

CITY OF NEWTON

IN BOARD OF ALDERMEN

PUBLIC SAFETY & TRANSPORTATION COMMITTEE REPORT

WEDNESDAY, JUNE 18, 2014

Present: Ald. Ciccone (Chair), Fuller, Cote, Lipof, Yates, Schwartz and Harney

Absent: Ald. Johnson

Also Present: Ald. Norton

City Staff: David Koses, Transportation Planner; Sgt. Jay Babcock and Chief Howard Mintz, Newton Police Department

#115-14 FRAN KUEHN, 37 Fairfield Street, appealing the Approval of TC1-14 Traffic Council Decision on February 27, 2014: SGT. BABCOCK, requesting a parking restriction on Fairfield Street, to allow for emergency vehicle access. (Ward 2) [03/17/14 @ 4:10 PM]

ACTION: **HELD 5-0-1, Ald. Ciccone abstaining, Ald. Schwartz not voting on a 60-day trial to remove the no parking, any time, west side of Fairfield Street parking restriction approved by Traffic Council on 02/27/14.**

NOTE: Ald. Norton, Mr. Koses and Sgt. Babcock joined the Committee for discussion on this item.

Mr. Koses provided Committee members with a PowerPoint presentation, attached to this report. Fairfield Street is 24 feet wide. Currently, there is a two-hour limit, 8am to 4pm school days except by a Newtonville Permit restriction along east side and a no parking anytime restriction along the west side – due to safety concerns. West side residents are allowed to park along the east side or on adjacent streets. Prior to the winter, the Police Department placed a temporary parking restriction on the east side of Fairfield Street due to emergency vehicle access difficulties. After thirteen days of observation, they noted that vehicles were not parking in a ‘staggered’ approach. As a result, the Police Department docketed an item for Traffic Council’s consideration requesting a permanent parking restriction be implemented. Traffic Council agreed with the Police Department that a permanent parking restriction was necessary for public safety reasons and agreed that residents can park on the east side of Fairfield Street or adjacent streets and approved a restriction of no parking, any time, west side of Fairfield Street.

Mr. Koses briefly described the Newtonville Neighborhood Parking District Plan. A goal in implementing and creating the comprehensive parking plan was to make parking restrictions more consistent by eliminating and regulating different parking restrictions.

Mr. Koses stated that Traffic Council usually limits parking to one side of streets with a width of less than 24 feet. The City is in the process of creating a citywide parking policy on streets that are 24 feet wide perhaps implementing a one-side parking restriction to provide consistency.

Sgt. Babcock said that after the Newtonville Neighborhood Parking District Plan was implemented, neighbors complained that vehicles were parked on both sides of Fairfield Street making it difficult for emergency vehicle access, especially fire trucks. The Police Department placed a temporary parking restriction on the east side of Fairfield Street after thirteen days of observation and noted that vehicles are not parking in a 'staggered' approach. He said that he docketed an item for Traffic Council's consideration because of safety concerns, challenges and complaints received due to the difficulties for emergency vehicle access. He then said that no complaints have been received since parking was removed on the west side of Fairfield Street.

Chair Ciccone opened the discussion to members of the public who were present. Fran Kuehn, petitioner spoke in favor of removing the permanent parking restriction of no parking, any time, west side of Fairfield Street approved by Traffic Council. He said that since the Police Department removed parking, approximately ten months ago it has been difficult parking on the west side and crossing with children. It is unsafe and concerning. He then said the residents of the street signed the appeal petition supporting and requesting that Traffic Council's decision be overturned. There are fourteen single-family owner occupied homes. He then said that residents agree safety and emergency vehicle access are necessary. Mr. Kuehn stated that residents agree to 'stagger' parking, will use their driveways, and request that guests do the same. Residents would like to be able to park in front of their homes on weekends and at night. Mr. Kuehn then said that since the Newtonville Neighborhood Parking District Plan was implemented, there are fewer vehicles parking on Fairfield Street. One resident agreed with Mr. Kuehn and said that he has never observed emergency vehicles having access difficulties. He made a suggestion to restrict parking from the corners.

Chair Ciccone said that administratively the Department of Public Works could restrict parking up to 50 feet from the corners.

Committee members and Ald. Norton discussed this request and expressed their concerns, questions and comments.

Concerns:

- A citywide parking policy may not be appropriate, unless the demand for on-street parking is low and such a policy may negatively impact all.
- It is concerning, residents refused to move their vehicles when requested by the Police Department. How will residents be able to self-regulate ('police') their own street? Residents should use common sense for emergency vehicle access and 'staggered' parking are necessary.
- Committee members realize it is an inconvenience, but should not be difficult to cross the street with children because Fairfield Street is not a busy street with minimal traffic.

Questions:

- Committee members asked if each home had a driveway. Mr. Koses answered yes.
- Are Newton North students parking up the area. Mr. Koses briefly described the resident and student Tiger Permit programs. He said that 150 Tiger Permits are issued to students costing \$25.00 per year, allowing them to park on Hull Street, Lowell Avenue and the Austin Street parking lot.
- What is the width of a fire truck and how many times do they not have access to a street 24 feet wide due to parked vehicles parking on both sides? Sgt. Babcock answered that an

engine truck is 10 feet wide, including mirrors. A ladder truck is wider. He estimates that in the past three years, approximately fire trucks did not have access ten times.

Comments:

- A suggestion was made to distribute the neighborhood with 'flyers' as an education measure prior to the Police Department placing temporary parking restrictions. Sgt. Babcock answered this was not the departments' responsibility.

Ald. Fuller made suggestions to Committee members including a trial to be conducted, restrict parking from the corners and suggested that the Police Department and the Ward Aldermen observe how residents are parking. She said that it appears these residents are educated and motivated and she is hopeful they can self-regulate their street. Ald. Fuller then stated that if a trial is implemented; does not work it would be eliminated. Ald. Norton agreed.

Sgt. Babcock said that he would be fine with residents 'policing' themselves. The restriction was placed because of safety concerns. He then stated to the public and Committee members that if the Police Department has to return to Fairfield Street due to an issue, the emergency restriction will be implemented again. The Police Department will not be knocking on doors. Committee members agreed. Chair Ciccone stated to the public that he realizes it may be inconvenient to some that they have to move barrels, etc. to park but vehicles must be parked 'staggered' to accommodate emergency vehicle access.

Chair Ciccone said that this Committee has the authority on appeal items to hold a maximum of a 60-day trial.

Without further discussion, Ald. Fuller made the motion to hold this appeal for a 60-day trial to remove the no parking, any time, west side of Fairfield Street to allow parking on both sides of the street and requested that administratively the Department of Public Works restrict parking up to 50 feet from the corners. She then suggested that the Police Department conduct directed patrols and the Ward Aldermen observe how residents are parking. Committee members agreed 5-0-1, Ald. Ciccone abstained because in Traffic Council he voted in favor of a parking restriction. Ald. Schwartz was not present when voting.

Chair Ciccone stated he intends to discuss this trial in September 2014. Sgt. Babcock agreed to provide a report on this trial.

#186-14 WARD 4 ALDERMEN, appealing the Approval as Amended of TC18-14 Traffic Council Decision on April 17, 2014: Central Street between Leighton Road and Auburn Street. (Ward 4) [05/07/14 @ 9:51 PM]

ACTION: **APPEAL APPROVED AS AMENDED 5-0, Ald. Cote and Schwartz not voting**

NOTE: Mr. Koses and Sgt. Babcock joined the Committee for discussion on this item.

Committee members were provided with photos from Ms. Whitham and a detailed map from Mr. Koses. Both are attached to this report.

Mr. Koses briefly described the Auburndale Village Parking District Plan. A goal in implementing and creating the comprehensive parking plan was to make parking restrictions more consistent by eliminating and regulating different parking restrictions. He then said that the parking plan was created eighteen months ago, proposed for eighteen streets in Auburndale. The neighborhood had a patchwork of different parking regulations, and when the MBTA started charging \$4.00 per day, residents and merchants began to notice commuters parking on neighborhood streets, all day, every day. Goals and concepts were discussed hoping to increase resident ability to park on streets, implement a dedicated employee parking area and provide consistent regulations. The plan removed current parking regulations on the streets, and introduced a new set of regulations.

Ald. Harney said that this item was appealed due to the following concerns.

1. Please clarify language approved by Traffic Council on docket item TC18-14 on parents number 6 which parking is prohibited, south side, 7:00 a.m. to 6:00 p.m. from a point 40 feet west of Commonwealth Avenue westerly to Grove Street. Ald. Harney suggests eliminating the words *from a point 40 feet west of* and maintain the words Commonwealth Avenue to Grove Street. Mr. Koses answered that Traffic Council did not amend parents number 6, this was approved as docketed.
2. On behalf of Patricia Bottomley, 238 Central Street, the restriction implemented deters her and residents from parking in front of their homes and this is concerning to her as she is requesting a permit directly across the street, which is now designated as business permit parking. A fifteen-minute parking limit (dashed orange line). Ald. Harney is requesting the approval of two resident permit parking spaces be implemented (from dashed orange line to a red section), a two hour limit, Monday through Friday 9am to 5pm except by Auburndale Permit because this location of Central Street would allow parking because this location measures between 22– 25 feet wide.
3. On behalf of Donna Whitham, 295 Central Street, requesting the prior parking restriction of no parking 7-9 am and 4-6 pm on Central Street from Woodland Road to Fern Street be reinstated because it has worked perfectly for fifteen years. Ald. Harney supports this request.

Chair Ciccone opened the discussion to members of the public who were present. Donna Whitham, 295 Central Street said that she is opposed to the two-hour limit, Monday through Friday 9am to 5pm except by Auburndale Permit and is requesting the prior parking restriction of no parking 7-9 am and 4-6 pm on Central Street from Woodland Road to Fern Street be reinstated because it worked perfectly for fifteen years. In Traffic Council, she was opposed to the parking restriction being eliminated because this section of Central Street would become a 'free for all' on Monday through Friday and weekends. There are no curbs, there are traffic issues, vehicles park on both sides and she is concerned with children's safety. It is an active area. A staff member of the Auburndale Community Nursery School asked for clarification on staff parking locations if Traffic Council's decision is overturned.

Committee members, Mr. Koses and Sgt. Babcock discussed options and suggestions presented.

Options:

- Perhaps shift the fifteen-minute parking limit (dashed orange line) to the east, in order to create two resident permit parking spaces (from dashed orange line to a red section).
- Re-instate no parking 7-9 am and 4-6 pm on Central Street from Woodland Road to Fern Street, both sides, seven days
- Amend section 206 (d) of the Traffic and Parking Regulations (TPR).

Suggestions:

- A suggestion requesting administratively the Department of Public Works restrict parking up to 50 feet from the corners of Central Street.

Sgt. Babcock said that the request on behalf of Ms. Bottomley would not guarantee her a parking space. The parking space would be available to any resident.

Without further discussion, Ald. Harney made the following three motions to approve this appeal as amended. Mr. Koses provided the following verbatim.

Number 1: TPR-176 be changed for Central Street to the following: (1) Prohibited, all days, (a) Woodland Road to 560 feet west of Hancock Street, south side, (b) Hancock Street to Auburn Street, south side, (c) 240 feet west of Auburn Street to 265 feet west of Auburn Street, north side, (d) Woodland Road, 100 feet easterly, north side; (e) Central Street (dead end east of Central Terrace), north side; (2) Two-hour limit except by Auburndale Permit, Mon - Fri, 9:00 a.m. to 5:00 p.m., except Holidays, (a) Hancock Street to 340 feet west of Hancock Street, north side; (b) Fern Street to Leighton Road, both sides; (c) Central Street (dead end east of Central Terrace), south side; (3) Auburndale Business Permit Parking Only, (a) Auburn Street to 240 feet west of Auburn Street, north side; (b) 265 feet west of Auburn Street to Hancock Street, north side; (4) No parking, any time, Monday to Friday, 9:00 a.m. to 6:00 p.m., 340 feet west of Hancock Street to Woodland Road, north side; (5) 15 minute parking, Monday to Friday, 7:00 a.m. to 7:00 p.m., 560 feet west of Hancock Street to Hancock Street south side; (6) No parking, 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., all days, Fern Street to Woodland Road, both sides; (7) Prohibited, south side, 7:00 a.m. to 6:00 p.m. from a point 40 feet west of Commonwealth Avenue westerly to Grove Street.

