

CITY OF NEWTON

TRAFFIC COUNCIL REPORT

Thursday, April 29, 2010

Present: Jim Danila, Transportation Engineer; David Koses, Transportation Planner; Sgt. James Norcross, Newton Police Department; Jerome Grafe, Resident Member; Ald. Harney and Ciccone

Also present: Ald. Gentile, Sangiolo, Johnson and Shapiro

TC47-09 ALD. SALVUCCI on behalf of Mr. and Mrs. Scarpato requesting (a) parking restrictions on Watertown Street between Washington Street and Davis Avenue (b) parking restrictions on Eden Avenue. (Ward 3) [11/05/09 @ 11:29 AM] **APPROVE AS AMENDED 4-0 on 02/25/10. Add 3 1-Hour Parking meter spaces in front of 955-963 Watertown Street.**
HELD 4-0 on 02/25/10. Establish a 60-day trial. Live Parking, Eden Avenue, west side, from the property line at 29 Eden Avenue to Watertown Street.
HELD 3-1, Koses on 02/25/10. Establish a 60-day trial. No Parking, 9 a.m. to 11 a.m., east side, from the property line of 46 Eden Avenue to Davis Avenue.

ACTION: Approval (5-0), Make 60-day trial permanent, Live Parking, Eden Avenue, west side, from the property line at 29 Eden Avenue to Watertown Street.

Denial (1-3-1, Danila, Grafe, Koses; Harney abstaining), Modify existing trial to No Parking, 9 a.m. to 11 a.m., Eden Avenue, east side, from 42 Eden Avenue to Davis Avenue.

Approval (4-1, Norcross), Removal of existing trial, No Parking, 9 a.m. to 11 a.m., Eden Avenue, east side, from 46 Eden Avenue to Davis Avenue (return to pre-trial conditions).

NOTE: Mr. Danila said Eden Avenue is 23' wide. Ten to twelve vehicles frequently park on the east side of the street, typically parking for the entire day. There is no sidewalk or curb on the east side along the last 150' of Eden Avenue to install additional meters. Mr. Danila said since the trial began he has re-visited the site and did not notice much change.

Mr. Danila opened the discussion for public comment.

Joanne Scarpato, 16 Randlet Park, said the amount of vehicles parking on Eden Avenue has escalated since the trial began. Dr. Boudreau, occupant of 961 Watertown Street, said the businesses across the street now park on Eden Avenue. He asks if the 9 a.m. to 11 a.m. parking restriction trial can be moved from 46 Eden Avenue to 42 Eden Avenue to Davis Avenue allowing an additional four parking spaces. Mr. Koses agrees the trial of eliminating no parking 9 a.m. to 11 a.m. is too restricted, forcing cars further down Eden Avenue. Mr. Danila said he was uncomfortable moving the restriction to allow parking in front of just one residence.

Mr. Koses said he received a letter from Newton Community Service Center supporting the limiting parking on the west side of Eden Avenue to live parking only especially during the

summer. Mr. Koses said the purpose of the installation of three meters would help the flow of the parking allowing turnover.

Mr. Danila asked the residents if they would prefer to keep the current trial restrictions or revert back to its original state. Dr. Boudreau said he would prefer having the restrictions removed. A resident of 30 Eden Avenue disagreed because commuters used to leave their vehicles for the day but now they can not.

Mr. Koses suggested a two or three hour parking restriction be implemented. Sgt. Norcross said it is his understanding Chief Cummings now supports one to three hour parking restrictions with the implementation of the Automatic License Plate Recognition (ALPR) system. Mr. Koses asked if residents would prefer a two or three hour Monday through Friday trial restriction which would also impact residents parking. Sgt. Norcross was hesitant because residents were not notified of this particular suggestion.

Ald. Harney asked where employees park. Mrs. Scarpato said she wanted to build an employee parking lot but the City would not allow it because there is not enough "green" space. She also requested the installation of a sidewalk on Eden Avenue splitting some costs with the City but this was also refused because the City does not have the funds.

