

CITY OF NEWTON
BOARD OF ALDERMEN
TRAFFIC COUNCIL REPORT

THURSDAY, JUNE 23, 2011

Present: James Danila (Transportation Engineer), Jerome Grafe (Resident member), Jay Harney (Alderman), David Koses (Transportation Planner) and Sgt. James Norcross (Police Department)
Also Present: Danielle Delaney (Clerk), Ald. Albright, Blazar, Fuller, Linsky and Shapiro

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

TC32-11 PLANNING DEPARTMENT, requesting consideration of changes to the parking restrictions on Hull Street, to include TIGER Permit Parking. (Ward 2)
[06/07/11 @ 1:55 PM]

ACTION: APPROVE (5-0) TIGER Permit Parking zone on the north side of Hull Street between Walnut Street and Lowell Avenue, except for the pick-up/drop-off zone. No parking on the south side of Hull Street. This item may be appealed through the close of business July 13, 2011.

NOTE: TC32-11, TC31-11 and TC30-11 were discussed together. See TC30-11 summary below.

TC31-11 PLANNING DEPARTMENT, requesting consideration of changes to the parking restrictions on Lowell Avenue between Austin Street and Arden Road, to include TIGER Permit Parking. (Wards 2 & 3) [06/07/11 @ 1:55 PM]

ACTION: APPROVE (5-0) TIGER Permit Parking zone on the east side of Lowell Avenue between Hull Street and Elm Road. No parking on the west side of Lowell Avenue between Hull Street and Elm Road. This item may be appealed through the close of business July 13, 2011.

NOTE: TC32-11, TC31-11 and TC30-11 were discussed together. See TC30-11 summary below.

TC30-11 PLANNING DEPARTMENT, requesting consideration of changes to the parking restrictions and directionality of the public section of Elm Road to include TIGER Permit Parking. (Ward 2) [06/07/11 @ 1:55 PM]

ACTION: APPROVE (5-0) TIGER Permit Parking zone on the south side of the public section of Elm Road. No parking on the north side of the public section of Elm Road. After construction is complete, Elm Road will be made a two way street between Lowell Avenue and the first bend. This item may be appealed through the close of business July 13, 2011.

NOTE: Mr. Danila 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 situation, restrictions and on-site available spaces for teachers, handicap and visitor parking. 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. At a future meeting, the parking 150 student parking spaces will be discussed. Mr. Koses stated that tonight's discussion would focus on faculty parking needs.

Mr. Danila proposed the following TIGER Permits for school staff: Elm Road - 24 spaces; Hull Street - 50 spaces; and Lowell Avenue adjacent to NNHS - 22 spaces. He suggested that diagonal parking be instituted for teachers on Elm Road, and the allowance of two-way traffic along a portion of Elm Road.

Mr. Koses read into the record, the four e-mails received on this item, attached to this report. Mr. Koses opened the discussion for public comment. Newton North Vice-Principal Deborah Holman said that she understands the hardship that TIGER Permits pose for residents. She feels that the TIGER parking program enables the school to oversee students and their parking habits. Approximately six residents were present for this discussion. The discussion stressed safety issues, parking too close to corners, pickup/drop-off locations, handicap parking spaces, number of driving students and speeding, as well as large volumes of traffic. NNHS will determine the number of TIGER permits that will be issued to students.

Elm Road

A resident of Elm Road said that he prefers that Elm Road return to a two-way road, even if drivers use his driveway to turn around. He feels that it is a "good trade-off". Mr. Koses asked Council members if they would prefer a section of Elm Road return to a two-way road and if they support diagonal parking. Mr. Danila stated he supports both. Sgt. Norcross agreed. Mr. Grafe said that he was concerned the road would become a large pickup/drop-off area.

Lowell Avenue

Ald. Linsky said that constituents have related to him that they prefer the TIGER Permit Parking be implemented on the east side of Lowell Avenue. Mr. Koses stated that residents of Lowell Avenue would be eligible for the program. Mr. Danila said an item would have to be docketed describing the limits of the program. Mr. Grafe asked if a certain number of resident permits would be issued. Mr. Koses answered yes, approximately 22-24 spaces.

Hull Street

Mr. Danila proposed that the TIGER Permit Parking be implemented on the north side of Hull Street between Walnut Street and Lowell Avenue, except for the pick-up/drop-off zone. Mr. Grafe asked if the number of parking spaces would decrease or increase when construction was complete. Mr. Danila said that parking would increase. Sgt. Norcross asked if a certain number of resident permits would be issued. Mr. Koses answered yes. As a response to a question, Mr. Koses said that the location of handicap parking spaces on Hull Street still need to be reviewed.

TC33-11 ALD DANBERG, BLAZAR AND SHAPIRO, requesting (a) a No Stopping or Standing zone along the southern curb of Homer Street in the vicinity of 72 and 64 Homer Street and the Newton Centre Playground to accommodate a new bump-out and crosswalk across Homer Street and (b) changing the eastern leg of Grafton Street to one-way northbound (towards Commonwealth Avenue), matching the one-way southbound (towards Homer Street) western leg. (Ward 6) [06/09/11 @ 1:17PM]

ACTION: (a) **APPROVE (5-0) Tow Zone (No Stopping, No Standing) on the south side of Homer Street in the vicinity of 64 and 72 Homer Street. This item may be appealed through the close of business July 13, 2011.**

(b) **NO ACTION NECESSARY (4-1, Grafe)**

NOTE: Mr. Danila reviewed with Council members the new crosswalk requirements, data collection, sight distance problems and possible solutions. Mr. Danila stated that construction will begin on Homer Street late summer/early fall. The Ward 6 Aldermen docketed this item after inquiring with the Commissioner of Public Works requesting prior to construction if Homer Street could be modified, allowing pedestrians easy access to cross. Sgt. Norcross asked if it would be beneficial to make the island smaller.

Ald. Blazar stated that the intersection is dangerous because of the limited sight distance and that the area becomes crowded with game parking. He suggested a bump out with parking restrictions and perhaps making a portion of Grafton Street a one-way street.

Mr. Koses read into the record, the one e-mail received on this item, attached to this report. Mr. Koses opened the discussion for public comment. Approximately six residents were present for this discussion. The discussion stressed their concerns regarding inadequate site distance, limited parking, speeding, island parking and the number of accidents. They stated that Grafton Street is difficult to enter especially when it snows. Suggestions were made to restrict parking on Grafton Street during games, install curbs on the island to deter parking and install a pedestrian activated crosswalk. A resident felt that if Homer Street is repaved, speed would only increase. They all agreed that some safety measures have to be taken. Mr. Koses said that an item would have to be docketed for parking restrictions on Grafton Street and the area of the island. Mr. Danila said that certain warrants have to be met for a pedestrian activated crosswalk. This area would not be eligible for a hawk signal or yellow warning signal.

Ald. Harney asked what could be done to address the issues of speeding from Commonwealth Avenue, pedestrian safety and parking. He supports road modifications and a crosswalk but does not support changing the eastern leg of Grafton Street to one-way northbound. Sgt. Norcross agreed. Mr. Koses suggested informing the Little League of how parking inhibits visibility. He asked if a raised crosswalk would meet the requirements. Mr. Danila felt it would not meet the guidelines because Homer Street is a major collector road and serves as the primary response route for the Fire Department.

