

CITY OF NEWTON

IN BOARD OF ALDERMEN

PUBLIC SAFETY & TRANSPORTATION COMMITTEE REPORT

WEDNESDAY, OCTOBER 3, 2012

Present: Ald. Ciccone (Chair), Johnson, Swiston, Yates, Fuller, Schwartz and Kalis

Absent: Ald. Harney

Also Present: Ald. Linsky and Albright

City Staff: David Koses, Transportation Planner; Officer Rocco Marini, Captain Marc Gromada and Sgt. Jay Babcock, Newton Police Department; Patrick Baxter, Transportation Engineer; Bill Paille, Director of Transportation and Dave Turocy, Commissioner Department Public Works

Others Present: Frank Terrio, Newton Yellow Cab

#268-12 WARD 2 ALDERMEN, filing an appeal from TC29-12 (A&B), which requested removal of metered parking spaces on Walnut Street across from Washington Park and Madison Avenue (Ward 2), approved by Traffic Council on July 26, 2012. (Appeal filed 08/13/12)

ACTION: **A) HELD removal of Meter #266, Walnut Street across from Washington Park (6-0, Ald. Kalis not voting)**
B) APPEAL DENIED removal of Meters #253 and #254, Walnut Street across from Madison Avenue (6-0, Ald. Kalis not voting)

NOTE: Ald. Linsky, Ald. Albright, Mr. Koses, Sgt. Jay Babcock, Mr. Paille and Commissioner Turocy joined the Committee for discussion on this item. Five emails were received supporting this item and are attached to this report.

Mr. Paille provided Committee members with a PowerPoint presentation, attached to this report. His presentation included locations under consideration, design standards and sight distance recommendations. The Manual on Uniform Traffic Control Devices (MUTCD) guidelines suggest that there should be no parking 20 feet from edge of crosswalk creating a safe buffer distance. The American Association of State Highway and Transportation Officials (AASHTO) recommends the minimum sight distance according to a speed of 20 mph, should be approximately 125 feet.

Committee members expressed their suggestions and questions.

Suggestions:

Committee members suggested relocating the crosswalk at Walnut Place and Washington Park to Highland Avenue where there is heavy pedestrian traffic. They realize two parking spaces would have to be eliminated. They then suggested the installation of a bump out at Walnut Place. Mr. Paille said that the Engineering Department would research the possibilities (geometrically and physically) of installing a bump out at this location. Commissioner Turocy said that if appropriate, an asphalt bump out could be tried as a pilot. They are not attractive, not very expensive but would have to be reviewed to ensure that there is appropriate drainage.

Questions

Committee members asked if it is possible to shorten the length of parking spaces. They then asked if funding is available for a bump out and if a short-term fix is recommended. They asked if the meter at the Senior Center location could be bagged temporarily. Mr. Paille answered that if the Engineering Department supports a bump out he feels the City would find a way to provide funding. He then suggested the department review parking space length requirements perhaps as a short-term fix. Sgt. Babcock said that the Police Department has the authority to temporarily bag the meter at the Senior Center to allow the Engineering Department to conduct their research.

Ald. Linsky said that he is hopeful meters # 254 and #266 will be re-instated. Parking is critical and at a premium and he is opposed to removing two of the meters as approved. He is not opposed to installing a bump out as long as parking is not eliminated. He does not agree with a short-term fix by removing meters recommended by Traffic Council. He feels the site line on meter #254 does not apply. He said that meter #253 is striped and said that cars continue to park there. He suggested the bike corral be installed at meter #253 as a pilot program.

Mr. Koses said that residents and staff have been actively researching the area to determine pedestrian improvements. Possible considerations would be to consider extending sidewalks and install bump outs. The City has been working with the Metropolitan Planning Organization (MPO). The City is in the process of reviewing the MPO report. It is possible in the near future there will be short term and long-term improvements.

Sgt. Babcock said that meter #253 (Walnut Street at Madison Avenue) has been temporarily removed by the Police Department due to two motor vehicle accidents, to increase safety and provide better site distance. He agrees meters #254 and #266 should be removed to improve safety and site distance. He then suggested relocating the handicap parking space on Madison Avenue.

Chair Ciccone opened the discussion to the public who were present. Approximately three residents spoke in favor of this item stating safety is necessary and critical. The discussion stressed their concerns and suggestions.

Concerns

Residents said that they are concerned regarding inadequate site distance, pedestrian safety and heavy traffic. They stated visibility is necessary for safety reasons. A merchant said that she is opposed to removing meters because it creates parking issues for customers and merchants. Perhaps bump outs and bike corrals should be considered in the future.

Suggestions

Suggestions were made to construct bump-outs, install wider crosswalks and maintain painted crosswalks to allow better visibility. One merchant asked that this item be held while the City thoroughly researches all possibilities. Ald. Linsky agreed.

Ald. Johnson suggested and Chair Ciccone agreed that this committee docket an item for Traffic Council to assess and if appropriate relocate the handicap parking space on Madison Avenue as Sgt. Babcock recommends. This Committee docketed this item on October 4, 2012.

Ald. Ciccone suggested holding this item for the Engineering Department's review. Ald. Johnson agreed, other members did not agree because they feel safety needs are well overdue.

Ald. Johnson made the following motions:

A) HELD removal of Meter #266, Walnut Street across from Washington Park with the understanding the Police and Public Works Departments will temporarily bag this meter while the Engineering Department conducts their review.

B) APPEAL DENIED removal of Meters #253 and #254, Walnut Street across from Madison Avenue due to safety concerns Committee members agreed to uphold Traffic Council's decision.

Committee members agreed on these votes, 6-0, Ald. Kalis not voting.

Ald. Fuller suggested installing additional signs directing patrons to the municipal parking lot when the meters are removed. She then suggested that a Board of Aldermen Committee approve bike corral locations. Mr. Paille answered that additional signage would be installed.

#267-12 ALD. CICCONE, proposing that **Sec. 19-309. Requirements as to vehicles generally. and 19-332. Procedure for obtaining licenses.** be amended to include limousines and that **Sec. 19-338 Limousine Permits** be amended to include an annual fee of \$25 and an annual inspection. [08/21/12 @ 10:29 AM]

ACTION: **HELD 6-0, Ald. Kalis not voting**

NOTE: Items #267-12 and #194-12 were discussed together. See # 194-12 summary below.

#194-12 ALD. CICCONE proposing that **Sec. 19-309. Requirements as to vehicles generally. and 19-332. Procedure for obtaining licenses.** be amended to include vans and that **Sec. 17-3. Fees for certain licenses and permits.** be amended to include a \$25 annual fee for vans. [06/21/12 @ 11:28 AM]

ACTION: **HELD 6-0, Ald. Kalis not voting**

NOTE: This item was discussed with #267-12.

Officer Marini joined the Committee for discussion on this item. Chair Ciccone stated the purpose of these docket items are to provide the Police Department with the ability to begin conducting safety inspections on limousines and vans semi-annually. Currently, these vehicles are only required to pass a yearly state inspection. Officer Marini said that by conducting semi-annual inspections; vehicles would comply with safety measures and people would be ensured that vehicles are "up to code".

Committee members reviewed the draft ordinance language provided and suggested it be amended, i.e. 19-309(b) "annual inspection" to "semi-annual" because they feel all vehicles should be inspected and licensed the same.

Chair Ciccone suggested inviting Assistant City Solicitor, Marie Lawlor to a future meeting. Therefore, Ald. Johnson made the motion to hold these items for revisions to the draft language. Committee members agreed 6-0, Ald. Kalis not voting.

#232-12 FRANK TERRIO on behalf of NEWTON YELLOW CAB requesting either an exemption from the City of Newton Ordinances 2012, Sec. 19-309. **Requirements as to vehicles generally - c), no vehicle shall be approved for use as a taxicab or public automobile or van in the city when the vehicle is ten (10) years old or older, the age of each vehicle to be determined from the year of manufacture to the year for which the vehicle license is to issue.** or an amendment to allow a vehicle to be used as a taxicab, public auto or van when the vehicle is over ten years old if it passes Police Department inspection.
[08/02/12 @ 2:53 PM]

ACTION: **HELD 7-0**

NOTE: Officer Marini, Commissioner Turocy and Mr. Terrio joined the Committee for discussion on this item.

Mr. Terrio said that this item was docketed due to the current economy and he is requesting a City Ordinance change to allow companies to place vehicles on the road that are over ten years old as long as they are able to pass a semi-annual inspection with the Newton Police Department.

Newton Yellow Cab placed two vehicles on the road this year that will expire on December 31, 2012 when they reach ten years, if requirements are not changed. Last year, Newton Yellow Cab replaced six vehicles; they have twenty vehicles that have passed the state and Officer Marini's inspections.

Officer Marini said that he inspects taxis and public autos two times per year similar to a state inspection. He reported the different vehicle age limits from surrounding communities. He said that in the surrounding communities the City mechanic inspects the vehicles more extensively including inspection of the body frame, front end, transmission, brakes, etc. He understands why this item was docketed but firmly believes and recommends a Newton City mechanic "not a friend" inspect vehicles that are over ten years old at the cost of the requestor. The cost would include overtime pay for Officer Marini and the City mechanic, because inspections would have to be conducted on a Saturday. Commissioner Turocy said that the City has the ability to perform these inspections, agreed on Saturday inspections to ensure the vehicle is serviceable and said that it would be necessary for the City to be reimbursed by the requestor.

Committee members asked when a vehicle is considered 'too old' to use as a hired vehicle and feel a 'cap' is necessary. Mr. Terrio agreed a cap is necessary and Officer Marini recommends a fifteen-year cap.

Ald. Fuller suggesting holding this item pending the following information:

- Is it possible for the Newton City mechanic to perform these inspections
- Factors to determine if vehicles are safe
- Role models from surrounding communities

- When do surrounding communities determine the need for this advance inspection
- Should mileage be considered, rather than year of vehicle
- The number of vehicles licensed in the City approaching ten years
- Appropriate fee to charge requestor for inspection

Chair Ciccone suggested notifying other licensed companies in the City who may have vehicles approaching or that are ten years old if this item is approved.

Ald. Johnson made the motion to hold this item pending the above requests. Committee members agreed 7-0.

#146-12 DIRECTOR OF PLANNING & DEVELOPMENT, requesting possible amendment to Chapter 19 to allow the Commissioner of Department of Public Works to restrict parking up to 10 feet away from crosswalks. [05/14/12 @ 4:06 PM]

HELD 7-0 on 05/23/12

ACTION: HELD 7-0

NOTE: One email was received supporting this item, attached to this report.

