

CITY OF NEWTON
BOARD OF ALDERMEN
TRAFFIC COUNCIL REPORT

THURSDAY, SEPTEMBER 12, 2013

Present: Sgt. Jay Babcock, Newton Police Department; Patrick Baxter, Transportation Engineer;
Ald. Ciccone and David Koses, Transportation Planner

Absent: Jerome Grafe, Citizen Representative

Also present: Ald. Linsky, Danberg, Harney Sangiolo and Swiston

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

HP2-13 DAVID KOSES, on behalf of the New Arts Center, requesting a handicap parking space in front of the New Arts Center at 61 Washington Park, next to the handicap ramp. (Ward 2) [06/14/13 @ 10:50 AM]

The Newton Commission on Disability voted on July 8, 2013, to recommend to the Traffic Council that a HP space be designated in front of 61 Washington Park, near the bottom of the existing handicap ramp.

ACTION: APPROVE (3-0, Ciccone not voting).

NOTE: Mr. Koses stated that he docketed this item as a request by the former director of the New Arts Center. Ald. Linsky stated he spoke with the new director who supports and desires this handicap parking space be approved.

Mr. Baxter said that the proposed space is the closest possible point to the sole accessible building entrance. The sidewalk ramp is provided adjacent to the proposed parking space.

Without discussion, Mr. Baxter made the motion to approve a handicap parking space in front of 61 Washington Park, near the existing handicap ramp. Council members agreed 3-0, Ciccone not voting.

TC59-13 ALD. DANBERG, BLAZAR & 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]

HELD (4-0) on 06/27/13, for trial of “No Parking” signage, Warren Street, north side, from Langley Road 300 feet easterly.

ACTION: DENY (4-0).

This item may be appealed through the close of business October 2, 2013.

NOTE: Mr. Baxter reviewed with Council members the existing conditions. 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 5-6 vehicles parked. Mr. Baxter said that residents have provided comments indicating that some parking may be pushed further east down Warren Street.

Mr. Koses opened the discussion for public comment. Approximately six residents spoke expressing their concerns. They said that drivers have ignored the trial and signs. Commuters and employees continue to park on Warren Street and the sidewalks to avoid paying meters. They said that the area is busy especially for buses and emergency vehicles, trash pick-up, employees have the tendency to move their vehicles every two hours and drivers are driving the wrong way. Warren Street is used as a cut-through and it appears that vehicles are speeding and commercial vehicles are parking up the area. Drivers are parking opposite driveways and on sidewalks making it difficult for residents' to exit their driveways and winter exasperates the issues. Some residents disagree with one side parking and prefer reverting Warren Street back to its original state. Homeowners wish to park in front of their homes. Traffic is unfair and a burden. Parking on both sides allows natural traffic calming measures. Residents suggested reducing the speed limit, installation of speed humps, implement resident permit parking only or visitor parking permits hoping to deter commuters and speeders. Their major concerns are safety and speeding. Residents disagree and feel that Mr. Baxter's observation of 5-6 vehicles parking on Warren Street is low.

Mr. Baxter said that an item would have to be docketed requesting traffic calming measures on Warren Street addressing speed. When parking is removed, drivers have the tendency to speed.

Mr. Koses said that an item would have to be docketed requesting resident parking only, although he is opposed. Mr. Koses then said that balance is necessary on public streets and it should not be a goal to create empty streets. When parking is reduced, drivers have the tendency to speed. Traffic Council has not approved a request in approximately twelve years. He then said that a comprehensive parking plan would be the ultimate solution to eliminate existing and create a different and comprehensive set of parking restrictions in Newton Centre. Mr. Koses briefly described the recently approved Newtonville Neighborhood Parking District Plan.

Sgt. Babcock provided recent Police Department observations conducted on nine days. He said that the speed on Warren Street is 30 mph; they observed the average speed of 31 mph and said that it appears commuters are parking up Warren Street. Commuters should be forced to use the municipal parking lots. Observations include one resident out of the twenty-three vehicles park on Warren Street. He disagreed with Mr. Koses suggestion of creating a comprehensive parking plan, he feels immediate relief is necessary. Sgt. Babcock suggests and supports Ald. Danberg docket a request for resident permit parking to provide homeowners immediate relief. He then made the motion to deny this item. Mr. Baxter and Ald. Ciccone agreed.

