

CITY OF NEWTON
BOARD OF ALDERMEN
TRAFFIC COUNCIL REPORT

THURSDAY, JUNE 27, 2013

Present: David Koses, Transportation Planner; Patrick Baxter, Transportation Engineer, Captain Marc Gromada, Newton Police Department and Ald. Ciccone

Absent: Jerome Grafe, Citizen Representative

Also Present: Ald. Johnson, Kalis, Lappin, Salvucci, Danberg and Sangiolo

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

TC61-13 ALD JOHNSON, requesting a) no parking, any time, on the north side of Linwood Avenue between Crafts Street & Walnut Street, b) no parking, any time, on the east side of Walnut Street between Linwood Avenue & Crafts Street, and c) no parking, any time, on the south side of Crafts Street between Walnut Street and Linwood Avenue. (Wards 1 and 2) [04/08/13 @ 10:17 AM] [Revised 05/23/13]

ACTION: APPROVE (3-0, Ciccone not voting).
This item may be appealed through the close of business July 17, 2013.

NOTE: Mr. Baxter provided Council members with background information and the five various parking restrictions in the area. Mr. Baxter suggests approving no parking anytime to normalize parking restrictions and parking would still be provided for residents on the same side as their homes. Multiple restrictions are confusing and unnecessary.

Ald. Johnson said that this area is very congested and in a dense neighborhood with many different facilities including the Day Middle School, Newton Education Center, Horace Mann Elementary School and the Newton Chinese Language School. Ald. Johnson requests that this item be approved to provide ease and uniformity to drivers and to the Police Department because existing signage is confusing.

Without discussion, Mr. Baxter made the motion to approve this item. Council members agreed 3-0, Ald. Ciccone not voting. Mr. Koses said that this item may be appealed through the close of business July 17, 2013.

TC32-12 ALD. LAPPIN, requesting a full traffic signal at the intersection of Nahanton and Winchester Streets. (Ward 8) [06/29/12 @ 12:53 PM]
HELD 5-0 on 05/30/13

ACTION: APPROVE (4-0) full signal, pending approval by the Board of Aldermen.
Recommend that the Mayor include a full traffic signal on the Capital Improvement Plan.
This item may be appealed through the close of business July 17, 2013.

NOTE: One email was received in opposition to a full traffic signal, on file.

Mr. Baxter provided Council members with the existing conditions, recent four and eight-hour vehicular volumes that proved high during am and pm peak hours on Nahanton and Winchester Streets.

The Nahanton and Winchester Streets intersection provides stop control on Winchester Street. The Manual on Uniform Traffic Control Devices (MUTCD) sets traffic warrants. The MUTCD capacity analysis indicates that the level of service is graded at an ‘F’ for Winchester Street during both peak hours. The eight-hour and four-hour traffic volumes are well in excess. This area meets the warrants for the installation of a full traffic signal at the intersection of Nahanton and Winchester Streets including a crosswalk. Mr. Baxter said that he would support the installation of a traffic signal.

Mr. Baxter described the following alternatives for a traffic signal and roundabout:

Traffic Signal Alternative- A traffic signal will improve safety and capacity. The signal would operate at a “B” level of service during the am peak hour and at an “A” level of service during the pm peak hour. The cost to install a traffic signal is approximately \$150,000.

Roundabout Alternative – A roundabout would provide safer traffic operations due to lower speeds, reduced conflicts, and would improve the aesthetics. A roundabout would impact neighboring properties significantly due to the amount of physical work necessary. A right-of-way acquisition would be necessary. The Nahanton Woods Condominium owns the property, which has a conservation easement. The cost to construct a roundabout is approximately \$500,000 plus.

Ald. Lappin said that she docketed this item requesting a full traffic signal at the intersection of Nahanton and Winchester Streets because it is a major intersection and the intersection meets the necessary warrants for the installation of a full traffic signal. Ald. Lappin said that funding is not available but it is important to recommend to the Mayor that he include a full traffic signal on the Capital Improvement Plan (CIP). She is concerned with the Add-A-Lane project perhaps increasing traffic on Kendrick, Winchester and Nahanton Streets. Ald. Lappin questioned whether traffic mitigation funds might be used. Ald. Lappin then addressed some concerns from the Jewish Community Center.

Mr. Koses opened the discussion for public comment. Two residents were present for this discussion. They support approving the installation of a full traffic signal. They said that the intersection is dangerous, and that there are numerous accidents and feel that the Add-A-Lane project would negatively impact this area.

