

CITY OF NEWTON  
BOARD OF ALDERMEN  
TRAFFIC COUNCIL REPORT

THURSDAY, FEBRUARY 27, 2014

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

Also Present: Ald. Johnson, Albright and Norton

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

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

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

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

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

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

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

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

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

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

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

TC4-14        DAVID KOSES, requesting a change to Sec. TPR 205 (d) of the Newtonville Neighborhood Parking District to include private ways. The proposed new language is: (d) the public streets and private ways listed in Section TPR-205 (c) shall have one of the following restrictions in place. [01/31/14 @ 11:08AM]

**ACTION:**    **APPROVE (4-0-1, Ciccone abstained).**

**This item may be appealed through the close of business March 19, 2014.**

**NOTE:**        Mr. Koses provided Council members with Transportation and Parking Regulations, Sec. TPR-205 (d), Newtonville Neighborhood Parking District to include *private ways*. The City Law Department has informed him that this amendment is allowable permitting residents of private ways the same police enforcement as residents on public ways. Residents of private ways receive the same City services as public streets (plowing and recycling) except for paving.

The revised TPR-205 (d) language would read: “The public streets and private ways listed in Section TPR-205 (c) shall have one of the following restrictions in place.”

Council members discussed this request. Ald. Ciccone stated that residents of private ways own their property to the middle of the street. Mr. Koses said that private way residents would have to request their private way become part of TPR 205 (d) if they desire.

Without discussion, Mr. Koses made the motion to approve this amendment. Council members agreed 4-0-1, Ald. Ciccone abstaining. Mr. Koses stated that this item may be appealed through the close of business March 19, 2014.

TC3-14        MAUREEN MURPHY, 53 Trowbridge Avenue, requesting parking restrictions on the private portion of Trowbridge Avenue in Newtonville. (Ward 2)  
[01/27/14 @ 1:30 PM]

**ACTION:    APPROVE (5-0). No Parking, Any Time, private portion of Trowbridge Avenue, south side; Newtonville Permit Parking Only, All Days, All Hours, private portion of Trowbridge Avenue, north side. Up to one (1) non-resident Newtonville Parking Permit may be issued along the private portion of Trowbridge Avenue. This item may be appealed through the close of business March 19, 2014.**

**NOTE:**        Petitioner, Maureen Murphy attended this evening's discussion. She said that she docketed this item hoping to deter student parking, allowing residents to park in front of their homes. She has observed approximately seven students parking daily, 4 feet from the curb.

Mr. Paille provided Council members with the existing parking conditions, photos and the following three recommendations: 1) No parking anytime, along south side of private section, 2) Parking by Newtonville Permit only all days and times along north side of private section and 3) Allow up to one (1) non-resident pass.

Mr. Koses explained the Transportation and Parking Regulations, Sec. TPR-205 (g) (1), of the Newtonville Neighborhood Parking District plan. The maximum number of Newtonville parking permits issued to a non-resident shall be as follows. One (1) per 250 feet of roadway, to be limited to one side only, for streets with one of the following restrictions in place: Newtonville permit parking only, 8-4 school days, or Newtonville permit parking only, all days, all times at the discretion of the Police Department.

One email was received supporting this request, on file. Without discussion, Sgt. Babcock made the motion to approve this request as Mr. Paille recommends. Council members agreed 5-0. Mr. Koses said that this item may be appealed through the close of business March 19, 2014.

TC66-11        JEROME GRAFE, requesting parking restrictions as necessary and the installation of a bicycle lane on Walnut Street between Elm Road and Commonwealth Avenue in both northbound and southbound directions. (Ward 2)  
[11/28/11 @ 3:16 PM]

**HELD (3-2, Grafe, Koses opposed) on 06/14/12**  
**ACTION:    APPROVE (3-2, Babcock, Ciccone opposed). No Parking, Any Time, Walnut Street, Commonwealth Avenue to Elm Road, both sides. This item may be appealed through the close of business March 19, 2014.**

**NOTE:**        Items #TC66-11 and TC17-10 were discussed together. Summary follows in TC17-10. One email was received supporting this request, on file.