Number 2: Amend Sec TPR-206(d). The public streets and private ways listed in Section TPR-206(c) shall have one of the following restrictions in place.

Number 3: Add the following restriction: (11) No parking, 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., all days.

Committee members agreed 5-0, Ald. Cote and Schwartz not voting.

#185-14 ALD. CICCONE AND FULLER, requesting a discussion with the Chief of Police regarding the Police Staffing Study Report, completed in April 2014. [05/07/14 @ 10:22 PM]

ACTION: **NO ACTION NECESSARY 7-0**

NOTE: Chief Mintz joined the Committee for discussion on this item.

Committee members were provided with a detailed Newton Police Staffing Study Report, completed in April 2014, attached to this report. Chief Mintz explained in detail his report findings and recommendations with Committee members. The report includes current staffing level, positions currently filled, programs eliminated due to staff reductions, selection process, staffing by bureaus and the current number of compliments and the desired number of compliments.

Over the years, the Police Department has been reduced due to some technological advances, but mostly from budget cuts from prior administrations, resulting in the reduction or elimination of programs and services. The reduction also created more overtime costs, which have been a major concern for many Aldermen, resulting in the request for a study from the Police Department and the administration. One of the main questions to answer is whether it is more responsible and fiscally sound to have more staff rather than paying overtime costs to cover minimum manning? Overtime expenses are usually paid for by grants or unused salaries. Last year, the department spent approximately 1.2 million dollars in overtime expenses.

Over several months, Chief Mintz has been working with former Chief Operating Officer, Robert Rooney; Chief Financial Officer, Maureen Lemieux; Police Department staff and Aldermen reviewing and analyzing the staffing needs of the Police Department service. A focus of the report included community policing, residents needs and desires and the intent of the department to be more pro-active. After reviewing information, the committee divided the bureaus of the Police Department, analyzing what has been reduced and/or eliminated and what it would take to restore the program or service for each specific bureau. The committee concluded that an addition of 18 officers could restore services, work more efficiently as well as reduce the number of officers forced to work double shifts (minimum staffing requirements). The program also has 3 civilian positions, which are deemed needed for the dispatch center as well as a social worker to work for the department.

It is not fiscally feasible, nor operationally possible, to ask for or expect to add 21 new full time employees to the Police Department budget in a single year. It was this committee's recommendation that 3 new full time employees be added to the 2015 Budget. A further recommendation for future planning is made to add 3 new full time employees to future budgets in an effort to stabilize the department with staffing to be not only reactive, but proactive.

Chief Mintz stated he has seen a steady decline in the Police Department staffing. In 1993, there were 185 sworn officers. Currently, there are 143 sworn officers. It is the desired outcome that the department compliment becomes 161 sworn officers as the Police Staffing Study Report proves by adding 18 officers and 3 civilians. During budget discussion, three officers were approved; bringing the compliment to 146 sworn officers and the override approved four officers. He then said that nine officers recently graduated from the academy reducing overtime costs. Six officers will be attending the academy in the fall and one officer is making a lateral transfer.

Committee members expressed their concerns and questions.

Concerns:

- Mandatory double shifts affect many personal and job related factors including the

quality of service provided, family life, productivity, etc.

- Injuries, sick time, maternity leave and early retirements are all unavoidable yet often unexpected and Committee members are hopeful that the department can be more pro-active in some of these instances.

- Committee members are concerned to hear that many units have been eliminated. They request the department re-instate the programs eliminated including community-policing, bicycle patrol, walking beats, crime prevention officers, citizens' police academy and the cops and kids after school program. Committee members also desire the department's patrol bureau to increase their plan from six to nine sectors in the City allowing more units on the street, greater accountability, increased pro-activity and greater familiarization with residents and businesses.

Questions:

- One of the main questions to answer is whether it is more responsible and fiscally sound to have more staff rather than paying overtime costs to cover minimum manning.

- Please provide estimated overtime costs including the number of personnel when using overtime funding to assist with the decision of the proper police manning compliments.

Committee members were pleased to hear that Chief Financial Officer, Lemieux pledged to pre-fund two positions to help keep the force fully staffed.

Committee members thanked Chief Mintz for his effort on this very detailed report. Chair Ciccone stated he looks forward to discussing Chief Mintz's accomplishments, seeing them come to fruition and continue discussion under docket item #302-13(2). He would support a vote of no action necessary on this discussion item.

Without further discussion, Ald. Yates made the motion for no action necessary as suggested. Committee members agreed 7-0.

At approximately, 10:30 pm the Committee adjourned.

Respectfully submitted,

Allan Ciccone, Jr. Chairman



PUBLIC SAFETY & TRANSPORTATION COMMITTEE MEETING NOTICE

Dear Resident:

The Public Safety & Transportation Committee of the Board of Aldermen will be discussing the following items, which may be of interest to you, at its next meeting on Wednesday, June 18, 2014 at 7:00 pm in Room 202, Second Floor, City Hall. The meeting is open to the public and if you would like further information on the item, you are encouraged to attend.

- #115-14 FRAN KUEHN, 37 Fairfield Street, appealing the Approval of TC1-14 Traffic Council Decision on February 27, 2014: SGT. BABCOCK, requesting a parking restriction on Fairfield Street, to allow for emergency vehicle access. (Ward 2) [03/17/14 @ 4:10 PM]
- #186-14 WARD 4 ALDERMEN, appealing the Approval as Amended of TC18-14 Traffic Council Decision on April 17, 2014: Central Street between Leighton Road and Auburn Street. (Ward 4) [05/07/14 @ 9:51 PM]

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 Clerk of the Board, 1000 Commonwealth Avenue, Newton Centre, 02459 or e-mail to Danielle Delaney at ddelaney@newtonma.gov by June 13, 2014 reflecting the docket item number.