Commissioner Turocy and Mr. Paille joined the Committee for discussion on this item. Mr. Paille provided Committee members with a PowerPoint presentation, attached to this report. The recommendation is to amend the City Ordinance to the following. "Upon any street or roadway within twenty five (25) feet from the edge of an existing or proposed crosswalk in order to provide a safe crossing zone for pedestrians. The Commissioner must demonstrate this need based on field data or technical analysis of said crosswalk that can be made available to the Alderman and their constituents."

Chair Ciccone opened the discussion to the public who were present. Approximately two residents spoke in favor of this item stating safety is necessary, do not feel 10' away from a crosswalk is adequate site distance and feel the amendment would benefit village centers that have high traffic and high pedestrian counts.

Committee members asked if this ordinance amendment would be used in future considerations. Mr. Paille answered yes.

Ald. Yates made the motion to hold this item for draft ordinance language and an appeals process similar to that of Traffic Council but with an appeals time limit of ten days, not twenty days. Committee members agreed 7-0.

The Committee adjourned at 10:45 pm.

Respectfully submitted,

Allan Ciccone, Jr. Chairman

Public Safety & Transportation Committee

City Hall
Room 222
Wednesday, October 3, 2012
7:00 p.m.

#268-12

Filing an appeal from TC29-12 (A&B), which requested removal of metered parking spaces on Walnut Street across from Washington Park and Madison Avenue (Ward 2), approved by Traffic Council on July 26, 2012. (Appeal filed 08/13/12)

Aerial Plan

Location No. 1
Meter 253*/#254



Location No. 2
Meter #266

* Meter already removed

Location No. 1 - Madison



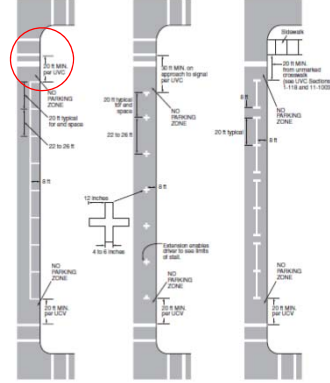
Location No. 2 – Washington Park



Design Standards



- Manual on Uniform Traffic Control Devices (MUTCD)
- Figure 3B-21
- 20 Ft from edge of crosswalk
- UVC indicates Uniform Vehicle Code



Sight Distance

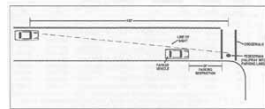


FIGURE 9-3. Pedestrian sight distance and parking restrictions.

Based on A Policy on Geometric Design of Highways and Streets (AASHTO)

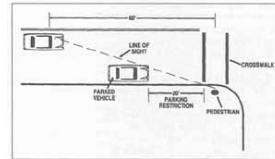


FIGURE 9-4. Pedestrian sight distance and parking restriction needed for parallel parking.

According to a speed of 20 mph, the min. sight distance should be approximately 125 feet.

#146-12

Requesting possible amendment to Chapter 19 to allow the Commissioner of Department of Public Works to restrict parking up to 10 feet away from crosswalks. [05/14/12 @ 4:06 PM]

Recommend amending Chapter 19, Sec. 19-166, with the following:

Upon any street or roadway within twenty five (25) feet from the edge of an existing or proposed crosswalk in order to provide a safe crossing zone for pedestrians.

The Commissioner must demonstrate this need based on field data or technical analysis of said crosswalk that can be made available to the Alderman and their constituents.

Danielle Delaney

To: ddelaney@newtonma.gov
Subject: (Fwd) TONIGHT: Ps&T appeal of parking spaces in Newtonville
Date sent: Wed, 03 Oct 2012 12:23:28

----- Forwarded message follows -----

From: "alicia Bowman" <alicia.bowman@comcast.net>
To: <acicconejr@newtonma.gov>,
<jharney@newtonma.gov>,
<mjohnson@newtonma.gov>,
<gtanswiston@newtonma.gov>,
<byates@newtonma.gov>,
<gschwartz@newtonma.gov>,
<rfuller@newtonma.gov>,
<dkalis@newtonma.gov>,
<ddelaney@newtonma.gov>
Subject: TONIGHT: Ps&T appeal of parking spaces in Newtonville
Date sent: Wed, 3 Oct 2012 12:21:38 -0400

Dear Aldermen:

It should not be a surprise that I am in support of increasing the setback of parking away from the crosswalks in Newtonville at Walnut Street/Madison Avenue and Walnut Street/Walnut Park.

I am certain that you will hear from the City Staff in DPW, Planning and the Newton Police Department that this parking which directly abuts the crosswalks put pedestrians in serious risk of being hit. It is a relatively simple matter of geometry. People using the crosswalk cannot be seen by drivers until they walk out into the roadway beyond the parked cars. Pedestrians are left to huddle in the thin bit of road between the parked cars and the cars driving down Walnut until someone stops for them. It is equally not good to have parking directly abutting the right side of a crosswalk as this puts people at risk of being hit by vehicles as these vehicles enter or exit the parking space. These are issues faced by average alert, physically fit adults. The risk of being hit increases for seniors, children and others who have reduced mobility, judgment or reaction time.

Hopefully, city staff will also mention that the setback being requested here is exactly the setback that is standard at roadway intersections. It

is not safe to have cars parked right up to corners as it keeps drivers from being able to see oncoming traffic in time to avoid accidents. Is it fair to expect drivers to yield to pedestrians if the pedestrians are not able to be seen until the car is too close to the crosswalk in order to stop safely?

What might be surprising to some is that making Walnut Street safer and easier to walk around should actually be good for business. The gains from developing safer and more visible crosswalks should more than outweigh the impact of a few less on-street parking spaces. Currently Walnut Street has 33 on-street parking spaces between Austin Street and Walnut Park. This is only approximately 20% of the public parking in Newtonville. ***A vibrant commercial district is dependent on it being safe and easy for people to get to any of the businesses in Newtonville regardless of where they may have parked or come from.*** Studies show that increasing the walkability of a business district increases spending in those areas. Not unlike how large grocery stores are designed to keep you in the store a bit longer by enticing you to walk into and around the store. With some better understanding of the potential gains, I believe Newtonville business owners will support improving the safety of the crosswalks.

Longer-term improvements such as wider sidewalks, better lighting and road design changes that keep traffic at the speed limit will make Newtonville even more pedestrian friendly and may even allow for the creation of additional on-street parking on Walnut Street. In the meantime, the City needs to make the crosswalks safer, something that will benefit those using the crosswalks and the businesses in Newtonville.

Respectfully,

Alicia Bowman
Newton Pedestrian Coordinator

----- End of forwarded message -----

Danielle Delaney
Committee Clerk
Board of Aldermen
617-796-1211
ddelaney@newtonma.gov

Danielle Delaney

Date sent: Mon, 1 Oct 2012 11:36:53 -0700 (PDT)
From: Robert Caruso <robpcaruso@yahoo.com>
Send reply to: Robert Caruso <robpcaruso@yahoo.com>
Subject: Docket Item #268-12 & #136-12
To: "acicconejr@newtonma.gov" <acicconejr@newtonma.gov>,
"jharney@newtonma.gov" <jharney@newtonma.gov>,
"mjohnson@newtonma.gov" <mjohnson@newtonma.gov>,
"gtanswiston@newtonma.gov" <gtanswiston@newtonma.gov>,
"byates@newtonma.gov" <byates@newtonma.gov>,
"gschwartz@newtonma.gov" <gschwartz@newtonma.gov>,
"rfuller@newtonma.gov" <rfuller@newtonma.gov>,
"dkalis@newtonma.gov" <dkalis@newtonma.gov>,
"ddelaney@newtonma.gov" <ddelaney@newtonma.gov>
Copies to: "gap4peace@aol.com" <gap4peace@aol.com>,
alicia bowman <alicia.bowman@comcast.net>,
Jason Rosenberg <jasonrosenberg250@comcast.net>,
"chavens@newtonma.gov" <chavens@newtonma.gov>,
David Koses <dkoses@newtonma.gov>,
Jason Rosenberg <jrosenberg@rfglawyers.com>

Dear Chairman Ciccone and members of the Public Safety & Transportation Committee,

I support the passage of Docket Items #268-12 and #136-12 and urge you to pass these items as they provide a clear view of people using crosswalks without having to enter the street to show drivers that they are there and to look for vehicles traveling on that street.

My experience, being only 52 inches tall in my wheelchair, has given me the perspective of a smaller person such as a teen or a child that has to enter the street

for the purposes I mentioned above.

There is an added problem when entering a crosswalk just behind a parked car as on Walnut Street on the West side at Madison crossing East, when the driver of that parked car backs up to pull out, they back up into the crosswalk where the crossing people are attempting to cross and they are in a blind spot to that driver.

This puts any person attempting to cross the street in a very dangerous position.

**Thank you for your consideration,
Rob Caruso**

Danielle Delaney

Subject: Re: TONIGHT: Ps&T appeal of parking spaces in Newtonville
From: lois a levin <loisalevin@gmail.com>
Date sent: Wed, 3 Oct 2012 12:44:56 -0400
Copies to: <acicconejr@newtonma.gov>,
<jharney@newtonma.gov>,
<mjohnson@newtonma.gov>,
<gtanswiston@newtonma.gov>,
<byates@newtonma.gov>,
<gschwartz@newtonma.gov>,
<rfuller@newtonma.gov>,
<dkalis@newtonma.gov>,
<ddelaney@newtonma.gov>
To: "alicia Bowman" <alicia.bowman@comcast.net>

Dear Alicia,

You make the case very well for increasing the setback of parking away from the crosswalks. I fully support this as a way to protect not only our more vulnerable pedestrians, but all pedestrians. This will help to make Newtonville more pedestrian friendly and generate more foot traffic to businesses in the village.

Lois

On Oct 3, 2012, at 12:21 PM, "alicia Bowman" <alicia.bowman@comcast.net> wrote:

Dear Aldermen:

It should not be a surprise that I am in support of increasing the setback of parking away from the crosswalks in Newtonville at Walnut Street/Madison Avenue and Walnut Street/Walnut Park.

I am certain that you will hear from the City Staff in DPW, Planning and the Newton Police Department that this parking which directly abuts the crosswalks put pedestrians in serious risk of being hit. It is a relatively simple matter of geometry. People using the crosswalk cannot be seen by drivers until they walk out into the roadway beyond the parked cars. Pedestrians are left to huddle in the thin bit of road between the parked cars and the cars driving down Walnut until someone stops for them. It is equally not good to have parking directly abutting the right side of a crosswalk as this puts people at risk of being hit by vehicles as these vehicles enter or exit the parking space. These are issues faced by average alert, physically fit adults. The risk of being hit increases for seniors, children and others who have reduced mobility, judgment or reaction time.

Hopefully, city staff will also mention that the setback being requested here is exactly the setback that is standard at roadway intersections. It is not safe to have cars parked right up to corners as it keeps drivers from being able to see oncoming traffic in time to avoid accidents. Is it fair to expect drivers to yield to pedestrians if the pedestrians are not able to be seen until the car is too close to the crosswalk in order to stop safely?