Mr. Koses made the motion for a 60 day trial Monday through Friday with a two hour parking restriction 8 a.m. to 6 p.m. on Eden Avenue, east side, from 42 Eden Avenue. Business occupants answered this would make parking worse. Council members were not in favor. Mr. Koses withdrew his motion. Sgt. Norcross made the motion to adopt the current trial but starting the restriction at 46 Eden Avenue instead of 42 Eden Avenue. Council members disagreed.

Sgt. Norcross made the following three motions:

- 1) Approval (5-0), Make 60-day trial permanent, Live Parking, Eden Avenue, west side, from the property line at 29 Eden Avenue to Watertown Street.
- 2) Denial (1-3-1, Danila, Grafe, Koses; Harney abstaining), Modify existing trial to No Parking, 9 a.m. to 11 a.m., Eden Avenue, east side, from 42 Eden Avenue to Davis Avenue.
- 3) Approval (4-1, Norcross), Removal of existing trial, No Parking, 9 a.m. to 11 a.m., Eden Avenue, east side, from 46 Eden Avenue to Davis Avenue (return to pre-trial conditions).

TC42-09 ALD, HARNEY, SANGIOLO AND GENTILE requesting a) a study for possible traffic calming measures to regulate speed on the following streets: West Pine Street and Melrose Avenue near the Auburndale Cove playground and parking lot and b) request turning restrictions from Lexington Street onto Staniford Street during rush hour or any other means to reduce cut-through commuter traffic on the surrounding streets – Staniford, West Pine and Melrose Streets. (Ward 4)

ACTION: Denial (2-3, Danila, Koses, Norcross), Proposed Trial: No Right Turn, 7 a.m. to 9 a.m., Monday through Friday, Lexington Street onto Staniford Street.

Denial (1-4, Danila, Grafe, Koses, Norcross), Permanent No Right Turn, 7 a.m. to 9 a.m., Monday through Friday, Lexington Street onto Staniford Street, All-Way Stop at Melrose Street at Ware Road, Stop Sign on Melrose Street at Carriage Road.

NOTE: Ald. Sangiolo said this item was docketed because of the high speed vehicles are traveling in this area which is heavily populated with children. She is hopeful traffic calming measures will be implemented relieving the situation. She indicated commuters travel at high speeds on West Pine Street to Melrose Street arriving at Commonwealth Avenue. Vehicles also speed driving to the Cove.

Ald. Harney distributed a petition signed by fifty-seven neighbors in this area requesting traffic calming devices. Ald. Harney and Sangiolo held a neighborhood meeting with approximately twelve neighbors and he also received approximately twelve emails all expressing their concerns.

Mr. Danila said Traffic Data proved the following:

All way stop sign at Staniford and West Pine Streets intersection.

West Pine Street

Approximately 420 vehicles per day, speed limit is 30 mph, mean speed of 19 mph and 85% percentile speed is 24mph, less than 1% is trucks.

Staniford Street

Approximately 200 vehicles per day, speed limit is 30 mph, mean speed of 18 mph and 85% speed is 23 mph, less than 3% are trucks.

Lexington and Staniford Streets intersection

2005 to the present there has been six reported crashes. The crash rate 0.20 per million entering vehicles. The district average crash rate is 0.59 per million. 75% of the traffic on Staniford Street uses Freeman Street. Freeman Street is estimated to have 600 vehicles per day.

Mr. Danila opened the discussion for public comment.

