

CITY OF NEWTON
BOARD OF ALDERMEN
TRAFFIC COUNCIL REPORT

THURSDAY, NOVEMBER 20, 2014

Present: Sgt. Jay Babcock, Newton Police Department; Alicia Wilson, Resident member; Ald. Yates, David Koses, Transportation Coordinator and Zach Bosch, Transportation Engineer

Absent: Ald. Ciccone

Also Present: Ald. Hess-Mahan, Sangiolo, Blazar and Baker

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

TC52-14 SHARON SCHINDLER, 122 Berkeley Street, requesting a school zone on Berkeley Street (next to Peirce Elementary School) from Temple Street to Sterling Street by reducing the speed limit and posting school zone signs. (Ward 3) [08/26/14 @ 12:54PM]

ACTION: APPROVE (5-0). Approve School Zone on Berkeley Street to extend to Sterling Street or up to the maximum legal distance from the school property line, based on engineering judgment.
This item may be appealed through the close of business December 10, 2014.

NOTE: Council members were provided with photos, on file.

Ms. Schindler stated that Peirce Elementary School is on the corner of Berkeley and Temple Streets. Temple Street has a school zone; Berkeley Street does not. There are two entrances to the school. One hundred students and parents enter using the Berkeley Street side of the school. There is a lot of traffic on Berkeley Street due to the parking lot entrance and parents driving. She is concerned with safety and said that cars exceed the speed limit as they drive down the hill, especially since it has been recently repaved. Berkeley Street is used as a cut-through street; the curve makes it hard to see oncoming cars and pedestrians. Ms. Schindler requests the creation of a school zone on Berkeley Street next to the Peirce School.

Mr. Bosch provided Council members with the Manual Uniform Traffic Control Device (MUTCD) guidance and area maps. MUTCD guidance recommends the beginning point of a reduced school speed limit zone should be at least 200 feet in advance of the school grounds, a school crossing, or other school related activities; however, this 200-foot distance should be increased if the reduced school speed limit is 30 mph or higher. Mr. Bosch recommends a school zone approximately 200 feet southeast of the school property.

Mr. Koses opened the discussion to members of the public who were present. Approximately four people spoke in support of this request. They are concerned with safety, cars exceed the speed limit, used as a cut-through street, the hill is dangerous and blinding, trucks travel in the middle of the road.

Ald. Hess-Mahan said that he supports the approval of a school zone on Berkeley Street and recommends that it extend to Sterling Street or up to the maximum legal distance allowed. He has spoken with Principal Chitty who stated he supports this request.

Mr. Koses supports this request and suggests approval of a school zone on Berkeley Street to extend to Sterling Street or up to the maximum legal distance from the school property line, based on engineering judgment including road painting and posted school zone signs.

Sgt. Babcock supports this request. He said that the Police Department observed for several weeks issuing verbal warnings to three drivers (all from the neighborhood) driving over 45 mph. The department noted that Berkeley Street is used as a cut-through, speeding vehicles, trucks travel in the middle of the road and will return to issue violations if this item is approved. He suggests approving a school zone to extend to Sterling Street.

Mr. Koses made the motion to approve this request. Council members agreed 5-0. Mr. Koses stated that this item may be appealed through the close of business December 10, 2014.

TC71-14 DEPARTMENT OF PUBLIC WORKS, requesting a change to the Traffic and Parking Regulations (TPR) to allow for additional permits to be issued to Williams School staff and/or afterschool staff to park on Hancock Street between Grove Street and Woodland Road. (Ward 4) [10/29/14 @ 1:22 PM]

ACTION: **APPROVE (5-0). Change TPR- 206(g) (3) to the following: Up to twenty-five (25) Auburndale parking permits for Hancock Street. Up to fifteen of these permits may be issued to the Williams School for distribution to staff and shall be considered visitor permits according to section 19. Up to ten of these permits may be issued to the Williams School aftercare program staff.**

This item may be appealed through the close of business December 10, 2014.

Note that the Auburndale Village Parking District map will be updated to indicate additional areas of resident/employee-permitted parking on Hancock St.

NOTE: Mr. Bosch provided Council members with area maps, photos, overview and recommendations. He said that there are approximately thirty-three legal parking spaces on Hancock Street, between Grove Street and Woodland Road. In April, Traffic Council approved up to 10 permits to be issued to the Williams School staff. This item has been docketed on behalf of school staff and Principal Farag-Davis requesting up to eight additional permits that are necessary for the Williams School aftercare staff, especially for on-street parking on early release Tuesdays who park longer than the two-hour permit. In addition to the school parking lot, Lasell Street and Hancock Street each have ten permits.

The Department of Public Works recommends changing the Auburndale Village Parking Plan from the maximum number of Auburndale parking permits issued to a non-resident shall be as follows: Up to ten Auburndale parking permits for Hancock Street. Up to ten of these permits may be issued to the Williams School for distribution to staff and shall be considered visitor permits according to section 19. DPW staff suggest changing to the maximum number of Auburndale parking permits issued to a non-resident shall be as follows: Up to twenty-five

Auburndale parking permits for Hancock Street. Up to fifteen of these permits may be issued to the Williams School for distribution to staff and shall be considered visitor permits according to section 19. Up to ten of these permits may be issued to the Williams School aftercare program staff.

Ald. Sangiolo expressed her concerns and asked if a parking study has been complete, the number of parking spaces in the school parking lot in addition to Lasell Street and Hancock Street and the total number of parking spaces necessary for staff. It is unfair to businesses and commuters if fifteen parking spaces are removed. It is also unfair to residents who pay for the parking permit. She noted that the meters are unoccupied and Hancock Street is parked up. If this parking plan is amended, she requests data be provided. Ald. Sangiolo suggested that if it appears Tuesday is the issue, then change the plan reflecting Tuesdays only. She understands the need for staff parking but feels that twenty-five permits is an enormous amount to provide and is concerned staff has greatly increased.