What might be surprising to some is that making Walnut Street safer and easier to walk around should actually be good for business. The gains from developing safer and more visible crosswalks should more than outweigh the impact of a few less on-street parking spaces. Currently Walnut Street has 33 on-street parking spaces between Austin Street and Walnut Park. This is only approximately 20% of the public parking in Newtonville. ***A vibrant commercial district is dependent on it being safe and easy for people to get to any of the businesses in Newtonville regardless of where they may have parked or come from.*** Studies show that increasing the walkability of a business district increases spending in those areas. Not unlike how large grocery stores are designed to keep you in the store a bit longer by enticing you to walk into and around the store. With some better understanding of the potential gains, I believe Newtonville business owners will support improving the safety of the crosswalks.

Longer-term improvements such as wider sidewalks, better lighting and road design changes that keep traffic at the speed limit will make Newtonville even more pedestrian friendly and may even allow for the creation of additional on-street parking on Walnut Street. In the meantime, the City needs to make the crosswalks safer, something that will benefit those using the crosswalks and the businesses in Newtonville.

Respectfully,

Alicia Bowman
Newton Pedestrian Coordinator

Danielle Delaney

Date sent: Wed, 3 Oct 2012 20:19:19 -0400
Subject: support for bike corrals in Newtonville -- and perhaps other
villagecenter sites
From: John Sisson <sisson.john@gmail.com>
To: acicconejr@newtonma.gov,
jharney@newtonma.gov
Copies to: ddelaney@newtonma.gov

Dear Chair Ciccone, Vice Chair Harney, and other members of the Public Safety and Transportation Committee:

I regret being unable to attend tonight's committee meeting, and I would like to express my support for the placement of a bike corral in one of the parking spots that may be vacated along Walnut Street in the village of Newtonville.

So long as safety concerns for motorists, cyclists, and pedestrians and the needs of snow removal can be addressed -- and other cities have been able to address these challenges -- bike corrals promote more local foot traffic and encourage our residents to use, or at least consider using, alternative modes of transportation. By not driving cars, these Newton bicyclists free up parking spaces for others to use. (Now if we can just get village business employees to stop parking in front of their stores!)

One great aspect of bike corral placement is that it can be temporary, so that -- over time -- these placements can be evaluated. Some placements may work well and become a regular part of village life. Others may not work so well and may be relocated and tested elsewhere. Please give them a chance.

Thank you. I hope to congratulate the committee on the placement of a bike corral soon.

Sincerely

John

John Sisson, resident of 45 Greenlawn Avenue and co-founder of Newton Villages
(781) 929-6621

Danielle Delaney

To: ddelaney@newtonma.gov
Subject: (Fwd) Re: appeal from TC29-12 (a+b)
Date sent: Mon, 24 Sep 2012 09:23:25

----- Forwarded message follows -----

Send reply to:
Subject: Re: appeal from TC29-12 (a+b)
To: ddelaney@newtonma.gov
From:
Date sent: Fri, 21 Sep 2012 22:46:58 +0000

I support the appeal that refutes removal of metered parking on Walnut st in Newtonville. Businesses, such as mine (DIVA) cannot afford to lose these customer spaces. I am unable to make the meeting on 10/3 and appreciate the opportunity to state my opinion.

Thank you, Donna Soodalter-Toman

Sent from my Verizon Wireless BlackBerry

----- End of forwarded message -----

Danielle Delaney
Committee Clerk
Board of Aldermen
617-796-1211
ddelaney@newtonma.gov



#268-12

09-10-12

Labels for Owner or Resident

TC29-12

Owner Name	Address	Unit		
SU HAU & SUZANNE CHAN	383 CABOT ST	NEWTON	MA	02460
SAGAN PAUL & SUZANNE	3 CLAFLIN PL	NEWTON	MA	02460
SAGAN PAUL & SUZANNE	5 CLAFLIN PL	NEWTON	MA	02460
NEWTON MASONIC ASSOCIATES I	294 WALNUT ST	NEWTON	MA	02460
NEWTON MASONIC ASSOCIATES I	296 WALNUT ST	NEWTON	MA	02460
NEWTON MASONIC ASSOCIATES I	298 WALNUT ST	NEWTON	MA	02460
NEWTON MASONIC ASSOCIATES I	300 WALNUT ST	NEWTON	MA	02460
NEWTON MASONIC ASSOCIATES I	302 WALNUT ST	NEWTON	MA	02460
NEWTON MASONIC ASSOCIATES I	310 WALNUT ST	NEWTON	MA	02460
NEWTON MASONIC ASSOCIATES I	316 WALNUT ST	NEWTON	MA	02460
NEWTON MASONIC ASSOCIATES I	318 WALNUT ST	NEWTON	MA	02460
NEWTON MASONIC ASSOCIATES I	320 WALNUT ST	NEWTON	MA	02460
NEWTON MASONIC ASSOCIATES I	322 WALNUT ST	NEWTON	MA	02460
NEWTON MASONIC ASSOCIATES I	456 NEWTONVILLE AVE	NEWTON	MA	02460
NEWTON MASONIC ASSOCIATES I	458 NEWTONVILLE AVE	NEWTON	MA	02460
NEWTON MASONIC ASSOCIATES I	460 NEWTONVILLE AVE	NEWTON	MA	02460
CITY OF NEWTON	10 HIGHLAND AVE	NEWTON	MA	02460
CUMMINGS FAMILY LIMITED PTNR	106 MADISON AVE	NEWTON	MA	02460
CUMMINGS FAMILY LIMITED PTNR	108 MADISON AVE	NEWTON	MA	02460
CUMMINGS FAMILY LIMITED PTNR	110 MADISON AVE	NEWTON	MA	02460
BANK OF AMERICA	303 WALNUT ST	NEWTON	MA	02460
304 WALNUT ST LLC	304 WALNUT ST	NEWTON	MA	02460
NADDAFF GEORGE A TR	305 WALNUT ST	NEWTON	MA	02460
ELLIOT ROSE WOLEK	308 WALNUT ST	NEWTON	MA	02460
NADDAFF GEORGE A TR	309 WALNUT ST	NEWTON	MA	02460
BRAM S RICHARD & VIVIAN R TRS	311 WALNUT ST	NEWTON	MA	02460
BRAM S RICHARD & VIVIAN R TRS	313 WALNUT ST	NEWTON	MA	02460
BRAM S RICHARD & VIVIAN R TRS	315 WALNUT ST	NEWTON	MA	02460
BRAM S RICHARD & VIVIAN R TRS	317 WALNUT ST	NEWTON	MA	02460
BRAM S RICHARD & VIVIAN R TRS	321 WALNUT ST	NEWTON	MA	02460
CUBELL NORMAN TR	323 WALNUT ST	NEWTON	MA	02460
CUMMINGS FAMILY LIMITED PTNR	324 WALNUT ST	NEWTON	MA	02460
CUBELL NORMAN TR	325 WALNUT ST	NEWTON	MA	02460
CUMMINGS FAMILY LIMITED PTNR	326 WALNUT ST	NEWTON	MA	02460
CUBELL NORMAN TR	327 WALNUT ST	NEWTON	MA	02460
CUBELL NORMAN TR	329 WALNUT ST	NEWTON	MA	02460

09-10-12

Owner Name	Address	Unit			
THE VILLAGE BANK	330 WALNUT ST		NEWTON	MA	02460
CUBELL NORMAN TR	331 WALNUT ST		NEWTON	MA	02460
THE VILLAGE BANK	332 WALNUT ST		NEWTON	MA	02460
CUBELL NORMAN TR	333 WALNUT ST		NEWTON	MA	02460
CUBELL NORMAN TR	335 WALNUT ST		NEWTON	MA	02460
THE VILLAGE BANK	336 WALNUT ST		NEWTON	MA	02460
STAVROPOULOS MICHAEL & VASIL	336 WALNUT ST 1	1	NEWTON	MA	02460
THE VILLAGE BANK	338 WALNUT ST		NEWTON	MA	02460
SPIROS & POTA LLC	338 WALNUT ST 2	2	NEWTON	MA	02460
THE VILLAGE BANK	340 WALNUT ST		NEWTON	MA	02460
SPRIOS & POTA LLC	340 WALNUT ST 3	3	NEWTON	MA	02460
THE VILLAGE BANK	344 WALNUT ST		NEWTON	MA	02460
STAVROPOULOS MICHAEL & VASIL	344 WALNUT ST 4	4	NEWTON	MA	02460
CITY OF NEWTON	345 WALNUT ST		NEWTON	MA	02460
INTERNATIONAL DATA GROUP INC	355 WALNUT ST		NEWTON	MA	02460
GARRAWAY LEVI A & GISELE	363 WALNUT ST		NEWTON	MA	02460
LUCAS PETER V TR	369 WALNUT ST		NEWTON	MA	02460
MINTZER LAWRENCE & CATHARIN	377 WALNUT ST		NEWTON	MA	02460
ULLMAN EDWARD A	378 WALNUT ST		NEWTON	MA	02460
BARRY JOYCE	391 WALNUT ST		NEWTON	MA	02460
BARRY JOYCE	391 WALNUT ST 1	1	NEWTON	MA	02460
RUBINGER BRUCE	391 WALNUT ST 10	10	NEWTON	MA	02460
KHALSA JAI SINGH TRUSTEE	391 WALNUT ST 11	11	NEWTON	MA	02460
ALLEN MAY M	391 WALNUT ST 2	2	NEWTON	MA	02460
SNYDER BRENDON L	391 WALNUT ST 3	3	NEWTON	MA	02460
COPPOLA MARK D	391 WALNUT ST 4	4	NEWTON	MA	02460
COPPOLA MARK D TR	391 WALNUT ST 5	5	NEWTON	MA	02460
SERRET JOSELINE	391 WALNUT ST 6	6	NEWTON	MA	02460
SULLIVAN HILDEGARD	391 WALNUT ST 7	7	NEWTON	MA	02460
RAFT DEAN P	391 WALNUT ST 8	8	NEWTON	MA	02460
MESHEL JOHN M AND STEPHANIE	391 WALNUT ST 9	9	NEWTON	MA	02460

CITY OF NEWTON
BOARD OF ALDERMEN
TRAFFIC COUNCIL REPORT

THURSDAY, JULY 26, 2012

Present: David Koses, Transportation Planner; Sgt. Jay Babcock, Newton Police Department; Ald. Harney; Nina Wang, Acting Transportation Director and Jerome Grafe, Citizen Representative

Also Present: Ald. Linsky and Albright

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

TC29-12 DAVID KOSES, on behalf of the Planning Department, requesting removal of metered parking spaces adjacent to crosswalks on Walnut Street between Newtonville Avenue and Otis Street, and adjacent intersections, to improve visibility and pedestrian safety. (Ward 2) [06/26/12 @ 12:31 PM]

ACTION: **(A) APPROVE removal of Meter #266, Walnut Street across from Washington Park (4-1, Harney opposed)**
(B) APPROVE removal of Meters #253 and #254, Walnut Street across from Madison (5-0)
(C) APPROVE removal of Meters #282 and #283, Walnut Street across from Austin Street (5-0). The Planning and Public Works Departments will look to install an on-street bicycle rack within one of the spaces that was voted to be removed, likely in the space occupied by Meter #254. DPW is to install a new crosswalk across Walnut Street at the intersection of Austin Street. Meter #288 will remain.
This item may be appealed through the close of business August 15, 2012.

