

CITY OF NEWTON
BOARD OF ALDERMEN
TRAFFIC COUNCIL REPORT

THURSDAY, MAY 26, 2011

Present: Jerome Grafe (Resident member), David Koses (Transportation Planner), Sgt. James Norcross (Police Department), Clint Schuckel (Associate City Engineer) and Danielle Delaney (Committee Clerk)

Also Present: Ald. Albright, Blazer, Danberg, Fuller, Johnson and Linsky

Clint Schuckel provided a PowerPoint presentation on these items, attached to this report.

TC21-11 PLANNING DEPARTMENT, on behalf of the NEWTON SAFE ROUTES TO SCHOOL TASK FORCE, requesting establishment of a Blue Zone on Cypress Street, adjacent to the Bowen School. (Ward 6) [05/02/11 @ 4:45PM]

ACTION: APPROVE (4-0) Blue Zone on Cypress Street; Approve a sign to be posted near the school “driveway” that would indicate the following: Do Not Enter 7:45-9:00AM, 12:15-3:15PM, School Days - Authorized Vehicles Only. This item may be appealed through June 15.

NOTE: TC21-11, TC20-11 and TC22-11 were discussed together. See TC22-11 summary below.

TC20-11 PLANNING DEPARTMENT, on behalf of the NEWTON SAFE ROUTES TO SCHOOL TASK FORCE, requesting a raised crosswalk on Cypress Street, in the vicinity of 280 Cypress Street, in association with modification to the school entrance, to be paid for through MassDOT’s Safe Routes to School Infrastructure Program. (Ward 6) [05/02/11 @ 4:45 PM]

ACTION: NO ACTION NECESSARY (4-0) Traffic Council supports installing a raised crosswalk on Cypress Street in the vicinity of 280 Cypress Street. Traffic Council recommends that a Ward 6 Alderman docket this item for discussion at the Public Facilities Committee and approval by the Board.

NOTE: TC21-11, TC20-11 and TC22-11 were discussed together. See TC22-11 summary below.

TC22-11 PLANNING DEPARTMENT, requesting a raised device on Cypress Street near Bow Road. (Ward 6) [05/02/11 @4:49 PM]

ACTION: NO ACTION NECESSARY (4-0) Traffic Council supports installing a raised device on Cypress Street just south of Bow Road. Traffic Council recommends that a Ward 6 Alderman docket this item for discussion at the Public Facilities Committee and approval by the Board.

NOTE: TC21-11, TC20-11 and TC22-11 were discussed together.

Mr. Koses stated these items were a follow-up of item TC42-10 that Traffic Council approved on February 17, 2011.

Mr. Schuckel said that since Traffic Council's approval, the following requests have been made: Address pedestrian who cross at Bow Road, add a raised device to Cypress Street to reduce speeds and restrict access to the driveway during drop-off times. He proposed the following additions. Restrict turns into the driveway during morning drop-off times, add a Blue Zone along the eastern curb of Cypress Street, change proposed flush crosswalk to a raised crosswalk and add a speed hump. He said that the Blue Zone would be available for part-time school employee parking. Raised devices will not increase emergency vehicle response time to the school. A crosswalk near Bow Road is not feasible due to minimum stopping sight distance at a curve. A single car parked on Cypress Street would potentially obstruct the view of pedestrians in the crosswalk. Mr. Schuckel asked if the access to the "driveway" was intended for teacher and/or buses. Mr. Koses said he understood the access to be for both. Diane Guzzi, Principal, Bowen School agreed.

Mr. Koses opened the discussion for public comment. Ald. Blazar agreed with proposals presented. He asked Principal Guzzi if she thought Cypress Street was a safe location to drop-off students. She answered yes, because teacher parking limits the number of vehicles entering the driveway making it safer for pedestrians. Ald. Danberg concurred. Adam Peller, 28 Daniels Street, agreed. He asked how handicap parking spaces would be implemented. Ms. Guzzi answered there would be two handicap parking spaces. Sean Roche, 32 Daniels Street, agreed. He suggested implementing a handicap parking space on the south side of the driveway. He asked if a chicane would benefit Cypress Street to deter speeding. A resident asked what the speed hump would look like. Mr. Schuckel briefly described the benefits of a speed hump and the City Ordinance requirements. Mr. Koses said that the raised crosswalk would be paid entirely through MassDOT's Safe Routes to School Infrastructure Program.

Principal Guzzi suggested that a "Do Not Enter 7:45-9:00AM and 12:15-3:15PM, School Days - Authorized Vehicles Only" sign be installed at the driveway entrance. Sgt. Norcross informed Ms. Guzzi it would be difficult to enforce these restrictions.

TC6-11 CHIEF MATTHEW CUMMINGS, requesting the installation of a pedestrian traffic signal to replace the existing flashing yellow pedestrian light at the intersection of Crafts Street at Linwood Avenue. (Ward 2) [02/09/11 @ 10:59 AM]

HELD 5-0 on 04/28/11

ACTION: NO ACTION NECESSARY (4-0)

NOTE: TC6-11 and TC14-11 were discussed together. See TC14-11 summary below.

TC14-11 PLANNING DEPARTMENT, requesting traffic and pedestrian improvements to Crafts Street between Linwood Avenue and Walnut Street, which may include a traffic signal at the intersection of Crafts and Walnut Streets. (Wards 1 & 2) [04/15/11 @ 3:29 PM]

HELD 5-0 on 04/28/11

ACTION: NO ACTION NECESSARY (4-0) Traffic Council recommends that over the summer, the Commissioner of Public Works upgrade the existing flashing beacon to a rapid flash beacon, remove the push buttons and install passive detection (this recommendation was approved by a vote of 4-0). Traffic Council also recommends that a Ward 2 Aldermen docket an item for discussion at the Public Safety and Transportation Committee that would include discussion related to how crossing guard posts are determined, and the collection of pedestrian crossing counts at nearby crossing guard posts (this recommendation was approved by a vote of 2-1-1, with Norcross opposed and Grafe abstaining).

NOTE: TC6-11 and TC14-11 were discussed together.

Mr. Koses stated the Executive Department asked that these items be held on April 28, 2011 pending additional information from MassDOT. Since that date, MassDOT has informed the City that the installation of a pedestrian traffic signal could not be installed at this location.

Mr. Schuckel reviewed with Council members traffic signal advantages, improperly installed signal disadvantages and pedestrian crashes at this location.

Traffic signal advantages: Orderly movement of traffic can increase the traffic-handling capacity of the intersection, reduce the frequency and severity of certain types of crashes (especially right-angle collisions) and they are used to interrupt heavy traffic at intervals to permit other traffic (vehicular or pedestrian to cross).

Improperly installed signals may add: Excessive delay, excessive disobedience of the signal indications, and increased use of less adequate routes as road users attempt to avoid the traffic control signals and significant increases in the frequency of collisions (especially rear-end collisions). According to state law, to install a traffic signal at this location, at least one warrant must be met. This location does not meet any of the warrants.

Mr. Schuckel suggested the following possible improvements for schoolchildren crossing Crafts Street. Upgrade warning device to a rapid flash beacon, remove push buttons and install passive detection, add a crossing guard and add a traffic signal at Crafts and Walnut Streets intersection.

Mr. Koses opened the discussion for public comment. Ald. Johnson asked if a raised crosswalk could be installed at this location. Mr. Schuckel reviewed the City Ordinance and stated Crafts Street does not qualify for a raised crosswalk because it is a minor arterial road. She then said the signal at this location does not work properly, making it impossible for pedestrians to cross. Mr. Blanchard, 297 Crafts Street, agreed that something has to be done at this location to make it safe. He concurred that a crossing guard should be added. Ms. Day, 303 Crafts Street, asked how the traffic signal would operate. Marty Solomon, 291 Crafts Street, said that the installation of a traffic signal would not deter speeding on Crafts Street. Ald. Albright asked if any other solutions could be proposed other than, what Mr. Schuckel suggested. She then asked if a mini-roundabout could be installed. Mr. Schuckel said it appears this location was capable of handling a mini-roundabout and feels that traffic should be evenly distributed in all directions for it to be considered. Sean Roche, 32 Daniels Street, suggested a chicane or some sort of road modification be implemented to deter speeding on Crafts Street.

Mr. Koses thought that an upgrade of the existing flashing beacon to a rapid flash beacon would benefit this location and is an option. Mr. Grafe said that a crossing guard would only be beneficial during school hours, otherwise would not be beneficial. He asked if issues were solar glare or speeding. He did not know if the installation of chicanes or a mini-roundabout would be beneficial, suggesting additional information on a chicane or mini-roundabout before proposing one at this location, perhaps the rapid flash beacon should be considered. Mr. Koses asked if the DPW could upgrade the signal to a rapid flash beacon without the Board or Executive Departments' approval for funding. Mr. Schuckel said DPW could use Chapter 90 (State-aid funding) to change the signal with an estimated cost of \$8,000 to \$10,000. Sgt. Norcross asked if this beacon could be changed prior to the new school year. Mr. Schuckel answered yes; work could be completed in the summer. He feels the DPW Commissioner would approve this project using State aid funding.

Mr. Schuckel asked Council members to consider and perhaps recommend a crossing guard or changing a crossing guard location to benefit the area. Sgt. Norcross said that department resources are limited, and that Chief Cummings would have to make the determination. On a yearly basis, the Police Department reviews the crossing guard locations. At some locations, it makes sense for both a traffic signal and a crossing guard. He then said that students who were hit in this area did not use the traffic signal. Mr. Grafe agreed to recommend a crossing guard at this location. Ald. Johnson agreed with Mr. Schuckel's recommendation of a crossing guard. She suggested a trial of a crossing guard and if the light signal is changed, perhaps Traffic Council members could review the needs at that time. Ald. Linsky concurred. Ald. Johnson asked about the number of students crossing at the intersection of Crafts Street and Linwood Avenue and Crafts and Watertown Streets. Mr. Koses said it was typically less than twenty students at Crafts Street and Linwood Avenue. He did not know the data for Crafts and Watertown Streets. Mr. Schuckel suggested that an Alderman docket an item for the Public Safety & Transportation Committee's review including the discussion related to how crossing guard posts are determined, and the number of pedestrians crossing at nearby crossing guard posts.

TC19-11 PLANNING DEPARTMENT, requesting a discussion related to changes to the TIGER Permit Parking Program and the private way section of Elm Road.
(Ward 2) [04/28/11 @ 4:26 PM]

ACTION: **HELD (4-0)**

NOTE: Mr. Koses stated that this item should read the public way section of Elm Road. This item was docketed on behalf of the Newton North High School to provide teacher and student parking taking effect in the fall after the construction of the Lowell Avenue parking lot.

Mr. Schuckel said that the school parking lot would not be ready when school begins in the fall. The TIGER Permit Parking Program will remain in effect until all anticipated parking is available. He reviewed the current parking situations, restrictions, on-site available parking spaces for teachers, handicap and visitor parking. Student on-site parking is not available now and will not be available in the future. Currently there are 231 on-site spaces. 425 parking spaces are necessary for faculty and 150 parking spaces are being requested by the school for student parking.

Mr. Schuckel presented two options including the pros and cons that could be considered on Lowell Avenue after Newton North construction is complete.

Option 1: Permit parking on NNHS (east) side. Pros: approximately 10 more spaces, parking on resident side can limit sightlines from driveways and side streets. Cons: parking for residents is across street.

Option 2: Permit parking on resident (west) side. Pros: residents have parking on same side. Cons: 10 less spaces, sightlines limited by parking.

Mr. Schuckel suggested the following new regulations: Up to 250 on-street permits, cap the number of permits issued and allow flexibility regarding assigned locations. He said he does not recommend parking on both sides of Lowell Avenue, the width is 33'. Mr. Koses stated NNHS Liaison Committee and Traffic Council would decide which option is best.

Mr. Schuckel said that Elm Road is currently a one-way street from Lowell Avenue to Walnut Street. Prior to construction, Elm Road was a two-way street. He said that if Traffic Council agrees that the street should continue as a one-way, traffic parking regulations would have to be changed. Traffic Council will also have to determine if parking on both sides of Elm Road should be implemented. He suggested diagonal parking be instituted for teachers on Elm Road allowing two-way traffic.

Mr. Koses opened the discussion for public comment regarding Lowell Avenue and Elm Road parking situations.

Lowell Avenue - Which side of Lowell Avenue should be considered for parking? Ald. Johnson stated that it is important to invite residents of Lowell Avenue to share their opinions. Mr. Koses stated that the Newton North Liaison Committee was invited. Ald. Albright said that she thought Lowell Avenue residents would prefer the west side; the proposed 22 spaces for teachers would not park in front of resident homes all day. She agreed that residents should be invited. Sgt. Norcross said he thought that residents would prefer to park in front of their homes rather than across the street. Ald. Johnson thought that the NNHS Liaison Committee decided that after construction was complete, parking in the area would return to the original state of resident parking on the west side and permit parking on the east. She then asked prior to construction, what was the parking structure of Lowell Avenue. Mr. Koses answered it was resident parking only on the west side and no parking on the east side with time restraints. Mr. Schuckel stated that if Traffic Council does not take action on options 1 or 2, parking would return to resident parking only on the west side and no parking on the east side with time restrictions.

Elm Road- Should Elm Road be made a one-way or return to a two-way and should parking be allowed. Cory Flashner, 89 Elm Road, said that it is difficult for him to exit his driveway because of the number of vehicles traveling on the street. He does not recommend on-street parking and asks that it not be considered because site distance is difficult. George Kirby, 19 Cummings Road, suggested the installation of driveway mirrors to provide extra security.

TIGER Permit Parking- Mr. Koses asked the question about TIGER parking - Should the TIGER permit parking burden be spread around, and should additional streets be considered?

Sgt. Norcross said he does not support this program because it encourages students to drive to school and questioned if it is necessary to continue the program. Lois Levin, 497 Chestnut

Street, agreed with Sgt. Norcross' opinion. She feels additional streets should be considered for student parking, spreading the burden. A member of the NNHS Liaison Committee said that he thought the Principal had requested 100 student parking spaces. Mr. Schuckel said it is necessary for the high school to provide additional information regarding their basis for increasing the student spaces from 100 to 150 spaces. Mr. Koses said that student parking is necessary for after school work and co-op programs. Ald. Johnson suggested reviewing the entire area for possible locations, spreading the burden. Mr. Grafe agreed the school should justify their data needs. He suggested reviewing locations and permit prices perhaps adjusting the rate structure for high convenience locations equaling a higher permit cost and vice versa. Ald. Albright disagreed. Mr. Koses recommended removing Clyde and Dexter Streets from the program, perhaps spreading the burden to the west. Mr. Schuckel stated that perhaps sidewalk snow plowing operations would have to change if the program is expanded. He is hopeful to have a construction update for the next meeting.

Mr. Koses said that a large notification list would be generated for the next meeting. It is necessary for the program to be in place by the next school year.

TC7-11 ALD. DANBERG AND FULLER, requesting a discussion on re-striping auto and bicycle lanes at the intersection of Beacon Street and Hammond Pond Parkway to improve traffic flow and bike safety. (Wards 6 and 7) [03/01/11 @ 11:47 AM]

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

NOTE: Council members were provided with a draft Beacon Street bicycle lane map (Hammond Street to Newton Centre) indicating pavement markings and signage plans, attached to this report. The one letter received on this item is attached to this report.

Ald. Danberg said that this item was docketed because of residents' safety concerns. The intersection is difficult for vehicles, bicyclists and pedestrians to manage because Beacon Street to the west of Hammond Pond Parkway is two lanes, which become one lane on the east side of Hammond Pond Parkway.

Mr. Schuckel presented the Engineering Department recommendation on how bike lanes could be striped from Hammond Street to Centre Street. He presented the following objectives: Extend the existing bike lanes on Beacon Street that terminate at Hammond Street, re-stripe Beacon Street at Hammond Pond Parkway in order to define turn lanes and to correct the current traffic parking regulations to reflect existing conditions. He also presented nine possible proposed changes for the area.

Mr. Koses opened the discussion for public comment. Sgt. Norcross said he likes the proposal but is concerned with traffic queuing up. Ald. Fuller asked if Beacon Street residents could receive parking exemptions. Sgt. Norcross answered no, not if Beacon Street does not allow parking. She then said it would be a hardship and asked if something could be done to assist the residents. She would appreciate if Mr. Danila researches this. A resident said he was elated with the idea and hopeful it would come to fruition. Mr. Grafe agreed.