Mr. Koses said that there are additional traffic signals on the CIP waiting funding. Without further discussion, Mr. Koses made the motion to approve recommending to the Mayor the installation of a full traffic signal, pending approval by the Board of Aldermen be included in the CIP. Council members agreed 4-0. Mr. Koses said that this item may be appealed through the close of business July 17, 2013.

TC63-13 ALD. SALVUCCI on behalf of Joseph Antonellis, 30 Richards Circle requesting no right turn on red on the corner of Waltham Street and Crafts Street. (Ward 3) [05/07/13 @ 10:20 AM]

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

NOTE: Mr. Baxter provided Council members with background information. He said that Mr. Antonellis is concerned regarding conflicts between drivers turning right on red from Waltham Street and drivers exiting the adjacent driveway for the Scandinavian Center. Mr. Baxter then said that the existing sight lines for all directions are sufficient for safe right-turns on red and that the private driveway for the Scandinavian Center exits into the intersection beyond the stop bar for Waltham Street. The sight line exiting Richards Circle is poor due to the trees and fence.

Ald. Salvucci said that sight distance is difficult due to the trees and fence, making a left-turn is difficult when exiting Crafts Street. He supports a no right turn on red on the corner of Waltham and Crafts Streets or an activated traffic signal when exiting Richards Circle to assist drivers with easier exiting. Mr. Baxter said that exiting Richards Circle does not meet the minimum warrants of 150 vehicles per hour to support an activated traffic signal.

Mr. Koses opened the discussion for public comment. Mr. Antonellis said that the trees, fence and curve of the road obstruct sight distance. The intersection of Waltham and Crafts Streets is dangerous, drivers have the tendency to speed and there are large volumes of traffic. He is requesting the installation of a no right turn on red on the corner of Waltham and Crafts Streets. Mr. Antonellis then suggested directed patrols. One resident said that he opposes this request. He is sympathetic and agrees that there are sight obstructions but it appears speed and volumes are the issue. He feels if approved traffic will back up significantly. A resident suggested the installation of left turn sign on Harding Street. Residents agreed that the intersection is confusing to drivers and safety measures are necessary.

Mr. Koses said that an item would have to be docketed requesting a left turn sign for Harding Street. Mr. Baxter said that the Department Public Works could administratively install warning signs when approaching the intersection of Richards Circle. Captain Gromada said that the Police Department frequently conducts directed patrols in this area. He agrees the intersection is busy but feels this request is only a temporary solution, as the intersection needs improvement. If this request is approved, perhaps traffic will tend to back-up.

Ald. Ciccone made the motion for no action necessary with the understanding that the Department Public Works would administratively install warning signs when approaching the intersection of Richards Circle. Council members agreed 4-0.

TC59-13 ALD. DANBERG, BLAZAR AND SCHWARTZ, requesting parking on Warren Street, Newton Centre be limited to one side of the street, between Langley Road and Glen Avenue. (Wards 6 & 7) [03/27/13 @ 11:22 AM]

ACTION: **HELD (4-0). Hold for trial of "No Parking" signage, Warren Street, north side, from Langley Road 300 feet easterly.**

NOTE: One email was received in opposition to this request, on file.

Mr. Baxter provided Council members with background information. He said that Warren Street is one-way in the westbound direction. Warren Street is 24 feet wide typically allowing parking on both sides. There is a two-hour parking restriction, both sides. On a typical day, he observed 3-6 vehicles parked. Mr. Baxter recommends maintaining the current two-hour parking restriction due to the high parking demand.

Mr. Koses opened the discussion for public comment. Approximately three residents spoke expressing their concerns. They said that parking issues only affect four homes between Langley Road and Glen Avenue because commuters and employees will not walk further. They said that the area is busy especially for buses and emergency vehicles, employees have the tendency to move their vehicles every two hours, Warren Street is used as a cut-through and it appears that vehicles are speeding. They then said that it is difficult to exit their driveways and winter exasperates the issues. They suggested the installation of “do not block driveway” signs, a one-hour parking restriction and the synchronization of traffic signals.

Ald. Danberg said that Warren Street is typically parked up more than the 3-6 vehicles observed. She supports and requests a parking restriction to one side of Warren Street at these four homes or a trial be implemented to deter commuters and employees from parking up Warren Street, between Langley Road and Glen Avenue to provide these homeowners immediate relief.