NOTE: Mr. Koses read the one e-mail received supporting this item, on file.

Mr. Koses provided Council members with an overview of Walnut Street, concept plan and the area of a new proposed crosswalk (would require removal of two to three meters). He then provided recent pedestrian crossing counts at Austin Street, data on three-year crash history at Highland and Newtonville Avenues and the Planning Departments recommendations. He then said that meter #253 (Walnut Street at Madison Avenue) has been temporarily removed by the Police Department due to two motor vehicle accidents and to increase safety. Meters #254 and #266 should also be removed to improve safety. The MUTCD guidelines suggest that there should be no parking within 20 feet of a crosswalk.

Mr. Koses opened the discussion for public comment. Approximately three residents were present for this discussion. The discussion stressed their concerns and suggestions.

Concerns

Residents said that they are concerned regarding inadequate site distance, pedestrian safety and heavy traffic. They stated visibility is necessary for safety reasons and pedestrians. A merchant

said that she is opposed to removing meters because it creates parking issues for customers, merchants and residents.

Suggestions

Suggestions were made to construct bump-outs, have additional police presence, install crosswalk stanchion signs and maintain painted crosswalks to allow better visibility. They feel that in order to have a more vibrant Newtonville, some meters need to be removed to deter “one stop” shoppers.

Ald. Linsky said that the goal is to make this area more pedestrian friendly and that revitalization of this area is necessary for the merchants. Parking is at a premium and he is opposed to removing two of the meters as recommended (meter # 266 and meter # 254). Ald. Albright suggested installing additional signs directing patrons to the municipal parking lot.

Ald. Harney asked how the various needs could be balanced and if an additional crosswalk at Austin Street was necessary. Mr. Koses answered that because of high demands crossing count data proves two crosswalks are necessary.

Council members reviewed and discussed meter locations and recommendations made to remove meters. To increase safety and promote shopping, suggestions were made to install permanent crosswalk stanchions and a bicycle corral if meters are removed. Mr. Koses said that if Traffic Council were to approve the removal of the parking meter, the Planning Department and the Department of Public Works would be able to work toward the installation of a bike corral. Ms. Wang said that the City does not install permanent crosswalk stanchions because they are dangerous to vehicles. A suggestion was made to relocate the handicap parking space to the opposite side of Walnut Street. Mr. Koses answered that the Commission on Disability would have to review this request.

Sgt. Babcock stated it is necessary for safety reasons to remove meter #253 (Walnut Street at Madison Avenue) and meter #266 (Walnut Street across from Washington Park, at the Newton Senior Center). Ald. Linsky said that he is opposed to removing meter #266.

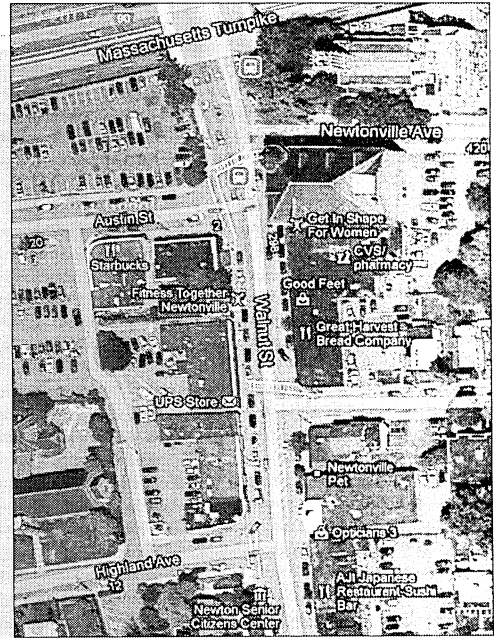
Council members agreed on the above actions to remove meters #266, 253, 254, 282 and 283. Meter #288 will remain. The Planning and Public Works Departments will look to install an on-street bicycle rack within one of the spaces that was voted to be removed, likely in the space occupied by meter #254. DPW is to install a new crosswalk across Walnut Street at the intersection of Austin Street. Mr. Koses said that this item may be appealed through the close of business August 15, 2012.

TC29-12

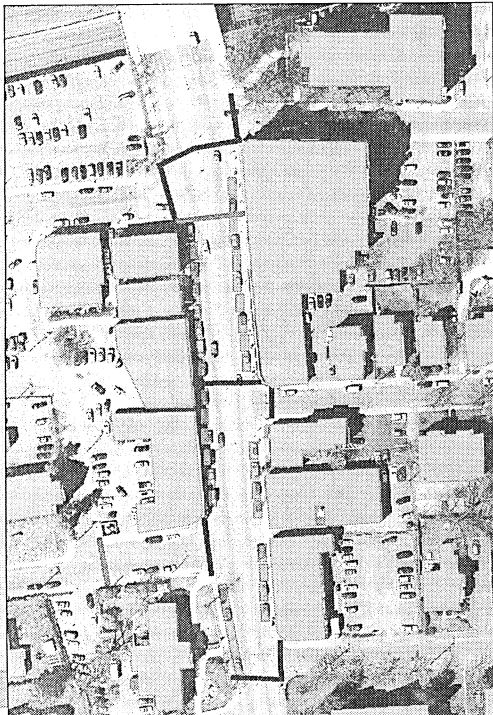


TC29-12 DAVID KOSES, on behalf of the Planning Department, requesting removal of metered parking spaces adjacent to crosswalks on Walnut Street between Newtonville Avenue and Otis Street, and adjacent intersections, to improve visibility and pedestrian safety.

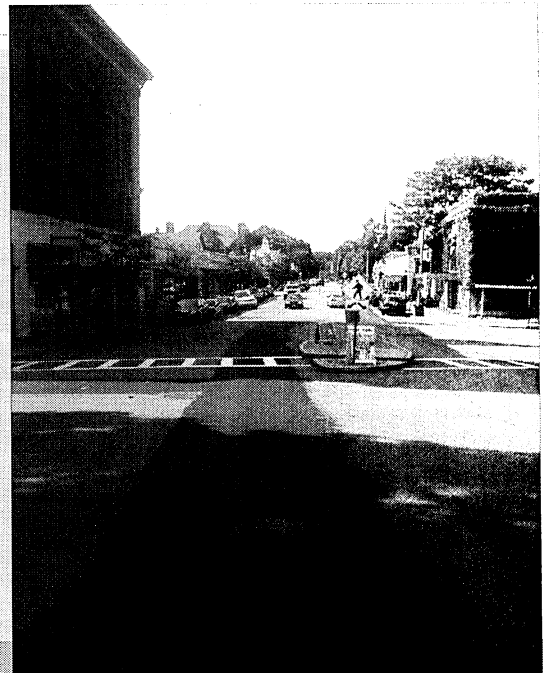
Overview – Walnut St/Newtonville



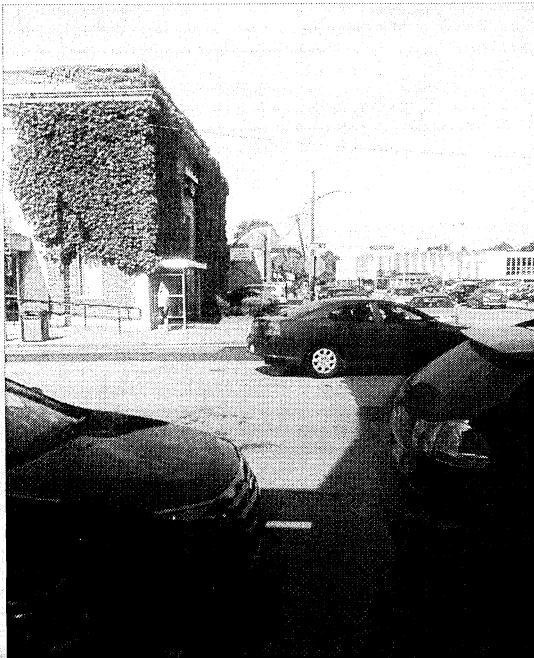
Concept Plan



View of Walnut Street, Southbound from Newtonville Avenue

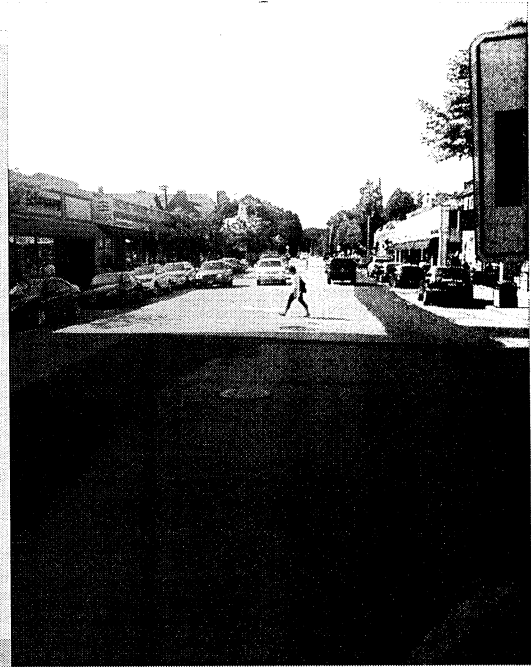


Area of Proposed New Crosswalk
Walnut Street & Austin Street

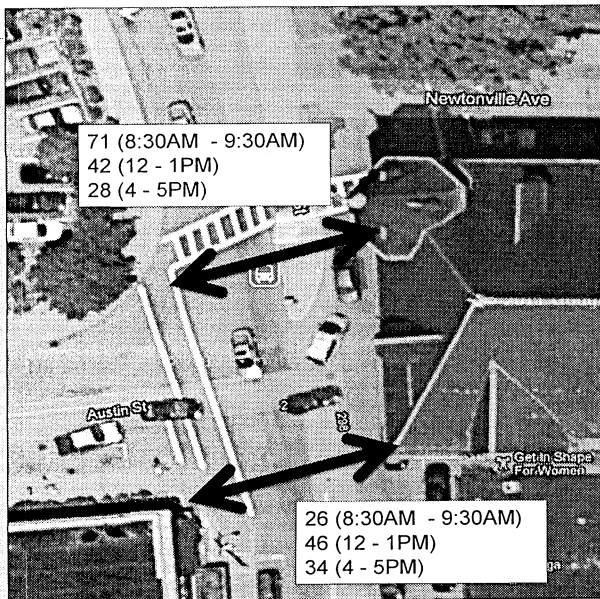


*****(Would require removal of two to three meters) *****

Walnut Street & Austin St



Walnut Street at Newtonville – Austin
Pedestrian Crossings - Friday July 13, 2012



Metered Space #253 at Walnut & Madison
(Removed by Police Department)



Crosswalk at Walnut & Madison



***** (Consider removing Meter #254) *****

Safety

3-Year Crash History - Walnut between Highland & Newtonville Ave

- Five crashes documented (all listed as Walnut at Madison)
 - Two (2) were motor vehicle - only
 - Both stopped short / rear ended
 - Three (3) were motor vehicle - pedestrian
 - 1 failed to yield to pedestrian
 - 1 left the scene of injury
 - 1 didn't see pedestrian

Standard Setbacks from Crosswalks

- MUTCD Guidance: No Parking within 20 feet of a crosswalk.
- Cambridge: "Vehicles parked too close to the approach side of the crosswalk reduce the sight distance of both pedestrians trying to cross the street and oncoming traffic".

