

CITY OF NEWTON  
BOARD OF ALDERMEN  
TRAFFIC COUNCIL REPORT

THURSDAY, JUNE 26, 2014

Present: Sgt. Jay Babcock, Newton Police Department; David Koses, Transportation Planner, Ald. Ciccone, Zach Bosch, Transportation Engineer and Alicia Wilson, Resident member  
Also Present: Ald. Blazar, Kalis and Leary

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

TC35-14      SGT. BABCOCK, requesting stop signs on Paul Street at the intersection with Centre Street and Cypress Street. (Ward 6) [05/08/14 @ 10:00 AM]

**ACTION:**      **APPROVE (5-0)**  
**This item may be appealed through the close of business July 16, 2014**

**NOTE:**      Sgt. Babcock stated that he docketed this item due to safety reasons. The Police Department made three field visits to Paul Street observing at each end, that vehicles were rolling through the intersection onto Centre Street or Cypress Street. Vehicles were not yielding for other vehicles, pedestrians or cyclists. State Law requires that you must yield to oncoming traffic where there are no stop signs. Drivers are not doing this. It is a safety concern.

Mr. Bosch provided Council members with a location map and the MUTCD warrants for stop sign applications. These intersections meet two of the three required data for installing stop signs. 1) Based on 2011 data from MassDOT, Centre Street exceeds 14,000 vehicles per day and Cypress Street exceeds 8,300 vehicles per day. 2) Based on field observations, vehicles on Paul Street need to come to a stop in order to observe conflicting traffic adequately. 3) Crash data did not meet warrants for stop sign applications. The use of stop signs on the minor-street approaches should be considered if engineering judgment indicates that a stop sign is always required. Mr. Bosch observed the same concerns as the Police Department and recommends stop signs be installed at each end of Paul Street at the intersections of Centre Street and Cypress Street as they meet the required criteria.

Ald. Blazar stated that he has lived in this area for twenty years and never noticed that stop signs were not at these intersections. He agrees with Sgt. Babcock's concerns and supports this request.

Council members briefly discussed this request, agree that Paul Street is used as a cut-through street and safety measures are necessary.

Ald. Ciccone made the motion to approve this item. Council members agreed 5-0. Mr. Koses said that this item may be appealed through the close of business July 16, 2014.

TC36-14      WARD 2 ALDERMEN, requesting study of traffic problems focusing on Beach Street and Court Street area to determine how to manage the flow of parking and traffic in that area. (Ward 2) [05/09/14 @ 8:40 AM]

**ACTION:**      **HELD (5-0)**

**NOTE:**      Mr. Koses requested this item be held as Court Street residents were attending another City meeting.

Without discussion, Mr. Bosch made the motion to hold this item. Council members agreed 5-0.

TC37-14      ALD. KALIS, requesting a discussion to change Blue Zone signage to make parking more available to parents who need to enter the school to pick up children. (Wards 1-8) [05/14/14 @ 11:00 AM]

**ACTION:**      **HELD (5-0)**

**NOTE:**      Mr. Bosch provided Council members with the current blue zone Traffic and Parking Regulations language (TPR 1-79 School Drop off Zones). School drop-off and pick-up zones were designed to allow for improved traffic flow and safer drop off and pick up of students. Blue zones are in effect Monday through Friday on days that school is in session. The City created designated blue zones at all elementary schools and at the Temple Emanuel. Middle school and high schools do not have blue zones.

Mr. Bosch said that a concern on the signage is that on Monday, Wednesday, Thursday and Friday the 11:30 am to 1 pm no parking may not be necessary because only half of each Kindergarten class are dismissed at this time. Some parents park and walk into the school. There is no need to restrict parking on the blue zone at this time.

Mr. Bosch suggests amending section (B) of the TPR language to read as follows: B) The following locations are designated as school drop off zones on days that school is in session, during the following times:

From: Thirty minutes prior to the scheduled start of school until the scheduled start of school.

To: Monday, Wednesday, Thursday and Friday 8:05 AM – 8:35 AM & 2:00 PM – 3:30 PM.

From: One hour prior to the scheduled end of the school day until one-half after the scheduled end of school.

To: Tuesday and Early Release Days 8:05 AM – 8:35 PM & 11:30 AM – 1:00 PM.

Sgt. Babcock asked if elementary school principals were notified, discussed this proposal and if they support changing the language on the blue zone signs. Mr. Koses answered that informational material, proposals, recommendations and reasons to change the TPR's were sent to each of the fifteen elementary school principals. The Mason-Rice and the Lincoln-Eliot Elementary School principals replied supporting this change. School Committee members and school principals were invited to this meeting. Sgt. Babcock stated he would need the majority of principals to approve this request in writing. He then stated that he requests Superintendent Fleishman's support. Two out of the fifteen elementary school principals is not enough because the elementary schools requested the installation of blue zones and request enforcement. This

proposal is universal and a major change to all the blue zones at the elementary schools in the City. He is opposed to this proposal and suggests holding this item allowing the principals and superintendents office an opportunity to reply in writing. He will not provide consideration to parents violating blue zone signs.