Sincerely,

Danielle Delaney
Committee Clerk
Public Safety & Transportation Committee

115-14

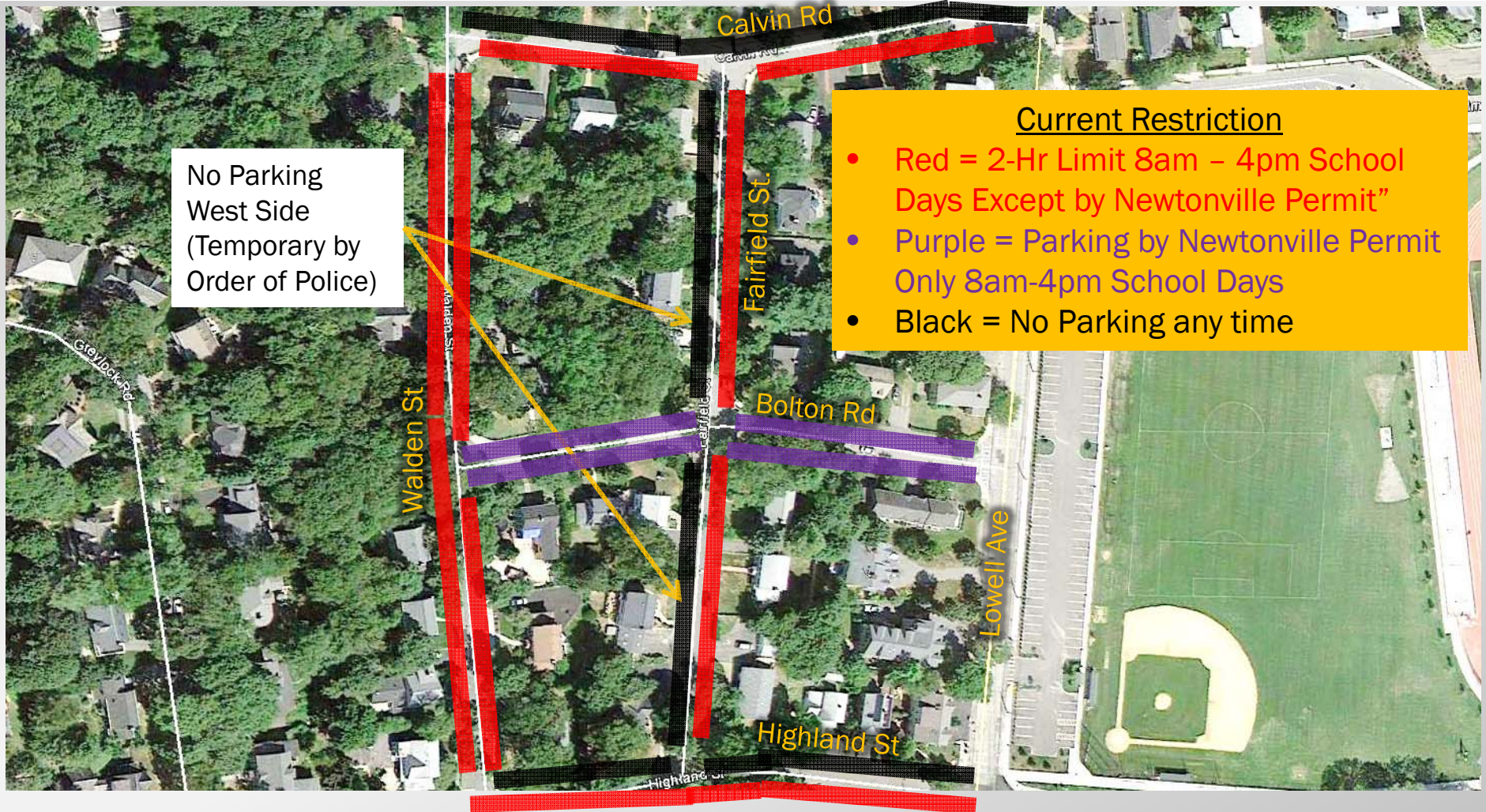
3

Appeal of TC1-14

Fairfield Street Parking Restriction

Existing Conditions

115-14



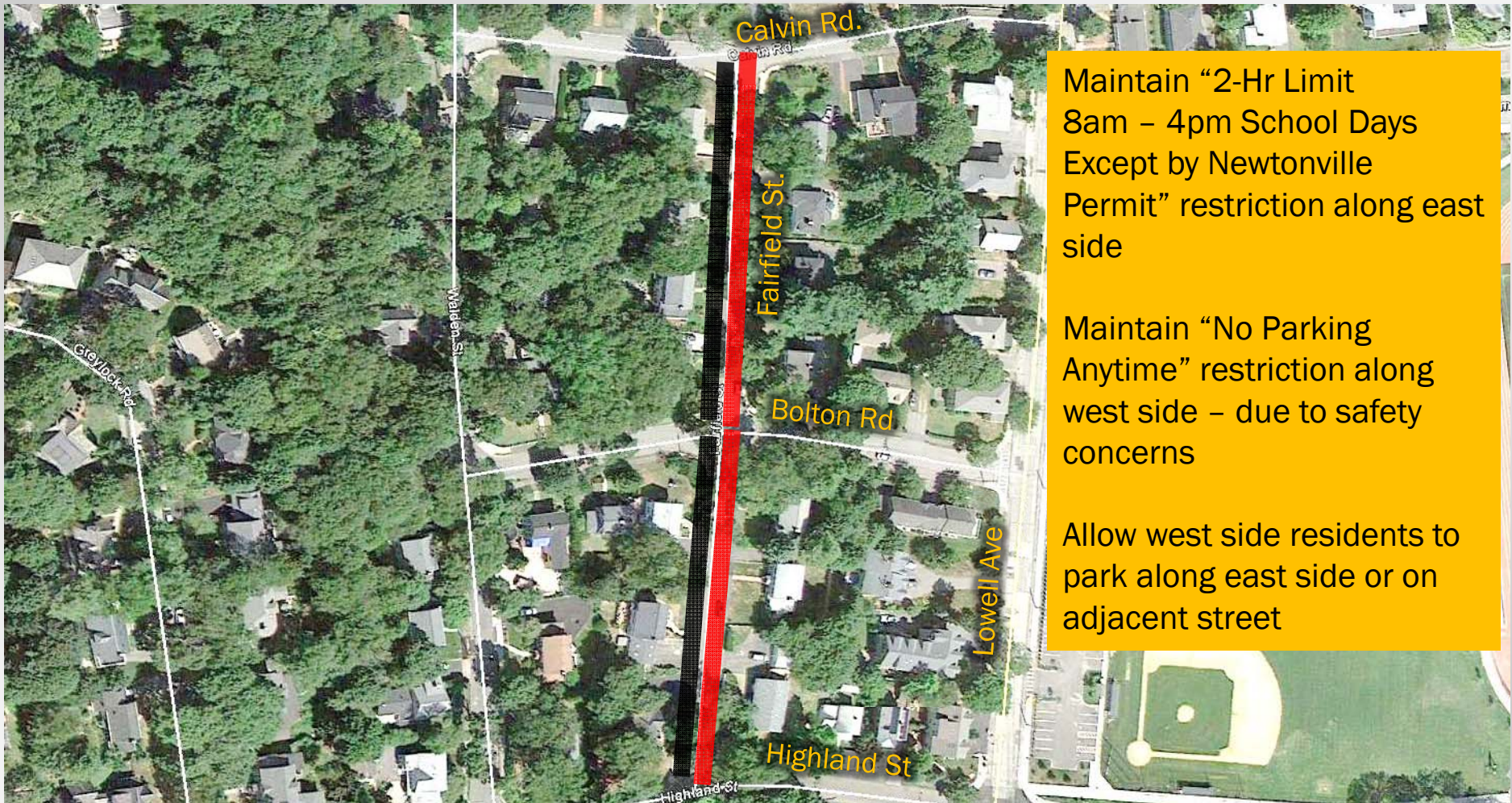
Photos

115-14



Recommendation Presented at Traffic Council

115-14



Maintain “2-Hr Limit
8am – 4pm School Days
Except by Newtonville
Permit” restriction along east
side

Maintain “No Parking
Anytime” restriction along
west side – due to safety
concerns

Allow west side residents to
park along east side or on
adjacent street

APPEAL OF TRAFFIC COUNCIL DECISION
CITY OF NEWTON TRAFFIC COUNCIL, ROOM 101A
1000 COMMONWEALTH AVENUE
NEWTON CENTRE, MA 02459

This form shall be completed by residents or an alderman who wish to appeal a Traffic Council decision. This form must be completed and filed with the clerk of the board 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 Board of Aldermen. 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 Board's Office at (617) 796-1210.

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

APPELLANT'S NAME Fran Kuehn SIGNATURE: 

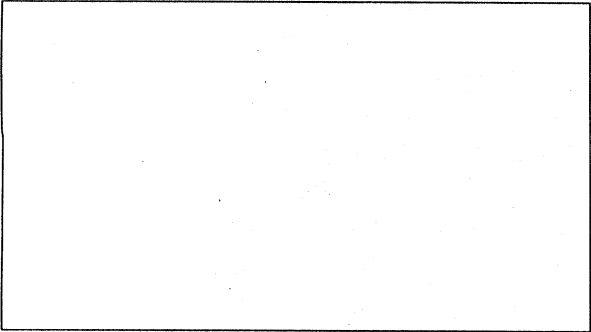
ADDRESS: 37 Fairfield Street Unit # _____

TELEPHONE (DAY): 617 2705908 (EVENING): _____

PETITION #: TC - 1-14

REASON FOR APPEAL: see attached

THIS SECTION FOR OFFICE USE ONLY:



RECEIVED
Newton City Clerk
2014 MAR 17 PM 4: 10
David A. Olson, CMC
Newton, MA 02459

Kuehn

Last Revised November 16, 2009

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).

NAME: From Kuehn SIGNATURE: [Signature]
ADDRESS: 37 Fairfield St. UNIT# 37
TELEPHONE (DAY): 617 2705908 (EVENING): same

NAME: SIAMAL VAGHAR SIGNATURE: [Signature]
ADDRESS: 42 FAIRFIELD ST UNIT#
TELEPHONE (DAY): 617 964 2080 (EVENING): same

NAME: Michael Lu SIGNATURE: [Signature]
ADDRESS: 50 Fairfield St. UNIT#
TELEPHONE (DAY): 617 969-0255 (EVENING): same

NAME: Nick Reynolds SIGNATURE: [Signature]
ADDRESS: 25 Fairfield St. UNIT#
TELEPHONE (DAY): 781-929-7373 (EVENING): 617-795-0303

NAME: CARRIE JASPER SIGNATURE: [Signature]
ADDRESS: 19 FAIRFIELD ST UNIT#
TELEPHONE (DAY): 617-943-4021 (EVENING): SAME

NAME: JOHN BUTLER SIGNATURE: [Signature]
ADDRESS: 11 FAIRFIELD ST. UNIT#
TELEPHONE (DAY): 617 820 9026 (EVENING): -

NAME: Ann Marie O'Connell SIGNATURE: [Signature]
ADDRESS: 5 Fairfield St UNIT#
TELEPHONE (DAY): 617 244 4037 (EVENING): same

NAME: Eda Spielman SIGNATURE: [Signature]
ADDRESS: 6 Fairfield St. UNIT#
TELEPHONE (DAY): 617 332 7257 (EVENING):

NAME: Charles Kadis / Geraldine Zabik SIGNATURE: [Signature]
ADDRESS: 12 Fairfield St UNIT#
TELEPHONE (DAY): 617 332 4090 (EVENING): same

Name Moshe Cohen
Address 17 Fairfield St.
Newton MA
Telephone 617-782-8954

Signature
Unit

#105-14
M. Cohen

Name Daphne Psacharopoulos
Address 36 Fairfield St.
Telephone 617 795 0658

Signature D. Psacharopoulos
Unit

Name
Address
Telephone

Signature
Unit

Name
Address
Telephone

Signature
Unit

Name
Address
Telephone

Signature
Unit.

Attachment to Appeal: Fairfield Street, Newtonville**Reasons for Appeal****Policy Considerations**

1. Traffic Council Policy 1: On-Street Parking Guidance; April 1, 2008; Item 1 allows for parking on both sides of a Street of 23.5' or more. Fairfield Street is 24 feet wide; the standard width for numerous streets in Newton. There are no special situations or circumstances that are unique to Fairfield Street that warrant parking restrictions on Fairfield and not on other streets of similar width. Any consideration of parking restrictions, based on safety access for emergency vehicles, should therefore be equally applied to all streets in Newton with the same width, and not just to Fairfield Street
2. Fairfield and the surrounding streets are within the Newtonville Neighborhood Parking District Parking Map, dated November 2013; Plate 1.

Traffic Considerations

1. There is no parking restrictions on many of the streets surrounding Fairfield (e.g. Walden, Greylock). There are no unique circumstances to differentiate Fairfield from the adjoining or nearby streets. These and all roads around Fairfield Street (e.g. Bolton Road, Calvin Road, Highland Street) are of the same exact width; Plate 2. At the February 27, 2014 Traffic Council meeting it was stated that the special application to Fairfield had been determined because 'someone had complained' about cars parked on both sides of the street. Plate 3 shows a view of Fairfield Street, looking South. As shown, with two normal sized cars parked on either side, there is 13 feet of clearance available for vehicles to pass through. A typical fire engine is approximately 9 feet wide, leaving ample clearance of 2 feet from either car, assuming cars are reasonably and properly parked close to the curb line. With a little careful planning (e.g. no parking within 15' of street intersections, no parking within 15 feet of a hydrant, etc.) there should be little concern about emergency vehicles getting through Fairfield and adjoining streets. In fact, emergency vehicles have been observed by residents to pass through Fairfield Street on several occasions over the last 22+ years without the slightest problem.

Other Considerations

1. During construction of the New Newton North High School, Fairfield Street was part of the traffic management plan, which allowed for parking by students and residents on both sides of the street. Since the completion of the high school there is generally very few occasions when cars are parked on both sides of the street. An exception is during special events at the high school, when Fairfield and adjoining streets are used heavily by the public. Any concerns with two-side parking during such events can be mitigated with temporary parking bans on one side of the street.

Summary and Request

1. There are no unique circumstances to single out Fairfield Street from other streets of similar width in the vicinity for special parking restrictions.
2. Fairfield Street residents, in unison, through this appeal, respectfully request the aldermen consideration to the following:

A. Lifting parking restrictions imposed by the Traffic Council on Fairfield Street.

B. It is accepted that during heavy snow storms and accumulation, Fairfield (and surrounding streets, and indeed many Newton streets of the same size) may not be wide enough to allow for emergency for parking on both sides. Consideration could be given to altering the 'no parking' sign on one side of the street to 'no parking during snow emergencies' to ban parking on one side of the street during such events.

C. The residents would be very glad, within a collaborative framework, to discuss with the City other options for parking control on the Street, to both alleviate safety concerns and to afford the residents the opportunity to park in front of their homes.