Recommendations

Walnut & Newtonville Avenue:

- Retain Crosswalk

Walnut & Austin Street:

- Add crosswalk
 - Remove Meters #282, #283 and #288

Walnut & Madison:

- Remove Meter #253
 - Already removed by Police Department
 - Already striped out
- To improve safety, Remove Meter #254

Walnut & Washington Park

- To improve safety, Remove Meter #266

TC4-12 and TC10-12

TC4-12 ALD. LINSKY, ALBRIGHT & JOHNSON, requesting an establishment of a school zone on Walnut St between Watertown Street and Crafts Street to govern traffic flow around the Education Center (100 Walnut Street) inclusive of a blue zone to facilitate pick-up and drop-off of students. Several populations of Newton Public School students attend classes on the premises, including the Newton Early Childhood Program, the Middle School Stabilization Program (MSP) and the Newton Central High School. Existing traffic signals (crosswalk and pedestrian sign) are frequently ignored by motorists posing a significant safety concern. The Newton Police Department has conducted numerous directed patrols, most recently yielding an average of 3.5 violations per half hour.

TC10-12 Jim Danila, on behalf of the Department of Public Works requesting the removal of parking within the vicinity of the crosswalk on Walnut Street, adjacent to the Education Center at 100 Walnut Street.

#267-12
#194-12
DRAFT FOR DISCUSSION
10/3/2012

ARTICLE XII.
VEHICLES FOR HIRE

DIVISION 1. GENERALLY

Sec. 19-301. Definitions.

For the purposes of this article, the words and phrases used shall have the following meanings:

Chief of police: The chief of police of the City of Newton or his designee.

City: City of Newton.

Person: A person, firm, company, corporation, partnership or other entity, or an owner, or operator of a taxicab or public automobile as defined herein.

Public Automobile: A passenger car or station wagon used for transporting persons or goods for hire which has a seating capacity of up to five persons, which is not marked with the company name or number, other than a medallion number, is not equipped with a taximeter, does not operate on a fixed route, and which is hired by means of telephone request or contract arranged in advance of the time designated for pickup.

Limousine: A large, luxurious motor vehicle with an enclosed passenger compartment having a seating capacity of up to eight (8) passengers and operated by a uniformed driver or chauffeur and operated pursuant to either:

- (1) a contract prearranged significantly in advance of the date and time designated for passenger pickup;
or
- (2) a contract formed pursuant to a telephone request made by a prospective passenger or passengers to a company which receives requests for transportation for hire, and, in any event not otherwise available to the general public for hire as a mode of transportation.

The definition of limousine shall not include vehicles engaged exclusively to provide service to funeral homes.

Taxicab: A passenger car or station wagon used for transporting persons or goods for hire, having a seating capacity of up to five persons, which is marked with the company name, assigned number and color and equipped with a taximeter, and which does not operate on a fixed route and which is hired by means of a taxi stand, solicitation from persons on the street or telephone request. The definition of a taxicab shall not include public automobiles as defined herein.

Van: a passenger vehicle for transporting persons or goods for hire with a seating capacity of up to fifteen persons, which may be marked with the company name or number, which is not a public automobile, limousine or taxicab as defined herein, and which is hired by means of a telephone request or contract

arranged in advance of the time designated for pickup.

(Rev. Ords. 1973, § 21-2; Ord. No. T-291, 8-9-93; Ord. X-54, 5-19-03)

Cross reference—Taxicab stands, § 19-171

Sec. 19-302. Duty of police relative to licensed vehicles.

It shall be the duty of the police officers of the city to observe the movements of vehicles licensed pursuant to division 2 of this article, especially in the nighttime, and see that all rules and orders are obeyed.

(Rev. Ords. 1973, § 21-3)

Sec. 19-303. Taxis authorized to transport passengers upon request or from assigned stand.

A taxi may transport passengers on request from persons on any street or public way or from any assigned taxi stand or a stand on private property where permission is granted by the owner. (Rev. Ords. 1973, § 21-4)

Sec. 19-304. Public automobiles and vans prohibited from soliciting passengers upon public ways or conveying such upon request from taxi stands.

All persons in charge of public automobiles and vans are prohibited from soliciting passengers for hire on the public ways of the city in any manner. Such persons are also prohibited from conveying in public automobiles any person who may, upon a public way of the city or from a taxi stand, request to be transported. (Rev. Ords. 1973, § 21-5; X-54, 5-19-03)

Sec. 19-305. Taxi stands.

(a) Public taxi stands on public ways are to be designated and assigned by the board of aldermen.

(b) No such stand shall be designated, or individual or company assigned to a taxi stand, until after a public hearing has been held thereon by the public safety committee of the board of aldermen, of which at least seven (7) days notice shall be mailed by the city clerk to the owners of property abutting on such way at the proposed location of such stand on each side of the way and to the owners of property abutting upon such properties abutting on such properties abutting on the way, all as shown by the most recent assessment lists of the board of assessors; provided, that no notice need be given to the owner of any property no part of which is situated less than three hundred (300) feet from such proposed location. After such hearing, the public safety committee shall make its recommendation to the full board of aldermen.

(c) No stand so designated under this section shall be removed until after a public hearing has been held thereon by the public safety committee of the board of aldermen and a determination has been made by the full board of aldermen that such taxi stand is not in the best interests of the public safety and welfare.

(d) All taxi stands designated by the board of aldermen shall be duly posted and marked by the commissioner of public works.

(e) The taxi stands that, as of December 1, 1989, have been duly designated as taxi stands in the City of Newton by the board of aldermen are those on the list maintained by the planning department which list has been certified by the city clerk.

(f) Taxi stands shall be assigned to individuals or entities holding at least one license to operate a taxi in the City of Newton.

(g) The board of aldermen shall review the status of taxi stands every year. The board of aldermen reserves the right to assign more than one taxi cab company or holder of a taxi license to a taxi stand location.

(h) *Transfer of taxi stands*: No taxi stand designated or assigned to a particular person pursuant to this section shall be transferred unless such transfer is approved by the board of aldermen.

(i) The open public taxi stand located at Newton Corner shall not be used by any vehicle which has been assigned a special license pursuant to paragraph 19-333 (c) of this ordinance. (Rev. Ords. 1973, § 21-6; Ord. No. T-66, 12-18-89; Ord. No. T-291, 8-9-93; Ord. No. Z-111, 06-18-12)

Sec. 19-306. Refusal to carry passenger.

No person in charge of a taxi shall refuse unreasonably to carry a passenger. (Rev. Ords. 1973, § 21-18)

Sec. 19-307. Operators to be respectful to passengers.

The operator of any vehicle licensed pursuant to this chapter shall be respectful to passengers at all times. (Rev. Ords. 1973, § 21-19)

Sec. 19-308. Picking up passenger after taxi is occupied or engaged.

No person having charge of a taxi shall take up or carry any passenger after the taxi has been occupied or engaged by a prior passenger without the consent of such prior passenger. (Rev. Ords. 1973, § 21-20)

Cross reference—Health generally, Ch. 12

Sec. 19-309. Requirements as to vehicles generally.

(a) Vehicles licensed or permitted pursuant to this ordinance shall be kept in good condition, the interior shall be kept clean and suitable for occupancy and mechanically fit for the safety of passengers, as determined by the chief of police. No commercial advertising shall be permitted on the outside of such vehicles except the name or trade name and number of the person owning such vehicle.

(b) *Annual inspection of ~~taxicabs and public automobiles~~ vehicles*: All vehicles licensed pursuant to the provisions of this ordinance which are used for transporting persons to which medallions have been assigned shall be inspected by the chief of police in March and October of each year, and at such other times as deemed necessary by the chief of police. Each inspection shall include, but not be limited to the following:

- (1) inspection of the interior and exterior of the vehicle for appearance, cleanliness, and mechanical fitness;
- (2) recording the odometer reading of each vehicle, and verifying that the vehicle identification number (VIN), the taximeter serial number and the number of the taxi medallion or public automobile corresponds with such information as listed on the license assigned to the vehicle;
- (3) verification that the vehicle has a properly operating odometer, as determined by the chief of police. A vehicle with an inoperable or faulty odometer shall fail inspection; and
- (4) verification that each vehicle has a valid inspection sticker issued by the Commonwealth of Massachusetts indicating that the vehicle has passed said inspection. A vehicle which does not have

such a sticker shall fail inspection.

(5) verification that the vehicle is equipped with working seatbelts in open view and available for use in all seating areas used by passengers

(c) Effective January 1, 1995 and thereafter, no vehicle shall be approved for use as a taxicab or public automobile or van in the city when the vehicle is ten (10) years old or older, the age of each vehicle to be determined from the year of manufacture to the year for which the vehicle license is to issue. (Rev. Ords. 1973, § 21-22; Ord. No. 88, 10-6-75; Ord. No. T-66, 12-18-89; Ord. No. T-291, 8-9-93; Ord. No. X-54, 5-19-03)

Sec. 19-310. Vehicle identification card, identity light and markings on taxis.

(a) All taxis in the city shall display an identity light on top of the taxi which shall be visible from the front and rear and shall be illuminated at night. Such identity light shall be of such color and the word "taxi" or company name shall be lettered thereon in such color and size as the chief of police shall approve. The cylinder for the identity light shall be at least ten (10) inches long. All taxis licensed in the city shall have the name or trade name of the owner and the word "Newton" painted on both sides of the body of the taxi in standard letters not less than four (4) inches high and one-half inch wide.