Ald. Kalis said that he docketed this item to change blue zone signage to make parking more available to parents who need to enter the school to pick up children and who are afraid of being ticketed. He supports holding this item as Sgt. Babcock suggested and is hopeful the principals can be contacted this summer and the majority reply, before the City funds changing the language in these blue zone signs. He then said that School Committee members were contacted regarding this request, not Superintendent Fleischman's office. Leslie Gonzalez, PTO representative of the Countryside Elementary School supports changing this regulation because there is limited neighborhood parking and this change may avoid parents from being ticketed when violating the blue zone signage.

Mr. Koses said that Mr. Bosch's suggestion of amending section B of the TPR language does not appear to be an inconvenience. On Monday, Wednesday, Thursday and Friday at noon, half of the kindergarten students are being dismissed, a small percentage of students. Mr. Koses suggested Traffic Council approving a trial at the Lincoln-Eliot, Mason-Rice and Countryside Elementary Schools. Ald. Kalis agreed. Sgt. Babcock opposed. Sgt. Babcock then stated that the Police Department does not regulate blue zones from 11:30 am to 1:00 pm unless requested. Each morning, at each elementary school, the Police Department issues approximately six tickets to parents violating the signs.

Mr. Koses recommended holding this item as Sgt. Babcock suggested allowing the principals and superintendent an opportunity to reply to this request in writing. He said that by holding the item, elementary school principals, as well as middle schools and Temple Emanuel could be contacted. Without further discussion, Mr. Bosch made the motion to hold this item. Council members agreed 5-0.

TC38-14      ZACH BOSCH, requesting installation of stop signs at Park and Franklin Streets.  
(Wards 1 & 7) [06/06/14 @ 10:21 AM]

**ACTION:**      **APPROVE (5-0)**

**This item may be appealed through the close of business July 16, 2014.**

**NOTE:**      Mr. Bosch said that he docketed this item as a request from the Department Public Works Department upon receiving concerns regarding pedestrian and vehicular safety at this intersection. Currently, Park Street has two stop signs (northbound and southbound) direction at the intersection of Franklin Street and an uncontrolled signal at the crosswalk. He then stated that after several field visits he observed vehicles rolling over the stop bar, some vehicles rolling into crosswalks or passing through crosswalks. Drivers cannot see pedestrians due to various site difficulties. The crosswalk could be modified providing better site distance to pedestrians and drivers.

Mr. Bosch provided Council members with site photos, morning and evening traffic counts and the MUTCD guidelines for stop sign applications. He said that the decision to install multi-way stop controls should be based on an engineering study and explained criteria that should be considered when installing a multi-way stop sign.

Mr. Bosch and the Department of Public Works recommend and support the installation of two additional stop signs, stripe Franklin Street with double yellow lines, paint three crosswalks at the intersection of Franklin Street and Park Street. He explained the need to control left-turn conflicts, the need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes, and an intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection based on observations made and his engineering judgment.

Proposed locations for the stop signs are at the following two locations:

1) Franklin Street, westbound due to the bend of the road and 2) Franklin Street, eastbound.

Mr. Koses opened the discussion to members of the public who were present. Three residents spoke in favor of additional stop signs and crosswalks. They said that they are concerned with safety. The intersection of Franklin Street and Park Street is very dangerous and both are used as cut-through streets. Drivers have the tendency to speed, roll through the intersection, pull right out onto Franklin Street, travel in the wrong lane and site distance is difficult due to overgrown trees. They agree geography is difficult at this intersection and safety measures are necessary. They are hopeful stop signs will deter speeders.

Mr. Bosch stated that stop signs are not used to deter speeders; they are safety measures only. He then stated that if this item were approved, warning signs would be installed informing drivers of new stop signs located ahead.

Ald. Leary stated that she would support Mr. Bosch's recommendations due to large traffic data on Park and Franklin Streets. She said that drivers have the tendency to speed, especially on Franklin Street. She is hopeful the additional stop signs and crosswalks will enhance safety allowing children the opportunity to walk to school. Currently, this intersection is very unsafe. Ald. Leary suggested trimming the trees where signs will be posted.

Without discussion, Council members agree that Park Street and Franklin Street are used as cut-through streets, drivers have the tendency to speed and safety measures are necessary for drivers, pedestrians and bicyclists. Ald. Ciccone made the motion to approve this item. Council members agreed 5-0. Mr. Koses stated that this item may be appealed through the close of business July 16, 2014.

TC40-14      ZACH BOSCH, requesting a stop sign on Dunstan Street at Washington Street and Watertown Street. (Ward 3) [06/11/14 @ 10:20 AM]

**ACTION:**      **APPROVE (5-0)**  
**This item may be appealed through the close of business July 16, 2014.**

**NOTE:** Mr. Bosch stated that this item was docketed because the stop sign on Dunstan Street at Washington Street was damaged and removed. After review of the Traffic and Parking Regulations, this stop sign was not incorporated in the regulations. He recommends the addition of a stop sign on Dunstan Street at Watertown Street.

Without discussion or presentation, Sgt. Babcock made the motion to approve this item as docketed. Council members agreed 5-0. Mr. Koses stated that this item may be appealed through the close of business July 16, 2014.

