

CITY OF NEWTON
BOARD OF ALDERMEN
TRAFFIC COUNCIL REPORT

THURSDAY, JANUARY 19, 2012

Present: Ald. Ciccone; Jim Danila, Transportation Engineer; Jerome Grafe, Citizen Representative; David Koses, Transportation Planner, Sgt. Jay Babcock and Captain Howard Mintz, Newton Police Department

Also Present: Ald. Baker, Fischman, Harney, Johnson, Lappin, Linsky and Sangiolo

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

HP5-11 N. ROBERT NUNBERG, 41 West Street, requesting a handicap parking space in front of #38 or #42 West Street. (Ward 1) [12/13/11 @ 10:56 AM]

ACTION: **Approved 5-0**

NOTE: Mr. Danila provided Council members with the current parking restrictions on West Street. There is a no parking restriction on the odd side of the street. The even side has a two- hour limit, 7:00 am to 7:00 pm, Monday through Saturday. A 36' long handicap-parking space is located in front of 30 West Street. Mr. Danila said that if this handicap parking space is approved it does not exempt Mr. Nunberg from overnight parking or snow emergency bans. Mr. Nunberg understood.

Mr. Koses reviewed with Council members the residential handicap parking space policy. He asked Mr. Nunberg if the handicap parking space located in front of 30 West Street would be helpful, it potentially could be divided into two handicap spaces. Mr. Nunberg said that it would be a difficult long walk for him and that he is requesting a handicap parking space in front of 38 or 42 West Street. He is requesting this location because the pitch of his driveway makes it difficult for him to park and walk. Residents at this address tandem park in the driveway. He then said that he would be elated if Traffic Council would approve this request.

Mr. Koses opened the discussion for public comment. A resident of West Street said that parking is difficult especially during the evening hours and said that approving this request would only exasperate parking problems on the street.

Council members considered the off-street parking available, the high demand for parking on the street, the fact that some homes on the street do not have driveways and the location of a large handicap parking space two houses up from the requested location, at 30 West Street.

Mr. Grafe made the motion to approve this handicap parking space request. Council members agreed. Mr. Koses said that this item is not eligible for an appeal. Mr. Danila said that the location of a handicap parking space would be determined on a site visit at either 38 or 42 West Street.

TC72-11 WARD 2 ALDERMEN, requesting change to the parking restriction on the south side of the first 100 feet of Trowbridge Avenue, east of Walnut Street. (Ward 2) [12/29/11 @ 2:49 PM]

ACTION: Deny 3-2 (Grafe, Koses). This item may be appealed through the close of business February 8, 2012.

NOTE: The nine e-mails received on this item are attached to this report.

Ald. Linsky said that this item was docketed because of an omission in Traffic Council's vote in October omitting the motion on where resident parking should begin (100' feet in from Walnut Street).

Mr. Koses opened the discussion for public comment. Two residents spoke stressing their concerns regarding the high number of vehicles that drop-off and pick-up students on Trowbridge Avenue. They said that drivers make unsafe u-turns and have the tendency to back out of Trowbridge Avenue onto Walnut Street. Vehicles that park on Walnut Street leave inadequate sight distance and winter weather exasperate the issues.

Ald. Johnson said that during school days there are many parking options on Trowbridge Avenue because residents' have their own driveways. On non-school days, parking is available on Tiger Drive for guests with easy access to the crosswalk and traffic signal. She suggested that the community continue to work together as a team for both residents and guests' parking needs. Ald. Ciccone agreed.

Mr. Danila said that the City Ordinance states that resident parking restrictions are not in effect during holidays and Sundays 6am -2pm. Mr. Grafe stated that the Transportation Advisory Committee (TAC) developed recommendations for the Executive Department, including a pilot "Share the Streets" recommendation and the re-evaluation of the resident permit program with a moratorium of new resident permits while the re-evaluation takes place. "Share the Streets" would identify a zone, parking restrictions would be enacted within the zone, and permits would be made available for residents and others to override the posted parking restrictions.

Ald. Ciccone made the motion to deny this request. Mr. Koses said that this item may be appealed through the close of business February 8, 2012.

TC73-11 DEPARTMENT OF PUBLIC WORKS, requesting approval of a pedestrian hybrid signal at or near the intersection of Crafts Street and Linwood Avenue. (Wards 1 & 2) [12/30/11 @ 10:19 AM]

ACTION: Approve pedestrian hybrid signal at the intersection 4-1 (Danila). This item may be appealed through the close of business February 8, 2012.

NOTE: Mr. Danila reviewed with Council Members the pedestrian hybrid signal and its operation. He said that a pedestrian hybrid signal has a different set of MUTCD warrants than a traditional traffic signal and operates differently than a traditional traffic signal. The hybrid signal cannot be located at an intersection; however, the City could request an interim approval from the Federal Highway Administration. This intersection does not meet warrants for a full traffic signal. Full traffic signals must meet at least one warrant or they cannot be installed (legally).

Mr. Danila provided Council members with options for consideration on proposed improvements that include the following: 1) Install a new crosswalk across Crafts Street. 2) Pedestrian indications with countdown displays for crossing Crafts Street. 3) Install new stop lines. 4) Install two new mast arms with vehicle indications. He said that stop signs would remain on Linwood Avenue without a signal display for those approaches.

Mr. Koses opened the discussion for public comment. Ald. Johnson said that she is concerned with pedestrian safety and inquired how drivers would be educated because this will be the first pedestrian hybrid signal installed in the City. She requested police enforcement and asked that they assist drivers in this area by educating them. Residents agreed education is necessary and suggested the schools notify and educate the parents.

Mr. Koses made a motion to approve a pedestrian hybrid signal as close as possible to the intersection of Crafts and Linwood. Mr. Danila said that the motion needed to be more specific. Alderman Johnson suggested that the signal be located at the intersection. Mr. Koses revised his motion to approve a pedestrian hybrid signal at the intersection of Crafts & Linwood. Council members agreed on the above action. Mr. Koses said that this item may be appealed through the close of business February 8, 2012.

TC42-11 ALD. LAPPIN requesting an analysis of traffic, pedestrian safety and parking at the intersection of Nahanton and Winchester Streets including the stretch of Winchester Street that abuts the Newton Community Farm and the Jewish Community Center. (Ward 8) [07/25/11 @ 12:44 PM]

ACTION: **No Action Necessary 5-0**

NOTE: Ald. Lappin said that she docketed this item because of the implications of the Add-A-Lane Project that perhaps could affect these streets. She said that the project would bring additional traffic to Kendrick Street and Nahanton Street. She requested prior to this project being developed that data and a baseline be provided. Constituents have also expressed their concerns with farm stand parking and with vehicles that park on Winchester Street near the JCC.

Mr. Danila said that there have been 25 reported crashed from 2005-2009. There are no parking restrictions on Winchester Street. He provided Council members with the following statistics: Crash data - Crash rate of 0.60 crashes per million entering vehicles exceeding local average of (0.57), 10 crashes resulted in personal injury (a relatively high number). This area would rank in top 25 in the City for Equivalent Property Damage Only Crashes (EPDO) crashes of intersections with traffic signals in Newton.

Crash types varied - 25% angle crashes, 25% rear-end crashes, 20% single vehicle crashes, 4% head-on crashes and 26% other.

Sight distance issues vary – Drivers on Winchester Street have a difficult time seeing cars approaching from the west.

Pedestrian & Bicycle amenities – There are sidewalks on both sides of Winchester Street with striped shoulders. There are no sidewalks on Nahanton Street with striped shoulders. There is potential to upgrade these streets to bicycle lanes.

Possible Future Traffic Signal – The intersection of Winchester and Nahanton likely meets at least two traffic signal warrants. At least one traffic signal warrant must be met to legally install a new traffic signal.

Mr. Koses said that this is a discussion item, and that new items would have to be docketed in order for Traffic Council to consider an action.