Mr. Koses said that an item would have to be docketed to remove parking in order for bike lanes to come to fruition. A resident suggested forming a working group to focus on what exactly needs to be docketed in order to understand Mr. Danila's plans and make any necessary adjustments.

TC23-10 ALD. DANBERG, BLAZAR AND SHAPIRO, on behalf of Kay Alexander and Steve Hamilton requesting a discussion on traffic mitigation possibilities on Sumner, Marshall, Everett and Gibbs Streets in Newton Centre to address speeding and cut-through traffic. (Ward 6) [06/21/10 @ 10:02 PM]

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

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

Kay Alexander, 90 Sumner Street pointed to a map requesting possible solutions to reduce speeding and cut through traffic in the neighborhood. He said that Centre Street traffic during the morning and afternoon peak hours represent the majority of the problem. Steve Hamilton, 155 Sumner Street, said that cut through traffic is a result of angered motorists seeking alternative routes. He noted that Mr. Danila informed him that traffic lights are being studied and recommended for re-timing. Mr. Hamilton recommends the following solutions: 1) Parking restrictions on Beacon Street to allow for two travel lanes. Currently, there are parking restrictions from 7am to 9am and 4pm to 6pm on the south side. On the north side parking is allowed during the morning peak hours. 2) Install a "Do Not Walk Sign" at the intersection of Willow Street. Mr. Schuckel said that the Department of Public Works could review this request. 3) Request additional Police enforcement. 4) Request that Traffic Council suggests possible solutions specifically for Marshall, Gibbs, Everett and Sumner Streets. 5) Suggest speed-calming methods. In the past, a proposal was made to install a 4-way stop sign at Gibbs and Sumner Streets to deter speeding. Raised intersections and neckdowns were also denied. Alan Pincus, 148 Sumner Street, said that re-timing the traffic signals and changing the road flow would improve the situation although he feels motorists would still be tempted to use the neighborhood to avoid traffic.

Mr. Schuckel provided the following data collection in the neighborhood, collected on May 25, 2011.

Sumner Street: Volume data is 582 vehicles per day, zero trucks, speed limit is 30 mph, the median speed is 20 mph and the 85th percentile speed is 27 mph.

Marshall Street: Volume data is 371 vehicles per day, 2% trucks, speed limit is 30 mph, the median speed is 22 mph and the 85th percentile speed is 27 mph.

Everett Street: Volume data is 606 vehicles per day, 2% trucks, speed limit is 30 mph, the median speed is 20 mph and the 85th percentile speed is 25 mph.

Gibbs Street: Volume data is 364 vehicles per day, 2% trucks, speed limit is 30 mph, the median speed is 22 mph and the 85th percentile speed is 26 mph.

Mr. Schuckel stated these streets do not meet any of the warrants established by the City for traffic calming measures as speed and data collection prove. It appears that the majority of cars are not speeding. Stop signs cannot be installed if the streets do not meet the warrants. It is difficult for the City to justify needs when data proves otherwise. Mr. Schuckel stated there is a

bill in the statehouse requesting to lower speed limits to 25 mph for some City streets. Traffic Council members voted 4-0 to take no action.

Respectfully submitted,

David Koses, Traffic Council Chair

Traffic Council

City Hall

Room 222

Thursday, May 26, 2011

7:00 p.m.

Agenda

1. TC21-11: requesting establishment of a Blue Zone on Cypress St., adjacent to the Bowen School. (Ward 6)
 2. TC20-11: requesting a raised crosswalk in the vicinity of 280 Cypress St. (Ward 6)
 3. TC22-11: requesting a raised device on Cypress St. near Bow Rd. (Ward 6)
 4. TC6-11: requesting a traffic signal at Crafts St. & Linwood Ave. (Ward 2)
 5. TC14-11: requesting traffic and pedestrian improvements to Crafts St. between Linwood Ave. & Walnut St. (Ward 2)
 6. TC19-11: requesting a discussion related to changes to the TIGER Permit Parking Program and the private way section of Elm Rd. (Ward 2)
 7. TC7-11: requesting a discussion on re-stripping the auto and bicycle lanes at the intersection of Beacon St. and Hammond Pond Pkwy. (Wards 6 & 7)
 8. TC23-10: requesting a discussion of traffic mitigation possibilities on Sumner, Marshall, Everett, and Gibbs St. (Ward 6)
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TC21-11

Requesting establishment of a Blue Zone on Cypress Street, adjacent to the Bowen School. (Ward 6)

TC20-11

Requesting a raised crosswalk on Cypress Street, in the vicinity of 280 Cypress Street, in association with modification to the school entrance.
(Ward 6)

TC22-11

Requesting a raised device on Cypress Street near Bow Road. (Ward 6)

Background

- Approved on 2/17/2011:
 - No Parking near 281 & 285 Cypress St., as shown the Bowen School Preliminary Assessment, Prepared by the Massachusetts Safe Routes to School Infrastructure Team, dated September 30, 2010.
 - Additional Requests:
 - Move pedestrian crossing to Bow Road.
 - Add raised device to Cypress to reduce speeds.
 - Restrict access to driveway during drop-off times.
-

Changes Proposed Tonight (1)



- Restrict turns into driveway during morning drop-off.

Changes Proposed Tonight (2)



- Add Blue Zone along eastern curb of Cypress St.

Changes Proposed Tonight (3)



- Change proposed flush crosswalk to raised.

Changes Proposed Tonight (4)



- Add speed hump.

All Proposed Changes



Notes

- Blue Zone will be available for part-time school employees.
 - Fewer than 5 full-time employees will have to park further away.
 - Raised devices will not increase emergency vehicle response time to school.
 - Crosswalk near Bow Road is not feasible.
-

Crosswalk near Bow Road



- Cannot get minimum stopping sight distance in a curve.
- One car parked on Cypress St. would potentially obstruct view of pedestrian in crosswalk.
- No sidewalk on east side of Cypress St.

TC6-11

Requesting the installation of a pedestrian traffic signal to replace the existing flashing yellow pedestrian light at the intersection of Crafts Street at Linwood Avenue. (Ward 2)

Aerial Photo



Approach Photos



Traffic Signals

- Traffic Signal Advantages:
 - ❑ They provide for the orderly movement of traffic.
 - ❑ They can increase the traffic-handling capacity of the intersection.
 - ❑ They reduce the frequency and severity of certain types of crashes, especially right-angle collisions.
 - ❑ They are used to interrupt heavy traffic at intervals to permit other traffic, vehicular or pedestrian, to cross.
-

Traffic Signals, cont.

- Improperly installed signals may add:
 - Excessive delay;
 - Excessive disobedience of the signal indications;
 - Increased use of less adequate routes as road users attempt to avoid the traffic control signals; and
 - Significant increases in the frequency of collisions (especially rear-end collisions).
 - By state law, in order to a traffic signal, at least one Traffic Signal Warrant must be met.
 - Crafts Street/Linwood Avenue does not meet any of the Warrants.
-

Pedestrian Crashes

- 11/8/10: Pedestrian struck on Linwood Ave.
 - Pedestrian was with mother.
 - Pedestrian was not in crosswalk and crossed between two stopped vehicles.
 - 11/8/10: Pedestrian struck in crosswalk.
 - Driver admitted to being distracted by emergency vehicles.
 - Pedestrian Warning Light was activated.
 - 1/31/11: Pedestrian struck south of intersection.
 - Pedestrian was not in crosswalk.
 - Driver complained of solar glare.
-

TC14-11

Requesting traffic and pedestrian improvements to Crafts Street between Linwood Avenue and Walnut Street, which may include a traffic signal at the intersection of Crafts and Walnut Streets. (Wards 1 & 2)

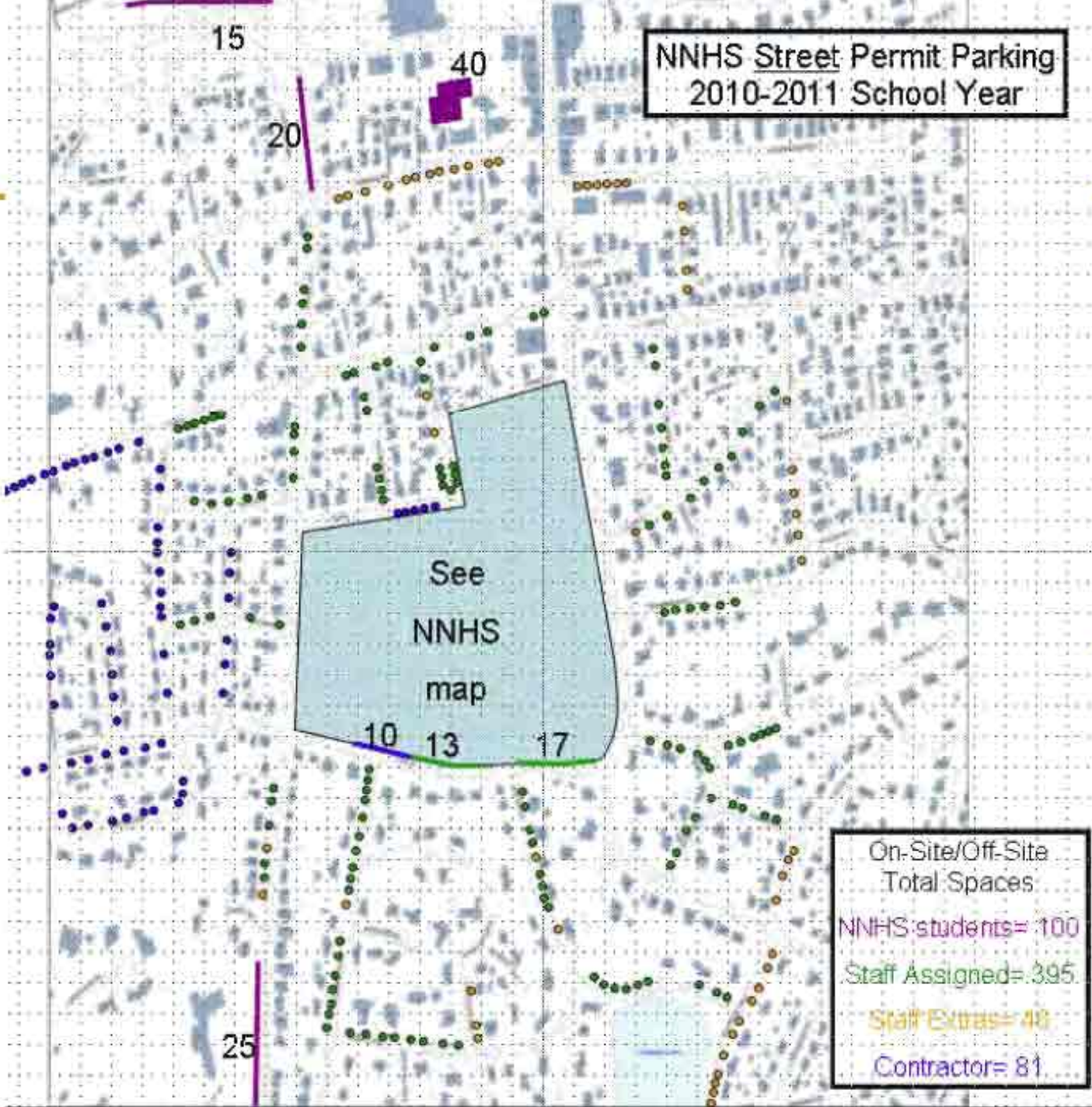
Possible Improvements for Schoolchildren Crossing Crafts St.

- Upgrade Warning Device to a Rapid Flash Beacon.
 - Remove push buttons and install passive detection.
 - Add crossing guard.
 - Add traffic signal at Crafts Street/Walnut Street intersection.
-

TC19-11

Requesting a discussion related to changes to the TIGER Permit Parking Program and the **public** way section of Elm Road. (Ward 2)

**NNHS Street Permit Parking
2010-2011 School Year**



Location (# spaces)

Elm Rd Theatre Entrance (14)

Elm Rd Loading Dock (10)

Elm Rd On-Street (38)

Walnut St Lot (169)

HP= 8

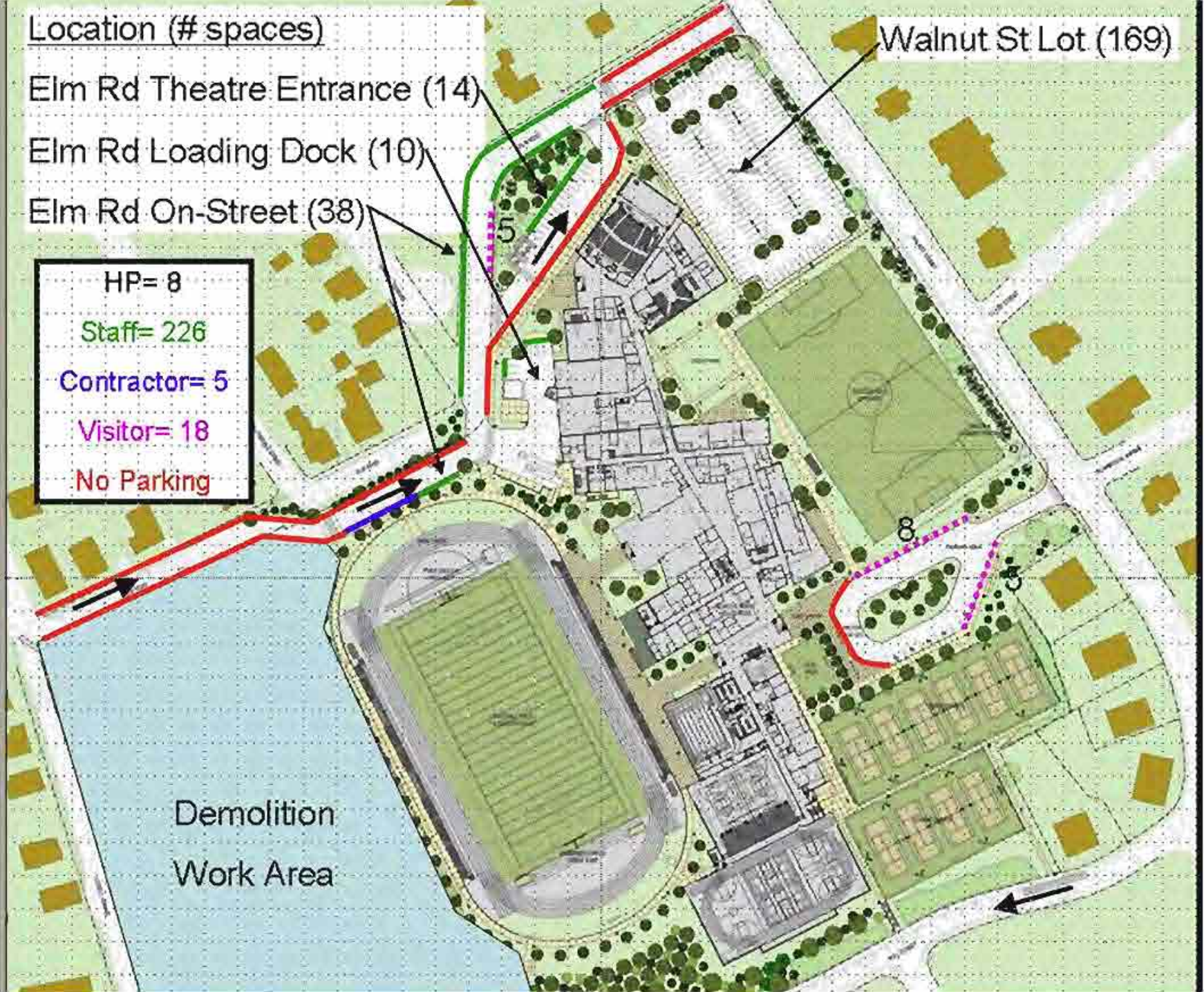
Staff= 226

Contractor= 5

Visitor= 18

No Parking

Demolition
Work Area

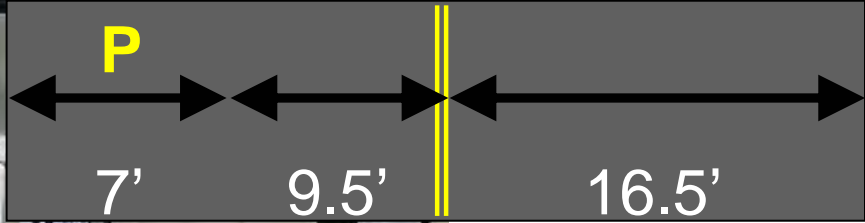


NNHS Parking 2011-2012

■ On-site spaces now:	231
■ Elm Rd (demo area):	24*
■ Lowell Lot:	110
■ Hull St:	<u>50*</u>
■ TOTAL	415

