

CITY OF NEWTON  
BOARD OF ALDERMEN  
TRAFFIC COUNCIL REPORT

THURSDAY, DECEMBER 19, 2013

Present: Sgt. Jay Babcock, Newton Police Department; Patrick Baxter, Transportation Engineer; Ald. Ciccone, Jerome Grafe, Citizen Representative and David Koses, Transportation Planner  
Also present: Ald. Hess-Mahan, Leary, Lennon and Ald.-elect Cote.

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

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]  
**HELD (4-0) on 09/12/13, for a 60-day trial of the following: no left turn, Davis Street onto Highland Street.**  
**ACTION:    APPROVE AS AMENDED (4-0-1, Grafe). No left turn, Davis Street onto Highland Street.**  
**This item may be appealed through the close of business January 8, 2014.**

**NOTE:**      Mr. Baxter provided Council members with background information and photos. 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. Data shows that approximately 10% of drivers still turn left, violating trial signs. This represents a reduced left turn volume over previous conditions, where approximately 50% of drivers turned left.

Mr. Koses summarized two emails received, opposed to making the trial permanent. He then opened the discussion for public comment. Approximately two residents spoke in favor of making the trial permanent. They said that they observe a small number of drivers ignoring the no left turn sign. The residents stated that they are inconvenienced; but support the trial due to poor sight distance when exiting left onto Highland Street.

Ald. Hess-Mahan stated that this item was docketed due to safety reasons. The intersection of Davis Street and Highland Street is extremely dangerous. Commuters, heavy traffic and parking issues remain because it appears that commuters are not using the T-station parking lot due to the increased fee. He is hopeful a West Newton Village Parking Plan will be created and approved. Mr. Koses briefly described the recently approved Newtonville Neighborhood Parking District Plan. Alderman-elect Cote suggested installing additional signs alerting drivers approaching the trial at the intersection at Davis Street onto Highland Street.

Sgt. Babcock stated that the department supports the trial being approved. The department has issued ten violations in the first three weeks of the trial. He feels that drivers are obeying the no

left turn, Davis Street onto Highland Street. Overgrown vegetation at the corner of Davis and Highland Streets remain a safety issue after many phone calls to the state to no avail.

Council members support the trial becoming permanent. They agree that the no left turn forces traffic into West Newton square but feel it is necessary to restrict left turns for safety reasons. Mr. Baxter noted that he has estimates that 40-50 vehicles per hour turn right from Davis Street into the square.

Mr. Baxter made the motion to approve as amended (make the trial permanent), no left turn, Davis Street onto Highland Street. Council members agreed 4-0-1, Mr. Grafe abstaining. Mr. Koses stated that this item may be appealed through the close of business January 8, 2014.

HP4-13      CORNELIA CAIN-HEARD, 80 West Street, requesting a handicap parking space in front of 80 West Street. (Ward 1) [10/09/13 @ 4:07PM]  
**The Newton Commission on Disability voted on October 21, 2013, recommending to Traffic Council that a HP space be designated in front of 80 West Street.**

**ACTION:      DENY (5-0).**

**NOTE:**      Mr. Baxter provided Council members with background information and photos. There are two existing handicap parking spaces provided near the northern end of West Street. The main entrance to the home is located in the driveway, no entrance at front of home. The best accessible path is from the off-street driveway.

Council members discussed this request with the petitioner. Ms. Cain-Heard explained her disability and her request for a handicap parking space in front of her home. She stated that the existing handicap locations are not convenient because of walking difficulties and the distance. She then stated that she has difficulty backing out of her driveway. There are several obstructions limiting site distance (parked vehicles and bushes). The parking space in front of her home is always parked up, and she requests that this parking space be converted to a handicap parking space. She then stated that drivers do not obey the 5 feet parking restriction near driveways and asked if the other West Street handicap parking spaces could be rescinded allowing her a handicap parking space.

Council members expressed their concerns regarding the numerous handicap parking spaces available on West Street. Ald. Ciccone stated that there are three handicap parking spaces on West Street (one of the two existing handicap parking spaces is extra-long). Council members agree that the best accessible path to her home is from the off-street driveway. They would like to support this request due to the Commission on Disability recommendation and the petitioner meeting handicap parking guidelines. They briefly discussed whether Green Street could be considered as an alternate location. Suggestions were made to post 5 feet from driveways signs or post no parking between driveways.