Sgt. Babcock answered that the intent is to remove staff parking up the neighborhood streets. It is unfair to the residents. Approving this increase (up to twenty-five permits) provides assistance to the department when issuing the permits to the school, determines locations, justifies the number of necessary permits requested and as a vehicle tracking mechanism. He is awaiting an answer from Williams School, Chief of Operations to determine if the school parking lot is fully occupied and whether when school staff leaves for the day, afterschool staff could use the parking lot. Mr. Koses is hopeful the parking lot is being fully occupied.

Mr. Koses answered that prior to the permits being issued, thirteen staff were parking on Lasell Street, and this has been reduced to ten parking spaces. He also addressed the parking meters on Auburn Street and noted that they were installed this week and will be monitored.

Mr. Koses opened the discussion to members of the public who were present. A resident stated that the parking lot loses approximately five to seven parking spaces each winter due to terrible plowing requiring staff to move to the neighborhood.

Mr. Koses made the motion to approve changing TPR-206(g) (3) as stated above for up to twenty-five permits to be distributed at the discretion of the Police Department. Council members agreed 5-0. He then stated that this item may be appealed through the close of business December 10, 2014.

TC84-13 ANDREW TUBMAN, 16 Brentwood Avenue, requesting removal of “permit parking” only signs on Brentwood Avenue between Garland Road and Greenlawn Avenue. (Ward 6) [11/04/13 @ 11:06 AM]
NOTE: Traffic Council may consider the removal of “permit parking” on all of Brentwood Avenue as part of TC84-13.
HELD (5-0) on 01/23/14. Held for trial of no parking regulations, and no permit parking, Brentwood Avenue, both sides.
ACTION: APPROVE AS AMENDED (5-0). Removal of “permit parking” only signs on Brentwood Avenue between Judith Road and Greenlawn Avenue. This item may be appealed through the close of business December 10, 2014.

NOTE: Mr. Bosch provided Council members with an area map and photos. Mr. Koses said that this item was originally docketed requesting removal of the permit parking signs on Brentwood Avenue. Permit parking was implemented to deter employees from Whole Foods Market from parking in the neighborhood.

Mr. Koses opened the discussion to members of the public who were present. He said that no correspondence was received in opposition or support. Mr. Tubman, the petitioner said that the three homes between Garland Road and Greenlawn Avenue have no issues since the trial was implemented and the signs in this area were removed. A resident said that the permit parking signs remain. A resident requested the trial become permanent, at least to Judith Road.

Mr. Koses said that the trial should have included no parking regulations and no permit parking on all of Brentwood Avenue, both sides. Mr. Bosch answered that this was an oversight and unfortunately, real data is not available. Mr. Koses stated that Traffic Council has not been approving resident only permit parking in the City. Sgt. Babcock said that relief is necessary to residents. He would support the trial becoming permanent. Mr. Bosch, Ms. Wilson and Ald. Yates agreed.

Mr. Bosch made the above motion as amended. Council members agreed 5-0. Mr. Koses stated that this item may be appealed through the close of business December 10, 2014. If this item is not appealed, signs should be removed approximately two weeks after December 10.

TC45-14 RONDA JACOBSON, 35 Garland Road, requesting removal of permit parking on Garland Road between Beacon Street and Brentwood Avenue. (Ward 6)
[07/21/14 @ 3:52 PM]

ACTION: **DENY 4-1 (Koses opposed).**
This item may be appealed through the close of business December 10, 2014.

NOTE: Emails, signed petition and phone calls received in opposition are on file.

Mr. Bosch provided Council members with an area map and photo. Garland Road has three various parking restrictions including: 1) Resident restricted area, west side, from Beacon Street to Brentwood Avenue; 2) Prohibited, all days, east side from Brentwood Avenue to Beacon Street; and 3) Prohibited, all days, west side from Homer Street, southerly 127 feet.

Mr. Koses opened the discussion to members of the public who were present. Ms. Jacobson, petitioner, said that the various parking restrictions on Garland Road were implemented many years ago, hoping to deter employees from (Whole Foods Market current location) parking up Garland Road. She is requesting removal of permit parking, one of the three parking prohibitions. It is difficult to see the signs. Most recently, the Police Department are issuing citations to residents. Sgt. Babcock responded that after receiving complaints, the department made observations of illegal parking and issued tickets to in order to enforce the permit parking. Residents said that it is difficult for emergency vehicle access especially during the winter months. Safety is necessary, used as cut-through street; drivers have the tendency to speed. Residents closest to Beacon Street were opposed and felt it would allow everyone to park up

Garland Road, every day, all day. A suggestion was made to remove a portion of the permit parking restriction (mid-block beginning at home #20 Garland Road to Brentwood Avenue).

Mr. Koses answered that the permit sticker fee is \$25.00 per vehicle, per year. Each household receives two guest passes at no charge.

Some Council members thought that if a portion of the permit parking were to be removed, it would only push traffic towards the permit parking section making those residents concerned and causing them to file a petition with Traffic Council.

Mr. Bosch stated that the Department of Public Works does not support partial block parking restrictions due to enforcement difficulties, confusion and maintenance. He cannot support this suggestion and is opposed to breaking up streets into sections. Sgt. Babcock and Mr. Koses agreed. Sgt. Babcock said that the parking restrictions on Garland Road were implemented so that the neighborhood would not be parked up. He is opposed to breaking up streets into sections. Garland Road is a small road, used as a cut-through street and drivers have the tendency to speed.

Mr. Koses suggested implementing a trial to remove permit-parking signs on Garland Road between Beacon Street and Brentwood Avenue prior to permits being issued for 2015. If the removal of permit parking results in too many cars parking on Garland Road, the Police Department has the authority to terminate the trial. Mr. Bosch and Sgt. Babcock were opposed to implementing a trial. Mr. Koses, Ms. Wilson and Ald. Yates were in favor.

A resident was opposed to implementing a trial, stating that if vehicles are not allowed to park on Garland Road, a trial prove nothing.

Ald. Blazar agreed and stated that he could not support a trial. He is in favor of maintaining the resident permit parking. He understands the residents concerns but feels that public streets that are located near commercial businesses become overwhelmed if there are no parking restrictions. It is not only Whole Food Market employees and patrons; traffic delays on Beacon Street encourage people to park on these neighboring streets. Sgt. Babcock agreed and said that the office park and plaza employees are also parking in the Whole Foods Market and if parking is removed on Garland Road these employees will park up the area.