■ Faculty/Staff Demand	425
■ Faculty/Staff Shortage	10*
■ Students	150*
■ Resident permits?	15*
■ TOTAL	175*

Before NNHS Construction



Resident Only
7:00 am to 4:00 pm

NO PARKING
7:00 am to 4:00 pm

During NNHS Construction



FAIRFIELD

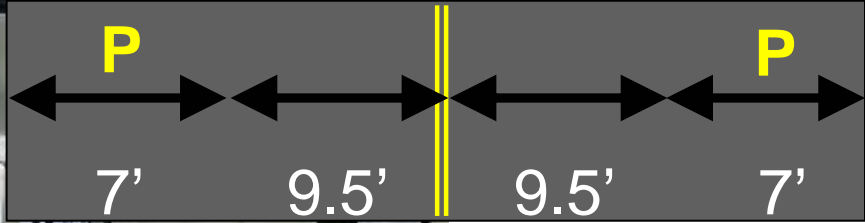
ELM RD

LOWELL AVE

BOLTON RD

HIGHLAND ST

HULL ST



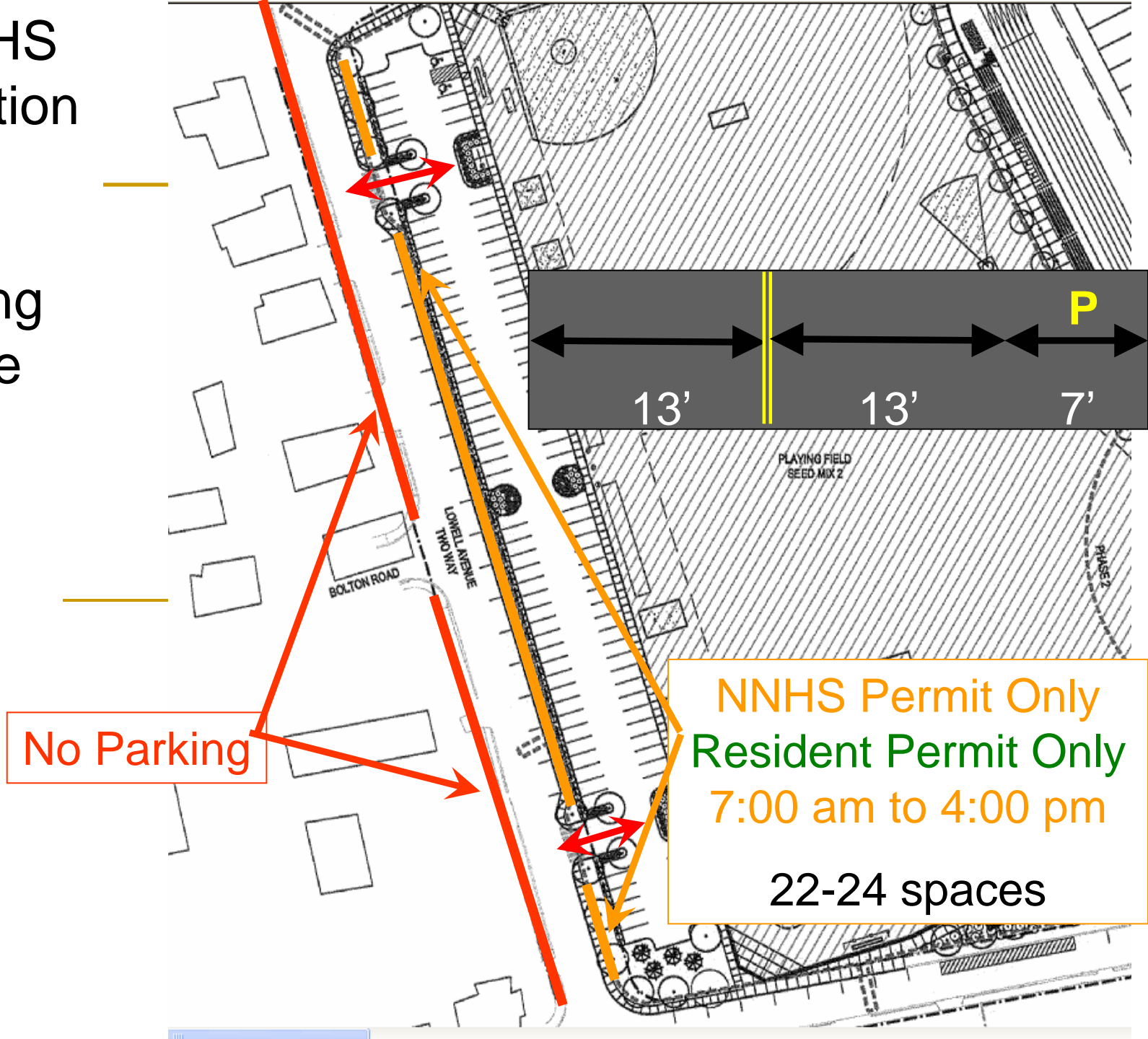
Resident Only
7:00 am to 4:00 pm

NNHS Permit Only
7:00 am to 4:00 pm

After NNHS Construction

Option 1:

No Parking
West Side

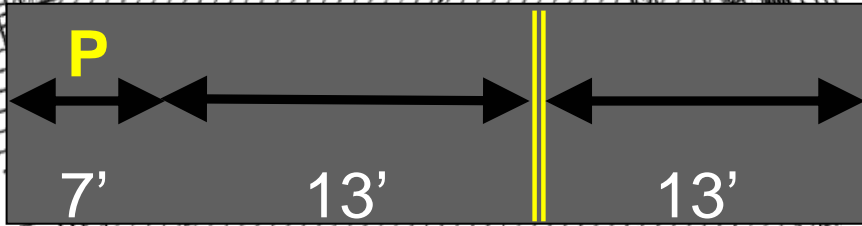
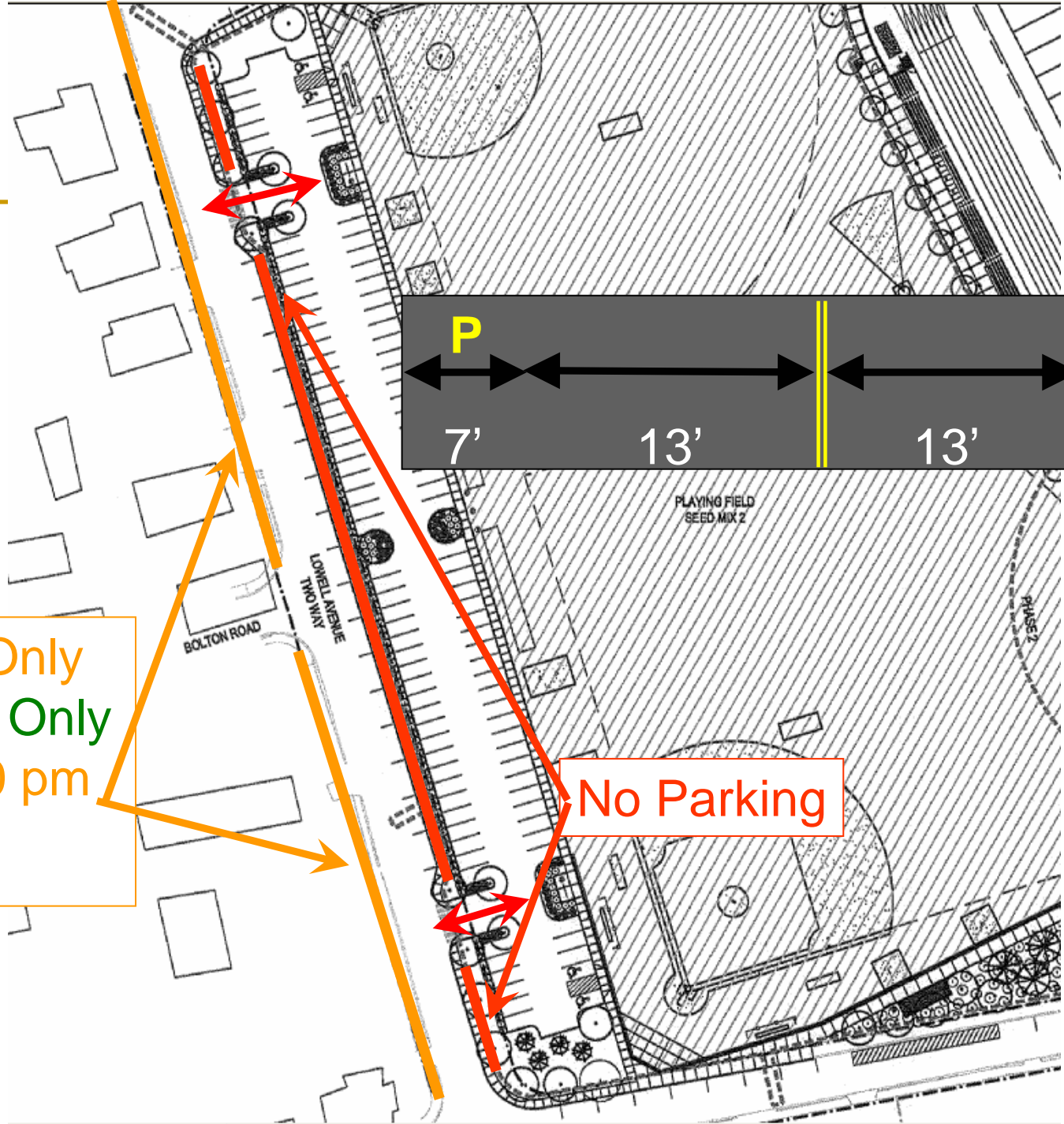


After NNHS
Construction

Option 2:

No Parking
East Side

NNHS Permit Only
Resident Permit Only
7:00 am to 4:00 pm
14 spaces



No Parking

Pros/Cons

- Option 1: Permit parking on NNHS (east) side
 - Pros: ~10 more spaces, parking on resident side can limit sightlines from driveways & side streets
 - Cons: parking for residents is across street

- Option 2: Permit parking on resident (west) side
 - Pros: residents have parking on same side
 - Cons: 10 less spaces, sightlines limited by parking

NNHS Tiger Permits 2011-2012

■ Teachers:

■ Elm Rd (demo area):	24
■ Hull St:	50
■ Lowell Ave adjacent to NNHS	<u>22</u>
■ TOTAL	96

■ Students:

■ Austin St	40
■ Lowell Ave (Claflin/Elmwood)	45
■ South: Beaumont, Dexter	15-20
■ North: Kimball Terr, Blithedale	15-20
■ East: Clyde, Pulsifer	15-20
■ West: Bolton, Fairfield, Calvin	<u>15-20</u>
■ TOTAL	150*

New Regulations

- Up to 250 on-street permits
 - ~ 100 teacher permits
 - ~ 150 student permits (NNHS request)
 - ~ ?? Resident permits
- Cap the number of permits issued
- Allow flexibility re: assigned locations
 - Austin St
 - Hardship cases

Elm Road Public Way Section



89-91
Driveway

83-85
Driveway

No Parking

No Parking

Lowell Ave

20'

36'

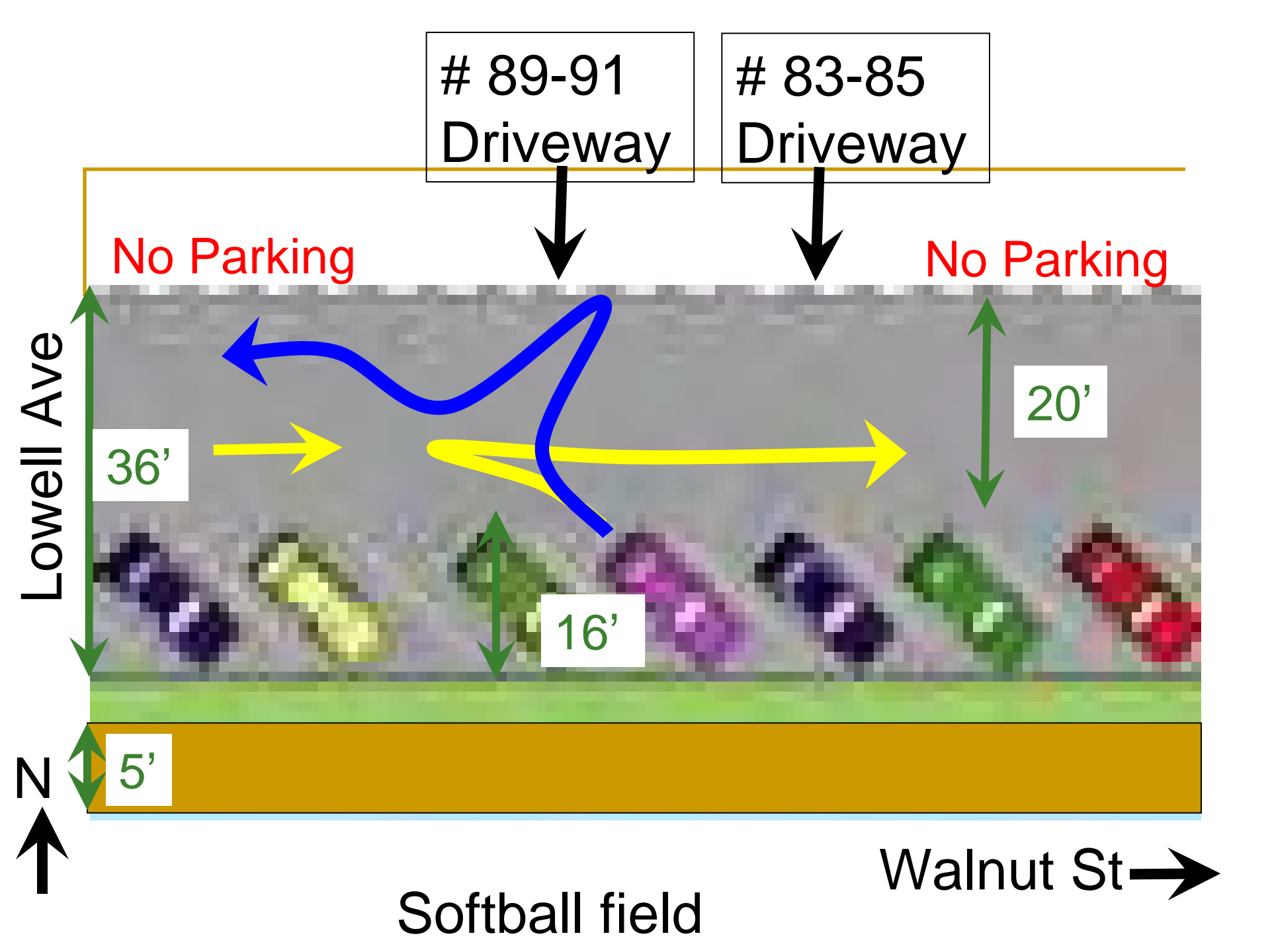
16'

5'

