

CITY OF NEWTON

TRAFFIC COUNCIL REPORT

Thursday, May 27, 2010

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

Also present: Ald. Johnson, Linsky and Albright

TC53-09 ANN L. WOLF, 133 Waban Avenue, requesting 2 hour parking, 7 am – 6 pm, both sides of Waban Avenue between Annawan Road and Nehoiden Road. (Ward 5) [12/20/09 @10:47 AM]

ACTION: Denial (3-2, Ciccone, Norcross).

NOTE: Mr. Danila said this item was held on March 25, 2010 to establish a 60-day trial. 2-Hour Limit, 7:00 a.m. to 7:00 p.m., south side of Waban Avenue, from 54 Waban Avenue to Annawan Road.

Ann Wolf, 133 Waban Avenue said the trial has worked very well and recommends that it continue. Cars are not parking on the south side of Waban Avenue during these hours, it appears some cars are parking further down Waban Avenue where it is narrower, making it difficult to travel. She then said it appears emergency vehicles and regular traffic is not having problems since the trial has been implemented.

Mr. Danila said Waban Avenue is 30' wide; cars are typically parking on the southern curb where the two hour restriction went into place. The narrow section of Waban Avenue is approximately 23' wide where it appears cars are now parking.

Mr. Danila opened the discussion for public comment.

Alan Beck, 46 Waban Avenue, said the trial has made a tremendous difference making it much easier to enter and exit his driveway. Harriet Randall, 36 Waban Avenue, said she appreciates the trial because it has made it much easier to park in front of residents homes. Douglas Jones, 81 Waban Avenue, said the openness of Waban Avenue has made it much safer for traveling. He asked what could be done to solve the problems of cars parking in the narrow section of Waban Avenue. Mr. Danila said another petition would have to be docketed to discuss this area of Waban Avenue. Frederick Randall, 36 Waban Avenue, said the trial has allowed for easier trash pickup and feels it has made parking for the Angier Elementary parents easier. Joseph Healey, 62 Waban Avenue, said the trial has made it easier for residents and visitors. He is concerned with cars parking on the narrow section of Waban Avenue. Sarah Hartry, 77 E. Quinobequin Road, said she is concerned about parking on both sides of Waban Avenue. She feels the problem will just make cars park on other streets. She asked if another item is petitioned as Mr. Jones suggested how residents would be notified and would all of Waban be notified. Mr. Danila said notification is typically within the limits of the proposed parking restriction request. He said all of Waban would not be notified residents would have to rely on Aldermen, City Website and word of mouth on petitions outside of the area.

Mr. Danila said he thought when the trial went into place people would park on the north side of Waban Avenue because there are no restrictions, but they have not. Mr. Koses and Grafe agreed. Mr. Koses feels a two hour restriction causes an inconvenience to residents. He said most people do not support this restriction. Sgt. Norcross said it appears the trial has made Waban Avenue safer and appears to be successful. Mr. Koses feels cars will have a tendency to speed on a 30' wide road with no parking.

Mr. Koses suggested perhaps the new system the Police Department will be using to ticket cars violating one or two hour time limits could also be used to recognize one hour or two hour limits except resident sticker permits because he feels the City could move forward installing resident sticker permit programs. Sgt. Norcross said the technology allows for the license plate number to be read faster, it does not make it faster for the Traffic Control officer who would have to return in one or two hours and the process would be slowed down because they would have to observe if the car has a sticker. Mr. Koses asked if it could be programmed into the database. Sgt. Norcross answered he does not know if the system has this capability. He is hopeful a presentation will be made to Traffic Council members at a future date. Mr. Danila said resident sticker permit is not in the language of this docket item, therefore, it can not be considered at this time. An item would have to be docketed. Mr. Danila asked if the residents were seeking a resident permit program. One resident answered yes, it would allow him to park in front of his home.

A resident asked if the signs could be removed because he feels the problem has been resolved through the trial and in time re-evaluate the situation. Mr. Danila said if the trial were to end with a no action necessary vote taken it could certainly be re-evaluated at a later date with a new docket item.