Mr. Koses opened the discussion for public comment. Approximately eight residents spoke. The discussion stressed their concerns regarding the number of drivers who have the tendency to park on the blind curve on Winchester Street. They said that drivers have the tendency to make frequent u-

turns, that people going to the farm often cross Winchester Street without crosswalks. They feel that this area is a safety issue for pedestrians and bicyclists. It is difficult to encourage bicycling when safety is an issue that winter months exasperate the problem and safety measures are necessary. They support the installation of a traffic signal at the intersection of Winchester & Nahanton, crosswalks, and parking restrictions on one side of Winchester Street.

Lois Levin suggested consideration of a mini-roundabout at the intersection of Winchester & Nahanton. Mr. Danila said that the Commissioner of Public Works determines the locations where crosswalks are installed. He supports the consideration of a traffic signal or roundabout at this location. He said that perhaps MassDOT would agree that this intersection meets some warrants and perhaps mitigation funds could be obtained as part of the 128 Add-A-Lane project.

Ald. Fischman asked if a trial could be implemented with a parking restriction on Winchester Street particularly at the blind curve. Sgt. Babcock opposed to any person parking on a curve because it causes potential problems and traffic accidents. Mr. Danila suggested that the Ward 8 Aldermen docket an item requesting parking restrictions on Winchester Street. Mr. Danila made the motion for no action necessary. Council members agreed.

TC71-11 ALD. SANGIOLO, HARNEY & GENTILE, requesting Traffic Council to consider the addition of parking spaces/parking meters on Washington Street towards the intersection of Wales Street from the existing meters. (Ward 4) [12/28/11 @ 11:16 AM]

ACTION: Approve 5-0 (Mintz not voting, Babcock voting on behalf of the Police Department). Remove parking restriction on Washington Street, east side, from Gregorian to an area opposite the driveway of the Newton Executive Park, to allow for approximately eleven new unmetered long-term parking spaces. Rescind the conversion of eight short-term parking spaces to eight long-term parking spaces, as was approved by Traffic Council on 10/27/11. This item may be appealed through the close of business February 8, 2012.

NOTE: Mr. Danila reviewed with Council members the current parking restrictions and improvements under design on Washington Street. Washington Street has 27 three-hour metered spaces. The traffic signal at Washington and Concord Streets will be upgraded, a new crosswalk and curb extensions will be installed and the street will be restriped to become one travel lane, thereby widening the lane adjacent to the parking spaces. On Washington Street, east of Gregorian Rug, there are approximately 11 new spaces available. The single north/eastbound travel lane would transition to two travel lanes approximately 200' from the Quinobecquin Road traffic signal.

Mr. Danila said that in October, Traffic Council approved the conversion of eight of the approximately 27 parking meters on Washington Street from short-term to long-term meters. Tonight, Traffic Council may consider rescinding their previous vote. Ald. Ciccone and Mr. Grafe agreed and said that they are in favor of rescinding the previous vote to allow turnover, especially in the business district.

Mr. Koses opened the discussion for public comment and summarized the one e-mail received, attached to this report. The email, from Newton-Wellesley Psychiatric, supported adding long-term unmetered parking, in hopes of opening up some of the long-term parking spaces on Concord Street.

Members of Traffic Council support keeping the new spaces on Washington Street unmetered and recommends the approval of the additional eleven new spaces. Mr. Koses said that short-term metered

parking close to village center businesses, with longer-term metered or free parking further away is consistent with previous Traffic Council decisions. In the future, Traffic Council can review this item and docket any changes necessary. Mr. Danila made the motion to approve this item. Council members agreed. He then said that striping the new eleven spaces would not be complete until the spring. Mr. Koses said that this item may be appealed through the close of business February 8, 2012.

TC13-11 SHEILA NUTT, 14 Central Terrace, requesting parking restrictions on Central Terrace. (Ward 4) [04/13/11 @ 3:28 PM]

ACTION: **Hold for 60-day trial 5-0. No parking 9:00 a.m. – 11:00 a.m., Central Terrace, odd side (outside), all days except Saturdays, Sundays and Holidays. No parking, 1:00 p.m. – 3:00 p.m., Central Terrace, even side (inside), all days except Saturdays, Sundays and Holidays.**

NOTE: Sheila Nutt said that she docketed this item for safety reasons. Commuters use Central Terrace as a parking lot for the day, which exasperate the problems. Commuters begin parking at 7am until approximately 9am. She is requesting parking restrictions on Central Terrace because parking on both sides of the street make it difficult for snow, leaf pickup and trash removal. She feels that emergency vehicles would also have difficulty getting down the street, and drivers have the tendency to make u-turns. She is also concerned with recent vandalisms, robberies and graffiti. She is hopeful that a restriction would not affect residents, visitors or patrons.

Ald. Harney said that the Auburn Street MBTA commuter parking lot was recently converted into a pay lot, and since that time, commuters started to park in the neighborhood, using it as a commuter parking lot to avoid parking fees. He agreed with the neighborhood that a restriction is necessary. He suggested implementing a parking restriction on both sides of Central Terrace from 9am to 11am Monday through Friday.

Mr. Danila said that Central Terrace is 24' wide. There are no existing parking restrictions and typically, there are 10-12 cars parked for the entire day. He suggested a different restriction including both sides of Central Terrace with different times on each side hoping to deter commuters while maintaining flexibility for residents and visitors.

Capt. Mintz said that a parking restriction would also affect residents, visitors and patrons. The parking control officers would not be able to determine who they are and suggested a restriction of 7am- 9am.

Mr. Grafe said that the City allows parking on both sides of a 24' street. Central Terrace is not unique and this is a citywide issue. He suggested implementing a parking restriction on one side.

Mr. Danila made the motion for a 60-day trial. Council members agreed.

TC44-11 STACEY RICHARD, 2069 Commonwealth Avenue, requesting the one hour parking restriction on Commonwealth Avenue carriageway be changed to a three-hour limit between the hours of 9am and 5pm, excluding Saturdays, Sundays and holidays between Lexington Street and Pamela Court. (Ward 4) [08/02/11 @ 11:32 AM]

ACTION: **Approve 5-0. Three-hour parking limit, Commonwealth Avenue carriageway between Pamela Court and Lexington Street, 8:00 a.m. - 6:00 p.m., all days except Saturdays, Sundays and Holidays. This item may be appealed through the close of business February 8, 2012.**

NOTE: Stacey Richard said that she docketed this item because residents and visitors are receiving tickets for violating the one-hour parking restriction. She then said that she spoke to neighbors who are open to a parking change to a three-hour restriction, which they hope would still deter commuters from parking on the Carriage Road.

Mr. Danila said that the Carriage Road is 20' wide. The south side has no parking and the north side has a one-hour limit. There are typically 1-2 cars parked on the Carriage Road, which is posted as a one-hour limit. The Traffic Parking Regulations states it is a one-hour limit from 7am -7pm, Monday –Saturday. He supports a three- hour restriction from 8am to 6pm.

Mr. Koses opened the discussion for public comment. Two residents spoke in favor of changing the parking restriction hoping to deter commuters from parking.

Mr. Danila made the motion to approve this item. Council members agreed. Mr. Koses said that this item may be appealed through the close of business February 8, 2012.

TC70-11 ALD. HARNEY AND SANGIOLO, on behalf of the residents of Pine Grove Avenue and Cornell Street, requesting that during soccer and baseball seasons, parking be allowed only on one side of Pine Grove Avenue between Grove and Cornell Streets. (Ward 4) [12/13/11 @ 7:43 PM]

ACTION: **Hold for Trial 4-0-1 (Grafe abstained). No parking 9:00 a.m. – 5:00 p.m., Saturdays, April 15 - November 30, residential side of Pine Grove Avenue between Cornell Street and Grove Street.**

NOTE: Ald. Harney said that in November, Traffic Council discussed and implemented a 60-day trial of No parking Saturdays, April 15- November 30, the residential side of Cornell Street between Grove Street and Pine Grove Avenue. He docketed this item for consistency in the neighborhood.

Mr. Danila made the motion to hold a 60-day trial. Council members voted on the above action.