Mr. Baxter stated that the parking space in front of the petitioners' home is an illegal length parking space. Therefore, Council members agree that they could not support and approve the

installation of a handicap parking space at this location. Sgt. Babcock offered Ms. Cain-Heard to work with the Police Department to determine an alternate location and docket a new request. Mr. Grafe made the motion to deny this request. Council members agreed 5-0. Mr. Koses stated that this item may not be appealed.

TC81-13 ALD. CICCONE & LENNON, requesting No Parking, School Days only, 8 am to 4pm, on south side of Capital Street between Washburn Street and Jackson Road. (Ward 1) [10/04/13 @ 12:34 PM] [Revised 11/17/13]

**ACTION: APPROVE (5-0).**

**This item may be appealed through the close of business January 8, 2014.**

**NOTE:** Items TC81-13, TC80-13 and TC87-13 were discussed together. Please refer to summary below in TC87-13.

TC80-13 ALD. CICCONE & LENNON, requesting Do Not Enter sign between 8:15 am to 8:45 am, School Days only, on Capital Street at Washburn Street. (Ward 1) [10/04/13 @ 12:34 PM] [Revised 11/17/13]

**ACTION: APPROVE AS AMENDED (5-0). Do Not Enter between 8:00 am to 8:45 am, School Days only, on Capital Street at Washburn Street.**

**This item may be appealed through the close of business January 8, 2014.**

**NOTE:** Items TC81-13, TC80-13 and TC87-13 were discussed together. Please refer to summary below in TC87-13.

TC87-13 ALD. CICCONE & LENNON, requesting a blue zone on Jackson Road at the Lincoln-Eliot Elementary School. (Ward 1) [10/04/13 @ 12:34 PM]

**ACTION: APPROVE (5-0). Blue Zone, Jackson Road, east side, from a point 10 feet north of the fire hydrant to the school entrance. Bus Zone, Jackson Road, east side, between the school entrance and the staff parking lot entrance.**

**This item may be appealed through the close of business January 8, 2014.**

**NOTE:** Items TC81-13, TC80-13 and TC87-13 were discussed together. The summary on these items follows.

Ald. Ciccone, Lennon and Leary described the parking and drop-off and pick-up conditions near Jackson Road and Capital Street at the Lincoln-Eliot Elementary School. They stated that these items were docketed as a request from residents and Principal Marcia Uretsky due to heavy vehicle parking in the area, concerns for student safety, students crossing between parked vehicles, lack of crosswalk, the location of crossing guard and the issue of vehicles traveling in both directions. These conditions cause conflicts at Jackson Road and Capital Street.

Mr. Baxter provided Council members with background information, proposed changes and photos. He stated that pick-up and drop-off times result in heavy parking on Pearl Street, Jackson Road and Capital Street. Capital Street is 24' wide with parking on both sides, resulting in one-lane traffic getting through. Two-way flow on Capital Street results in turning conflicts

with large volumes of vehicles entering and exiting Jackson Road for drop-offs and pick-ups. The large existing bus zone on Jackson Road is not fully utilized.

Mr. Koses summarized the one email received in opposition of TC81-13 and TC80-13. He then opened the discussion for public comment. One resident of Capital Street spoke supporting approval of these docket items. He stated that trash pickup is difficult, sometimes not picked up due to vehicles parking on both sides of Capital Street.

Council members discussed and agreed to approve these dockets due to safety reasons. They encourage the Department Public Works to consider installing an additional crosswalk on Jackson Road.

#### TC81-13

Ald. Lennon said that he spoke with Capital Street residents who support and understand a parking restriction, school days on Capital Street. He then stated that Lincoln Eliot staff should not be parking on Capital Street due to the availability of parking on Jackson Road. Ald. Ciccone made the motion to approve the request of No Parking, School Days only, 8 am to 4pm, on south side of Capital Street between Washburn Street and Jackson Road. Council members agreed 5-0.

#### TC80-13

Mr. Baxter suggested amending the time requested (8:15 am to 8:45am) to 8:00 am to 9:00 am for simplicity and clarity. Ald. Ciccone made the motion to approve as amended requesting Do Not Enter sign between 8:00 am to 8:45 am, School Days only, on Capital Street at Washburn Street. Council members agreed 5-0.