Mr. Koses said that parked vehicles have the tendency to deter speeders. When parking is removed, drivers have the tendency to speed. He then said that a comprehensive parking plan would be the ultimate solution to eliminate and regulate the different parking restrictions in Newton Centre. Mr. Baxter suggested alternate parking on both sides of the street as a way to balance demand and allow homeowners to park in front of their homes.

Ald. Ciccone made the motion to hold this item for a trial of no parking, Warren Street, north side, from Langley Road 300 feet easterly to provide homeowners relief. Council members agreed 4-0.

TC65-13 ALD. DANBERG, BLAZAR & SCHWARTZ, requesting a review and possible change to the parking restrictions on Langley Road between Warren Street and Beecher Place, Newton Centre (Ward 6) in order to address safety concerns. (Ward 6) [05/10/13 @ 3:20 PM] [Revised 06/12/13]

ACTION: **NO ACTION NECESSARY (4-0). DPW to post “no parking” signage for a distance of up to fifty feet in both directions at the intersections of Glen Avenue, 287 Langley Road driveway, and John Street.**

NOTE: Mr. Baxter provided Council members with the existing conditions and the two parking restrictions on Langley Road. Langley Road carries approximately 6,000 vehicles per day. The roadway width varies considerably (minimum 27 feet, maximum 33 feet). This segment of Langley Road has a very light parking demand because it is outside the Newton Centre business district.

Mr. Koses summarized the seven emails received on this item (on file) and opened the discussion for public comment. Approximately fourteen residents spoke expressing their concerns, suggestions and questions.

Concerns: Residents said that they are concerned with pedestrian safety, emergency vehicle access, speeding, difficulties when exiting their driveways, parked vehicles on Langley Road. It appears the bend of the road and hill block vision. A resident feels that Langley Road will become parked up and heavily traveled when the two new proposed shopping malls open perhaps hindering traffic. Some residents feel that issues are related to Terrace residents parking on Langley Road and not the road others disagreed. A resident said that there have been thirteen accidents in the area since January 2012.

Suggestions: Residents request safety measures be implemented prior to an accident happening and want to be pro-active regarding safety measures. A suggestion was made to conduct directed patrols and to restrict parking on Langley Road near the Terraces driveway to allow better visibility.

Questions: Residents asked for clarification why the speed limit differs on Langley Road.

Mr. Baxter answered that the City does not have the authority to change speed limits. In order to request a change to the speed limit the City would have to apply to MassDOT. MassDOT uses the 85th percentile speed to determine speed limits.

Ald. Danberg said that she would prefer a request of a two-hour parking restriction on Langley Road rather than eliminating parking. A two-hour restriction allows homeowners to have guests, parties, etc.

Captain Gromada said that when parking is removed drivers have the tendency to speed. A complete review of the road design is necessary. He did not have accident data available and said that the department would conduct directed patrols.

Mr. Koses said that a two-hour parking restriction should be considered in areas where there are high parking demands. The middle section of Langley Road is not typically parked up and the demand for parking appears to be heavy at both ends. Mr. Koses said that there are different opinions and different options that can be considered to address the three areas of concerns. Options include the implementation of a bicycle lane that would remove parking, restrict parking to one side of the road by moving the centerline or administratively restrict parking for a distance of up to fifty feet in both directions at the intersections of Glen Avenue, 287 Langley Road driveway and John Street to provide safe sight distance.

Without further discussion, Ald. Ciccone made the motion for no action necessary to address safety issues and provide better sight distance with the understanding that administratively the Department Public Works will post no parking signs for a distance of up to fifty feet in both directions at the intersections of Glen Avenue, 287 Langley Road driveway, and John Street. Council members agreed 4-0.

TC66-13 JULES ABBER, 9 Woodward Street, requesting a one-hour increase to the one-hour parking restriction on Woodward Street, in order to provide sufficient parking time for businesses in the area on Woodward Street, between Boylston Street and Lincoln Street. (Ward 6) [05/15/13 @ 2:07 PM]

ACTION: **APPROVE (4-0).**

This item may be appealed through the close of business July 17, 2013.

NOTE: The property owner of 9 Woodward Street said that he is requesting a one-hour increase to provide parking relief to tenants, proposed tenants and patrons. A two-hour parking restriction allows patrons time to complete their business. The property parking lot provides eleven parking spaces.

Mr. Baxter provided Council members with the existing conditions and a site photo proving Woodward Street is not typically parked up. Customers for commercial properties at the corner of Route 9 and Woodward Street utilize on-street parking on the east side of Woodward Street. The existing parking restrictions provide one-hour parking on both sides of the roadway. Mr. Baxter then said that he would support a one-hour increase providing relief to patrons and tenants.

