

CITY OF NEWTON  
BOARD OF ALDERMEN  
TRAFFIC COUNCIL REPORT

THURSDAY, OCTOBER 23, 2014

Present: Sgt. Jay Babcock, Newton Police Department; Alicia Wilson, Resident member, William Paille, Director, Transportation Division, Acting Traffic Council Chair and Ald. Ciccone  
City Staff: Zach Bosch, Transportation Engineer and David Koses, Transportation Coordinator  
Also Present: Ald. Johnson, Albright, Lappin and Sangiolo

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

TC89-13      SGT. BABCOCK, PATRICK BAXTER AND DAVID KOSES, requesting resident-only parking or another parking restriction on all or part of Louise Road and Craftsland Road. (Ward 8) [12/03/13 @ 1:30 PM]  
**HELD (3-1, Ciccone opposed) on 03/27/14. Held for trial of the following: resident permit parking, all times, all hours, all of Louise Road and all of Craftsland Road.**  
**This item may be appealed through the close of business April 16, 2014.**  
**ACTION:      NO ACTION NECESSARY (4-0)**

**NOTE:**      Mr. Bosch said that this item was docketed because of staff concerns regarding potential traffic, parking and safety issues in preparation of Wegmans opening in April 2014. A trial was implemented in March 2014, for resident permit parking, all times, all hours, all of Louise Road and all of Craftsland Road.

Mr. Bosch provided Council members with an area map, site photos and the existing parking conditions on Louise and Craftsland Roads. Louise Road is approximately 30 feet wide. After initial opening, traffic and parking issues have been minor and all employee parking is now within the on-site parking lot. Current restrictions have not deterred patrons of the shopping center from using Louise Road as an alternative to the parking lot, but the frequency is manageable and does not seem to pose a problem to the neighborhood as Public Works has not received any complaints during the trial. There is approximately 100 feet of available parking space between the intersection and first driveway on east side of Louise Rd and 275 feet of parking space on the west side of Louise Road. Safe pedestrian access is available via a mid-block crosswalk at the intersection of Louise Road and Florence Street to enter into the back of Wegman's.

Sgt. Babcock said that this item was docketed pro-actively to deter employees and shoppers parking up the area. He suggests rescinding this trial because Wegman's opening has not negatively impacted parking on Louise and Craftsland Roads. If problems occur, a new item could be docketed for Traffic Council's consideration. Mr. Paille agreed and said that the anticipated parking issues have not occurred.

One email was received in opposition, on file. Mr. Paille opened the discussion to members of the public who were present. Four residents spoke expressing their concerns, questions, suggestions and requests.

#### Concerns

- Residents stated drivers are making U-turns and continue to park on Louise Road, rather than use the Wegman's parking lot.
- Renters prefer parking on the street, rather than driveways.

#### Questions

- A resident asked if the resident permit parking could be implemented for a section of the street.

#### Suggestions/Requests

- Some residents were in favor of making the trial permanent, others opposed. They said that permit parking may protect them from overflow parking from employees who may park all day.
- A resident stated that the 'Not a Thru Street' signs are missing and requests that they be reinstalled.

Ald. Lappin stated that she has not received any feedback on the trial. She agrees and does not want to restrict parking unless it is necessary. She requested replacement of the 'Not a Thru Street' sign if it is missing.

Mr. Bosch said that administratively the Department of Public Works may post signs indicating Louise Road is 'Not a Thru Street'. Ald. Lappin agreed. Mr. Bosch then stated that administratively the Department of Public Works may restrict up to 50 feet of parking, both sides, from the intersection. Sgt. Babcock agreed. Residents were hesitant on restricting up to 50 feet of parking, both sides; from the intersection because they feel drivers will only park further up Louise Road.

Sgt. Babcock stated that during the trial resident permits were free of cost. If this item is approved, each resident of Louise Road and Craftsland Road would be entitled to receive two permits and two guest passes per household at a cost of \$25.00 per vehicle (guest passes are free). A resident asked if visitor passes could be issued without applying for resident permits. Sgt. Babcock answered no. Sgt. Babcock then stated that the department made a recent site visit observing five vehicles all illegally parking without permits violating the resident permit parking trial, two were residents and three had permits.

Council members asked if only a section of a street could be eligible for a restriction. Mr. Bosch answered that there is a clause in the Traffic and Parking Regulations (TPR) stating that prior to imposing a resident permit program there must be a one-year restriction imposed beforehand. Council members agree that the trial should be rescinded as Sgt. Babcock suggests because Wegman's opening has not negatively impacted parking on Louise and Craftsland Roads.

Without further discussion, Sgt. Babcock made the motion for no action necessary, rescinding the trial. If problems occur, a new item could be docketed. Council members agreed 4-0.