Sgt. Norcross recommended a Tow Zone. He said a Tow Zone is easier to enforce than a no parking, no standing sign and people typically do not ignore Tow Zones. Mr. Grafe suggested the installation of a bulb out, a physically raised crosswalk or a bolted down road stanchion. Mr.

Danila suggested adding a bump out, adding a no stopping, no standing zone along the bump out which would improve sight distance. He also suggested making Grafton Street a half one-way, half two-way street to improve safety by making all sections around the island one-way. Ald. Blazar and Shapiro agreed not to change Grafton Street to a one-way street. Sgt. Norcross suggested informing the Little League of this item's action to educate parents. Mr. Danila said that he would draft a letter to inform Little League of Traffic Council's action. Mr. Koses briefly described the appeals process to residents.

TC37-10 NEWTON HIGHLANDS NEIGHBORHOOD, Newton recommending the implementation of a pedestrian-activated blinking warning sign on a mast-arm above Walnut Street (at either Hyde or Duncklee Streets), similar to those recently implemented at other locations in Newton, and any other necessary measures to allow for a safe pedestrian crossing area in this corridor of Walnut Street (currently lacking). (Ward 6) [10/13/10 @ 11:44 AM]

ACTION: **APPROVE (5-0) Traffic Council recommends that the Board of Aldermen examine and potentially approve and fund a crosswalk along with additional enhancements, such as a pedestrian beacon and/or a pedestrian island on Walnut Street in the vicinity of Hyde Street or Duncklee Street.**

NOTE: Mr. Danila reviewed with Council members the new crosswalk requirements, data collection, safety benefits of a medial refuge island and potential improvements. He stated a new crosswalk could be installed at this location because vehicle data collection proves that the average daily traffic is greater than 9,000 vehicles per day and pedestrian data collection proved that 42 pedestrians cross Walnut Street between Hillside & Hyde Streets in a 2-hour period. Mr. Danila stated that a median refuge island could be implemented in this area because it reduces pedestrian crashes at crossings with marked crosswalks, reduces pedestrian crashes at unmarked crosswalk locations and reduces the number of all fatal crashes. The median refuge allows for simplified crossing, safer nighttime crossing and increased opportunity for gaps in traffic. A median refuge island would require the Board of Aldermen's approval and would require permanent removal of parking on both sides of Walnut Street. The median refuge island may also require moving curbs to add up to 2' of width also impacting bicyclists. The impact would be less by increasing the road width. Mr. Danila proposed the installation of a center median, rapid flash beacon or standard beacons as potential improvements. He said the State is in the 25% design comment period for Walnut Street.

Mr. Koses read into the record, the one e-mail received on this item from thirteen residents, attached to this report. Mr. Koses opened the discussion for public comment. Approximately five residents were present for this discussion. The discussion stressed safety issues, difficulty crossing Walnut Street, difficulty exiting and entering their driveways, number of accidents, inadequate sight distance, parking in a bus lane, speeding and commuters use Walnut Street for parking. The residents recommended implementing a safe pedestrian crossing and asked for solutions. Residents suggested installing a traffic signal closer to Hyde Street rather than Duncklee Street because it is well lit; this is where most pedestrians cross and perhaps may allow a safer sight distance.

Mr. Koses said that he anticipates the discussion will continue in Traffic Council regarding the removal of parking on a section of Walnut Street to accommodate bike lanes. He then said that an item would have to be docketed requesting "No Parking on Walnut Street". The Transportation Advisory Sub-Committee is completing a proposal to establish shared parking by residents, commuters and employees allowing access to override posted signs. Mr. Grafe said that he looks forward to hearing TAC's recommendation and asked where the safest location is to install a pedestrian beacon. He is hopeful that the removal of parking on Walnut Street will be docketed. He then recommended the implementation of a median refuge island and asked if two could be considered. Mr. Koses said the determination on where, when and how to fund this proposal is necessary. He suggested adding a pedestrian-activated blinking warning into the state's design. Mr. Danila said the Department Public Works would determine the safest location to install a crosswalk and the island, which would have to be approved by the Board of Aldermen, if recommended. Mr. Koses said that if Traffic Council recommends the median refuge island and crosswalk, an item would have to be docketed for the Public Facilities and Finance Committees consideration. Mr. Danila said that the City could make recommendations to the state requesting to include this installation. If the Board of Aldermen finds the money then the City could begin a design plan. Sgt. Norcross and Ald. Blazar agreed recommending docketing an item rather than waiting for the State to complete their design. Ald. Blazar said he would docket a request to remove parking on sections of Walnut Street.

TC34-11 ALD. DANBERG, FULLER, BAKER, BLAZAR AND SHAPIRO, requesting the following changes to accommodate bicycle lanes on Beacon Street.
(Wards 6 and 7) [06/09/11 @ 1:17 PM]

(a) Left lane must turn left, Langley Road southbound at Beacon and Sumner Streets (matches posted signage).

ACTION: APPROVE (5-0). This item may be appealed through the close of business July 13, 2011.

(b) Left lane must turn left, Langley Road northbound at Beacon and Sumner Streets (matches posted signage).

ACTION: APPROVE (5-0). This item may be appealed through the close of business July 13, 2011.

(c) Left lane must turn left, Beacon Street eastbound at Grant Avenue (matches posted signage).

ACTION: APPROVE (5-0). This item may be appealed through the close of business July 13, 2011.

(d) Right lane must turn right, Beacon Street eastbound at Hammond Pond Parkway.

ACTION: APPROVE (5-0). This item may be appealed through the close of business July 13, 2011.

(e) Left lane must turn left, Beacon Street westbound at Hammond Pond Parkway (matches posted signage).

ACTION: APPROVE (5-0). This item may be appealed through the close of business July 13, 2011.

(f) Left lane must turn left, Beacon Street eastbound at Hammondswood Road subject to pre-existing turning restrictions or related measures, consideration of lane striping, or limitations on lane use to improve safety for traffic going eastbound on Beacon at Hammondswood Road.

ACTION: NO ACTION NECESSARY (5-0).

(g) Left lane must turn left, Beacon Street eastbound at Hammond Street (matches posted signage).

ACTION: APPROVE (5-0). This item may be appealed through the close of business July 13, 2011.

(h) Left lane must turn left, Beacon Street westbound at Hammond Street (matches posted signage).

ACTION: APPROVE (5-0). This item may be appealed through the close of business July 13, 2011.

(i) Parking meter zone, one-hour limit, 8 a.m. to 6 p.m., Beacon Street, south side between Langley Road and Union Street (matches posted regulation).

ACTION: APPROVE (5-0). This item may be appealed through the close of business July 13, 2011.

(j) No Parking zone, Beacon Street, south side from approximately the driveway of 698 Beacon Street to approximately the property line of 680 and 672 Beacon Street.

ACTION: APPROVE (5-0). This item may be appealed through the close of business July 13, 2011.

(k) No Parking zone, Beacon Street, south side from approximately the driveway of 550 Beacon Street to Hammond Pond Parkway.

ACTION: APPROVE (4-0-1, Harney abstaining). This item may be appealed through the close of business July 13, 2011.

(l) No Parking zone, Beacon Street, north side from Hobart Road to a point approximately 200' west of Bishopsgate Road.

ACTION: APPROVE (5-0). This item may be appealed through the close of business July 13, 2011.