Ald. Danberg said that Warren Street is typically parked up more than the 5-6 vehicles observed. She requests Traffic Council approve some sort of relief now to residents. She then said that it appears that drivers are moving their vehicles every two hours all day to avoid paying meters. She agreed to docket an item for parking restrictions on Chase Street and Warren Street. She is hopeful that the Police Department will purchase the automatic license plate readers.

Ald. Ciccone made the motion to deny this item with the understanding that Ald. Danberg will docket an item for parking restrictions on Warren Street and Chase Street. Council members agreed 4-0. Mr. Koses said that Warren Street would revert to its original state. He then said that this item may be appealed through the close of business on October 2, 2013.

TC69-13 ALD. SANGIOLO, HARNEY & GENTILE, requesting a temporary 2-hour parking restriction along Hancock Street from Woodland Road to Grove Street to address commuter parking and safety issues. (Ward 4) [06/28/13 @ 10:08 AM] [Revised 08/21/13]

ACTION: **HOLD (4-0). Hold for 60-day trial of the following: no parking, Hancock Street, west side, from Woodland Road to Lasell Street; no parking, Hancock Street, west side, from a point 60 feet north of Fern Street to Grove Street; two-hour limit, Hancock Street, east side, 9:00AM to 5:00 PM, from Grove Street to Woodland Road with the exception of the current Blue Zone, which shall remain unchanged.**

NOTE: Mr. Baxter provided Council members with the existing conditions and a draft Auburndale Parking Plan (attached to this report). He said that Hancock Street is approximately 20 feet wide except within the vicinity of Lasell Street, where it briefly widens to 40 feet.

Mr. Koses said that the Williams Elementary School is concerned about implementing a 2-hour parking restriction on Hancock Street because it would impact staff parking, especially during winter months. If a parking restriction were to be implemented on Hancock Street, the Auburndale Parking Plan (if approved) would change this temporary restriction.

Mr. Koses opened the discussion for public comment. Approximately three residents spoke expressing their concerns. They said that when the MBTA started charging \$4.00 per day, they began to notice commuters parking up Hancock Street, all day, every day. Winter months exasperate parking issues. Residents feel burdened, as they cannot park in front of their homes. Residents support implementing a 2-hour parking restriction to deter commuters. Some residents suggested implementing a resident permit-parking plan.

Sgt. Babcock stated that regardless of Traffic Council's decision tonight, it is his intent as an emergency safety measure to eliminate parking on Hancock Street, west side, from Woodland Road to Lasell Street to allow emergency vehicle access. The Williams Elementary School could request the Police Department to provide some parking relief.

Mr. Koses said that the Williams Elementary School does not have a dedicated School Zone on Hancock Street. Ald. Sangiolo said that she would docket a request for a School Zone.

Mr. Baxter made the motion to hold for a 60-day trial to deter commuters until the final parking plan is complete. No parking, Hancock Street, west side, from Woodland Road to Lasell Street; no parking, Hancock Street, west side, from a point 60 feet north of Fern Street to Grove Street; two-hour limit, Hancock Street, east side, 9:00AM to 5:00 PM, from Grove Street to Woodland Road with the exception of the current Blue Zone, which shall remain unchanged. Council members agreed 4-0, with the understanding that an item will be docketed requesting a Blue Zone.

TC5-13 ALD. HESS-MAHAN & SWISTON AND DAVID KOSES, requesting changing Davis Street to a one-way street, and changes to the on-street parking spaces on Davis Street. (Ward 3) [02/05/13 @ 3:03 PM]

ACTION: **HOLD (4-0). Hold for 60-day trial of the following: no left turn, Davis Street onto Highland Street.**

NOTE: Two emails were received in opposition of this request, on file.

Ald. Swiston said that this item was docketed as a suggestion from the Police Department due to safety reasons. The intersection of Davis Street and Highland Street is extremely dangerous. She is hopeful a West Newton Village Parking Plan will be created and approved.