A resident asked if the City installed speed bumps. Mr. Bosch answered that speed bumps have not been installed since 1994; the City does not have a policy allowing installation. Speed bumps affect response time, noisy, maintenance, plowing operations. There are many negative impacts and the Fire Department does not support.

Sgt. Babcock made the motion to deny this request. Mr. Koses polled the Council members. Mr. Koses stated he would support a trial as he suggested. Mr. Bosch stated he would support a trial for a section of Garland Road. Sgt. Babcock and Ms. Wilson opposed.

Without further discussion, Sgt. Babcock made the motion to deny this request. Council members agreed 4-1, Koses opposed. Mr. Koses stated that this item may be appealed through the close of business December 10, 2014.

TC91-13 JUDITH SIPORIN, 300 Franklin Street, requesting a parking restriction on Franklin Street, Weekdays, to deter commuter parking and address safety concerns. (Wards 7 & 1) [12/13/13 @ 1:48 PM

ACTION: **HOLD 4-1 (Babcock opposed). Hold for the following trial: No parking, Franklin Street, between Centre Street and Park Street, north side, 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, except Saturdays, Sundays and Holidays.**

NOTE: One email in opposition and photo was received, on file.

Mr. Bosch explained that the delay of discussing this request prior to tonight was due to consideration of Franklin Street being incorporated into a Comprehensive Parking Plan.

Mr. Bosch provided Council members with an area map, photos and dimensions. Franklin Street measures 28 feet wide, wider than a typical Newton street with 16 feet clearance between cars parked on each side of the street. Observations include that there are nine to fourteen vehicles parking on Franklin Street, drivers are parking within 20 feet of the crosswalk, drivers are parking on the curb and park within 5 feet from a driveway. Large brush blocks sight distance, west on Franklin Street. The American Association of State Highway and Transportation Officials (AASHTO) recommends having 335 feet intersection sight distance for passenger cars. There have been no reported accidents on file from 2008-2012 at Franklin Street and Eldredge Street. Approximately 2300 vehicles per day travel on Franklin Street. The morning peak count was approximately 200 vehicles per hour. The evening peak count was approximately 230 vehicles per hour. The 85th percentile of vehicles travel 30 miles per hour. Franklin Street is used as a cut-through street, speeds were average.

Mr. Koses opened the discussion to members of the public who were present. Ald. Baker said that Franklin Street was being for incorporation into a Comprehensive Parking Plan. He is hopeful some immediate solution will be given to Franklin Street residents.

Ms. Siporin, petitioner said that she docketed this item requesting a parking restriction on Franklin Street, weekdays, to deter commuter parking and address safety concerns. Franklin Street is being parked up daily, the entire length from Eldredge Street towards Park Street. It is difficult exiting driveways; Franklin Street is used as a cut-through street. There are site distance difficulties. It appears drivers are speeding, emergency vehicle access difficulties especially during the winter months. She has observed several accidents and concerned with safety.

Residents expressed their concerns and suggestions.

Concerns:

It appears that commuters are parking up the area on both sides of Franklin Street.

Suggestions:

Residents suggested installing speed limit signs, install signs to protect the sidewalk areas, purchase the office building allowing a parking lot for commuters, provide options for commuter parking, police enforcement, eliminate parking at least on one side, implement alternate street parking on each side, parking restriction or a resident permit parking program, create long-term parking near the express bus.

Parking is necessary for residents, visitors and commuters especially near the transit. Bicyclist, student and pedestrian safety are also concerns. There will be accidents due to the way drivers are parking and cars continue to park during snow emergencies. A \$5.00 ticket is not enough of a deterrent. Residents are hopeful some immediate solution will be given to them.

Mr. Koses stated that the overnight parking fine has increased to \$25.00 effective November 2014.

Mr. Bosch stated the state minimum speed limit for residential areas that have not been established as a speed survey is 30 miles per hour, unposted and enforceable. Advisory speed limit signs (yellow and black) can be posted. Speed survey signs (black and white) are regulatory signs. The State Law allows the Police Department to ticket any vehicle in excess of 30 miles per hour traveling greater than 650 feet. Engineering, education and enforcement are the only measures to change driver's behavior. The Department of Public Works has the authority administratively to restrict parking up to 50 feet from Eldredge Street intersection to improve visibility for pedestrians and drivers traveling on Franklin Street.

Sgt. Babcock stated that there are approximately twenty streets on the waiting list for directed patrols. He will add Franklin Street to the list. He then explained the process on directed patrols. On several days, the Police Department observed vehicles traveling 36 miles per hour issuing written warnings, speeders, drivers rolling through the stop signs, drivers not stopping, used as a cut-through street, Franklin Street is wide enough to accommodate emergency vehicles without difficulties. He is concerned when school is dismissed early.

Mr. Koses said that there is a very large demand for parking in this area; there are many businesses, churches and schools in the immediate area, and excellent public transportation access into Boston. Some level of parking for commuters is helpful in order to continue the level of transit service currently offered in this area of the City. He suggested additional data collection in order to determine whether employees or commuters are parking in this the area. Mr. Koses briefly described the Auburndale Parking Village Plan and said that maybe a Comprehensive Parking Plan could benefit this area.

Ald. Baker said that some sort of schematic design is necessary. In the interim, a solution is necessary and supports a trial be implemented to determine how it impacts commuters, residents and employees all who require parking.

Ald. Yates suggested installing the advisory speed limit signs, educating drivers. Inform commuters where parking is available.

Mr. Koses said that the City does not consider alternate side street parking. He then suggested as an option to implement a trial restricting parking on one side in order to reduce the density and to deter speeders but maintain parking.

Mr. Bosch referenced Ash Street in Auburndale as an option to consider with a chicane. Ash Street allows parking on one side of the street, restricts parking on the opposite side that allows a traffic calming effect, creates a safety barrier, deters speeders and allows the maximum amount of parking. Chicanes are a type of horizontal deflection used for traffic calming measures to reduce the speed of traffic.