(m) Remove No Parking regulations, Beacon Street, north side from approximately the driveway of 455 Beacon Street to Hammondswood Road.

ACTION: APPROVE (3-1-1, Grafe opposed, Harney abstaining). This item may be appealed through the close of business July 13, 2011.

(n) Post No Parking signs to match the existing City Traffic and Parking Regulations at the following locations: (1) Beacon Street, south side from Hammond Pond Parkway to Hammond Street, (2) Beacon Street, north side, from Hammond Street to approximately the driveway of 455 Beacon.

ACTION: NO ACTION NECESSARY (5-0).

NOTE: TC34-11 and TC35-11 were discussed together. See TC35-11 summary below.

TC35-11 ALD. DANBERG, requesting discussion and possible action on the following:
a) No parking on Beacon Street eastbound (south side) from Beacon Heights to Hammond Pond Parkway, b) No parking on Beacon Street westbound (north side) from Hammondswood to the driveway at 609 Beacon Street and c) No parking on Beacon Street westbound (north side) from Grant Avenue to Dalton Street. (Wards 6 & 7) [06/10/11 @ 9:58 AM]

ACTION: (a) **DENIED (4-1, Grafe). This item may be appealed through the close of business July 13, 2011.**

(b) **DENIED (4-1, Grafe). This item may be appealed through the close of business July 13, 2011.**

(c) **APPROVE (4-1, Harney). This item may be appealed through the close of business July 13, 2011.**

NOTE: TC 35-11 (c) should read Dalton Road.

Mr. Danila reviewed with Council members the proposed changes and parking restrictions on these items. He said that the objective of these items is to extend the existing bike lanes on Beacon Street that currently terminate at Hammond Street, re-stripe Beacon Street and Hammond Pond Parkway to clearly define turn lanes and match the Traffic Parking Regulations to existing conditions.

Ald. Fuller said she co-docketed item TC34-11 to enable bicyclists to travel to and from Boston by extending bike lanes. Sections 'f and j through l' will reduce some parking for safety reasons. Section 'm' will add parking. Mr. Grafe said this item also enhances safety benefits for both bicyclists and motorists.

Mr. Koses read into the record, the four e-mails received on this item, attached to this report. Mr. Koses opened the discussion for public comment. Approximately 18 residents were present for the discussion that primarily focused around TC35-11. Residents stressed their concerns, advantages, suggestions and questions.

TC35-11

Concerns

Some residents felt this was an incredible and dangerous proposal because it affects homeowners' and pedestrian safety issues, the difficulty of entering and exiting driveways, the number of vehicle and bicyclist accidents, limited side-street parking, and speed. The elimination of parking on Beacon Street would impact visitors, contractors and deliveries, and removing parking is unfair to tax payers. Others said that the proposal promotes a false sense of security, traffic will back-up on Beacon Street if travel lanes are removed, resident parking will shift further down on Beacon Street, the intersection at Grant Avenue is dangerous and unsafe, and the sense that bicyclists do not stop for vehicles or pedestrians.

Advantages

Some residents felt that bike lanes were a great proposal because of the amount of vehicle traffic in the City. Bicyclists are more responsible in bike lanes, bike lanes tend to calm traffic, bike lanes are necessary and important and surrounding communities have them.

Suggestions

Residents suggested the installation of a traffic signal at the very busy intersection of Grant Avenue and Beacon Street, bike lanes need to continue without lane breaks, perhaps allow weekend parking on Beacon Street, contractors could perhaps obtain an on-street parking permit from the Police Department. Mr. Koses said these items do not refer to the installation of a traffic signal.

Questions

Residents asked the following questions. What is the speed limit on Beacon Street, how can bike lanes be installed to accommodate both drivers and bicyclists, what would happen where there are no bike lanes proposed, if parking is restricted on Beacon Street would it make it safer for bicyclists, are there any other options, would additional bicyclists mean additional accidents. Sgt. Norcross said that there different speed limits on different sections of Beacon Street.

Sean Roche presented a PowerPoint video indicating how vehicles tend to travel in bike lanes to avoid vehicles. He said that it is disappointing to hear residents' priorities focus around the necessity of on street parking rather than bike lane accommodations. There are sections of Beacon Street where parking is already restricted. He agreed that the intersection at Grant Avenue and Beacon Street is very dangerous and unsafe for bicyclists, especially the less experienced bicyclists. By eliminating parking, travel lanes could be shifted to accommodate bike lanes. He then said that the traffic signal suggestion at Grant Avenue and Beacon Street is waiting funds on the Capital Improvement Plan.

Ald. Fuller asked if the signal was on the Capital Improvement Plan and if the proposed installation of bike lanes would make bicycling safer. Mr. Koses answered yes; the signal is waiting funds on the Capital Improvement Plan. Mr. Danila answered yes; the Department of Public Works supports bike lanes. The design would not have been completed if DPW felt differently. Studies prove that installing bike lanes reduce the number of accidents and fatalities.

Mr. Koses asked if the right hand exclusive lane being proposed on Beacon Street would cause a traffic backup. Mr. Danila said there are two through lanes and two receiving lanes that merge after the intersection that do not provide the same capacity as two continuous lanes. In the past, Traffic Engineers used to follow this pattern as a way to allow more vehicles at intersections. The pattern used tends to cause safety problems because the merge is directly after an intersection where vehicular volumes are high.

TC34-11

Mr. Koses asked if residents disagreed or opposed to any section of item TC34-11. No resident opposed.

Mr. Koses briefly described the appeals process to the residents.

Respectfully submitted,

David Koses, Traffic Council Chair

Traffic Council

City Hall
Room 222
Thursday, June 23, 2011
7:00 p.m.

Agenda

1. TC32-11: requesting changes to the parking restrictions on Hull St. to include TIGER Permit Parking. (Ward 2)
 2. TC31-11: requesting changes to the parking restrictions on Lowell Ave. to include TIGER Permit Parking. (Ward 2)
 3. TC30-11: requesting changes to directionality and the parking restrictions on Elm Rd. to include TIGER Permit Parking. (Ward 2)
 4. TC33-11: requesting (a) No Stopping or Standing on Homer St. to accommodate a new crosswalk and (b) changing a section of Grafton St. to one-way. (Ward 6)
 5. TC37-10: requesting a pedestrian-activated warning signal on Walnut St. near Hyde or Duncklee St. (Ward 6)
 6. TC34-11: requesting changes to parking and turn restrictions on Beacon St. to accommodate bike lanes. (Wards 6 & 7)
 7. TC35-11: requesting additional parking restrictions on Beacon St. (Wards 6 & 7)
-