TC53-11 NANCY BOWDRING, 94 Hammondswood Road, requesting a “Truck Exclusion” at the entrance to Hammondswood Road from Beacon Street. (Ward 7) [09/09/11 @ 10:41 AM]

ACTION: **Approve 4-1 (Koses). Heavy Commercial Vehicle Exclusion along all of Hammondswood Road, pending approval of the Massachusetts Department of Transportation. In the event that the exclusion is not approved by MassDOT along the public portion of Hammondswood, the exclusion would be installed only on the private portion of Hammondswood Road. This item may be appealed through the close of business February 8, 2012.**

NOTE: Nancy Bowdring said that she docketed this item due to the volume of noise and number of trucks using Hammondswood Road at all times of the day. Hammondswood Road is a private road open to public travel. Residents pay yearly for street repairs caused by the amount of vehicles traveling on and damaging the street. She said that trucks have the tendency to ignore the “no left turn” from Beacon Street to Hammondswood Road.

Mr. Danila described to Council members the rules governing truck exclusions. A heavy commercial vehicle exclusion prohibits pass-through trips of commercial vehicles in excess of 2.5 tons and does not exclude local deliveries. MassDOT must approve an exclusion. An exclusion typically requires existing traffic to have between 5% to 8% of heavy vehicles and MassDOT must be provided with alternative routes. Alternate routes do not have to be signed. Exclusions on private ways are exempt from MassDOT's approval. Exclusions only require abutter signatures and Traffic Council's approval.

Mr. Danila provided the following options for consideration and recommends option 2.

Option 1: Apply for a heavy commercial vehicle exclusion on the private way section only. Signs would be erected at Beacon Street and Monadnock Road.

Option 2: Apply for a heavy commercial vehicle exclusion on the private way section only, and apply to MassDOT for a public way section. Traffic volume counts: 4.99% are trucks. Signs would be erected at Beacon Street and Commonwealth Avenue.

Mr. Koses opened the discussion for public comment. A resident said that turning restrictions should not be made for the convenience of a few homes. He suggested a wider area of residents be notified when mailing the Traffic Council agendas. He then said that Hammondswood Road is in desperate need of repairs and it is necessary for the homeowners to regularly maintain it. He suggested the installation of speed bumps.

Ald. Baker said that the City could not install speed bumps on Hammondswood Road because it is a private way. Many years ago, residents agreed they did not want to make Hammondswood Road a public street because they wanted control. However, trucks are causing damage because the street was not designed for heavy vehicles.

Mr. Koses said that if a truck exclusion were approved on Hammondswood, truck traffic would increase on neighboring streets, such as College Avenue, which has a high number of pedestrians, or Grant Avenue, which already experiences heavy traffic volumes. He said that if this stretch of Hammondswood Road were a public way, Traffic Council may not have approved the left-turn restriction from Beacon Street, and would be unlikely to approve a truck exclusion. Mr. Danila said that he is concerned about trucks damaging local streets compared to city maintained streets, especially when it is the residents' responsibility to have them repaired. Mr. Grafe said that residents are obliged to make street repairs and are requesting a truck exclusion to prevent their street from further damage. He is in favor of option 2.

Ald. Ciccone made a motion to approve (option 2) truck exclusion pending approval of the MassDOT. Mr. Danila made a friendly amendment to include "in the event that the exclusion is not approved by MassDOT along the public portion of Hammondswood, the truck exclusion would be installed only on the private portion of Hammondswood Road". Council members voted on the above action. Mr. Koses said that this item may be appealed through the close of business February 8, 2012.

Respectfully submitted,

David Koses, Traffic Council Chair

Traffic Council

City Hall

Room 222

Thursday, January 19, 2012

7:00 p.m.

Agenda

1. HP5-11: requesting a handicap parking space in front of #38 or #42 West St. (Ward 1)
 2. TC73-11: requesting a pedestrian hybrid signal at Crafts St. & Linwood Ave. (Ward 2)
 3. TC72-11: requesting a change to the parking restriction on Trowbridge Ave. (Ward 2)
 4. TC42-11: requesting an analysis of traffic, pedestrian safety, and parking at Nahanton St. and Winchester St. (Ward 8)
 5. TC71-11: requesting additional parking spaces/ meters on Washington St. near Wales St. (Ward 4)
 6. TC13-11: requesting parking restrictions on Central Ter. (Ward 4) TC44-11: requesting new parking restrictions on the Carriage Lane. (Ward 4)
 7. TC44-11: requesting changes to parking regulations on the Carriage Ln. (Ward 4)
 8. TC70-11: requesting parking restrictions Pine Grove Ave. (Ward 4)
 9. TC53-11: requesting a Truck Exclusion on Hammondswood Rd. (Ward 7)
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HP5-11

Requesting a handicap parking space in front of 38 or 42 West St. (Ward 1)

Aerial Photo



No Parking | 2-Hr Limit, 7am-7pm, Mon.-Sat.