N

Walnut St

Softball field



TC7-11

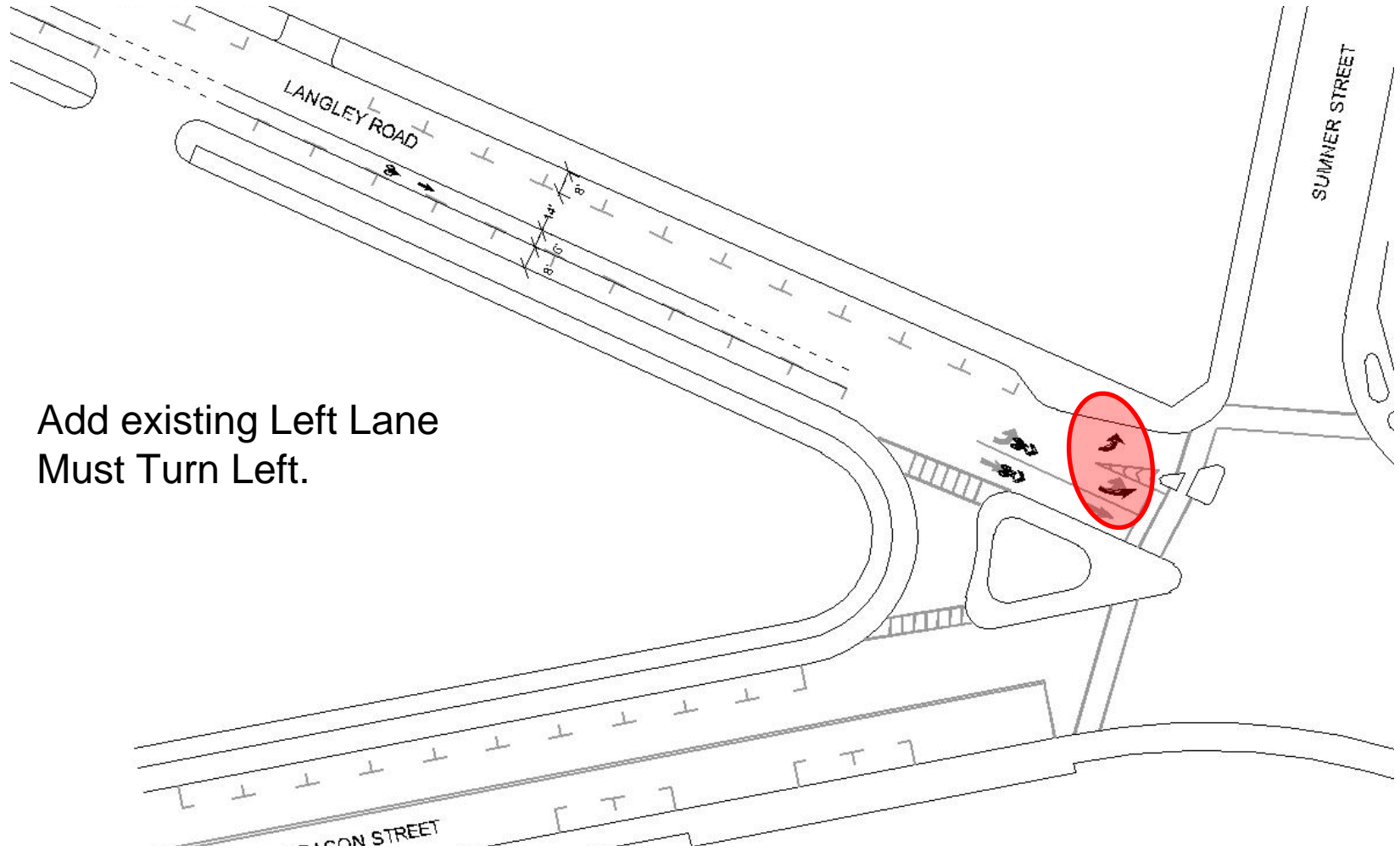
Requesting a discussion on re-striping auto and bicycle lanes at the intersection of Beacon Street and Hammond Pond Parkway to improve traffic flow and bike safety.
(Wards 6 & 7)

Objectives

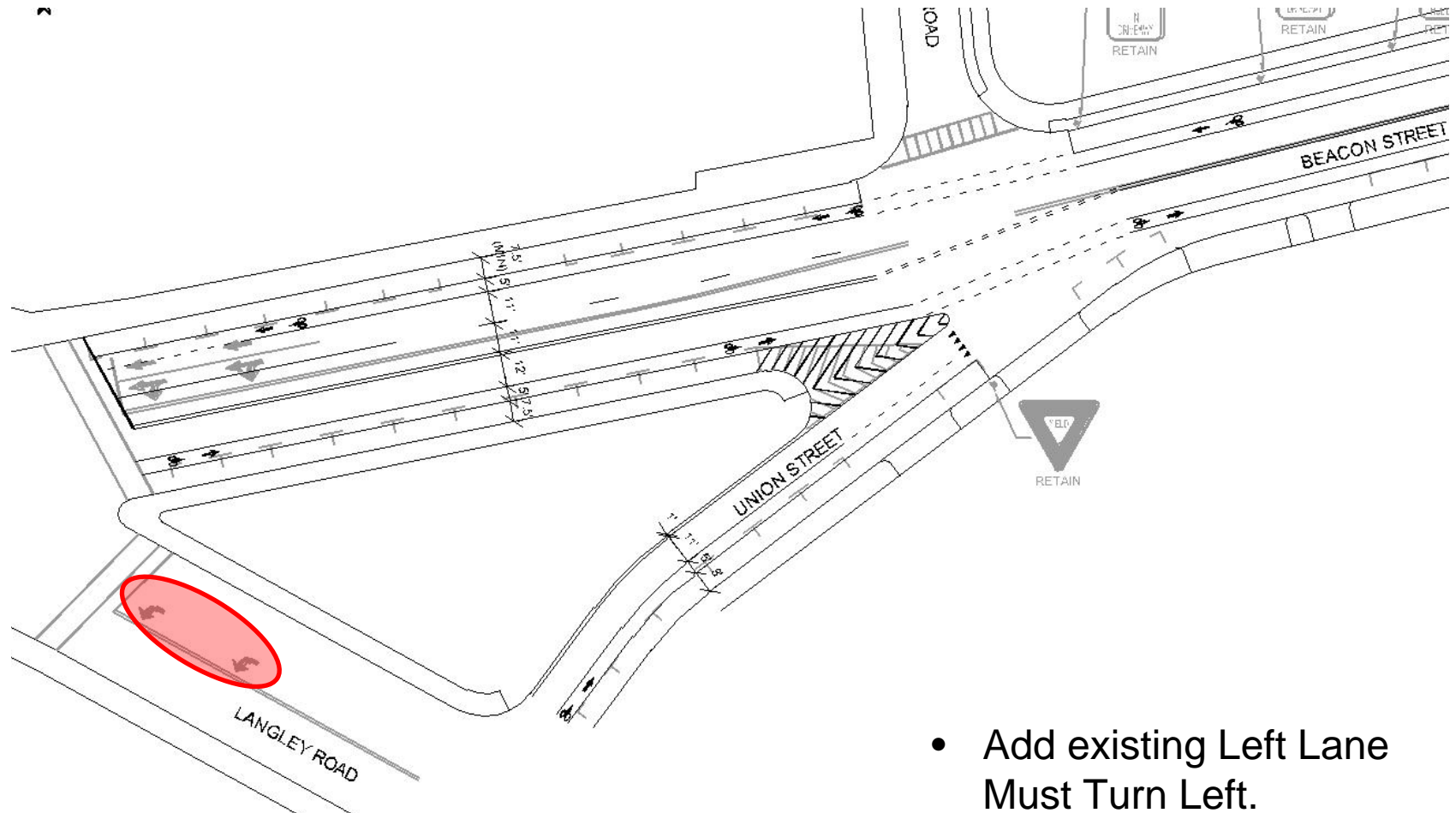
- Extend existing bike lanes on Beacon Street that terminate at Hammond Street.
 - Re-stripe Beacon Street/Hammond Pond Parkway to more clearly define turn lanes.
 - Clean up TPR to match existing conditions.
-

Proposed Changes (1)

- Add existing Left Lane
Must Turn Left.



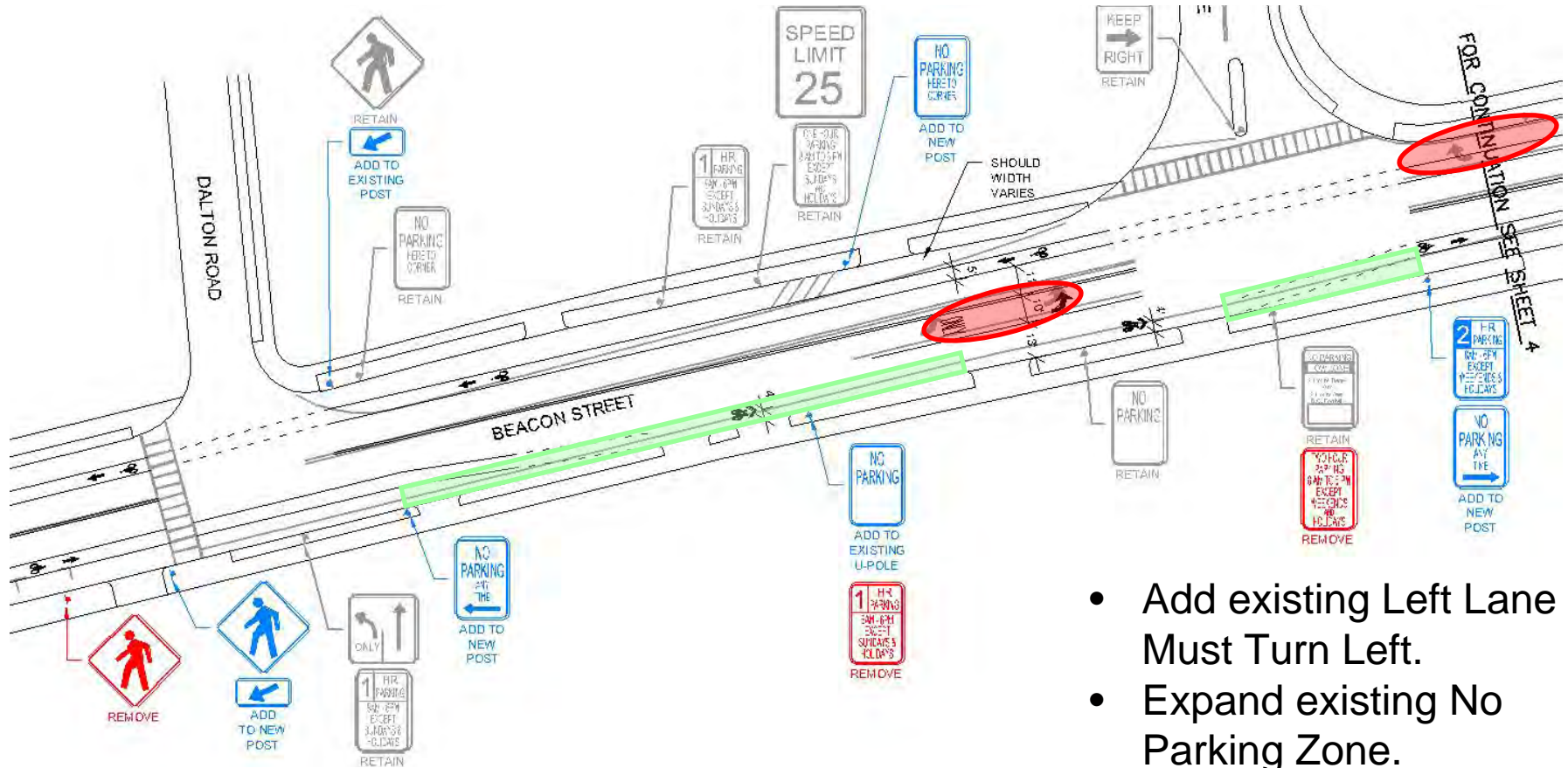
Proposed Changes (2)



- Add existing Left Lane
Must Turn Left.

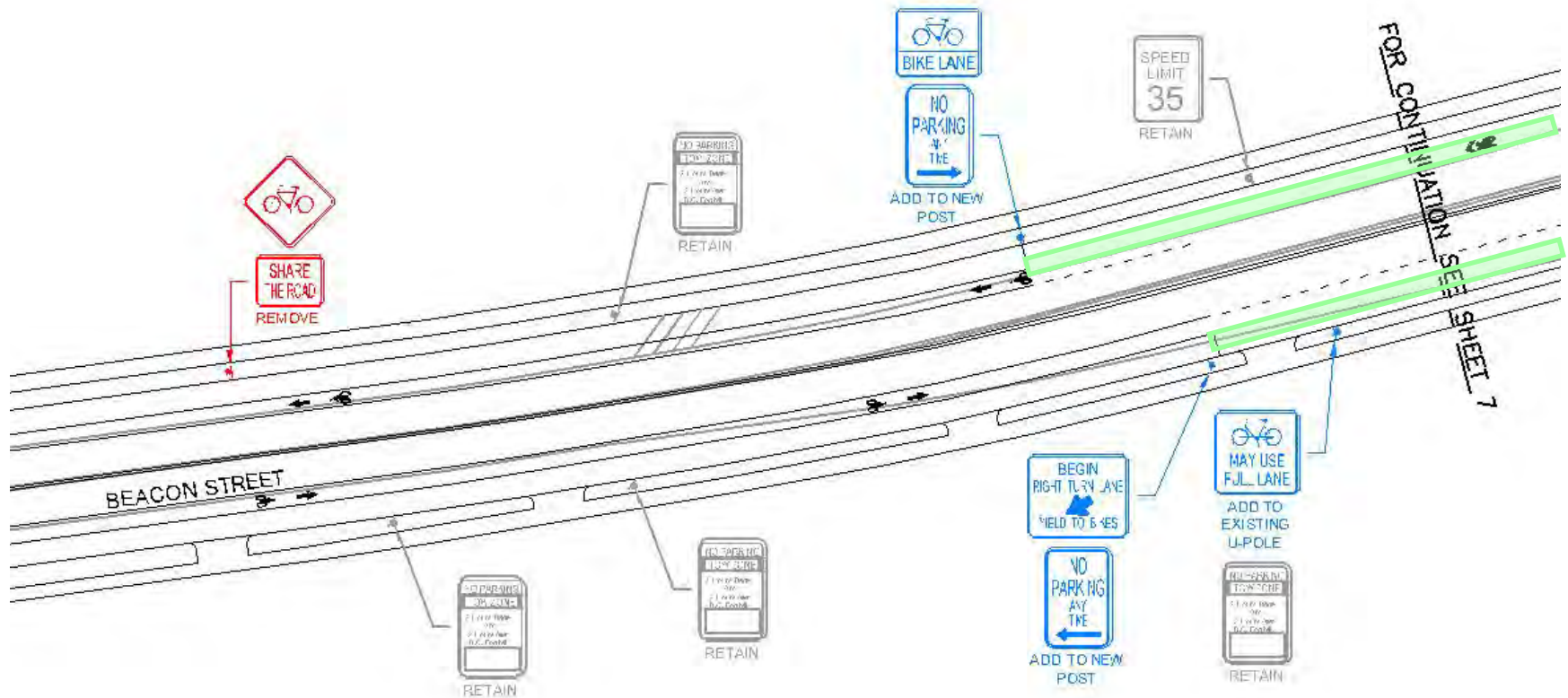
Proposed Changes (3)

- Remove existing Right Lane Must Turn Right (not in TPR).



- Add existing Left Lane Must Turn Left.
- Expand existing No Parking Zone.

Proposed Changes (4)

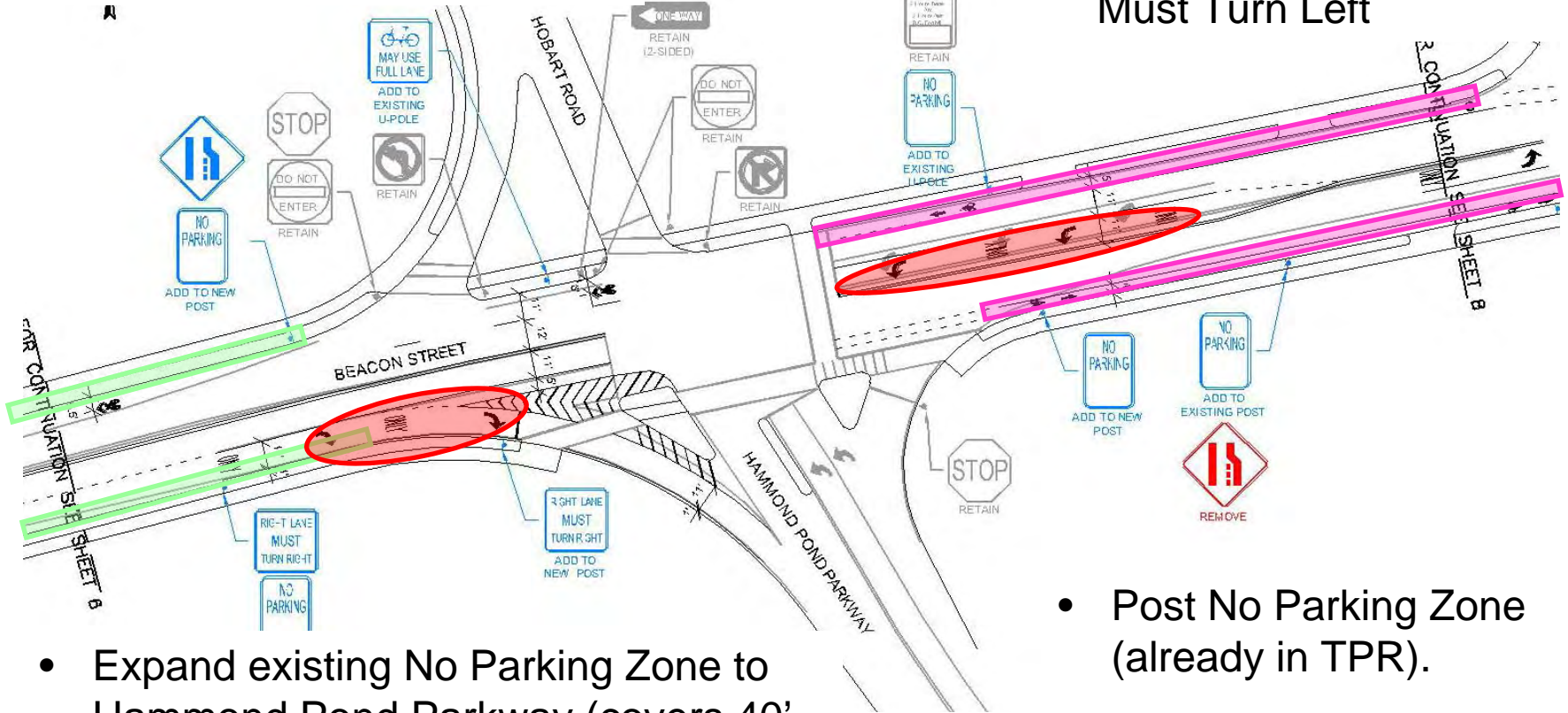


- Expand existing No Parking Zone from Hobart Road (does not encompass any driveways).
- Expand existing No Parking Zone to Hammond Pond Parkway (covers 40' of the frontage of 550 Beacon St.).