Sgt. Babcock would prefer the Ash Street option not be considered. He would prefer a parking restriction on one side to allow easy driveway access and provide better sight distance. Parking does not deter speeders. He would prefer to control the parking issue near the driveways and crosswalks. The department will work to control the observed speed issues on Franklin Street. He suggests a trial be implemented restricting parking on the north side (fire hydrant side) or a two-hour parking restriction.

Mr. Koses agreed and said that he would support a two-hour parking on one side of Franklin Street, which would reduce the parking density but would still allow some level of parking. Mr. Bosch stated that parking on both sides deters speeders. If parking is removed on one side, speeding will increase.

Ms. Wilson asked how the Police Department enforces no parking within five feet of a driveway. Sgt. Babcock answered when the department receives a complaint they visit the location and issue a \$25.00 violation. Another option is to install signs at the request of a resident.

Sgt. Babcock made the motion to hold for a trial of no parking anytime, north side and no parking 7 am to 9 am, south side, except Saturdays, Sundays and Holidays. This motion failed to carry 2-3, Wilson, Koses and Bosch opposed.

Mr. Koses made the motion to hold for a trial of no parking, Franklin Street, between Centre and Park Streets, north side, 7 am to 9 am and 4 pm to 6pm, except Saturdays, Sundays and Holidays. Council members agreed 4-1, Babcock opposed. The Department of Public Works will post signs administratively to restrict parking up to 50 feet from Eldredge Street intersection.

TC47-14 DAVID ISMAY, 18 Crosby Road, requesting a special speed regulation, as permitted by MA Gen. Law, Chap. 90, Sec. 18, and request that the State approve a reduction of the Crosby Road limit to 20 mph. (Ward 7) [09/23/13 @ 9:31 AM] [Revised 08/06/14]

ACTION: **APPROVE AS AMENDED (5-0). Recommend that a City of Newton staff engineer propose a speed zone on Crosby Road of 25 mph with engineering justification to the Massachusetts Department of Transportation. This item may be appealed through the close of business December 10, 2014.**

NOTE: Council members received additional material including photos, on file.

Mr. Bosch said that Mr. Ismay's original petition requesting traffic calming measures on Crosby Road between Commonwealth Avenue and Hammond Street did not meet the required warrants. A speed survey was conducted between July 21 and July 28 showed 85th percentile speeds of 27 miles per hour, 3 miles per hour under the state speed limit of 30 miles per hour. The petition was revised requesting a reduction to a 20 mile per hour speed limit on Crosby Road.

Mr. Bosch provided Council members with data collection, process to establish speed limits, state law regarding speed limits and speed regulations, consequences of unjustified speed limits, reasoning for creating realistic speed limits and how speed limits impact speeds. Crosby Road is 24 feet wide, 1000 feet long with sidewalks on both sides. Resident only parking on the west side, no parking on the east side. Data collected showed that 50th percentile of vehicles were traveling 22 miles per hour, 85th percentile traveling 27 miles per hour and 95th percentile traveling 30 miles per hour. Pace speed (the speed at which movement occurs), 62 percent travel between 18-27 miles per hour. The average daily traffic volumes count was 431 vehicles. Data from MassDOT provided three crashes mid-block between 2008 to 2012, property damage only.

Mr. Bosch explained the lengthy process the City uses to establish speed limits to request a speed limit reduction. Mass. General Law Chapter 90: Section 17, Speed Limits. Crosby Road meets the criteria of "inside a thickly settled or business district at a rate of speed exceeding thirty miles per hour for a distance of one-eighth of a mile". This means that Crosby Road may be enforced at 30 miles per hour, if the vehicle is traveling greater than a distance of one-eighth (650 feet). Crosby Road is 1000 feet. He then explained the process the City uses to grant authority to Aldermen requesting a special speed regulation that can be enforced once criteria is met. Mass. General Law Chapter 90: Section 18, Special regulations, speed and use of vehicles. Once MassDOT approves the request, Aldermen have the authority to enact it as a special speed regulation.

Mr. Bosch then provided a summary of state laws and standards for establishing speed limits. The most important step is measuring the prevailing speeds of motorists on a particular section of roadway under ideal conditions. The speed at or below which 85 percent of the motorists travel is the principle value used for establishing speed limits. This is the 85th percentile speed. This method is based on numerous studies, which indicate that the majority of motorists are prudent and capable of selecting safe speeds. The 85th percentile speed is the national standard for establishing safe speed limits.

Mr. Bosch referenced a Federal Highway Administration report on the effects of raising and lowering speed limits on selected roadway sections. There is sufficient evidence that driver speeds do not change when posted speed limits are either raised or lowered. Although the changes in vehicle speeds were small, driver violations of the speed limits increased when posted speed limits were lowered. Violations decreased when speed limits were raised. This does not reflect a change in driver behavior, but a change in how compliance is measured from the posted speed limit. Changing posted speed limits alone, without additional enforcement, educational programs, or other engineering measures, has only a minor effect on driver behavior. There is not sufficient evidence that crash experience changed when posted speed limits were either lowered or raised.

Mr. Bosch then stated that Traffic Council does not have the authority to enact a speed limit in the City of Newton. A City of Newton, Registered Engineer forwards a request to MassDOT requesting a speed limit reduction.

Mr. Koses opened the discussion to members of the public who were present. Mr. Ismay, the petitioner said that the City's data collected showed that vehicles are speeding, 85th percentile of vehicles travel 27 miles per hour. He said that traveling northbound, weekdays there are 200 vehicles between 7 am to 9 am. Crosby Road is 24 feet wide, it is a cut-through street, cars exceed the speed limit and pedestrian safety. Mr. Ismay referenced material he provided to Council members. He is requesting a 20 mile per hour speed limit, as it would be beneficial in slowing traffic.