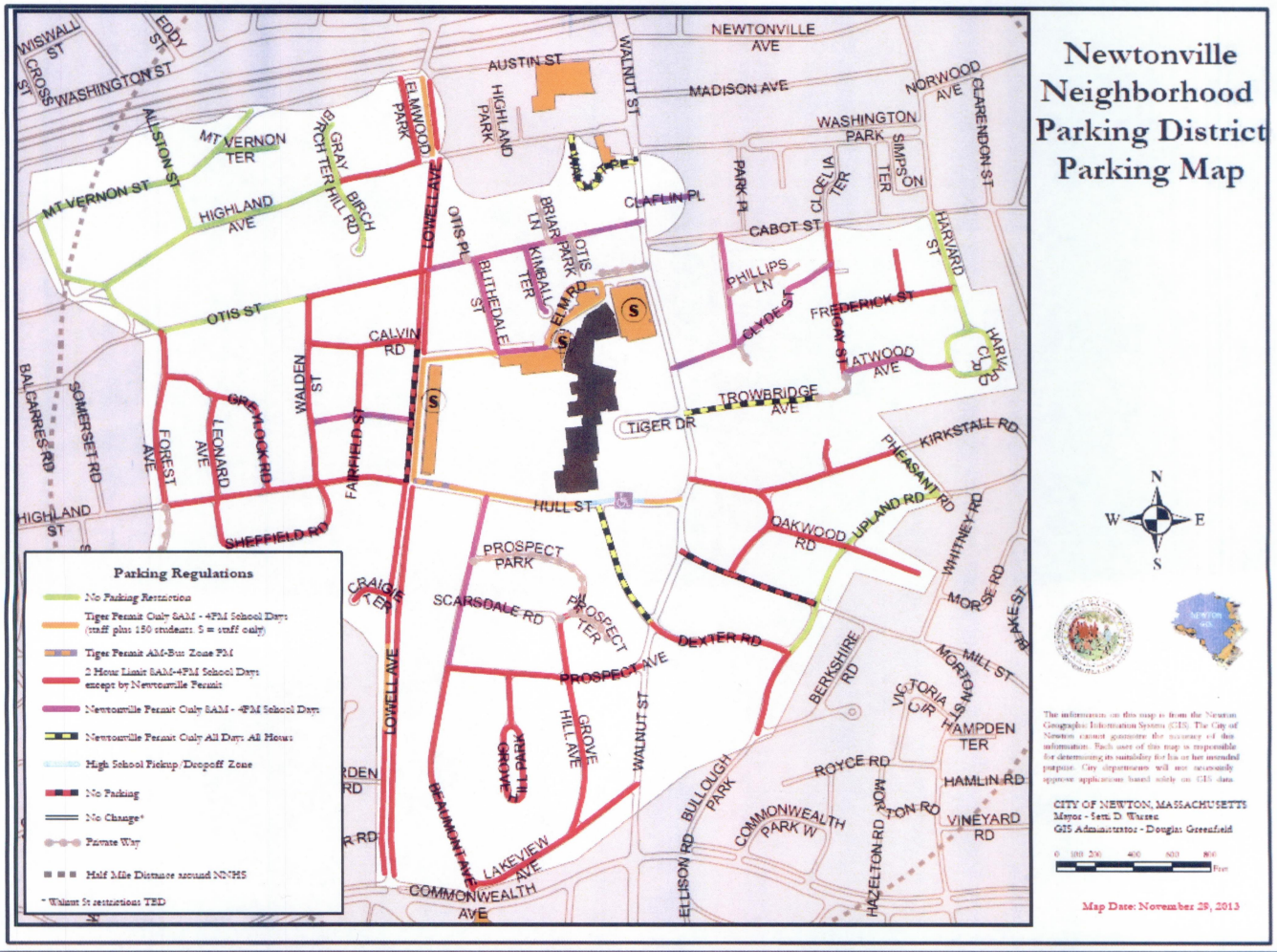


Plate 1: Newtonville Neighborhood Parking District Parking Map



Plate 2: Fairfield and adjoining streets



Plate 3: Fairfield Street Looking South (Taped distance between two cars is 13 feet)

Traffic Council Policy 1: On-Street Parking Guidance

Date Adopted: April 1, 2008

As defined by City ordinance, it is the purpose of the Traffic Council to take action on requests for site-specific changes to parking and traffic regulations. The Traffic Council aims to be fair and consistent in its decisions when similar situations present themselves and, over time, its actions have evolved into some implicit policies. The most frequently observed policies relating to on-street parking are listed below and are intended to put such practices in print to be used as guidelines for the future. Members of Traffic Council hope that this information offers guidance to the public, Board members, and staff as it affects projects or proposals they may consider.

1. SAFE ACCESS for EMERGENCY VEHICLES

On-street parking must allow adequate space for fire engines and other emergency vehicles to navigate. To support this requirement, it shall be the general practice of Traffic Council to limit parking to one side on those streets with a width of less than 24 feet, unless the demand for on-street parking is consistently low. Unless there are extenuating circumstances, the restricted side shall be the side of the street where fire hydrants are located.

2. INSTITUTIONS

While it is desirable for the City to require institutions such as Newton-Wellesley Hospital, Boston College and Lasell College to provide adequate parking for all of their demand on their own site, nonprofit institutions are protected by the Dover Act, which often allows exceptions to local standards and may create parking spillover onto adjacent streets, including residential streets. The Traffic Council supports collaborative efforts to solve problems and address mutual concerns between the City and such institutions. However, when institutional parking adversely impacts nearby neighborhoods, it shall be the general practice of Traffic Council to establish parking restrictions to allow for adequate use of the street by residents as well as their visitors and contractors. The Traffic Council's general practice has been to employ the least restrictive means available to limit spillover, since residents must also abide by whatever restrictions are placed on the streets in front of their homes.

3. PUBLIC TRANSPORTATION

Many areas of Newton are fortunate to be located within easy walking distance of MBTA rail and bus service. The City encourages the use of public transportation for all the environmental, social, economic, political and other benefits it can provide. The MBTA provides parking at several Green Line stations. Commuter rail users may park at public parking lots and at long-term metered spaces on the streets in Auburndale, West Newton, and Newtonville. Limited long-term parking is available for Express Bus commuters. Given the availability of long-term parking options, it shall be the general practice of Traffic Council to attempt to protect streets nearest Green Line and Commuter Rail stations from overuse by commuters in search of free all-day parking. In the process, the Traffic Council shall strive to balance the parking needs of residents and their visitors while ensuring safe access for emergency vehicles (see #1 above) while also providing Express Bus commuters with some ability to park on public streets near express bus stops in Newton.

4. SCHOOLS

The Traffic Council shall strive to balance the convenience of parents, residents, and teachers; to maximize safety around schools; and to encourage non-motorized transportation to/from our schools. All of our schools are located in residential neighborhoods and are close enough to most residences so that most elementary school students can walk to school. While the Traffic Council endorses efforts to encourage walking to school, it also recognizes that some children must be driven and shall attempt to provide drop-off and pick-up areas in safe and convenient locations for those who cannot walk to school. Priority locations shall be given to public transportation because it is a more environmentally friendly alternative, however some limited parking around our schools is often necessary for parents who need to enter the school building. On-site parking for teachers is provided at most sites, but is generally inadequate to provide parking for all staff who must drive to school. It shall be the general practice of Traffic Council to ensure adequate (but not unlimited) parking for school staff.

5. OTHER PUBLIC BUILDINGS and PARKS

Parks, City Hall, libraries and other public buildings provide a benefit to all Newton residents, and it shall be the general practice of Traffic Council to help ensure that these facilities are available to all residents. To support this policy, Traffic Council shall ensure that adequate parking is available to access public facilities. However, Traffic Council will strive to strike a balance, which will also provide reasonable opportunity for residents and their contractors and visitors to park near their homes.

6. VILLAGE CENTERS and OTHER AREAS with DEMAND for ON-STREET PARKING, INCLUDING AREAS ABUTTING DOVER-PROTECTED USES

One of the objectives of the City's *Comprehensive Plan* is to foster thriving village centers, with successful businesses in Newton. It is also true that successful businesses exist throughout the City – some without adequate off-street parking that sometimes impacts nearby residential streets. City zoning and land use requirements strive to regulate on-site parking for businesses. In order to contain village center parking and maintain the neighborhood character of nearby street, the Traffic Council shall regulate the number of vehicles permitted to park on nearby residential streets. In doing so, the Traffic Council shall strive to balance the need for some employee and visitor parking, as long as residents and their contractors and visitors have reasonable opportunity for on street parking near their homes.

7. RESIDENT-ONLY PARKING

Through various actions over the years, the Board of Aldermen has supported decisions that favor sharing of our City streets. Simply put, the streets belong to everybody. As such, the Traffic Council generally does not support exclusive resident-only parking on public streets except when all other measures to share parking have failed to provide residents with reasonable use or access to their homes. Additionally, resident-only parking during the daytime hours when many residents are at work elsewhere, has the effect of clearing the streets so nobody can park there, even when the residents wouldn't need to, thus eliminating parking unnecessarily.

8. PERMIT PROGRAMS

Over the years, various permit programs have been discussed. Some remain promising. Parking Benefit Districts are hybrids of resident-only parking programs, but provide a limited number of passes to non-residents of the street to park in front of specific homes during weekdays, thus allowing for better use of these limited resources. Parking passes that would allow passholders to park in metered and/or nonmetered spaces throughout the City have been discussed as a means to free people from having to carry coins, and/or to ensure that parking spaces will be available in various parts of the City. Such options are not yet developed for use, but show promise as future tools for addressing parking problems.

9. PARKING METERS IN RESIDENTIAL AREAS

It has been the practice of the Traffic Council *not* to place parking meters in front of homes in residential districts. Where residences are located in nonresidential zones, the Traffic Council shall consider: whether available parking closest to the activity center has been maximized; the availability of on-site parking for nearby residential uses; how proposed metered curbside parking spaces would best be used; proximity to public transportation; whether parking demand is created by nonresident commuters; and whether metering will further the City's parking and housing goals. In its deliberations about managing parking in such an area, the Traffic Council shall consider whether paid parking by permit or non-metered arrangement will encourage the optimal parking behavior in areas where homes abut commercial areas, thus allowing for good parking management but eliminating unsightly meters.