TC42-12 ALD. HARNEY & SANGIOLO, on behalf of local residents, requesting a) study of speed on Auburn Street, between Charles Street and Woodland Road in Auburndale; b) study of possible traffic calming measures; and c) request for a raised crosswalk at the intersection of Auburn Street and Woodland Road. (Ward 4) [10/04/12 @ 4:02 PM]

**ACTION:** **HELD (4-0)**

**NOTE:** Mr. Bosch provided Council members with an area map, existing speed limits, collected data on traffic speeds, traffic volumes and traffic calming criteria. He said that this item has been on the Traffic Council agenda since 2012 awaiting preliminary engineering studies. In August 2014, the speed study was completed on Auburn Street, 100 feet east of Bourne Street, in the middle of the hill. Auburn Street is 26 feet wide with a current parking restriction of no parking either side on Auburn Street. It is anticipated, the approved Auburndale Village Parking District Plan will be implemented in a few weeks.

Mr. Bosch stated that the following existing speed limits were enacted in 1979. There appears to be an error in the eastbound direction on data beginning at Washington Street that it does not head eastbound, but heads westbound on Auburn Street. The City anticipates petitioning the State for correction.

#### Eastbound

Beginning at Washington Street, thence eastbound on Auburn Street: 0.84 miles at 25 miles per hour 0.52 miles at 30 miles per hour ending at Commonwealth Avenue. Total distance of 1.36 miles.

#### Westbound

Beginning at Commonwealth Avenue, thence westbound on Auburn Street: 0.52 miles at 30 miles per hour 0.84 miles at 25 miles per hour ending at Washington Street. Total distance of 1.36 miles.

Mr. Bosch stated the City collected the following data on traffic speeds and traffic volumes: Traffic Speeds were conducted in August 2014.

85th percentile speed on Auburn Street between Woodland and Charles is 32 miles per hour, the 50th percentile speed is 28 miles per hour, 70% of vehicles travel between 21 to 30 miles per hour, which is within normal ranges of a residential collector road.

#### Traffic Volumes

Collected August 18 to August 25, 2014, proved 4,823 annual average daily traffic during weekdays and 2,512 annual average daily traffic during weekends. Traffic volumes collected in May 2013, proved between 6,567 to 6,833 vehicles.

Mr. Bosch stated that petitions for traffic calming measures should meet the following four standards:

#### Traffic Calming Measures

1. Traffic volume on the street is greater than 1,000 vehicles per day. Auburn Street meets the necessary criteria. 2. Measured 85th percentile speeds are equal to or greater than 9 mph above the speed limit. Auburn Street does not meet the necessary criteria. 3. For vertical deflections, street classification shall be minor collector or local street. Auburn Street is not a local street but

may meet the necessary criteria as a minor collector street. 4. For raised crossing(s), the minimum criteria established by the city crosswalk policy shall be met. Auburn Street meets the necessary criteria.

Ald. Sangiolo said that the Ward 4 Aldermen received four emails supporting and one email opposed to traffic calming measures and would forward her email to Traffic Council members. Council members have received zero correspondence. She asked Mr. Bosch to follow up on the more recent incidents of people parking illegally on Auburn Street, and was not sure if it is due to the bridge construction. Ald. Sangiolo then asked if pedestrian volume counts were performed (commuters, schoolchildren and people attending the boathouse) and if the current raised crosswalk meets traffic calming measure standards. Mr. Bosch answered pedestrian volume counts were not performed. Traffic volume and raised crossing(s) meets the standards. There is one raised crosswalk on Auburn Street at Evergreen Avenue. Most recently, the City installed a mid-street stanchion.

Mr. Paille opened the discussion to members of the public who were present. Approximately four residents spoke expressing their concerns, questions, suggestions and requests.

#### Concerns

- A resident stated that the raised crosswalk on Auburn Street at Evergreen Avenue and the speed study completed east of Bourne Street felt that they were installed or performed at the wrong location. Because the crosswalk was installed at the crest of the hill, drivers are ignoring it; therefore, it is a pedestrian safety concern.
- Auburn Street is used as a cut-through street and is used by commercial vehicles. Drivers have the tendency to speed even when traveling over the raised crosswalk, traffic volume is high and there have been numerous vehicle accidents.
- A resident is concerned with people physically moving the raised crosswalk making it difficult to replace, cross and the situation is unsafe. Drivers are not yielding to pedestrians in the crosswalk.
- Parking was never a problem until the MBTA started charging a fee to park.

#### Questions

- Residents asked if the Police Department has issued tickets to speeders, could the road be narrowed, could the speed limit be lowered and could signs be installed indicating 'No Commercial Vehicles'?

#### Suggestions

- A resident suggested relocating the crosswalk and to perform a speed study at a different location. Speed limit signs are necessary from Commonwealth Avenue through Auburndale Center.

#### Requests

- Residents requested the Police Department monitor the area.