Residents in attendance spoke in favor of a speed limit reduction to 20 miles per hour. They said that they are concerned with pedestrian safety, the lack of crosswalks in the hill section, cars accelerate and exceed the speed limit, difficult exiting driveways, vehicles have the tendency to travel on the wrong side of street, used as a cut-through street and winter exacerbates the issues. A resident said that traffic data collected in July was low, when Boston College is in session there is much more traffic.

Mr. Bosch explained data necessary to request a slower speed limit. The state requires that 85th percentile of speed is rounded to the nearest five mile per hour increment. On Crosby Road, the 85th percentiles of vehicles are traveling 27 miles per hour. The City would round down to 25 miles per hour, based on engineering judgment. The basis for a request for 20 miles per hour is based on engineering judgment and information not apparent to the motorist (including number of accidents and number of pedestrians).

Mr. Koses asked Mr. Bosch if 431 vehicles, the average daily traffic was an unusual volume and in his opinion is Crosby Road typical in Newton? Mr. Bosch answered that neighboring streets carry equal or greater traffic volume than Crosby Road, a typical Newton street. Crosby Road is 24 feet wide with safe pedestrian facilities. Residents stated that the hill section of Crosby Road lacks sidewalks.

Mr. Koses said that the majority of vehicles, 62 percent are traveling 18 to 27 miles per hour. The 85th percentile is 27 miles per hour and the 95th percentile travel 30 miles per hour.

Council members asked how the Police Department enforces speed limit signs. Sgt. Babcock answered that the department observed speeds for approximately three weeks. The department's observations showed that vehicles were traveling 30, 32, 33 miles per hour. During the summer, vehicles were observed at driving 36 miles per hour.

Ald. Baker said that he would support a speed limit reduction to 25 miles per hour.

Mr. Bosch said that drivers would continue to drive at speeds comfortable to them. Data proves that they will continue to drive at 18 to 27 miles per hour. 30 miles per hour is an appropriate speed limit for Crosby Road. There is data to lower the speed limit to 25 miles per hour. Mr. Bosch then stated that he does not recommend lowering the speed limit to 20 miles per hour as requested because data proves that it is not warranted. School zones, sharp curved roads or roads

that were established based on horizontal and vertical road deflections are posted 20 miles per hour. He would support a speed reduction to 25 miles per hour.

Ald. Yates made the motion recommending that a City of Newton, Registered Engineer forward a request proposing a speed limit reduction on Crosby Road of 25 miles per hour to MassDOT. Council members agreed 5-0. Mr. Koses stated that this item may be appealed through the close of business December 10, 2014.

TC70-14 WILLIAM PAILLE, DIRECTOR OF TRANSPORTATION, requesting change to the parking restrictions on the west side of Eldredge Street between Elmwood Street and Vernon Street. (Ward 1) [10/22/14 @ 1:51 PM]

ACTION: APPROVE (5-0). Change TPR- 176 to incorporate the following for the west side of Eldredge Street between Vernon Street and Elmwood Street: Bus Zone, Vernon St to 150' feet north of Vernon St; No parking 4:30pm to 6:30pm, 150' north of Vernon St to northern property line of Underwood School; 3 hour limit 7am-7pm, northern property line of Underwood School to Elmwood St.

This item may be appealed through the close of business December 10, 2014.

NOTE: Mr. Bosch provided Council members with a map, photos and recommendations. Mr. Bosch said that on September 9, 2014, Traffic Council approved extending the parking on Eldredge Street by reducing the bus zone. With this approval, Traffic Council made an error as they overwrote an existing parking regulation. The original intent was to extend the current restriction from Elmwood Street to new bus lane location with a new time restriction from 4:30 pm - 6:30 pm by reducing the bus zone. Mr. Bosch recommends and the intent was to create a Bus Zone on Vernon Street to 150 feet north, No parking 4:30 pm to 6:30 pm, 150' north of Vernon Street to northern property line of the Underwood School, 3 hour limit 7 am-7 pm, northern property line of Underwood School to Elmwood Street. Mr. Koses said that this would allow additional staff parking. The length of the bus zone is not necessary.

Mr. Koses opened the discussion to members of the public who were present. A resident said that this recommendation is 'unworkable' and the previous vote was 'unworkable' because there is now no available on-street parking. Mr. Koses said that the City is discussing options and may implement a Comprehensive Parking Plan in this neighborhood.

Ald. Yates made the motion to approve this request as stated above as Mr. Bosch recommended. Council members agreed 5-0. Mr. Koses stated that this item may be appealed through the close of business December 10, 2014.

Respectfully submitted,

William Paille, Director, Transportation Division
Acting Traffic Council Chair

Traffic Council
City of Newton
November 20, 2014

Agenda

- ❖ TC71-14 DEPARTMENT OF PUBLIC WORKS, requesting a change to the Traffic and Parking Regulations (TPR) to allow for additional permits to be issued to Williams School staff and/or afterschool staff to park on Hancock Street between Grove Street and Woodland Road.
- ❖ TC52-14 SHARON SCHINDLER, 122 Berkeley Street, requesting a school zone on Berkeley Street (next to Peirce Elementary School) from Temple Street to Sterling Street by reducing the speed limit and posting school zone signs.
- ❖ TC84-13 ANDREW TUBMAN, 16 Brentwood Avenue, requesting removal of “permit parking” only signs on Brentwood Avenue between Garland Road and Greenlawn Avenue.
- ❖ TC45-14 RONDA JACOBSON, 35 Garland Road, requesting removal of permit parking on Garland Road between Beacon Street and Brentwood Avenue.
- ❖ TC91-13 JUDITH SIPORIN, 300 Franklin Street, requesting a parking restriction on Franklin Street, Weekdays, to deter commuter parking and address safety concerns.
- ❖ TC47-14 DAVID ISMAY, 18 Crosby Road, requesting a special speed regulation, as permitted by MA Gen. Law, Chap. 90, Sec. 18, and request that the State approve a reduction of the Crosby Road limit to 20 mph.
- ❖ TC70-14 WILLIAM PAILLE, DIRECTOR OF TRANSPORTATION, requesting change to the parking restrictions on the west side of Eldredge Street between Elmwood Street and Vernon Street.