A resident said prior to the trial it appeared commuters were parking on Waban Avenue for the day. Another resident said it appears commuter's park on Waban Avenue since the "T" raised their parking lot fees. Another resident said prior to the trial residents could not enter and exit their driveways, public safety was a concern and trash pickup was difficult. He does not feel these problems have been resolved other than the area that has been posted during the trial. Mr. Koses asked if there is an issue in the City with trash being picked up due to cars blocking the containers. A resident said he called Environmental Affairs who reported to him there has been zero documented problems concerning trash pickup.

Sgt. Norcross made the motion to adopt the trial on a permanent basis. The motion did not pass. Mr. Koses made the motion to deny the request and to end the 60-day trial. Council members agreed 3-2, Ald. Ciccone and Sgt. Norcross opposed. Mr. Danila explained the process of the denial and appeals process.

TC16-10, TC17-10, TC18-10 and TC19-10

Mr. Schuckel presented a PowerPoint presentation on the following items: TC16-10, TC17-10, TC18-10 and TC19-10; items submitted by the School Department relative to the opening of new Newton North High School in September 2010.

Mr. Schuckel said the goals are to make the new Newton North High School accessible from all four sides of the City by providing safe, convenient and preferred access for pedestrians, bicycles, and buses on Walnut Street from points south and east and to facilitate bus egress onto Walnut Street. One goal is to disperse vehicle access points and parking around the site by providing options. Studies proved it is estimated there are 550-600 trips in and out of the school during peak pick-up/drop-off hours. In the AM hours there are approximately 350 cars (60% in), 250 cars (40% out). During the PM hours there are approximately 250 cars (40% in), 350 cars (60% out). Traffic assumptions a 5% increase over 2006 when the school had approximately 2,000 plus students. In 2008-2009 there were approximately 1,865 students. The geographic distribution proves approximately 70% cars from the north and 30% from the south. A goal is to focus on the AM peak hours which coincide with commuter peak and higher peak in cars due to after school activities.

Mr. Schuckel reviewed the walking routes, car flow during pick-up /drop off times, car flow at other times and the bus flow. He said the City has proposed two signals on Walnut Street, one which exists today on Cabot Street and one which will be constructed during the summer to assist with traffic on Walnut Street allowing 8-10 cars to exit the school at one time. Currently an area is designated as bus only not allowing cars to turn around in the area. When this area is not needed for buses, cars will be able to enter and exit this area from Walnut Street to pick-up/drop-off. The plan is to have the 6-8 buses come down from Elm Road entering the theatre area and exiting onto Walnut Street. The special education vans and athletic buses will use Tiger Drive from Walnut Street. Tiger Drive is intended to be used as a visitor parking, handicap and live parking area for the special education vans and athletic buses. This area is not intended for teacher or as a live parking area. The theatre area is proposed for school buses and the rest of the area is intended for a proposed visitor parking, live parking and teacher parking areas.

Mr. Schuckel said the areas on the school property will be administratively decided by the School Department. Some examples are the parking regulations (faculty, visitor, etc.) and bus-only areas. The areas on City public streets will be petitioned by a public process through the Traffic Council. Some examples are Hull Street "live parking", turn restrictions and one-way streets. These decisions are interrelated.

TC16-10 TRAFFIC COUNCIL CHAIR, on behalf of School Department, requesting time of day turn restrictions at the intersection of Walnut Street and Elm Road. (Ward 2) [05/12/10 @ 4:30 PM]

ACTION: Hold until September Traffic Council Meeting (3-2, Ciccone, Norcross).

NOTE: Mr. Schuckel said this item addresses concerns during certain times when buses are occupying the bus area. If cars enter from Walnut Street there is no easy way to turn around.

One of the original ideas was to keep the parking lot for faculty and staff. The School Department has proposed to have this parking lot for faculty and staff only in the parking lot entrance in the theatre area proposing to have a turn restriction for authorized vehicles only from 7 am to 8:30 am and 2 pm to 4:30 pm on school days from Walnut Street, but staff will be allowed to enter the lot at anytime from Walnut Street.

Mr. Schuckel said the Traffic Council options are to vote on this item or to wait until school begins and discuss this item again in September. Ald. Johnson recommends waiting until September.