Some residents said that they support the installation of a raised crosswalk and were opposed to the flashing signal.

Mr. Bosch answered that the City would have to petition the State requesting the speed limit be lowered and the approval of commercial vehicle exclusion. Traffic Speeds of 32 miles per hour would benefit the petition. He stated that changing a speed limit does not change the speed of

the road; drivers would continue to proceed as they wish. It would be the decision of this Council to petition the State requesting a lower speed limit. It would be necessary to obtain truck data in order to petition the State requesting commercial vehicle exclusion.

Sgt. Babcock answered that speed is an issue. There are many pedestrians, including commuters and schoolchildren. Approximately four months ago, the department observed the Charles Street area on twenty-three days issuing sixty tickets. The department is in the process of determining and reviewing if it would be beneficial to assign a crossing-guard to this location. He supports and recommends the installation of a raised crosswalk, improved lighting and narrowing Auburn Street from Charles Street over the hill improving the area and is hopeful these suggestions will deter speeders. The department would conduct enforcement. There is no temporary solution. Funding is necessary to install a raised crosswalk. Due to Woodland Road construction, the road is closed using Auburn Street as a detour route.

Ald. Sangiolo said that the raised crosswalk was installed as part of the special permit granted to Hess Gas Station. Some mitigation money remains and is available.

Mr. Koses said that the Auburndale Village Parking District Plan would be implemented next week. The plan includes removing the one-hour meters and installing long-term meters at the intersection of Woodland Road hoping to deter speeders. Parked vehicles deter speeders.

Residents requested the Police Department monitor the area. Some residents said that they support the installation of a raised crosswalk and were opposed to the flashing signal.

Mr. Paille stated additional information is necessary. He understands safety measures are necessary. He would prefer implementing a permanent solution and requests this item be held to allow the Department of Public Works to continue working throughout the winter on solutions and options to make a long-term permanent solution. The Department of Public Works may administratively address safety concerns as a short-term solution.

Ald. Sangiolo said that safety measures are necessary. She requested a period be given on when the Department of Public Works would be able to provide additional data and studies including the money available in the mitigation fund. In the interim, she requested a crossing-guard be assigned. Sgt. Babcock answered that he is awaiting the crossing-guard recommendation.

Mr. Paille stated he would be able to provide an update in January 2015, including the amount of money remaining in the mitigation fund. At the November and December Traffic Council meetings he could provide an update as to realistic options and if the Department of Public Works implements a temporary measure, he would provide that. If a trial were an option, it would be discussed and perhaps implemented in the spring.

Ald. Johnson stated that she has been waiting fourteen years for traffic calming including a raised crosswalk on Mill Street. The City does not have money available to install raised crosswalks. Children have been victims of traffic accidents. She asked Mr. Paille how the City prioritizes their projects. The City must be honest to citizens relating to them how projects are prioritized.

Without further discussion, Ald. Ciccone made the motion to hold this item until January 2015, as Mr. Paille suggests when an update would be made available. Council members agreed 4-0.

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]

**HELD (5-0) on 06/26/14**

**HELD (4-0) on 07/31/14**

**HELD (4-0) on 10/02/14**

**ACTION:**      **HELD (4-0)**

**NOTE:**      Three emails, photos and a handout were received, on file.

Ald. Albright said that it is concerning to hear the City reports prove that there is no traffic and parking problems at this location. It is necessary to manage the flow of parking and traffic.

Ald. Johnson stated that the plans for a 40B project in this area includes thirty-six units equaling thirty-six vehicles plus. The egress from this development will be through Beach Street. It is concerning how the City determined and reported to the Zoning Board of Appeals that their response is that everything is fine.

Mr. Bosch said the complete docket wording included existing situation is of current concern and in need of immediate attention. The Department of Public Works studied the current areas of concern and were not involved in the predictions of the 40B traffic. Ald. Johnson and Albright stated the City was involved and provided their report. Mr. Bosch then said that the City did respond to the 40B petition. Mr. Bosch stated he would provide information on the current situation.

Mr. Bosch provided Council members with an area map, traffic circulation, parking overview, photos, traffic data, Cabot's Ice Cream & Restaurant delivery schedule and his conclusions. The parking lot behind Cabot's Ice Cream & Restaurant accommodates thirteen vehicles.

Mr. Bosch provided the following traffic circulation, parking and reported accident data:

Court Street

Court Street from Central Avenue heading east, one-way street, 20 feet wide road until reaching the intersection of Beech Street. After the intersection, heading east Court Street becomes 25 feet wide road to the end at Washington Street.

Parking is allowed on the south side, parking is not allowed on the north side.

Beach Street

Beach Street is 21 feet wide, two-way street. One-hour parking is allowed on the east side, parking is not allowed on the west side.

Accident Data

In this immediate area, two reported accidents at Court Street and Beach Street and five accidents at Beach Street and Washington Street.