TC17-10 TRAFFIC COUNCIL CHAIR, JIM DANILA, on behalf of School Department, requesting parking restrictions on Walnut Street between Hull Street and Otis Street. (Ward 2) [05/12/10 @ 4:30 PM]

**A) APPROVED (4-0-1, Harney abstaining) on 06/24/10. No parking anytime, both sides, for the 3-lane section between Otis Street and a point where the northbound left-turn lane to Elm Road begins.**

**B) HELD (5-0) on 06/24/10 for 60-Day Trial, No standing, both sides, School Days 7:00 a.m. to 4:00 p.m., between a point where the northbound left-turn lane to Elm Road begins at Hull Street.**

**B) HELD (4-1, Grafe opposed) on 09/30/10 to extend existing 60-day trial.**

**B) HELD (4-1, Grafe opposed) on 06/14/12**

**ACTION: APPROVE AS AMENDED (3-2, Babcock, Ciccone opposed). No Parking, Any Time, Walnut Street, Elm Road to Otis Street, both sides.**

**This item may be appealed through the close of business March 19, 2014.**

**NOTE:** Items #TC66-11 and TC17-10 were discussed together. Summary follows.

Mr. Paille provided Council members with a detailed power point presentation including corridor photos, data collection including bike counts and vehicle speeds, design criteria, existing and proposed bike lanes, statistics and recommendations. He said that data collection proves that bicyclists are using Walnut Street. A typical section in the corridor consists of an 11-foot travel lane each direction, 4 to 5 feet shoulders each direction and a 7-foot parking lane each direction. Mr. Paille then referenced City Ordinance 19-166 (f) and said that the width of Walnut needs to be at least, 34 feet, which is greater than the existing available width of 30 to 32 feet.

Statistics from the National Association of City Transportation Officials (NACTO) states that conventional bike lanes benefit comfort and confidence on busy streets, separation between bicyclist and automobile, increased predictability of bicyclist/motorist position and interaction, increased capacity along streets and visually reminds motorist of bicycle presence. Installing a bike lane along Walnut Street will help to reduce overall speeding and allow the Police Department to enforce through education, warnings and fines.

Mr. Paille stated that geometrically Walnut Street cannot support bike lanes. He then made the following conclusions and recommendations on these items:

**Conclusions:**

- Existing paved width does not support a single travel lane and parking lane in both directions.
- Recent implemented parking plan allows Walnut Street residents to park along adjacent streets.
- 75% of vehicular traffic is traveling 30 mph or less through the corridor.

**Recommendations:**

- Restrict on-street parking along both sides of Walnut Street from Commonwealth Avenue to Elm Road and from Elm Road to Washington Park.
- Repaint roadway to include 4" double yellow center line and 6" single white edge line with bike symbols in shoulder

- Install NACTO compliant signs and add sharrow markings from Elm Road to Newtonville Avenue.

Mr. Koses opened the discussion to members of the public who were present. Approximately twenty residents and bike enthusiasts were present for this discussion. Most residents spoke in favor of these items. The discussion stressed their concerns, questions, advantages and suggestions.

Concerns:

Many agree that not many vehicles park in this corridor of Walnut Street and eliminating parking would not make a significant impact. Vehicles have a tendency to speed when parking is eliminated. The proposal eliminates parking in front of homes, making it difficult for contractors and visitors. Residents do not want Walnut Street to become a 'sign forest.' Some felt that the data on bike counts presented was low. If Lowell Avenue is an option, it would entail removing much needed parking and the Transportation Advisory Committee (TAC) recommends eliminating parking where it is not in demand. A resident stated that Walnut Street has more crashes opposed to Lowell Avenue.

Questions:

Residents asked how permits and visitor passes are issued and if traffic and accident counts have been performed.

Advantages:

A student spoke supporting these items. He said that he bicycles to and from school every day using Walnut Street and safety issues are important and necessary. Bicycling removes vehicles from the road. It is important to designate areas to encourage bicycling. Approving these items would allow for safer, relaxing and comfort bicycling. This would encourage parents to allow students to bicycle and provides alternative transportation. Large cities have adopted bicycle networks by implementing bike accommodations that have decreased the number of bike, vehicle and pedestrian accidents. When road lanes are narrowed, it appears drivers lose speed and raise awareness. A resident feels that Walnut Street is a safer option rather than Lowell Avenue until it becomes paved.