Mr. Koses summarized the one email received in opposition (on file) and opened the discussion for public comment. Approximately six merchants and residents spoke expressing their concerns.

Concerns: Merchants spoke in favor of the one-hour increase and request that it be approved. Parking is a major concern, patrons are receiving tickets and they feel they cannot conduct their business in one-hour and may not return if they continue to receive tickets. On-street parking is a necessity. Merchants then said that it does not appear that commuters are parking on Woodward Street. Some residents spoke in opposition of the one-hour increase. They feel that a one-hour restriction moves traffic along but an additional hour would create issues, additional traffic and congestion. Some residents feel that Woodward Street is heavily travelled by school buses, emergency vehicles and is used as a cut-through street. Some residents disagree with Mr. Baxter's site photo and provided photos (on file) showing traffic backed up. Some residents said that it is difficult when exiting their driveways due to parked cars, traffic and speeding vehicles. One resident supported the one-hour increase.

Ald. Danberg said that she understands residents' concerns, issues and the difficulty exiting their driveways. She asked merchants and residents if a one-hour parking restriction between 7am to 8am would be of assistance when school buses are traveling on Woodward Street. Ald. Danberg then said that she supports a one-hour increase providing relief to patrons and tenants and does not feel that an additional hour would cause additional traffic or hardship.

Council members agreed that the area is congested and Woodward Street is used as a cut-through street. Captain Gromada said that he was not aware of the Police Department receiving complaints regarding emergency vehicle or school bus access difficulties. An additional one-hour increase at three parking spaces would not cause additional traffic. It may in fact deter construction vehicles and speeding vehicles. Mr. Koses said that MassDOT recently installed

temporary no parking signs while they are performing construction. Mr. Baxter said that when the State completes the construction project at this location, the traffic signal would be replaced.

Mr. Koses asked Mr. Baxter to consider painting the three parking spaces. Mr. Koses made the motion to approve this item. Council members agreed 4-0. Mr. Koses said that this item may be appealed through the close of business July 17, 2013.

TC67-13 WARD 4 ALDERMEN, requesting temporary parking restrictions to go into effect as soon as possible to alleviate heavy commuter parking along Hancock Street between Woodland Road and Central Street until the Transportation Planner, Traffic Engineer and the Police Department complete and submit a parking management plan for Auburndale Square. (Ward 4) [05/16/13 @ 12:55PM]

ACTION: **APPROVE (4-0). No Parking, Hancock Street, west side, between Woodland Road and Central Street, Two-hour limit, M-F, 9AM – 5PM, Hancock Street, east side, between Woodland Road and Central Street.**
This item may be appealed through the close of business July 17, 2013.

NOTE: This item was discussed with TC64-13, see note below.

Ald. Ciccone made to motion to approve TC67-13. No parking on Hancock Street, west side, between Woodland Road and Central Street, Two-hour limit, M-F, 9AM – 5PM, Hancock Street, east side, between Woodland Road and Central Street to deter commuters and until the final parking plan is complete. Council members agreed 4-0. Mr. Koses said that this item may be appealed through the close of business July 17, 2013.

TC64-13 ALD. HARNEY, SANGIOLO & GENTILE, on behalf of the local residents requesting No Parking 8am to 10am, or No Parking 7am to 9am and 4pm to 6pm except Saturdays, Sundays and holidays on the even numbered side of Hancock Street, between Central Street and Woodland Road, Auburndale (Ward 4). Commuters are parking all day during the week creating public safety issues for the local residents. (Ward 4) [05/09/13 @ 5:29 PM]

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

NOTE: Items TC67-13 and TC64-13 were discussed together.

Ald. Sangiolo said that these items were docketed to provide relief to residents on Hancock Street prior to the Auburndale Village Parking District Plan being completed as an interim solution until the parking plan comes to fruition. Ald. Sangiolo requested extending the restriction to include Lasell Street. Mr. Koses answered that Lasell Street is not part of the docket items. He then said that the Department Public Works could post signs administratively to restrict parking 50 feet from intersection.