(b) All taxis in the city shall display a vehicle identification card, issued by the chief of police, which bears the owner's name, telephone number, and the medallion number of the taxi. Such vehicle identification card shall be displayed in the passenger compartment of each taxi in such a manner as to be visible to passengers at all times. (Rev. Ords. 1973, § 21-23; Ord. No. T-66, 12-18-89; Ord. No. T-291, 8-9-93; Ord. No. Z-99, 11-21-11)

Sec. 19-311. Taxicab seat belts.

All taxicabs and public automobiles licensed by the board of aldermen to do business in the city shall be equipped with working seatbelts in open view and available for use in all seating areas used by passengers. (Rev. Ords. 1973, § 21-24; Ord. No. T-66, 12-18-89; Ord. No. T-291, 8-9-93)

Sec. 19-312. Requirement of taximeters.

(a) All taxicabs in the city shall be equipped with a taximeter. All taximeters in the city shall be inspected by the sealer of weights and measures not less often than annually and in any case shall be approved by said sealer of weights and measures as of the date the medallion is issued for each taxicab licensed pursuant to this ordinance. A taximeter with a broken seal shall be replaced and inspected at the time such taximeter is installed.

(b) Tampering or breaking a seal on a taximeter shall be cause for revocation of the license. In the event that the sealer of weights and measures determines that a seal on a taximeter has been broken or tampered with, the sealer of weights and measures shall report the name of the licensee of the vehicle in which said taximeter was installed to the chief of police and clerk of the board of aldermen. The board of aldermen may take such action as deemed necessary, including revocation of the license following a hearing which shall be held upon no less than seven (7) days prior notice to the licensee. The vehicle medallion shall be surrendered upon revocation of the license. (Rev. Ords. 1973, § 21-25; Ord. No. T-66, 12-18-89; Ord. No. T-291, 8-9-93)

Sec. 19-313. Rates of fare of taxis.

(a) The following rates of fare for taxis in the city are established: the charge for one passenger with ordinary baggage shall not exceed two dollars (\$2.00) for the first two-sixths mile or fraction thereof, and fifty cents (\$.50) for each additional one-sixth mile or fraction thereof.

(b) Waiting time shall include all time during which the vehicle is not in motion after its arrival at the place to which it has been called, starting no sooner than three (3) minutes after the party engaging the same has been notified. A charge may be made of not exceeding fifty cents (\$.50) per minute or thirty dollars (\$30.00) per hour of waiting time thereafter; provided, that no charge shall be made for time occasioned by the premature arrival in response to a call and the time for which the vehicle was ordered, or for time lost through inefficiency of the vehicle or its driver. Waiting time shall also include all time during which the vehicle, while en route with passengers, is not in motion due to delays caused by traffic, at a charge not exceeding forty cents (\$0.40) for each one minute or fraction thereof.

(c) There is hereby established a chit system for purposes of allowing reduced taxi rates and fares to senior citizens of the city as they are defined herein. Any citizen of the city who is sixty (60) years of age or older and who presents adequate verification of such age shall be entitled to purchase chits or tickets from the office of any taxi company which is a member of the Newton Taxi Association. Such chits or tickets, which shall be printed on a form approved by the city department of senior services, shall be sold in such a manner that the actual purchase price to a senior citizen is at least ten (10) per cent less than the face value represented thereon. Such chits or tickets shall, upon presentation by a senior citizen to an authorized driver for the issuing company, represent payment for taxi fares and waiting time charges in an amount corresponding to the face value thereof.

(d) *Gasoline surcharge:* A gasoline surcharge may be added to the taxi fare for each trip after the initial taximeter drop. The surcharge shall be \$1.00 from June 1, 2007 through November 30, 2007. Thereafter the surcharge may be established for successive six-month periods beginning on December 1 and June 1 of each year, based on the Gasoline Pump Price for regular gas for the prior day in Boston, Massachusetts as published by the American Automobile Association, and in accordance with the following schedule:

<u>Gasoline Pump Price</u>	<u>Gasoline Surcharge</u>
\$ 2.01	\$ 0.50
\$ 2.51	\$ 1.00
\$ 3.01	\$ 1.50
\$ 3.51	\$ 2.00
\$ 4.01	\$ 2.50
\$ 4.51	\$ 3.00

(Rev. Ords. 1973, § 21-26; Ord. No. 8-12-74; Ord. No. 320, 3-19-79; Ord. No. R-135, 4-6-81; Ord. No. S-345, 12-5-88; Ord. No. T-66, 12-18-89; Ord. No. T-121, 2-4-91; Ord. No. T-147, 5-6-91; Ord. No. T-177, 10-21-91; Ord. No. T-220, 3-2-92; Ord. No. W-26, 12-18-00; Ord. No. X-104, 8-9-04; Ord. X-137, 2-7-05; Ord. No. X-175, 05-26-05; Ord. No. X-172, 9-19-05; Ord. No. X-219, 6-19-06; Ord. No. X-246, 12-18-06;

Ord. No. Y-24,7-9-07)

Sec. 19-314. Rate card to be displayed.

Every owner, driver or person having charge of a taxi shall place upon the visor of the taxi or attach to the taximeter in such manner that the same shall be visible to the passenger at all times and have available for inspection by the customer at all times a card at least three (3) by five (5) inches having plainly printed thereon the rate of fare and name of the owner. (Rev. Ords. 1973, § 21-27; Ord. No. T-66, 12-18-89)

Sec. 19-315. Charges for hire of public automobiles.

(a) The charges for the hire of public automobiles are established as follows, not to exceed:

- (1) Twenty-four dollars (\$24.00) per hour when such automobile is hired by the hour for travel in the city.
- (2) Two dollars and forty cents (\$2.40) per mile for the first mile when hired by the mile and forty cents (\$0.40) each one-sixth mile.

(b) This section shall not apply to public automobiles hired for funerals, weddings and christenings. (Rev. Ords. 1973, § 21-28; Ord. No. T-66, 12-18-89)

Sec. 19-316. Vehicles transporting goods.

(a) No person shall set up, use or drive any wagon, dray or other vehicle, whether on wheels or runners, for the conveyance from place to place within the city, for hire, of any goods, wares, merchandise, furniture or any other article of transportation without a license for such wagon, dray or other vehicle from the board of aldermen.

(b) The board of aldermen may grant such licenses to suitable persons and revoke the same at their discretion. For every license so granted there shall be paid to the city clerk, for the use of the city, the sum of one dollar (\$1.00); provided, that any owner of a job wagon or other vehicle who is licensed to set up or use more than one such vehicle shall pay one dollar (\$1.00) for the first vehicle and fifty cents (\$0.50) for each additional vehicle so licensed. All licenses granted as aforesaid shall expire on the first day of May next after the date thereof.

(c) No person under eighteen (18) years of age shall drive or have charge of any wagon, dray or other vehicle licensed under this section without special permission of the board of aldermen. (Rev. Ords. 1973, § 21-29; Ord. No. T-66, 12-18-89)

Secs. 19-317—19-329. Reserved.

DIVISION 2. BUSINESS LICENSE

Sec. 19-330. Requirement of a license.

(a) Except as otherwise provided in subsection (d), no person shall engage in the business of transporting persons or goods for hire by means of a taxicab or public automobile within the limits of the city unless:

- (1) said person has obtained for each such vehicle a taxicab or public automobile license, as applicable, pursuant to sections 19-332 through 19-333 and said license has not been suspended, rescinded,

surrendered, revoked or declared void for non-use; and

- (2) each such vehicle which has been so licensed has a current city medallion affixed to the vehicle as directed by the chief of police; and
- (3) the driver of said vehicle is licensed by the city in accordance with the provisions of section 19-346 of the Revised Ordinances and said license has not been suspended, rescinded, or revoked.

(b) Each license issued pursuant to this provision shall designate the vehicle registration number, the Vehicle Identification Number (VIN) and the odometer reading at the time the license is approved; the vehicle medallion number; and, with respect to each taxicab license, the license shall include the serial number of the taximeter.

(c) Taxicab and public automobile licenses shall expire on December 31 of each year.

(d) Notwithstanding the provisions of subsection (a), nothing herein shall be construed as prohibiting a driver of a taxicab or public automobile which is licensed to operate in another city or town of the commonwealth from driving through Newton, or from accepting a passenger, passengers, packages or other merchandise within the city provided that:

- (1) said taxicab or public automobile is requested by or on behalf of said passenger or person requesting a package or merchandise pickup; and
- (2) said request is made by telephone, or by radio dispatch from the owner or operator's principal place of business which is located outside the city.

(e) *Penalty*: Any person who violates the requirements of this section 19-330 shall be subject to a fine of \$300 for each offense. (Ord. No. T-66, 12-18-89; Ord. No. T-291, 8-9-93)

Cross reference—Licensing and permits generally, Ch. 17

Sec. 19-331. Fee for license and taxi stands.

(a) For every license granted pursuant to section 19-330 there shall be paid, for the use of the city, the fee prescribed by section 17-3.

(b) With each application for assignment of a taxi stand under section 19-305, there shall be paid to the city clerk the handling fee prescribed by section 17-3. (Rev. Ords. 1973, § 21-8; Ord. No. T-66, 12-18-89)

Sec. 19-332. Procedure for obtaining licenses.

(a) *Procedure for renewal of taxicab and public automobile licenses*: Beginning in September each year, the city clerk shall send a renewal application form and a copy of this ordinance, as may be amended from time to time, to each person who currently holds a taxicab or public automobile license. Said form shall include the following information for each vehicle: the vehicle registration number, the vehicle identification number (VIN) and odometer reading; the vehicle medallion number; and, in addition, with respect to each taxicab license sought, the form shall include the serial number of the taximeter. Said form shall also include the location of the vehicle during business and non-business hours, specifications as to employee parking, vehicle storage and operations, and measures to mitigate any impact on the surrounding area. A separate license shall be required for each vehicle to be used by the applicant. A copy of the registration certificate for each vehicle and a certificate of insurance indicating the amount of coverage for each vehicle shall accompany the application. Completed application forms shall be returned to the city

clerk no later than September 30. The non-refundable fee for each license, as specified in section 17-3 of these Revised Ordinances, shall be paid to the city clerk at the time the completed license application is returned to the city clerk.

(b) *Procedure for obtaining first-time taxicab or public automobile license:* The city clerk shall send an application form for a taxicab or public automobile license to any person requesting the same upon receipt of a registration certificate for each vehicle for which a license is sought. Said form shall include all of the information as required for the renewal form as stated in subsection (a) above. A separate license shall be required for each vehicle to be used by the applicant. The chief of police shall assign a medallion number for each new license issued pursuant to the provisions of this ordinance.

(c) The city clerk shall forward copies of all completed application forms for which all applicable fees have been paid to the chief of police and to board of aldermen during the month of October of each year.

