

CITY OF NEWTON

IN BOARD OF ALDERMEN

PUBLIC SAFETY & TRANSPORTATION COMMITTEE REPORT

WEDNESDAY, FEBRUARY 9, 2011

Present: Ald. Ciccone (Chairman), Harney, Yates, Shapiro, Johnson, and Fuller

Absent: Ald. Freedman and Swiston

Also Present: Ald. Albright, Fischman and Linsky

City Staff: Marc Welch, Director of Urban Forestry; David Koses, Transportation Planner; Jim Danila, Transportation Engineer, Clint Schuckel, Traffic Engineer and Chief Matthew Cummings, Newton Police Department

#64-10      ALD. YATES, SHAPIRO, FULLER, JOHNSON, CICCONE, SWISTON AND HARNEY requesting the City Traffic Division, Tree Warden and Urban Tree Commission to review the Nahanton Woods property around its driveway and make recommendations to the Nahanton Woods Trust as to how to improve the visibility of the driveway to and from Nahanton Street. [02/17/10 @ 10:29 PM]

**ACTION:**      **NO ACTION NECESSARY 5-0, Ald. Harney not voting**

**NOTE:**      Marc Welch and Ald. Fischman joined the Committee for discussion on this item.

Chairman Ciccone reported the Department Public Works has recently cleared some brush in this area hoping to improve sight distance but visibility remains difficult especially from the south. DPW suggested this issue be discussed with Marc Welch, Director of Urban Forestry.

Chairman Ciccone asked Mr. Welch to make recommendations hoping to increase the site distance because of the difficulty residents are experiencing when entering and exiting the property. Mr. Welch said while visiting the site he experienced difficulty exiting the driveway. On the left, the site distance was difficult due to overgrown brush. On the right, it was difficult due to the Charles River Country Club's fence. Mr. Welch said he removed small branches and recommended the removal of additional brush. In his opinion, large size trees do not need to be removed or trimmed. Mr. Welch did not know if there would be conservation concerns, which would require a discussion between the City and Nahanton Woods.

Ald. Yates asked who should contact Nahanton Woods advising them of Mr. Welch's recommendation. Ald. Fischman said he would discuss his recommendation with Ald. Lappin.

Ald. Yates made the motion to hold this item pending Ald. Fischman's discussion with Ald. Lappin. Chairman Ciccone said it is not the City's responsibility to remove the brush, because it is on Nahanton Woods's property. Ald. Fuller suggested voting no action necessary. Therefore, Ald. Yates moved no action necessary. Committee members agreed 5-0, Ald. Harney not voting.

#39-11 PUBLIC SAFETY & TRANSPORTATION COMMITTEE recommending an amendment to Section 19-33(d) of the City of Newton Revised Ordinances of 2007 (role of the Board of Aldermen in appeals from Traffic Council) to allow the Board to take final action on Traffic Council appeals rather than return the item for a Traffic Council vote. [01/19/11 @ 2:28 PM]

**ACTION:** **APPROVED 6-0, SUBJECT TO 2<sup>ND</sup> CALL**

**NOTE:** Chairman Ciccone said he docketed this item for the Committee hoping to implement a revised Ordinance avoiding Traffic Council to revote on an item perhaps against their judgment. Ald. Fuller agreed.

Ald. Johnson asked that the Law Department be consulted to provide draft language reflecting this request. Ald. Fuller recommended the Committee suggesting language for the Law Department's review. Ald. Johnson suggested for consideration the following draft language of Sec. 19-33 Role of board of aldermen; appeals from Traffic Council, section d: *The board of aldermen's decision on such an appeal may remand the matter to Traffic Council for further review.*

Ald. Shapiro asked if additional information were provided should an item be returned to Traffic Council for re-consideration. Chairman Ciccone said the decision would be determined after the Public Safety & Transportation Committees review. Mr. Schuckel said he would agree on an item being returned to Traffic Council if there was a request for different or additional material, perhaps a different type of study, study being completed at a different time of day or if the study should be expanded to other streets. He said in some cases, a new item would be docketed reflecting this change. He then said by not changing this Ordinance puts staff in awkward positions, voting in a way they prefer not to, perhaps contradictory the way they voted in Traffic Council.

Ald. Yates made the motion for approval, subject to 2<sup>nd</sup> call pending draft Ordinance language from the Law Department. Committee members agreed 6-0.

**Committee Clerk's Note:** Marie Lawlor, Assistant City Solicitor provided draft Ordinance language, attached to this report.

#279-10 ALD. JOHNSON, ALBRIGHT & LINSKY, requesting the development of a comprehensive traffic and parking plan for the Newton North High School neighborhood with the following streets as its borders: Commonwealth Avenue, Washington, Harvard and Valentine Streets. This plan to be completed by November 30, 2010 will include a fix to short term (immediate needs) and longer term needs to effectively manage the traffic circulation within the neighborhood, provide pedestrian and vehicular safety, and preserve quality of life for the neighborhood, school staff and faculty. [10/06/10 @ 12:33 PM]

**ACTION:** **HELD 6-0**

**NOTE:** David Koses, Jim Danila, Clint Schuckel, Chief Matthew Cummings, Ald. Linsky and Ald. Albright joined the Committee for discussion on this item.