TC1-14

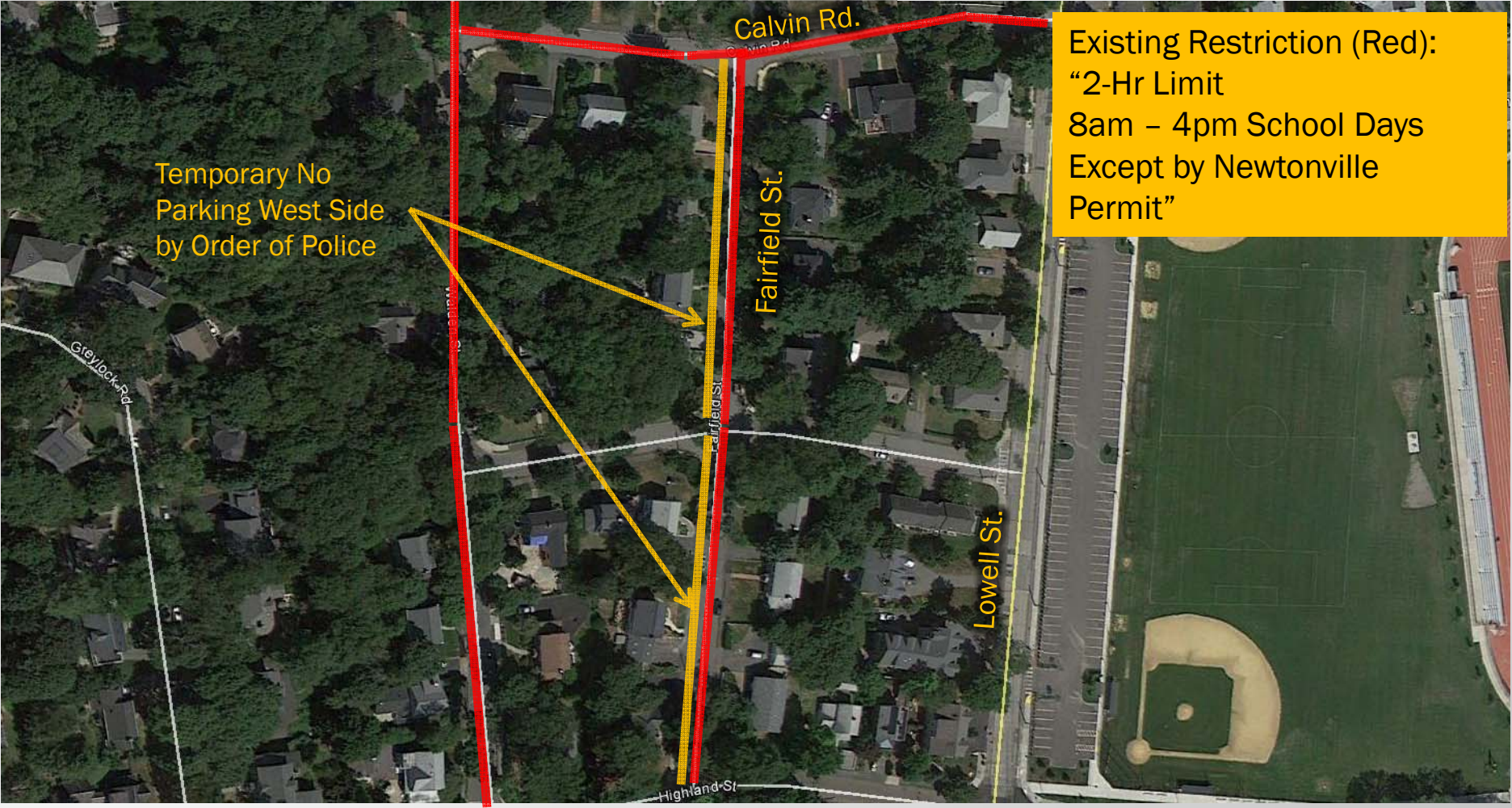


Fairfield Street

Request for Parking Restriction

Existing Conditions

TC1-14



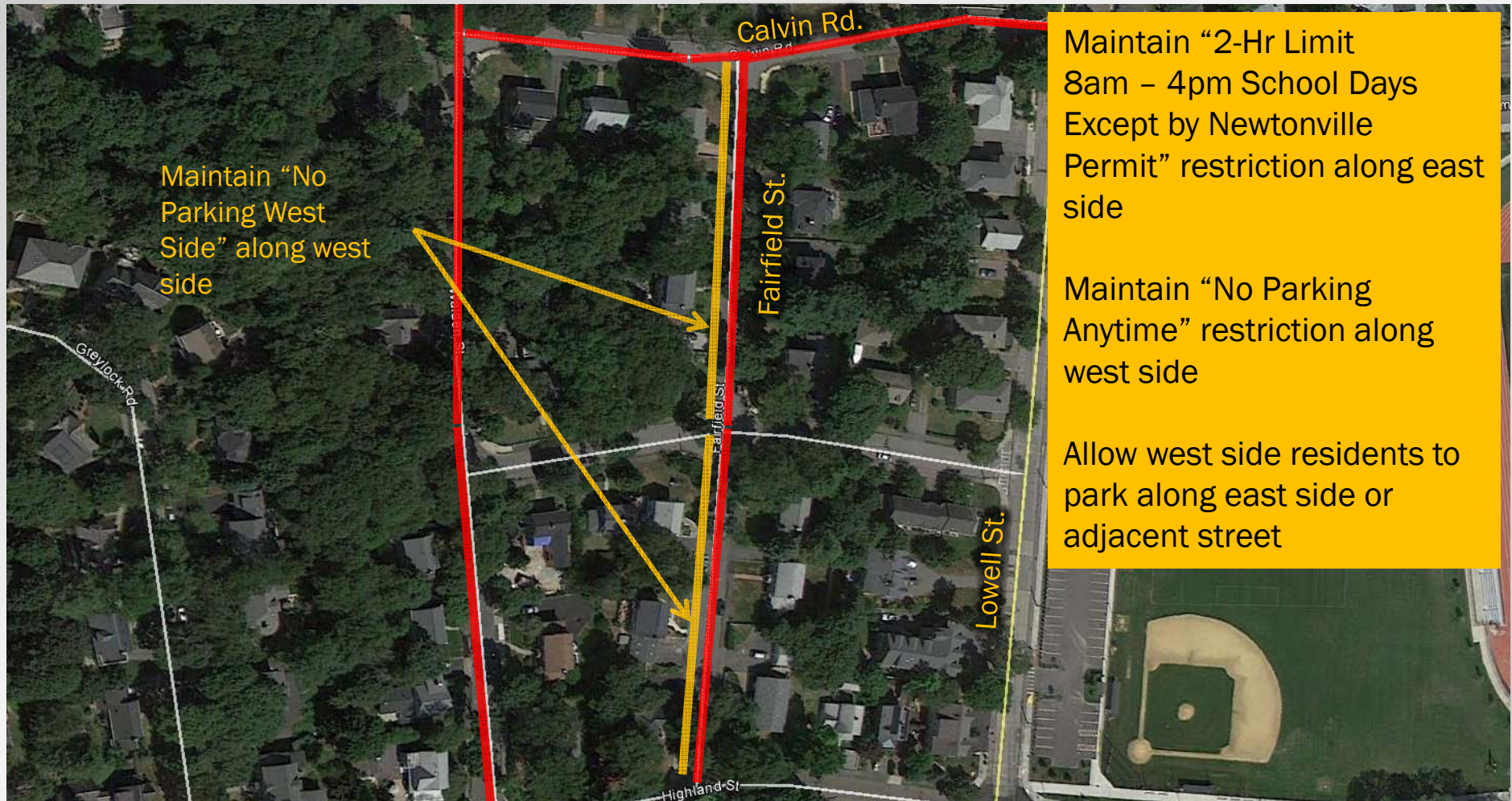
Photos

TC1-14



Recommendation

TC1-14



CITY OF NEWTON
BOARD OF ALDERMEN
TRAFFIC COUNCIL REPORT

THURSDAY, FEBRUARY 27, 2014

Present: Sgt. Babcock, Newton Police Department; Ald. Ciccone, Jerome Grafe, Citizen Representative; David Koses, Transportation Planner and William Paille, Director of Transportation

Also Present: Ald. Johnson, Albright and Norton

Others Present: Newton North High School Vice-Principal Midge Connolly and School Committee Member Margaret Albright

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

TC1-14 SGT. BABCOCK, requesting a parking restriction on Fairfield Street, to allow for emergency vehicle access. (Ward 2) [01/17/14 @ 2:53 PM]

ACTION: APPROVE (5-0). No parking, any time, west side of Fairfield Street. This item may be appealed through the close of business March 19, 2014.

NOTE: Sgt. Babcock said that after the Newtonville Neighborhood Parking District Plan was implemented neighbors complained that vehicles were parked on both sides of Fairfield Street making it difficult for emergency vehicle access, especially ambulances and fire trucks. He said that he docketed this item because of safety concerns, challenges and complaints received. A permanent parking restriction is necessary for public safety. The Police Department has placed a temporary parking restriction on the east side of Fairfield Street after thirteen days of observation and noted that vehicles are not parking in a 'staggered' approach.

Mr. Paille provided Council members with existing conditions, photos and recommendations. He stated that Fairfield Street is 24 feet wide, parking on both sides make it difficult for emergency vehicle access. He recommends maintaining the current parking restriction on the east side and approve the temporary no parking west side restriction placed by the Police Department allowing west side residents to park along east side or adjacent streets.

Mr. Koses opened the discussion to members of the public who were present. Three residents spoke in opposition to this request. They said that the goal of the Newtonville Neighborhood Parking permit plan was to have all neighboring streets with the same restrictions by increasing resident parking, limit student parking and to be more consistent rather than a street-by-street approach. This item is inconsistent with the program because it reduces resident parking. They expressed their safety concerns and said that it would be difficult if they had to park on the west side of the street with children and groceries. They feel that neighboring streets that are 24 feet wide should have the same restriction. They agree public safety is necessary and then suggested a nuanced approach. One resident suggested making changes to the student permits to a two-hour limit in order to allow residents first priority.

Sgt. Babcock answered that he has not docketed neighboring streets for a parking restriction because he has not received complaints. Council members discussed this request and asked if the temporary restriction was placed due to the large amount of snow this season. Sgt. Babcock answered no. Council members agree that public safety is necessary, is a priority and agree that residents can park on the east side or adjacent streets.

Mr. Grafe suggested creating a citywide parking policy on streets that are 24 feet wide with curbs in order to provide consistency and fairness. Council members agree that creating this policy would be beneficial.

Ald. Albright asked if parking permits are issued to park at a specific address. Sgt. Babcock answered that the permits are issued to an address allowing the permit holder to park anywhere on that street. If the residents have issues or concerns, they are asked to contact the Police Department.

Without further discussion, Sgt. Babcock made the motion to approve this request of no parking, any time, west side of Fairfield Street. Council members agreed 5-0. Mr. Koses briefly described the appeals process and said that this item may be appealed through the close of business March 19, 2014.

Danielle Delaney

To: Danielle Delaney
Subject: FW: Corner of Central/Woodland to Central/Fern-Keep No Parking 7-9 and 4-6

This was submitted for PS&T discussion on 6/18/14. Appeal # 186-14

From: Donna Whitham [mailto:]
Sent: Wednesday, June 18, 2014 5:00 PM
To: Traffic Council; David Koses
Cc: donnawhitham; leswhitham
Subject: Corner of Central/Woodland to Central/Fern-Keep No Parking 7-9 and 4-6

Dear Traffic Council,

We have forwarded these photos, which we sent to our Aldermen 6/8/14, citing the normal daily activity between Central/Woodland and Central/Fern and how busy and tight the end of the street is at any time of day. This strip warrants the "No Parking from 7-9 and 4-6" to remain in place and has been the best solution over the years to accommodate all.

Thank you,
Donna & Les Whitham

From: [Donna Whitham](#)
Sent: Sunday, June 08, 2014 1:21 AM
To: [Amy Sangiolo](#) ; [Jay Harney](#) ; [Lenny Gentile](#)
Cc: [Donna Whitham](#) ; [Les Whitham](#)
Subject: Fw: Public Safety Appeal received Sat 6-7-14

From: [Donna Whitham](#)
Sent: Saturday, June 07, 2014





















Sent from my AT&T iPhone

Appeal

#186-14

RECEIVED REQUEST FOR TRAFFIC IMPROVEMENT OR CHANGE
Newton City CITY OF NEWTON TRAFFIC COUNCIL, ROOM 101A
1000 COMMONWEALTH AVENUE
NEWTON CENTRE 02459
2014 MAY -5 PM 9:51

The Traffic Council is administered through the Clerk of the Board's Office. The Petitioner 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 Traffic Council. NOTE: There are additional petition 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 Board's Office at (617) 796-1210.

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

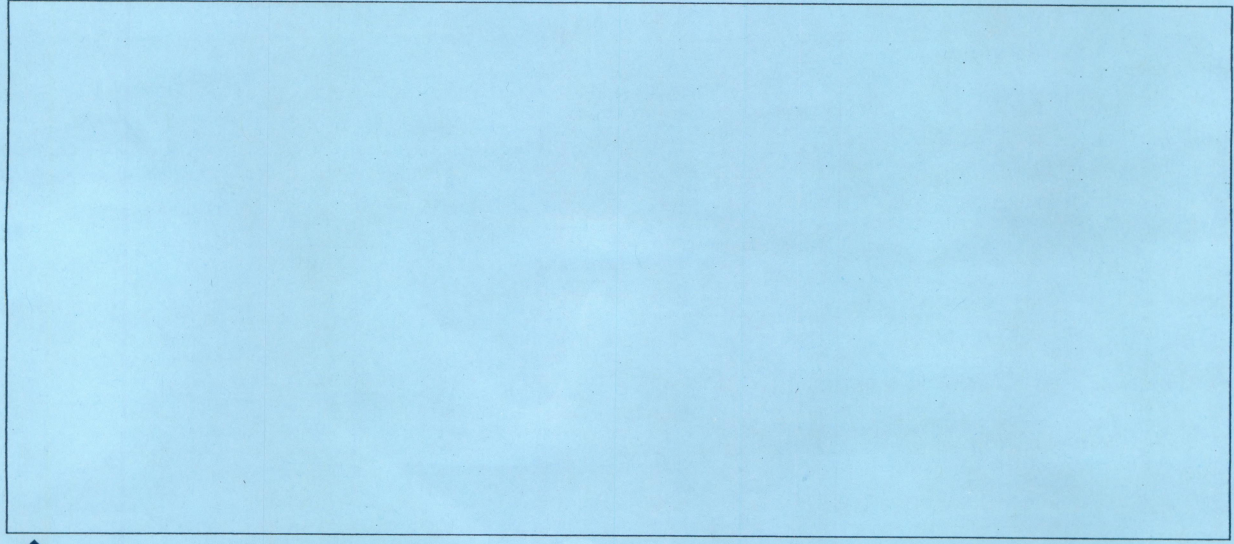
Ald. Jay Horvitz
Ald. Gentile

PETITIONER'S NAME: Amy Mah Snyda SIGNATURE: [Signature]
ADDRESS: 389 Central St Unit # _____
TELEPHONE (DAY): 617-969-0677 (EVENING): _____

1. Identify the location and briefly describe the nature of the problem:

That part of the Auburndale Parking Plan affects Central Street - from Woodland Rd to Fern Street - TC 18-14

2. Draw a simple diagram or attach a map in the box below that shows the subject street(s) and conditions.



↑
3. Obtain required signatures on reverse side of this form.