(d) Inspections for the issuance of vehicle licenses and medallions shall be scheduled during the month of October. Upon submission of a completed application form, the applicant for a taxicab or public automobile license shall arrange for an inspection of each vehicle for which a license is sought by contacting the chief of police no later than fifteen (15) days prior to the date the vehicles will be available for inspection. In the event that a vehicle fails such inspection, the applicant shall have thirty (30) days in which to correct all deficiencies noted and schedule a second inspection. The chief of police shall notify the city clerk and the public safety and transportation committee of the board of aldermen of the result of each such inspection. A vehicle which does not pass inspection shall not be eligible for a license.

(e) The public safety and transportation committee of the board of aldermen shall approve or deny each taxicab and public automobile license application in accordance with the provisions of section 19-333 at the first regularly scheduled meeting of said committee during the month of November of each year. The committee shall forward its recommendations for approval or denial to the full board of aldermen during the month of December of each year. The city clerk shall notify each applicant and the chief of police in writing as to the board's decision. Upon receipt of notice that a license application has been approved, the licensee shall contact the chief of police in order to obtain a medallion for each taxicab and public automobile for which a license has been granted.

(f) Each license shall identify the taxi stands to which the licensee has been assigned pursuant to section 19-305 of this ordinance. (Rev. Ords. 1973, § 21-9; Ord. No. 627, 2-19-74; Ord. No. 88, 10-6-75; Ord. No. T-66, 12-18-89; Ord. No. T-291, 8-9-93; X-53, 5-19-03; Ord. No. X-54, 5-19-03)

Sec. 19-333. Number of licenses.

(a) No more than one (1) taxicab license shall be issued for each population unit of one thousand (1,000) or additional fraction thereof, except that if a greater number of such licenses shall have been granted, issued or were in force as of November 1, 1992 than would be permissible under said limitation, such licenses shall remain in full force and effect and no subsequent requests for renewals of such licenses by those persons holding such licenses as of November 1, 1992 shall be denied solely for reasons of declining population. If the number of taxicab licenses outstanding as of November 1, 1992 exceeds the limitation set forth herein, no further licenses shall be issued or granted until the number of licenses outstanding shall have been reduced, by cancellation, revocation, failure to renew, failure to use as provided in section 19-336, or otherwise, to an amount less than that permitted by the limitation of this subsection, and, thereafter, licenses may be issued only as provided herein.

(b) No more than one (1) public automobile license shall be issued for each population unit of five thousand (5,000) or additional fraction thereof, except that if a greater number of such licenses shall have

been granted, issued or were in force as of November 1, 1992 than would be permissible under said limitation, such licenses shall remain in full force and effect and no subsequent requests for renewals of such licenses by those persons holding such licenses as of November 1, 1992 shall be denied solely for reasons of declining population. If the number of public automobile licenses outstanding as of November 1, 1992 exceeds the limitation set forth herein, no further licenses shall be issued or granted until the number of licenses outstanding shall have been reduced, by cancellation, revocation, failure to renew, failure to use as provided in section 19-336 of this ordinance, or otherwise, to an amount less than that permitted by the limitation of this subsection, and, thereafter, licenses may be issued only as provided herein.

(c) *Special taxicab or public automobile licenses:* Notwithstanding the provisions of subsection (a) of this section, the board of aldermen, in its discretion, may grant additional taxicab or public automobile licenses to a person who has, on or after the effective date of this section, a written contract to provide transportation services by means of a taxicab and or public automobile to a specially identifiable population, including, but not limited to, elderly persons or persons with special needs. In order to obtain a special license, such a person must file an application for a special license with the city clerk in the manner provided in section 19-332 and provide a notarized copy of such contract. The board of aldermen may grant such licenses for one year, or for the term of the contract, not to exceed a maximum of three years, provided that the licensee shall be required to provide a current notarized copy of the contract to the board of aldermen for each year of the license term of a special license. Special licenses granted pursuant to this provision shall not be included in the number of licenses outstanding for purposes of maintaining the limit on the total number of licenses as set forth in subsections (a) and (b). (Rev. Ords. 1973, § 21-10; Ord. No. T-66, 12-18-89; Ord. No. T-291, 8-9-93; Ord. No. W-59, 9-18-01)

Sec. 19-334. Revocation of licenses without medallions.

(a) In the event that a medallion is not obtained for the vehicle for hire, within sixty (60) days after the license application is approved or renewed, the license shall be null and void.

(b) The police officer designated by the chief of police in charge of distribution of medallions shall communicate in writing in December of each year to the board of aldermen or its agent as to how many medallions have been issued as of that date.

(c) The board of aldermen, in its discretion, may re-issue any licenses for unused medallions. (Rev. Ords. 1973, § 21-11; Ord. No. T-66, 12-18-89)

Sec. 19-335. Transfer of licenses.

Licenses and medallions issued for vehicles pursuant to this ordinance shall not be affixed to or otherwise transferred to a vehicle other than the vehicle for which the license was issued, except as provided in section 19-336(c). Licenses for taxicabs and public automobiles shall not be used interchangeably. In the event of a change in ownership of the holder of a license or licenses issued hereunder, no license shall be renewed or issued until the city clerk is presented with proof of ownership and registration of each taxicab or public automobile for which the holder seeks a license and until the board of aldermen approves such transfer of licenses. (Ord. No. T-66, 12-18-89; Ord. No. T-291, 8-9-93)

Sec. 19-336. License plates or medallions; fee for same; transfer to new vehicle.

(a) Each person who obtains a license for a taxicab or public automobile pursuant to section 19-330 of this article shall obtain a pair of metal plates, or markers or medallions, hereinafter "medallion", issued by the chief of police which shall be affixed to each such vehicle with respect to which a license is so obtained, and which shall be conspicuously displayed in plain sight on the exterior of the vehicle as directed by the chief

of police. A fee of fifty dollars (\$50.00) shall be charged for each pair of plates, markers or medallions. Each medallion shall be of such size and color as the chief of police may determine, shall contain the words "taxi license" or "public automobile license" as applicable, the date of expiration and the number of the license, which number shall be at least one inch in height.

(b) The chief of police shall inspect each vehicle for which a license has been granted during March and October of each year. The odometer reading of each vehicle shall be recorded at the time of the inspection, along with the number of the license and medallion assigned to each vehicle, and, with respect to taxicabs, the serial number of the taximeter. Medallions affixed to vehicles for which the odometer reading indicates mileage of less than 2,000 miles since the date of the inspection, shall be removed by the chief of police and surrendered without return of the license or medallion fee or any portion of said fees.

(c) *Transfer of taxicab or public automobile license upon sale of vehicle:* Whenever a person who is the holder of a license for a taxicab or public automobile sells or otherwise retires from use any taxicab or public automobile licensed pursuant to this article, and such vehicle is replaced by another vehicle to be used as a taxicab or public automobile, then, upon presentation of the registration certificate of such new vehicle to the city clerk by the holder of such license, the new vehicle shall become a licensed taxicab or public automobile without payment of any additional fee, provided that the chief of police has inspected and approved each such new vehicle for use and provided that, with respect to a taxicab, the taximeter is approved by the sealer of weights and measures and the serial number of such taximeter is recorded on the license of the new taxicab by the sealer of weights and measures. The medallion issued with respect to such taxicab or public automobile so sold or retired from use may be affixed to the new vehicle upon inspection of said new vehicle by the chief of police and, with respect to a taxicab, upon approval of the taximeter as required by this provision. (Rev. Ords. 1973, § 21-9; Ord. No. 627, 2-19-74; Ord. No. 88, 10-6-75; Ord. No. T-66, 12-18-89; Ord. No. T-168, 9-3-91; Ord. No. T-291, 8-9-93)

Sec. 19-337. Procedure for suspension or revocation of licenses with medallions.

(a) A license for which a medallion has been obtained may be suspended or revoked for a violation of any of the provisions of this article or for just cause, as determined by the board of aldermen. Except as otherwise provided in section 19-336(b) and subsections (b) and (c) of this section, no license shall be suspended or revoked until after a public hearing, held by the public safety and transportation committee of the board of aldermen, or such other committee as may be designated by the board of aldermen in accordance with its rules and regulations. Said public hearing shall be held not less than seven (7) working days after notice of the intent to suspend or revoke has been sent by certified mail to the licensee.

(b) Notwithstanding the provisions of the foregoing subsection (a), a person who operates a vehicle or vehicles licensed pursuant to this ordinance shall surrender the medallion of any such vehicle upon request of the chief of police for operating a vehicle which (1) fails to satisfy all of the requirements of the vehicle inspection as stated in section 19-309; or (2) for operating a vehicle for which the vehicle registration and/or insurance has lapsed.

(c) A person who operates a vehicle or vehicles licensed pursuant to this ordinance shall notify the chief of police if a vehicle has been out of service for more than fourteen (14) consecutive days and shall surrender the medallion of such vehicle to the chief of police unless the licensee establishes to the satisfaction of the chief of police that said vehicle is out of service in order for the licensee to perform or procure repairs. If the vehicle is being repaired, the licensee shall provide the date by which the vehicle will be returned to service and notify the chief of police when the vehicle is returned to service. In the event that the vehicle remains out of service for more than fourteen (14) days beyond the anticipated repair date and the licensee is unable to establish to the satisfaction of the chief of police that the delay is warranted, then the licensee shall surrender the medallion to the chief of police.

(d) The chief of police shall notify the clerk of the board of aldermen of each medallion that has been confiscated in the manner provided in subsections (b) and (c) of this section and which has remained in the possession of the chief of police for more than thirty (30) consecutive days. Upon receipt of such notice, the public safety committee, or such other committee as may be designated by the board of aldermen, shall schedule a hearing to revoke the license of such vehicle and shall provide notice of the same to the licensee in the manner provided in subsection (a) of this section. Nothing herein shall be construed to prohibit a licensee from requesting a hearing upon the confiscation of a medallion as provided in subsections (b) and (c) of this section. (Ord. No. T-66, 12-18-89; Ord. No. T-291, 8-9-93)

Sec. 19-338. Limousine permits.

Every person who is engaged in the business of transporting persons for hire by means of a limousine, as defined herein, shall obtain a business permit from the city clerk. Said permit shall be issued upon receipt of a completed application form and upon payment of a non-refundable fee which shall not exceed the cost of administering the issuance of said permit, and which, in any event, shall not exceed twenty-five dollars (\$25.00) for each limousine owned and operated by the business. Said permit shall expire on December 31 in each year. The application form shall include, but not be limited to, the following information:

- (1) the name and address of the business and the names of the corporate officers, if any;
 - (2) the name of the business manager or other person to contact in regard to complaints;
 - (3) the total number of limousines owned and operated by the business; ~~and~~
 - (4) a copy of the vehicle registration for each limousine. (~~Ord. No. T-66, 12-18-89; Ord. No. T-291, 8-9-93~~)
 - (5) Prior to issuance of a permit, and in each year thereafter, the applicant must comply with the procedures in Sec. 19-332(d) pertaining to police department inspection for each limousine owned and operated by the business.
- (Ord. No. T-66, 12-18-89; Ord. No. T-291, 8-9-93)

Editor's note: As amended in 1983, this section required such permits to be obtained within ninety days of its effective date.

