

CITY OF NEWTON
BOARD OF ALDERMEN
TRAFFIC COUNCIL REPORT

DECEMBER 16, 2010

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

Also Present: Ald. Albright, Danberg, Linsky, Lappin, Fischman, Harney and Sangiolo

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

TC51-09 DAVID KOSES, TRAFFIC COUNCIL CHAIR, requesting removal of one metered parking space on Herrick Road. (Ward 6) [12/22/09 @ 1:34 PM]

ACTION: No Action Necessary (5-0)

TC52-09 DAVID KOSES, TRAFFIC COUNCIL CHAIR, requesting the addition of one metered parking space on Lot 7, adjacent to the Cypress Street lot in Newton Centre. (Ward 6) [12/22/09 @ 1:34 PM]

ACTION: No Action Necessary (5-0)

NOTE: Mr. Koses asked that these items be voted no action necessary; therefore, Sgt. Norcross made the motion for no action necessary on these two items. Council members agreed 5-0.

TC28-10 JAMES DANILA, on behalf of the Department of Public Works, requests a right turn only restriction on westbound Carriage Road at Lowell Avenue to facilitate the relocation of the stop line on Lowell Avenue to help improve pedestrian, bicycle, and vehicle safety. (Ward 2) [08/26/10 @ 8:57 AM]

HELD (3-0-1, Grafe. Ciccone not present) on 10/21/10. Traffic Council will await additional input from abutters.

ACTION: Held (5-0). Traffic Council will take this item up again in March 2011 with additional design and cost information to be provided by the Department of Public Works.

NOTE: The three E-mails received on this item are attached to this report.

Mr. Danila reviewed with Council members the proposal and traffic counts from October 21, 2010, which would move the Stop Line further north on Lowell Avenue so stopped vehicles will no longer block pedestrian and bicycle access on the Carriage Way. In order to move this Stop Line, control on Carriage Way will have to change to a Right-Turn Only (consistent with Commonwealth Avenue and Chestnut Street intersection) or the signalization. There are no existing driveways on Carriage Way between Beaumont Avenue and Lowell Avenue.

Mr. Danila opened the discussion for public comment.

Ald. Albright said she spoke with several neighbors. She reported on what the neighbors' thoughts and concerns were. Kenneth Lutchen, reported he would like the stop sign be moved and the left hand restriction would not affect him. He said reversing direction on the Carriage

Way would be dangerous for bicyclists. Mr. Jones reported he would like the stop sign be moved because the angle makes it difficult to exit the Carriage Way. He also does not want to see reversing the direction on the Carriage Way. Mark Finkelstein reported he would like the ability to take a left turn onto Lowell Avenue. A resident on the corner of Commonwealth Avenue and Beaumont Avenue reported he was very concerned with vehicles travelling on the Carriage Way to avoid the traffic light at Lowell and Commonwealth Avenues and agreed he did not like the reversing direction on the Carriage Way. Ald. Albright said she would like access to take a left turn onto Lowell Avenue and asked if the crosswalk could be relocated.

Sgt. Norcross said he is concerned about moving the stop sign because of public safety issues. He asked if the City would be liable. The crosswalk encourages pedestrians to use the crosswalk, it is not for convenience, but public safety. He also said he would not support reversing the Carriage Way between Lowell and Beaumont Avenues. Mr. Danila said he did not think the City would be liable because the crosswalk would be moved where it would be used more often and feels it would be safer for all. He said the Department Public Works would review this area hoping to make it ADA compliant. Mr. Danila suggested this item be held or voted no action necessary pending additional information. Mr. Grafe said he does not support a no action necessary on this item, he suggested the crosswalk be relocated to the new proposed stop line and agrees the Carriage Way direction should not be reversed. He suggested holding this item until spring when painting season will begin and a crosswalk could be painted. Mr. Danila said the crosswalk could not be relocated unless the stop sign was relocated. Sgt. Norcross asked if drivers would focus on the green light and perhaps would just not stop at the crosswalk hoping to make the signal. Mr. Danila said by properly painting the crosswalk with reflectors it would make drivers notice the change. The pedestrians would receive a red signal when drivers on Lowell Avenue receive a green signal. Ald. Ciccone thought this would be very confusing for pedestrians and vehicles and would not support it until additional design plans are available with costs. Mr. Koses said he would not support a vote of no action necessary on this item. He asked if curb cuts could be installed and also suggested holding this item for additional design plans. Mr. Danila said the costs would be minimal because the traffic signals are installed.