Sgt. Norcross said the Police Department would have difficulty enforcing these specific hours and asked how you would do differ a faculty car from another and could not support this. Ald. Ciccone, Linsky and Mr. Grafe agreed and also recommends waiting until September. Mr. Koses asked should pick-up and drop-off take place in a faculty parking lot. He said people entering the faculty lot should be able to have access from Walnut Street. Mr. Grafe agreed and senses it will not be a continuous drop-off or pick-up location.

Sgt. Norcross asked if there has been a discussion regarding drop-off and pick-up locations with parents and students. Mr. Schuckel said a notification "orientation packet" will be sent to parents and students notifying them of school entrances.

Sgt. Norcross made the motion to accept this item as a trial from Walnut Street no left turn or right turn into Elm Road with a time of day turn restriction except for authorized vehicles only. The motion did not pass. Mr. Koses made the motion to hold this item until September. Council members agreed 3-2, Ald. Ciccone and Sgt. Norcross opposed.

TC17-10 TRAFFIC COUNCIL CHAIR, on behalf of School Department, requesting parking restrictions on Walnut Street between Hull Street and Otis Street. (Ward 2) [05/12/10 @ 4:30 PM]

ACTION: Hold (5-0).

NOTE: Mr. Schuckel said this proposal was received from neighbors who are concerned the school was built so close to Walnut Street. They would like to discourage drivers who pull over to the curb or live parking creating safety and congestion issues. It is proposed to have parking restrictions on Walnut Street avoiding people to pull to the side. Currently, there are time restrictions and no parking restrictions posted.

Mr. Danila asked what restriction could be in place prohibiting drivers from live parking on Walnut Street. Mr. Schuckel suggested a no stopping restriction.

Mr. Danila said the Executive Department has requested this item be held until June 24, 2010. Council members agreed 5-0.

TC18-10 TRAFFIC COUNCIL CHAIR, on behalf of School Department, requesting live parking zones be created on Hull Street adjacent to sidewalk/stairs leading to NNHS entrance. (Ward 2) [05/12/10 @ 4:30 PM]

ACTION: Hold for 60-Day Trial (5-0), No Standing, 7 a.m. to 4 p.m., School Days, north side of Hull Street, from a point west of Dexter Road, westerly 150 feet.

NOTE: Mr. Schuckel said there is a sidewalk located from Hull Street through the tennis courts to the school. There is also a stairway on Hull Street to the front door of the school. This item proposes sections on the north side of Hull Street be designated as live parking areas, four

parking spaces would be impacted. Mr. Schuckel suggested these live parking areas be designated from 7 am to 4 pm on school days to match the Tiger Permit Parking Program. The proposed spaces would be approximately 50' from the center of the stairway and sidewalk allowing another alternative from people traveling from the south and north.

Mr. Danila opened the discussion for public comment.

A resident said this proposal is dangerous because Dexter Road is a busy road. She believes this will only increase traffic because the stairway encourages drivers to use Dexter Road. She would like to see the stairway closed and not used as a school entrance. She suggested no parking on Hull Street rather than live parking because Hull Street is already heavily traveled during school hours. She also suggested a no left turn signal onto Dexter Road and a no left turn from Walnut Street onto Dexter Road during the morning and afternoon hours. A resident said drivers travel on Hull Street to pick-up/drop-off students and feels they will continue this pattern. She recommends signs are not posted until traffic patterns are established. She then said the corner of Dexter Road and Hull Street are not properly plowed and if this is a drop-off/pick-up area it will be problematic due to cars parking and snow banks. She asked if the entrance would be for handicap persons only. Another resident expressed similar concerns and is concerned with people double parking at live parking areas and believes traffic will be overwhelming on Hull Street. A resident asked if the drop-off/pick-up and live parking areas would be handicap accessible. Mr. Schuckel said he anticipates the section of Hull Street between Beaumont and Lowell Avenues will be contractor permit parking from 7 a.m. to 4 p.m. on school days. The proposal would not restrict vehicles with handicap parking. Mr. Schuckel said a project has been approved and is planned for construction this year on Walnut and Hull Streets to bring the curbs out to shorten the crosswalk.