Mr. Baxter provided Council members with background information, photos and proposed improvements including pros and cons. Davis Street is a two-way street, 28 feet wide. On-street parking is allowed along the south side. The major safety issue is at the intersection of Davis Street and Highland Street where sight distance is extremely poor when looking to the left, over the Mass Turnpike Bridge. Mr. Baxter proposes to consider making Davis Street a one-way in the westbound direction, although the change would include both pros and cons.

Pros: Eliminates sight distance concerns at Highland Street, provides opportunity for increased parking for West Newton businesses and eliminates vehicle cut-through.

Cons: Reduce access for residents of Davis Street, potential confusion for drivers not familiar with the area and reduce access for businesses with direct access to Davis Street.

Mr. Koses opened the discussion for public comment. Approximately six residents spoke. They all were opposed to changing Davis Street to a one-way street or changes to the on-street parking suggestion of angle parking. Residents stated that they would be inconvenienced and have a longer commute home if Davis Street became a one-way street. Residents feel that angle parking would not benefit them because drivers and commuters have the tendency to block their driveways and park on the sidewalks and winter exasperates these issues. Residents expressed their concerns regarding litter and tractor-trailers parking on Davis Street. They then said that a major safety issue is emergency vehicle access and the difficult challenge due to poor sight distance when exiting Davis Street, turning left onto Highland Street.

Sgt. Babcock stated that there have been six recent accidents including five over the Mass Turnpike Bridge including one fatality. He feels that West Newton business employees are parking up Davis Street, not the commuters. He is opposed to angle parking on Davis Street. Sgt. Babcock provided recent Police Department observations conducted over four weeks. The department has cited eight-tractor vehicles for blocking driveways. For safety reasons, one parking space was eliminated; one parking space has been designated for 'compact vehicle' on Highland Street. Sgt. Babcock stated that regardless of Traffic Council's decision tonight, it is his intent as an emergency safety measure to implement a no left turn, Davis Street onto Highland Street due to the fatality, accidents and to provide safety.

Ald. Ciccone made the motion to deny the request to change to the on-street parking spaces on Davis Street to angle parking.

Mr. Koses stated that each resident of Davis Street was in attendance and suggesting holding the item for a 60-day trial of no left turn, Davis Street onto Highland Street. Residents supported this suggestion. Ald. Ciccone made the motion and Council members agreed 4-0.

TC68-13 PANAGIOTIS VORVIS, owner 60-66 Boyd Street, requesting that all parking on Emerson Street be changed from the current 2-hour parking restriction to “permit parking only” or “residential parking” due to lack of parking. (Ward 1)
[06/21/13 @ 1:53 PM]

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

This item may be appealed through the close of business October 2, 2013.

NOTE: Four emails were received in opposition of this request, on file.

The petitioner, Mr. Vorvis attended tonight’s discussion. He said that he docketed this item due to lack of parking. His home has four units with four parking spaces. His tenants are receiving parking violations and winter months exasperate the parking issues.

Mr. Baxter provided Council members with background information and photos. He said that Emerson Street is 20 feet wide. Parking is prohibited on the west side and there is a 2-hour parking restriction on the east side of the street. Allowing for driveways, approximately ten parking spaces are available on Emerson Street. Field observations taken during the day show 4-5 vehicles typically parked, mostly area residents.

Mr. Baxter said that tenants in homes on the corner lot are eligible to receive permit parking only permits to park on either Boyd Street or Emerson Street. Ald. Ciccone stated that the Town of Watertown allows 1-hour parking on Boyd Street.

Council members discussed this request and feel that Mr. Vorvis’ home has ample parking with a long driveway allowing tenants to ‘shuffle’ vehicles. Mr. Koses said that he does not support permit parking because it makes vehicles shift to park on neighboring streets. Mr. Baxter suggested that Mr. Vorvis docket an item requesting Boyd Street become permit parking only or resident parking.

Ald. Ciccone made the motion to deny this item. Council members agreed 4-0. Mr. Koses said that this item may be appealed through the close of business on October 2, 2013.

TC46-12 DAVID KOSES, proposing a two-hour parking zone on Tremont Street near Marlboro Street, at the locations of the MBTA bus stops, which are slated to be removed, consistent with the Key Bus Routes Improvement Project. (Ward 1)
[10/30/12 @ 10:31 AM]

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

This item may be appealed through the close of business October 2, 2013.