TC32-11

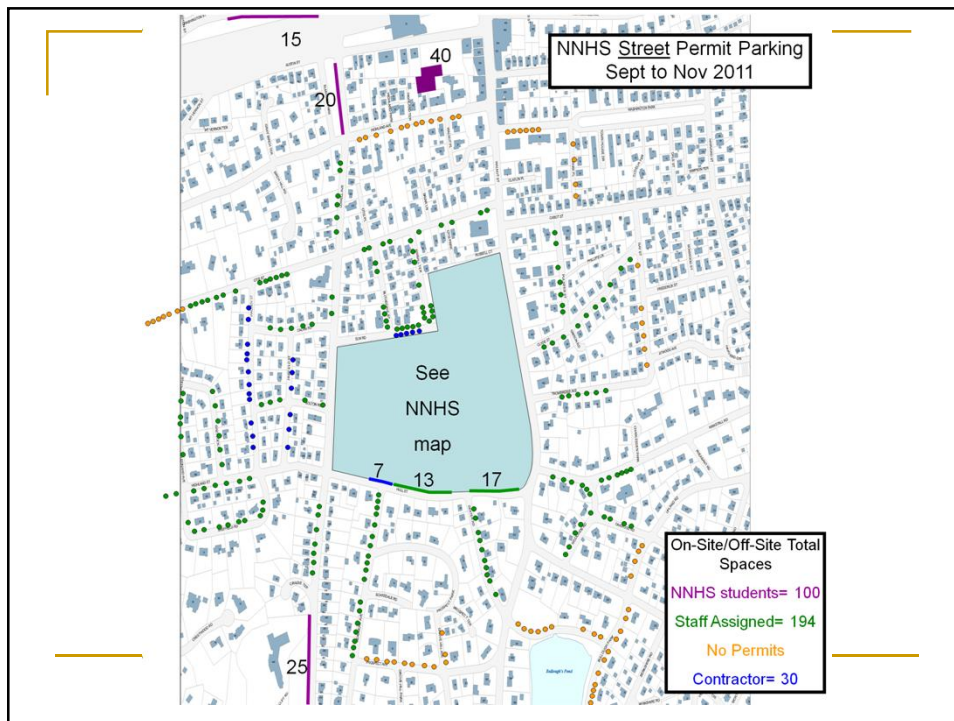
Requesting changes to the parking restrictions on Hull Street, to include TIGER Permit Parking. (Ward 2)

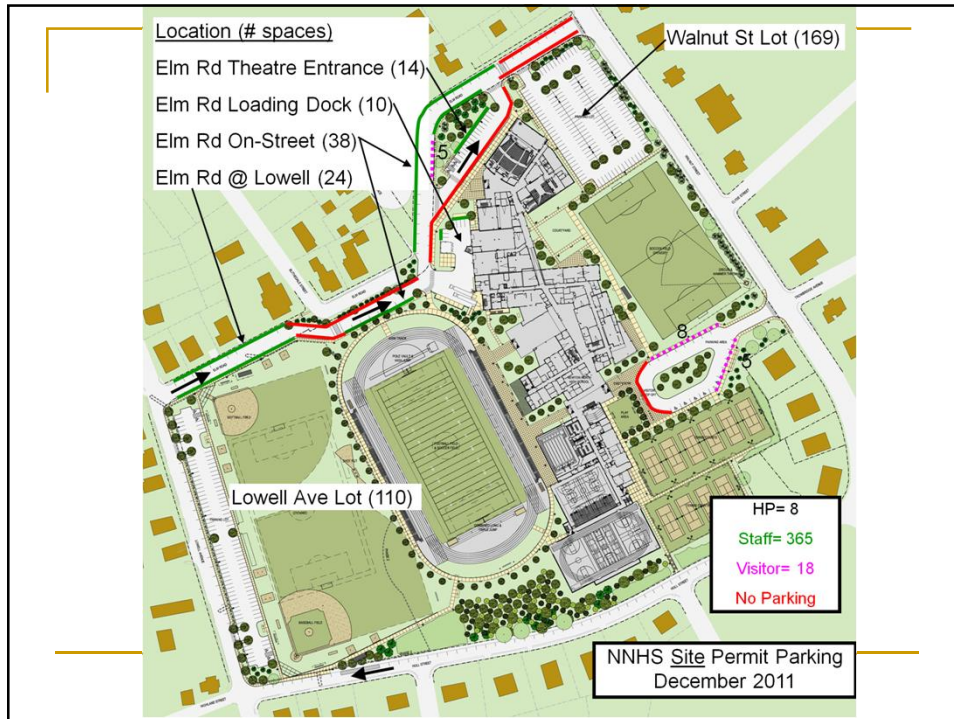
TC31-11

Requesting changes to the parking restrictions on Lowell Avenue, to include TIGER Permit Parking. (Ward 2)

TC30-11

Requesting changes to the directionality and parking restrictions on Elm Road, to include TIGER Permit Parking. (Ward 2)