TC41-14 PLANNING DEPARTMENT, requesting the removal of the first two parking spaces on Washington Street east of the Newton Wellesley Hospital's west entrance, and the creation of a bus stop zone, in order to provide for a safe bus stop for MetroWest RTA bus routes. (Ward 5) [06/11/14 @ 3:03 PM]

**ACTION:** **APPROVE (4-1, Ciccone)**  
**This item may be appealed through the close of business July 16, 2014.**

**NOTE:** Mr. Bosch provided Council members with an area map depicting the proposed locations where meters are to be removed and the proposed bus stop zone. He said that the first two parking spaces are illegal parking spaces; the parking spaces have 'hash marks' are striped out because they are narrow parking lanes of 7 1/2 feet wide from curb to edge line.

Mr. Koses stated that he has been working with MetroWest RTA over the past year to install bus stops on Washington Street in order to provide service to commuters. The Ward Aldermen have requested bus stops on Washington Street, Newton Lower Falls and near Beacon Street to provide improved bus service. After several site visits to this location, the MetroWest RTA and the City agreed to install bus stops on Washington Street, to create a safe bus stop for drivers and riders. The MetroWest RTA has two Newton bus routes (Route 8 and Route 1) both begin at Woodland Station and travel on Washington Street. Route 8 travels on Washington Street through Newton Lower Falls and into Wellesley. Route 1 travels on Washington Street to Wales Street and on to Natick and Framingham. The MBTA does not provide public transportation on this section of Washington Street. MetroWest RTA buses stop at designated bus stop regardless of pick-ups or drop-offs approximately every thirty minutes. It is imperative to MetroWest RTA to provide safe bus stop locations and improved public transportation service. Buses provide alternative modes of transportation in the City and reduce the number of vehicles on City streets.

Ald. Ciccone is concerned with the bus width and possibly the bus may block the travel lane. If these illegal parking spaces are too narrow for a vehicle, how can a bus fit? He suggests the buses 'loop' into the hospital to pick-up or drop-off and turn around. He does not want to see parking eliminated, if ridership is low. He suggested implementing a temporary bus service in order to review the ridership. Ald. Ciccone then stated that he is opposed to buses briefly stopping regardless even when they do not have drop-offs or pick-ups due to high vehicle congestion and traffic on Washington Street making it unsafe.

Mr. Koses stated that MetroWest RTA would not leave the route to 'loop' into the hospital. He then suggested that perhaps he could suggest to MetroWest RTA requesting that their riders 'flag stop' the bus by raising their hand.

Mr. Koses said that the Council Clerk spoke with the Newton Wellesley Hospital informing them of this proposal. Council Clerk spoke on June 12 with Mr. Odea, Public Affairs Office, Newton Wellesley Hospital who informed her that Washington Street is a public street, the hospital would support this item. He felt that patients and visitors would be the people opposed to this request and would perhaps complain to the hospital as they did when the meters were installed.

Mr. Koses stated that removing the first two parking spaces on Washington Street and creating a bus stop zone provides safety improvements. It is removing vehicles that are parking in illegal parking spaces and into the travel lane. Ald. Ciccone disagreed.

Sgt. Babcock asked what the width of Washington Street is from the curb to the yellow lines. He then asked the width of the bus as he shares the same concerns as Ald. Ciccone with the bus width and perhaps the bus may block the travel lane. He asked if the travel lanes could be moved making the west bound lanes narrower.

Mr. Bosch did not have the width of Washington Street available. He then said that measurements from the curb to edge line measured 7 1/2 feet. The second travel lane could be modified to 10 feet, making the first lane wider to accommodate the bus stop. Sgt. Babcock suggested asking the bus to park in this location, take measurements to determine if it is a safe location for a bus stop, and if necessary, modify the travel lanes. Mr. Koses did not have the bus width available; the bus holds approximately eighteen riders. He then said that this bus stop would not be unique in the City, many buses stop at locations that block or partially block travel lanes. He went on to note that by eliminating these illegally parked cars, which park on the 'hatch marks' and in the travel lanes, will enhance a safety. Sgt. Babcock stated that it is a \$100.00 violation for parking in a bus stop.

Mr. Koses asked Mr. Bosch if this item is approved to please review the double yellow lines once the bus stop is created, and if necessary, to adjust the travel lane widths. Mr. Bosch agreed and said that there appears to be some 'wobble room' to make adjustments.

Sgt. Babcock asked for clarification. He asked if this bus stop is approved, buses are blocking the travel lane, drivers cannot pass the bus and it becomes a traffic hazard what could be done to remove this bus stop after the twenty days appeals period? The department will observe this location for several weeks and if necessary, will remove it. Mr. Koses answered an item could be docketed for Traffic Council on removing this bus stop or request MetroWest RTA to implement using the 'flag stop'.

Council members agreed with Sgt. Babcock's concerns.

Sgt. Babcock made the motion to approve the removal of the first two parking spaces on Washington Street east of the Newton Wellesley Hospital's west entrance, and the creation of a bus stop zone, in order to provide for a safe bus stop for MetroWest RTA bus routes. Council members agreed 4-1, Ald. Ciccone opposed. Mr. Koses stated that this item may be appealed through the close of business July 16, 2014.

