

CITY OF NEWTON
BOARD OF ALDERMEN
TRAFFIC COUNCIL REPORT

THURSDAY, SEPTEMBER 27, 2012

Present: David Koses, Transportation Planner; Sgt. Jay Babcock, Newton Police Department; Ald. Ciccone, Jerome Grafe, Citizen Representative and Bill Paille, Director of Transportation
Also Present: Ald. Lappin, Harney, Fischman, Linsky and Danberg

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

TC5-12 ALD. LAPPIN, FISCHMAN & KALIS, requesting parking restrictions in the area of the blind curve on Winchester Street. (Ward 8) [01/30/12 @ 1:57 PM]

ACTION: **APPROVE (5-0). No parking, both sides, 100 feet north of the farm stand to Wallace Street.**

This item may be appealed through the close of business October 17, 2012.

NOTE: Traffic Council expects an appeal of this item due to the fact that four houses are located on Winchester Street just south of Wallace Street. The intent of this Traffic Council vote was not to eliminate parking in front of these homes.

NOTE: *On September 28, 2012, Ald. Ciccone appealed this item, to be discussed in the Public Safety & Transportation Committee.*

Mr. Koses said that there are no parking restrictions either side, on Winchester Street. The street width is 34', adequate width to allow two 12' travel lanes and one 9' parking area in the shoulder. He said that there is no need to restrict parking on the JCC side, (east side) and suggested Traffic Council members consider parking restrictions on the west side of Winchester Street.

Ald. Lappin and Fischman said that they docketed this item because of the large number of vehicles parking on Winchester Street while attending the JCC. They are concerned with the speed and over flow parking. The blind curve is a dangerous hazard and cars cross the yellow line. They suggest a trial since the fall and winter seasons are approaching. They asked if additional signage and direct patrols could be performed. Mr. Paille said that the blind curve is concerning and needs to be identified to make this area safer. He suggested restriping the edge line and the installation of curve ahead style signs to alert drivers what they are approaching. He then said that in 2011, the 85% speed was 40 mph; 10mph over the posted speed limit of 30 mph.

Mr. Koses opened the discussion for public comment. Approximately two residents spoke. The discussion stressed their concerns regarding the number of drivers who have the tendency to park on the blind curve, on the berm and on the curb. They feel that this area is a safety issue for pedestrians and bicyclists. They support a parking restriction and a sign informing drivers of

their speed. They do not feel that it is necessary to park on Winchester Street when the JCC parking lot has adequate parking.

Council members agreed that the edge line should be restriped and the installation of a curve ahead sign. They also suggested repainting the centerline. Members agreed that a 34' width street allows adequate parking on both sides and feel that if they restrict parking, it may set a precedent if Traffic Council implements parking restrictions on a street with this width. Mr. Grafe suggested designating a parking and bike lanes making travel lane narrower and perhaps safer.

Sgt. Babcock said that the department observed the area for three days and many drivers were walking into the JCC, not the farm stand. Twenty-three parking tickets were issued over the past two months. Winchester Street is typically used as a bike path on Sundays as observed on eight Sundays (three morning hours). They observed over 100 bicyclists; it is difficult and challenging for bikers due to parked cars. He observed and agreed better signage and directed patrols are necessary. As requested, directed patrols were conducted for three weeks issuing three citations and six warnings for speed (under 10 miles per hour). He then suggested eliminating parking on the curve of Winchester Street to Nahanton Street (southern end) because it is dangerous for cars, bikers and pedestrians. He feels there is ample parking on the JCC property. Ald. Ciccone agreed and suggested docketing an item for consideration of bike lanes. Mr. Koses said that the northern end of the street would need bike lanes and asked if the median were moved towards the center would it allow for safer parking on the JCC side. Sgt. Babcock said that he is opposed to parking on the curve.

Ald. Lappin said that she is concerned if parking is restricted, drivers will park elsewhere. She said that the farm stand desires a crosswalk. Ald. Fischman said that he is concerned with moving the median and farm stand attendees. He suggested a parking restriction trial on Winchester Street particularly at the blind curve.

Sgt. Babcock made the motion to restrict parking, both sides, 100 feet north of the farm stand to Wallace Street. Council members agreed 5-0.

TC1-12 CAPTAIN MINTZ, requesting that the temporary parking restriction on Fern Street, No parking 7:30 a.m. to 3:30 p.m. weekdays, odd (south) side only, be made permanent. (Ward 4) [01/12/12 @ 9:44 AM]

ACTION: **HELD (5-0). 60-day trial of the following restriction: No parking, Fern Street, South Side, 7AM to 4PM, School Days.**

NOTE: Mr. Koses said that the Police Department implemented a temporary parking restriction on Fern Street by installing paper signs. This request was never discussed in Traffic Council. He provided Council members with the various parking restrictions in the area and said that Fern Street is 22' wide. Historically Traffic Council restricts parking to one side of the street if it is less than 24' wide.