Michael Quinn, 115 Staniford Street, said he only saw traffic counting for a day or two. Mr. Danila said 48 hours of data were collected in coordination with the Parks & Recreation Department when he was informed the fields would be used during a typical week day. Mr. Quinn disagreed. Norman Bartlett, 116 Staniford Street said the fields were not used during the traffic data days. He said it was not an accurate reflection of the conditions. He also disagreed with Mr. Danila. Jerry Kelly, 47 Staniford Street, said traffic data was held on the wrong section of Melrose Street giving a low traffic count because when cars enter from Lexington Street they do not travel the complete length of Staniford Street because it turns into a dirt road. Vehicles usually travel at high speeds from Lexington Street to Freeman Street to West Pine Street continuing on Melrose Street. At the end of Melrose Street there is no stop sign and there is not a stop sign before reaching the Carriage Road. Jean Weinberg, 124 Staniford Street, said it is very difficult to exit her driveway. Eric Wall, 132 Melrose Street, agreed with Ms. Weinberg and said it is difficult due to poor visibility at the bend. He suggested the installation of a speed bump even if it was installed in front of his home. A resident said these are two separate distinct issues. She agreed traffic counts were completed at odd times. Cove events are different than the morning commuters using these streets. Laya Steinberg, 167 Melrose Street, said the issues are distinct but yet connected because Melrose Street is also affected by commuters and vehicles heading to the Cove. Peter Robertson, 210 Melrose Street, said the Cove is used heavily for six to seven months per year. He said there are two problems; the every day commuters racing through the neighborhood and the heavy traffic heading to the Cove. He said drivers pick up speed on Melrose Street. Gary Scott, 15 Edgewater Park, said he uses the commuter bus and

people never stop at the stop signs. Mary Greco, 61 West Pine Street, said because people speed on West Pine Street residents take turns parking on the street hoping to inhibit speeding. This also causes people to travel into the next lane. A resident suggested a stop sign be installed at the corner of Ware Road and Melrose Street. A resident suggested additional stop signs be installed, making it difficult for commuters because they would then have to stop at three separate stop signs. A resident believes the commuter problem is due to the intersection of Lexington Street and Commonwealth Avenue. Pat Costello, 392 Wolcott Street, said when the Riverside Development is built this will exasperate the traffic issues on Lexington Street even more. He believes more commuters will cut through the neighborhood. A resident disagreed with the count of reported crashes witnessing additional accidents this winter. Mr. Danila clarified the six accidents were at the location of Staniford and Lexington Streets. Residents also disagreed with the speed limit data provided.

Mr. Danila said the City follows state guidelines when installing stop signs based on vehicular volume and they are not installed for the purposes of traffic calming or to alleviate cut through traffic. If stop signs are installed illegally they are not enforceable. Mr. Danila said he believes the all way stop sign at Staniford, West Pine and Melrose Streets is not warranted. A resident asked if the number of accidents is considered before installing stop signs. Mr. Danila answered the criteria to install an all way stop sign is five crashes over a twelve month period. Sgt. Norcross said he will request directed patrols in this area during commute times.

Mr. Danila said according to the City's Ordinance speed bumps are limited to only two streets in Newton. A resident asked if a speed table could be installed. Mr. Danila said Traffic Council could consider this request but in the past speed tables have not been installed because they are cost prohibited. The resident respectfully asked Traffic Council to consider his request avoiding an injury or loss of life.

Ald. Sangiolo said a stop sign is blocked by a tree on Staniford Street. Mr. Danila said he would ask DPW to research this. She then said there are no crosswalks on Melrose Street. She asked Mr. Koses to review this area because children need crosswalks when they are encouraged to walk to school. Mr. Koses said the installation of crosswalks is a DPW decision. Crosswalks must meet specific guidelines including EDA requirements including wheel chair ramps on each side of the street. Mr. Koses said this area should be made safer by installing crosswalks. Ald. Harney said there are no crosswalks on West Pine Street.

A resident asked Mr. Danila what is his recommendation for traffic calming. Ald. Harney agreed there are two issues; people speeding in the neighborhood and the Cove area. He feels Edgewater Park to Melrose Street intersection has become a mini speedway. He believes there is much more of an increase of activity, events and people at the Cove. He asked how drivers can be slowed down because they do not stop at the stop signs. The other issue is that drivers avoid Auburndale Square and use the neighborhood as a cut through traveling at high rates of speed.

Mr. Danila said traffic signals at Melrose Street, Commonwealth Avenue, Lexington Street and Wolcott Street have not been re-timed since their installation. By re-timing the signals it would allow them to work more efficiently, ideally keeping vehicles on the main streets. Mr. Danila

said he will conduct another traffic count with volumes and speed data on Melrose Street between Chaske Avenue and Ware Road.