Respectfully submitted,

David Koses, Traffic Council Chair

# Traffic Council

City of Newton

June 26, 2014

## Agenda

- ❖ TC35-14: SGT. BABCOCK, requesting stop signs on Paul Street at the intersection with Centre Street and Cypress Street.
- ❖ TC36-14 WARD 2 ALDERMEN, requesting study of traffic problems focusing on Beach Street and Court Street area to determine how to manage the flow of parking and traffic in that area.
- ❖ TC37-14 ALD. KALIS, requesting a discussion to change Blue Zone signage to make parking more available to parents who need to enter the school to pick up children.
- ❖ TC38-14 ZACH BOSCH, requesting installation of stop signs at Park and Franklin Streets.
- ❖ TC40-14 ZACH BOSCH, requesting a stop sign on Dunstan Street at Washington Street and Watertown Street.
- ❖ TC41-14 PLANNING DEPARTMENT, requesting the removal of the first two parking spaces on Washington Street east of the Newton Wellesley Hospital's west entrance, and the creation of a bus stop zone, in order to provide a safe bus stop for MetroWest RTA bus routes



# TC35-14



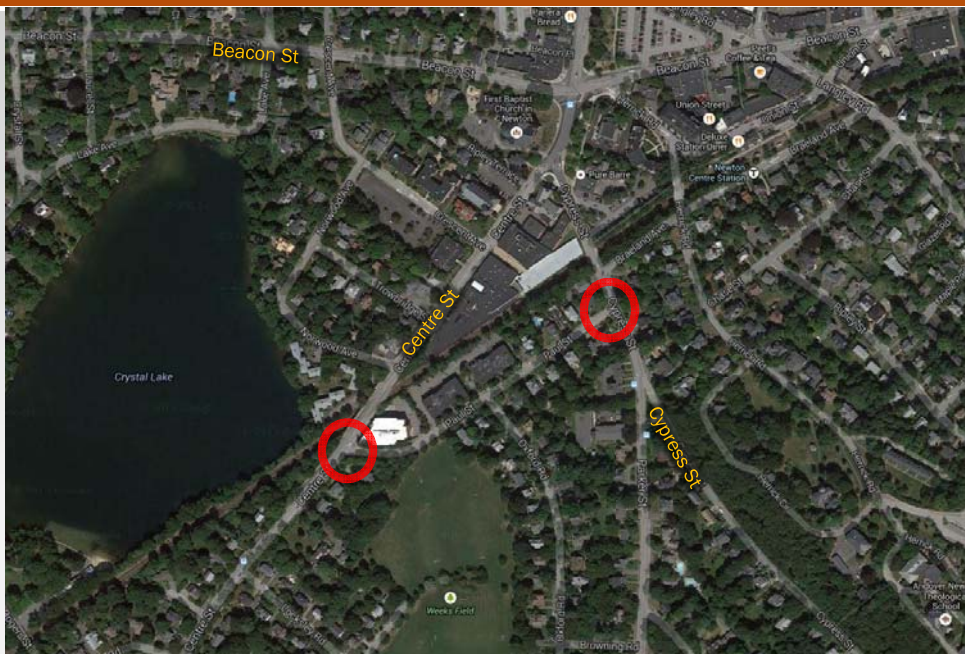
Paul Street at Centre Street and Cypress Street  
Request for Stop Signs

6.26.14

Traffic Council

## Location Map

## TC35-14



6.26.14

4

Traffic Council

❖ Section 2B.06 STOP Sign Application

*At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09). The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:*

- A. *A. The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;*
  - B. *A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or*
  - C. *Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.*
- ❖ Criteria A: Based on 2011 data from MassDOT, Centre Street exceeds 14,000 vpd and Cypress Street exceeds 8300 vpd.
- ❖ Criteria B: Based on field observations, vehicles on Paul Street need to come to a stop in order to observe conflicting traffic adequately.

# TC36-14



Study of traffic problems focusing on Beach Street and Court Street area

# TC37-14



Discussion to change Blue Zone signage to make parking more available to parents who need to enter the school to pick up children

6.26.14

Traffic Council

## Current Blue Zone

## TC37-14

### TPR-179 School Drop off Zones:

- ❖ A) No person shall park a vehicle upon a street within a school drop off zone except while engaged in dropping off or picking up passengers, which shall not be permitted for a period of time no longer than one (1) min.
  
- ❖ B) The following locations are designated as school drop off zones on days that school is in session, during the following times
  - 1) From thirty minutes prior to the scheduled start of school until the scheduled start of school; and
  - 2) From one hour prior to the scheduled end of school until one-half hour after the scheduled end of school.
  
- ❖ Parking is allowed in a school drop off zone outside of restricted times.

6.26.14

8

Traffic Council

# Current Blue Zone Signs

TC37-14



6.26.14

9

Traffic Council

# Concern

TC37-14

MON - WED - THR - FRI

11:30AM - 1PM:

- ❖ Only half of each K class are dismissed at this time
- ❖ Some parents park and walk into the school
- ❖ No need to restrict parking in the Blue Zone at this time



11.21.13

10

Traffic Council

## TPR-179 School Drop off Zones:

- ❖ A) No person shall park a vehicle upon a street within a school drop off zone except while engaged in dropping off or picking up passengers, which shall not be permitted for a period of time no longer than one (1) min.
  