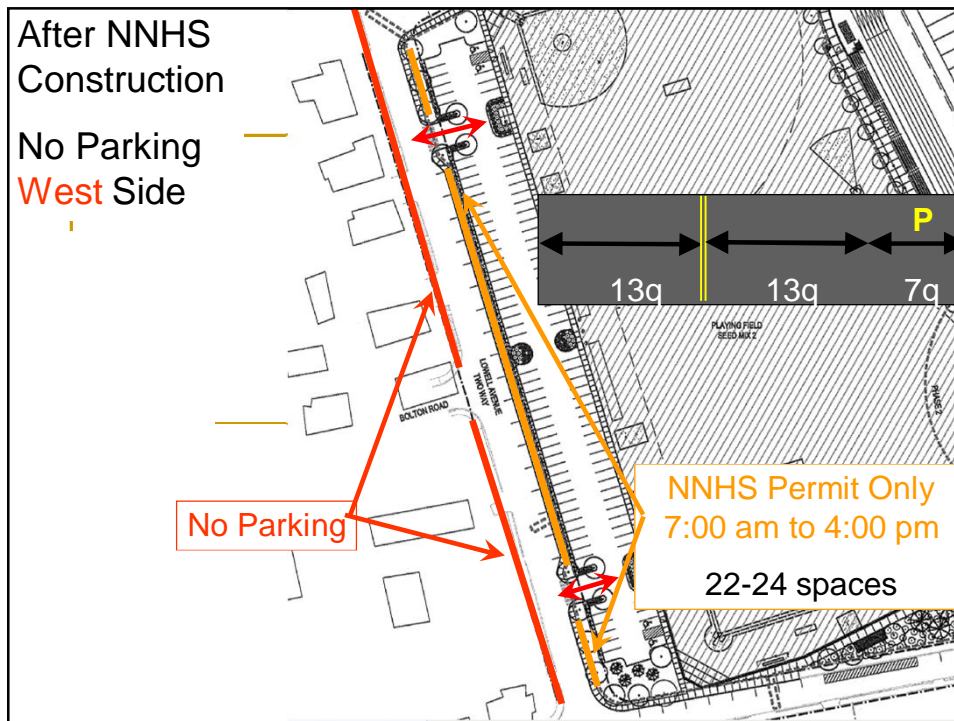


NNHS Parking 2011-12

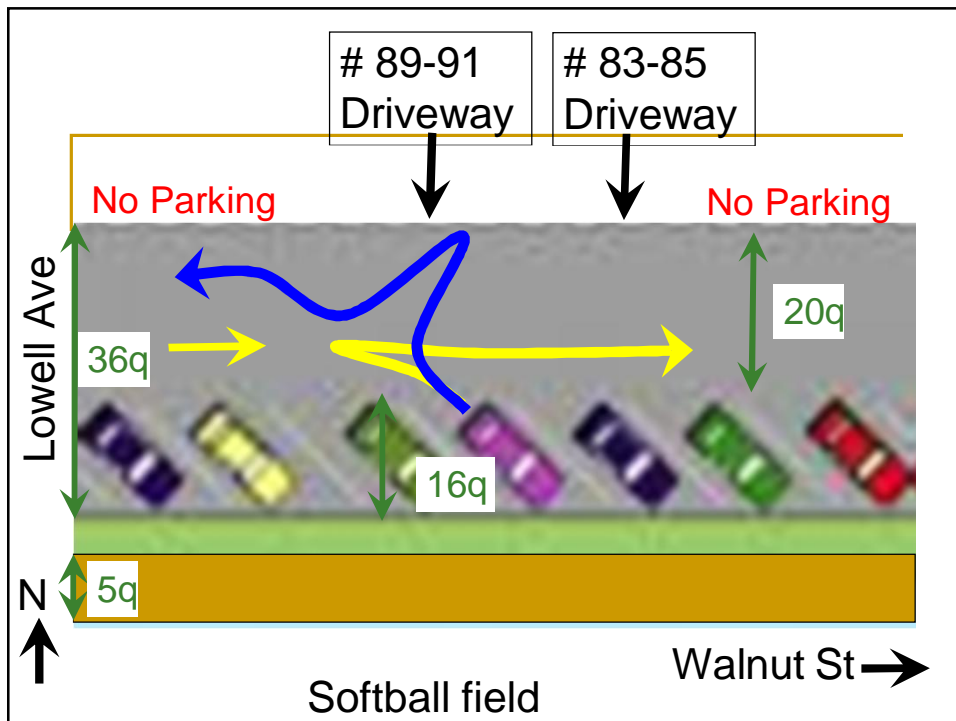
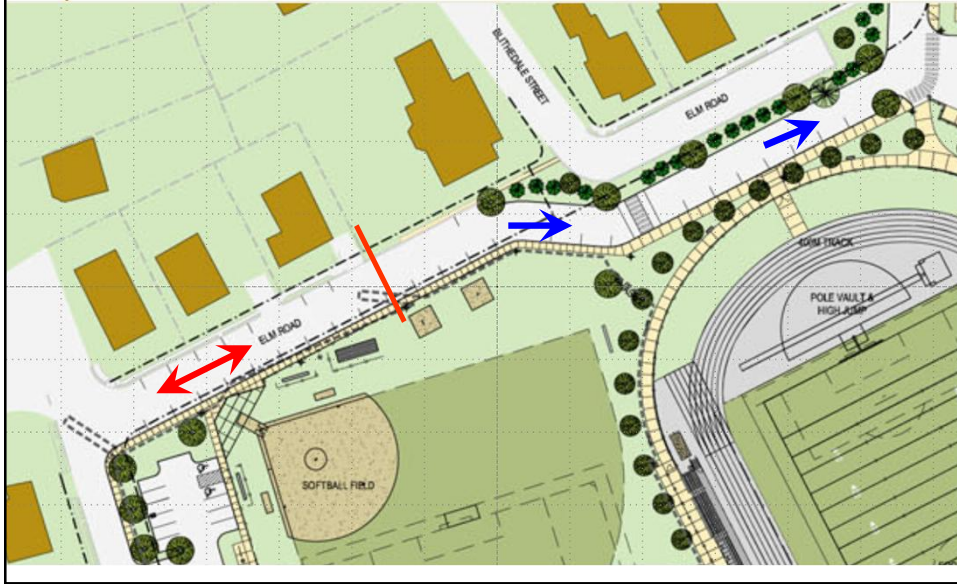
■ On-site spaces now:	231
■ Lowell Lot:	110
■ Elm Rd. (demo area):	24
■ Lowell Ave.:	22
■ Hull St.:	50
■ Faculty/Staff demand:	425
■ Resident Permits:	12
■ Students:	150
■ Total TIGER Permits:	~250

NNHS Tiger Permits 2011-2012

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



Elm Road Public Way Section



TC33-11

Requesting (a) No Stopping or Standing on Homer St. to accommodate a new crosswalk and (b) changing a section of Grafton St. to one-way. (Ward 6)

Request for Crosswalk.



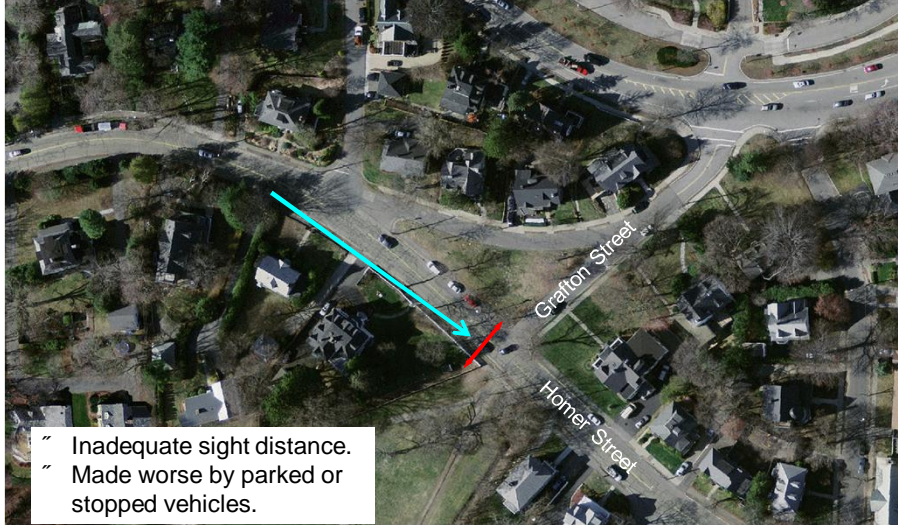
New Crosswalk Requirements

- 85th Percentile Speeds < 40 mph.
 - >20 pedestrians per hour measured.
 - ADT > 3,000 vehicles per day.
 - ADT < 9,000 vehicles per day, 2-lane roads.
 - ADT > 9,000 vpd require special treatment such as median refuge, warning lights, etc.
 - > 300q from nearest crosswalk.
 - Adequate stopping sight distance.
-

Data Collection

- Median Speed: 30 mph.
 - 85th Percentile Speed: 34 mph.
 - ADT: 6,500 vehicles per day.
-

Sight Distance Problems



Possible Solution



Grafton Street One-Way

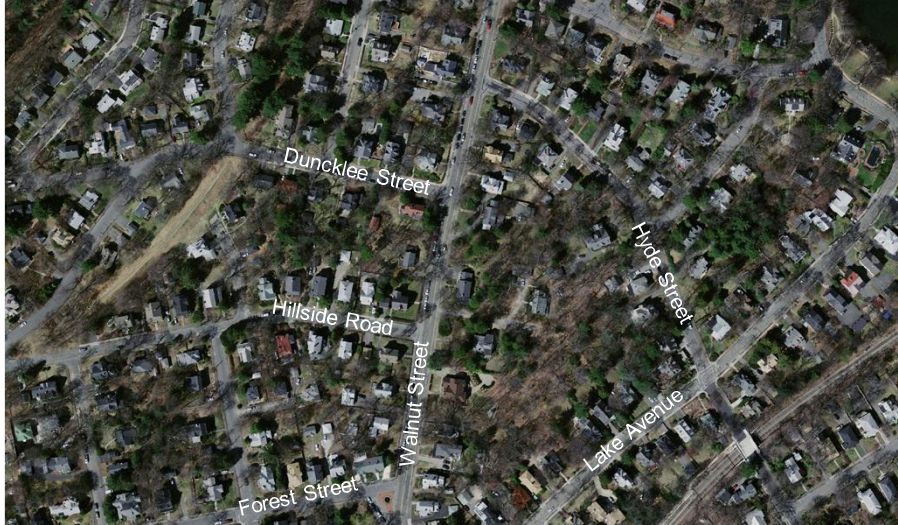


- ~ Half one-way, Half two-way.
- ~ Improve safety by making all sections around island one-way.