Existing Handicap Parking Space | Requested Handicap Parking Space

41 West Street



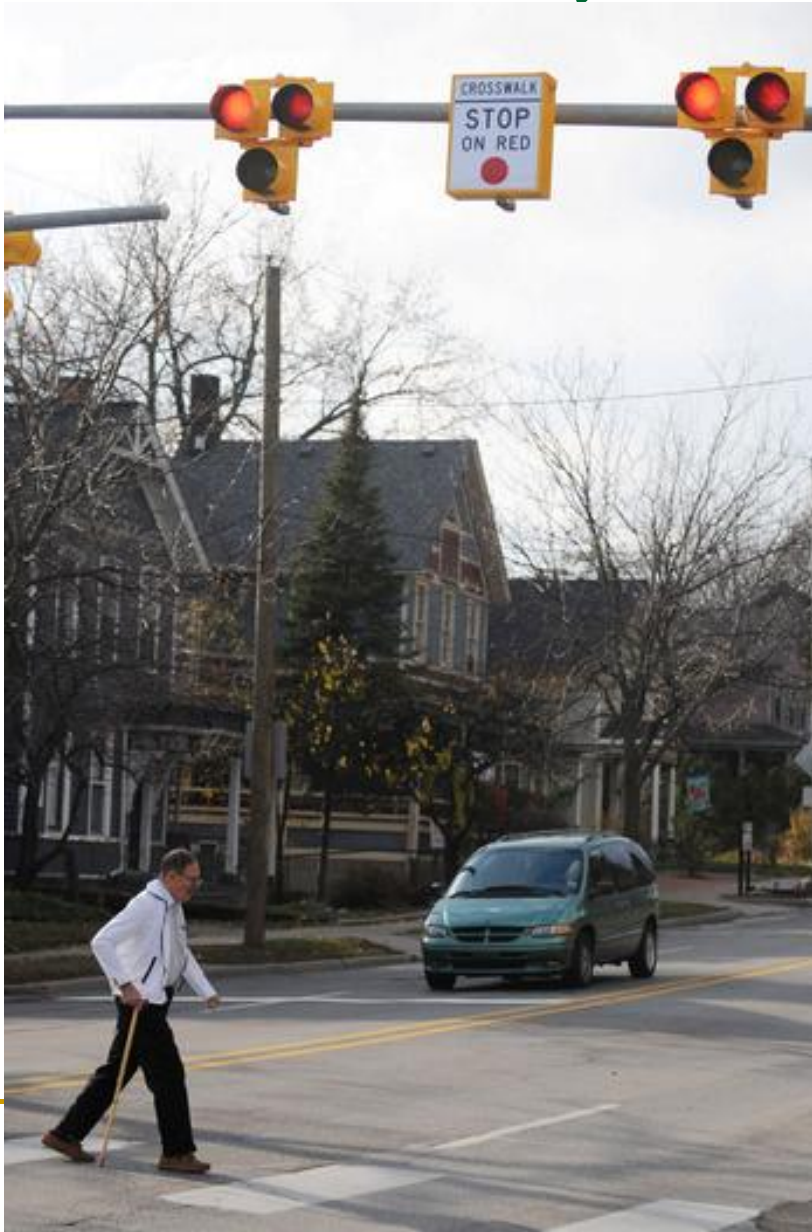
Requested Location



TC73-11

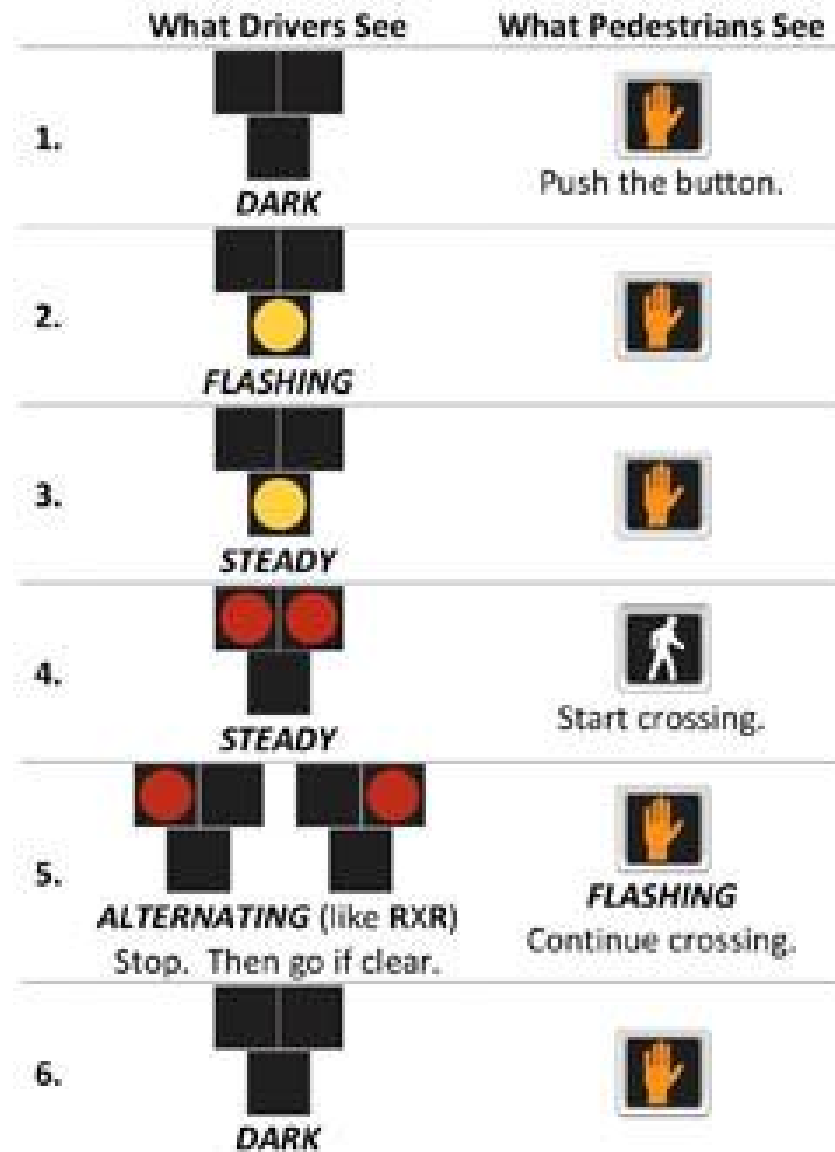
Requesting a pedestrian hybrid signal at or near the intersection of Crafts St. and Linwood Ave. (Ward 2)

Pedestrian Hybrid Signal



- Has a different set of MUTCD guidelines for installation than a traditional traffic signal.
 - Guidelines, not mandates.
- Currently cannot be located at an intersection.
 - Would require interim approval from FHWA.
 - NCUTCD has recommended that they be allowed at intersections.
- Operates differently than a traditional traffic signal.

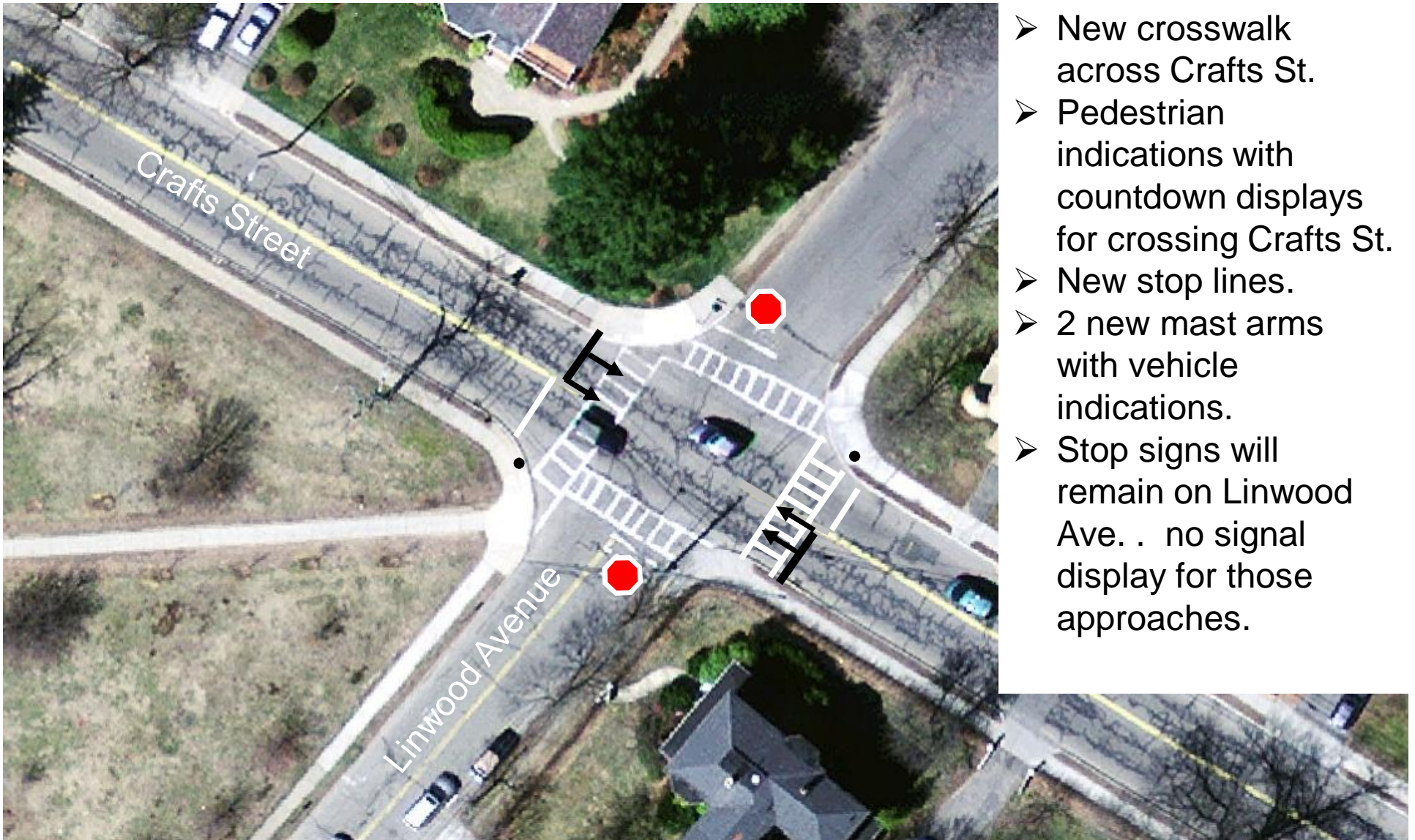
Pedestrian Hybrid Signal Operation



Why Pedestrian Hybrid?

- Intersection does not meet warrants for full (green-yellow-red) traffic signal.
 - Full traffic signals must meet at least one warrant or they cannot be installed.
 - Intersection does not meet guidelines for a pedestrian hybrid.
 - Pedestrian hybrid guidelines do not have to be met for installation.
-

Proposed Improvements



- New crosswalk across Crafts St.
- Pedestrian indications with countdown displays for crossing Crafts St.
- New stop lines.
- 2 new mast arms with vehicle indications.
- Stop signs will remain on Linwood Ave. . no signal display for those approaches.

Additional crosswalk lighting.



- Install mast arm with street light.

Installation in Washington, D.C.