Sec. 19-339. Van license.

(a) Except as otherwise provided in subsection (d), no person shall engage in the business of transporting persons or goods for hire by means of a van within the limits of the city unless:

- (1) said person has obtained for each such vehicle a van license, as applicable, pursuant to this section and said license has not been suspended, rescinded, surrendered, revoked or declared void for non-use; and
 - (2) the driver of said vehicle is licensed by the city in accordance with the provisions of section 19-346 of the Revised Ordinances and said license has not been suspended, rescinded, or revoked.
- (b) Each license issued pursuant to this provision shall designate the vehicle registration number, the

Vehicle Identification Number (VIN) and the odometer reading at the time the license is approved.

(c) Van licenses shall expire on December 31 of each year.

(d) Notwithstanding the provisions of subsection (a), nothing herein shall be construed as prohibiting a driver of a van which is licensed to operate in another city or town of the commonwealth from driving through Newton, or from accepting a passenger, passengers, packages or other merchandise within the city provided that:

- (1) said van is requested by or on behalf of said passenger or person requesting a package or merchandise pickup; and
- (2) said request is made by telephone, or by radio dispatch from the owner or operator's principal place of business which is located outside the city.

(e) For every license granted pursuant to this section there shall be paid, for the use of the city, the fee prescribed by section 17-3.

(f) *Procedure for obtaining first-time van license:* The city clerk shall send an application form for a van license to any person requesting the same upon receipt of a registration certificate for each vehicle for which a license is sought. Said form shall include all of the information set forth below. A separate license shall be required for each vehicle to be used by the applicant.

- (1) the name and address of the business and the names of the corporate officers, if any;
- (2) the name of the business manager or other person to contact in regard to complaints;
- (3) a copy of the business certificate from a municipality of the Commonwealth issued pursuant to G.L. c. 110, §5;
- (4) the total number of vans owned and operated by the business;
- (5) a copy of the vehicle registration for each van and a certificate of insurance indicating the amount of coverage for each van; the Vehicle Identification Number (VIN) and the odometer reading; and
- (6) Prior to the issuance of a license, applicant shall follow the procedures in Sec. 19-332(d) pertaining to police department inspection of each vehicle to be licensed. ~~confirmation that each van is:~~

- ~~a) equipped with working seatbelts in open view and available for use in all seating areas used by passengers; and~~
- ~~b) kept in good condition, with the interior kept clean and suitable for occupancy and mechanically fit for the safety of passengers.~~

(g) *Procedure for renewal of van licenses:*

Beginning in September of each year, the city clerk shall send a renewal application form and a copy of this section, as may be amended from time to time, to each person who currently holds a van license. Said form shall include the following information for each vehicle: the vehicle registration number, the vehicle identification number (VIN) and odometer reading. A separate license shall be required for each vehicle to be used by the applicant. A copy of the registration certificate for each vehicle and a certificate of insurance

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indicating the amount of coverage for each vehicle shall accompany the application. Completed application forms shall be returned to the city clerk no later than September 30. The non-refundable fee for each license, as specified in section 17-3 of these Revised Ordinances, shall be paid to the city clerk at the time the completed license application is returned to the city clerk. [Prior to the renewal of a license, applicant shall follow the procedures in Sec. 19-332\(d\) pertaining to police department inspection of each vehicle to be licensed](#)

The public safety and transportation committee of the board of aldermen shall approve or deny each van license application at the first regularly scheduled meeting of said committee during the month of November of each year. The committee shall forward its recommendations for approval or denial to the full board of aldermen during the month of December of each year. The city clerk shall notify each applicant in writing as to the board's decision. (Ord. No. X-54, 5-19-03)

Sec. 19-340 Penalties.

Any person who violates any provision of sections 19-302 through 19-338, excluding section 19-330, shall be fined not less than fifty dollars (\$50.00) nor more than one hundred dollars (\$100.00), and each day or part thereof during which a violation occurs or continues shall constitute a separate offense. (Ord. No. T-291, 8-9-93)

Secs. 19-340—19-345. Reserved.

Sec. 17-3. Fees for certain licenses and permits.

Notwithstanding any contrary provision in any other section of these Revised Ordinances, there shall be paid a fee on an annual basis or unless otherwise noted to the city clerk for each of the following applications, permits, licenses or charges, the sum set forth as follows:

- (1) Motor vehicle dealer's license first, second and third class..... \$100.00
- (2) Billiard, pool tables, bowling centers (non coin operated)..... \$15.00 each
- (3) Dealer in second-hand articles (antique, consignment or pawn broker shops) \$50.00
- (4) Storage of inflammables; public and private
 - a) 500 gals or less \$10.00
 - b) 501 gals to 5,000 \$30.00
 - c) 5001 gals to 10,000 \$40.00
 - d) 10,000 gals to 20,000 \$50.00
 - e) over 20,000 gals \$60.00
- (5) Blasting bond permits (G.L. c. 148, § 19) \$10.00
- (6) Junk collector's license \$100.00
- (7) Junk dealer's license (storage yards)..... \$100.00
 - a) Dealers in secondhand articles..... \$50.00
- (8) Lodging house and dormitory licenses
..... \$50.00
- (9) Musical instrument performers and street singers
 - a) Commercial applicants per event..... \$20.00
 - b) Non-profit applicants per event \$5.00
- (10) Public Auto/[Van](#)/Limousine permit fee, each vehicle \$25.00
- (11) Taxi license, each vehicle \$25.00
 - a) Taxi license, each driver \$25.00

b) Replacement for lost taxi license, each driver	\$10.00
(12) Taxi stand, each location	\$15.00
(13) Sale of municipal ordinances per copy	\$75.00
a) Sale of zoning ordinances per copy	\$25.00
b) Sale of government and officers booklet, per copy	\$3.00

No person having charge of a taxi shall take up or carry any passenger after the taxi has been occupied or engaged by a prior passenger without the consent of such prior passenger. (Rev. Ords. 1973, § 21-20)

Cross reference—Health generally, Ch. 12

Sec. 19-309. Requirements as to vehicles generally.

(a) Vehicles licensed pursuant to this ordinance shall be kept in good condition, the interior shall be kept clean and suitable for occupancy and mechanically fit for the safety of passengers, as determined by the chief of police. No commercial advertising shall be permitted on the outside of such vehicles except the name or trade name and number of the person owning such vehicle.

(b) *Annual inspection of taxicabs and public automobiles:* All vehicles licensed pursuant to the provisions of this ordinance to which medallions have been assigned shall be inspected by the chief of police in March and October of each year, and at such other times as deemed necessary by the chief of police. Each inspection shall include, but not be limited to the following:

- (1) inspection of the interior and exterior of the vehicle for appearance, cleanliness, and mechanical fitness;
- (2) recording the odometer reading of each vehicle, and verifying that the vehicle identification number (VIN), the taximeter serial number and the number of the taxi medallion or public automobile corresponds with such information as listed on the license assigned to the vehicle;
- (3) verification that the vehicle has a properly operating odometer, as determined by the chief of police. A vehicle with an inoperable or faulty odometer shall fail inspection; and
- (4) verification that each vehicle has a valid inspection sticker issued by the Commonwealth of Massachusetts indicating that the vehicle has passed said inspection. A vehicle which does not have such a sticker shall fail inspection.

(c) Effective January 1, 1995 and thereafter, no vehicle shall be approved for use as a taxicab or public automobile or van in the city when the vehicle is ten (10) years old or older, the age of each vehicle to be determined from the year of manufacture to the year for which the vehicle license is to issue. (Rev. Ords. 1973, § 21-22; Ord. No. 88, 10-6-75; Ord. No. T-66, 12-18-89; Ord. No. T-291, 8-9-93; Ord. No. X-54, 5-19-03)

Sec. 19-310. Vehicle identification card, identity light and markings on taxis.

(a) All taxis in the city shall display an identity light on top of the taxi which shall be visible from the front and rear and shall be illuminated at night. Such identity light shall be of such color and the word "taxi" or company name shall be lettered thereon in such color and size as the chief of police shall approve. The cylinder for the identity light shall be at least ten (10) inches long. All taxis licensed in the city shall have the name or trade name of the owner and the word "Newton" painted on both sides of the body of the taxi in standard letters not less than four (4) inches high and one-half inch wide.

(b) All taxis in the city shall display a vehicle identification card, issued by the chief of police, which bears the owner's name, telephone number, and the medallion number of the taxi. Such vehicle identification card shall be displayed in the passenger compartment of each taxi in such a manner as to be visible to passengers at all times. (Rev. Ords. 1973, § 21-23; Ord. No. T-66, 12-18-89; Ord. No. T-291, 8-9-93; Ord. No. Z-99, 11-21-11)

Sec. 19-311. Taxicab seat belts.



Setti D. Warren
Mayor

City of Newton, Massachusetts
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Candace Havens
Director

MEMORANDUM

DATE: September 21, 2012
TO: Public Safety and Transportation Committee of the Board of Aldermen
FROM: Candace Havens, Director of Planning and Development
David Turocy, Commissioner of Public Works
SUBJECT: Restricting On-Street Parking Near Crosswalks to Improve Safety
CC: Mayor Setti D. Warren

RECEIVED
NEWTON CITY CLERK
2012 SEP 24 AM 11:07
DAVID A. OLSON, CMO
NEWTON, MA 02459

On behalf of the Transportation Advisory Group, the Planning and Development Department and the Department of Public Works, we wish to request an ordinance change which would allow the Commissioner of the Department of Public Works to restrict parking for up to 50 feet away from crosswalks as necessary to protect public safety.

When a vehicle is parked next to a crosswalk, it is difficult for drivers to see pedestrians entering the crosswalk, and pedestrians may not be able to see whether it is safe to cross. By restricting parking close to crosswalks, pedestrians will be easier to view by approaching vehicles, allowing them more time to stop, thus reducing the likelihood of pedestrian/automobile accidents. An ordinance that allows the Commissioner to assess sight lines and adjust on-street parking for safety will allow for immediate action to address public safety issues. The extent of parking to be removed at any given location will be determined by an engineering study using commonly accepted standards for determining the length of unobstructed sightline that is necessary to protect the safety of pedestrians and shall consider such factors as street geometry, automobile speeds and volume, and visual distractions.

We recommend this apply to all types of on-street parking within 50 feet of a crosswalk, including loading zones, blue zones, parking meters, and handicap parking spaces. Note that the Department of Public Works is currently the decision-making body relating to the installation, removal and maintenance of crosswalks.