11.20.14 2 Traffic Council

TC71-14

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Request to change the TPR to allow for additional permits to be issued to Williams School staff and/or afterschool staff to park on Hancock St between Grove St and Woodland Rd

11.20.14 Traffic Council

Location Map **TC71-14**



11.20.14 Traffic Council

Site Photo	TC71-14
11.20.14	5
<p>Looking north toward Woodland Rd</p>	
<p>Traffic Council</p>	

Auburndale Village Parking Plan	TC71-14
<p>No Parking any time (Black Line) *</p> <p>No Parking M-F (Dark Dashed Green Line) note: No Parking M-F, 9-6 on Central St</p> <p>15 Minute Parking (Dashed Orange Line)</p> <p>1 Hour Limit (Light Green Line)</p> <p>2 Hour Limit - All Times (Pink Line)</p> <p>2 Hour Meter (Dashed Pink Line)</p> <p>2 Hour Limit, M-F 9AM-5PM Except by Auburndale Permit (Permits are only to be available to residents living within the Auburndale Parking District.) (Red Line)</p> <p>2 Hour Limit, M-F 9AM-5PM Except by Auburndale Permit (Permits are to be available to residents living and a limited number of employees working within the Auburndale Parking District.) (Purple Line) **</p> <p>12 Hour Meter (Dashed Light Blue Line)</p> <p>Auburndale Business Permit Parking Only M-F, 9AM-5PM (Orange Line) **</p> <p>No Parking, 7AM -9AM and 4PM-6PM, All Days (Dashed Black and White Line)</p> <p>Blue Zone (Blue Line)</p> <p>Private Way (Yellow Line)</p> <p><small>* Residents living in areas within the Auburndale Parking District which do not allow parking on either side of a street may receive permits and visitor passes to park on a nearby street</small></p> <p><small>** Businesses and non-residents are not eligible to receive visitor passes</small></p>	

Overview	TC71-14
<ul style="list-style-type: none"> ❖ Approximately 33 legal parking spaces on Hancock Street between Grove and Woodland. ❖ Traffic Council approved up to 10 permits to be issued to Williams School staff at April 17, 2014 meeting. ❖ Up to 8 additional permits needed for Williams School aftercare staff, especially for on-street parking on early-release Tuesdays. ❖ In addition to School Lot + Lasell St (10 permits) + Hancock St (10 permits), more parking permits for Williams School staff may be needed 	
11.21.13	7 Traffic Council

Recommendation	TC71-14
<ul style="list-style-type: none"> ❖ Change Hancock St between Grove St & Woodland St from red to purple to allow for additional staff parking. ❖ Change From: <ul style="list-style-type: none"> ▪ TPR- 206(g) The maximum number of Auburndale parking permits issued to a non-resident shall be as follows: <ul style="list-style-type: none"> • (3) Up to ten (10) Auburndale parking permits for Hancock Street. Up to ten of these permits may be issued to the Williams School for distribution to staff and shall be considered visitor permits according to section 19 ❖ Change To: <ul style="list-style-type: none"> ▪ TPR- 206(g) The maximum number of Auburndale parking permits issued to a non-resident shall be as follows: <ul style="list-style-type: none"> • (3) Up to twenty-five (25) Auburndale parking permits for Hancock Street. Up to fifteen of these permits may be issued to the Williams School for distribution to staff and shall be considered visitor permits according to section 19. Up to ten of these permits may be issued to the Williams School aftercare program staff. 	
11.21.13	8 Traffic Council

TC52-14

Request for a school zone on Berkeley Street

10.2.14 Traffic Council

Location Map TC52-14

11.20.14 10

MUTCD Guidance

TC52-14

MUTCD Guidance:

- The beginning point of a reduced school speed limit zone should be at least 200 feet in advance of the school grounds, a school crossing, or other school related activities; however, this 200-foot distance should be increased if the reduced school speed limit is 30 mph or higher.

11.20.14

11

Traffic Council

Location Map

TC52-14



11.20.14

12

TC84-13

13




Request for the removal of "permit parking" only signs on Brentwood Ave between Garland Rd and Greenlawn Ave

11.20.14 Traffic Council

Location Map **TC84-13**



11.20.14 14 Traffic Council

Site Photos		TC84-13
		
<p>Brentwood Ave Looking toward Greenlawn Ave</p>	<p>Brentwood Ave Looking toward Garland Rd</p>	<p>Brentwood Ave Looking toward Garland Rd</p>
11.20.14	15	Traffic Council

History		TC84-13
<ul style="list-style-type: none">❖ Item held for trial on January 23, 2014 for a trial<ul style="list-style-type: none">▪ Brentwood between Walnut and Greenlawn<ul style="list-style-type: none">• No parking regulations• No permit parking		
11.20.14	16	Traffic Council

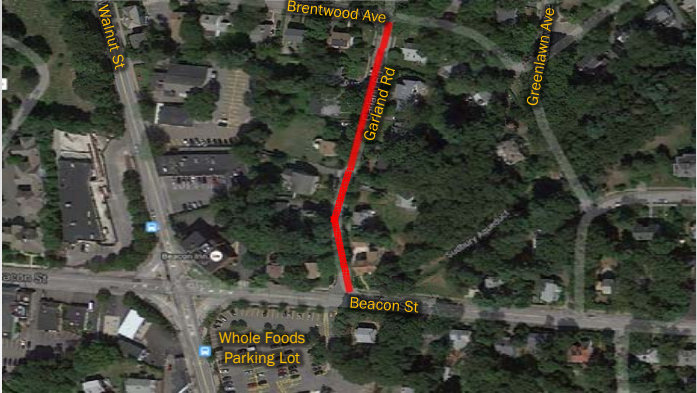
TC45-14

17

Request for removal of permit parking on Garland Rd between Beacon St and Brentwood Ave