Mr. Koses provided Committee members with a pick-up/drop-off staff observation chart and a PowerPoint presentation, both are attached to this report. The Planning Department collected data for the area including Newton North High School traffic on November 30, 2010. Mr. Koses said the study primarily focused on what other streets are experiencing parking problems and what else can be considered to improve motorists, cyclist and pedestrian safety.

#### Existing and Proposed Conditions

- Traffic and parking conditions in the area of Newton North High School continue to change.
- Parking restrictions vary on streets surrounding the school.
- Walnut Street has absorbed more parking and traffic than Lowell Street.
- AM arrival coincides with rush hour: Heavy traffic on Walnut Street for 20-30 minutes, and a 3-5 minute delay in Newton North High School vicinity.
- New parking lot on Lowell Street is expected to open in fall 2011. Reducing contractor parking after demolition, will add 110 spaces in lot plus 14-24 on Lowell Street, reduce TIGER permit parking on streets and expect changes will shift some vehicles off Walnut Street.

#### Study Approach

- Collect and map current parking data.
- Locate areas with high parking or availability.
- Examine inconsistent parking restrictions.
- Consider short and medium-term parking, pedestrian and bicycle improvements.

#### Summary of Staff Observations

- Elm Road: Fence-hoppers and heavy congestion 7:45-8:00 AM to get onto Walnut Street and cars block “Bus Only” entrance.
- Walnut Street: Cars waiting in queue to enter Tiger Drive, pedestrians entering and exiting cars and some pedestrians do not use new flashing pedestrian-activated beacon.
- Tiger Drive: Blue zone painted at the end of Tiger Drive, most vehicles on Tiger Drive pickup able-bodied students.
- Hull Street: Additional capacity *not* available for additional drop-off during the AM drop-off and additional capacity *is* available for additional pick-up activity on Hull Street.

#### Pick-up Activity Varies:

- East side: Very High (Tiger Drive, Walnut and Clyde Streets)
- South side: High (Hull and Dexter Streets)
- West side: Some (Lowell Avenue, Highland Street and Calvin Street)
- North Side: Low (Kimball Terrace, Blithedale Street) some shifting to Lowell Avenue parking lot likely

#### Recommendations

- Consider bike lane on Walnut Street, improve safety, encourage biking and reduce vehicle trips.
- Consider break in northern fence.

- Discourage/enforce no queuing from Walnut Street to Tiger Drive.
- Limit access to Tiger Drive during PM pickup: Buses, Special Ed, Plowshares and Taxis.
- Enforce “No Parking”, “No Waiting” on Walnut and Clyde Streets.
- Call Police Department for current violations.
- Docket long-term changes at Traffic Council.
- Review again after the new parking lot is built in fall 2011.

Ald. Yates asked if buses are being used to their full capacity. Mr. Koses said some buses have been re-routed to Elm Road due to difficulty parking on Tiger Drive. In the spring, he also anticipates Tiger Drive becoming difficult to park on due to ‘traveling sports buses’.

Ald. Linsky suggested bicycling be encouraged and incorporated into this docket item as Mr. Koses recommends. He said he spoke with Newton North Principal, Jen Price who reports drop-off and pick-up issues and locations have improved due to students being asked to use Elm Road and Hull Street rather than Tiger Drive. He suggested the continuation of monitoring this area. He asked if the proposed parking spaces on Lowell Street would exist because he thought they were eliminated from the original design plans. He then asked if the parking lot design plan included drop-offs and pick-up locations. Mr. Schuckel answered the parking lot would be used for staff parking only.

Ald. Albright asked Mr. Koses what actions he is considering on the identified problems. Mr. Koses said issues have to be resolved regarding Tiger Drive; people need to be encouraged not to use it as pick-up or drop-off locations. He is hopeful the Transportation Team can also recommend these suggestions. Ald. Albright suggested that this Committee make additional suggestions on identified problems and encouraged dialogue with the School and Police Departments. Chairman Ciccone said the Police Department could not enforce this area on a regular basis due to crossing guards being assigned to their crossing posts. Chief Cummings said he is concerned with public safety and there are two main issues. First, an officer patrols vehicles in and out of Tiger Drive where students cross Walnut Street avoiding the pedestrian light. Second, vehicles exiting Elm Road have difficulty entering Walnut Street. Each AM and PM, two officers are assigned at Newton North High School.

Ald. Johnson agreed with Ald. Albright. She said residents are anticipating results and asked what specific plans can be considered. She then asked what recommendations are being considered in the area of Clyde Street, Trowbridge Avenue, Kirkstall Road, Hull and Walnut Streets. She believes a parking lot on Lowell Avenue will not decrease drop-off or pick-up locations. Ald. Fuller suggested a review of the Lowell Avenue parking lot perhaps alleviating future issues.

Mr. Koses said the Planning Departments recommendation were made to share the burden with neighboring streets. He suggested implementing a sticker program allowing certain vehicles access to Tiger Drive. Ald. Johnson asked if parking observations differentiated between Tiger Permit or personal vehicles parking on surrounding streets. Mr. Koses said Mr. Schuckel would have the count for Tiger Permits. In September, it is anticipated there will be fewer Tiger Permits issued improving the situation. Current observations proved Hull Street

is overwhelmed with parking.