Proposed Changes (5)

- Expand existing No Parking Zone from Hobart Road (does not encompass any driveways).

- Post No Parking Zone (already in TPR).
- Add existing Left Lane Must Turn Left

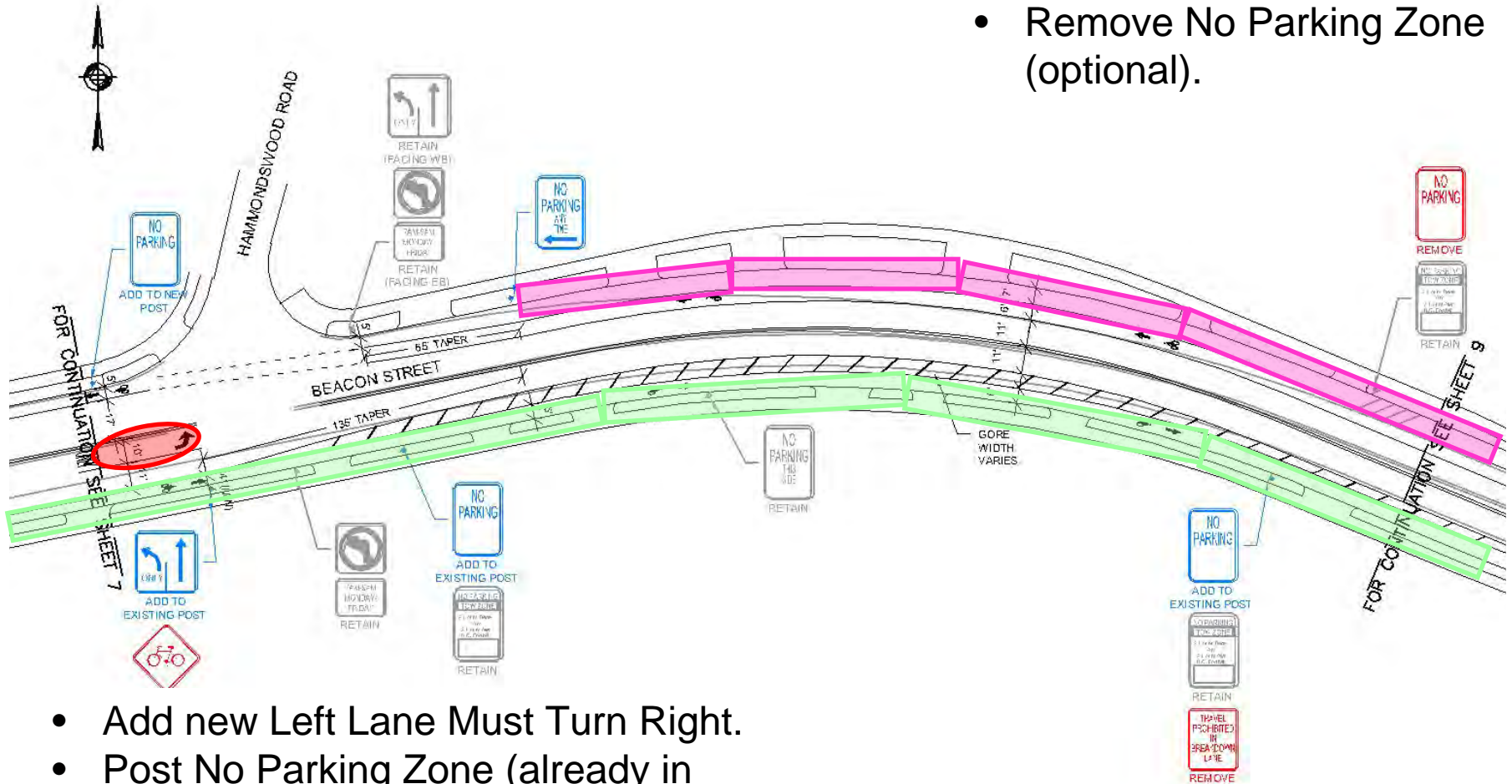


- Expand existing No Parking Zone to Hammond Pond Parkway (covers 40' of the frontage of 550 Beacon St.).
- Add new Right Lane Must Turn Right.

- Post No Parking Zone (already in TPR).

Proposed Changes (6)

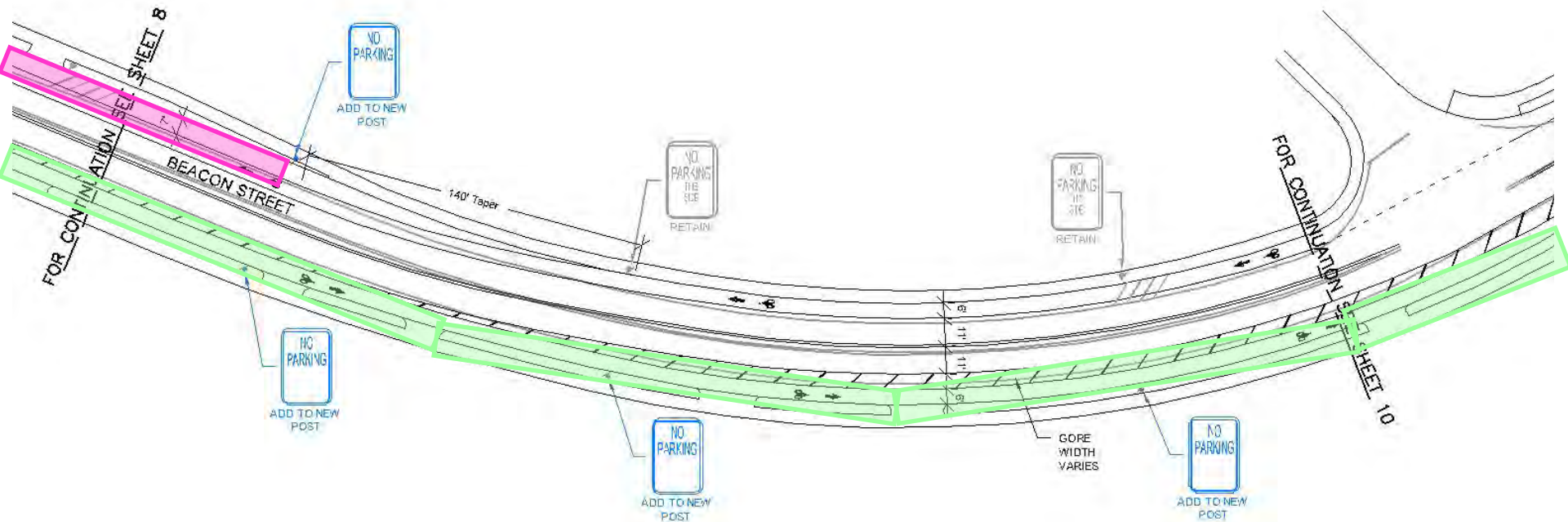
- Remove No Parking Zone (optional).



- Add new Left Lane Must Turn Right.
- Post No Parking Zone (already in TPR).

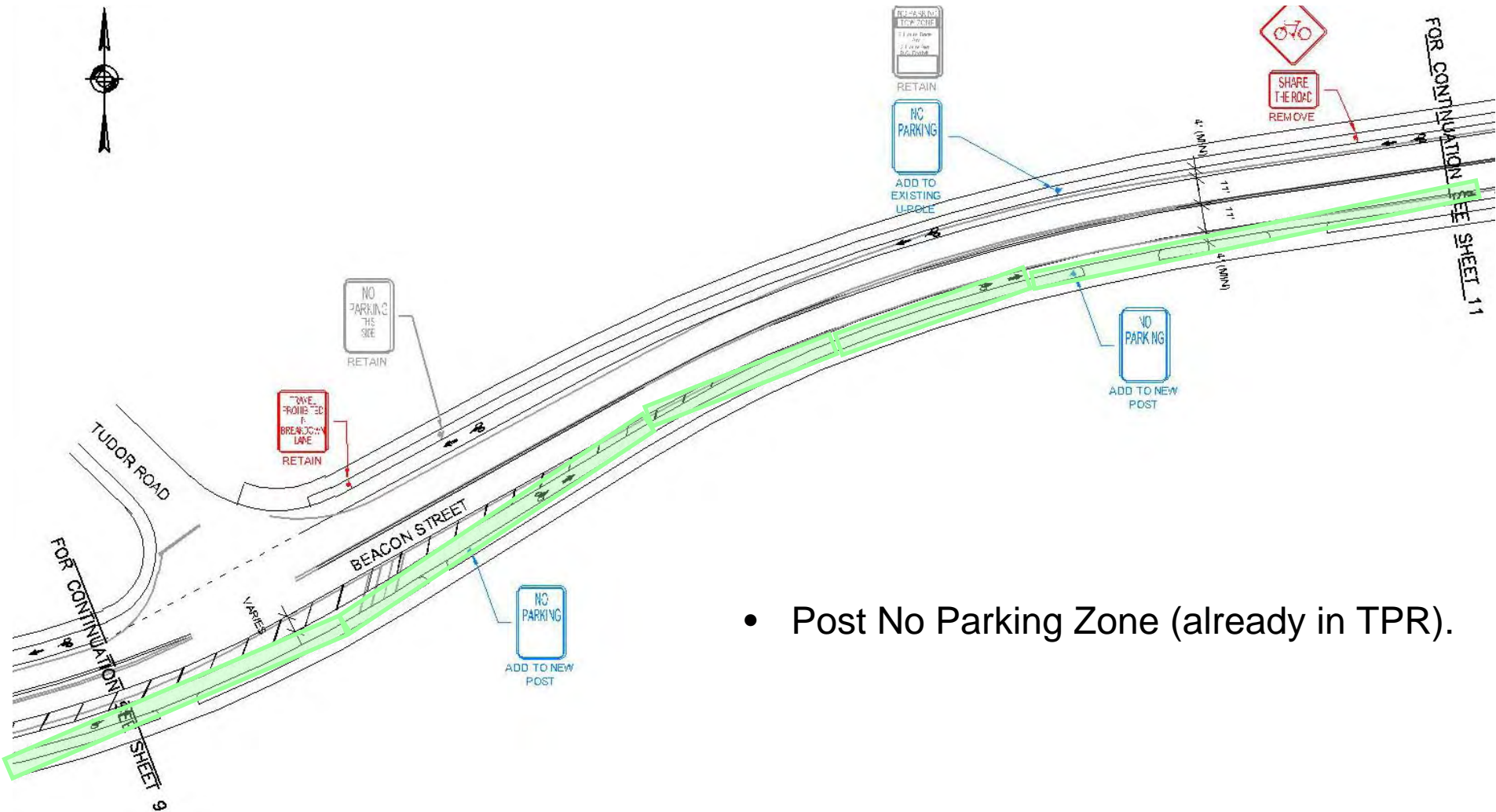
Proposed Changes (7)

- Remove No Parking Zone (optional).



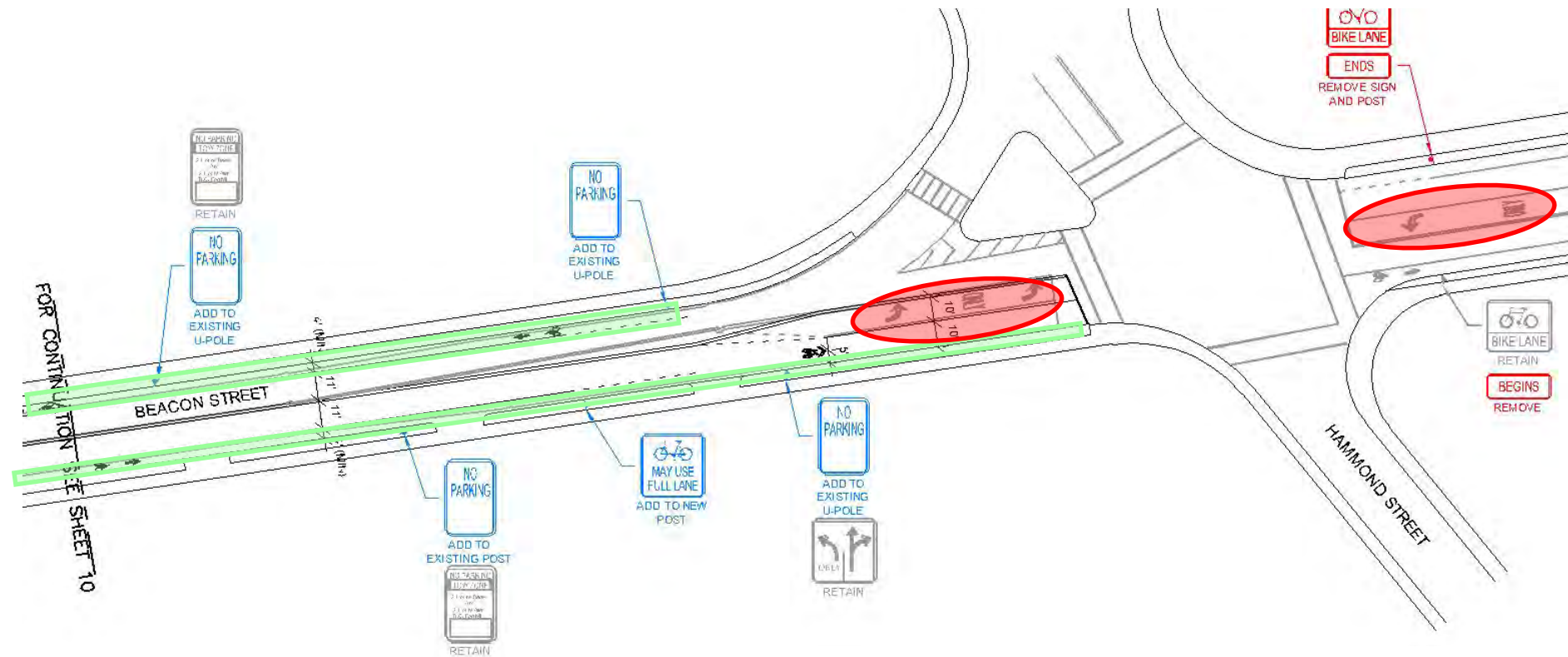
- Post No Parking Zone (already in TPR).

Proposed Changes (8)



- Post No Parking Zone (already in TPR).

Proposed Changes (9)



- Post No Parking Zone (already in TPR).
- Add existing Left Lane Must Turn Left.

TC23-10

Requesting a discussion on traffic mitigation possibilities on Sumner, Marshall, Everett and Gibbs Streets in Newton Centre to address speeding and cut-through traffic. (Ward 6)

Data Collection Locations



Sumner Street

■ Volume Data:

- 582 vehicles per day.
- % trucks n/a

■ Speed Data:

- Speed Limit: 30 mph.
 - Median Speed: 20 mph.
 - 85th Percentile Speed: 27 mph.
-

Marshall Street

- Volume Data:

- 371 vehicles per day.
- 2% trucks.

- Speed Data:

- Speed Limit: 30 mph.
 - Median Speed: 22 mph.
 - 85th Percentile Speed: 27 mph.
-

Everett Street

■ Volume Data:

- 606 vehicles per day.
- 2% trucks.