TC37-10

Requesting a pedestrian-activated warning signal on Walnut St. near Hyde or Duncklee St. (Ward 6)

Aerial Photo



New Crosswalk Requirements

- 85th Percentile Speeds < 40 mph.
- >20 pedestrians per hour measured.
- ADT > 3,000 vehicles per day.
- ADT < 9,000 vehicles per day, 2-lane roads.
 - ADT > 9,000 vpd require special treatment such as median refuge, warning lights, etc.
- > 300ft from nearest crosswalk.
- Adequate stopping sight distance.

Data Collection

- Vehicle Counts: April, 2010
 - Mean Speed: 31 mph.
 - 85th Percentile Speed: 35 mph.
 - ADT: 12,000 vehicles per day.
 - Pedestrian Counts: May, 2011
 - 42 pedestrians crossing counted over 2-hour period between Hillside & Hyde.
 - Cars parked up to Hyde by 8:00 a.m.
-

Safety Benefits of Median Refuge Islands in Urban and Suburban Areas

- 46% reduction in pedestrian crashes at crossings with marked crosswalks.
- 39% reduction in pedestrian crashes at unmarked crosswalk locations.
- 70% reduction in all fatal crashes.
- Simplified crossing for pedestrians
- Safer nighttime crossing.
- Increased opportunity for gaps in traffic.

Source: USDOT

Other notes on Median Refuge Islands

- Would require approval of BOA.
- Would require permanent removal of parking, both sides of street, upstream and downstream (50ft both ways).
- May require moving curbs to add up to 20ft width.
- Would impact bicyclists.
 - Impact would be lessened by increasing road width.

Potential Improvement



Highway 126B
Springfield, OR
~ Center Median
~ Rapid Flash Beacons
Source: ODOT

Potential Improvement



53rd Street
Benton County, OR
~ Center Median
~ Standard Beacons
Source: ODOT

TC34-11

Requesting changes to parking regulations to accommodate bicycle lanes on Beacon St. (Wards 6 & 7)

anielle elaney

To: **ddelaney newtonma go**
Subject: **Fwd Changes to Hull Street parking**
Date sent: **Fri, 1 Jun 2011 10:00 :0**

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

From: Shelley Kelly
To: **Traffic Council Traffic Council Newtonma go**
Subject: **Changes to Hull Street parking**
Date sent: **Thu, 16 Jun 2011 12:53 -0500 C T**

Hi

My name is Shelley Kelly and have lived at 48 Hull Street for 32 years. I will be unable to attend the traffic meeting but would like to comment on TC32-11 regarding parking changes to Hull St. It was my understanding that after construction the current permit parking would be lifted and Hull St would return to open parking as it was before construction began. I would prefer this as it allows friends, family and workers to park on the street without being ticketed. If this is not possible, I ask that the current policy which allows 2 permits per residential Hull St household be continued permanently so we may park on the street when we are having work done on the house, deliveries etc.

I would also like to make a proposal for consideration by the traffic council regarding winter parking on Hull St. Hull Street is unique in that it is not only a one way street (as it should be) but also due to the many activities at the high school (all good) it is continuously parked on 7 days a week often from before 7 am until after 10 pm. I have no problem with this except in the winter when cars park directly across from our driveway making getting out almost impossible. Since the street is continuously parked on there is no relief any day or night. This past winter was so bad, that each exit from the driveway required either a 90 degree turn or 3 or more tries of inching forward and back to get out without hitting the car directly across from the driveway. Many times I had to call the high school to have cars moved. I am proposing that DO NOT BLOCK DRIVEWAY from Nov.-Apr (dates to coincide with the overnight parking ban) signs be placed across from the 4 driveways on Hull Street that are impacted. These driveways are located between Dexter Road and Beaumont Av. this would provide a permanent solution. If this is not possible, then, please mark Hull Street as one that needs to be completely plowed to the curb on each side each winter.

Thank

----- 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) (Fwd) parking**
Date sent: **Fri, 17 Jun 2011 10:08:27**

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

From: **"David Koses" <dkoses@newtonma.gov>**
To: **ddelaney@newtonma.gov**
Date sent: **Wed, 15 Jun 2011 14:27:12 -0400**
Subject: **(Fwd) parking**
Priority: **normal**

Daniell,
Can you please forward this email to the members of Traffic Council?
Thanks,
David

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

From: **Ardell Baker**
Date sent: **Wed, 15 Jun 2011 11:06:55 -0400 (EDT)**
Subject: **parking**
To: **DKoses@newtonma.gov**

Dear David Koses and the traffic commission,
I will be unable to attend the traffic commission meeting ,therefore I am sending this E- mail.
As per our conversation at the Liaison committee meeting, We, the residents of Lowell Ave
and the principal , Jennifer Price of NNHS agrees, that the 22 tiger permit parking spaces
assigned to Lowell Ave. be placed on the school side of Lowell, not in front of the residents
houses.

Please keep in mind our request when you consider the parking issue on Lowell Ave.
Thank you for your time and consideration.

Ardell Baker
339 Lowell Ave.

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

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

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

anielle delaney

To: **ddelaney newtonma go**
 Subject: **Fwd TC31-11 TIGER Permit Parking on Lowell Ave**
 Date sent: **Fri, 17 Jun 2011 10:00 : 00**

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

From: **John Garabedian**
 To: **Traffic Councilist Traffic Council newtonma go**
 Subject: **TC31-11 TIGER Permit Parking on Lowell Ave**
 Date sent: **Thu, 16 Jun 2011 12: 08: 2 -0 00**

Dear Newton Traffic Council Chair,

I own and live in the property located at 478-480 Lowell Ave., Newtonville.

I received your letter regarding Planning Department request for consideration of changes to the parking restrictions on Lowell Avenue between Austin Street and Arden Road, to include TIGER Permit Parking. A meeting is scheduled on Thursday, June 23, 2011.

My basic question is the following:

What is a TIGER Permit Parking?

If TIGER Permit Parking means making one side or both sides of Lowell Ave a legal parking lot for the NNHS students, well, I have some information for your department.

We lived on Lowell Ave in misery throughout the winter months before the present restrictions were put in place. NNHS students used to park their cars, trucks, and SUV's on Lowell Ave without giving any considerations to the residents rights who lived on Lowell Ave. NNHS students always parked their vehicles partially blocking driveways, a foot or more away from the sidewalk curbs, the back of their vehicles always protruding into the traffic flows. They simply abandoned their vehicles on snowy and icy mornings just because they were late to their morning classes. On few occasions, Newton Fire Department ladder truck had difficulty to drive through sections of Lowell Ave, because of abnormally parked NNHS student vehicles.

We had to work very hard to convince the planning department and traffic control to come up with a solution to our misery and agony just to back out of our driveways on this dangerous section of Lowell Ave.

I utterly oppose your proposal to convert Lowell Ave to a legal parking lot for NNHS students. We lived in misery for many winters and we do not want to go back to square one, just to please NNHS students.