#### TC87-13

Ald. Ciccone made the motion to approve the request of a blue zone on Jackson Road, east side, from a point 10 feet north of the fire hydrant to the school entrance and a Bus Zone on Jackson Road, east side, between the school entrance and the staff parking lot entrance. Council members agreed 5-0.

Mr. Koses stated that these items may be appealed through the close of business January 8, 2014.

TC79-13      JUDITH D. KLEIN, 85 Elgin Street, Unit 2, requesting “resident only parking” on Elgin Street between Langley Road and Glen Avenue. (Wards 6 & 7)  
[10/01/13 @ 2:25 PM]

**ACTION:**      **DENY (5-0).**  
**This item may be appealed through the close of business January 8, 2014.**

**NOTE:**      Mr. Baxter provided Council members with existing conditions, area parking restrictions and photos. He stated that Elgin Street is 24 feet wide with an existing 2-hour parking restriction with a close proximity to Newton Centre businesses. Observations prove that 3-5 vehicles park on Elgin Street during weekday midday periods.

Ms. Klein said that she docketed this item due to the number of parking violations received because of violating the 2-hour parking restriction. Her driveway is narrow; to avoid conflict she sometimes parks on the street and violates the 2-hour parking restriction. She is hopeful a resident only parking restriction will help solve parking issues.

Mr. Koses summarized the four emails received in opposition of this request, on file. He then opened the discussion for public comment. Approximately three residents spoke expressing their concerns. One resident agreed that too many parking violations are issued. A resident asked for clarification on "resident only parking". Some residents present stated that they are opposed to this request and would support the creation of a comprehensive parking plan hoping to deter commuters.

Sgt. Babcock and Mr. Koses briefly described to residents the Newtonville Village Parking Plan (the first comprehensive neighborhood-parking plan completed) and the process of obtaining permits for homeowners and guests.

Mr. Baxter stated that the suggestion of a comprehensive parking plan would have to be docketed. He encouraged residents to contact their Aldermen. Mr. Koses said that some level of parking should be encouraged on public streets, and it should be a goal to share public streets among various users while still allowing residents full access of their street. He stated that Elgin Street is not an unusual street, and a "resident permit parking" restriction may negatively impact residents as well.

Council members agreed with Mr. Baxter and Mr. Koses and stated that they cannot support this request. They encourage residents to contact their Aldermen requesting them to docket the creation of a comprehensive parking plan for Newton Centre. Without further discussion, Mr. Grafe made the motion to deny this item. Council members agreed 5-0. Mr. Koses stated that this item may be appealed through the close of business January 8, 2014.

TC86-13      DAVID KOSES & PATRICK BAXTER, requesting the addition of **left** turn on red signage at the entry to the I-90 westbound ramp from Washington Street in Newton Corner. (Ward 1) [11/12/13 @ 3:46 PM]

**ACTION:**      **APPROVE (5-0). No Left Turn on Red, Washington Street to the Massachusetts Turnpike Westbound Onramp, both stop lines.**  
**This item may be appealed through the close of business January 8, 2014.**

**NOTE:**      Mr. Baxter provided Council members with background information, photos and recommendations. Mr. Baxter stated that traffic from the left two-lanes on Washington Street frequently make left turns on red towards the on-ramp without stopping. Data shows that 48 out of 100 vehicles make the turn without stopping. Mr. Baxter stated that a left turn on red (after stop) is legal at an intersection of two one-way streets unless otherwise posted. The only minimal conflict with cross traffic at this location is a vehicle traveling from the westbound off-ramp to the westbound-on ramp. Mr. Baxter recommends the installation of a left turn on red, after stop signs plus a left lanes only placard.

Council members discussed and reviewed this request. They said that the advantage to allowing a left on red would help reduce the traffic volume queued on the bridge. The disadvantage of allowing a left on red is in terms of pedestrian safety, as cars may be less likely to see or stop for a pedestrian using the crosswalk. Sgt. Babcock stated that the department issued seventy-five \$100.00 violations in three weeks to drivers violating the crosswalk. Council members agree that safety is the first priority. Without discussion, Mr. Baxter made the motion to approve No Left Turn on Red, Washington Street to the Massachusetts Turnpike Westbound Onramp, both stop lines. Council members agreed 5-0. Mr. Koses stated that this item may be appealed through the close of business January 8, 2014.