RECEIVED
Newton City Clerk

2014 MAY -1 PM 3:57

David A. Olson, CMC
Newton, MA 02459

This form shall be completed by residents or an alderman who wish to appeal a Traffic Council decision. This form must be completed and filed with the clerk of the board 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 Board of Aldermen. 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 Board's Office at (617) 796-1210.

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

APPELLANT'S NAME Les Wyntman SIGNATURE: 

ADDRESS: 295 Central Street Unit # _____

TELEPHONE (DAY): 617.803.3324 (EVENING): 617.803.3324

TC 18-14 PETITION #: TC-14 Parvina Dept. 617.775.1995

REASON FOR APPEAL: TO RETAIN CURRENT PARKING

INSTRUCTIONS AS "NO PARKING 7-9am & 4-6pm"
FROM CENTRAL/WOODLAND TO CENTRAL/EERN.

ENFORCING CURRENT RULE IS THE SAFEST FOR
THIS SMALL ACCESS END OF STREET AND WORK
EFFECTIVELY! THIS SECTION FOR OFFICE USE ONLY:


- Date of Vote _____
- Date Appeal Received _____
- Signature requirement met? _____

Yes _____
No _____


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).


Appears 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 about 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).

NAME: LES WHITTAM SIGNATURE: 
ADDRESS: 295 CENTRAL STREET UNIT# _____
TELEPHONE (DAY): 617.803.3324 (EVENING): 617.803.3324

NAME: Michael G. Leary SIGNATURE: 
ADDRESS: 290 Central St Auburndale MA UNIT# _____
TELEPHONE (DAY): (617) 527-9340 (EVENING): (617) 527-9340

NAME: Francis P Ferris SIGNATURE: 2-103
ADDRESS: 290 Central St UNIT# _____
TELEPHONE (DAY): 617-571-5110 (EVENING): 617-527-9340

NAME: Barbara & Kenneth Western SIGNATURE: 
ADDRESS: 298 Central St UNIT# _____
TELEPHONE (DAY): 617-244-8820 (EVENING): 617-244-8820

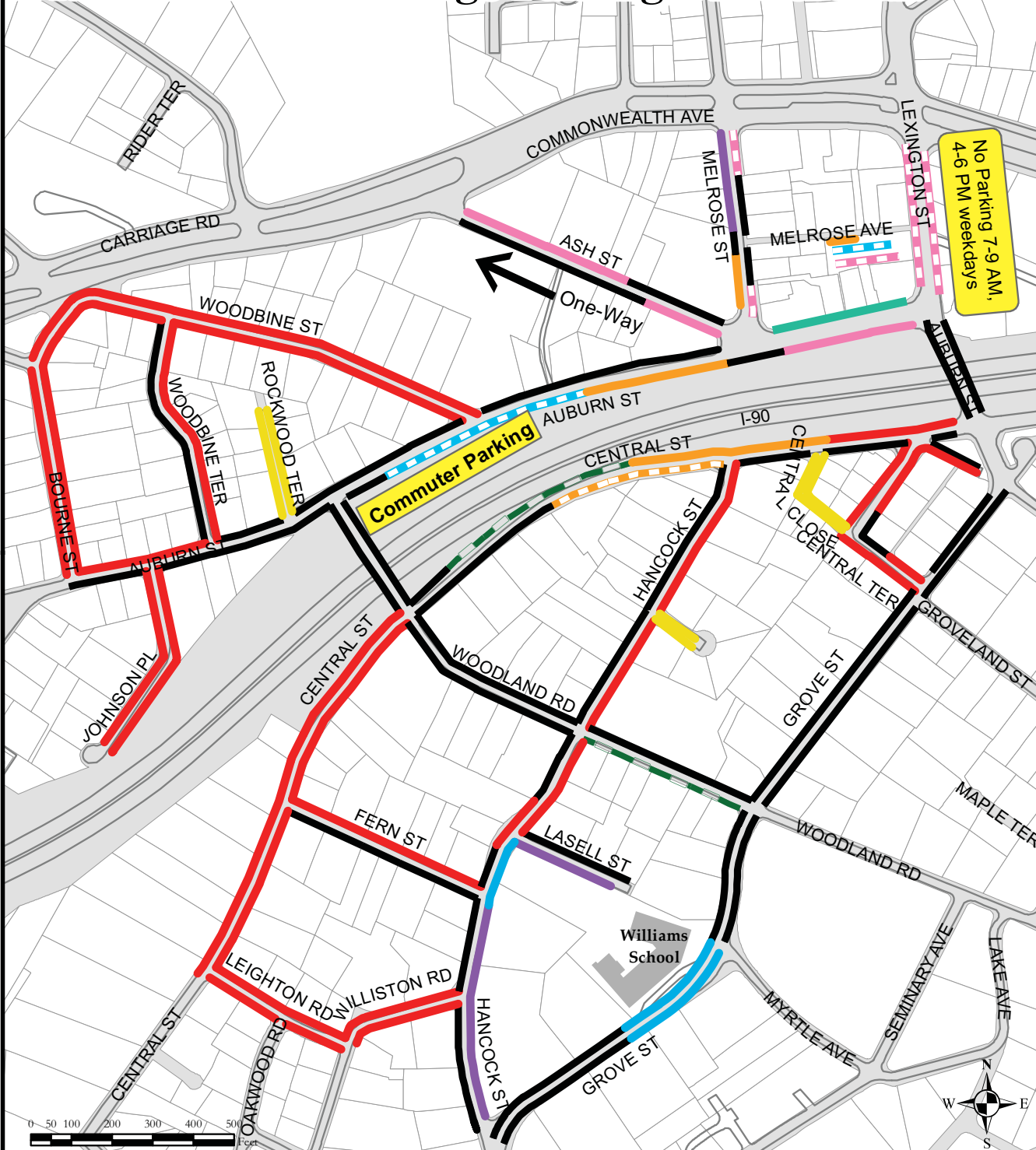
NAME: Dawn & Tim Plummer SIGNATURE: 
ADDRESS: 304 Central Street UNIT# _____
TELEPHONE (DAY): 508-361-7336 (EVENING): 508-361-7336

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

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

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

Draft Auburndale Village Parking District Plan



No Parking any time (Black Line) * #186-14

No Parking M-F (Dark Dashed Green Line)
 note: No Parking M-F, 9-6 Central St

15 Minute Limit, M-F 7AM-7PM
 (Dashed Orange Line)

1 Hour Limit, 7AM-7PM, All Days
 (Light Green Line)

2 Hour Limit, All Times (Pink Line)

2 Hour Meter (Dashed Pink Line)

2 Hour Limit, M-F 9AM-5PM Except by
 Auburndale Permit (Only available to
 residents living within the Auburndale
 Parking District.) (Red Line)

2 Hour Limit, M-F 9AM-5PM Except by
 Auburndale Permit (Available to residents
 living and employees working within the
 Auburndale Parking District. In addition,
 up to one nonresident permit may be issued
 per 50' of roadway length.) (Purple Line) **

12 Hour Meter (Dashed Light Blue Line)

Auburndale Business Permit Parking Only
 M-F, 9AM-5PM (Orange Line) **

Private Way (Yellow Line)

Blue Zone (Blue Line)

* Residents living on streets within the
 Auburndale Parking District which do not allow
 parking on either side of a street may receive
 permits and visitor passes to park on a nearby street

** Businesses and non-residents are not eligible
 to receive visitor passes

** Lasell Street to include 10 non-resident
 permits for Williams School staff

TC18-14

40

Central Street

Central Street

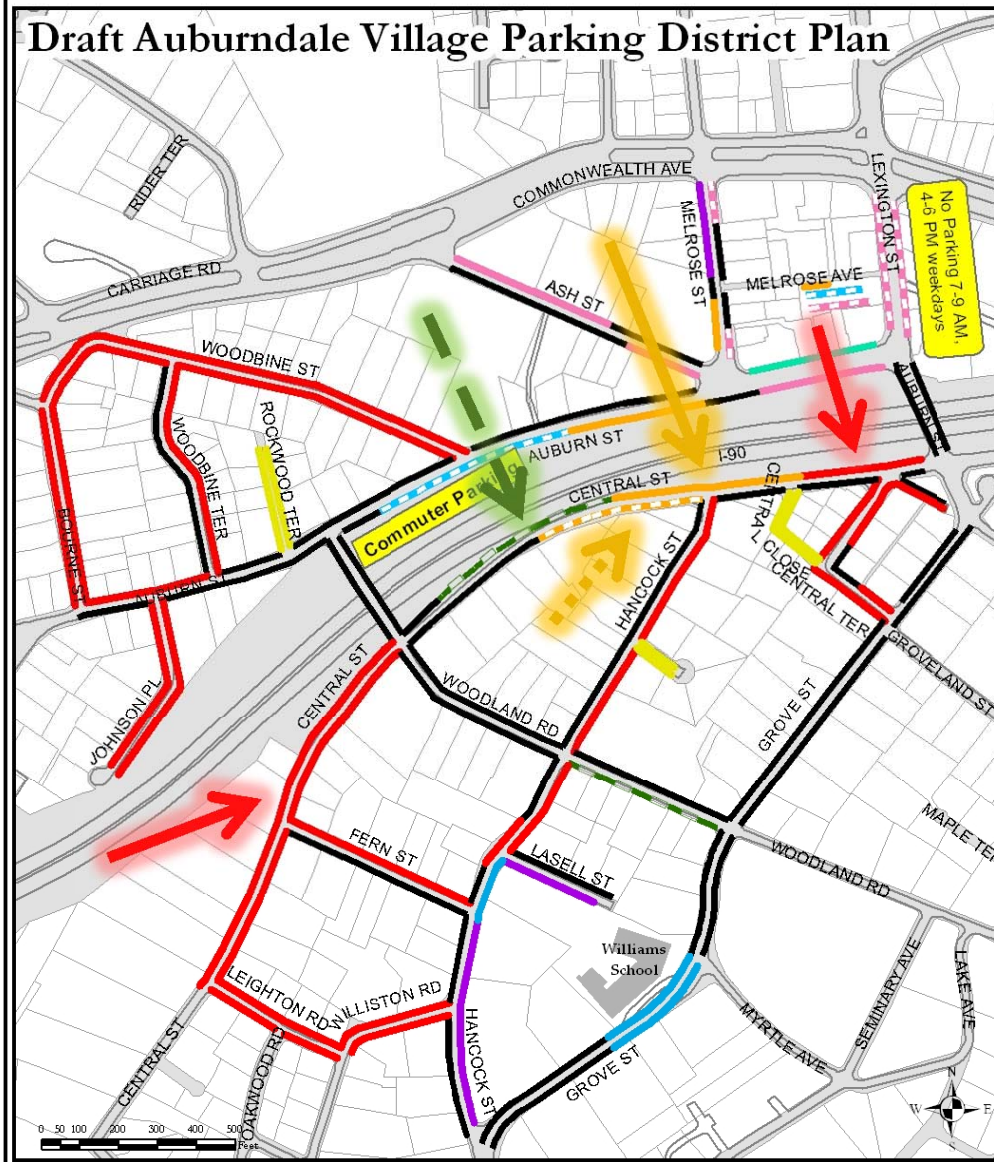
TC18-14

- ❖ TC18-14 PLANNING DEPARTMENT, requesting that the TPR-176 be changed for Central Street to the following: (1) Prohibited, all days, (a) Woodland Road to 560 feet west of Hancock Street, south side, (b) Hancock Street to Auburn Street, south side, (c) 240 feet west of Auburn Street to 265 feet west of Auburn Street, north side, (d) Woodland Road, 100 feet easterly, north side; (2) Two-hour limit except by Auburndale Permit, Mon - Fri, 9:00 a.m. to 5:00 p.m., except Holidays, (a) Auburn Street to 240 feet west of Auburn Street, north side, (b) 265 feet west of Auburn Street to Central Close, north side, (c) Woodland Road to Leighton Road, both sides; (3) Auburndale Business Permit Parking Only, Central Close to 340 feet west of Hancock Street, north side; (4) No parking, any time, Monday to Friday, 9:00 a.m. to 6:00 p.m., 340 feet west of Hancock Street to Woodland Road, north side; (5) 15 minute parking, Monday to Friday, 7:00 a.m. to 7:00 p.m., 560 feet west of Hancock Street to Hancock Street, south side; (6) Prohibited, south side, 7:00 a.m. to 6:00 p.m. from a point 40 feet west of Commonwealth Avenue westerly to Grove Street; (7) Prohibited, all days, north side; Central Street (dead end east of Central Terrace); (8) Two-hour limit except by Auburndale Permit, Mon - Fri, 9:00 a.m. to 5:00 p.m., except Holidays, south side. Central Street (dead end east of Central Terrace).