Respectfully,

John (Ohannes) Garabedian
 480 Lowell Ave
 Newtonville, MA 02460

danielle delaney

To: **ddelaney newtonma go**
Subject: **Fwd owerll e Resident Noti e**
Date sent: **Fri, 1 un 2011 10:10:26**

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

From: **ean Smith**
To: **Traffi Coun il ist ist traffi oun il newtonma go**
Subject: **owerll e Resident Noti e**
Date sent: **Thu, 16 un 2011 1 :28:13 -0 00**

Traffic Folks:

Thanks for the notice that Lowell Ave may be reserved parking for students (or so it seems may be the proposal). A few thoughts:

First, as a resident on Lowell (#398), I want to note that it is dangerous and near impossible to safely exit my driveway if there are cars parked on both sides of Lowell Ave.

Furthermore, since we all seem to have small yards and short driveways, if there is no resident parking, we are unable to park our own cars on the street from time to time, have a visitor, or even MOVE our cars by temporarily parking on the street if we lose resident parking.

Please take these points into consideration with the question of whether or not to dedicate Lowell Ave parking to Newton North staff and/or students.

Thanks,

Jean Smith

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

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

anielle elaney

To: **ddelaney newtonma go**
 Subject: **Fwd Grafton Street Proposal s heduled for 6 23**
 Date sent: **ed, 22 un 2011 0 :12:23**

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

From: **llen Holland**
 To: **Traffi Coun il ist ist traffi oun il newtonma go**
 Subject: **TC33-11Grafton Street Proposal scheduled for 6/23**
 Date sent: **Tue, 21 un 2011 1 :1 :3 -0 00**

We are the owners of the house located at 57 Grafton St. which is on the northwest side of the Grafton St. Island. We reside at the property with our three children, ages 20 months to 13 years. We are writing to comment upon the proposal for our street scheduled for a hearing tomorrow night because we are unable to attend the hearing itself. We are concerned that the proposal as currently constituted will exacerbate the already dangerous and frequently frustrating traffic problems on our street. Our biggest concern is that the bend in Grafton Street to the west where it forks just before our house creates a blind spot for traffic coming off of Commonwealth Avenue. This is particularly dangerous because many cars are traveling around this curve way too fast and the drivers' view is further blocked because of the number of cars parked, primarily for Little League games. We should also note that many people park on the island itself, apparently without ever being ticketed for doing so. Frequently, this makes it difficult to even reach our driveway. Certainly, many of these problems could be addressed by posting the speed limit, installing pedestrian and children warning signs and enforcing the traffic and parking laws. However, this proposal will have the effect of driving more traffic to the front of our house from the direction where the drivers' vision is obscured and we hope that the City will keep this safety issue in mind while evaluating this proposal. Thank you. Maureen and Allen Holland

llen Holland

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

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

anielle elaney

To: ddelaney newtonma go
 Subject: TC3 -10 Fwd RE: Newton Highlands - Traffi Coun il
 Date sent: Thu, 23 un 2011 0 : 1:3

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

From: Tamm, Peter PT MM GO STONSTORRS om
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 Date sent: Thu, 23 un 2011 08:55:55 -0 00
 Subject: RE: Newton Highlands - Traffi Coun il

Dear Chairman Koses, Sgt Norcross and Alderman Ciccone,

Please note the below letter from the Newton Highlands neighborhood supporting the City's recommendation to implement appropriate safety improvements in connection with a pedestrian crossing, currently lacking, on Walnut Street, on tonight's agenda. Thank you.

anielle elaney

To: ddelaney newtonma go
 Subject: TC3 -10 Fwd F : Newton Highlands - Traffic Council
 Date sent: Thu, 23 Jun 2011 09:36:03

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

From: Tamm, Peter
 To: danila newtonma go danila newtonma go ,
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 Stephen Gross erg Carrie Tamm
 Date sent: Thu, 23 Jun 2011 08:30:08 -0000
 Subject: F : Newton Highlands - Traffic Council

Dear Members of the Traffic Council (and Ward 6 Aldermen),

The undersigned residents of Newton Highlands strongly support the City's recommendation on tonight's meeting agenda (TC 37-10) to install a safe, formal crossing on Walnut Street in the vicinity of Hyde or Duncklee Street.

As you know, this section is a frequent crossing area by school children, commuters frequenting the adjacent bus stop and the T (many of whom park on the west side of Walnut), residents and bicyclists. As a well-traveled crossing for pedestrians and bicyclists between transit points, and the principal connection between Cold Spring Park area and Crystal Lake/Newton Center, it is surprising that no formal crossing exists in the corridor all the way from Berwick Street to Lincoln Street. Obviously, the lack of a safe crossing poses a danger every day to pedestrians and bicyclists trying to cross throughout this corridor, which is worsened by (1) the sight line obstruction presented by the informal commuter parking along the west side of Walnut during the day (2) the high vehicle speeds and high traffic volumes on this road.

The recent resurfacing of Walnut has only exacerbated this problem by increasing vehicle speeds, despite enforcement efforts of the 25 mph limit (incidentally, several of the posted speed signs have fallen down in the corridor and have not been replaced). A formal crossing is required somewhere in this corridor and is appropriate, considering the density, transit points and land uses in this area approaching the village. Due to the traffic volumes and high rates of average speed, traffic accidents continue to occur in the corridor, as documented to and by the Engineering Department. The safety of our children should be paramount and the lack of any crossing in the area is inexcusable. Without a crossing, even standing in the roadway (at considerable peril), virtually all cars continue to speed by and will not stop to allow one to cross in this corridor. This forces one to try to cross in very unsafe circumstances. Whether a child trying to cross unattended to get to Mason Rice School or a commuter from one of the 50+ cars a day that parks on the west side of Walnut to cross to the T, the lack of a safe formal crossing presents a dangerous condition every day that needs to be rectified. A solution should not be difficult to implement.

We understand that good engineering practices dictate that additional measures, beyond simply

installing a crosswalk, are required to be implemented in conjunction with a crossing, due to the high traffic volumes. We defer to the City's Engineers as to the best means and methods to implement this crossing (overhead and advanced signage, grade-separated "bump-outs" for pedestrians, and/or otherwise) and the safest location for such a crossing. However, "no action" on this item is not an option. A crosswalk must be implemented and any nearby parking should be removed to allow for safe sight lines for both pedestrians and drivers. The Council and the City should be credited for implementing similar improvements recently, such as the new crossing on Washington Street at Harvard Street, which have significantly enhanced pedestrian safety – many of the same conditions that warrant expending limited resources on a solution exist on Walnut Street and we would expect, considering the experience of the Council and our City's Traffic Engineers, the same can be done here.

Many of us cannot attend the meeting on July 23 due to work and family obligations but please consider this letter (in addition to the numerous neighbors that signed the two prior petitions to initiate this review) as evidence of the neighborhood's strong and ongoing support that the Traffic Council take action on this petition (filed for the second time this past October) to implement necessary pedestrian/bicycle safety improvements in the corridor, in this case, a safe and effective crossing where none exists on Walnut, without further delay. Thank you.