- ❖ B) The following locations are designated as school drop off zones on days that school is in session, during the following times
  - 1) ~~From thirty minutes prior to the scheduled start of school until the scheduled start of school~~ **Monday, Wednesday, Thursday and Friday 8:05 AM – 8:35 AM & 2:00 PM – 3:30 PM; and**
  - 2) ~~From one hour prior to the scheduled end of school until one half hour after the scheduled end of school.~~ **Tuesday and Early Release Days 8:05 AM – 8:35 PM & 11:30 AM – 1:00 PM**
  
- ❖ Parking is allowed in a school drop off zone outside of restricted times.

# TC38-14

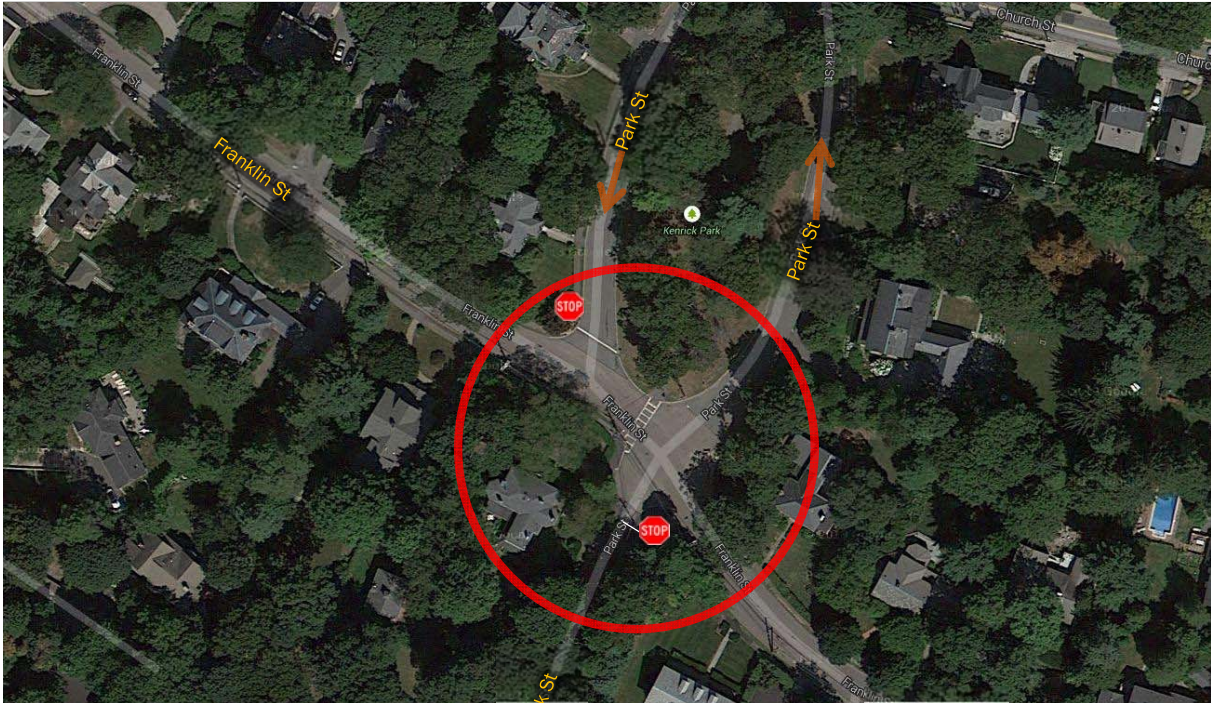


Park St & Franklin St

Request for All Way Stop Signs

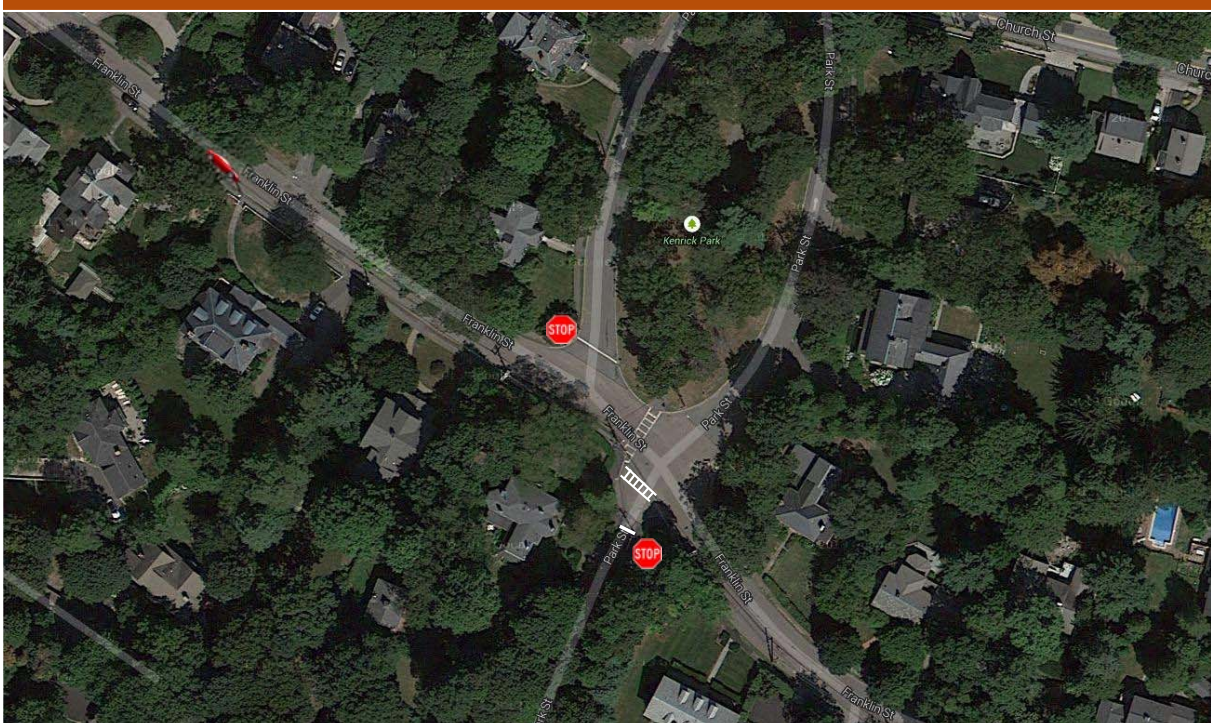
# Location Map

TC38-14



# Animation of observed operations

TC38-14



## Support:

- ❖ Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.