10.2.14 Traffic Council


Location Map **TC45-14**



11.20.14 18 Traffic Council

Site Photo

TC45-14



Looking south toward Beacon St

11.20.14 19 Traffic Council


TC19-13


20

Request for a parking restriction on Franklin Street

11.20.14 Traffic Council


Location Map	TC19-13
 <p>11.20.14</p> <p>Traffic Council</p>	

Site Photo	TC19-13
 <p>11.20.14</p> <p>22</p> <p>Traffic Council</p>	

Site Photo		TC19-13
		
11.20.14	23	Traffic Council

Site Photo		TC19-13
		
11.20.14	24	Traffic Council

Site Photo	TC19-13
 <p data-bbox="436 651 779 699">Large brush blocking line of sight of westbound traffic. 315 Franklin St</p> <p data-bbox="281 862 365 883">Driveway</p> <p data-bbox="233 1084 296 1105">11.21.13</p> <p data-bbox="583 1084 604 1105">25</p> <p data-bbox="863 1084 961 1105">Traffic Council</p>	

Site Photo	TC19-13
 <p data-bbox="1402 688 1724 737">Large brush blocking line of sight of westbound traffic. 316 Franklin St</p> <p data-bbox="1612 971 1696 992">Driveway</p> <p data-bbox="1136 1084 1199 1105">11.21.13</p> <p data-bbox="1486 1084 1507 1105">26</p> <p data-bbox="1766 1084 1864 1105">Traffic Council</p>	

Dimensions	TC19-13
<ul style="list-style-type: none"> • AASHTO recommends 335' Intersection sight distance for passenger cars • No Accidents on file from 2008-2012 at Franklin St & Eldredge St • AADT on Franklin St: Approx. 2300 vehicles <ul style="list-style-type: none"> • A.M. Peak 200 VPH (9 A.M.) • P.M. Peak 230 VPH (5 P.M.) • Assumptions for AASHTO calculations <ul style="list-style-type: none"> • 85th percentile - 30 MPH • Data collected from Park/Franklin stop sign analysis 	
11.20.14	Traffic Council

AASHTO Dimensions	TC19-13
11.21.15	Traffic Council


TC47-14

29

Request for a special speed regulation on Crosby Road

11.20.14 Traffic Council

Location Map **TC47-14**



11.20.14 30 Traffic Council

Site Photo

TC47-14



Looking north toward Comm. Ave

11.20.14

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Traffic Council

Data Collection

TC47-14

- Data Collected July 21st through July 28th with 3187 data points
- 50th Percentile : 22 MPH
- 85th Percentile : 27 MPH
- 95th Percentile : 30 MPH

- 10 MPH Pace Speed : 18-27 MPH
- Percent in Pace : 61.6%

- ADV = 431 vehicles
- 34 homes front onto Crosby Rd

- Midblock crashes 2008 to 2012: 3

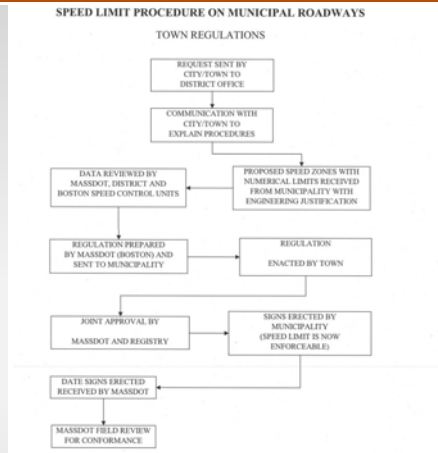
11.20.14

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Traffic Council

Process to Establish Speed Limits

TC47-14



11.20.14

Traffic Council

State Law about Speed Limits

TC47-14

Chapter 90: Section 17 Speed Limits

No person operating a motor vehicle on any way shall run it at a rate of speed greater than is reasonable and proper, having regard to traffic and the use of the way and the safety of the public. Unless a way is otherwise posted in accordance with the provisions of section eighteen, it shall be prima facie evidence of a rate of speed greater than is reasonable and proper as aforesaid (1) if a motor vehicle is operated on a divided highway outside a thickly settled or business district at a rate of speed exceeding fifty miles per hour for a distance of a quarter of a mile, or (2) on any other way outside a thickly settled or business district at a rate of speed exceeding forty miles per hour for a distance of a quarter of a mile, or (3) inside a thickly settled or business district at a rate of speed exceeding thirty miles per hour for a distance of one-eighth of a mile. or (4) within a school zone which may be established by a city or town as provided in section two of chapter eighty-five at a rate of speed exceeding twenty miles per hour.

11.20.14

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Traffic Council

State Law Regarding Speed Reg.	TC47-14
<p>Chapter 90: Section 18 Special regulations, speed and use of vehicles</p> <p>The city council, the transportation commission of the city of Boston, the board of selectmen, park commissioners, a traffic commission or traffic director, or the department, on ways within their control, may make special regulations as to the speed of motor vehicles and may prohibit the use of such vehicles altogether on such ways; provided, however, that except in the case of a speed regulation no such special regulation shall be effective unless it shall have been published in one or more newspapers, if there be any, published in the town in which the way is situated, otherwise in one or more newspapers published in the county in which the town is situated; nor until after the department, and in the case of a speed regulation the department and the registrar, acting jointly, shall have certified in writing that such regulation is consistent with the public interests; provided, however, that nothing herein contained shall be construed as affecting the right of the metropolitan district commission or of the department of environmental management to make rules and regulations governing the use and operation of motor vehicles on lands, roadways and parkways under its care and control... No such regulation shall be effective until there shall have been erected, upon the ways affected thereby and at such points as the department and the registrar, acting jointly, may designate, signs, conforming to standards adopted by the department, setting forth the speed or other restrictions established by the regulation, and then only during the time such signs are in place.</p>	
11.20.14	35 Traffic Council