### Traffic Data

Beach Street: Data was collected mid-block from July 18 to 24, 2014; the annual average daily traffic counts were 431 vehicles. Peak time on a Friday morning was 50 vehicles and peak time on a Tuesday afternoon was 64 vehicles.

Court Street: Data was collected from July 18 to 24, 2014, the annual average daily traffic was 316 vehicles. 85th percentile was travelling 26 miles per hour. Parking utilization was low, an average of four cars parked along Court Street during business hours.

In conclusion, Mr. Bosch stated that traffic is comprised of low volume and speeds. Parking utilization is low on Court Street, high parking utilization on Beach Street and moderate parking utilization on Washington Street. Based on pictures provided from residents of Court Street, enforcement of existing parking regulations would be beneficial to provide proper access to their neighborhood.

Mr. Paille said that a resident provided many photos documenting the area since 2011, every day occurrences. The photos prove that there is congestion, issues with Cabot's Ice Cream & Restaurant delivery trucks. Delivery trucks are parking on the sidewalks, parking illegal and it is concerning where they are parking, not the volume of traffic. Double parking on Washington Street is illegal. Should delivery times change?

Traffic Council members expressed their concerns and suggestions.

### Concerns

- Two drivers cannot pass on Beach Street, a two-way street due to the one-hour parking restriction on the east side
- Delivery trucks are parking on Beach Street, not using the parking lot and believe the drivers are parking longer than the indicated fifteen minutes.
- Traffic counts in July may not reflect accurate numbers due to vacations.
- The number of vehicles anticipated in the neighborhood when the project is complete may be thirty-six vehicles minimum, as many as seventy-two plus.

### Suggestions

- Docket an item to implement a loading zone (with designated days and times of delivery) on Washington Street near the Verizon Company. Less than a five-minute walk. Cabot's Ice Cream & Restaurant would have to inform the vendors.
- Police enforcement.
- Docket an item to convert Court Street entirely to a one-way street.
- Docket an item to convert Beach Street to a one-way street
- Converse with Cabot's Ice Cream & Restaurant.

Mr. Koses suggested as a trial to consider removing the one-hour parking restriction on Beach and implement a loading zone. He then suggested to remove parking and implement a loading zone on the west side.

Mr. Bosch answered that the traffic counts in July are the same as they were in May when traffic counts were completed for the 40B project

Mr. Paille opened the discussion to members of the public who were present. One resident attended and spoke in opposition to the suggestion of removing the one-hour parking restriction on Beach Street because a delivery truck would block the three driveways. He said that Beach Street traffic data collected at mid-block did not register traffic entering the parking lot. He stated the vendors are not parking in the parking lot; they usually park illegally. He disagreed with the days and lengths of time vendors are at Cabot's Ice Cream & Restaurant delivering. He then provided Traffic Council members with a detailed list of recommendations that include eliminating parking on north side of Washington Street, eliminate parking at the corner of Beach Street and Washington Street, install sidewalk extensions at Beach, Court and Washington Streets. Police enforcement, implement a loading zone on Washington Street, implement handicap parking spaces on Washington Street and in the parking lot, convert Beach Street to a one-way street and convert Court Street entirely to a one-way street. In conclusion, he requested immediate attention to trucks parking illegally on Beach Street and stated Traffic Council must be pro-active prior to this project being developed.

Mr. Paille said that the Department of Public Works administratively may restrict parking up to 50 feet from an intersection to improve sight distance for vehicles exiting onto Washington Street. He then said that the City must provide Cabot's Ice Cream & Restaurant with alternative parking encouraging vendors to park legal.

Ald. Ciccone made the motion to hold this item for additional information and docket items as suggested. Mr. Paille said the City would continue to work with the developer. Council members agreed 4-0.

TC68-14      DONALD & MARTHA SIEGEL, 82 Paulson Road, requesting a stop sign at the intersection of Paulson Road and Ferncroft Road. (Ward 5) [09/24/14 @ 3:03PM]

**ACTION:**      **APPROVED (4-0)**  
**This item may be appealed through the close of business November 12, 2014.**

**NOTE:**      The petitioners attended this evenings discussion and provided a photo of the area, on file.

Mr. Bosch provided Council members with area photos and the Manual on Uniform Traffic Control Devices (MUTCD) guidelines for stop signs. Mr. Bosch said that the use of stop signs on minor street approaches should be considered if engineering judgment indicates that a stop is required. This location does not meet the vehicular traffic volumes and does not meet crash record data. However, based on field observations this location meets the criteria of vehicles on Ferncroft Road need to come to a stop in order to observe conflicting traffic adequately. A stop sign would create a safer pedestrian crossing. He recommends installing a north bound stop sign at Ferncroft Road with a crosswalk. Paulson Road drivers would have the right of way.