Mr. Baxter provided Council members with the existing conditions. Mr. Baxter said that there appears to be heavy commuter parking due to close proximity to MBTA commuter rail station. Commuters also park on Central Street on the side of the street abutting the Mass Turnpike. The MBTA parking lot on Auburn Street appears to be underutilized due to parking fees. The draft

Auburndale Village Parking District Plan calls for two-hour parking except by Resident Permit for the east side of Hancock Street. Currently, Hancock Street is approximately 90-100% occupied by parked vehicles. Mr. Koses provided Council members with the draft Auburndale Village Parking District Plan (attached) for consideration. It is hopeful that a final parking plan would be complete in the fall.

Mr. Koses opened the discussion for public comment. Approximately four residents spoke expressing their concerns and suggestions.

Concerns: Residents said that they are concerned with school bus stops, traffic, speeding, pedestrian safety, difficulties exiting their driveways and winter exasperates parking problems. It appears that commuters are parking up Hancock Street by 8:30am until 5:00pm. Residents then said that once the MBTA increased their parking fees, parking became a bigger issue. The parking lot is not fully utilized. Residents agree some sort of relief is necessary.

Suggestions: Residents suggested implementing a 2-hour parking restriction in the morning and evening hours to deter commuters. They also support no parking on Hancock Street.

A resident requested that Graydale Circle be included in the temporary parking restrictions. Mr. Koses answered that Graydale Circle is a private way, and if posted correctly, towing is allowed. Ald. Sangiolo asked Mr. Baxter to post Graydale Circle as a private way. He suggested residents contact the City with this request.

Ald. Sangiolo said that she would docket an item requesting a temporary 2-hour parking restriction along Hancock Street from Woodland Road to Lasell Street to address commuter parking and safety issues. On June 28, 2013, this item was docketed by the Ward 4 Aldermen.

Ald. Ciccone made to motion for no action necessary on item TC64-13. Council members agreed 4-0.

Respectfully submitted,

David Koses, Traffic Council Chair

Traffic Council

City of Newton

June 27, 2013

Agenda

1. **TC61-13:** Ald. Johnson, requesting no parking any time, on: a) the north side of Linwood Ave between Crafts St & Walnut St, b) the east side of Walnut St between Linwood Ave & Crafts St, and c) the south side of Crafts St between Walnut St and Linwood Ave.
2. **TC32-12:** Held (5-0) 05.30.13 Ald. Lappin, requesting a full traffic signal at the intersection of Nahanton and Winchester Streets.
3. **TC63-13:** Ald. Salvucci on behalf of Joseph Antonellis, 30 Richards Circle requesting no right turn on red on the corner of Waltham St and Crafts St.
4. **TC59-13:** Ward 6 Aldermen, requesting parking on Warren St be limited to one side of the street, from Langley Rd to Glen Ave.
5. **TC65-13:** Ward 6 Aldermen, requesting a review and possible change to the parking restrictions on Langley Road between Warren Street and Beecher Place in order to address safety concerns.
6. **TC66-13:** Jules Abber, 9 Woodward Street, requesting a one-hour increase to the one-hour parking restriction on Woodward St between Boylston St and Lincoln St.
7. **TC67-13:** Ward 4 Aldermen, requesting temporary parking restrictions to relieve heavy commuter parking along Hancock St between Woodland Rd and Central St.
8. **TC64-13:** Ward 4 Aldermen requesting No Parking 8am to 10am , or No Parking 7am to 9am and 4pm to 6pm on the even numbered side of Hancock St, between Central St and Woodland Rd

6.27.13

2

Traffic Council

TC61-13



Crafts Street, Walnut Street, & Linwood Avenue
No Parking Restrictions adjacent to Linwood Park

Background Information

TC61-13

- ❖ Existing Parking Restrictions along Linwood Park
 - No Parking Monday-Saturday
 - No Parking Sundays 1:00 PM – 4:00 PM
 - Multiple restrictions confusing and unnecessary
- ❖ Request to normalize restriction to “No Parking Anytime”
 - Parking still provided for residents on the same side as their homes

6.27.13

Traffic Council

6.27.13

4

Traffic Council

Parking Map

TC61-13



Legend

- No Parking Mon-Sat
No Parking Sun 1-4
- Authorized Vehicles
& Residents Only
- 2 Hour Parking
School Days
- 1 Hour Parking
- No Restrictions

6.27.13

Traffic Council

Photo — Crafts Street

TC61-13



6.27.13

6

Traffic Council

Photo — Walnut Street

TC61-13



6.27.13

7

Traffic Council

TC32-12

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Nahanton Street at Winchester Street
Request for Traffic Signal