- ❖ The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

❖ **Guidance:**

- ❖ *The decision to install multi-way stop control should be based on an engineering study.*

- ❖ *The following criteria should be considered in the engineering study for a multi-way STOP sign installation:*

- A. *Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal. **NO***
- B. *Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions. **NO***
- C. *Minimum volumes:*
  1. *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and*
  2. *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
  3. *If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2. **85<sup>th</sup> percentile – 30 MPH***
  4. *Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition. **NO***

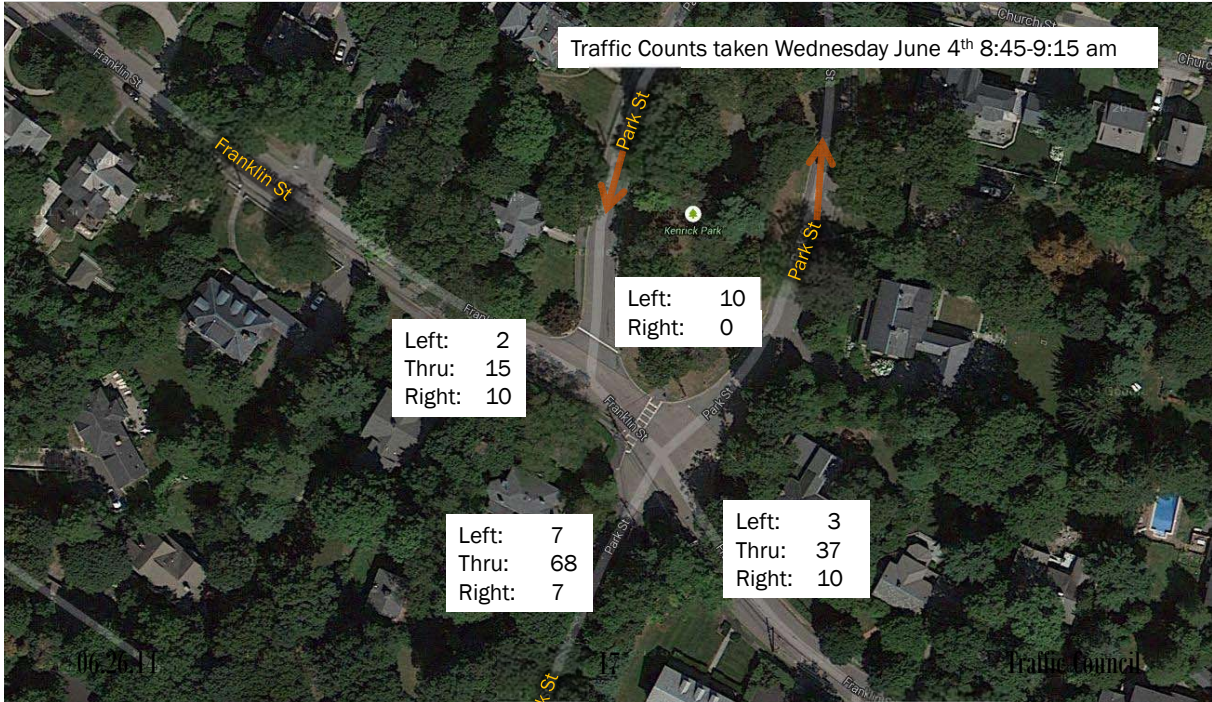
## Option:

- ❖ Other criteria that may be considered in an engineering study include:

- The need to control left-turn conflicts; **YES**
- The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes; **Moderate amount of pedestrian use.**
- Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and **NO**
- An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection. **YES**

# Traffic Counts at Park & Franklin

TC38-14



# Traffic Counts at Park & Franklin

TC38-14





# Site Photos

TC38-14



6.26.14

Traffic Council

# Site Photos

TC38-14

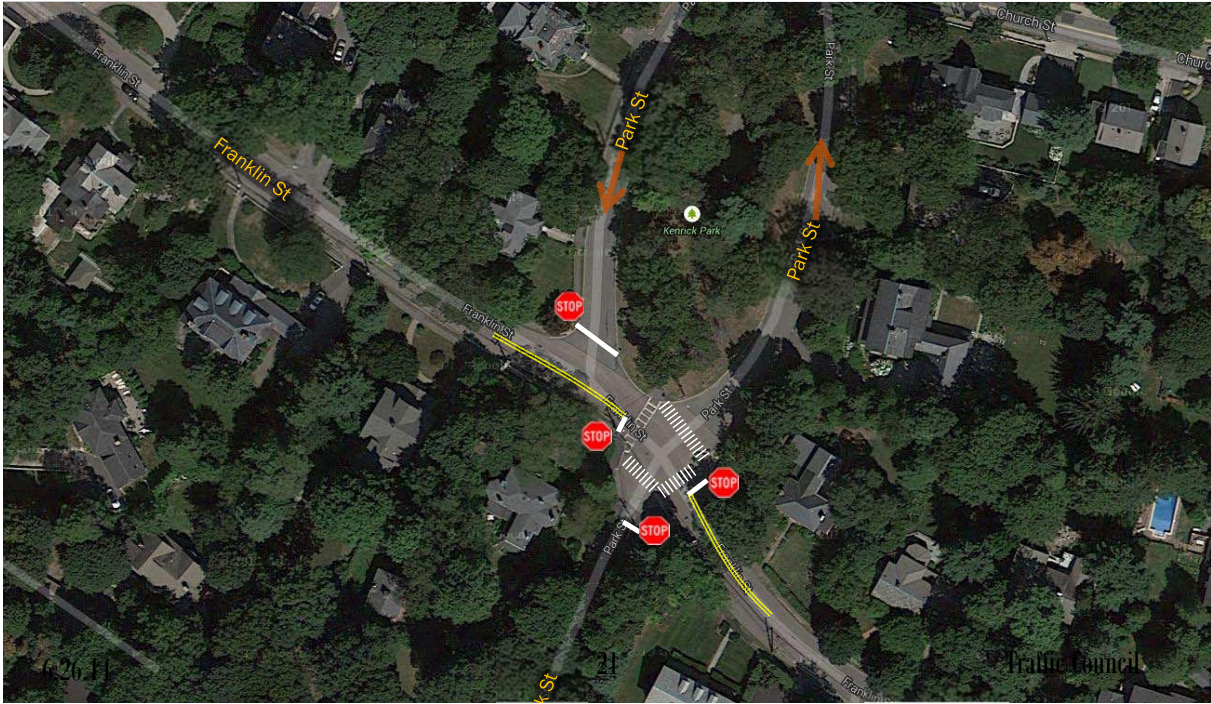


6.26.14

20



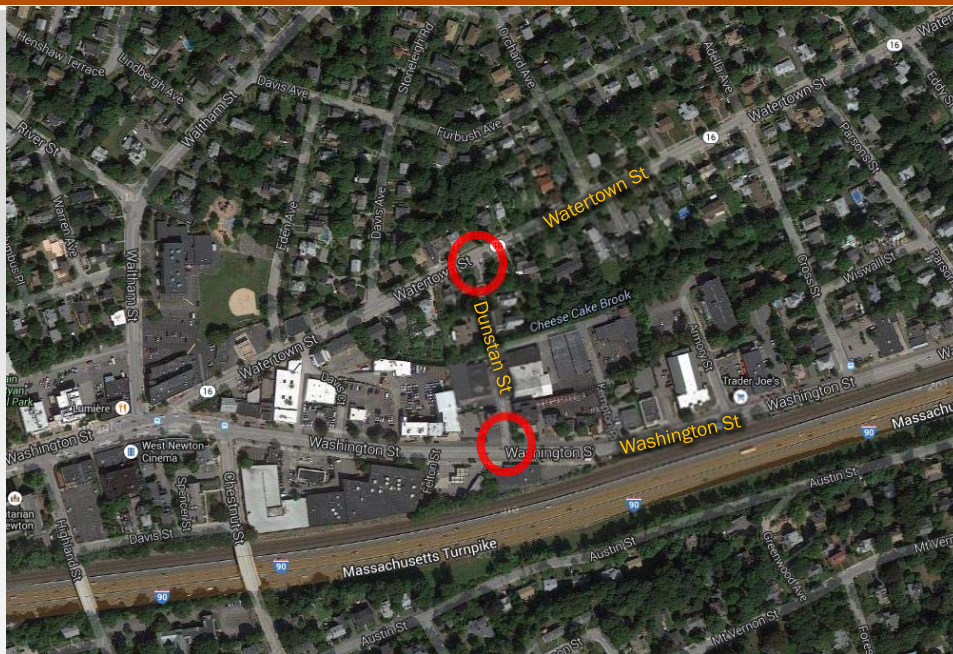
Traffic Council



# TC40-14

22

Dunstan Street at Washington Street and Watertown Street  
Request for Stop Signs



6.26.14

23

Traffic Council

❖ Section 2B.06 STOP Sign Application

*At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09). The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:*

- A. *A. The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;*
- B. *A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or*
- C. *Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.*

❖ Criteria A: Based on 2011 data from MassDOT, both Washington Street and Watertown Street exceed 14,000 vpd.