Mr. Paille opened the discussion to members of the public who were present. The petitioner stated that she is hopeful Traffic Council will approve this request. This location is where the school bus stops four times per day.



Sgt. Babcock stated that there have been no accidents at this location but supports this request. Without further discussion, he made the motion to approve this item. Council members agreed 4-0. This item may be appealed through the close of business November 12, 2014.

TC39-14      ALD. NORTON, requesting review and possible change of the time limits on the parking meters located on the north side of Washington Street between Walnut Street and Central Avenue. (Ward 2) [06/09/14 @ 3:17 PM]

**HELD (4-0) on 07/31/14**

**ACTION:      HELD (4-0)**

**NOTE:**      Mr. Paille said that Ald. Norton requested this item be held due to a scheduling conflict. The people who would like to attend this discussion are also unavailable to attend.

Without discussion, Ald. Ciccone made the motion to hold. Council members agreed 4-0.

TC46-14      KATHLEEN TUBMAN, 15 Cummings Road, requesting removal of parking restriction (prohibited, all days, both sides from Homer Street southerly 200 feet) on Cummings Road. (Ward 2) [07/25/14 @ 3:04 PM]

**ACTION:      NO ACTION NECESSARY (4-0)**

**NOTE:**      The petitioner forwarded Traffic Council an email informing them that she cannot attend tonight's discussion. Emails and photos regarding this request are on file.

Mr. Bosch provided Council members with area photos, current parking restrictions, photos of the 5 feet City Right-of-Way from property line and recommendations. He said that Cummings Road is a unique style road approximately 18.5 feet wide (curb to edge of pavement). Parking is prohibited, all days, both sides from Homer Street southerly 200 feet. The 5 feet City Right-of-Way property photos show many road obstacles including sidewalks, trees/bushes, brush, grass, asphalt and dirt. Homes #9 and 15 Cummings Road have approximately 5 feet of City paved cutouts, in front of their homes used for parking. Mr. Bosch stated the current conditions allow for safe parking on the west side of Cummings Road from Homer Street to Dens Place. This parking falls within the public right of way and parking is available to the public. He then said that administratively the Department of Public Works has the authority to restrict parking up to 50 feet from the intersection of Homer Street for public safety.

Mr. Bosch asked Sgt. Babcock to explain parking restrictions imposed on people who park on grassy or dirt areas of a road. Sgt. Babcock stated that the violation is \$25 because it is a public way.

Sgt. Babcock stated that if Traffic Council approves this request, the Police Department would order an emergency temporary parking restriction on one side to allow emergency vehicle access without difficulties. He asked why this parking prohibition was imposed. Traffic Council members did not know. Mr. Paille read the email received from the petitioner explaining how she thought this prohibition began.

Mr. Koses stated Cummings Road only has a short sidewalk. Pedestrians are required to walk in the street avoiding trees, bushes, brush, grass, asphalt and dirt. He asked if the 5 feet of paved cutouts, which would normally be a sidewalk in front of homes # 9 and 15, is a legal parking space. Sgt. Babcock answered no, it is not a legal parking space regardless that the City paved these cutouts. It is a sidewalk, parking is not allowed on a sidewalk. Mr. Koses said that the reason Ms. Tubman docketed this request to remove the parking restriction southerly 200 feet would allow her to park in the front of her home in the paved cutout. He then asked Sgt. Babcock if it is safe, appropriate and legal to park in the paved cutout. Sgt. Babcock answered no.

Council members asked if the petitioner had a driveway. Mr. Bosch answered yes; homes at #9 and 15 both have driveways. Council members agree the petitioner should have attended to answer questions and explain the reasons why she requests removal of the parking restriction.

Without further discussion, Ald. Ciccone made the motion for no action necessary. Council members agreed 4-0.

TC69-14      WILLIAM PAILLE, DIRECTOR OF TRANSPORTATION, requesting that a stop sign be added into the Traffic and Parking Regulations (TPR) at the following intersection: Freeman Street at the intersection of Staniford Street. (Ward 4)  
[10/21/14 @ 11:37 AM]

**ACTION:**      **APPROVED (4-0)**  
**This item may be appealed through the close of business November 12, 2014.**

**NOTE:**      Mr. Paille said that the stop sign on Freeman Street at the intersection of Staniford Street has been knocked down. It had been there for many years but inadvertently never added into the Traffic and Parking Regulations (TPR). He requests approval to add this stop sign into the TPR's.

Without discussion, Ald. Ciccone made the motion to approve. Council members agreed 4-0. This item may be appealed through the close of business November 12, 2014.