6.27.13

Traffic Council

Existing Conditions

TC32-12

- ❖ High traffic volumes on Nahanton Street and Winchester Street
 - AM Peak Hour – 1,669 vehicles on Nahanton Street, 336 on Winchester Street
 - PM Peak Hour – 1,457 vehicles on Nahanton Street, 341 on Winchester Street
- ❖ Existing intersection provides stop control on Winchester Street
 - High delay for vehicles turning on to Nahanton Street
 - Most vehicles turn right
 - Capacity analysis indicates LOS F for Winchester Street during both peak hours
 - Peak delay up to five minutes per vehicle

6.27.13

9

Traffic Council

Area Map

TC32-12



5.30.13

10

Traffic Council

Warrant Analysis

TC32-12

- ❖ Traffic volumes indicate that the vehicular volume warrants are met for the eight-hour warrant and four-hour warrant as set by the *Manual on Uniform Traffic Control Devices (MUTCD)*

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.
Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied.

Applicable: Yes No
Satisfied: Yes No

Condition A - Minimum Vehicular Volume

100% Satisfied: Yes No
80% Satisfied: Yes No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)		Eight Highest Hours								
	1	2 or more	7:00 AM	8:00 AM	12:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
Volume Level	100%	76%	100%	78%							
Both Approaches on Major Street	500 (400)	350 (480)	600 (420)	1,294	1,669	1,263	1,163	1,301	1,457	1,597	1,342
Highest Approach on Minor Street	150 (120)	105 (160)	200 (140)	162	336	261	338	277	341	292	221

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if parenthetical volumes are met for eight hours.

6.27.13

11

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Warrant Analysis

TC32-12

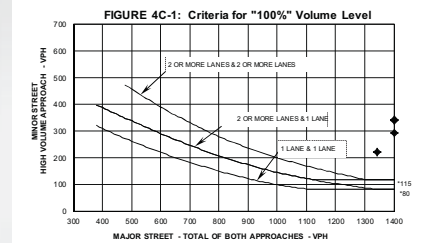
WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

If all four points lie above the appropriate line, then the warrant is satisfied.

Applicable: Yes No
Satisfied: Yes No

Plot four volume combinations on the applicable figure below.

Four Highest Hours	Volumes	
	Major Street	Minor Street
8:00 AM	1,400+	336
4:00 PM	1,400+	341
5:00 PM	1,400+	292
6:00 PM	1,342	221



*Note: 15 vph applies as the lower threshold volume for a minor street approach with two or more lanes & 80 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

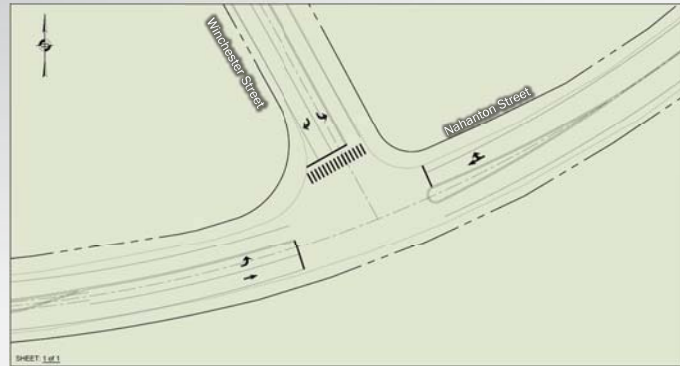
6.27.13

12

Traffic Council

Traffic Signal Layout

TC32-12



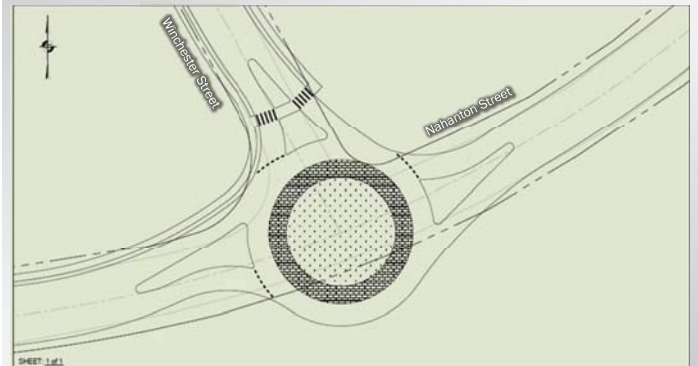
6.27.13

13

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Roundabout Alternative

TC32-12



6.27.13

14

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Future Conditions

TC32-12

- ❖ Traffic signal alternative:
 - Traffic signal will improve safety and capacity
 - Signal would operate at LOS B during the AM peak hour, LOS A during the PM peak hour.
 - Estimated cost \$150,000
- ❖ Roundabout alternative:
 - Safer traffic operations due to lower speeds and reduced conflicts
 - Improvement to aesthetics – provide a gateway to Newton
 - Right-of-way acquisition would be necessary
 - Estimated cost \$500,000+