TC85-13      DAVID KOSES & PATRICK BAXTER, requesting the addition of right turn on red signage at the end of the I-90 ramp leading to Washington Street in West Newton. (Ward 4) [11/12/13 @ 11:42 AM]

**ACTION:**      **APPROVE (5-0). Right Turn On Red After Stop from Right Lane Only (to indicate no turn on red from the center lane); No Turn on Red (to indicate no turn on red from the left lane).**

**This item may be appealed through the close of business January 8, 2014.**

**NOTE:**      Mr. Baxter provided Council members with background information, photos and recommendations. Mr. Baxter stated that many drivers are confused as to whether the movement from Exit 16 off-ramp to Washington Street is a right turn or a through movement. There is no signage posted regarding whether a right turn on red is allowed. Mr. Baxter recommends the installation of a right turn on red, right lane only sign be posted adjacent to the right lane and the installation of a no turn on red sign adjacent to the left lane.

Council members reviewed this request. Without discussion, Mr. Baxter made the motion to approve Right Turn On Red After Stop from Right Lane Only (to indicate no turn on red from the center lane) and a No Turn on Red (to indicate no turn on red from the left lane). Council members agreed 5-0. Mr. Koses stated that this item may be appealed through the close of business January 8, 2014.

Respectfully submitted,

David Koses, Traffic Council Chair

# Traffic Council

City of Newton

December 19, 2013

## Agenda

1. **TC5-13:** Held (4-0) 9.12.13 - Ald. Hess-Mahan & Swiston and David Koses requesting changing Davis Street to a one-way street.
2. **HP4-13:** Cornelia Cain-Heard requesting a handicap parking space in front of 80 West Street.
3. **TC81-13:** Ald. Ciccone & Lennon requesting No Parking, School Days, 8 AM to 4 PM, south side of Capital Street between Washburn Street and Jackson Road.
4. **TC80-13:** Ald. Ciccone & Lennon requesting DO NOT ENTER sign, School Days, 8:15 AM to 8:45 AM on Capital Street at Washburn Street.
5. **TC87-13:** Ald. Ciccone & Lennon requesting a blue zone on Jackson Road at the Lincoln-Eliot Elementary School.
6. **TC79-13:** Judith D. Klein requesting "Resident Only Parking" on Elgin Street between Langley Road and Glen Avenue.
7. **TC86-13:** David Koses & Patrick Baxter requesting the addition of left turn on red signage at the entry to the I-90 Westbound on-ramp from Washington Street in Newton Corner.
8. **TC85-13:** David Koses & Patrick Baxter requesting the addition of right turn on red signage at the end of the I-90 Westbound Exoff-ramp

12.19.13

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## TC5-13

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Davis Street

Trial of No Left Turn Restriction

## 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

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12.19.13

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## Site Photos

TC5-13



9.12.13

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## Aerial Photo

TC5-13



9.12.13

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## Trial Results

TC5-13

- ❖ Traffic Council approved a trial of NO LEFT TURN restriction from Davis Street to Highland Street.
- ❖ Anecdotal data shows approximately 10% of drivers still turn left in violation of the sign
  - Reduced left turn volume over previous condition where ~50% of drivers turned left



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# HP4-13



80 West Street

Request for Handicap Parking

12.19.13

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## Background Information

HP4-13

- ❖ Two existing handicap parking spots provided near the northern end of West Street.
- ❖ One legal parking space between the driveways for 78 and 80 West Street.
- ❖ Main entrance to the house is located in the driveway, no entrance at front of house.
- ❖ Best accessible path to house is from the off-street driveway parking spaces.
- ❖ Parking demand for on-street spaces is very high on West Street.

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## Photos

HP4-13



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# TC80/81/87-13



Lincoln-Eliot School

Changes to Parking, Drop-off Zones, and Traffic Circulation

12.19.13

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## Background Information

TC80/81/85-13

- ❖ Pickup & Dropoff times result in chaotic parking and traffic flow on Pearl Street, Jackson Street, and Capital Street.
- ❖ Parking on both sides of Capital Street (24' wide) results in one-lane of traffic getting through
- ❖ Two-way flow on Capital Street results in turning conflicts with large volumes of vehicles entering/exiting Jackson Street for dropoff/pickup
- ❖ Large existing bus zone on Jackson Street is not fully utilized
  - Only one 40 foot school bus