Central Street

TC18-14

Draft Auburndale Village Parking District Plan



No Parking any time (Black Line) *

No Parking M-F (Dark Dashed Green Line)

15 Minute Parking (Dashed Orange Line)

1 Hour Limit (Light Green Line)

2 Hour Limit-All Times (Pink Line)

2 Hour Meter (Dashed Pink Line)

2 Hour Limit, M-F 9AM-5PM Except by Auburndale Permit (Only available to residents living within the Auburndale Parking District.) (Red Line)

2 Hour Limit, M-F 9AM-5PM Except by Auburndale Permit (Available to residents living and employees working within the Auburndale Parking District. In addition, up to one nonresident permit may be issued per 50' of roadway length.) (Purple Line) **

12 Hour Meter (Dashed Light Blue Line)

Auburndale Business Permit Parking Only M-F, 9AM-5PM (Orange Line) **

Private Way (Yellow Line)

Blue Zone (Blue Line)

* Residents living on streets within the Auburndale Parking District which do not allow parking on either side of a street may receive permits and visitor passes to park on a nearby street

** Businesses and non-residents are not eligible to receive visitor passes

** Lasell Street to include 10 non-resident permits for Williams School staff

Map Date: April 02, 2014

CITY OF NEWTON
BOARD OF ALDERMEN
TRAFFIC COUNCIL REPORT

THURSDAY, APRIL 17, 2014

Present: Sgt. Jay Babcock, Newton Police Department; Zach Bosch, Transportation Engineer;
Ald. Ciccone and David Koses, Transportation Planner

Also Present: Ald. Sangiolo and Gentile

Mr. Koses provided a revised draft of the Auburndale Village Parking District Plan and a detailed PowerPoint presentation on these items, attached to this report.

TC18-14 PLANNING DEPARTMENT, requesting that the TPR-176 be changed for Central Street to the following: (1) Prohibited, all days, (a) Woodland Road to 560 feet west of Hancock Street, south side, (b) Hancock Street to Auburn Street, south side, (c) 240 feet west of Auburn Street to 265 feet west of Auburn Street, north side, (d) Woodland Road, 100 feet easterly, north side; (2) Two-hour limit except by Auburndale Permit, Mon - Fri, 9:00 a.m. to 5:00 p.m., except Holidays, (a) Auburn Street to 240 feet west of Auburn Street, north side, (b) 265 feet west of Auburn Street to Central Close, north side, (c) Woodland Road to Leighton Road, both sides; (3) Auburndale Business Permit Parking Only, Central Close to 340 feet west of Hancock Street, north side; (4) No parking, any time, Monday to Friday, 9:00 a.m. to 6:00 p.m., 340 feet west of Hancock Street to Woodland Road, north side; (5) 15 minute parking, Monday to Friday, 7:00 a.m. to 7:00 p.m., 560 feet west of Hancock Street to Hancock Street south side; (6) Prohibited, south side, 7:00 a.m. to 6:00 p.m. from a point 40 feet west of Commonwealth Avenue westerly to Grove Street; (6) Prohibited, all days, north side; Central Street (dead end east of Central Terrace); (7) Two-hour limit except by Auburndale Permit, Mon - Fri, 9:00 a.m. to 5:00 p.m., except Holidays, south side. Central Street (dead end east of Central Terrace).

ACTION: APPROVE AS AMENDED (4-0). TPR-176 be changed for Central Street to the following: (1) Prohibited, all days, (a) Woodland Road to 560 feet west of Hancock Street, south side, (b) Hancock Street to Auburn Street, south side, (c) 240 feet west of Auburn Street to 265 feet west of Auburn Street, north side, (d) Woodland Road, 100 feet easterly, north side; (e) Woodland Road, 375 feet westerly, north side; (f) Central Street (dead end east of Central Terrace), north side; (2) Two-hour limit except by Auburndale Permit, Mon - Fri, 9:00 a.m. to 5:00 p.m., except Holidays, (a) Auburn Street to 240 feet west of Auburn Street, north side, (b) 265 feet west of Auburn Street to Central Close, north side, (c) 375 feet west of Woodland Road to Leighton Road, north side, (d) Woodland Road to Leighton Road, south side; (e) Central Street (dead end east of Central Terrace), south side; (3) Auburndale Business Permit Parking Only, Central Close to 340 feet west of Hancock Street, north side; (4) No parking, any time, Monday to Friday, 9:00 a.m. to 6:00 p.m., 340 feet west of Hancock Street to Woodland Road, north side; (5) 15 minute parking, Monday to Friday, 7:00 a.m. to 7:00 p.m., 560 feet west of Hancock Street to Hancock Street south side; (6) Prohibited, south side, 7:00 a.m. to 6:00 p.m. from a point 40 feet west of

Commonwealth Avenue westerly to Grove Street. This item may be appealed through the close of business May 7, 2014.

NOTE: Mr. Koses stated that a letter was received opposing this proposal, on file. He then opened the discussion for public comment. Donna Whitham, 295 Central Street said that approximately 16 years ago, Central Street from Woodland Road to Fern Street was granted a parking restriction of no parking 7-9 a.m. and 4-6 p.m. She requests that this restriction remain, it works perfectly and this section is a 'unique' area of Central Street, each street is 'unique'. She opposes this section of Central Street becoming a 'free for all' on Monday through Friday and weekends. There are no curbs, there are traffic issues, vehicles park on both sides and she is concerned with children's safety. A staff member from the Auburndale Community Nursery School asked what is proposed for substitute teacher parking and clients of #230 Central Street. A merchant asked if the number of business permits could be increased. A resident suggested to Sgt. Babcock that he contact the MBTA requesting they lower the \$4.00 parking fee.

Sgt. Babcock answered that he has spoken with the MBTA requesting this for the Auburndale and West Newton parking lots. Mr. Koses stated that the MBTA is an independent organization; they set their own fees, even though the City strongly opposes the \$4.00 fee. The City continues discussion with MassDOT who now own the parking lots, in hopes of reducing the parking fee or establishing a different management arrangement. The merchant then suggested that MassDOT contribute to the City to help defer permit costs.

Mr. Koses answered that up to twenty-five Auburndale business permits will be issued for Central Street. If residents do not choose to purchase a permit, perhaps the number of business permits could increase.

Ald. Sangiolo provided an email from Ald. Harney on behalf of a resident of 238 Central Street indicating that if a restriction was implemented it would deter residents from parking in front of their homes and this is concerning to her as she is requesting a permit directly across the street. Mr. Koses noted locations on the proposed map where this resident could park, approximately eight parking space lengths from her home. Ald. Sangiolo then said that Ald. Harney related to her his concerns expressing that the City is doing a lot to accommodate businesses but let us remember our residents.

Sgt. Babcock stated that currently there are twelve temporary business permits. He then said that he would reserve a few permits for the substitute teachers at the nursery school. Sgt. Babcock stated that sections of Central Street are a public safety concern and the first priority is to allow emergency vehicle access without difficulties.

Mr. Koses stated that the intent of the new parking proposal of a two-hour limit is to deter commuters. A goal is to strive for consistency and not to implement partial parking restrictions on partial areas of streets. Ald. Gentile explained to Ms. Whitham that the new parking proposal of a two-hour limit except by Auburndale Permit, Monday through Friday, 9:00 a.m. to 5:00 p.m., except Holidays, is the least restrictive option. Mr. Koses stated that the permit overrides a parking restriction time limit except in the case of the current parking restriction of no parking 7-9 a.m. and 4-6 p.m. on Central Street from Woodland Road to Fern Street.

Ald. Gentile then said that the apparent goal of the parking plan is to provide uniformity. He said that the current parking restriction of no parking 7-9 a.m. and 4-6 p.m. on Central Street from Woodland Road to Fern Street is apparently working and suggested keeping it the same if residents are satisfied.

A resident asked for clarification if parking is prohibited on a street or section of a street. Mr. Koses answered that the resident may obtain a permit on a nearby street and the location will be determined and approved by the Police Department.

Mr. Koses explained the process on obtaining resident, visitor and business permits. He stated that the resident or business owner would visit the Police Department, pay the annual registration fee of \$25 per vehicle, and provide proof of residency or business address. They may obtain one permit per vehicle and two free visitor passes per household.

Ald. Sangiolo agreed with Ald. Gentile and suggested keeping the current parking restriction of no parking 7-9 a.m. and 4-6 p.m. on Central Street from Woodland Road to Fern Street. She then said that it would be problematic to implement the two-hour parking restriction in the area of Central Street near the black gate used by the Mass Turnpike. Mr. Koses suggested removing the two-hour section of Central Street from Woodland to Fern Street from the proposed plan to accommodate the Mass Turnpike.

Ald. Ciccone made the motion to approve this item with the understanding that the current parking restriction of 7-9 a.m. and 4-6 p.m. on Central Street from Woodland Road to Fern Street will remain. Mr. Koses stated that Central Street is not a 'unique' street and is opposed to keeping the current parking restriction of 7-9 a.m. and 4-6 p.m. on Central Street from Woodland Road to Fern Street. Part of the goal of the plan is to provide for better consistency, and to get away from having different, inconsistent parking regulations on each street.

Ald. Sangiolo said that it is expected that this plan will continue to be modified. Ald. Gentile stated that Central Street is different; there are many proposed restrictions on Central Street and it is not consistent. Sgt. Babcock said that if the current parking restriction of 7-9 a.m. and 4-6 p.m. on Central Street from Woodland Road to Fern Street remains; the twenty-eight resident permits for Central Street will have to be issued to Hancock or Fern Streets. Mr. Bosch suggested implementing a one-hour limit in this area. Mr. Koses opposed to removing this small block of Central Street from the overall neighborhood parking plan – it would create an unnecessary 'gap' in the middle of the neighborhood parking plan. Mr. Bosch then suggested implementing a two-hour limit on the east side and a one-hour restriction on the west side. Sgt. Babcock then suggested to implement no parking, west side on Central Street from Fern Street to Woodland Road and implement a two-hour parking restriction, east side on Central Street from Fern Street to Woodland Road allowing residents to park in front of their homes.

Ald. Gentile said that he does not disagree with Ms. Whitham's concerns, but that Council members are concerned with having a 'gap' on Central Street. He asked Ms. Whitham to provide guidance to Traffic Council members on the next best option. Ald. Gentile then said that if this item is approved, an item can be docketed for modification or it may be appealed.

