilor Downs, Mitchell Fischman (resident), David Koses (DPW) and Isaac Prizant (DPW)

Also Present: Councilors Kalis, Leary, Greenberg, Malakie, Lucas; Jeremy Freudberg, Alternate Resident Traffic Council Member and Jini Fairley, ADA Coordinator

Mr. Koses provided a PowerPoint presentation, attached.

For more information regarding this meeting, a video recording can be found at the following link: https://www.youtube.com/watch?v=YYKMR_QRU68

TC35-23 DAVID KOSES, TRAFFIC COUNCIL CHAIR, on behalf of neighborhood residents, requesting to review and possible change the parking restrictions on Farwell Street to ensure safe access for buses and emergency vehicles. (Ward 3) [06/20/23 @ 9:37 AM]

ACTION: **APPROVED 5-0. Approved the language of TPR 891. TPR 891 prohibits parking at all times along the following areas of Farwell Street: south and west side from a point 170 feet west of Farwell Circle to North Street (southerly intersection). This item may be appealed through the close of business August 2, 2023.**

NOTE: Mr. Koses stated that this item was docketed after receiving an anonymous request from a resident who lives on the street, who requested parking restrictions on the street. He/she also sent a video showing a school bus stuck on the street, unable to get through.

Farwell Street is 20-foot wide road, where parking on both sides of the street except within a certain section of the street. There is a section of the middle of Farwell Street where parking is not allowed on the west side.

The recommendation is to increase the “no parking” zone from where it currently is (a middle section of the west side of Farwell Street) northerly and around the bend, as well as southerly toward North Street, in order to allow buses, as well as emergency, trash and recycling vehicles to navigate through the street. It is recommended that parking be prohibited at the fire hydrant, around the bend, and all the way to North Street, on the south and west side of Farwell Street.

No emails were received.

Public Comment:

A resident stated that the problem is in the section where school buses turn around. When cars park on the opposite side, the school bus still can't really make this turn because if it's very close to the corner. With cars parked at the corner, it makes it difficult for the bus to access Farwell Street. Farwell Street frequently accommodates landscaper vehicles. This resident also noted that it is a problem to exit his driveway without driving over the curb.

A resident stated that school buses head down Farwell Street, trying to make a right turn onto Joseph Road. Buses do not travel the entire length of Farwell Street. Pickup is on North Street; buses then make a right onto Farwell Street then right onto Joseph Road. His concern with restricting parking is people drive too fast. He is afraid that if that street is just more open, cars would travel faster.

Mr. Koses stated if we approve this regulation and find that it does not work, a new Petition could be filed, and a different regulation could be approved.

Mr. Fischman suggested implementing a trial to see if other issues need to be resolved.

Mr. Freudberg stated when you have the large apartment building, not everyone gets a notice, which may explain the lack of public comment.

Mr. Koses stated that if this recommendation doesn't solve the full concern, Traffic Council could revisit the street in the future. However, he stated that he believes that these recommendations would help to ensure that vehicles would be able to get through the street. If we find that buses still have difficulty getting through the first block, even with parking restricted on one side, Traffic Council could subsequently vote to restrict parking on both sides of the first block. If this were found to be the case, a new Traffic Council Petition would need to be filed in the future.

Without further discussion, Councilor Downs made a motion to approve. Council members agreed 5-0. Mr. Koses stated that this item may be appealed through the close of business on August 2, 2023.

Respectfully submitted,

David Koses, Transportation Coordinator
Traffic Council Chair

CITY OF NEWTON

TRAFFIC & PARKING REGULATION

TPR NO. 891

July 13, 2023

In accordance with the vote of the Traffic Council on July 13, 2023:

The City of Newton Traffic & Parking Regulations, as established in Chapter 19, Section 27 of the City of Newton Revised Ordinances, 2017, as amended, be and are hereby further amended as follows:

By REMOVING from the provisions of **Sec. TPR-176. Parking regulations pertaining to particular streets.**, the following:

Farwell Street

(1) Prohibited, all days, northwest side from a point 440 feet northeast of North Street northeasterly 415 feet.

By INSERTING into the provisions of **Sec. TPR-176. Parking regulations pertaining to particular streets.**, the following:

Farwell Street

(1) Prohibited, all days, south and west side from a point 170 feet west of Farwell Circle to North Street (southerly intersection).

Approved as to legal form and character:

(SGD) ALISSA OCASIO GIULIANI
City Solicitor

(SGD) CAROL MOORE
City Clerk