Suggestions:

Suggestions were made to re-align sections of Walnut Street and to repaint the street lines. They said that commuters also use bike paths/lanes and suggested installing them to Newtonville. If bike lanes are installed, they must be well defined. Consider Lowell Avenue as an option continuing the bike lanes to Watertown Street and eventually the river paths.

A resident spoke in opposition to the installation of bike lanes. Bicycling on Walnut Street is dangerous. Walnut Street has heavy traffic, congestion and is dangerous especially near the high school during the morning hours. He suggested Lowell Avenue as a bike lane option continuing them to Watertown Street. Mr. Paille answered that just beyond Otis Street; Walnut Street cannot support bike lanes due to its width. It would become a shared use road. Signs and markings will be installed informing both the bicyclist and driver that they are approaching a shared use section. It is the City's intention to develop and reconstruct Newtonville from Washington Place to Newtonville Avenue. He then said that the City is careful when posting new signs and try to utilize existing posts.

Ald. Norton asked if speed would increase on Walnut Street if parking were removed. Mr. Paille answered no, because only few vehicles park on Walnut Street.

Ald. Albright said that she supports bike lanes but is doubtful Lowell Avenue is wide enough to accommodate them. She asked where visitors of Walnut Street residents would park. Mr. Koses answered that in the Transportation and Parking Regulations, Sec. TPR-205 (f), would allow residents living on streets that do not allow for parking at any time may obtain parking permits and visitor passes as part of the Newtonville Neighborhood Parking District Plan. If these items were approved, Walnut Street would be added to Sec. TPR-205 (c).

School Committee Member Margaret Albright asked if it is a concern when vehicles enter and exit from Walnut Street the high school driveway, Elm Road and Tiger Drive. Mr. Paille answered that bicyclists are expected to cross at the traffic signal or sidewalk.

Ald. Johnson said that she supports bike lanes but prefers them be installed on Lowell Avenue, a quieter and safer street. She asked how many tickets are issued for speeding on Walnut Street. She then said that she is concerned with parents who may queue up on Walnut Street to pick-up/drop-off students in the bike lane, even though parking is restricted. Mr. Paille provided the following vehicle speeds south of Trowbridge Avenue from May 2013: 27.3% travel below posted speed, 47.6% travel 0-4 mph above posted speed limit of 25 mph, 22.3% travel 5-9 mph above posted speed limit of 25 mph and 2.8% travel greater than 10 mph above posted speed limit of 25 mph. Sgt. Babcock said that he does not have the staff to enforce parents who may park on Walnut Street. Mr. Koses said that the area is posted as “no standing” and “authorized vehicles only”. It is both safety and enforcement issues.

Council members discussed these requests. Mr. Grafe said that he docketed item TC66-11 in 2011, prior to the installation of bicycle lanes on Beacon and Centre Streets. Bike lanes establish a place on the road for vehicles and bicyclists providing safety measures. It is necessary to have north/south travel corridors and he is hopeful an east/west corridor would be created in the future. He does not feel Lowell Avenue is an appropriate alternative until it is paved. He expressed his concerns regarding City Ordinance 19-166 because Walnut Street is not wide enough to accommodate parking, travel lanes and adequate bike lanes.

Ald. Ciccone said that he has observed accidents on this section of Walnut Street and remains opposed to these docket items because bike lanes provide a ‘false sense of security’ and drivers are traveling greater than the 25 mph speed limit. He then stated that teenagers are at the greatest risk of having car accidents. He asks that Traffic Council members take this in consideration prior to voting.