Chairman Ciccone opened the discussion to members of the public who were present.

Kevin O'Hern, 442 Walnut Street, said exiting his driveway is difficult and sometimes a nuisance. He is primarily concerned with public safety witnessing near accidents due to people using driveways to turn around the same time as students are walking on the sidewalks. He suggested Clyde Street be made a One-Way during certain times of the day perhaps alleviating this situation. Chairman Ciccone said this suggestion could be docketed for Traffic Councils review. Mr. Koses agreed Clyde Street is problematic.

A resident of 66 Clyde Street said she agrees with Mr. O'Hern and Koses. She said Clyde Street is used as a major cut-through street. She feels additional police enforcement is necessary on the north side of Clyde Street with parking vehicles, drop-offs and pick-ups. On the south side of Clyde Street, there is limited space allowing drop-offs and pick-ups. She suggested an item be docketed for Traffic Council's consideration prohibiting parking on the first section of Clyde Street to allow the maximum width of two lanes. She said Tiger Permit parking is allowed on Clyde Street but feels students are not parking where they are assigned, enforcement is necessary by the Police or School Departments. Ald. Johnson suggested she contact the Newton North High School providing the Tiger permit number of the vehicle in violation. Chief Cummings said the area is patrolled daily. She then said walking is difficult on the east side of Walnut Street because the sidewalks are not clear of snow. Ald. Johnson asked that the DPW be contacted to remove and plow the sidewalk.

Vick Voydock, 26 Trowbridge Avenue, said due to large amounts of snow; streets have become public safety issues. Trowbridge Avenue is not passable and does not allow emergency vehicles access without difficulty. Chairman Ciccone and Chief Cummings said it is not only a Newton problem it is statewide. Mr. Voydock said some Cities install temporary parking restrictions hoping to alleviate these issues. Ald. Johnson suggested he contact the Police Department when these issues arise. Ald. Albright asked Chief Cummings if he had the authority to tow or prohibit parking. Chief Cummings said the Police Department will review the area and may make temporary tow zones on tight streets.

A resident of Trowbridge Avenue said he is concerned with people disregarding the left turn when entering Tiger Drive. He agreed enforcement is necessary.

Ald. Johnson made the motion to hold this item for discussion with Principal Jen Price and Chief Cummings. She suggested this item be discussed on February 23, 2011. Committee members agreed 6-0.

**REFERRED TO PS&T AND PUBLIC FACILITIES COMMITTEE**

#41-11 ALD. JOHNSON, LENNON AND DANBERG requesting discussion of the elimination, except during snow emergencies, of the overnight parking ban which is in effect from November 15 through April 15. [01/18/11 @ 9:00 PM]

**ACTION:** **HELD 6-0**

**NOTE:** The Public Safety & Transportation Committee discussed the item jointly with the Public Facilities Committee. Please see the Public Facilities report for a detailed account of this discussion.

Ald. Yates made the motion to hold this item pending additional information. Committee members agreed 6-0.

At approximately 9:45 pm, Ald. Yates made the motion to adjourn. Committee members agreed 6-0.

Respectfully submitted,

Allan Ciccone, Jr., Chairman

#39-11 (DRAFT)

CITY OF NEWTON  
IN BOARD OF ALDERMEN

ORDINANCE NO.

February , 2011

BE IT ORDAINED BY THE BOARD OF ALDERMEN OF THE CITY OF NEWTON  
AS FOLLOWS:

That the Revised Ordinances of Newton, Massachusetts, 2007, as amended, be and are hereby further amended with respect to Section 19-33 as follows:

Delete, after the word “may” in the first clause of subsection (d) of Section 19-33, the words “order the traffic council to”.

Approved as to legal form and character:

DONNALYN B. LYNCH KAHN  
City Solicitor

Under Suspension of Rules  
Readings Waived and Adopted

EXECUTIVE DEPARTMENT  
Approved:

(SGD) DAVID A. OLSON  
City Clerk

(SGD) SETTI D. WARREN  
Mayor

**Sec. 19-33. Role of board of aldermen; appeals from Traffic Council.**

(a) The board of aldermen may establish policies and standards regarding traffic and parking matters for particular locations, and periodically review and revise such policies and standards, to be used as guidelines by the traffic council.

(b) Following the traffic council's adoption, amendment or repeal of a regulation pursuant to said council's authority under section 19-26 (a), an appeal may be taken to the board of aldermen in accordance with the procedures set out in section 19-34. The clerk of the board of aldermen shall send or deliver notice of hearing on appeal to all persons notified of the original traffic council hearing and to such other persons as the board of aldermen may determine.

(c) Upon the filing of an appeal relative to the traffic council's adoption, amendment or repeal of a regulation, the status quo shall be maintained pending final outcome of the appeal. Upon the receipt of such an appeal petition, the clerk of the board of aldermen shall treat the appeal as a new item for the board of aldermen and place it on the board's docket.