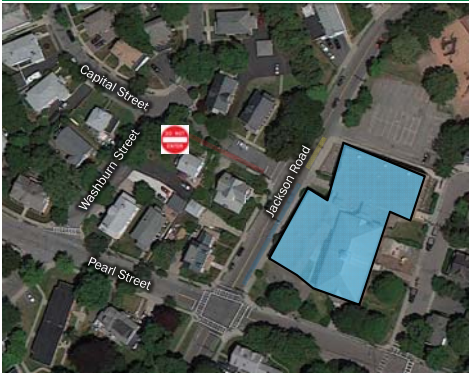
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## Proposed Changes

TC80/81/85-13



### Legend

- No Parking 8-4 School Days
- Blue Zone
- Bus Zone
- Lincoln-Eliot School

3.28.13

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## Photos

TC80/81/85-13



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# TC79-13

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Elgin Street

Request for Resident Parking

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## Existing Conditions

TC79-13

- ❖ Elgin Street is 24' wide
- ❖ Existing 2-Hour Parking restriction
- ❖ Approximately 1,000 foot walk from the end of Elgin Street to Beacon Street, Newton Centre businesses
- ❖ Typical observations indicate 3-5 vehicles parked on Elgin Street during weekday midday periods

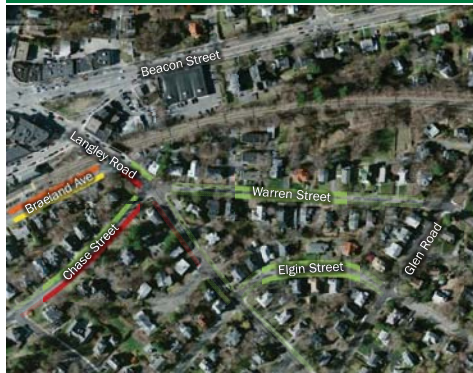
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## Parking Restriction Map

TC79-13



### Legend

- No Parking Any Time
- No Parking 4-6
- Two-Hour Limit
- One-Hour Limit

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## Site Photo

TC79-13



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# TC86-13

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Washington Street at Exit 17 On-Ramp  
Request for Turn on Red Signage

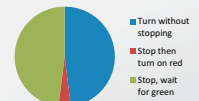
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## Background Information

TC86-13

- ❖ Traffic from the left two-lanes on Washington Street frequently make left turns on red towards the on-ramp without stopping
- ❖ Traffic Count of 100 vehicles approaching the stop bar on red showed:
  - 48 cars stop and wait for green light
  - 4 cars stop and then turn on red
  - 48 cars turn without stopping
- ❖ Left turn on red (after stop) is legal at an intersection of two one-way streets unless otherwise posted
- ❖ Minimal conflicts with cross traffic at this location
  - Only potential conflict would be with a vehicle traveling from the westbound off-ramp to the westbound on-ramp.



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Aerial Photo of Intersection

TC86-13



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Typical Intersection Operations

TC86-13



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Photos

TC86-13



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Photos

TC86-13



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## Recommendation

TC86-13

- ❖ Install LEFT TURN ON RED AFTER STOP sign plus a LEFT LANES ONLY placard
  - To be installed on the pole with the existing left turn lane sign



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# TC85-13



Washington Street at Exit 16 Off-Ramp  
Request for Turn on Red Signage

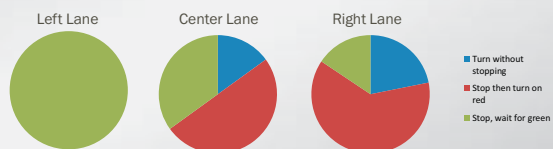
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## Background Information

TC85-13

- ❖ Many drivers are confused as to whether the movement from the Exit 16 Off-Ramp to Washington Street is a right turn or a through movement
- ❖ No signage posted regarding turn on red
- ❖ Traffic Count of 100 vehicles approaching the stop bar on red showed:



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## Aerial Photo

TC85-13



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## Photo

TC85-13



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## Typical Intersection Operations

TC85-13



12.19.13

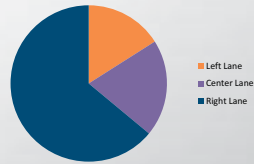
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## Recommendation

TC85-13

- ❖ Install RIGHT TURN ON RED RIGHT LANE ONLY sign adjacent to the right lane.
- ❖ Install NO TURN ON RED sign adjacent to the left lane.
- ❖ This may cause more drivers to use the right lane, however a higher percentage of drivers use the right lane under existing conditions.



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