Sgt. Babcock said that he supports bike lanes but remains opposed to these docket items. He is concerned on the number of accidents on Walnut Street. There have been four accidents on Walnut Street at the bend (near the Newton Cemetery) and six accidents on Walnut Street at Lakewood Road. Forty-five speeding tickets were issued last month between 3:30 pm to 8:30 pm on Walnut Street between Mill Street, Kirkstall Road and Clyde Street. The average speed was 42 mph, the average fine was \$200.00 (1/2 the tickets issued were to Newton residents). Sgt. Babcock said that he remains concerned with Tiger Drive and Elm Road. Students do not

use the traffic signal. Approving bike lanes at this location is unsafe. Last summer there were seven near accidents. He requests additional data including accurate speeds and the number of vehicles traveling on Walnut Street.

Mr. Koses stated that Traffic Council does not approve bike lanes; they are designed and installed at the discretion of the Department of Public Works. Traffic Council approves the elimination of parking to implement bike lanes. He then said that he supports bike lanes because they provide alternatives to driving, a goal of the Comprehensive Plan. He also noted that bike lanes improve safety, encourages cycling and help deter speeding and act as a positive traffic calming effect.

Mr. Grafe made the motion to approve TC66-11. No parking, any time, Walnut Street, Commonwealth Avenue to Elm Road, both sides. Council members agreed 3-2, St. Babcock and Ald. Ciccone opposed.

Mr. Koses made the motion to approve as amended TC17-10. No parking, Walnut Street between Elm Road and Otis Street, both sides. This motion failed 3-2, Sgt. Babcock opposed, Mr. Paille and Ald. Ciccone abstaining. Mr. Paille and Ald. Ciccone abstained because they want to know if this restriction is already documented in the Traffic and Parking Regulations. Mr. Koses stated it is his understanding that if the Council approves a restriction that is documented in the Traffic and Parking Regulations, the status would not change.

Sgt. Babcock made the motion to hold TC17-10 for clarification in the Traffic and Parking Regulations.

After review of the Traffic and Parking Regulations, Mr. Koses determined the current Walnut Street parking restriction would need to be changed (removing the one-hour limit). Without further discussion, Mr. Koses made the same motion to approve as amended TC17-10. Council members agreed 3-2, Sgt. Babcock and Ald. Ciccone opposed.

Mr. Koses stated that items TC66-11 and TC17-10 may be appealed through the close of business March 19, 2014.

TC2-14      WARD 2 ALDERMEN, requesting that school buses be prohibited from parking on Hull Street. School buses would be permitted to drop-off students on Hull Street and may park in either the Lowell Avenue or Walnut Street parking lot until requested to return to Hull Street or Tiger Drive to pick-up students. (Ward 2) [11/06/13 @ 7:29 PM]

**ACTION:**      **NO ACTION NECESSARY (5-0).**

**NOTE:**      One email was received, on file.

Ald. Albright said that this item was docketed after neighbors expressed their concerns regarding school buses parking on Hull Street. She then clarified the intent of this docket item is to prohibit school buses from Hull Street and find an alternative location for them to drop-off/pick-up students.

Mr. Paille provided Council members with the various existing parking conditions, photos and bus parking options. He described the following challenges and options. Challenges include students who access the school buildings and fields require the high school approval, maneuvering in lots, buses blocking spots and safe access through the parking lots. Options include eliminating parking or changing current parking restrictions on Lowell Avenue, Hull Street and Elm Road. Other options include using the Walnut Street parking lot, Tiger Drive, Lowell Avenue parking lot, path from the field to the Walnut Street parking lot with Tiger Drive; these options would be the high school administrations purview.

Ald. Albright then stated that the Lowell Avenue parking lot remains empty; would it be difficult for buses to access this location. Mr. Paille answered yes, due to the turning radius, especially if vehicles are parked at the corners. It is also a safety issue for students to walk through the parking lot. Sgt. Babcock stated that he would oppose to this option because of safety reasons.

Ald. Johnson asked if the Newton North High School athletic buses use Hull Street to drop-off the schools athletes. Vice-Principal Midge Connolly answered that signs are posted directing athletic buses to park at the opposite end of Hull Street closest to Lowell Avenue at the 'bus loading zone'. Ald. Johnson then stated that athletic buses should be prohibited from using Hull Street and Lowell Avenue; athletes should be dropped off on Elm Road and walk to Tiger Drive. She then asked if 'No Bus' signs for visiting and home teams could be posted. Mr. Koses answered that bus exclusions could be added to the Traffic and Parking Regulations.