- Georgia Ave. at Hemlock St. NW

TC72-11

Requesting changes to the first 100 feet of parking restrictions on the south side of Trowbridge Ave. (Ward 2)

Parking Regulations Approved by TC



No Parking | **Resident Parking** | **No Standing**

TC42-11

Requesting analysis of traffic, pedestrian safety, and parking at the intersection of Nahanton St. & Winchester St. (Ward 8)

Aerial Photo



Crash Data

- 25 reported crashes from 2005-09.
 - Crash rate of 0.60 crashes per million entering vehicles exceeds local average (0.57).
 - 10 crashes resulted in personal injury.
 - Would rank in top 25 for EPDO crashes of intersections with traffic signals in Newton.
 - Crash types vary.
 - 25% Angle crashes.
 - 25% Rear-end crashes.
 - 20% Single vehicle crashes.
 - 4% Head-on crashes.
 - 26% Other (Sideswipe, etc.)
-

Sight Distance Issues



- Drivers on Winchester St. have a difficult time seeing cars approaching from the west.

Pedestrian & Bicycle Amenities

- Sidewalks on both sides of Winchester St.
 - No sidewalks on Nahanton St.
 - Striped shoulders on Winchester St.
 - Striped shoulders on Nahanton St.
 - Potential for upgrade to bicycle lanes.
-

Possible Future Traffic Signal

- Likely meets at least two traffic signal warrants.
 - At least one traffic signal warrant must be met in order to legally install a new traffic signal.



TC71-11

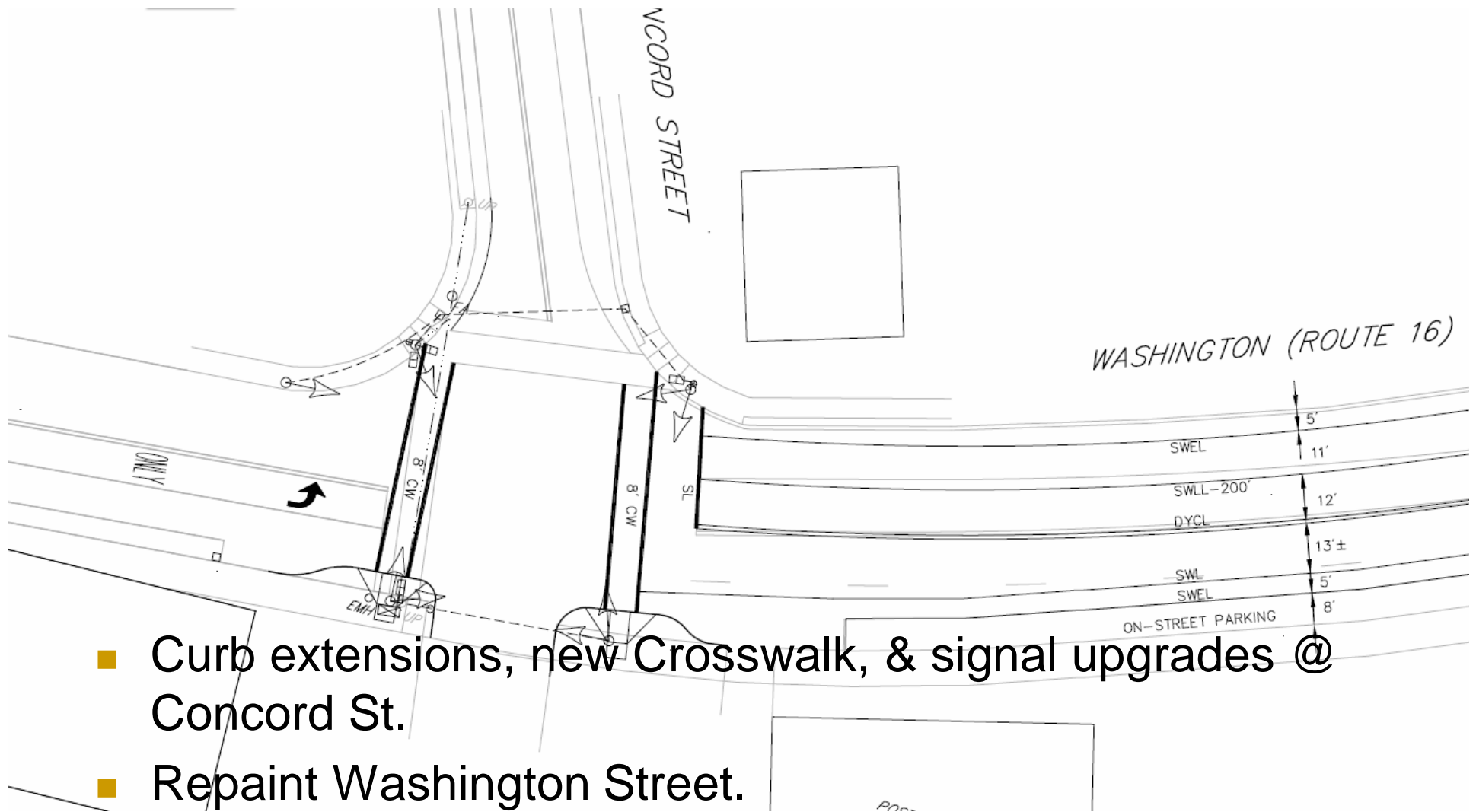
Requesting consideration of additional parking spaces/parking meters on Washington St. towards the intersection with Wales St. (Ward 4)

Aerial Photo



No Parking | 27 3-Hour Limit parking meters

Improvements Currently Under Design



Existing v. Proposed Striping



- 2 westbound lanes w/ narrow shoulder.
- 2 narrow eastbound lanes.
- 1 parking lane.



- 2 westbound lanes w/ 6' shoulder.
- 1 eastbound lane w/ 6' buffer.
- 1 parking lane.
- Space available for future bike accommodations.