Ald. Johnson asked if a speed trailer has been used in this area. Sgt. Norcross answered a speed box was used on Melrose Street last year and it was stolen. He said speed boxes only work for a short time then drivers tend to ignore them.

A resident asked how the City performs an accurate count on speed. Mr. Danila answered tubes are placed on the road measuring the vehicle speed, number of vehicles and they are classified by the types of vehicles.

Ald. Gentile said one of the biggest problems is because of the timing of the traffic signal at Wolcott Street. He recommends re-timing the signal at Wolcott Street which may improve the traffic situation. He then said he received emails suggesting and asks that a no right hand turn onto Staniford Street from 7 a.m. to 9 a.m. be tried. Ald. Gentile feels stop signs tend to slow down drivers and believes additional stop signs would help the situation. He understands stop signs may not be warranted but perhaps the Board of Aldermen could take an action. Mr. Danila said the City can not install illegal stop signs because they are not enforceable. If speed and cut through traffic is a problem there are other alternatives Traffic Council could perhaps consider. Ald. Gentile said he hopes there are other alternatives because he knows speed tables and raised crosswalks realistically will not happen. He suggested installing stop signs at Melrose Street and Carriage Road deterring and slowing down drivers. Ald. Sangiolo and Ald. Harney agreed there should be no right hand turn in the mornings onto Staniford Street hopefully reducing the volume of vehicles entering into the neighborhood perhaps not reducing the speed. He said at the neighborhood meeting they discussed the least restrictive measures to begin with.

Mr. Koses said this location is not unique; there are many streets in the City where residents complain because people use their neighborhood as a cut through street. He believes enforcement would rectify these types of problems. Mr. Grafe agreed. Mr. Koses feels the no right hand turn onto Staniford would also impact residents. He recommends improving the intersection of Lexington Street at Commonwealth Avenue. He said in the past it was agreed to hire a consultant to perform a study of the Lexington Street corridor. Mr. Danila asked what was holding up this study. Ald. Sangiolo answered the Board of Aldermen is waiting for another scope project to be completed in the City. Mr. Koses said the City has submitted an application to the Metropolitan Planning Organization (MPO) for a grant in order to re-time all the traffic signals in the City. Mr. Koses hopes to hear next month if the grant will be awarded.

Ald. Gentile asked if it is a large expense making the Wolcott Street traffic signal pedestrian activated. Mr. Danila said it did not meet proper traffic signal guidelines and stop signs would have to be installed on the side streets. Mr. Koses said perhaps removing the traffic signal on Ash Street may help the situation.

Ald. Sangiolo asked if a rumble strip could be installed on West Pine Street. Mr. Danila said he didn't think residents would appreciate hearing the noise all day. Mr. Danila said he would do further research.

Mr. Danila asked Sgt. Norcross for his opinion on turn restrictions. Sgt. Norcross said turn restrictions are only good as enforcement. Times suggested for this restriction would be difficult for the Police Department. Mr. Grafe asked if a do not enter sign would work at this location. Ald. Harney said this would not work because it does not allow neighbors to return home. Mr. Grafe suggested a 7 a.m. to 9 a.m. turning restriction on the Carriage Road. Mr. Danila said traffic counts would have to be performed. Ald. Harney asked for traffic counts to also be performed at the end of Melrose Street. Mr. Grafe suggested the installation of a raised table at West Pine and Melrose Streets.

Ald. Harney made a motion to implement a 60-day trial of No Right Turn, 7 a.m. to 9 a.m., Lexington Street onto Staniford Street and to hold the remainder of this item pending additional information; such as: 1) Are rumble strips available and can they be installed on West Pine Street 2) Traffic data count on speed performed in the area of Melrose Street between Chaske Avenue and Ware Road 3) Directed Patrols on West Pine and Melrose Streets.