Mr. Koses asked if the pathway in front of the school could be converted into a 'one-way' road leading to Tiger Drive. A member of the Design Review Committee (DRC) answered that it could not be converted due to space and architectural reasons and the DRC could not support it and encouraged other options be made available. Mr. Koses asked if DRC dismissed a proposal in the past, whether that decision cannot be revisited. Vice-Principal Connolly said that if the path were to be considered it would entail cutting into the fields, making them unusable.

Mr. Koses opened the discussion to members of the public who were present. Residents spoke expressing their concerns and questions.

Concerns:

Residents said that buses continue to idle. Vehicles queue up and idle on Hull Street when picking-up/dropping-off students.

Questions:

Residents asked Traffic Council members to oppose to buses picking-up/dropping-off anywhere on Hull Street.

Ald. Johnson said that it appears that the visiting team buses are not parking in the designated 'bus loading zone'. This remains a persistent issue and requests the school administration to solve this problem. She then stated that restrictions are in place, neighbors are constantly complaining and a solution is necessary. Perhaps the Aldermen, school staff, neighbors, school committee members, athletic directors, transportation companies and the MIA directors could meet and provide options to solve this issue. Vice-Principal Connolly stated that they have contacted the athletic directors instructing them where to park and the school monitors buses on their arrival. Sgt. Babcock said that the buses are not using the dedicated 'bus loading zone'.



Buses are double-parking and residents are frustrated. This is a \$25.00 fine. He feels that this is a school issue and suggests the school continue working with the athletic directors.

School Committee Member Margaret Albright asked if the Police Department could create a letter for submission to the athletic directors. Sgt. Babcock said that he feels the letter should come from the school superintendent notifying the athletic directors of the restrictions and guidelines. A suggestion was made requesting both departments create a letter. Vice-Principal Connolly agreed.

Ald. Ciccone made a suggestion for the athletic buses to drop off students on Tiger Drive, park in theatre area and return to Tiger Drive to pick up students. Vice-Principal Connolly said that this would be difficult due to theatre events. Sgt. Babcock suggested a creation of a cut-out on Walnut Street to allow bus parking. He realizes this is a very expensive project but it would be a long-term solution, solving all issues. Ald. Johnson asked Mr. Paille to cost out this option. Mr. Koses asked if only "authorized parking" were permitted to occur on Tiger Drive, whether there would be room for the athletic buses. Vice-Principal Connolly answered this could not be a possibility due to the daily adult program, pre-school and after-school programs. Mr. Koses asked whether these users could be considered authorized users of Tiger Drive.

Ald. Ciccone made the motion for no action necessary and suggested if necessary, a new item be docketed with correct language. Council members agreed 5-0.

Respectfully submitted,

David Koses, Traffic Council Chair

# Traffic Council

City of Newton  
February 27, 2014

## Agenda

1. **TC1-14:** Sgt. Babcock, requesting a parking restriction on Fairfield Street, to allow for emergency vehicle access.
2. **TC4-14:** David Koses, requesting a change to Sec. TPR 205 (d) of the Newtonville Neighborhood Parking District to include private ways. The proposed new language is: (d) the public streets and private ways listed in Section TPR-205 (c).
3. **TC3-14:** Maureen Murphy, 53 Trowbridge Avenue, requesting parking restrictions on the private portion of Trowbridge Avenue in Newtonville.
4. **TC66-11:** Jerome Grafe, requesting restrictions as necessary and the installation of a bicycle lane on Walnut Street between Elm Road and Commonwealth Avenue in both northbound and southbound directions.
5. **TC17-10:** Traffic Council Chair, Jim Danila, on behalf of School Department, requesting parking restrictions on Walnut Street between Hull Street and Otis Street.
6. **TC2-14:** Ward 2 Aldermen, requesting that school buses be prohibited from parking on Hull Street. School buses would be permitted to drop-off students on Hull Street and may park in either the Lowell Avenue or Walnut Street parking lot until requested to return to Hull Street or Tiger Drive to pick-up students.