❖ Criteria B: Based on field observations, vehicles on Dunstan Street need to come to a stop in order to observe conflicting traffic adequately.

6.26.14

24

Traffic Council

# TC41-14

∞ 25 ∞

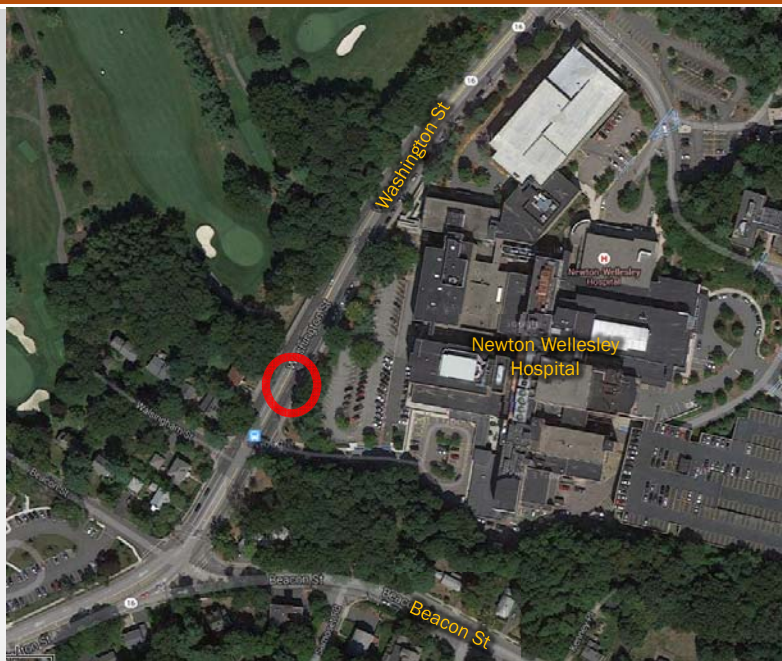
Removal parking spaces on Washington Street,  
and the creation of a bus stop zone

6.26.14

Traffic Council

## Location Map

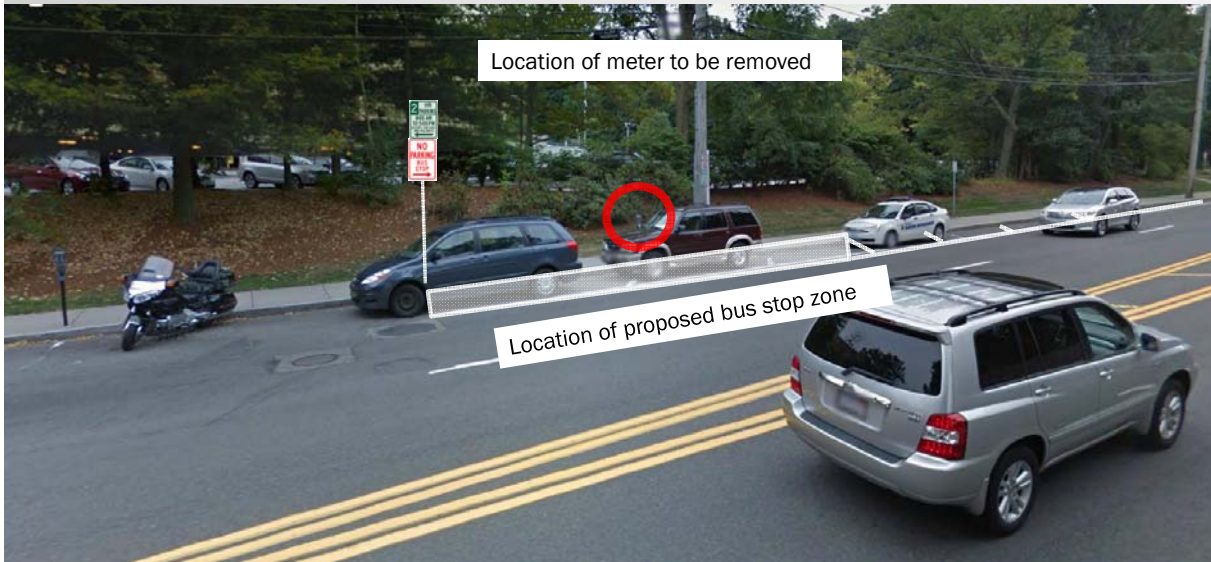
## TC41-14



6.26.14

26

Traffic Council



6.26.14

27

Traffic Council