Respectfully submitted,

William Paille, Director, Transportation Division  
Acting Traffic Council Chair

**Traffic Council**  
 City of Newton  
 October 23, 2014

**Agenda**

- ❖ TC89-13 SGT. BABCOCK, PATRICK BAXTER AND DAVID KOSES, requesting resident-only parking or another parking restriction on all or part of Louise Road and Craftsland Road.
- ❖ TC42-12 ALD. HARNEY & SANGIOLO, on behalf of local residents, requesting a) study of speed on Auburn Street, between Charles Street and Woodland Road in Auburndale; b) study of possible traffic calming measures; and c) request for a raised crosswalk at the intersection of Auburn Street and Woodland Road.
- ❖ 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.
- ❖ TC46-14 KATHLEEN TUBMAN, 15 Cummings Road, requesting removal of parking restriction (prohibited, all days, both sides from Homer Street southerly 200 feet) on Cummings Road.
- ❖ TC39-14 ALD. NORTON, requesting review and possible change of the time limits on the parking meters located on the north side of Washington Street between Walnut Street and Central Avenue.
- ❖ TC68-14 DONALD & MARTHA SIEGEL, 82 Paulson Road, requesting a stop sign at the intersection of Paulson Road and Ferncroft Road.
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**TC89-13**

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Trial of the following: Resident permit parking, all times, all hours,  
all of Louise Road and all of Craftsland Road.

10.23.14 Traffic Council

**Louise Road & Craftsland Rd** **TC89-13**



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Site Photos	TC89-13
 <p data-bbox="233 1081 296 1105">10.23.14</p> <p data-bbox="590 1081 604 1105">5</p> <p data-bbox="863 1081 961 1105">Traffic Council</p>	

Existing	TC60-14
<ul data-bbox="1129 667 1864 997" style="list-style-type: none"><li>❖ Wegmans grand opening was in April, 2014.</li><li>❖ After initial opening, traffic and parking issues have been minor and all employee parking is now within the on site parking lot.</li><li>❖ Current restrictions have not deterred patrons of the shopping center from using Louise Rd as an alternative to the parking lot, but the frequency is manageable and does not seem to pose a problem to the neighborhood as Public Works and not received any complaints during the trial.</li><li>❖ Approximately 100' of park-able space between intersection and first driveway on east side of Louise Rd and 275' of park-able space on west side of Louise Rd.</li><li>❖ Safe pedestrian access is available via a mid block crosswalk at the intersection of Louise Rd and Florence St.</li></ul> <p data-bbox="1136 1081 1199 1105">10.23.14</p> <p data-bbox="1493 1081 1507 1105">6</p> <p data-bbox="1766 1081 1864 1105">Traffic Council</p>	

**TC42-12**

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Requesting a) study of speed on Auburn St, between Charles St & Woodland Rd; b) study of possible traffic calming; and c) request for a raised crosswalk at Auburn St & Woodland Rd.


10.23.14 Traffic Council

**Location Map** **TC60-14**



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Location Map	TC60-14
	

Auburndale Parking Plan	TC60-14
	
10.23.14	10
Traffic Council	

Existing Speed Limits	TC60-14
<p>❖ <i>Eastbound</i> Beginning at Washington Street, thence eastbound on Auburn Street: 0.84 miles at 25 miles per hour 0.52 miles at 30 miles per hour ending at Commonwealth Avenue; the total distance being 1.36 miles.</p> <p>❖ <i>Westbound</i> Beginning at Commonwealth Avenue, thence westbound on Auburn Street: 0.52 miles at 30 miles per hour 0.84 miles at 25 miles per hour ending at Washington Street; the total distance being 1.36 miles.</p>	
10.23.14	11 Traffic Council

Collected Data	TC60-14
<p>❖ <i>Speeds</i></p> <ul style="list-style-type: none"> <li>▪ 85<sup>th</sup> percentile speed on Auburn Street between Woodland and Charles – 32 MPH</li> <li>▪ 50<sup>th</sup> percentile speed – 28 MPH</li> <li>▪ 70% of vehicles travel between 21 – 30 MPH</li> <li>▪ Within normal ranges of a residential collector</li> </ul> <p>❖ <i>Volumes – August 8/18/14 – 8/25/14</i></p> <ul style="list-style-type: none"> <li>▪ 4,823 AADT during weekdays</li> <li>▪ 2,512 AADT during weekends</li> </ul> <p>❖ <i>Volumes – May 2013</i></p> <ul style="list-style-type: none"> <li>▪ 5/1/2013 – 6,567 Vehicles</li> <li>▪ 5/2/2013 – 6,833 Vehicles</li> </ul>	
10.23.14	12 Traffic Council



<b>Traffic Calming Criteria</b>	<b>TC60-14</b>	
<p>❖ Petitions for traffic-calming measures shall meet all of the following standards:</p> <ol style="list-style-type: none"><li>1. Traffic volume on the street is greater than 1,000 vehicles per day;</li><li>2. Measured 85th percentile speeds are equal to or greater than 9 mph above the speed limit;</li><li>3. For vertical deflections, street classification shall be minor collector or local street; and</li><li>4. For raised crossing(s), the minimum criteria established by the city crosswalk policy shall be met.</li></ol>		
10.23.14	13	Traffic Council

<b>TC36-14</b>	
10 14 13	
Request to study traffic problems focusing on Beach Street and Court Street area to determine how to manage the flow of parking and traffic in that area.	
10.23.14	Traffic Council

## Docketed Wording

TC36-14

- ❖ WARD 2 ALDERMEN, requesting study of traffic and parking problems focusing on Beach Street and Court Street area to determine how to manage the flow of parking and traffic in that area. It is understood that there are plans for a 40B project in this area but the existing situation is of current concern and in need of immediate attention.