Mr. Koses opened the discussion to the public who were present. Approximately three members spoke expressing their concerns. They said that school drop-offs and pick-ups became an issue when the Police Department implemented parking restrictions. They feel people are parking on

Fern Street to avoid paying for the commuter parking lot. They welcome a trial and requested neighborhood uniformity be considered. Mr. Koses said that one e-mail was received opposing a parking restriction, on file.

Ald. Harney asked that this item be held to allow Ald. Sangiolo to attend because residents have different opinions and requests for parking restrictions during different times of the day. A trial would be the least restrictive. Residents present agreed to hold this item.

Mr. Koses said that it appears the drop-offs and pick-ups appear to be the biggest concern. Mr. Grafe said that he is concerned with winter approaching and emergency vehicle access issues. Mr. Paille said that signs could be installed restricting parking 50' from the corner. Sgt. Babcock said that it is necessary to restrict parking to allow emergency vehicle access.

Mr. Grafe made the motion to hold this item for a 60-day trial of No parking, Fern Street, South Side, 7AM to 4PM, School Days. Council members agreed.

TC15-12 ALD. DANBERG, BLAZAR & SCHWARTZ, requesting removal of a parking space in Newton Centre in the area near J.P. Licks to allow for the installation of a bike corral. (Ward 6) [05/10/12 @ 10:35 AM]

ACTION: **HELD (4-1, Grafe).**

NOTE: Mr. Koses provided Council members with an overview of Newton Centre including existing bike corral locations and bike corral cost estimates. He provided Council members the following three options for consideration:

Option 1: Bike Corral on Langley Road

Remove Meter #850 nearest JP Licks/Party Shop

Remove bike corral in winter for plowing

DPW to install/remove bike corral each season

Option 2: Bike Corral in Triangle Lot

Remove Meter # L-51

Option 3: Construct Raised Bike (Included are several advantages and disadvantages)

Bicycle Station in Triangle Lot

Ald. Linsky said that he supports this item and recommends removing a parking space to allow for the installation of a bike corral even as a trial.

Mr. Koses opened the discussion to the public who were present. Approximately three members spoke expressing their concerns and suggestions. One resident said that the intention of this docket item is to generate customers and encourage activity to Newton Centre and recommends the removal of one parking space out of thirty-six to place a bike corral.

Concerns: A merchant stated she is not opposed to a bike corral but is concerned because parking is very difficult, limited and at a premium in Newton Centre. Removing a parking space has the potential to create traffic jams and safety issues. They said that they are concerned with

bicyclists in the Triangle Lot because bicyclists will be traveling in when cars are backing out. Education and signs are necessary.

Suggestions: A merchant suggested Traffic Council consider an alternate site and conduct studies to determine the number of people who use bike corrals and if necessary would support option #3. One resident said that if parking is eliminated the Centre will attract bicyclists and feels bicycling will become safer. They then suggested different locations for bike corral consideration (Langley Road opposite side of the street across from the stores or in front of stores where bump out is).

Ald. Danberg said that she is hearing constituents are in favor of installing a bike corral but it appears they have different opinions. She requested holding this item in order to meet with and hear merchants concerns.

Mr. Koses suggested holding this item to allow Ald. Danberg to meet with the merchants and to determine the best location for a bike corral, as well as determining funding and style of bike corral.

Ald. Ciccone made the motion to hold this item to determine these factors. Council members agreed 4-1, Grafe opposed.

Respectfully submitted,

David Koses, Traffic Council Chair

TRAFFIC COUNCIL

*Newton City Hall
Room 222
Thursday September 27, 2012
7:00 PM*

Agenda

- (1) TC5-12 ALD. LAPPIN, FISCHMAN & KALIS, requesting parking restrictions in the area of the blind curve on Winchester Street. (Ward 8)
- (2) TC1-12 CAPTAIN MINTZ, requesting that the temporary parking restriction on Fern Street, No parking 7:30 a.m. to 3:30 p.m. weekdays, odd (south) side only, be made permanent. (Ward 4)
- (3) TC15-12 ALD. DANBERG, BLAZAR & SCHWARTZ, requesting removal of a parking space in Newton Centre in the area near J.P. Licks to allow for the installation of a bike corral. (Ward 6).

TC5-12

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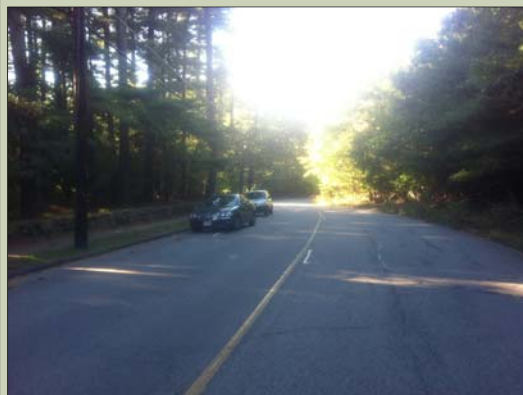
Winchester Street Overview