Mr. Danila said if this motion is approved for a trial, the item would not be heard again until September. Mr. Koses said if there was an appeal on this item, it would be referred to a Board of Aldermen Committee. Ald. Gentile said the neighborhood is in favor of a trial and encourages Traffic Council to perform a trial as recommended by Ald. Harney, rather than file a docket item with the Board of Aldermen. Ald. Sangiolo agreed on performing a trial.

Mr. Grafe asked Ald. Harney if he would amend his motion to consider a do not enter sign 7 a.m. to 9 a.m. rather than a no right turn. Ald. Harney disagreed because the no left turn is least restrictive.

Mr. Danila polled the Council members in a straw vote to ask if Ald. Harney's motion would pass. In a straw vote the motion failed.

Ald. Harney made a second motion. Permanent No Right Turn, 7 a.m. to 9 a.m., Lexington Street onto Staniford Street, A 3-way stop sign at Melrose Street at Ware Road. Stop sign on Melrose Street at Carriage Road.

- 1) Denial (2-3, Danila, Koses, Norcross), Proposed Trial: No Right Turn, 7 a.m. to 9 a.m., Monday through Friday, Lexington Street onto Staniford Street.
- 2) Denial (1-4, Danila, Grafe, Koses, Norcross), Permanent No Right Turn, 7 a.m. to 9 a.m., Monday through Friday, Lexington Street onto Staniford Street, All-Way Stop at Melrose Street at Ware Road, Stop Sign on Melrose Street at Carriage Road.

Ald. Gentile said the Ward Aldermen's preference is to begin with a trial and do not agree with Traffic Council's decision.

TC58-09 ALD. JOHNSON requesting to install a NO TURN ON RED sign at the intersection of North and Crafts Streets where motorists turn right from North on to Crafts Street. (Ward 2) [01/25/10 @ 9:02 AM]

ACTION: Approval (5-0)

NOTE: Ald. Johnson said she docketed this item because motorists turn right from North to Crafts Street while pedestrians are crossing in the crosswalk. She is requesting a no turn or red at this location making it safe for pedestrians traveling to school, bus stop and the park.

Mr. Danila said Traffic Data proved the following:
16 vehicles turning right from North Street during highest peak hour. During 2005-2010: 0 crashes involving cars turning right from North Street. Traffic Signal has Exclusive Pedestrian Phase (pedestrian activated)

The MUTCD guidelines indicate a No Turn on Red sign should be considered when an engineering study finds that one or more of the following conditions exists:

- Inadequate sight distance to vehicles approaching from the left
- Geometrics or operational characteristics of the intersection that might result in unexpected conflicts
- An exclusive pedestrian phase
- An unacceptable number of pedestrian conflicts with right-turn-on-red maneuvers especially involving older pedestrians or persons with disabilities
- More than three right-turn-on-red accidents reported in a 12-month period for the particular approach; or
- The skew angle of the intersecting roadways creates difficulty for drivers to see traffic approaching from their left.

Mr. Danila said because the intersection is an exclusive pedestrian phase then Ald. Johnson's request should be considered.

Ald. Harney made the motion No Turn on Red sign at the intersection of North and Crafts Streets where motorists turn right from North on to Crafts Street. Council members agreed 5-0.

HP2-10 DR. MORTON KLIMAN, 215 Waverley Avenue, Newton, requesting one handicapped parking space in front of the U.S. Post Office on Washington Street in Newtonville. (Ward 2) [10/30/09 @ 2:29 PM]
(No position taken by the Mayor's Committee for Persons with Disabilities on 11/16/09)

ACTION: Denial (4-1, Harney)

NOTE: Dr. Kliman did not attend tonight's meeting. Mr. Danila said no position was taken by the Mayor's Committee for Persons with Disabilities (MCPD) on November 16, 2009. There are five one hour parking meters in front of Post Office Building. One hour meters promote turnover. Spaces are typically 80% occupied. There is no wheel chair ramp at this location. The nearest wheelchair ramp is located at the Washington Street and Lowell Avenue intersection.

Mr. Grafe asked for clarification if the MCPD reviewed this item. Mr. Danila answered the MCPD heard the item but took no action. Mr. Koses does not feel this is a safe location for a handicapped parking space. He said the West Newton and Nonantum Post Offices have handicapped parking spaces in safer locations.