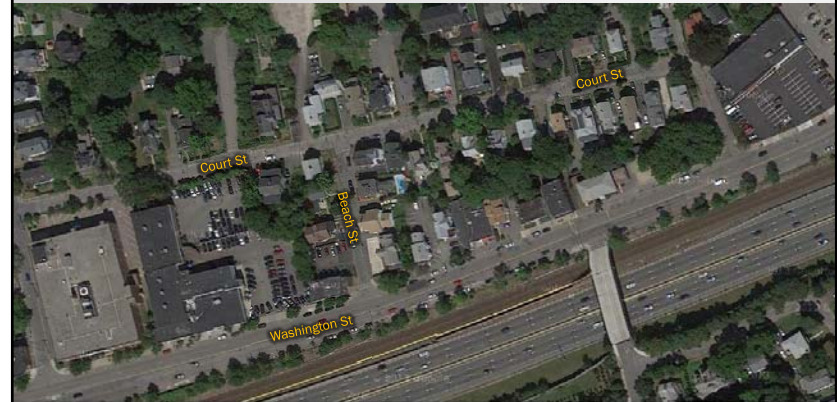
10.23.14

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Traffic Council

## Location Map

TC36-14



10.23.14

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Traffic Council



Site Photos	TC36-14
	
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Site Photos	TC36-14
	
10.23.14	20 Traffic Council

Traffic Data Collected	TC36-14
<ul style="list-style-type: none"> <li>❖ Beach Street                             <ul style="list-style-type: none"> <li>▪ Collected July 18<sup>th</sup> – 24<sup>th</sup></li> <li>▪ AADT – 431 Vehicles                                     <ul style="list-style-type: none"> <li>• AM peak Friday 11 AM – 50 vehicles</li> <li>• PM peak Tues 4 PM – 64 vehicles</li> </ul> </li> </ul> </li> <li>❖ Court Street                             <ul style="list-style-type: none"> <li>▪ Collected July 18<sup>th</sup> – July 28<sup>th</sup></li> <li>▪ 85<sup>th</sup> Percentile – 26 MPH</li> <li>▪ 10 MPH pace – 18 MPH – 27 MPH</li> <li>▪ AADT – 316 vehicles</li> <li>▪ Parking                                     <ul style="list-style-type: none"> <li>• Average of 4 cars parked along Court street</li> </ul> </li> </ul> </li> </ul>	
10.23.14	Traffic Council

Delivery Data – Cabot's	TC36-14
<ul style="list-style-type: none"> <li>❖ Tuesdays                             <ul style="list-style-type: none"> <li>▪ 5 truck deliveries                                     <ul style="list-style-type: none"> <li>• 3 off-street (in their lot)</li> <li>• 2 on Beach Street – average delivery time: 15 minutes</li> </ul> </li> </ul> </li> <li>❖ Wednesdays                             <ul style="list-style-type: none"> <li>▪ 2 truck deliveries                                     <ul style="list-style-type: none"> <li>• In their lot</li> </ul> </li> </ul> </li> <li>❖ Fridays                             <ul style="list-style-type: none"> <li>▪ 5 truck deliveries                                     <ul style="list-style-type: none"> <li>• 3 off-street (in their lot)</li> <li>• 2 on Beach Street – average delivery time: 15 minutes</li> </ul> </li> </ul> </li> </ul>	
10.23.14	Traffic Council

Conclusions	TC36-14
<ul style="list-style-type: none"><li>❖ Traffic is comprised of low volume/speeds. Parking has low utilization on Court Street, high utilization on Beach Street, and moderate utilization on Washington Street.</li><li>❖ Based on pictures provided from residents on Court Street, enforcement of existing parking regulations would be beneficial to provide proper access to neighborhood.</li><li>❖ Public Works can restrict parking up to 50' from intersection to improve sight distance for vehicles exiting onto Washington St.</li></ul>	
10.23.14	23 Traffic Council

<h1 data-bbox="1402 781 1591 846">TC46-14</h1> <p data-bbox="1430 886 1566 915">20 24 03</p> <p data-bbox="1215 938 1782 961">Request removal of parking restriction on Cummings Road.</p>	
10.23.14	Traffic Council