6.27.13

15

Traffic Council

TC63-13

16

Waltham Street at Crafts Street
Request for No Turn on Red Restriction

6.27.13

Traffic Council

Background Information

TC63-13

- ❖ Concern from resident regarding conflicts between drivers turning right on red from Waltham Street and drivers exiting the adjacent driveway for the Scandinavian Center
- ❖ Existing sight lines for all directions are sufficient for safe right-turns on red
- ❖ Private driveway for the Scandinavian Center exits into the intersection beyond the stop bar for Waltham Street

6.27.13

17

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Area Map

TC63-13



6.27.13

18

Traffic Council

Intersection Photos

TC63-13



6.27.13

19

Traffic Council

TC59-13

20

Warren Street

Request for Parking Restrictions

6.27.13

Traffic Council

Existing Conditions

TC59-13

- ❖ Warren Street is one-way in the westbound direction
- ❖ Roadway is 24' wide
- ❖ Parking restriction – Two-hour limit, both sides



6.27.13

21

Traffic Council

Site Photo

TC59-13



6.27.13

22

Traffic Council

TC65-13



Langley Road

Request for Parking Restrictions

6.27.13

Traffic Council

Existing Conditions

TC65-13

- ❖ Langley Road carries approximately 6,000 vehicles per day
- ❖ Roadway width varies considerably
 - Minimum 27 feet
 - Maximum 33 feet
- ❖ This segment has very light parking demand
 - Outside the area of influence for the retail districts in Newton Centre and Thompsonville

6.27.13

24

Traffic Council

Parking Map

TC65-13



Legend

No Restrictions Two Hour Limit 7:00 AM to 10:00 PM

6.27.13

25

Traffic Council

Site Photos

TC65-13



6.27.13

26

Traffic Council

TC66-13

27

Woodward Street

Request for Time Extension for One-Hour Parking

6.27.13

Traffic Council

Existing Conditions

TC66-13

- ❖ Customers for commercial properties at the corner of Route 9 and Woodward Street utilize on-street parking on the east side of Woodward Street
- ❖ Existing parking restrictions provide one-hour parking on both sides of the roadway
- ❖ Businesses request extension to two-hour parking to allow visitors time to complete their business

6.27.13

28

Traffic Council

Aerial Map

TC66-13



6.27.13

29

Traffic Council

Site Photo

TC66-13



6.27.13

30

Traffic Council

TC64-13 & TC67-13

31

Hancock Street

Request for Parking Restrictions

6.27.13

Traffic Council

Existing Conditions

TC64/67-13

- ❖ Heavy commuter parking due to close proximity to MBTA commuter rail station
- ❖ Commuters also park on Central Street on the side of the street abutting the Mass Turnpike
- ❖ MBTA parking lot on Auburn Street underutilized due to parking fees
- ❖ Draft Auburndale Parking Plan calls for Two-Hour Parking Except by Resident Permit for the east side of Hancock Street

6.27.13

32

Traffic Council

Site Photo

TC64/67-13



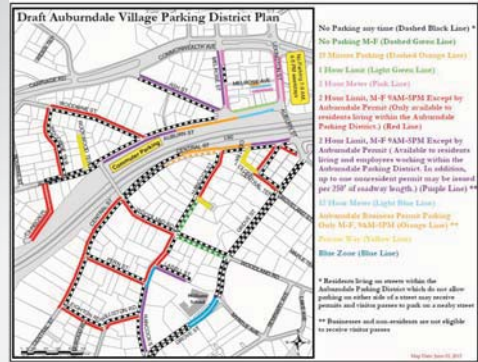
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33