New Parking

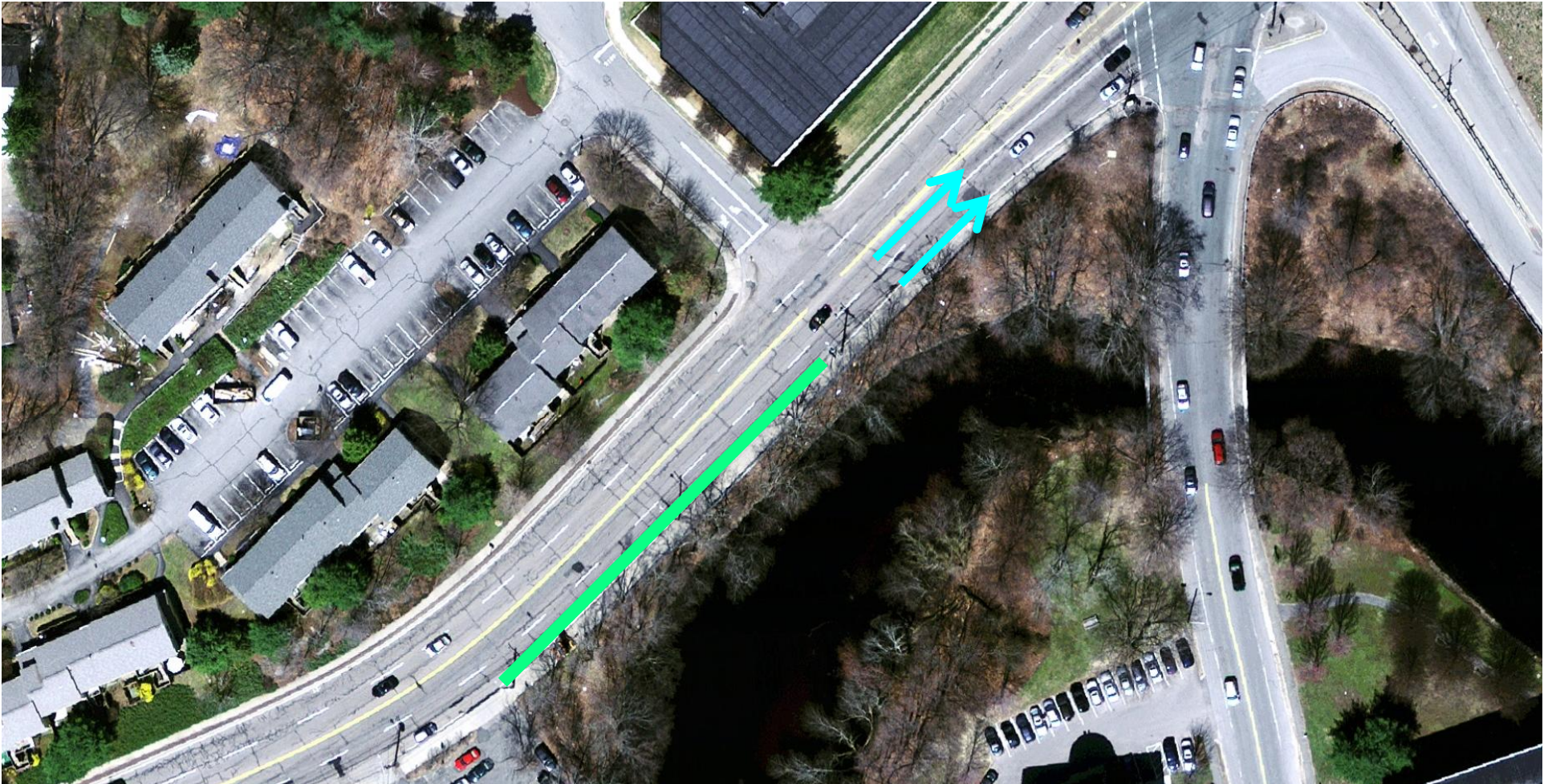


East of Gregorian Rug today



Approximately 11 new spaces available

New Parking, cont.



- Approximately 11 new parking spaces.
- Transition to 2 travel lanes approximately 200' from traffic signal.

TC13-11

Requesting parking restrictions on
Central Ter. (Ward 4)

Aerial Photo



No Parking

Central Terrace



- No existing parking restrictions.
- Typically 10-12 cars parked all day.

Input from Residents?

TC44-11

Requesting 3-Hour Limit parking on the Carriage Rd. section of Commonwealth Ave. between Lexington St. and Pamela Ct. (Ward 4)

Aerial Photo



No Parking | **One-Hour Limit**

Carriage Rd.



- Typically 1-2 cars parked on the Carriage Rd.
- Posted: 1-Hr Limit.
 - TPR: 1-Hr Limit, 7-7, Mon.-Sat.

Input from Residents?

TC70-11

Requesting parking restrictions on Pine Grove Ave. during soccer and baseball seasons. (Ward 4)

Aerial Photo



Pine Grove Avenue



Trial Approved on 11/17/2011



No Parking, 9am-5pm, Saturdays: April 15-November 30

Input from Residents?

TC53-11

Requesting a Truck Exclusion at the
entrance to Hammondswood Rd. at
Beacon St. (Ward 7)

Hammondswood Road



Public Way section | Private Way section

Rules Governing Truck Exclusions

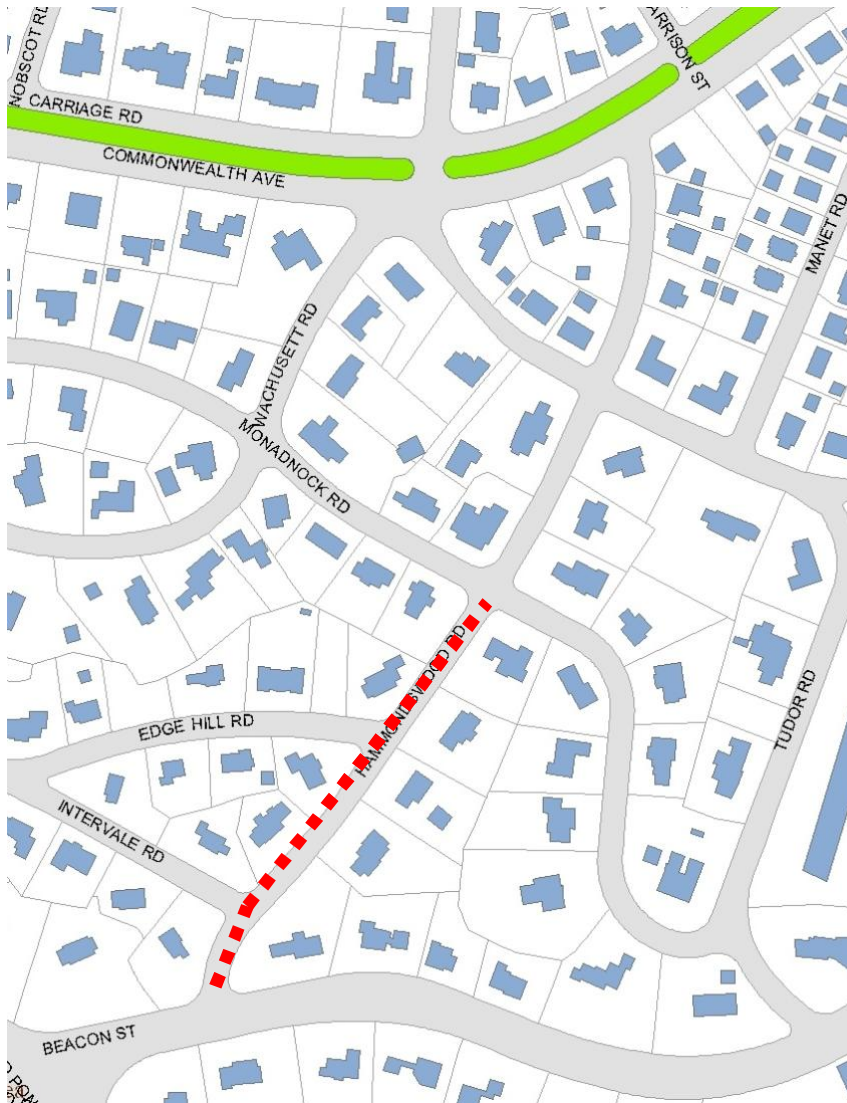
- Heavy Commercial Vehicle Exclusion:
 - Prohibits pass-through trips of commercial vehicles in excess of 2.5 tons.
 - Must be approved by MassDOT.
 - Typically require existing traffic to have between 5% to 8% heavy vehicles.
 - Must provide MassDOT with possible alternative routes.
 - Exclusions on private ways are exempt from MassDOT approval . only require abutter signatures and Traffic Council approval.
-

Alternate Routes



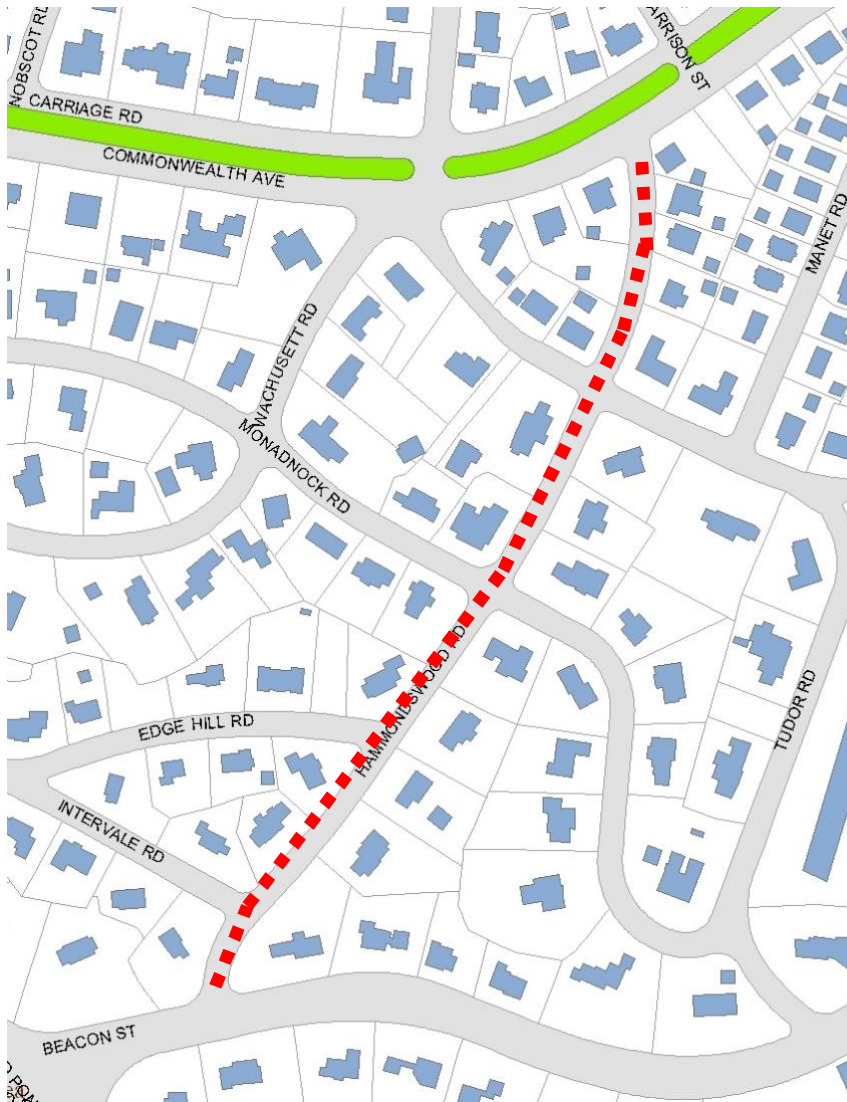
Alternate routes do not have to be signed