✓ (d) The board of aldermen's decision of such an appeal may order the traffic council to adopt, amend, or repeal regulations concerning the geographic area that was the subject of the petition initially filed with the traffic council, or may remand the matter to the traffic council for further review. (Ord. No. Z-12, 12-03-07)



**Newton North High School  
Pick-Up and Drop-off  
Tuesday, November 30, 2010 Staff Observations  
7:30 AM – 8:30 AM and 2:15 PM to 3:15 PM**

***WEST SIDE***

Lowell/Calvin intersection - Morning observations

- The corner is very busy between 7:15 am and 7:55 am.
- Washington St is backed up from 7:00 am - 7:55 am.
- Most of the pedestrians are walking from Washington St.
- Most of the cars turning into Elm St are coming from Washington St.

Activity	Pedestrians using Calvin & Lowell Ave. Crosswalk	Cars Turning into Elm St.	Bicycles using Calvin & Lowell Ave. Crosswalk	Buses Turning @ Elm St.	Side-Parking (parents dropping kids off)
Occurrences	155	193	9	16	4

Lowell/Calvin intersection - Afternoon observations

- Clear operations on Lowell Ave.
- At least 12 vehicles cars waiting on first block of Calvin Rd. for pick-up.

Hull/Lowell/Highland intersection - Morning observations

- Traffic backed up from 7:30 a.m. - 7:45 a.m. from Elm Rd. to beyond Hull St. It appeared to be due to the left turns onto Elm Rd. from Lowell Ave. (southbound) and the students/teachers using the crosswalk.
- The back up caused people to drop-off kids on Highland side making the kids cross Lowell St. onto Hull St.
- Motorists trying to turn left or go straight from Hull St. onto Lowell/Highland Avenues at that time were delayed.

Activity	Pedestrians	Bicyclists	Drop-offs
Occurrences	37	1	8

Hull/Lowell/Highland intersection - Afternoon observations

- There was no back-up on Lowell Ave. or Hull St.
- The Lowell St. crosswalk is currently blocked by the construction barriers on the Hull St side closest to the building.

Activity	Pedestrians	Bicyclists	Pick-ups
Occurrences	33	2	6 – All on Highland

<i><b>NORTH SIDE</b></i>
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Elm Road - Morning observations

- 18 fence-hoppers
- Heavy congestion 7:45 am – 8:00 am due to backups to get onto Walnut St.
- The curb along the bus lane is not painted yellow. As a result, the bus zone is not respected by motorists.
- Cars block the “bus-only” entrance. 9 cars entered the “bus-only” entrance.

Elm Road – Afternoon observations

- Roughly 30 pick-ups in private vehicles, many more by bus.
- 10 fence-hoppers, 8 towards Kimball Terrace and 2 from Kimball Terrace towards the High School.
- None of the fence hoppers were picked up by auto on the other side, all were walking.
- Many pickups occurred as parents double-parked on Elm Rd.
- The area immediately to the east of the receiving/deliveries entrance, which is marked as a drop-off zone, acts as an obstruction to bus traffic when someone is parked there because a bus cannot make the swing into the bus lane.
- Double parking also obstructs bus traffic.
- The curb cut at the theatre entrance often blocked by pick-ups.
- 7 bikes observed traveling on the sidewalk.

Kimball Terrace – Observations

- No bicycle or pedestrian access to/from high school due to fencing.
- Few vehicles parked on Kimball Terrace.

<b><i>EAST SIDE</i></b>
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Walnut & Elm - Morning observations

- Dave, a NNHS staff and aid to housemaster, helps to cross pedestrians. This is very helpful because he holds the students back to let cars go, and then holds cars to let students cross. He arrived at 7:40 am on the observation day.
- Dave reported that Wednesday morning is the busiest because on the other days many seniors have a free period first period.
- 7:30 a.m.: Lots of pedestrians crossing between cars. The queue to turn left from Elm Rd. onto Walnut St. is 10 or 11 vehicles.
- 7:35 a.m.: A back-up on Walnut St is observed.
- 7:45 a.m.: The queue to turn left is at least 10- 12 cars, same to turn right.
- 7:50 a.m.: A Police Officer arrives. An officer typically stands at the Cabot St signal, but this officer mostly stood at Elm/Walnut and helped manage cars.
- 7:55 a.m.: The queue to turn left is 6 cars.
- 8:00 a.m.: Free-flow traffic.

Walnut & Elm – Afternoon observations

- 2:20 p.m. – 2:30 p.m.: A few pedestrians were observed.
- 2:35 p.m.: Difficult to make a left turn or a right turn off Elm Rd onto Walnut St, with a queue of up to 8 vehicles to turn right and 5 to turn left.
- 2:40 p.m.: It is observed that pedestrians are less of a problem in the p.m. because they typically cross Elm Rd farther west and then they are already on the northern sidewalk along Elm Rd before they get to the intersection, so there were very few pedestrians crossing where the cars are turning.
- 2:45 p.m.: Buses start to come out of Elm Rd, with 4 turning left and 4 turning right. The maximum queue is 5-6 cars.
- 2:50 p.m.: There are fewer cars on Elm Rd, but still a back-up southbound on Walnut St.
- 2:55 p.m.: Little traffic remains on Elm Rd.