NOTE: Mr. Koses said that the bus stops have been removed on both sides of Tremont Street adjacent to Marlboro Street. The MBTA has placed 2-hour parking signs to be consistent with the remainder of Tremont Street.

Without discussion, Sgt. Babcock made the motion to approve this request. Council members agreed 4-0. Mr. Koses said that this item may be appealed through the close of business on October 2, 2013.

- TC70-13 DAVID KOSES, on behalf of the Newton Centre Business Owners, requesting the following changes:
- 1) Change the time limit for the 1-hour meters on Langley Road between Centre Street and Beacon Street to 2-hour meters, both sides.
 - 2) Change the time limit for the 1-hour meters on Beacon Street between Langley Road and the point across from 853 Beacon Street to 2-hour meters, both sides.
 - 3) Change the time limit for the 1-hour meters on Centre Street between Beacon Street and Lyman Street to 2-hour meters, both sides.
 - 4) Change the time limit for the 1-hour meters on Pleasant Street between Centre Street and the point across from 31 Pleasant Street to 2-hour meters, south side.
 - 5) Change the time limit for the 1-hour meters on Pelham Street between Centre Street and 35 Pelham Street to 2-hour meters, north side.
- (Ward 6) [06/28/13 @ 12:20 PM] [Revised 07/29/13] [Revised 08/08/13]

ACTION:

- (1) APPROVE (4-0). Change the time limit for the 1-hour meters on Langley Road between Centre Street and Beacon Street to 2-hour meters, both sides.**
 - (2) APPROVE (4-0). Change the time limit for the 1-hour meters on Beacon Street between Langley Road and the point across from 853 Beacon Street to 2-hour meters, both sides.**
 - (3) APPROVE (4-0). Change the time limit for the 1-hour meters on Centre Street between Beacon Street and Lyman Street to 2-hour meters, both sides.**
 - (4) APPROVE (4-0). Change the time limit for the 1-hour meters on Pleasant Street between Centre Street and the point across from 31 Pleasant Street to 2-hour meters, south side.**
 - (5) DENY (4-0). Change the time limit for the 1-hour meters on Pelham Street between Centre Street and 35 Pelham Street to 2-hour meters, north side.**
- These items may be appealed through the close of business October 2, 2013.**

NOTE: Mr. Koses summarized one email received on this item (#5) opposing changing the time limit for the 1-hour meters on Pelham Street between Centre Street and 35 Pelham Street to 2-hour meters, north side.

Mr. Baxter provided background information and existing parking meter locations. He stated that in January 2013 all parking meters on Union Street, Beacon Street east of Langley Street, Langley Street south of Beacon Street and Herrick Road have been converted from one-hour to two-hour meters.

Without discussion, Ald. Ciccone made the above motions. Council members agreed 4-0. Mr. Koses said that these items may be appealed through the close of business on October 2, 2013.

Respectfully submitted,
David Koses, Traffic Council Chair

Traffic Council
 City of Newton
 September 12, 2013

Agenda

<ol style="list-style-type: none"> 1. HP2-13: David Koses requesting a handicap parking space in front of the New Arts Center at 61 Washington Park. 2. TC59-13: Held (4-0) 6.27.13 Ald. Danberg, Blazar, & Schwartz requesting parking on Warren Street, Newton Centre be limited to one side of the street, between Langley Road and Glen Avenue. 3. TC70-13: David Koses requesting that the time limit for parking in Newton Centre be changed from 1-hour to 2-hours at the following locations: <ol style="list-style-type: none"> 1. Langley Road between Centre Street and Beacon Street, both sides 2. Beacon Street between Langley Road and 853 Beacon Street, both sides. 3. Centre Street between Beacon Street and Lyman Street, both sides. 4. Pleasant Street between Centre Street and 31 Pleasant Street, south side. 5. Pelham Street between Centre Street and 35 Pelham Street, north side. 	<ol style="list-style-type: none"> 4. TC69-13: Ald. Sangiolo, Harney, & Gentile requesting a temporary 2-hour parking restriction along Hancock Street from Woodland Road to Grove Street to address commuter parking and safety issues. 5. TC5-13: Ald. Hess-Mahan, Ald Swiston, & David Koses requesting changing Davis Street to a one-way street along with changes to the on-street parking spaces. 6. TC68-13: Panagiotis Vorvis, owner of 60-66 Boyd St, requesting that all parking on Emerson St be changed from the current 2-hour parking restriction to "permit parking only" due to the lack of parking. 7. TC46-12: David Koses proposing a two-hour parking zone on Tremont St near Marlboro St at the locations of the MBTA bus stops, which are slated to be removed as part of the Key Bus Routes Project.
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9.12.13 2 Traffic Council