Option 1



- Apply Heavy Commercial Vehicle Exclusion on private way section only.
- Signs will be erected at Beacon St. and Monadnock Rd.

Option 2



- Apply Heavy Commercial Vehicle Exclusion on private way section only, and apply to MassDOT for public way section.
 - Traffic Counts: 4.99% trucks.
- Signs would be erected at Beacon St. and Commonwealth Ave.

anielle elaney

To: **ddelaney newtonma.gov**
Subject: **wd Ob ections to T 72-11**
Date sent: **Tue, 17 an 2012 0 :52:30**

----- Forwarded message follows -----

From: **ic and aren oydock**
To: **Traffic ouncil ist List trafficcouncil newtonma.gov**
Subject: **Ob ections to T 72-11**
Date sent: **Sat, 14 an 2012 01:40:0 -0500**
Send reply to:
Dear Traffic Council:

Attached is a document describing the objections of eight households on Trowbridge Ave. to TC72-11, the proposal to make changes to parking restrictions on the south side of the first 100 feet of Trowbridge Ave., east of Walnut St.

Please contact me if you have any questions that need to be answered before the 1/19/12 meeting.

Vic Voydock
26 Trowbridge Ave.

Dear Traffic Council:

This document presents the objections of eight households on Trowbridge Ave. to TC72-11. See the end of the document for a list of the households. In this document the term "we" refers to all of these households.

We understand that exactly what was being voted on in the 10/13/11 meeting of the Traffic Council (TC) with respect to resident parking on Trowbridge Ave. is ambiguous. When Sgt. Norcross moved that resident parking be granted, he included a 100 foot exception. However, some time later, when the motion was restated just before the actual vote, no mention was made of the exception. So reasonable cases can be made that the vote included or did not include the exception. Because of this, TC72-11 was submitted so that the exception can be reconsidered.

TC72-11 is vague. It doesn't say what changes should be made to parking restrictions on the south side of the first 100 feet Trowbridge Ave, east of Walnut St. (the area that Sgt Norcross at the 10/13/11 TC meeting referred to as "the 100 foot exception").

In this document, we will refer to this area as "the exception zone".

Before we can present our objections we must make some assumptions about how restrictions will be changed in the exception zone.

- a) First, it is clear that the exception zone begins at Walnut St. and extends for 100 feet on the south side of Trowbridge Ave. This was stated in Sgt. Norcross's motion at the 10/13 meeting, and repeated in the wording of TC72-11.
- b) Any change to the restrictions in the exception zone will allow people who do not reside on Trowbridge Ave. to park at some times of day for some period of time. Here are the options we think are most likely to be proposed (we oppose both of them for reasons we explain later):
 - **Option 1:** reinstate the parking rules that were in effect before resident parking was approved. This would mean no parking for the first 50 feet beginning at Walnut St., and one hour parking from 7 AM to 10 PM in the next 50 feet. Alderman Linsky has told us that this is his understanding of what the exception zone means.
 - **Option 2:** preserve the 50 foot no parking area at the beginning of Walnut (which is there for safety reasons). For the next 50 feet, reinstate the parking rules that were in effect before construction of the new high school began, namely one hour parking 7 AM to 4 PM on school days.

Now we can state our objections to the exception zone. To summarize they are:

- The exception zone is not needed
- Even if it were needed, it would not be effective
- The traffic bureau, on a daily basis, would have to deal with student cars exceeding the time limit in the exception zone.

Here are the details:

- 1) **The exception zone is not needed.** The stated purpose of the exception zone is "to provide some relief to Walnut St. residents", i. e. to give their guests and workmen someplace to park.
- Alderman Linksy has told us that **only one** household has asked for relief.
 - This household has a driveway that is over 100 feet long and thus has more than enough room to accommodate guests and workmen.

In addition, it is unlikely that any other Walnut St. resident will ask for relief. Trowbridge Ave. is located on the east side of Walnut between Kirkstall Rd. and Clyde St.:

- Between Trowbridge and Clyde there are no houses with driveways on Walnut.
 - Between Trowbridge and Kirkstall, other than the household requesting the zone, there is only one house with a driveway on the east side of Walnut. This house is considerably closer to Kirkstall than Trowbridge.
 - On the west side there are only three houses with driveways on Walnut. Only one of these houses is closer to Trowbridge than to Kirkstall, and all of them have long driveways.
 - In any case, none of these four households have requested the exception zone.
- 2) **The exception zone would not be effective.** The zone is a prime parking area, located close to Tiger Dr. and the high school.
- If option 1 above is chosen, the exception zone would be parked up by students during the day, just like it was before resident parking was instituted.
 - If option 2 above is chosen, the same thing would happen and, in addition, the zone would be filled in the late afternoon, evening, and weekends with cars of people attending events or using the gym, pool and tennis courts at the high school since parking would be unlimited at those times.
 - In either case, no relief would be provided to that Walnut St. household, and a portion of Trowbridge Ave. would become a parking annex for the high school.
 - Also note that if parking in the zone is limited to one hour during the day, the zone is of little use to workmen servicing Walnut St. But if the limit is made longer than one hour, the zone becomes even more attractive to students.
- 3) **The exception zone will increase the workload of the Traffic Bureau.**
- As Sgt. Norcross said at the 10/13 TC meeting, the Traffic Bureau had to devote considerable resources to dealing with parking violations on Trowbridge before resident parking was instituted.
 - These problems will return if the exception zone is approved. Even though the exception zone is small, it is very close to the school.
 - Students will undoubtedly park there every day playing "parking ticket roulette", and residents will undoubtedly call the Traffic Bureau daily to report these violations.

For all of these reasons, we respectfully request that the Traffic Council not approve the Trowbridge Ave. exception zone. We believe that any one of the reasons is sufficient for denying approval of the zone.

Sincerely,

Vic Voydock

Here is a list of the households whose objections this document describes:

Chris and Jocelyn Randles
15 Trowbridge Ave.

Gene and Renee Jarrett
20 Trowbridge Ave.

Jack Sarid and Ofra Segal
23 Trowbridge Ave.

Vic and Karen Voydock
26 Trowbridge Ave.

Bill and Marie Franklin
29 Trowbridge Ave.

David Korman
35 Trowbridge Ave.

Jeff and Donna Cymrot
36 Trowbridge Ave.

Kevin and Jodi Vito
44 Trowbridge Ave.

To: **ddelaney newtonma.gov**
Subject: **wd T 72-11**
Date sent: **Tue, 17 an 2012 0 :54:5**

----- Forwarded message follows -----

From: **Marie . ranklin**
To: **Traffic ouncil ist List trafficcouncil newtonma.gov**
Subject: **T 72-11**
Date sent: **Sat, 14 an 2012 12:03:13 0000 T**

We agree completely with the objections raised to TC72-11 as outlined in a letter to Traffic Council by our neighbor Vic Voydock.