Traffic Council

Draft Auburndale Parking Plan

TC64/67-13



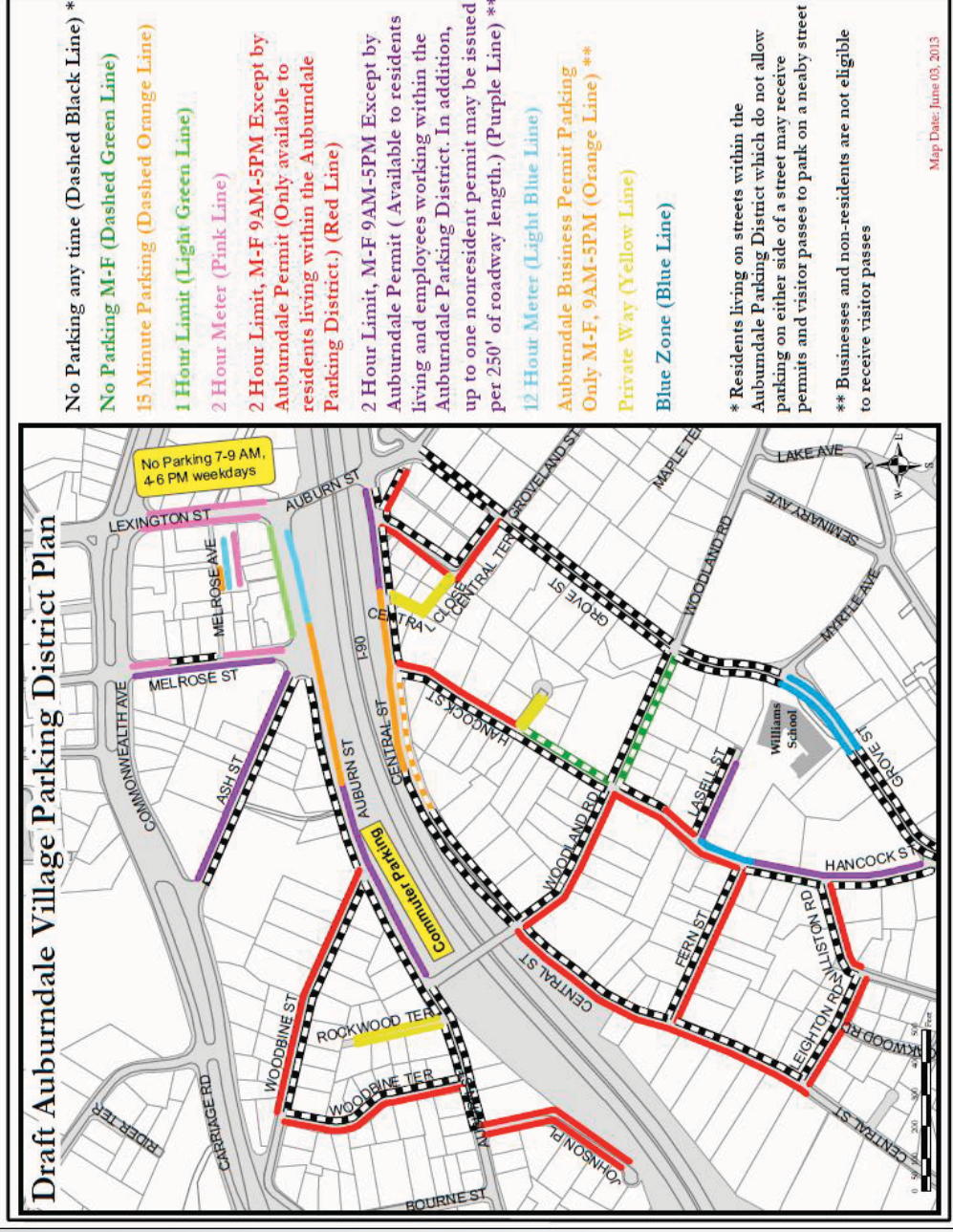
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34

Traffic Council

Draft Auburndale Parking Plan

TCC64/67-13



- No Parking any time (Dashed Black Line) *
- No Parking M-F (Dashed Green Line)
- 15 Minute Parking (Dashed Orange Line)
- 1 Hour Limit (Light Green Line)
- 2 Hour Meter (Pink Line)
- 2 Hour Limit, M-F 9AM-5PM Except by Auburndale Permit (Only available to residents living within the Auburndale Parking District.) (Red Line)
- 2 Hour Limit, M-F 9AM-5PM Except by Auburndale Permit (Available to residents living and employees working within the Auburndale Parking District. In addition, up to one nonresident permit may be issued per 250' of roadway length.) (Purple Line) **
- 12 Hour Meter (Light Blue Line)
- Auburndale Business Permit Parking Only M-F, 9AM-5PM (Orange Line) **
- Private Way (Yellow Line)
- Blue Zone (Blue Line)

* Residents living on streets 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

** Businesses and non-residents are not eligible to receive visitor passes

Map Date: June 03, 2013