Ald. Harney made the motion to deny one handicapped parking space in front of the Post Office on Washington Street in Newtonville. Council members voted to deny (4-1, Harney).

TC3-10 ALD. DANBERG, BLAZAR AND SHAPIRO on behalf of Peter Tamm, Jaimie Heywood, Jonathan Wismer and Kevin Slayne requesting a discussion of traffic calming and pedestrian safety issues on Walnut Street (between Lakewood Road and Forest Street) and on Hyde Street. (Ward 6) [02/25/10 @1:38 PM]

ACTION: Hold (5-0).

NOTE: Jaimie Heywood said there have been several neighborhood meetings. There are a lot of young children who live in the neighborhood and who cross Walnut Street to the dog park and school and it is unsafe. He said Hyde Street has become a cut through street for traffic to access Crystal Lake. He feels Hyde Street design is difficult with blinding areas and does not have crosswalks.

Mr. Danila said Traffic Council does not have the authority to approve locations for crosswalks. The installation of crosswalks is a decision of the Department Public Works. Crosswalks must meet specific guidelines before they are installed preventing a false sense of security. Mr. Danila is aware crosswalks have been requested on Walnut Street. Additional measures would have to be completed before crosswalks are considered. He said Walnut Street has recently been re-paved, a consultant was hired in order to complete some design work in order for the City to get on the State Transportation Improvement Program (TIP), with the expectation the state will pay for 100% of the construction costs.

Mr. Danila said Traffic Data proved the following:
There is an All-Way Stop at Hyde Street and Lake Avenue intersection.

Walnut Street

Classification: Minor Arterial, nearly 11,900 vehicles per day, speed limit is 25 & 30 mph, mean speed of 31 mph, 85% percentile speed is 35 mph and 3% trucks.

Hyde Street

Classification: Local Road, nearly 770 vehicles per day, speed limit is 30 mph, mean speed of 21 mph, 85% percentile speed is 25 mph and 2% trucks.

Crash Data proved the following: 25 crashes on Walnut Street between Lakewood Road and Forest Street since 2005. Crashes typically occur at intersections and there were two vehicle/bike crashes in 2009. Two crashes on Hyde Street since 2005, not including Hyde and Walnut Streets.

Mr. Danila said traffic signals at Walnut and Lincoln Streets and Walnut and Centre Streets will be re-timed. By re-timing the signals it would allow them to work more efficiently, ideally keeping vehicles on the main streets.

Mr. Danila opened the discussion for public comment.

A resident of Walnut Street said it is impossible to cross Walnut Street with her children. She is concerned to hear the additional request for crosswalks must meet certain criteria. She suggested the installation of a "Your Speed Is" sign, a "Children" sign perhaps helping the situation. She

also suggested eliminating parking from on Walnut Street between Hyde and Duncklee Streets; this would avoid crossing Walnut Street without crossing between cars.

Sgt. Norcross said the Police Department has one machine for "Your Speed Is" which is in high demand. He said they work for short periods of time then drivers tend to ignore them. He then said he will add this location to the request list. Mr. Danila said "Children" signs are no longer installed because they do not meet federal or state guidelines. The City only installs warning signs when a driver may not anticipate a situation. When too many signs are installed drivers tend to ignore them. Mr. Danila said he would look into making sure the corners are clear with good sight distance for vehicles and pedestrians.