Jenny and Jon Wismer, 1058 Walnut Street

Carrie and Peter Tamm, 22 Hyde Street

Phil and Jenny Evans, 1057 Walnut Street

Jamie Heywood, 51 Hyde Street

Kevin and Leigh Slayne, 1054 Walnut Street

Danielle and Patrick Moriarty, 9 Hillside Road

Gail Carpenter and Stephen Grossberg, 50 Hyde Street

Debra Iles, 23 Norman Road

Jeff and Linda Swope, 54 Hyde Street

David and Aviva Lee Parritz, 1036 Walnut Street

Rachel Segall and Tony Hurley, 16 Hyde Street

Linda and Dick Osterberg, 291 Lake Ave

Ernest Lowenstein, 57 Hyde Street

anielle elaney

To: **ddelaney newtonma go**
Subject: **TC3 -11 Fwd in support of TC3 -11**
Date sent: **Thu, 23 Jun 2011 12:00:28**

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

From: **daSilva, James**
To: **ddelaney newtonma go ddelaney newtonma go**
Date sent: **Thu, 23 Jun 2011 11:51:00**
Subject: **in support of TC3 -11**

To whom it may concern,

As a daily bicycle commuter and Newton resident (75 Beecher Place) I write in support of the proposal [TC34-1](#); parking regulation changes for the purpose of enabling bike lanes on Beacon Street between Hammond and Dalton Streets. This is at best a very difficult intersection for bikes & cars traveling west through or turning south on Glen.

Providing more clearly identified lanes will improve safety for all.

Thank you for your consideration,

Jim daSilva
MassDEP/ITO
Senior Support Specialist

anielle elaney

To: **ddelaney newtonma go**
 Subject: **Fwd Bea on Street Bike anes**
 Date sent: **Tue, 21 Jun 2011 08:51:33**

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

Date sent: **Mon, 20 Jun 2011 18:15:50 -0400**
 Subject: **Bea on Street Bike anes**
 From: **Newton Bicycle Pedestrian Task Force**
 To: **Jim Danila danila newtonma go ,
 James Norcross norcross newtonma go ,
 Ian Ciome, r a i one r newtonma go ,
 anielle elaney ddelaney newtonma go**
 Copies to: **Ruthanne Fuller rfuller newtonma go ,
 Isle Baker laker newtonma go ,
 Sydra Schnipper sshnipper newtonma go ,
 Charlie Shapiro shapiro newtonma go ,
 Kirk Blair r la ar newtonma go ,
 Victoria Anerg danerg newtonma go ,
 ois e in
 George ir y
 George ir y
 Nathan Phillips**

As Traffic Council considers parking regulation changes for the purpose of enabling bike lanes on Beacon Street between Hammond and Dalton Streets, the Newton Bike/Ped Task Force would like Traffic Council to pay particular attention to the special need for thoughtful decisions about parking on three stretches:

- Across from Glen Avenue -- with parking on the westbound side, there is a direct -- and potentially dangerous -- conflict between bikes in the bike lanes and through traffic avoiding left-turning traffic
- Between Dalton Street and Grant Avenue -- on-street parking on either side of this short area would unnecessarily break what would otherwise be continuous bike lanes
- Hobart Street to west of Bishopsgate -- with zero demand for parking on the westbound stretch, there is a wonderful opportunity to put a little space between bikes and traffic

Background

Jim Danila has produced a provisional bike lane design based on a design objective of removing as little parking as is possible. Bike/Ped would prefer that the design generally reflect a policy shift from protecting potential, infrequent parking for a few homeowners to favoring the safety needs of the growing number of bicyclists that do and could use this stretch. This week, however, our focus is on the three stretches identified.

Glen Avenue Left Turn

Retaining parking across from Glen Avenue will inevitably lead to through traffic going around left-turning traffic through the bike lane. Please watch this short video:

<http://www.youtube.com/watch?v=-CdSfCr2MKo>

With parking on both sides of Beacon in this stretch, the street is allocated (center-line out): travel lane / bike lane / parking lane / curb . When there is a westbound car waiting to go left onto Glen Avenue, through traffic will go right around the turning car into the bike lane. If parking is removed in this short stretch, the profile could be left-turn lane / through travel lane / bike lane / curb, keeping cars and bikes separate and eliminating the potential for conflict.

The limited demand for parking in this stretch (there are just four homes with driveways) should yield to

the clear safety benefit of removing parking.

alton to Grant

Jim's initial design creates a left-turn lane eastbound onto Grant and retains parking on the westbound side. This leaves room for a bike lane westbound, but not bike lane eastbound. Instead, bikers will share this stretch with through travel with sharrows the extent of the bike accommodations here. There is plenty of parking east and west of this section. It is critical for riders, especially less advanced riders, to have the safest possible accommodations. While sharrows may end up being the best we can do elsewhere, there is room for full bike lanes here, if parking were to be removed from the westbound side. The demand for parking here is not great enough to justify a compromise on bike safety.

Ho art to past Bishopsgate

On the westbound side of Beacon, from Hobart to a point a few hundred feet past Bishopsgate, there are no homes with driveways on Beacon. The off-street parking needs of these homes are met on Dalton and Bishopsgate. Demand from homes across the street is more than met on the eastbound side. We would rather have parking removed where demand is light. But, where demand is essentially non-existent, there is no reason to provide it, especially when removing it will add a buffer between bikes and cars.

We look forward to further discussions on Thursday evening.

Sean Roche
Newton Bicycle/Pedestrian Task Force

anielle elaney

From: sandunit om ast net
To: Traffi Coun il ist ist traffi oun il newtonma go
Subject: Traffi Coun il Meeting 6-23-11
Date sent: Thu, 23 un 2011 03:0 :08 0000 TC

Danielle,

I wish to submit the following comments for the upcoming meeting:

TC34-11(d)

As residents of Newton, we are concerned about the removal of the right lane, eastbound on Beacon Street at Hammond Pond Parkway to accommodate a bike lane. Should that lane be eliminated there will be traffic jams, particularly during morning rush hour and even more so when school is in session.

The predominant type of transportation is motor vehicles, significantly surpassing the number of bicycles that utilize this road now and in the future. The number of days most bicyclists travel is also limited by inclement weather and the winter months. Should this be an opportunity to make Newton greener, it will only hinder that attempt. Carbon emissions from idling cars, waiting in a single lane through 2-3 signal light cycles, will impede any positive effect desired from this decision.

Beacon Street and Hammond Pond Parkway are major thoroughfares that benefit from two lanes to accommodate the number of vehicles. Perhaps signage is necessary to make all drivers aware that there are two lanes that will merge into one after passing Hammond Pond Parkway.

We trust the Board and Traffic Council will take into consideration the impact this change will encompass. Thank you for your consideration.

Respectfully submitted,

Marcel and Sarah Sander
342 Beacon Street

Thank you!

anielle elaney

To: **ddelaney newtonma go**
Subject: **Fwd Supporting TC3 -11**
Date sent: **Thu, 23 Jun 2011 12:31:50**

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

From: **Jim and Carole Slattery**
Su e t: **Supporting TC3 -11**
Date sent: **Thu, 23 Jun 2011 12:11:19 -0400**
To: **ddelaney@newtonma.gov**

Dear Ms. Delaney,

I write to support the proposal for a full bike lane on Beacon Street from Dalton to Hammond Pond Parkway (and everywhere else for that matter). Beacon Street in Newton is one of the few busy streets where biking by an aging but active rider like me can feel reasonably safe. Bike lanes in strategic places would enhance the safety of this straight route into Boston from here in Lower Falls at the end of Beacon. I understand that this would mean some minor parking restrictions and hope that these can easily be accommodated.

Sincerely,

Jim Slattery
Grove Street
Newton Lower falls