A merchant asked for clarification, the process and the number of permits that will be issued to businesses. Mr. Koses explained the process of obtaining permits. He stated that the business would visit the Police Department; pay the annual registration fee of \$25 per vehicle. A business permit would include a street name, business address and license plate number indicating where the employee shall park. The merchant is opposed having a designated street to park, when it does not matter which business district they parked in. Sgt. Babcock explained that the business permit provides guaranteed merchant parking. Permits will not indicate a specific address to park, only a street. Mr. Koses answered that up to twenty-five Auburndale business permits will be issued for Central Street, perhaps the number of business permits could increase. Parking locations will be determined and approved by the Police Department.

Sgt. Babcock made the motion to approve as docketed. Council members agreed 4-0.

Newton Police Staffing Study

Over the years, the police department has been reduced due to some technological advances, but mostly from budget cuts from prior administrations, resulting in the reduction or elimination of programs and services. The reduction also created more overtime costs which have been a major concern for many aldermen, resulting in the request for a staffing study from the police department and the administration. The previous chief supplied a staffing study report which provided a starting point, but was really grounded in national statistics which didn't necessarily correspond to Newton's profile. One of the main questions to answer is whether it is more responsible and fiscally sound to have more staff rather than paying overtime costs to cover minimum manning.

Over the last several months we have been working with a group to review and analyze the staffing needs of the police department. The working group included Bob Rooney, Maureen Lemieux, Chief Mintz, and other officers and support staff from the Police Department. After reviewing an enormous amount of information the committee broke down the bureaus of the police department, analyzing what has been reduced and/or eliminated and what it would take to restore the program or service for each specific bureau. The committee concluded that an addition of 18 officers could restore services, work more efficiently as well as reduce the number of officers forced to work double shifts. (Minimum staffing requirements) The program also has 3 civilian positions which are deemed needed for the dispatch center as well as a social worker to work for the department.

Injuries, sick time, maternity leave and early retirements are all unavoidable yet often unexpected. The committee also came to the conclusion that the department could and should be more diligent in analyzing upcoming retirements and planning better for new officers entering the academies. To this end, Maureen pledged to pre-fund 2 positions to help keep the force fully staffed. Towards the later sessions, the needs of the Department came into focus. The committee is united in the resulting report and recommendations.

It is not fiscally feasible, nor operationally possible, to ask for or expect to add 21 new FTE to the police department budget in a single year. It is this committee's recommendation that 3 new FTE be added to the 2015 Budget. A further recommendation for future planning is made to add 3 new FTE to future budgets in an effort to stabilize the department with the manpower to be not only reactive, but proactive. It is evident that the Department is running on fumes and it is only good business and prudent to take care of the engine as a whole and to not neglect its parts.

We will be discussing this study at the PS&T meeting on 5/7 and I would urge colleagues to review the report and, if you have questions, to please attend the meeting. If you cannot attend the meeting, please send questions to Danielle Delaney and we will do our very best to get them answered before the police budget is reviewed.

Newton Police Staffing Study

Current Staffing Level

143 Sworn
12 Civilians
23 Dispatchers

1 Chief
6 Captains
11 Lieutenants
20 Sergeants
105 Patrol Officers

Officer Positions Budgeted: 143, Officer Positions Currently Filled: 138

Department has steadily decreased in size over the last 20 plus years.

- 185 sworn (1993) 143 sworn (2013)
- Budget cuts and increase in technology 2 main reasons
- Approximately 36,000 calls a year for service.
- Due to decrease in staff, have become more reactive.
- Comp time hours - since FY11 have increased by over 3,000 hrs.
- Overtime – since FY11 has increased by over \$300,000.
- Current comp time liability \$246,000.

Programs in place prior to reductions

Community Policing Unit – Eliminated

- Ordinance violations
- Liaison with inspectional services, housing authority, health dept.
- Noise complaints
- Nuisance alarm reduction
- Speaking engagements

Bicycle Patrol – Reduced to Special Events only

- Utilized on days and evening shifts
- High visibility / crime prevention
- Public relations – face to face contact
- Patrol parks, wooded areas, malls, parking garages
- Utilized on Midnight shifts on occasion car break reduction.

Walking Beats - Eliminated

- Public relations
- High visibility / crime prevention
- Contact for businesses in the area
- Get to know impact players

Crime prevention Officers - Eliminated

- Highly trained
- Crime prevention talks to civic groups, elders, neighborhood groups
- Security surveys – Assessment and recommendations reduce victimization
- Articles, brochures
- Follow up and assist victims

Citizens Police Academy - Eliminated

- Citizen's Police Academy is a program designed to acquaint the citizens of Newton with the activities of the police department.

Cops and Kids after school program – Reduced to 3, 1 Week Summer Camps

- Officers and civilian staff interact with kids two days a week during peak hours (after school) where juveniles at risk to make bad choices.

Larger Car Plan(6 to 9)

- More units on the street
- Each unit responsible for their own area
- Greater accountability
- Increased pro activity
- Greater familiarization with residents, businesses, impact players in their area.

Police Officer Selection Process

The process of selecting a police officer normally takes up to six (6) months. After the selection process the candidate then spends another 20 to 24 weeks in the police academy. Following graduation from the academy the Officers then spend another 10 weeks in a field training program. All tolled the process to hire a new officer can take up to 13 months before the officer is on the streets by himself patrolling the city.

Staffing by Bureau

Patrol Bureau

The primary function of the patrol bureau is to respond to all emergencies and non-emergency calls for service. The patrol bureau is the largest bureau within the department and operates 24 hrs a day.

The Patrol Bureau is made up of 4 Platoons; The 1st Platoon works days only, 730 am –3:30pm, the 2nd and 3rd Platoons alternate between evening (3:30pm-11:30pm) and midnight (1130pm-0730am). The 4th Platoon is made up of 3 officers and a Sergeant. It overlaps the evening shift into the midnight shift for extra coverage.

Minimum Staffing Level Days - 10

Minimum Staffing Level First - 12

Minimum Staffing Level Last - 10

Current Compliment

1 Captain

8 Lieutenants

13 Sergeants

74 Patrolmen

Needed Compliment

1 Captain

8 Lieutenants

13 Sergeants

81 Patrolmen

Officers Added: 7

Increase to patrol would ensure adequate coverage, reduce number of hours officers are required to work above regular work schedule, reduce overtime costs, and provide more flexibility for officers to engage in community policing (bicycle patrol, walking beats, crime prevention). The increase would also allow for more proactive policing with regards to targeting hot spots of crime.

Detective Bureau

The Detective Bureau is responsible for solving crimes, locating missing persons, gathering intelligence and maintaining databases of known criminal offenders. Detectives also specialize in drug enforcement and juvenile investigations. The Detective Bureau consists of:

Current Compliment

1 Captain
 4 Sergeants (day, evening, drug, prosecutor)
 5 day detectives
 2 night detectives
 2 youth investigators
 3 drug detectives

Needed Compliment

1 Captain
 4 Sergeants (day, evening, drug, prosecutor)
 5 day detectives
 3 night detectives
 2 youth investigators
 4 drug detectives

Officers Added: 2

Increase by 2 Detectives to fill a current vacancy and join a Federal Task Force to deal with Homeland Security and money laundering.

Traffic Bureau

The Traffic Bureau's primary function is to ensure traffic and pedestrian safety by enforcing all motor vehicle laws, and to investigate all serious motor vehicle crashes. Other Areas of responsibility include parking enforcement and animal control. The bureau consists of:

Current Compliment

1 Captain
 1 Sergeant
 3 day officers
 2 night officers
 1 truck enforcement officer
 1 safety officer
 2 animal control officers (1 Seasonal)

(Traffic Cont.)

Needed Compliment

- 1 Captain
- 1 Sergeant
- 5 day officers
- 4 night officers
- 1 truck enforcement officer
- 1 safety officer
- 2 animal control officers (1 Seasonal)

Officers Added: 4

Increase by 4 Officers to fill current vacancies, provide weekend coverage for OUI and selective traffic enforcement, and enhance pedestrian and bicycle safety.

Community Services Bureau

The Community Services Bureau is a multi-functional and consists of School Resource Officers, Elder Affairs, Domestic Violence and Media Relations.

Current Compliment

- 1 Lieutenant
- 2 School Resource Officers
- 1 Elder Affairs
- 1 Domestic Violence Officer

Needed Compliment

- 1 Lieutenant
- 1 Sgt
- 4 School Resource Officers
- 1 Elder Affairs
- 1 Domestic Violence Officer
- 1 Crime Prevention Officer
- 1 Civilian Social Worker

Officers Added: 4 (Includes 1 Sgt.), Added Civilian: 1

Increase by 2 for School Resource Officer for coverage in the Elementary and Middle School and, 1 Officer for crime prevention to engage the community and handle quality of life issues. Add 1 Sergeant to oversee day to day operations in

the field. Add 1 civilian social worker to assist officers in the field with the increased number of calls for psychological issues.

Support Services Bureau
(Maintain staffing level)

The Support Services Bureau is responsible for all property and evidence. They also coordinate maintenance of the fleet and the facilities. In addition, Support Services maintains and ensures our accreditation standard with CALEA.

Current Compliment

- 1 Captain
- 1 Lieutenant
- 1 Property and Evidence Officer
- 1 Fleet Maintenance Officer
- 1 Accreditation Officer

Officers Added: 0

Special Operations

The primary function of the Special Operations Bureau is to coordinate all in house and specialized training, as well as the recruitment and hiring of all new officers. Special Operations is also the departments liaison to NEMLEC

Current Compliment

- 1 Captain
- 1 Sergeant
- 1 Training Officer

Needed Compliment

- 1 Captain
- 1 Sergeant
- 2 Training Officer

Officers Added: 1

Increase by 1 to enhance our ability to provide more in house training

Information Technology

Maintain staffing level

The Information Technology Bureau maintains and updates the department's computer system and communications network. They also analyze trends and compile statistics on criminal activity.

Current Compliment

2 Technology officers

Officers Added: 0

Chiefs Office

Maintain level staffing

Current Compliment

1 Chief
1 Executive Officer- Lieutenant
1 Internal Affairs Officer – Sergeant

Officers Added: 0

Dispatch

Current Compliment

1 Captain
1 Civilian Dispatch Senior Supervisor
3 Civilian Dispatch Supervisors
20 Civilian Dispatchers

Needed Compliment

1 Captain
2 Civilian Dispatch Senior Supervisor
3 Civilian Dispatch Supervisors
21 Civilian Dispatchers

Added Officers: 0, Added Civilian: 2

Add an additional civilian dispatcher to enhance ability to handle 911 and service calls. Add a Dispatch Senior Supervisor to assist with the day to day operations of the bureau.

Officers Added: 18 **Civilian Added: 3**

Total Department Compliment would be 161

Summary

Current	Officer/Det.	Sgt	Lt	Capt.	Chief	Total
Patrol	74	13	8	1	0	96
Detective	12	4	0	1	0	17
Traffic	9	1	0	1	0	11
Community	4	0	1	0	0	5
Support Services	3	0	1	1	0	5
Spec Ops	1	1	0	1	0	3
IT	2	0	0	0	0	2
Dispatch	0	0	0	1	0	1
Chiefs Office	0	1	1	0	1	3
Total	105	20	11	6	1	143

Needed	Officer/Det.	Sgt	Lt	Capt.	Chief	Total
Patrol	81	13	8	1	0	103
Detective	14	4	0	1	0	19
Traffic	13	1	0	1	0	15
Community	7	1	1	0	0	9
Support Services	3	0	1	1	0	5
Spec Ops	2	1	0	1	0	4
IT	2	0	0	0	0	2
Dispatch	0	0	0	1	0	1
Chiefs Office	0	1	1	0	1	3
Total	122	21	11	6	1	161