A resident recommended a no standing zone rather than live parking zone as a better option. Ald. Linsky supports drop-off/pick-up locations and said they should be disbursed through out the school grounds. He also recommended a no standing zone on a trial basis. Sgt. Norcross said people do not pay attention to posted signs. Ald. Ciccone and Sgt. Norcross agreed a no standing zone would be a better option especially during winter months. Mr. Schuckel said the down side to a no standing zone is that people have the tendency to start looping the area. Mr. Danila suggested pushing the no standing zone or live parking area further to the west on Hull Street to deter people from using Dexter Road. Mr. Koses recommends this area become a blue zone. Mr. Grafe agreed with Mr. Koses and Ald. Linsky's suggestions.

Sgt. Norcross made the motion to hold a 60-Day Trial, No Standing, 7 a.m. to 4 p.m., School Days, north side of Hull Street, from a point west of Dexter Road, westerly 150 feet. Council members agreed 5-0.

TC19-10 TRAFFIC COUNCIL CHAIR, on behalf of School Department, requesting one-way flow and Tiger permit parking on the public way section of Elm Road. (Ward 2) [05/12/10 @ 4:30 PM]

ACTION: Approved as Amended (5-0), Elm Road one-way eastbound from Lowell Avenue to the end of the public way.

NOTE: Mr. Schuckel said Elm Road runs from Lowell Avenue to Walnut Street by cutting through the school property. He said the Board of Aldermen in the future will have to discuss if Elm Road should be designated as a public way or if it should also be left as school property. He said in order to accommodate the site plan proposal a one-way flow of traffic from Lowell Avenue to Walnut Street would have to be implemented. Traffic Council could designate a section of Elm Road as a one-way street and then it would become a one-way driveway into the school property. The proposal also includes fifteen minute parking and handicap parking. When the school is demolished this area may again become Tiger Permit Parking only from 7 a.m. to 4 p.m. on school days. Part of proposal also includes a jersey barrier on Elm Road to separate the flow of traffic and pedestrians from the demolition area. The jersey barrier leaves a width of 16 to 20 feet on Elm Road. There are two homes that have driveways which would be impacted by this one-way road plan. Mr. Schuckel does not think a two way road option is feasible until demolition is complete.

Mr. Danila opened the discussion for public comment.

Rob Morrison, 89 Elm Road, said he lives at one of the homes with a driveway. He asked if they would be able to park in front of their home or could they qualify for the Tiger Permit Parking Program. Mr. Danila said residents may apply to the School Department to obtain a Tiger Permit under certain circumstances, and in this case he believes his request would be honored. Rachel Berger, 91 Elm Road, asked if the divider that cuts Elm Road from Blithedale Street could be moved to gain access to Blithedale Street to bypass traveling on Elm Road through the school property to Walnut Street. Mr. Schuckel said it would be very difficult for the Police Department to enforce because the loop from Elm Road to Blithedale Street would have to be verified that the car is from the two residences on Elm Road. Sgt. Norcross said it would be difficult for the Police Department to enforce because other people will follow.

Mr. Koses said Elm Road should be made a one-way road and agreed these two houses have a burden on them forcing them to travel Elm Road through the school property to Walnut Street. He recommends an item be docketed when demolition is completed to reconfigure this area. Mr. Danila asked if residents would like to have a one year trial and return to Traffic Council when the demolition is complete to discuss a permanent street reconfiguration. Mr. Danila also suggested tow zones on Elm Road during the trial from Lowell Avenue to the curve before reaching school property. Sgt. Norcross said the Police Department could enforce tow zones in this area.

Mr. Koses asked if a trial could be held for one year. Mr. Danila said an item could be docketed and discussed next year if a year trial is to be held. Ald. Johnson asked if a one-way street could be implemented using the sun-set clause (until the demolition is complete and the jersey barrier is removed). Mr. Schuckel said the Tiger Permits were written using a sun-set clause.

Mr. Danila made the motion to approve as amended, Elm Road one-way eastbound from Lowell Avenue to the end of the public way. Council members agreed 5-0.

TC12-10 ALD. ALBRIGHT, LINSKY AND JOHNSON requesting creation of safe controlled pedestrian crossing on Walnut Street at a location between Dexter Road and Hull Street. (Ward 2) [04/21/10 @ 8:41 AM]

ACTION: No Action Necessary (4-1, Grafe).