■ Speed Data:

- Speed Limit: 30 mph.
 - Median Speed: 20 mph.
 - 85th Percentile Speed: 25 mph.
-

Gibbs Street

- Volume Data:

- 364 vehicles per day.
- 2% trucks.

- Speed Data:

- Speed Limit: 30 mph.
 - Median Speed: 22 mph.
 - 85th Percentile Speed: 26 mph.
-

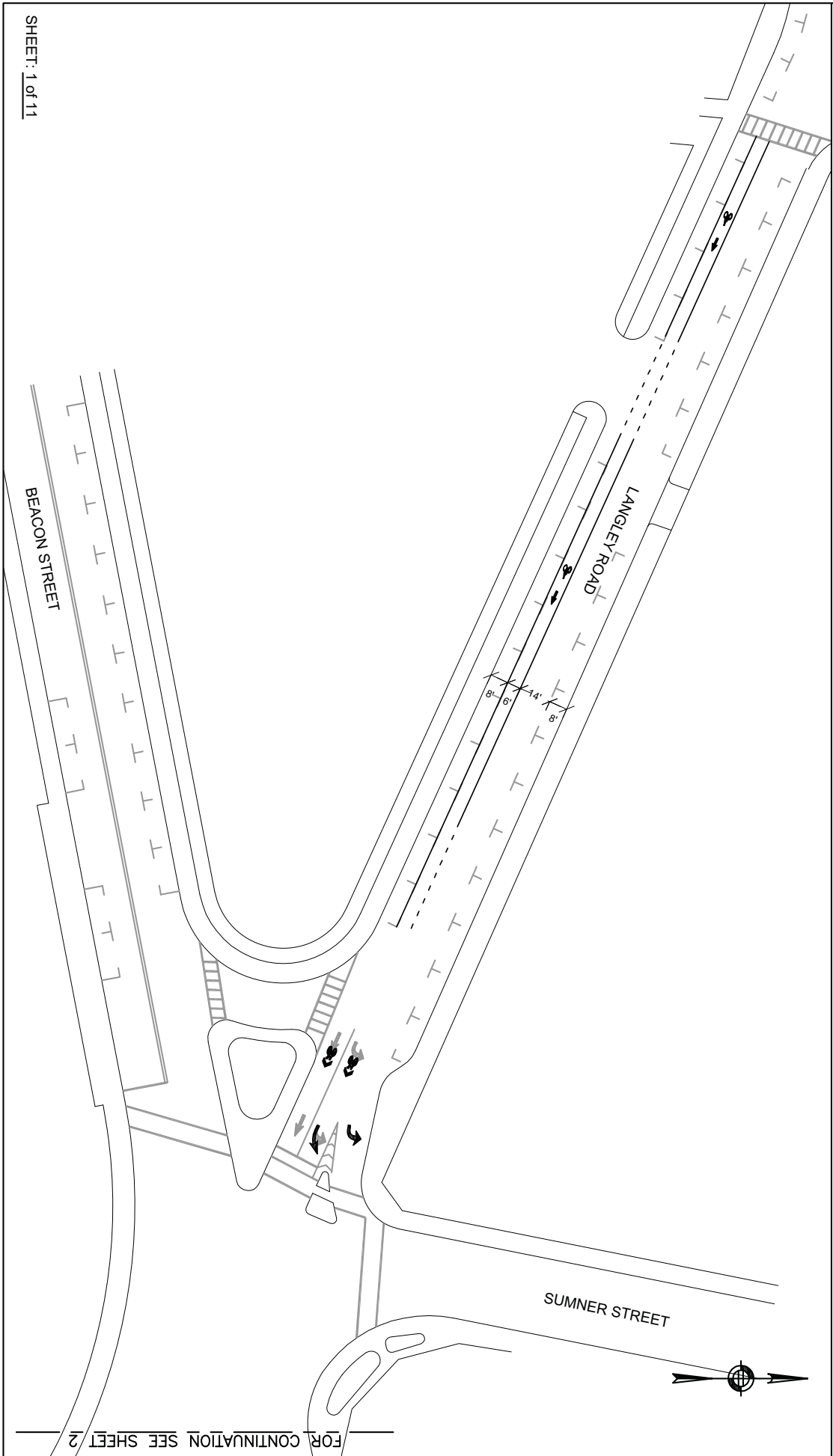
CITY OF NEWTON, MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS - ENGINEERING DIVISION
DRAFT PAVEMENT MARKING & SIGNAGE PLAN

LOCATION: Beacon Street Bike Lanes

APPROXIMATE SCALE: 1" = 40'-0"

DATE: 05/24/2011

DRAWING PREPARED BY: J. Danila



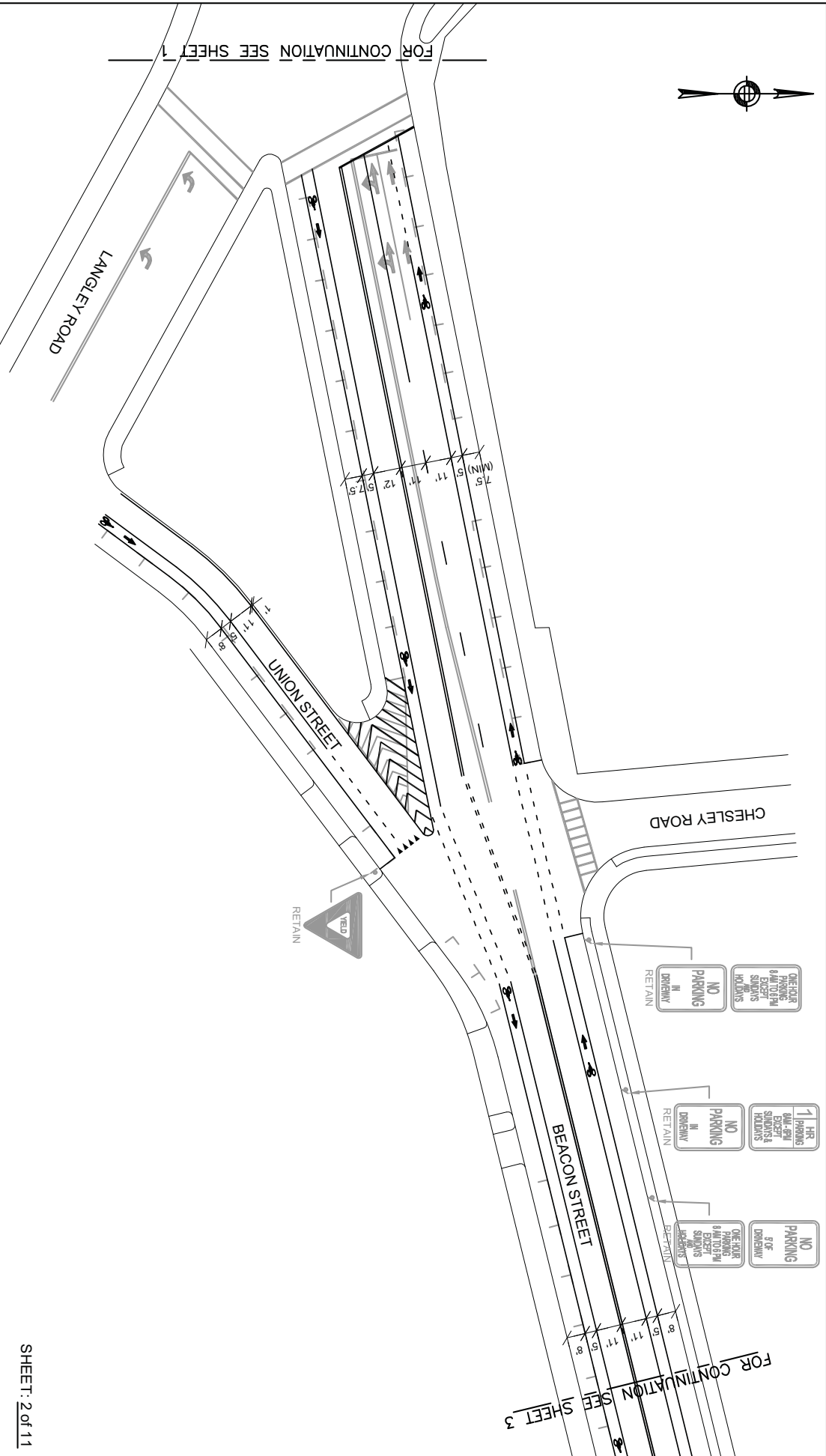
SHEET: 1 of 11

FOR CONTINUATION SEE SHEET 2

LOCATION: Beacon Street Bike Lanes
APPROXIMATE SCALE: 1" = 40'-0"

CITY OF NEWTON, MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS - ENGINEERING DIVISION
DRAFT PAVEMENT MARKING & SIGNAGE PLAN

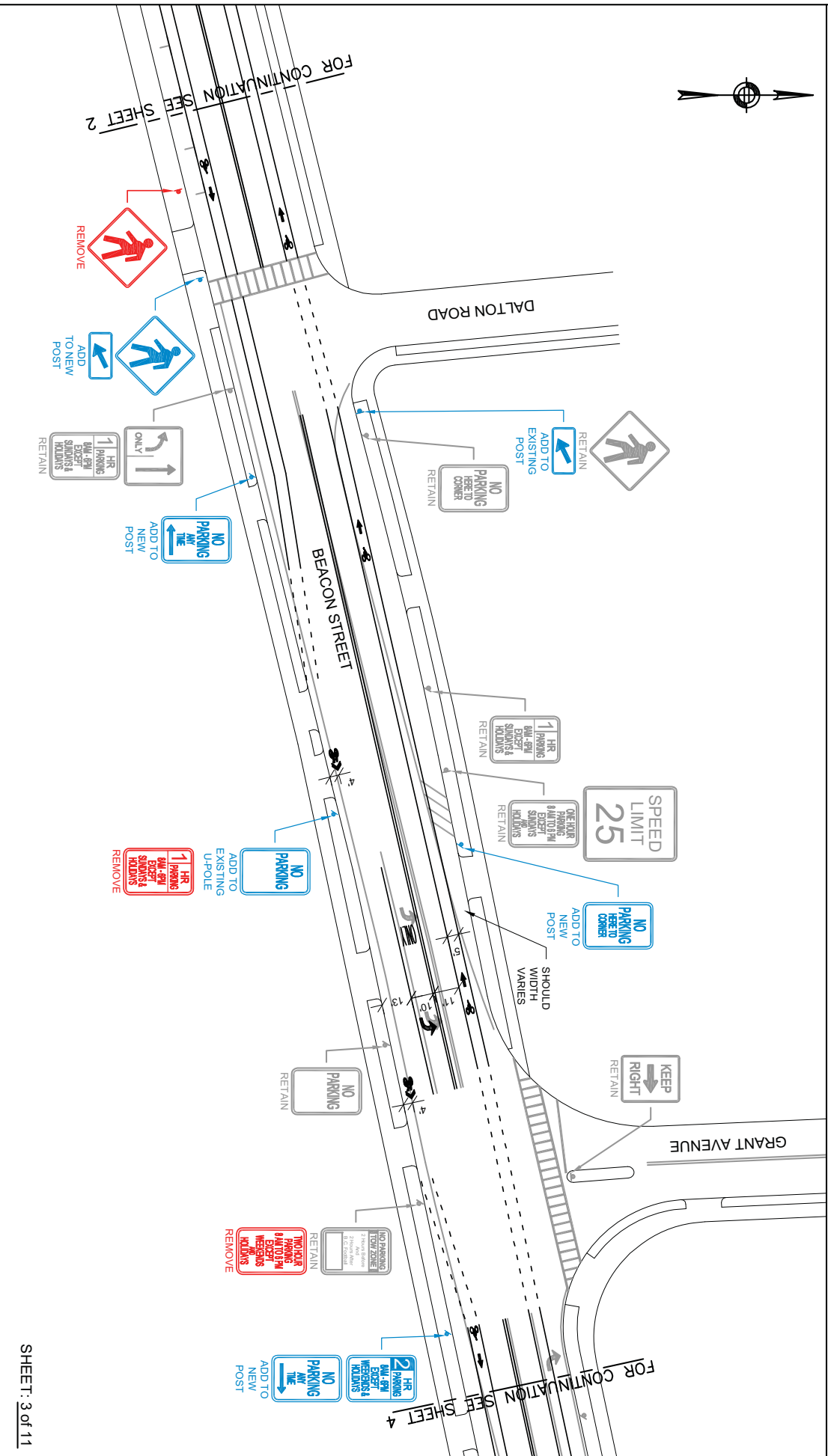
DATE: 05/24/2011
DRAWING PREPARED BY: J. Danila



CITY OF NEWTON, MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS - ENGINEERING DIVISION
DRAFT PAVEMENT MARKING & SIGNAGE PLAN

LOCATION: Beacon Street Bike Lanes
APPROXIMATE SCALE: 1" = 40'-0"

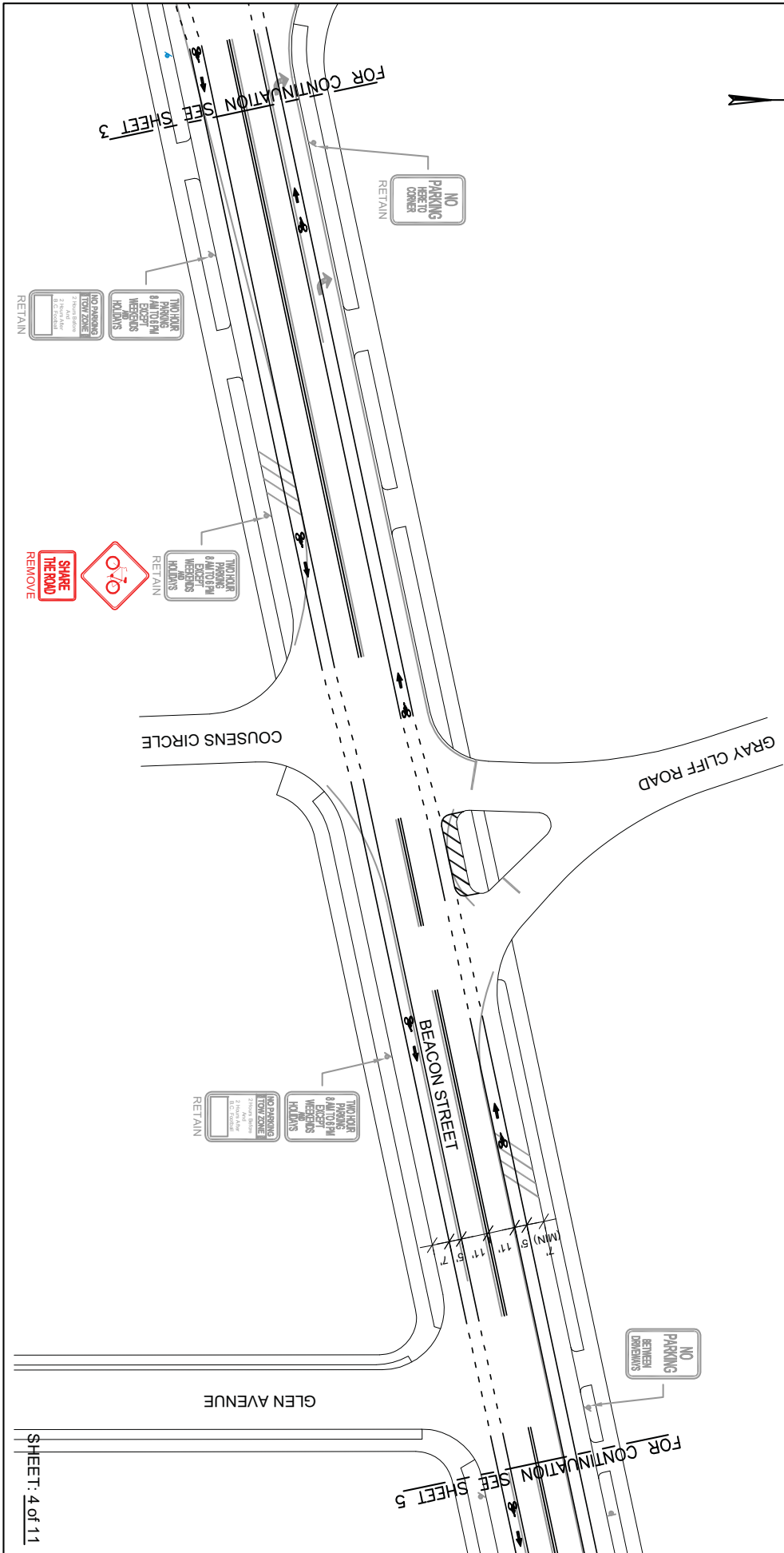
DATE: 05/24/2011
DRAWING PREPARED BY: J.Danilia