<i><b>EAST SIDE - Continued</b></i>
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Walnut & Tiger Drive - Morning observations

- Cars turning onto Trowbridge Ave.: 6.
- Longest queue on Tiger Dr. occurred at 7:40 am with only 5 vehicles.
- Longest backup to Hull St. & Elm Rd. occurred at 7:50 a.m. By 7:55 a.m. reduced by half. By 8:00 a.m. free flow.
- No illegal left turns observed.
- The only illegal activity noted: students crossing against the light in the crosswalk.

Walnut & Tiger Drive - Afternoon observations

- The vehicle queue extended out from Tiger Dr. and onto Walnut St. from 2:20 p.m. to about 2:55 p.m.
- At about 2:40 p.m. there were about 13 cars waiting in a queue on Walnut St. to turn right into Tiger Dr.
- Five cars drove around the queue to try to enter Tiger Dr. out of order.
- There was very little activity observed on Trowbridge Ave. Only about 2 pick-ups and no u-turns. No cars were observed continuing from Tiger Dr. straight onto Trowbridge Ave. or vice-versa.
- There were no illegal left turns out of Tiger Dr. *until after the police officer left.* After the police officer left at 3:05 p.m., one illegal left turn was observed.
- One car observed running the red light on Walnut St.
- One car was observed driving on the wrong side of Walnut St. to circumvent the queue of stopped cars. This car turned left onto Clyde St.
- It was observed that the pedestrian crossing beacon seemed to cause most back-ups on Walnut St. The red light was cycling at high rate of frequency. The Police Officer cycled cars out from Tiger Dr. when beacon was red on Walnut St.
- Many cars stopped beyond the marked stop line at Walnut St. crossing beacon.
- A High School student spoke to a staff member, telling her that the pedestrian signal is in the wrong location and should be relocated to the intersection of Tiger Dr. and Walnut St. The student believes that this is the cause of the confusion and the reason that some vehicles stop at incorrect location.
- 47 pedestrians were observed crossing at the pedestrian beacon; however, several did not press the button. Many pedestrians cross diagonally as they approach the crossing.
- 21 students were observed crossing Walnut St. at Tiger Dr. rather than at the pedestrian signal, despite the fact that the Police Officer was there.
- Three pedestrians crossed at Clyde St.
- 11 pedestrians were picked up on Walnut St. They often blocked thru traffic as the other cars couldn't move forward. Also the cars were not filling the vacancies in Tiger Dr.

<i><b>EAST SIDE - Continued</b></i>
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Main School Entrance at the End of Tiger Drive - Morning observations

- Drop-offs: 149; Walk-ins: 176; bus – 8; Wheelchair – 1.

Main School Entrance at the End of Tiger Drive – Afternoon observations

- A blue zone is painted at the end of Tiger Dr. (not a painted yellow), which is typically used for buses.
- Distribution of the number of vehicles picking up or waiting on Tiger Dr.:
  - Vehicles picking up toddlers: 7
  - Buses: 2
  - Taxis: 2
  - Vehicles picking up students with a lot of items: 2
  - Vehicles picking up able-bodied students (not carrying more than a backpack): 30
- Timeline of vehicles waiting on Tiger Dr.:
  - 2:20 p.m.: 5-7 cars double parked.
  - 2:30 p.m.: cars are backed all the way up Tiger Dr. and onto Walnut St. At least 13 vehicles are waiting on Walnut St. to get into Tiger Dr.
  - 2:45 p.m.: Traffic was no longer backed onto Walnut St.
  - 2:50 p.m.: Only a half dozen cars are waiting on Tiger Dr. – no buses, vans or taxis.
- With the volume of cars waiting, it is difficult for vehicles that are parked in the legal parking spaces to get out.
- Little drop-off or pick-up activity observed on Trowbridge Ave.
- This comment is from the School Transportation Planner: Five Special Ed vehicles still pick up students on Tiger Dr. in the afternoon. Adding in the athletic buses, parents picking up Special Education students, Plowshares parents picking up toddlers, and the Blue Zone, Walnut St. becomes gridlocked. The number of athletic buses will increase significantly with the spring sports season. It might be worth looking into whether we could use an alternate pick-up location either for the athletics (maybe Hull St.) or the Special Education vans (maybe in the faculty lot near the auditorium). The second possibility may be to restrict Tiger Dr. to only the Special Education and athletic vehicles, parents or guardians picking up disabled students and Plowshare parents or guardians during certain times of the day. This would require repainting the blue curb to yellow.

<b><i>SOUTH SIDE</i></b>
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Dexter at Hull - Morning observations

- Generally nothing worrisome was observed.
- Very busy for about 20 minutes in the morning. More vehicles were continuing through the intersection than stopping to drop-off.
- Additional capacity was NOT judged to be available for additional drop-off activity on Hull St.
- When there is not enough space in the drop off area along Hull St., vehicles began to turn left onto Dexter Rd. from Hull St., dropped off on Dexter Rd., and several u-turned back onto Hull St Westbound.
- The most serious backups occurred on three or four occasions when vehicles double parked to unload. In one case a school bus van unloaded several children. These events back-up traffic almost to Walnut St.
- 79 vehicles dropped-off on Hull St., mostly in the Blue Zone.
- 142 vehicles continued down Hull St. (did not turn onto Dexter Rd.): 29 vehicles turned onto Dexter Rd.
- 41 pedestrians walked along Hull St., 73 crossed Hull St. (total of both directions) in the vicinity of the staircase.