NOTE: Ald. Linsky said this item was docketed as a discussion item due to constituents bringing their concerns to the Ward 2 Aldermen regarding safe pedestrian crossing on Walnut Street. He believes students will continue crossing Walnut Street at places where there are no crosswalks but is hopeful a formal item will be docketed from this discussion.

Mr. Danila said Traffic Council does not approve sites for crosswalks. They are installed at the discretion of the Public Works Department meeting the criteria outlined in a policy approved by the Board of Aldermen. Traffic Council will approve warning beacons or traffic signals that are associated with a crosswalk. The Board of Aldermen must approve new traffic islands and or median refuges. Mr. Danila said due to the vertical and horizontal curbs, site distance is limited. The best site distance is at the location of Dexter Road.

Mr. Danila said approximately 15,000 vehicles per day travel on Walnut Street. The design speed is based on 40 mph. Walnut Street is an arterial street and is 34' wide. Dexter Road is 24' wide, does not have any sidewalks. The sight distance at Dexter Road when travelling north is 275' and when travelling south the sight distance is 340'.

The following criteria must be met in order to install a crosswalk: The average daily traffic must be greater than 3,000 vehicles per day for a two-lane road. Over 9,000 vehicles require special treatments (median refuges, signals, warning lights, etc.). In order to complete a crosswalk, adequate stopping sight distance must be available in both directions. The shortest sight distance is northbound sight distance of 275'. It is required northbound sight distance of 315'. Mr. Danila believes the only way to make Walnut Street safer is to install a traffic signal.

Ald. Albright said this is a problem because students cross Mill Street and feels it will be too dangerous if a crosswalk was installed. A resident asked if there could be some sort of traffic calming measures on Walnut Street. Ald. Johnson agreed with Ald. Albright and said once school opens she believes more students will be crossing Walnut Street where they are not suppose to and asks that more directed patrols take place when school opens. Sgt. Norcross said pedestrians also have to take some responsibility in crossing streets and it is unfortunate their behavior does not change.

Mr. Danila opened the discussion for public comment.

A resident of Oakwood Road, said students park in the neighborhood, cross Walnut Street to attend school and she is concerned with their safety crossing an arterial road. She said she has requested safety measures from the City in the past such as necking down Mill Street and a speed trailer. She asked why the City can not make the streets safer. Sgt. Norcross said directed patrols are completed on Mill Street frequently and will request a speed trailer be scheduled in this area. Tom Krause, 40 Walnut Street, suggested a permanent radar sign be installed as a calming measure at the location of Mill Street. He also suggested as the high school traffic study recommended reforming the intersection at Mill and Walnut Streets and the intersection at Hull

Street for traffic calming. Mr. Danila said there is a docket item in the Public Safety & Transportation Committee regarding permanent radar signs. He said the problem with installing permanent radar signs is that the City does not have a study of the before and after data. Mr. Grafe said he is concerned with this area and sees the need of making this area safe from Newtonville to approximately the Mill Street area. He feels this area should be considered a crossing zone. He recognizes this is a dangerous area and recommends a third crossing on Walnut Street maintaining vehicle capacity but lowering the speeds meeting the criteria for installing a crosswalk. He also recommends signs be installed making drivers aware they are entering a school zone. Mr. Koses said the City must follow the MUTCD guidelines to install crosswalks. He feels students should be encouraged to cross Walnut Street at safe locations that were instilled. Ald. Albright said she would like an approximate cost to conduct the high school traffic study recommendations of narrowing traveling lane and pulling out the curbing on Walnut Street to increase the site difference because the pedestrian would be closer to the street.

Sgt. Norcross made the motion for No Action Necessary. Council members agreed 4-1, Grafe opposed.

TC11-10 JEREMY RABSON, 113 Beaumont Avenue, requesting resident and visitor parking permits on Beaumont Avenue during school hours. (Ward 2) [04/16/10 @ 2:47 PM]

ACTION: Hold for 60-Day Trial (5-0), replace existing parking restrictions on east side of Beaumont Avenue between Prospect Park and Prospect Avenue with No Parking, 8 a.m. to 10 a.m., School Days, and replace existing parking restrictions on west side of Beaumont Avenue between Prospect Park and Commonwealth Avenue with No Parking, 8 a.m. to 10 a.m., School Days.