HP2-13

 New Arts Center – 61 Washington Park
 Request for Handicap Parking Space

9.12.13 Traffic Council

Background Information	HP2-13
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- ❖ Newton Commission on Disability voted on July 8, 2013 to recommend to the Traffic Council that a handicap parking space be designated in front of 61 Washington Park, near the bottom of the existing handicap ramp
- ❖ Proposed space is the closest possible point to the sole accessible building entrance
- ❖ Sidewalk ramp is provided adjacent to the proposed parking space

9.12.13 4 Traffic Council

Site Photos **HP2-13**



9.12.13 5 Traffic Council

TC59-13


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Warren Street
Request for Parking Restrictions

9.12.13 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




9.12.13 7 Traffic Council

Site Photo - Before **TC59-13**

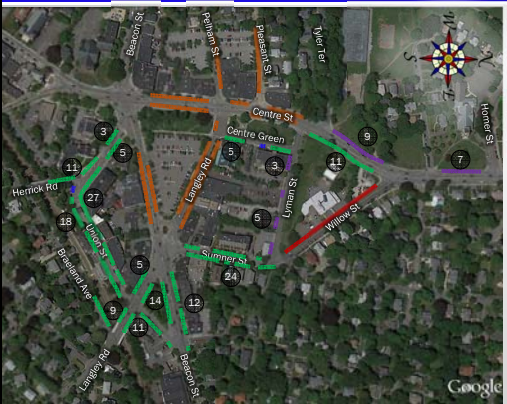


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Notes from Trial	TC59-13
<ul style="list-style-type: none"> ❖ Trial provided NO PARKING, Warren Street, north side, from Langley Road 300 feet easterly ❖ Comments from residents indicate that some parking may have been pushed further down Warren Street ❖ Observations show a similar number of vehicles parking on street 	
9.12.13	9 Traffic Council

<h1 style="margin: 0;">TC70-13</h1> <p style="margin: 0; font-size: small;">  Newton Centre Conversion of One-Hour Parking to Two-Hour Parking </p>
9.12.13 Traffic Council

Background Information	
<ul style="list-style-type: none"> ❖ One-hour meters can be unnecessarily restrictive to customers looking to patronize multiple businesses or those with longer visits such as dining, salons, etc. ❖ City has been moving away from one-hour meters in village centers ❖ Newton Centre meters on Union Street, Beacon Street east of Langley, Langley Street south of Beacon, and Herrick Road all converted from one hour to two hour meters in January 2013. 	
9.12.13	11 Traffic Council

Existing Parking Meter Locations	TC70-13
	<p>Legend</p> <ul style="list-style-type: none"> — No Parking — 1 Hour Meter — 2 Hour Meter — 3 Hour Meter — 12 Hour Meter — HP Space
9.12.13	12 Traffic Council