2

# TC1-14

3  
Fairfield Street  
Request for Parking Restriction

## Existing Conditions

### TC1-14


Existing Restriction (Red):  
"2-Hr Limit  
8am - 4pm School Days  
Except by Newtonville  
Permit"

Temporary No  
Parking West Side  
by Order of Police

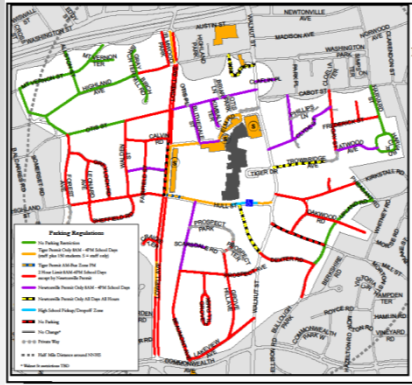
Calvin Rd.  
Fairfield St.  
Lowell St.

4


<b>Photos</b>	<b>TC1-14</b>
	
5	

<b>Recommendation</b>	<b>TC1-14</b>
	
<p>Maintain "2-Hr Limit 8am - 4pm School Days Except by Newtonville Permit" restriction along east side</p> <p>Maintain "No Parking Anytime" restriction along west side</p> <p>Allow west side residents to park along east side or adjacent street</p>	
6	

<b>TC4-14</b>
<p style="font-size: 2em; margin: 0;">TC4-14</p> <p style="font-size: 1.5em; margin: 0;">7</p> <p style="margin: 0;">Newtonville Neighborhood Parking District Request for change to TPR-205 (c)</p>


<b>Newtonville Parking Plan</b>	<b>TC4-14</b>
	
<p><b>Newtonville Neighborhood Parking District Parking Map</b></p> <p><b>Private Streets:</b></p> <ul style="list-style-type: none"> <li>• Briar Lane</li> <li>• Forest Avenue (South)</li> <li>• Gibson Lane</li> <li>• Otis Park</li> <li>• Otis Place</li> <li>• Phillips Lane</li> <li>• Prospect Park</li> <li>• Prospect Terrace</li> <li>• Russel Court</li> <li>• Scarsdale Road</li> <li>• Trowbridge Avenue (East)</li> </ul>	
<p>Revise TPR-205 (d) to read: "The public streets and private ways listed in Section TPR-205 (c) shall have one of the following restriction in place:"</p>	
8	

# TC3-14

  
 Trowbridge Avenue  
 Request for parking restriction

## Existing Conditions


### TC3-14



10

## Photos


### TC3-14



11

## Recommendation

### TC3-14



12

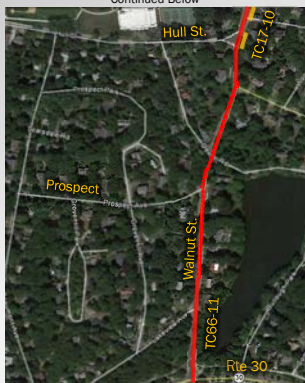
# TC66-11


13

Walnut Street (Commonwealth Ave. to Elm Road)  
Request for parking restriction to accommodate bicycle lanes

Walnut Street Corridor
TC66-11

Continued Below





Continued Above

14

Photos — Comm. Ave. to Elm Rd.
TC66-11






15

Data Collection
TC66-11

**Data Collection**

- **Bike Counts Along Walnut (2010)**
  - 15 bicycles/hr – 7:00 to 8:00 am
  - 14 bicycles/hr – 2:30 to 3:30 pm
  - 13 bicycles in racks at NNHS on Sept. 10, 2010
- **Vehicle Speed (2013)**
  - Performed at two locations on May 1, 2013 (12:00 am to 11:00 pm)
  - South of Prospect:
    - 26.7% below posted speed (25 mph)
    - 50.7% 0-4 mph above posted speed
    - 20.5% 5-9 mph above posted speed
    - 2.1% > 10 mph above posted speed
  - South of Trowbridge:
    - 27.3% below posted speed
    - 47.6% 0-4 mph above posted speed (25 mph)
    - 22.3% 5-9 mph above posted speed
    - 2.8% > 10 mph above posted speed