Dexter at Hull – Afternoon observations

- Generally nothing worrisome was observed.
- Very busy for about 20 minutes in the afternoon. More vehicles were continuing through the intersection than stopping to pick up.
- Additional capacity was available for additional pick-up activity on Hull St.
- 33 cars idled for pick-up in the Blue Zone on Hull St.
- 106 vehicles continued down Hull St. (did not turn onto Dexter Rd.): 22 vehicles turned onto Dexter.
- 108 pedestrians walked along Hull St.; 11 pedestrians crossed Hull St. in the vicinity of the staircase.
- 2 vehicles were observed doing a u-turn on Dexter Rd. – they turned from Hull St. onto Dexter Rd. and did a u-turn around to continue onto westbound Hull St.

# Public Safety & Transportation Committee

## February 9, 2011

#279-10: ALD. JOHNSON, ALBRIGHT & LINSKY, requesting the development of a comprehensive traffic and parking plan for the Newton North High School neighborhood with the following streets as its borders: Commonwealth Avenue, Washington, Harvard and Valentine Streets. This plan to be completed by November 30, 2010 will include a fix to short term (immediate needs) and longer term needs to effectively manage the traffic circulation within the neighborhood, provide pedestrian and vehicular safety, and preserve quality of life for the neighborhood, school staff and faculty.

# Existing and proposed conditions

- Traffic and parking conditions continue to change
- Parking restrictions vary on streets surrounding school
- Walnut St absorbing more parking and traffic than Lowell Street
- AM arrival coincides with rush hour
  - Heavy traffic on Walnut St for 20-30 minutes
  - 3-5 minute delay to in vicinity of High School
- New parking lot on Lowell St to open in Fall 2011
  - Reduced contractor parking after demolition
  - Will add 110 spaces in lot + 14-24 on Lowell St.
  - Reduced TIGER permit parking on streets
  - Expect changes will shift some vehicles off Walnut St.



# Questions

- What other streets are experiencing parking problems?
- What else could be done to improve safety:
  - for motorists?
  - for cyclists?
  - for pedestrians?



# Study Approach

- Collect and map current parking data
- Locate areas with high parking/availability
- Examine inconsistent parking restrictions
- Consider short- and medium-term parking, pedestrian and bicycle improvements
- Return to PS&T for presentation/discussion

# Progress Report

- Staff observations on November 30, 2010
- Public Meeting on December 8, 2010
- Transportation Team/DPW working with Police and School to decrease use of Tiger Dr.
- Completed parking counts and mapping effort
- Traffic Council actions
  - Approved changes to Hull St PU/DO zone
  - No parking here to corner on Dexter Rd.
  - Discussed alternative configurations for parking or bicycle lane on Walnut St.

# Summary of Staff Observations

- Elm Rd.
  - Fence-hoppers
  - Heavy congestion 7:45-8:00 AM to get onto Walnut St.
  - Cars block “Bus Only” entrance.
- Walnut St.
  - Cars waiting in queue to enter Tiger Dr.
  - Peds entering and exiting cars
  - Some peds don’t use new flashing pedestrian-activated beacon
- Tiger Dr.
  - Blue zone painted at end of Tiger Dr.
  - Most vehicles on Tiger Dr. pick up able-bodied students
- Hull St.
  - Additional capacity not available for additional drop-off during AM drop-off
  - Additional capacity is available for additional pick-up activity on Hull St.