NOTE: Jeremy Rabson, 113 Beaumont Avenue, said he is requesting residents and their guests be able to park in front of their homes for more than one hour while school is in session without the risk of being ticketed. He said it is inconvenient to move cars in and out of driveways because most driveways only accommodate the width of one vehicle and it is also inconvenient for workmen or others visiting homes during school hours.

Mr. Danila said Beaumont Avenue is 24' wide; the street is 2,200' long. Average one crash per year in 2005-2006. North of Prospect Avenue on average there are thirteen cars parked, 70% have Tiger Permits. South of Prospect Avenue on average there are twelve cars parked, 50% have Tiger Permits.

Mr. Danila said the following criteria must be considered by Traffic Council for resident parking:

- Vehicular circulation and safety
- Pedestrian safety
- Lack of convenient off-street parking for residents of the area of proposed restrictions
- Level of demand for on-street parking by non residents of the area of the proposed restriction, including analysis of probable displacement of nonresidential parking to adjacent residential areas if the proposed restrictions should be implemented

- Extent to which existing and/or alternative parking regulations are ineffective to deal with parking problems in the area of the proposed restriction

Mr. Danila opened the discussion for public comment.

A resident said she has difficulty exiting her driveway due to the Tiger Permit Program and guests can not park in front of her home. A resident suggested the Police Department ticket cars who are in violation. Sgt. Norcross said the Traffic Control Officers ticket the entire length of the street. Mr. Schuckel briefly described the Tiger Permit Parking Program. He said since 2007 there have been approximately 500 permits issued. This fall there will be approximately 250 parking spaces on the new school site making the program much smaller this year. He does not know where the permits will be located this year. The following school year permits will again decrease once Lowell Avenue is constructed. Mr. Schuckel said the Tiger Permit Program is to expire when the school is completed. The Board of Aldermen will determine if the permit will continue from fall 2011 to the future and how many permits will be issued. A resident asked if their problem would be resolved if they applied for a Tiger Permit. Ald. Linsky said the different parking restrictions were implemented from requests made by the residents over the years making Beaumont Avenue very restrictive. A resident said the restrictions were implemented because residents could not park in front of their homes because cars were parking on Beaumont Avenue for the entire day. Ald. Linsky recommends changing the hours of parking restrictions to the morning hours making the street less restrictive.

Mr. Danila said there are four different parking restrictions currently in place on Beaumont Avenue. He recommends eliminating Saturday from the restrictions or perhaps changing parking restrictions to two hours from 8 a.m. to 3 p.m. because the street is very limited and very inconsistent. Ald. Ciccone said Saturdays was implemented due to football games. Sgt. Norcross said a longer time would allow residents to park in front of their homes. Mr. Koses suggested one or two hour parking restrictions except resident sticker permits. Mr. Grafe said he understands resident want access to park in front of their homes but Traffic Council would have to consider a resident program city-wide making neighborhoods consistent. He agreed with Mr. Danila's recommendation changing the parking restriction hours and would like to begin with the least restrictive approach. Sgt. Norcross recommends no parking from 9 a.m. to 11 a.m. alleviating the all day parking problem which is also enforceable. Mr. Koses said Traffic Council has not approved resident parking in approximately ten years because people need to be able to access public streets.

Mr. Danila asked if residents would like to change the current restriction 9 a.m. to 11 a.m. as a trial. A resident suggested 7 a.m. to 9 a.m. Mr. Danila said that time would be difficult to enforce because the Parking Control Officers also have the position of being school guards. People with Tiger Parking Permits can override any parking restriction proposed. Ald. Linsky suggested removing the no parking restriction 7 a.m. to 4 p.m. on school days on a trial basis.

Sgt. Norcross made the motion to hold for 60-Day Trial, replace existing parking restrictions on east side of Beaumont Avenue between Prospect Park and Prospect Avenue with No Parking, 8 a.m. to 10 a.m., School Days, and replace existing parking restrictions on west side of Beaumont Avenue between Prospect Park and Commonwealth Avenue with No Parking, 8 a.m. to 10 a.m., School Days. Council members agreed 5-0.