**Corridor**

- **Destination**
  - Newton North High School
  - Commuter Rail Station
  - Village of Newtonville/Newton Highlands
  - Senior Center
  - Cultural Art Center
  - Churches
  - City Hall/Comm. Ave./Wash. St.
- **Typical Section**
  - 11' Travel lane each direction
  - 4' - 5' Shoulders each direction
  - 7' Parking lane each direction in village

16

## Design Criteria TC66-11

Element	Minimum	Preferred	Actual
Parking Lane	7'	8'	7' Village Only
Bike Lane (next to curb)	4'	5'	-
Bike Lane (next to parking)	5'	6'	-
Travel Lane	10'	11' - 12'	11'
Paved Shoulder	4'	5'	4' - 5'

**City Ordinance 19-166 (f):** ...no person shall allow, permit or suffer any vehicle registered in his name to stand or park in any street, way, highway, road, parkway or private way dedicated to the use of the public...Upon any roadway where the parking of a vehicle will not leave a clear and unobstructed lane at least ten (10) feet wide for passing traffic.

In order to provide a 7' parking lane and 10' travel lane in each direction, the width of Walnut needs to be at least,  $7 \times 2 + 10 \times 2 = 34'$  which is greater than the existing available width of 30' to 32'.

17

## Bicycle Network TC66-11

**Existing Bike Lanes**

- Centre Street
  - Length - 3.1 Miles
  - Posted Speed - 30 mph to Cabot; 25 mph to Turnpike
- Beacon Street
  - Length - 2.0 Miles
  - Post Speed - 30 mph
- Walnut Street
  - Length - 1.3 Miles
  - Posted Speed - 30 mph to Berwick; 25 mph to Comm. Ave.

## Statistics — US Dot & NHTSA TC66-11

Survey (Summer 2002) for Bureau of Transp. and National Highway Traffic Safety Admin. (9,616 surveyed)

- Availability of Bike Paths and Lanes
  - 26.3% to both paths and lanes
  - 24.1% to paths only
  - 6.5% to lanes only
  - 43.0% none
- Perception of Bike Safety
  - 17% felt endangered with no paths or lanes & 48% dissatisfied with community
  - 12% felt endangered with paths/no lanes OR lane/no path & 29% dissatisfied with community
  - **10%** felt endangered with path and lanes & **11%** dissatisfied with community

**Conventional Bike Lane Benefits (NACTO)**

- Increased bicyclist comfort and confidence on busy streets
- Separation between bicyclist and automobile
- Increased predictability of bicyclist/motorist position and interaction
- Increased capacity along streets
- Visually reminds motorist of bicycle presence

Installing a bike lane along Walnut Street in Newton will help to reduce overall speeding and allow the Police Department to enforce thru education, warnings and fines

19

## Recommendation TC66-11

Continued Below

**Conclusions:**

- Existing paved width does not support a single travel lane and parking lane in both directions.
- Recent implemented parking plan allows walnut residents to park along adjacent streets.
- 75% of vehicular traffic is traveling 30 mph or less thru the corridor.

**Recommendation:**

- Restrict on-street parking along both sides of Walnut Street from Comm. Ave to Elm Rd.
- Repaint roadway to include 4" DYCL and 6" SWEL with bike symbols in shoulder
- Install NACTO compliant signs

Continued Above

20

# TC17-10

 21   
 Walnut Street (Hull Street to Otis Street)  
 Request for parking restriction

## Walnut Street Corridor

## TC17-10

Continued Below





Continued Above

22

## Photos — Hull St. to Otis St.

## TC17-10






23

## Data Collection

## TC17-10

**Data Collection**

- **Bike Counts Along Walnut (2010)**
  - 15 bicycles/hr – 7:00 to 8:00 am
  - 14 bicycles/hr – 2:30 to 3:30 pm
  - 13 bicycles in racks at NNHS on Sept. 10, 2010
- **Vehicle Speed (2013)**
  - Performed at two locations on May 1, 2013 (12:00 am to 11:00 pm)
  - South of Prospect:
    - 26.7% below posted speed (25 mph)
    - 50.7% 0-4 mph above posted speed
    - 20.5% 5-9 mph above posted speed
    - 2.1% > 10 mph above posted speed
  - South of Trowbridge:
    - 27.3% below posted speed
    - 47.6% 0-4 mph above posted speed (25 mph)
    - 22.3% 5-9 mph above posted speed
    - 2.8% > 10 mph above posted speed