State Law Regarding Speed Reg.	TC47-14
<p>Summary of State Laws and standards for establishing speed limits.</p> <p>The Commonwealth of Massachusetts set requirements and procedures for setting speed limits. Engineering and traffic surveys are conducted which includes an analysis of roadway conditions, accident records, and a sampling of the prevailing speed of traffic. The speed limit is normally set near the speed at which 85% of the surveyed vehicles do not exceed. The speed limit can be reduced if there is a history of speed-related accidents or roadway conditions not readily apparent to motorists. Setting speed limits in this manner allows the police to enforce using radar. Radar is by far the most efficient method of speed enforcement.</p> <p>State law establishes certain prima facie speed limits. They include the 30 MPH speed limit in business and residence districts and 20 MPH in school zones when children are present. These speed limits do not need to be posted to be enforced.</p> <p>All posted regulatory speed limit signs must be based on a thorough traffic engineering study. If the speed limit is posted without this procedure—it is considered illegal and unenforceable.</p> <p>The purpose of the study is to establish a speed limit that is safe—reasonable—and self-enforcing.</p> <p>The most important step is measuring the prevailing speeds of motorists on a particular section of roadway under ideal conditions. The speed at or below which 85 percent of the motorists travel is the principle value used for establishing speed limits. This is commonly referred to as the 85th percentile speed. This method is based on numerous studies, which indicate that the majority of motorists are prudent and capable of selecting safe speeds. The 85th percentile speed is the national standard for establishing safe speed limits.</p>	
<small>Courtesy of Foxborough MA website 11.20.14</small>	<small>http://www.foxboroughma.gov/pages/foxboroughma_police/methods?textPage=1 36 Traffic Council</small>

<h2>Consequences of Unjustified Speed Limits</h2>	<h2>TC47-14</h2>
<ul style="list-style-type: none"> • Unjustified speed limits do not invite voluntary compliance <ul style="list-style-type: none"> • Do not reflect the behavior of the majority. • They are not respected and are ignored. • They misallocate valuable resources <ul style="list-style-type: none"> • Apprehending and prosecuting motorists driving at safe speeds. • They make the behavior of the majority unlawful. • They maximize public antagonism toward the police <ul style="list-style-type: none"> • Police are enforcing a “speed trap.” 	
<small>Courtesy of Foxborough MA website</small>	<small>http://www.foxboroughma.gov/pages/foxboroughma_police/methods?textPage=1</small>
<small>11.20.14</small>	<small>37 Traffic Council</small>

<h2>Reasoning for Creating Realistic Speed Limit</h2>	<h2>TC47-14</h2>
<p>Realistic speed limits are of public importance for a variety of reasons:</p> <ul style="list-style-type: none"> • They invite public compliance by conforming to the prudent behavior of the majority. • They give a clear reminder of reasonable and prudent speeds to non-conforming violators. • They offer an effective enforcement tool to the police. • They tend to minimize the public antagonism toward the police enforcement—which results from obviously unreasonable regulations. • They separate the occasional high-risk driver from the majority of the drivers. 	
<small>Courtesy of Foxborough MA website</small>	<small>http://www.foxboroughma.gov/pages/foxboroughma_police/methods?textPage=1</small>
<small>11.20.14</small>	<small>38 Traffic Council</small>

How Speed Limit Impact Speeds

TC47-14

FHWA Report FHWA-RD-92-084 "EFFECTS OF RAISING AND LOWERING SPEED LIMITS ON SELECTED ROADWAY SECTIONS" (Jan 1997)

- There is statistically sufficient evidence in this dataset to reject the hypothesis that driver speeds do not change when posted speed limits are either raised or lowered. However, the differences in speeds are not sufficiently large to be of practical significance, and are due primarily to large sample sizes.
- Although the changes in vehicle speeds were small, driver violations of the speed limits increased when posted speed limits were lowered. Conversely, violations decreased when speed limits were raised. This does not reflect a change in driver behavior, but a change in how compliance is measured, i.e., from the posted speed limit.
- The majority of motorists did not drive 5 to 10 mi/h (8 to 16 km/h) above the posted speed limit when speed limits were raised, nor did they reduce their speed by 5 to 10 mi/h (8 to 16 km/h) when speed limits were lowered.
- Changing posted speed limits alone, without additional enforcement, educational programs, or other engineering measures, has only a minor effect on driver behavior.
- There is not sufficient evidence in this dataset to reject the hypothesis that crash experience changed when posted speed limits were either lowered or raised.

11.20.14

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Traffic Council

TC70-14

∞ 40 ∞

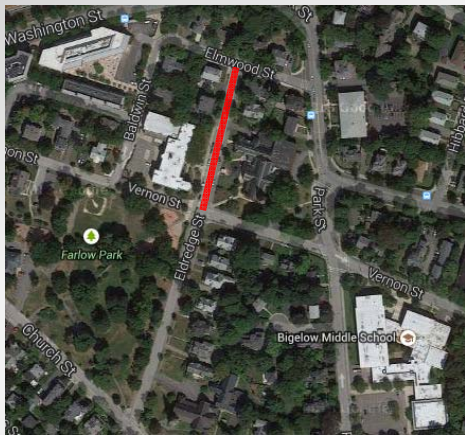
Request to change to the parking restrictions on the west side of Eldredge Street between Elmwood Street and Vernon Street

11.20.14

Traffic Council

Location Map

TC70-14



11.20.14

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Traffic Council

Site Photo

TC70-14



11.20.14

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Traffic Council

Recommendation		TC70-14	
	<p>Green = Bus Zone</p> <p>Red = No Parking 4:30pm-6:30pm Except Sa, Su, Ho</p> <p>Purple = 3-hour limit, 7am-7pm Except Sa, Su, Ho</p> <p>Black = No Parking 7am 6pm</p>		<p>Eldredge St (w side) Recommendation: Bus Zone, Vernon St to 150' feet north of Vernon St; No parking 4:30pm to 6:30pm, 150' north of Vernon St to northern property line of Underwood School; 3 hr limit 7am-7pm, northern property line of Underwood School to Elmwood St</p>
<p>Eldredge St (w side) Approval on 9/9/14: Extend current restriction from Elmwood St to new bus lane location with a new time restriction from 4:30pm - 6:30 pm</p> <p>11.20.14</p>	<p>43</p>	<p>43</p>	<p>Eldredge St (w side) Recommendation: Bus Zone, Vernon St to 150' feet north of Vernon St; No parking 4:30pm to 6:30pm, 150' north of Vernon St to northern property line of Underwood School; 3 hr limit 7am-7pm, northern property line of Underwood School to Elmwood St</p>