TC14-10 WILLIAM FRANKLIN, 29 Trowbridge Avenue, requesting a) no parking either side of Trowbridge Avenue 24 hrs/day except by permit, b) each household should be issued two mobile permits and c) the street should be posted on either end as residents only. (Ward 2) [05/04/10 @ 6:20 PM]

ACTION: Hold for 60-Day Trial (5-0), replace existing parking restrictions on north side of the public way section of Trowbridge Avenue with No Parking, all days, and replace existing parking restrictions on south side of public way section of Trowbridge Avenue with One-Hour Limit, 8:00 a.m. to 10:00 p.m., all days.

NOTE: William Franklin, 29 Trowbridge Avenue, said the current parking restrictions raise congested safety and accessibility issues. He said it is difficult for trash collection and emergency vehicles if parking is allowed on both sides of the street. He then said neighbors are willing to be inconvenienced by removing their vehicles from the street.

Mr. Danila said Trowbridge Avenue is 24' wide, the minimum width allowing parking on both sides of the street. There is currently a one hour limit on both sides of the street from 8:00 am to 3:00 pm on school days. There has been zero reported crashes in 2005-08. On average there are eight cars parked, 50% have Tiger Permits. Mr. Danila said in order to post resident permit parking on the private part of Trowbridge Avenue, all residents who are adjacent to the private way would have to sign the petition. Mr. Danila said residents who live on a private way are allowed to post no parking in front of their homes. Sgt. Norcross said it would be the home owner's responsibility to have a vehicle towed.

Mr. Danila said the following criteria must be considered by Traffic Council

- Vehicular circulation and safety
- Pedestrian safety
- Lack of convenient off-street parking for residents of the area of proposed restrictions
- Level of demand for on-street parking by nonresidents of the area of the proposed restriction, including analysis of probable displacement of nonresidential parking to adjacent residential areas if the proposed restrictions should be implemented
- Extent to which existing and/or alternative parking regulations are ineffective to deal with parking problems in the area of the proposed restriction.

Mr. Danila opened the discussion for public comment.

Reenie Murphy, 53 Trowbridge Avenue, said during the winter months it is difficult to travel on Trowbridge Avenue when cars park on both sides. A resident said neighbors have met and they all agree a plan needs to be in place before the fall. Thomas Krause, 40 Walnut Street, said something has to be done to Trowbridge Avenue before it becomes an extension of the school parking lot. He expressed his concerns regarding parking on Walnut Street, he said even though it is legal it is dangerous and the Tiger Permit Parking Program should not be allowed on Walnut Street. He asked if streets become restricted as residents only then where do people park. Kevin Vito, 44 Trowbridge Avenue, said the street is difficult to travel on during the winter months with vehicles parking on both sides. He does not feel an emergency vehicle has easy access and is concerned about the public safety issues. Victor Voydock, 26 Trowbridge Avenue, agreed with Mr. Vito. He asked if a do not enter, resident only sign could be posted on either end of Trowbridge Avenue preventing student drop-off/pick-up and parking. Sgt. Norcross said

people tend to ignore these signs. Another resident said even during the summer and night-time events the street is parked up on both sides and also agreed the street is difficult during the winter months.

Sgt. Norcross made the motion recommending a night time trial restriction be implemented from 8 p.m. to 10 p.m., 7 days per week. Mr. Koses agreed and asked what type of restrictions are in place on Lowell Avenue. Mr. Danila recommends a least restrictive restriction be implemented from the one that is being requested. Mr. Grafe said he is concerned with the safety concerns regarding emergency vehicles having access and feels something has to be done to solve the problems perhaps restricting parking on one side. A resident feels a trial would be beneficial and suggested a trial be implemented on both sides, all day.

Sgt. Norcross made the motion to hold for 60-Day Trial, replace existing parking restrictions on north side of the public way section of Trowbridge Avenue with No Parking, all days, and replace existing parking restrictions on south side of public way section of Trowbridge Avenue with One-Hour Limit, 8:00 a.m. to 10:00 p.m., all days. Council members agreed 5-0.

Respectfully submitted,

Jim Danila, Traffic Council Chair