TC69-13

13
 Hancock Street
 Request for Temporary 2-Hour Parking Restriction

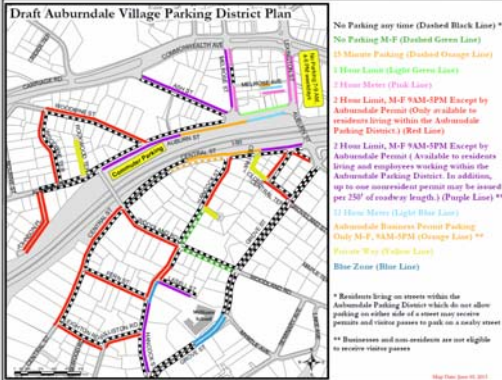
9.12.13
Traffic Council

Existing Conditions
TC69-13

- ❖ Heavy commuter parking due to close proximity to MBTA station
- ❖ Recent temporary parking restrictions placed on Hancock Street north of Grove Street have shifted commuter parking to south of Grove Street
- ❖ MBTA parking lot on Auburn Street underutilized due to parking fees
- ❖ Draft Auburndale Parking Plan calls several new restrictions as described on the map (see next slide)
- ❖ Existing Parking Restrictions
 - NO PARKING 8:00AM-10:00AM, east side, south of Williston Street
 - NO PARKING, SCHOOL DAYS, 7:00AM-4:00 PM, west side
- ❖ Hancock Street is approximately 20' in width except within the vicinity of Lasell Street, where it briefly widens to 40'

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Traffic Council

Draft Auburndale Parking Plan
TC69-13



Draft Auburndale Village Parking District Plan


- 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 Exempt by Auburndale Permit (Only available to residents living within the Auburndale Parking District) (Red Line)
- 2 Hour Limit, M-F 9AM-5PM Exempt 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) **
- 1 Hour Meter (Light Blue Line)
- Auburndale Business Permit Parking (M-F, 9AM-5PM) (Orange Line) **
- Yellow Way (Yellow Line)
- Blue Zone (Blue Line)

* Residents bring an owner 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

6.27.13
15
Traffic Council

Site Photos
TC69-13



9.12.13
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Traffic Council

Aerial Photo **TC69-13**

9.12.13 17 Traffic Council

TC5-13

18
Davis Street
One-Way Conversion

9.12.13 Traffic Council

Background Information **TC5-13**

- ❖ Existing Davis Street is two-way, 28' in width, connecting Chestnut Street to Highland Street
- ❖ On Street Parking provided along the south side of the roadway
- ❖ Provides access to Sovereign Bank Parking lot, three residential homes, Spencer Street, and the Police Annex parking
- ❖ Intersection sight distance at the intersection with Highland Street is extremely poor looking to the left, over the Mass Turnpike Bridge.
 - Results in frequent near misses for drivers pulling out of Davis Street

9.12.13 19 Traffic Council

Site Photos **TC5-13**

9.12.13 20 Traffic Council

Site Photos **TC5-13**




9.12.13 21 Traffic Council

Proposed Improvements **TC5-13**

- ❖ Consider making Davis Street one-way in the westbound direction
- ❖ Pros
 - Eliminates sight distance concerns at Highland Street
 - Provides opportunity for increased parking for West Newton retail establishments
 - Eliminates cut-through opportunity for vehicles avoiding the light on Chestnut Street
- ❖ Cons
 - Reduced access for residents of Davis Street
 - Potential confusion for drivers not familiar with the area
 - Reduced access for business commercial businesses with direct access to Davis Street and Spencer Street


9.12.13 22 Traffic Council

Aerial Photo **TC5-13**



9.12.13 23 Traffic Council

Street Sections **TC5-13**



9.12.13 24 Traffic Council

TC68-13

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Emerson Street
Request for Permit Parking


9.12.13 Traffic Council

Background Information **TC68-13**

- ❖ Emerson Street is 20 feet wide
- ❖ Parking prohibited on the west side of the street
- ❖ 2-Hour Parking Restriction provided on the east side of the street
- ❖ Allowing for driveways, approximately 10 spaces are available on Emerson Street
- ❖ Field observations taken during the day showed 4-5 cars parked


9.12.13 26 Traffic Council

Site Photo **TC68-13**



9.12.13 27 Traffic Council

Aerial Map **TC68-13**



9.12.13 28 Traffic Council

TC46-12


 Tremont Street
 Conversion of Bus Stop to 2 Hour Parking

9.12.13 Traffic Council

Background Information


TC46-12

- ❖ MBTA Key Bus Routes Improvement Project recently modified the location of several bus stops for the 57 Bus
- ❖ Project removed bus stops throughout the route in order to reduce delay
- ❖ Removed bus stops on both sides of Tremont Street adjacent to Marlboro Street
- ❖ Signs already placed by MBTA for 2-Hour Parking, consistent with the remainder of Tremont Street

9.12.13 30 Traffic Council

Aerial Map

TC46-12



9.12.13 31 Traffic Council

Site Photos

TC46-12



9.12.13 32 Traffic Council