Thank you,

Marie and William Franklin
29 Trowbridge Ave.
Newtonville

anielle elaney

To: **ddelaney newtonma.gov**
Subject: **wd T 72-11**
Date sent: **Tue, 17 an 2012 0 :55:55**

----- Forwarded message follows -----

From: **ocelyn Randles**
To: **Traffic ouncil ist List trafficcouncil newtonma.gov**
Subject: **T 72-11**
Date sent: **Sat, 14 an 2012 10:22:52 -0500**

We agree with the objections to TC72-11 described in the email sent to the Traffic Council by our neighbor, Vic Voydock, on 1/14/12. He has clearly represented our position and we ask you to give his document careful consideration.

Jocelyn and Chris Randles (15 Trowbridge Ave.)

anielle elaney

To: **ddelaney newtonma.gov**
Subject: **wd T 72-11**
Date sent: **Tue, 17 an 2012 09:0 :30**

----- Forwarded message follows -----

From: **onna**
To: **Traffic ouncil ist List trafficcouncil newtonma.gov**
Subject: **T 72-11**
Date sent: **Sun, 15 an 2012 19:2 :52 -0500**

We fully agree with the objections to TC72-11 described in the email sent to the Traffic Council by Vic Voydock on 1/14/12 and request that you give careful considerations to these concerns.

Sincerely,
Donna and Jeff Cymrot
36 Trowbridge Ave

anielle elaney

To: **ddelaney newtonma.gov**
Subject: **wd Ob ection to T 72-11**
Date sent: **Tue, 17 an 2012 09:09:23**

----- Forwarded message follows -----

From: **Ofra Sarid-Segal**
To: **Traffic ouncil ist List trafficcouncil newtonma.gov**
Subject: **Ob ection to T 72-11**
Date sent: **Mon, 1 an 2012 09:5 :20 -0500**

Dear Traffic Council,

We are writing this email to express our full support of the email sent to the Traffic Council by Vic Voydock on 1/14/12, describing the objection to the request for change in parking restriction on the south side of Trowbridge Avenue.

Sincerely,

Ofra And Jack Sarid-Segal
23 Trowbridge Ave

anielle elaney

To: **ddelaney newtonma.gov**
Subject: **wd T 72-11**
Date sent: **Tue, 17 an 2012 09:17:43**

----- Forwarded message follows -----

From: **kevinvito**
To: **Traffic ouncil ist List trafficcouncil newtonma.gov**
Subject: **T 72-11**
Date sent: **Mon, 1 an 2012 09:42:27 -0 00 ST**

Written below is my personal account of the current traffic problem at the entrance of Trowbridge Avenue (during weekday mornings) and how I believe the incorporation of a 100 ft. relief would considerably exasperate the current problem. Also note that I support the email sent to the Traffic Council by Vic Voydock.

During the week at approximately 7:30 am, I drive (and sometimes walk) my daughter to Day Junior High School. At this time I have found it difficult to exit Trowbridge Avenue and turn right onto Walnut Street because of the following reasons: 1.) Students are being dropped off in cars; 2) Students are entering Trowbridge Ave to park at the far end/non-public section of Trowbridge Ave. and 3) Cars are making U-Turns in resident driveways after students are being dropped off at the entrance of Trowbridge Ave. I have to wait a while for the cars to clear in order to proceed and exit and turn right onto Walnut Street. Also, I have to make a considerable effort to stay alert while proceeding because of all of the vehicle and student/pedestrian activity described above. I believe the 100 ft. relief extension would increase the current safety hazard because it will create much less room for cars to maneuver and create additional "blind spots". Residents such as myself would have an even more difficult time exiting Trowbridge. Each morning there is a police officer stationed at the Tiger Drive entrance directing traffic into and out of Tiger Drive, however, he/she is usually much too busy to direct cars into and out of Trowbridge with all of the activity at Tiger Drive. Permitting vehicles to park in an area where there is high level of entering, exiting, stopping, and turning around simply makes no sense.

Kevin Vito
44 Trowbridge Avenue
Newton, MA 02460

To: **ddelaney newtonma.gov**
Subject: **wd T 72-11**
Date sent: **Tue, 17 an 2012 11:3 :15**

----- Forwarded message follows -----

From: **oynton arrett, Renee**
To: **Traffic ouncil ist List trafficcouncil newtonma.gov**
Subject: **T 72-11**
Date sent: **Tue, 17 an 2012 1 :0 :3 0000**

To The Traffic Council:

We strongly agree with the objections to TC72-11 described in the email sent to the Traffic Council by Vic Voydock on 1/14/12. Please take this document into careful consideration. Feel free to contact us with any further questions.

Sincerely,
Renee Boynton-Jarrett and Gene Jarrett
20 Trowbridge Ave, Newtonville, MA

anielle elaney

To: **ddelaney newtonma.gov**
Subject: **wd T 72-11**
Date sent: **Wed, 1 Jan 2012 08:54:54**

----- Forwarded message follows -----

From: [Mark Lyon <mark.lyon@newtonma.gov>](#)
To: "Traffic Council Dist List" <trafficcouncil@newtonma.gov>
Subject: T 72-11
Date sent: [Wed, 18 Jan 2012 04:08:33 -0500](#)

We agree with the objections to TC72-11 described in the email sent to the Traffic Council by Vic Voydock on 1/14/12.

Traffic on Trowbridge will need to turn around in resident's driveways in order to park, and cause additional traffic, backup and potential for accidents at the intersection with Walnut and the High School entrance.

Sincerely,
Mark Lyon and Margaret Wazuka
30 Trowbridge Ave

anielle elaney

To: **ddelaney newtonma.gov**
Subject: **wd T 72-11**
Date sent: **Wed, 1 Jan 2012 09:00:17**

----- Forwarded message follows -----

From: **david.korman**
To: **Traffic Council List trafficcouncil newtonma.gov**
Subject: **T 72-11**
Date sent: **Wed, 1 Jan 2012 05:35:54 0000 T**

I agree with the objections to TC72-11 described in the email sent to the Traffic Council by Vic Voydock on 1/14/12.

Sincerely,

David Korman

35 Trowbridge Ave.

anielle elaney

To: **ddelaney newtonma.gov**
Subject: **wd wd tem T 71-11**
Date sent: **Thu, 12 an 2012 10:49:07**

----- Forwarded message follows -----

From: **avid oses dkoses newtonma.gov**
To: **Traffic ouncil ist List trafficcouncil newtonma.gov**
Subject: **wd tem T 71-11**
Date sent: **Thu, 12 an 2012 10:23:05 -0500**

----- Forwarded message follows -----

From:
Date sent: Thu, 12 Jan 2012 10:18:27 -0500 (EST)
Subject: Item TC71-11
To: dkoses@newtonma.gov

Dear Mr. Kozes:

I represent Newton-Wellesley Psychiatry, 2364 Washington Street. I am unable to attend the scheduled meeting on Thursday January 19, 2012.

We request that the extension of parking spaces along Washington Street be unmetered to accommodate some of the staff who work at The Falls at Cordingly Dam. Presently, these employees park on Concord Street but actually would be closer to their offices and on the same side of the street if they could have some unmetered spaces past Gregorian Rug towards Route 128. This would free up some of the spaces on Concord Street for our patients and staff. If these parking spaces are metered, understandably the staff who arrive very early in the morning will continue to use the unmetered spaces on Concord Street.

We respectfully request that at least two of the eight new long-term meters be closer to our end of Washington Street -- two in front of Lower Falls Wine and hopefully two in front of the post office building, as discussed when we took a walk down Washington Street from Gregorian Rug to Lower Falls Wine.

Thank you for considering our request. The restriction along Concord Street leaves much of the long-term parking unavailable until after school pickup. There simply is not enough space for us to park.

Thank you,

Carol Bridges
Practice Manager
Newton-Wellesley Psychiatry