# No access to north



# Few cars on Trowbridge & Kimball Terrace



# No shelter for bus riders





# Too many cars picking up on Tiger Dr.



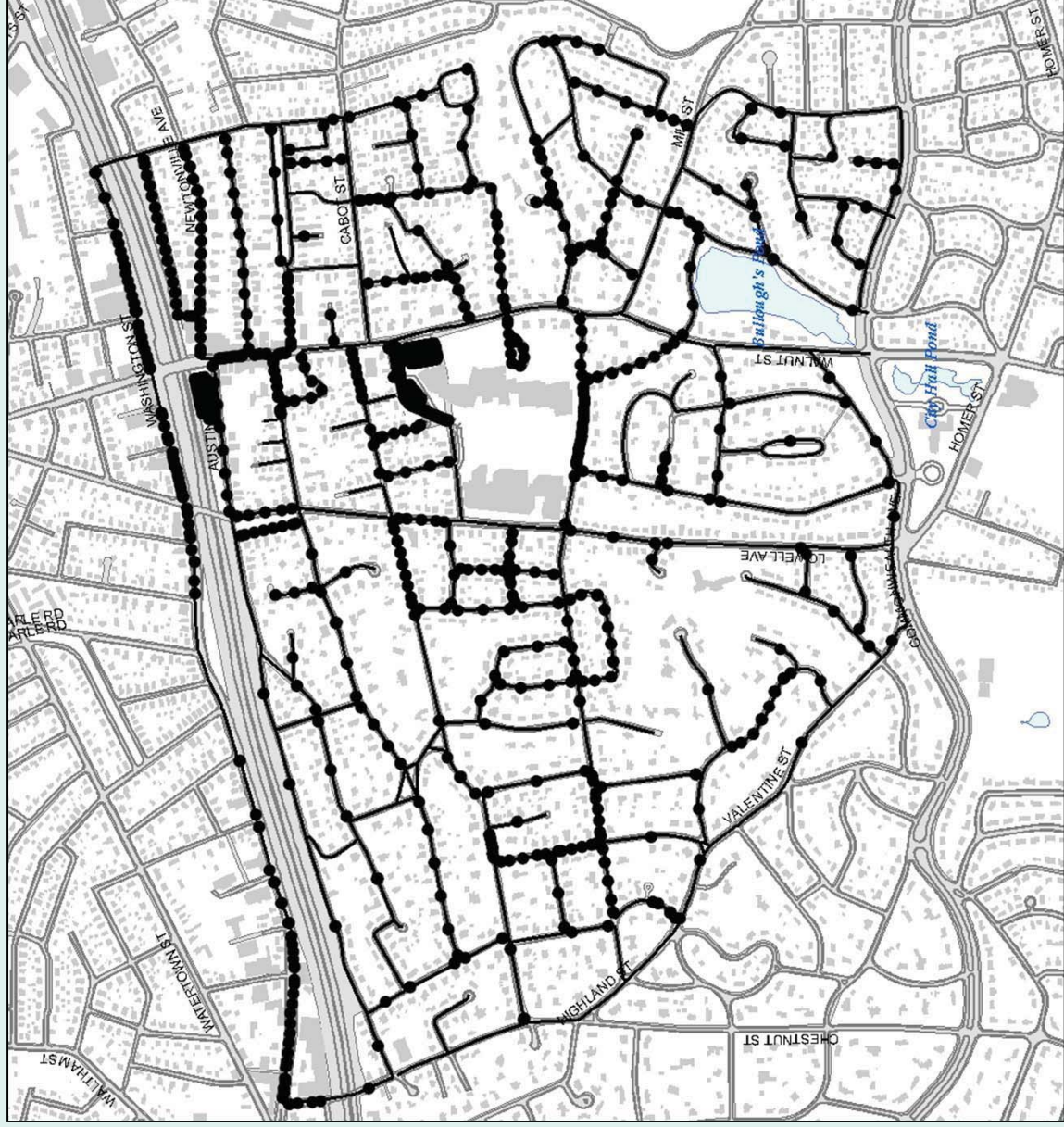
# Jaywalking



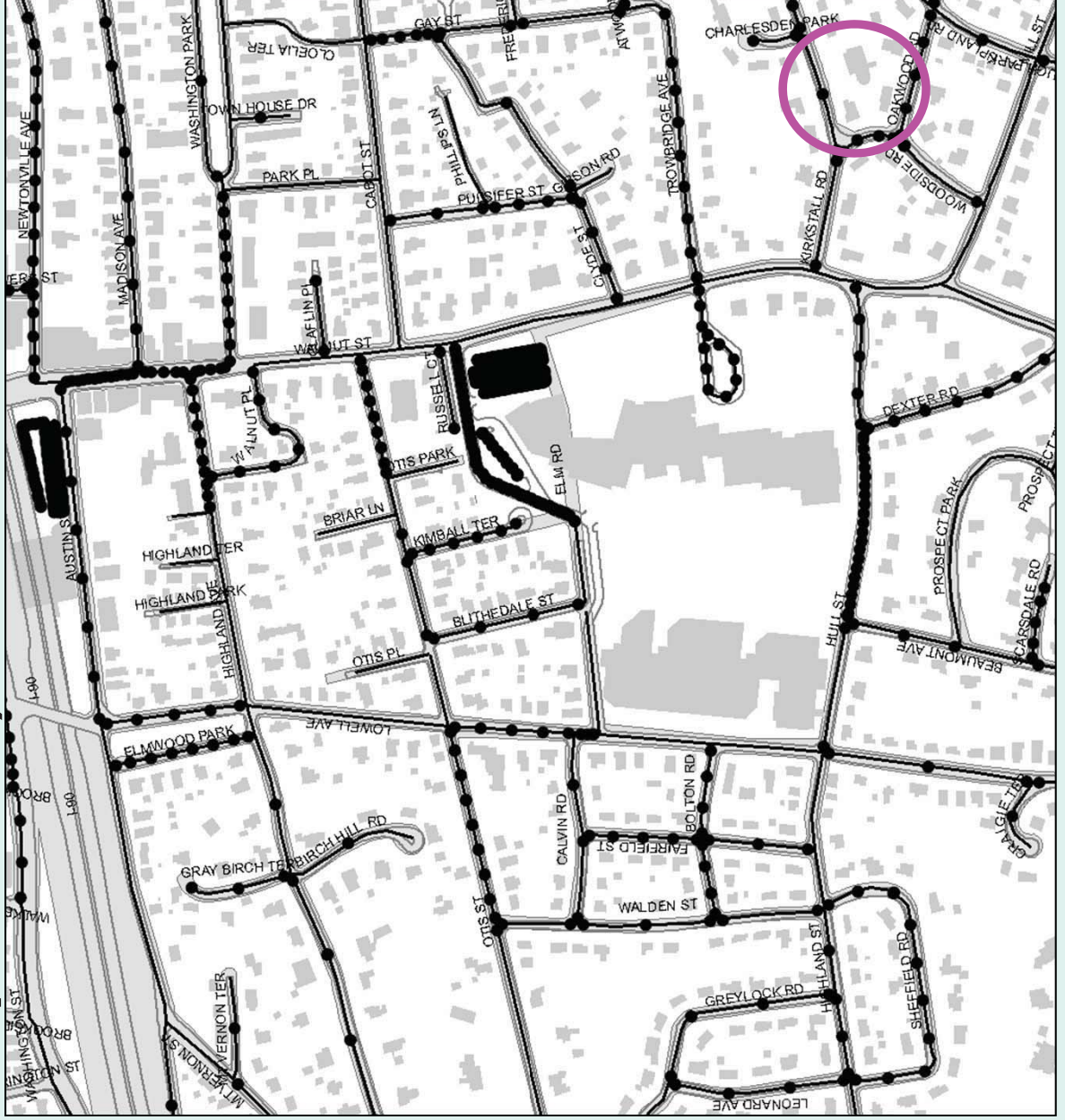
# Video of Walnut Street Queue



# Parking Observations by Street Segment, Dec 2010-Jan 2011



# Parking Observations (Close-Up View), Dec 2010-Jan 2011



# Pick-up Activity

- **Varies:**
  - East side
    - Very High (Tiger Dr, Walnut St, Clyde)
  - South side
    - High (Hull, Dexter)
  - West side
    - Some (Lowell, Highland, Calvin)
  - North Side
    - Low (Kimball Terrace, Blithedale)
- **Some shifting to Lowell St. parking lot likely**

# Pending Traffic Council requests

- Trowbridge Ave.
  - no parking either side 24 hrs/day except by permit
  - Two mobile permits per household
  - “Residents Only” posted on both ends of street

ACTION: Currently being held
- Walnut Street
  - parking restrictions on Walnut St. between Hull St. and Otis St.

ACTION: Currently being held
- Discussion on removal of parking and addition of a bicycle lane on Walnut St.

ACTION: Anticipated to be docketed for action



# Recommendations

- Consider bike lane on Walnut St.
  - Improve safety
  - Encourage biking and reduce vehicle trips
- Consider break in northern fence
- Discourage/enforce no queuing from Walnut St. to Tiger Dr.
- Limit access to Tiger Dr. during PM pickup
  - Buses, Special Ed, Plowshares, Taxis
- Enforce “No Parking”/”No Waiting” on Walnut and Clyde
- Call Police Dept. for current violations
- Docket long-term changes at Traffic Council
- Review again after new parking lot is built

# Discussion

**Sec. 19-173. Parking vehicles for sale.**

It shall be unlawful for any person to park upon a street or highway any vehicle displayed for sale. (Rev. Ords. 1973, § 13-143)

**Sec. 19-174. Parking of commercial vehicles and trailers.***(a) Parking of commercial vehicles and trailers.*

(1) For the purposes of this section, the following definition shall be used:

*Commercial vehicle:* Any vehicle which is used in the commercial transportation of goods, wares, merchandise, materials or other property, or which has a commercial registration plate, and which has one or more of the following characteristics:

- a) has a carrying capacity in excess of two and one-half (2 1/2) tons;
- b) is more than eighteen (18) feet in length or seven (7) feet in width;
- c) has more than four wheels or more than two axles;
- d) contains more than four square feet of advertising.

*Trailer:* Any vehicle or object on wheels and having no motive power of its own, but which is drawn by, or used in combination with, a motor vehicle.

(2) It shall be unlawful year round for any commercial vehicle or trailer to be parked on any street, way, highway, road, parkway or private way dedicated or open to the use of the public for a period of time longer than two hours, provided, however, that this regulation shall not apply in the following instances:

- a) a commercial vehicle or trailer parked at a metered parking space;
- b) a commercial vehicle or trailer parked temporarily during the actual loading or unloading of materials;
- c) a commercial vehicle or trailer acting in an emergency; or
- d) a commercial vehicle or trailer parked within 500 feet of the work site of the driver of such vehicle or trailer. This exemption shall not apply where the work site of the driver or owner of the vehicle or trailer is also the residence for the driver or owner.

(3) The penalty for violation of subsection (2) of this section shall be as follows: for the first offense, a warning; for the second offense, twenty-five dollars (\$25.00); and for each subsequent offense, the vehicle or trailer shall be towed to a convenient place and the owner of the vehicle or trailer towed away shall be liable for the towing and storage charges, if any, within the limits set forth in section 19-226. The owner of any vehicle removed or towed under the provisions of this section shall also be subject to the penalties provided in section 19-8 of this chapter.

*(b) Other vehicles:* From November 15<sup>th</sup> through April 15<sup>th</sup>, it shall be unlawful for any vehicle, other than one acting in an emergency, to be parked on any street, way, highway, road, parkway or private way dedicated or open to the use of the public for a period of time longer than one hour between the hours of 2:00 a.m. and 6:00 a.m. (Rev.