**Corridor**

- **Destination**
  - Newton North High School
  - Commuter Rail Station
  - Village of Newtonville/Newton Highlands
  - Senior Center
  - Cultural Art Center
  - Churches
  - City Hall/Comm. Ave/Wash. St.
- **Typical Section**
  - 11' Travel lane each direction
  - 4' - 5' Shoulders each direction
  - 7' Parking lane each direction in village

24

Design Criteria		TC17-10	
Element	Minimum	Preferred	Actual
Parking Lane	7'	8'	7' Village Only
Bike Lane (next to curb)	4'	5'	-
Bike Lane (next to parking)	5'	6'	-
Travel Lane	10'	11' - 12'	11'
Paved Shoulder	4'	5'	4' - 5'

**City Ordinance 19-166 (f):** ...no person shall allow, permit or suffer any vehicle registered in his name to stand or park in any street, way, highway, road, parkway or private way dedicated to the use of the public...Upon any roadway where the parking of a vehicle will not leave a clear and unobstructed lane at least ten (10) feet wide for passing traffic.

In order to provide a 7' parking lane and 10' travel lane in each direction, the width of Walnut needs to be at least,  $7 \times 2 + 10 \times 2 = 34'$  which is greater than the existing available width of 30' to 32'.

25

Recommendation		TC17-10
<p>Continued Below</p> <p><b>Conclusions:</b></p> <ul style="list-style-type: none"> <li>Existing paved width does not support a single travel lane and parking lane in both directions.</li> <li>Recent implemented parking plan allows walnut residents to park along adjacent streets.</li> <li>75% of vehicular traffic is traveling 30 mph or less thru the corridor.</li> </ul>	<p><b>Recommendation:</b></p> <ul style="list-style-type: none"> <li>Restrict on-street parking along both sides of Walnut St. from Elm Rd to Washington Pk</li> <li>Repaint roadway to include 4" DYCL and 6" SWEL to Washington Pk</li> <li>Add sharrow markings from Elm Rd to Newtonville Ave &amp; NACTO signs</li> </ul>	

26

**TC2-14**

27

Hull Street

Request for parking restriction for school buses

Existing Parking Restrictions		TC2-14
<p><b>No Parking</b>   <b>NNHS Permit, 7am-4pm, School Days</b>   <b>Live Parking, 7am-4pm, School Days</b>  <b>Resident Permit Parking Only</b>   <b>Handicap Accessible Parking</b>   <b>Bus Loading Zone (1-9 PM)</b></p>		

28



### Photos — Hull St.

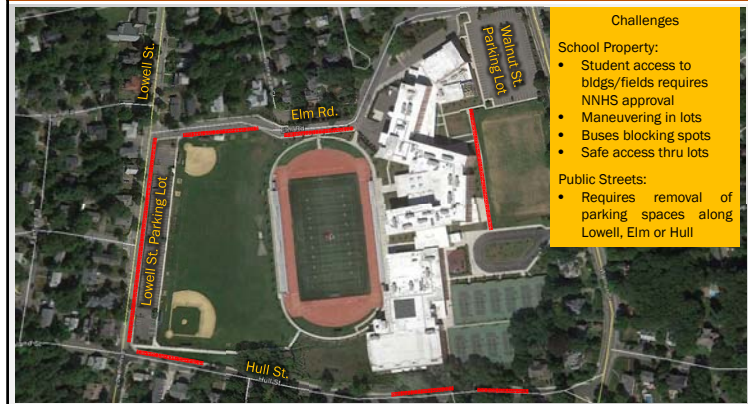
TC2-14



29

### Bus Parking Options

TC2-14



30