LOCATION: Beacon Street Bike Lanes
APPROXIMATE SCALE: 1" = 40'-0"

CITY OF NEWTON, MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS - ENGINEERING DIVISION
DRAFT PAVEMENT MARKING & SIGNAGE PLAN

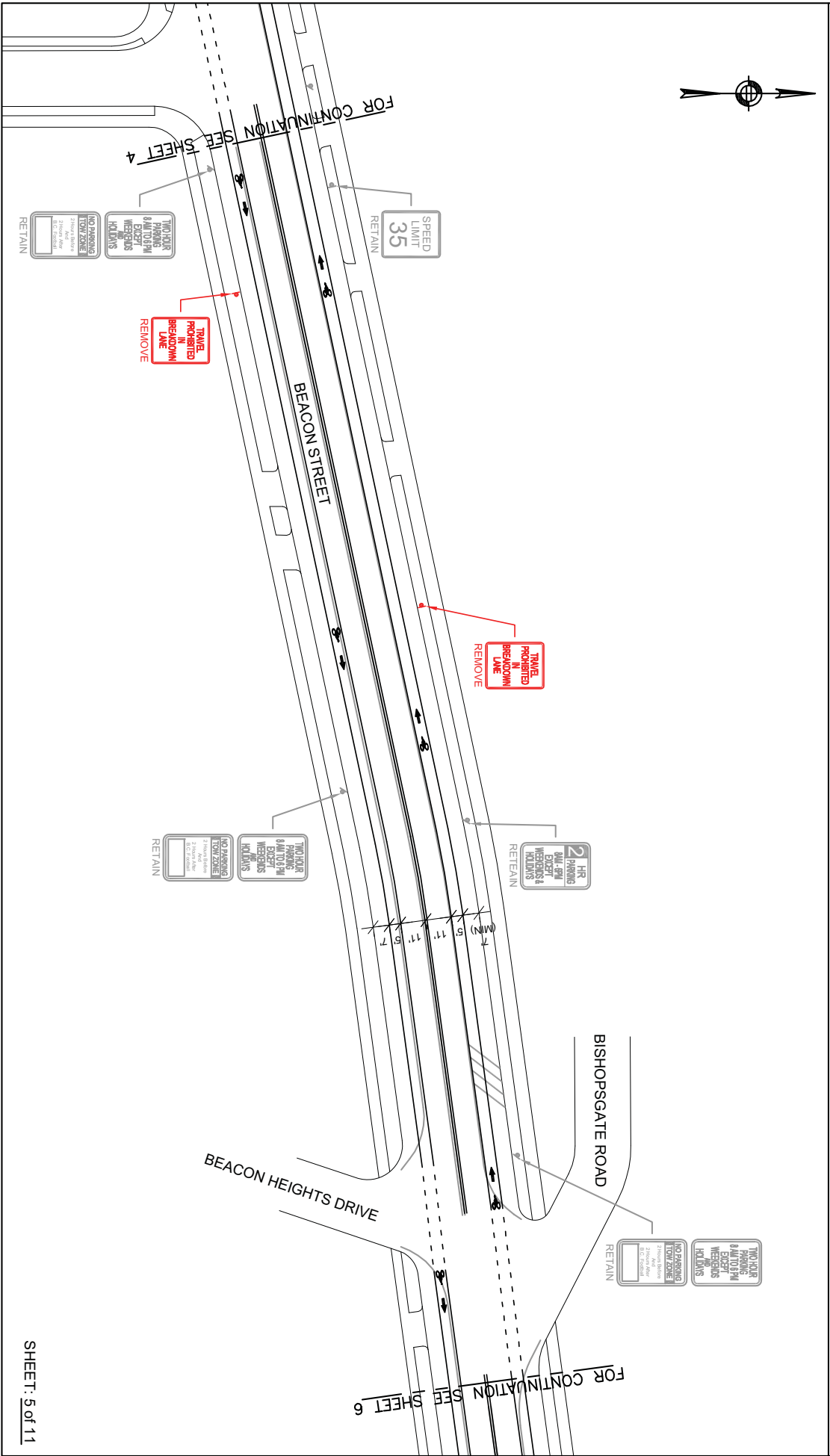
DATE: 05/24/2011
DRAWING PREPARED BY: J.Danila



LOCATION: Beacon Street Bike Lanes
APPROXIMATE SCALE: 1" = 40'-0"

CITY OF NEWTON, MASSACHUSETTS
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DATE: 05/24/2011
DRAWING PREPARED BY: J. Danila



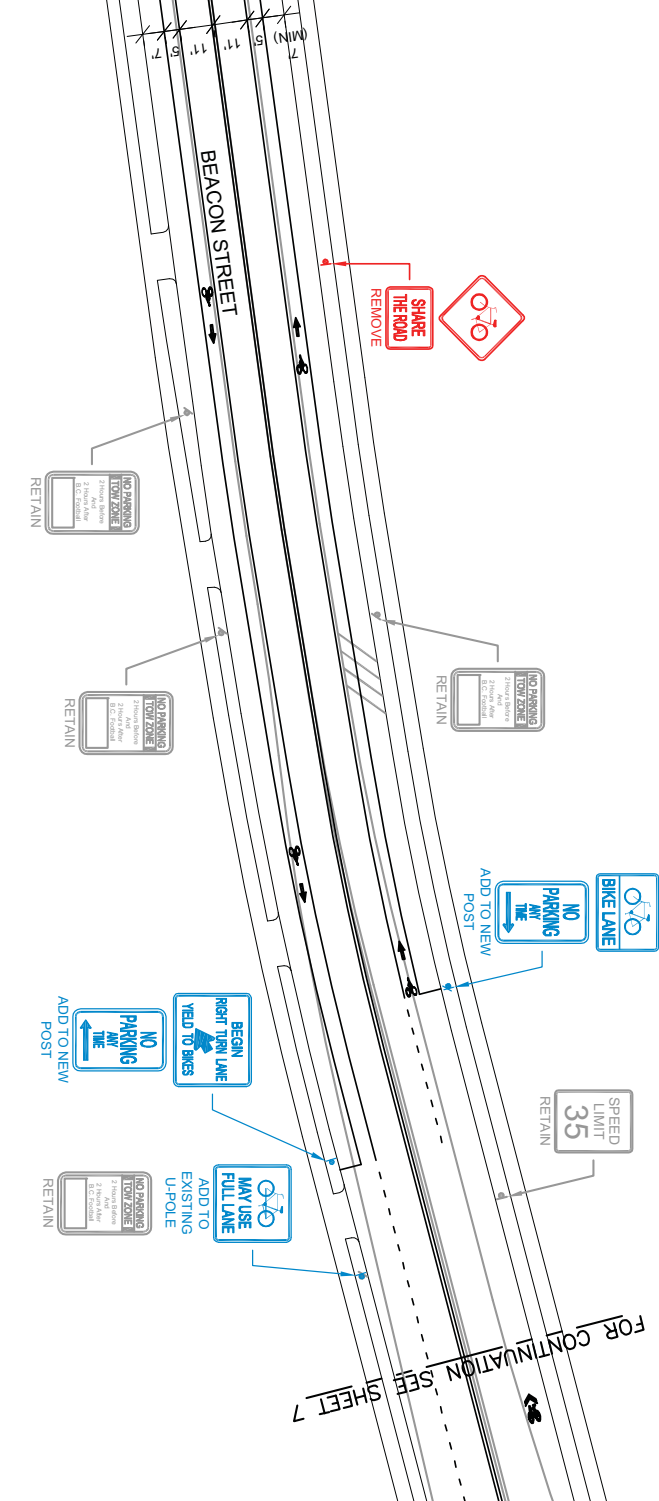
LOCATION: Beacon Street Bike Lanes
APPROXIMATE SCALE: 1" = 40'-0"

CITY OF NEWTON, MASSACHUSETTS
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DATE: 05/24/2011
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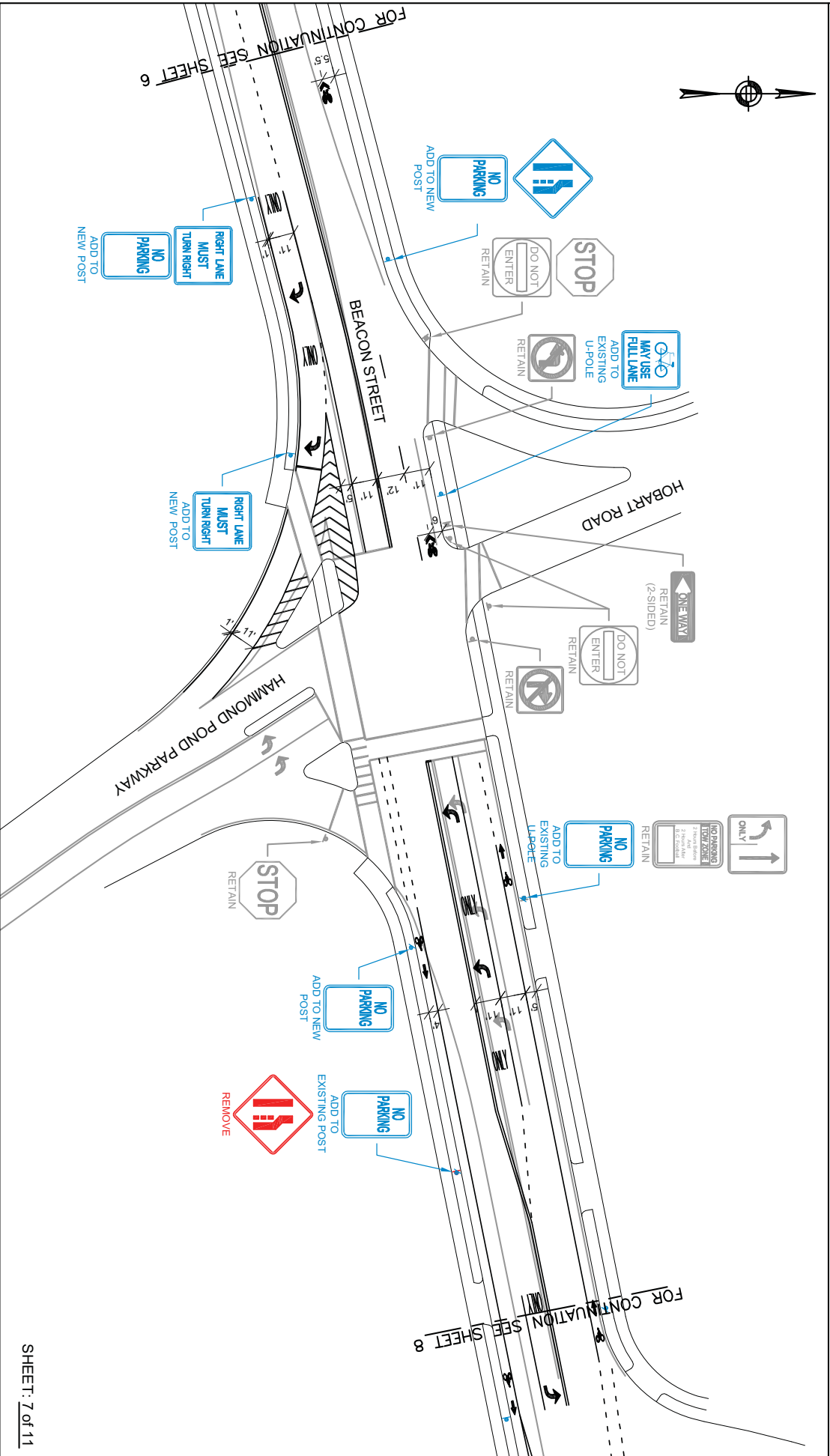
FOR CONTINUATION SEE SHEET 5



LOCATION: Beacon Street Bike Lanes
APPROXIMATE SCALE: 1" = 40'-0"

CITY OF NEWTON, MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS - ENGINEERING DIVISION
DRAFT PAVEMENT MARKING & SIGNAGE PLAN

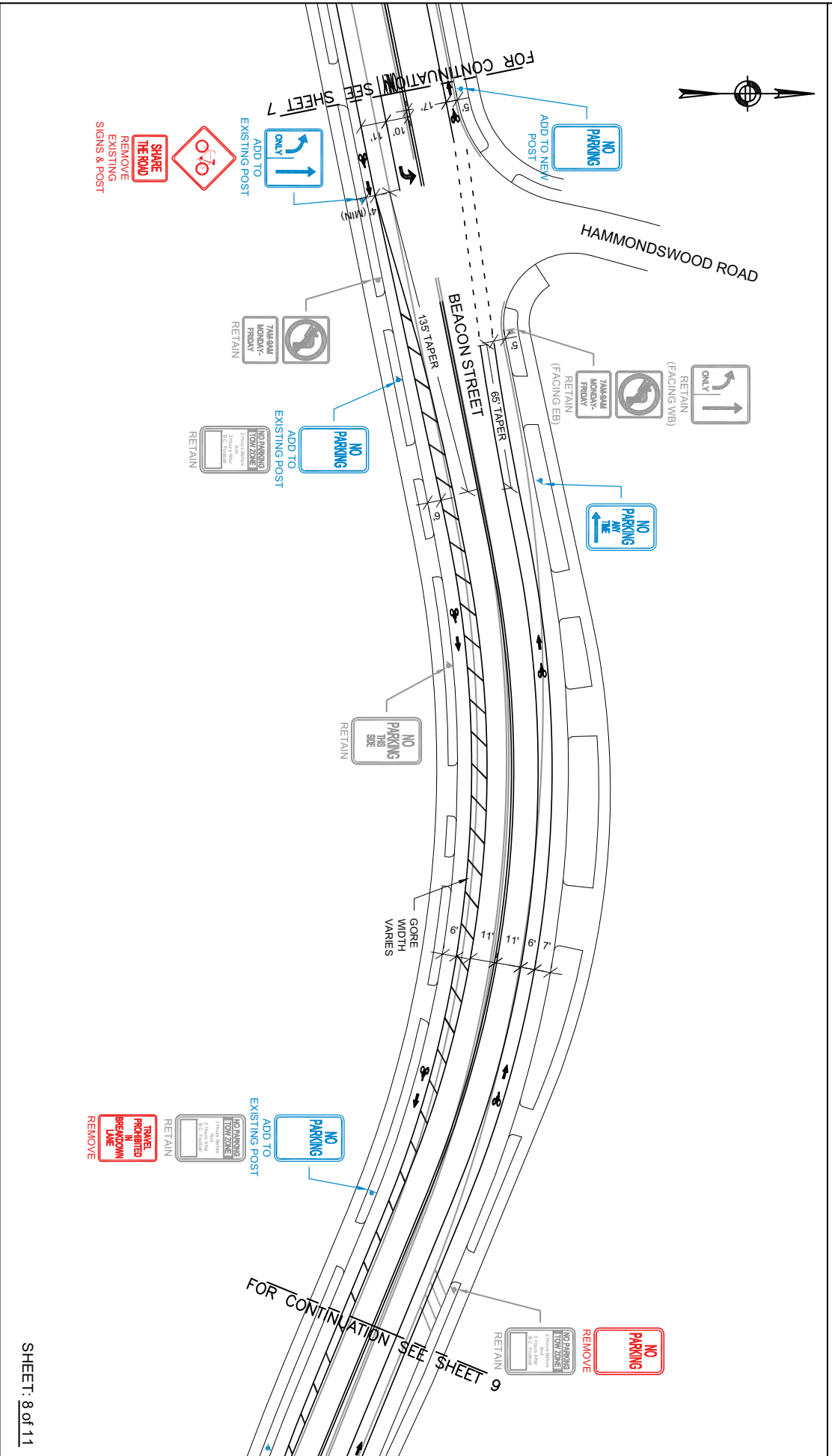
DATE: 05/24/2011
DRAWING PREPARED BY: J.Danilia



LOCATION: Beacon Street Bike Lanes
 APPROXIMATE SCALE: 1" = 40'-0"