Current Restrictions

TC54-14



**Cummings Road -**  
Prohibited, all days, both sides  
from Homer Street southerly 200  
feet.

10.23.14

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Site Photos

TC54-14



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Traffic Council

5' City Right-of-Way from Property Line		TC54-14	
			
10.23.14			Traffic Council

Recommendation		TC54-14	
<ul style="list-style-type: none"> <li>❖ Current conditions allow for safe parking on the west side of Cummings Rd from Homer St to Denny's Place. This parking falls within the public right of way and parking is available any member of the public.</li> <li>❖ Public Works has the authority to restrict parking up to 50' from the intersection for public safety.</li> </ul>			
10.23.14		28	Traffic Council



**TC39-14**

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Parking meters on Washington Street between Walnut Street and Central Avenue.

10.23.14 Traffic Council

**Newtonville On-Street Meters**

**Legend**  
12-hour  
2-hour  
1-hour

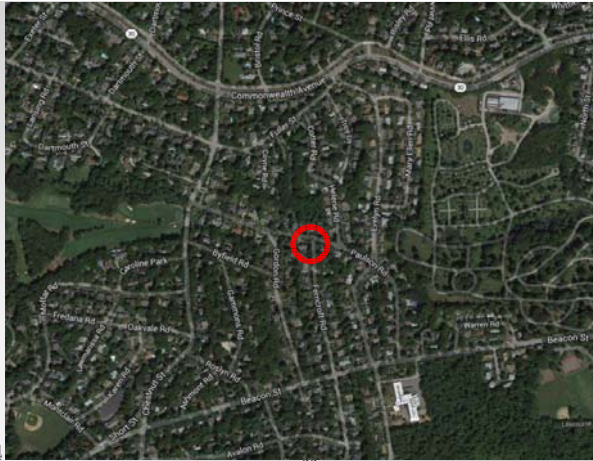
10.23.14 Traffic Council

Parking meters	TC39-14
<ul style="list-style-type: none"><li>❖ Currently 1 hour Parking along north side of Washington</li><li>❖ 72 Metered Parking spots (1 Handicap) between Lowell Ave &amp; Harvard St</li><li>❖ Demand from businesses to change spaces from 1 hour parking to 2 hour parking</li><li>❖ Similar changes took place in Newton Centre</li></ul>	
10.23.14	31 Traffic Council

<h1 data-bbox="1402 781 1591 846">TC68-14</h1> <p data-bbox="1430 886 1566 914">∞ 32 ∞</p> <p data-bbox="1215 922 1780 979">Request for a stop sign at the intersection of Paulson Road and Ferncroft Road.</p>	
10.23.14	Traffic Council

Location Map

TC68-14



10.23.14

Traffic Council

Location Map

TC68-14



10.23.14

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Traffic Council

Location Map	TC68-14
	
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Traffic Council	

Guidance	TC68-14
<ul style="list-style-type: none"> <li>❖ Section 2B.06 STOP Sign Application                     <p><i>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:</i></p> <ul style="list-style-type: none"> <li>A. <i>A. The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles/day;</i></li> <li>B. <i>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</i></li> <li>C. <i>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.</i></li> </ul> </li> <li>❖ Criteria A: <b>Not Met</b></li> <li>❖ Criteria B: Based on field observations, vehicles on Ferncroft Rd need to come to a stop in order to observe conflicting traffic adequately.</li> <li>❖ Criteria C: <b>Not Met</b></li> </ul>	
10.23.14	36
Traffic Council	

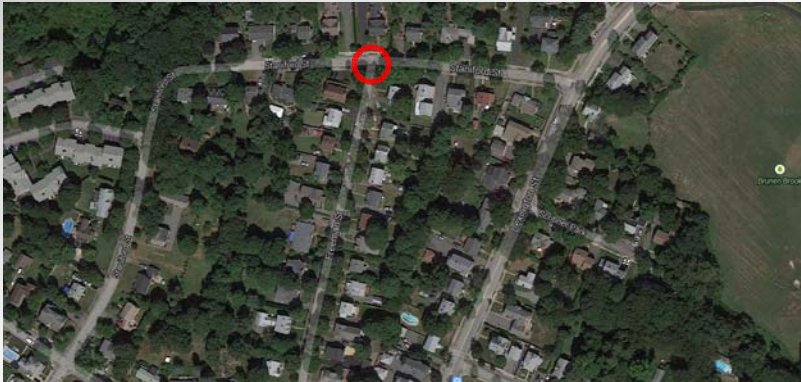
TC69-14

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Request for a stop sign on Freeman Street at Staniford Street.


10.23.14 Traffic Council

Location Map TC69-14



10.23.14 38 Traffic Council

Location Map	TC69-14
	
10.23.14	39 Traffic Council

Location Map	TC69-14
	
10.23.14	40 Traffic Council