Valerie Norwood, 11 Hyde Street said she is very concerned with Walnut Street. She said Hyde Street used to have a bicycle lane now it turns into parking spaces on Walnut Street making it extremely dangerous for bicyclists. She feels Walnut Street is a disaster since it has been paved and parking spaces implemented, she feels many commuters park there. She also said resident's park on Hyde Street in front of their homes hoping to deter speeding motorists. She agreed Hyde Street is used as a cut through street. Barbara Smiley, 1073 Walnut Street, expressed her concerns about speeding vehicles on Walnut Street and commuters parking. She suggested a time limit be instituted to vehicles parking on Walnut Street. Henry Goldman, 19 Hyde Street suggested some portions of the streets could be changed to one-way streets preventing motorists using the neighborhood as a cut through. He believes neighbors would support his suggestion. He said vehicles travel faster than traffic data proves. Sgt. Norcross said once streets are made one-way they place a tremendous burden on the City and he does not believe they are a good idea. Mr. Koses agreed. Tony Hurley, 16 Hyde Street suggested narrowing of the street making vehicles slow down. A resident said over the next few years there will be a fatality on Walnut Street if changes are not made because it is extremely dangerous. He said flashing lights at crosswalks appear to be extremely effective. He also agrees Walnut Street parking should be restricted. Some neighbors agreed they would share the cost of installing sidewalks in their neighborhood with the City.

Mr. Koses said to remove parking on Walnut Street it would have to be docketed. By removing parking he expects speeds to increase. Sgt. Norcross agreed. Mr. Danila said this item does not include the removal or restriction of parking. He would agree to a trial in the area of this item. Mr. Koses agreed the street is unsafe to cross. He suggested the installation of a pedestrian warning beacon signal. Mr. Danila said if a pedestrian warning beacon signal was installed a crosswalk would also be considered. Additional traffic data would have to be completed to determine the safest location. Mr. Danila asked residents where they think a pedestrian warning beacon signal would be most beneficial. Residents answered the location of Duncklee and Hyde Streets. Mr. Grafe asked how Traffic Council could proceed with Mr. Koses recommendation. Mr. Danila suggested holding this item in order to proceed with additional traffic data counts. Ald. Shapiro asked this item to be held and asked Mr. Danila to provide additional traffic count data, timing and procedures for installing a pedestrian warning beacon signal for a future meeting. Mr. Grafe asked Mr. Danila to provide a proposal on a one-way restriction, request funding for the pedestrian warning beacon signal and the Ward Aldermen to discuss with the neighborhood the "Share Streets Program".

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Sgt. Norcross said in the past, residents have not complained about parking on Walnut Street. A resident said since Walnut Street has been re-paved and lined the problems have increased.

Ald. Harney believes re-timing the traffic signal will not relieve the situation of people using the neighborhood as a cut through. He asked what typical patterns vehicles travel in. Mr. Danila did not have the data. Ald. Harney recommends that the Ward Aldermen hold neighborhood meetings discussing all the possibilities, concerns, and ideas. Mr. Danila encourages the Ward Aldermen talk to Commissioner Daley regarding the installation of crosswalks.

Sgt. Norcross made the motion to hold. Council members agreed 5-0.

TC8-10 LISA DAGOSTINO, 132 Adams Street, Newton requesting to increase the time on parking meters from one hour to at least 3 hours on Adams Street and Watertown Street. (Ward 1) [03/16/10 @ 11:34 PM]

ACTION: Denial (5-0).

NOTE: Ms. Dagostino did not attend tonight's meeting.

Mr. Danila said Traffic Data proved the following:

Watertown Street (Adams St. to Faxon St.):

1-Hour Meters, 49 available spaces, typically 73% occupied

Adams Street Municipal Lot:

3-Hour Limit, 26 available spaces, typically 67% occupied, eligible for Commuter Permit Parking Program

Chapel Street Municipal lot:

3-Hour Limit, 20 available spaces, typically 69% occupied, eligible for Commuter Permit Parking Program

Ald. Ciccone said businesses in the area look for turnover, having one hour parking restrictions allow turnover. He will not support extending meter time to satisfy one business. He also said he can always find a parking space in the Adams Street lot which is directly across from 132 Adams Street.

Mr. Danila said as an employee of 132 Adams Street she may certainly purchase the Commuter Permit Parking Program.

Mr. Grafe made the motion for no action necessary. Mr. Danila and Mr. Koses suggested the motion be denied. Mr. Danila said Ms. Dagostino can appeal the denial. Mr. Grafe amended his motion to deny this item. Council members agreed 5-0.

Respectfully submitted,

Jim Danila, Traffic Council Chair