CITY OF NEWTON, MASSACHUSETTS
 DEPARTMENT OF PUBLIC WORKS - ENGINEERING DIVISION
DRAFT PAVEMENT MARKING & SIGNAGE PLAN

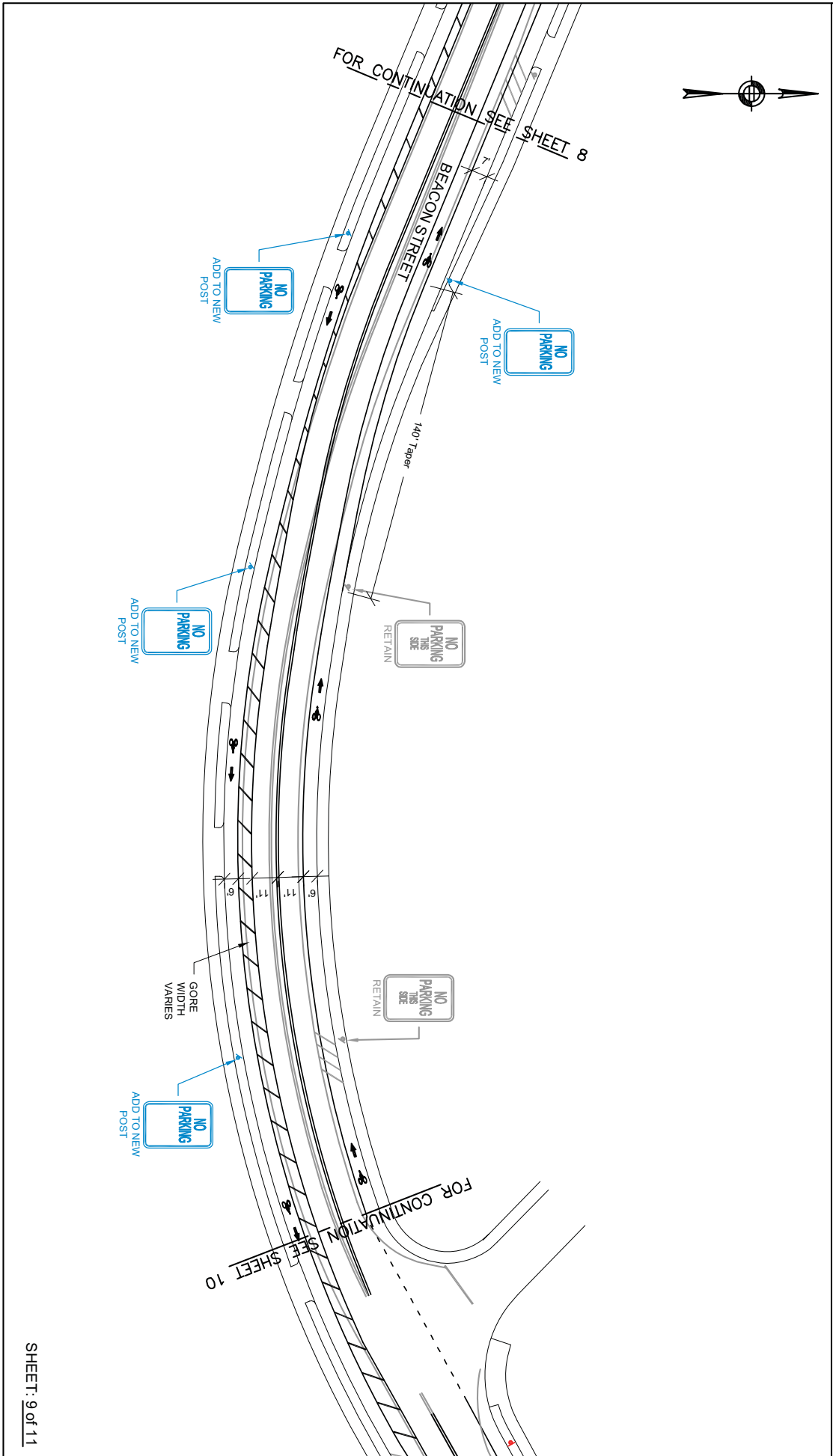
DATE: 05/24/2011
 DRAWING PREPARED BY: J.Danila



LOCATION: Beacon Street Bike Lanes
APPROXIMATE SCALE: 1" = 40'-0"

CITY OF NEWTON, MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS - ENGINEERING DIVISION
DRAFT PAVEMENT MARKING & SIGNAGE PLAN

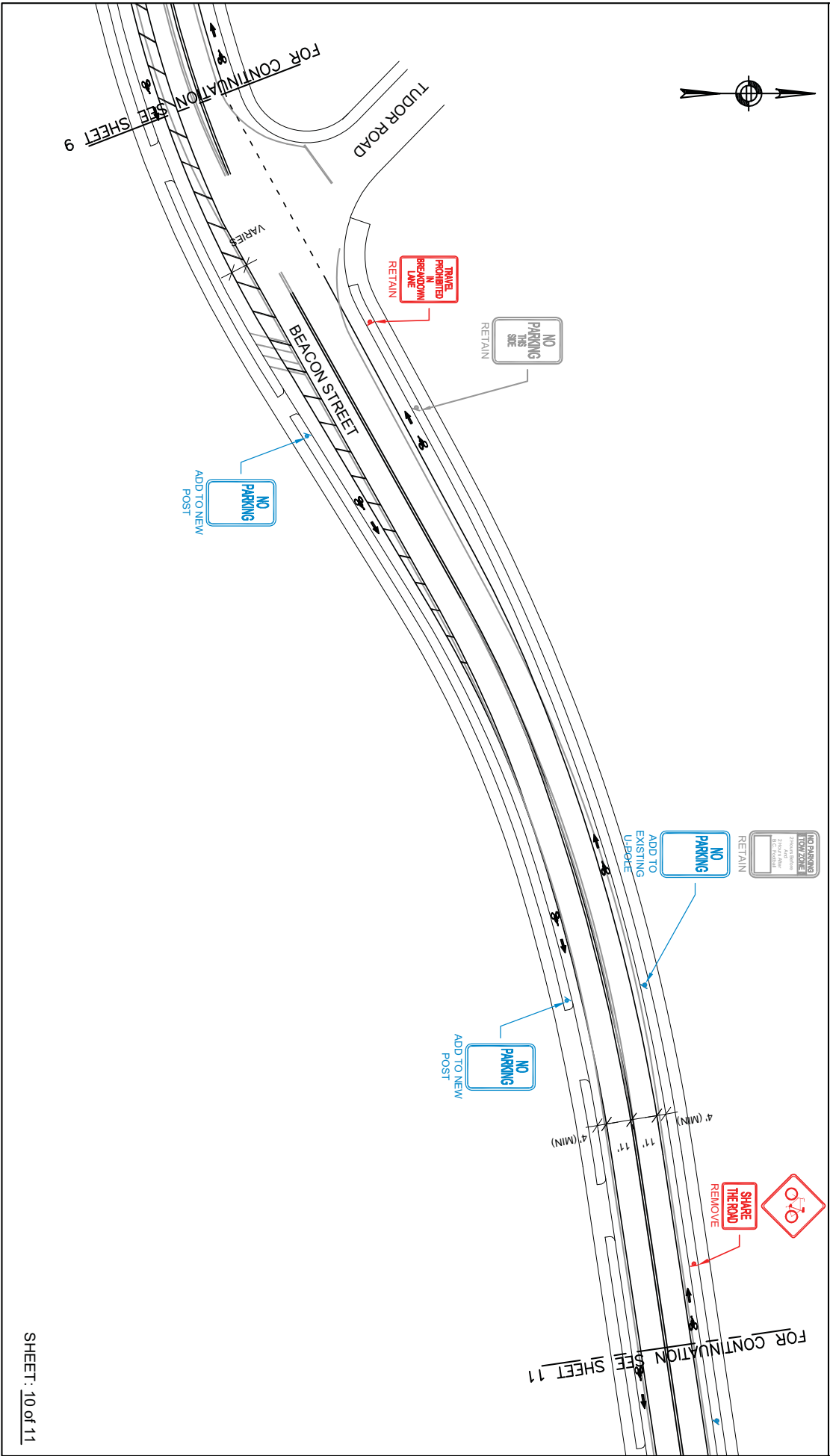
DATE: 05/24/2011
DRAWING PREPARED BY: J.Danila



LOCATION: Beacon Street Bike Lanes
APPROXIMATE SCALE: 1" = 40'-0"

CITY OF NEWTON, MASSACHUSETTS
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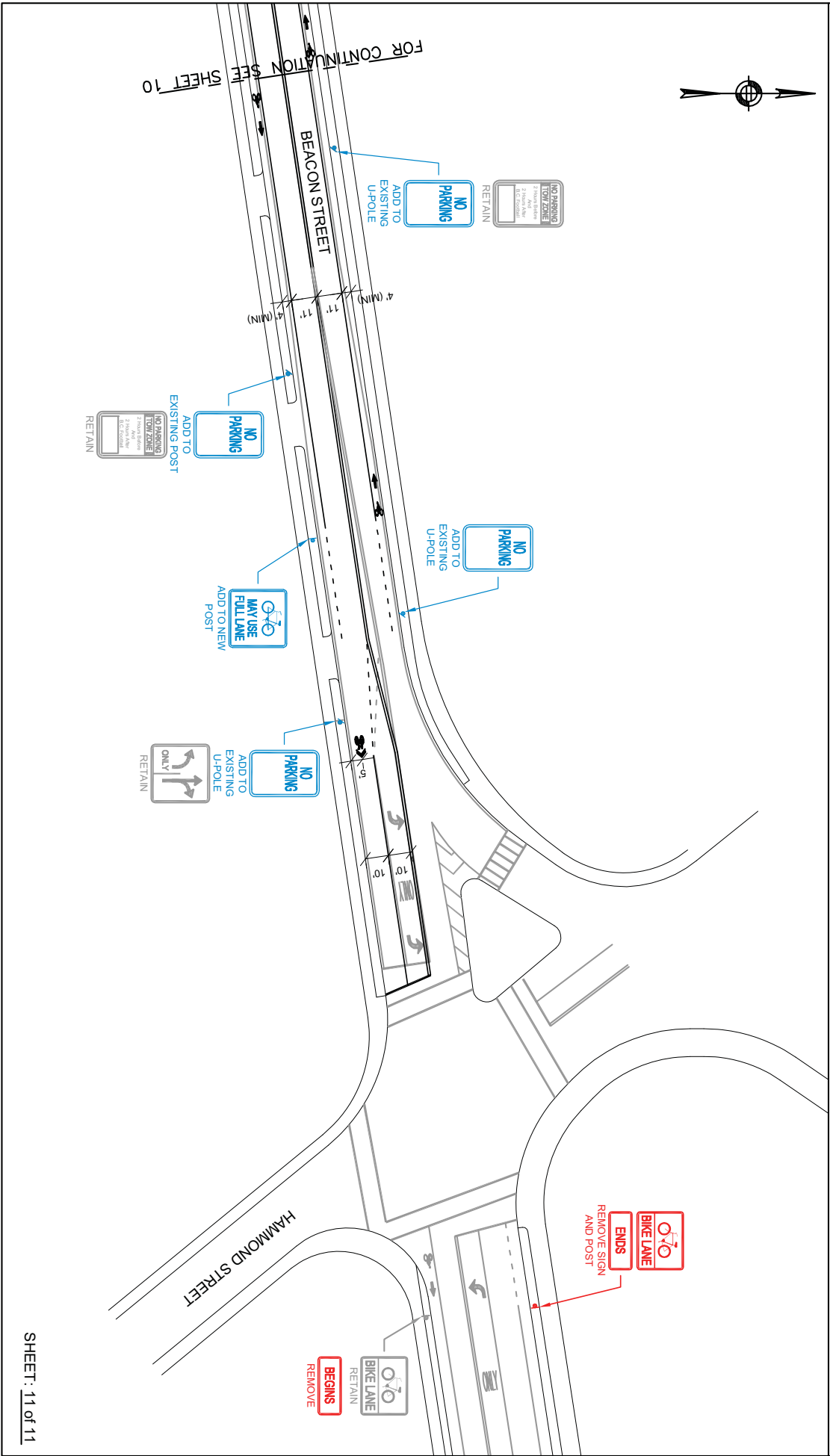
DATE: 05/24/2011
DRAWING PREPARED BY: J.Danilia



LOCATION: Beacon Street Bike Lanes
APPROXIMATE SCALE: 1" = 40'-0"

CITY OF NEWTON, MASSACHUSETTS
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DATE: 05/24/2011
DRAWING PREPARED BY: J.Danila



**NEWTON TRAFFIC REVIEW OF SIGNAGE AT INTERSECTION OF HAMMOND
POND PARKWAY & BEACON STREET.**

**CYRIL MAZANSKY M.D.
287 LANGLEY ROAD #27
NEWTON CENTRE
MA 02459**

I would like to submit the following statement with regard to improving the signage at the above intersection.

My Petition:

It is specifically for the stop sign portion related to the slipway as one turns to the right heading east towards Boston College from HPP.

Background:

I am a regular early morning jogger where part of my route takes me on Beacon street to Boston College. I return the same way.

I always jog on the side of the road facing the oncoming traffic

I routinely wear a reflective vest plus and a blinking LED light on my waist to warn oncoming traffic of my presence.

On my return trip (5.30 AM & dark most of the year) I am on the south side of the road by the T-junction of HPP & Beacon St.

Cars frequently enter that slipway. There is a stop sign, but drivers rarely stop. On one occasion a police car, not on urgent business, went through without stopping.

I cannot see the cars approaching until they are right at the intersection.

On a number of occasions I have had to take rapid evasive action to avoid being hit by the car.

Problem with the Slipway:

There is no large stop sign painted on the road.

There is a stop sign at the far end of the slipway curve, which cannot be seen by an approaching automobile driver until the last second.

There is a large tree branch in front of the sign which, during the seasons when there is foliage on the trees, further obscures the stop sign.

Proposed Solutions:

Warn drivers while still on HPP of the approaching stop sign.

Perhaps even add a warning blinking light on HPP.

Paint a large stop sign on the road near the slipway.

Move the stop sign further forward so that it can be detected earlier by approaching drivers.

Cut back the tree foliage so that the stop sign is easily visible.

Danielle Delaney

To: **ddelaney@newtonma.gov**
Subject: **TC23-10**
Date sent: **Wed, 25 May 2011 15:33:27**

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

From: "Roberta Leviton"
To:
Subject: TC23-10Traffic Council Meeting, May 26, 2011
Date sent: Wed, 25 May 2011 14:34:54 -0400

David Koses, Chair, Newton Traffic Council:

I was very glad to hear that traffic mitigation on Sumner, Marshall, Everett, and Gibbs Streets will be discussed at the Traffic Council meeting tomorrow evening. Unfortunately, I cannot attend.

I have lived on Sumner St. for many years and find an increasing problem of excessive speed. Moderation of speed is extremely important because of the great number of children who cross the street, especially when they exit school buses and vans. My husband has often shouted at speeding drivers to slow down. A better method of slowing the cars in this neighborhood is greatly needed. Thank you for considering potential solutions.

Sincerely,
Roberta Leviton
84 Sumner St.

_____ Information from ESET Smart Security, version of virus signature database 6152 (20110525) _____

The message was checked by ESET Smart Security.

<http://www.eset.com>

----- End of forwarded message -----

----- End of forwarded message -----

Danielle Delaney
Committee Clerk
Board of Aldermen
617-796-1211
ddelaney@newtonma.gov

Danielle Delaney

To: **ddelaney@newtonma.gov**
Subject: **(Fwd) Traffic Council meeting**
Date sent: **Wed, 25 May 2011 16:34:32**

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

From: **"Leviton, Alan"**
To: **"Traffic Council Dist List" <trafficcouncil@newtonma.gov>**
Subject: **Traffic Council meeting**
Date sent: **Wed, 25 May 2011 15:49:51 -0400**

David Koses
Chair, Newton Traffic Council

Dear Mr Koses,

I am pleased that the Traffic Council will discuss traffic mitigation on Sumner, Marshall, Everett, and Gibbs Streets at the meeting Thursday evening, May 26.

I will not be able to attend, but did want you and the rest of the Traffic Council to know that some of us consider the speeding cars on Sumner Street to be a hazard to the many young children in the neighborhood, some of who skateboard in the street and others who occasionally draw with chalk in the street, or even just cross the street.

Please consider the possibility that some driver proceeding at close to 40 miles per hour will come over the hill close to 90 Sumner Street and not have enough time to stop before hitting a child or adult in the street. Other drivers at the intersection of Marshall and Sumner are also at risk of being hit by speeding cars on Sumner Street.

Please do something to slow the traffic. Thank you very much.

Alan Leviton
84 Sumner St.