No current parking restrictions, either side

Winchester Street Looking South



Winchester Street Looking North



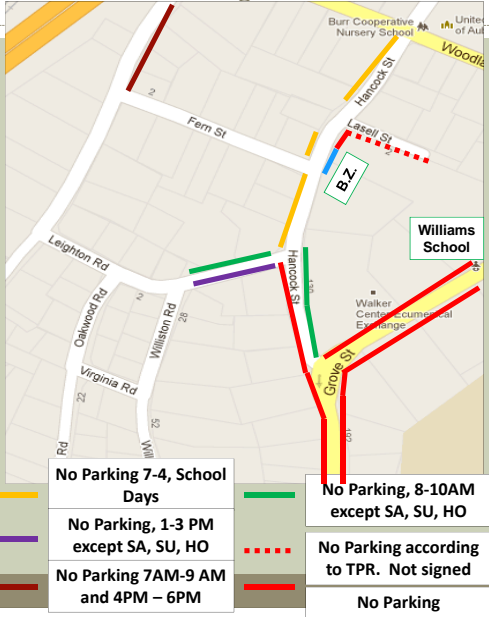
Data and Recommendations

- Street Width = 34 feet
- Adequate width to allow two 12' travel lanes + one 9' parking area
- No need to restrict parking on the west (JCC) side
- Consider parking restriction on the east side?

TC1-12

CAPTAIN MINTZ, requesting that the temporary parking restriction on Fern Street, No parking 7:30 a.m. to 3:30 p.m. weekdays, odd (south) side only, be made permanent

Fern Street Area Restrictions



Fern Street Looking East



Pavement width = 22 feet



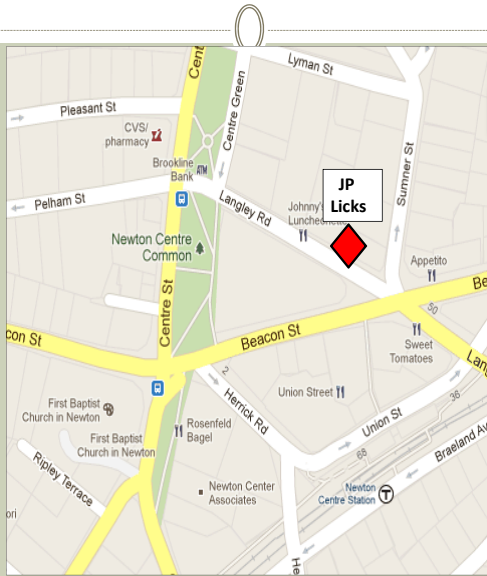
Fern Street Looking West



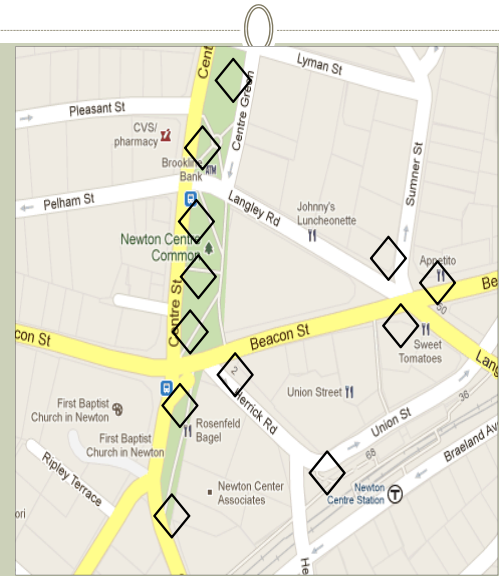
TC15-12

ALD. DANBERG, BLAZAR & SCHWARTZ, requesting removal of a parking space in Newton Centre in the area near J.P. Licks to allow for the installation of a bike corral.

Newton Centre Overview



Existing Bike Racks in Newton Ctr



Bike Corral in Lexington



Bike Corral Cost Estimate



- Cost
 - 1 Cycle Stall Elite: * \$2,700 + \$262 (S&H) = \$2,962

- Revenues
 - Reimbursement expected: \$1,043
 - Remaining in fund (B Street): \$510
 - Shortage: \$1,409

*Used in Cambridge & Somerville. Easily unanchored in winter for storage.

Option 1: Bike Corral on Langley Road

- Remove Meter #850 nearest JP Licks/Party Shop
- Pilot ?
- Remove corral in winter for plowing
 - DPW to install/remove bike rack each season



Option 2 : Bike Corral in Triangle Lot - Remove Meter # L-51



Option 3: Construct Raised Bike Station in Triangle Lot



Option 3: Advantages and Disadvantages

- **ADVANTAGES**
 - Space available next to the ZipCar spaces
 - Creates a mini-Intermodal Center
 - Elevated
 - No need to be plowed / removed
 - Year-round
 - Mountable curbs?
 - Lower in cost
 - Bike rack can be 100% paid for using existing funds
 - Example: \$576 + 245 shipping = \$821 (powder coated hi roller)
 - Raised platform a one-time cost, to be covered by DPW budget
- **DISADVANTAGES**
 - Not a bike corral
 - May need a ramp
 - Concern about snow piles