Sgt. Norcross made the motion to hold this item. Council members agreed 5-0. Traffic Council will take this item up again in March 2011 with additional design and cost information to be provided by the Department of Public Works.

TC36-10 ALD ALBRIGHT, LINSKY AND JOHNSON, requesting a ‘No Entrance Sign’ from the hours of 7:00-8:30 am and 2:00-3:30 pm where people now turn left from Hull Street to Dexter Road. (Ward 2) [10/07/10 @ 8:23 am]
HELD (5-0) on 11/18/10 for additional data collection. This item will be taken up at the December 2010 Traffic Council hearing.

ACTION: No Action Necessary (5-0).

NOTE: Mr. Danila reviewed with Council members the proposal from November 18, 2010 and the additional collection of data. Mr. Danila provided additional count data and left turns from Hull Street to Dexter Road collected from the Planning Department on December 2, 2010.

Mr. Danila opened the discussion for public comment.

Barbara Model, 7 Dexter Road, requests a “No Parking Here to Corner” sign on the corner of Hull Street and Dexter Road. She also suggested a crosswalk at this location due to high pedestrian counts. A resident said he is concerned with pedestrian safety at this location. He

does not feel the “No Left Turn” meets the warrants. He said if this sign was installed it would affect the length to his morning commute.

Mr. Danila said crosswalks must meet criteria that were adopted by the Board of Aldermen, which the Department Public Works follows and installs if proper warrants are met. This location meets pedestrian warrant crossings on Hull Street. Speed and vehicle volume data warrants must also be met for installation.

Mr. Grafe and Mr. Koses asked if a raised intersection could be installed at this location. Mr. Danila said raised intersections are used for traffic calming and pedestrian access. If speed data was elevated and data proved a low vehicle count perhaps, it could be considered. Sgt. Norcross asked if a “No Entrance Sign” was still desired at this location. He said he would not support one because of recent data. Mr. Danila suggested a vote of no action necessary on this item until the Lowell Avenue side of the high school is completed and traffic patterns shift. Mr. Koses said a denied vote could be appealed; a no action necessary vote could not be. Ms. Model said it is unlikely the vote would be appealed.

Mr. Danila said he would request the Department Public Works to install a “No Parking Here to Corner” sign at this location. He will also inform Ward 2 Aldermen and Traffic Council members with additional data. Ald. Linsky said he is hesitant about the installation of a crosswalk at this location without making sure the area is completely safe.

Sgt. Norcross made the motion for no action necessary, Council members agreed 5-0.

TC26-10 ALD. DANBERG, BLAZAR AND SHAPIRO requesting change to parking regulations on Allerton Road between Hyde and Centre Streets to allow for time limited parking on one side of the street. (Ward 6) [08/06/10 @ 12:27 PM]
ACTION: Approve as Amended (5-0). No Parking Any Time restriction that exists on the south side of the street from 118 Allerton Road to Centre Street will be replaced with unregulated parking. Department of Public Works will add No Parking Here to Corner signage on Allerton Road within 25’ of the intersection with Centre Street to allow for safe emergency vehicle access.

NOTE: The one E-mail received on this item is attached to this report.

Ald. Danberg said she fully supports this item on parking being restored on Allerton Road. Jerrold Solomon, 109 Allerton Road, said for the past twenty years un-restricted parking was allowed on Allerton Road from approximately 300’ from Centre Street. This stopped in late July 2010 when “No Parking” signs were installed on both sides of the street. He said five abutters signed a supplemental petition requesting parking be returned to its original state due to parking inconvenience and the inability for residents and guests to park in front of their homes. He also said on behalf of Linda Severy of Allerton Road that since the restriction has been in place from July she now parks on Centre Street experiencing safety, visibility hazards and inconvenience.

Mr. Danila said the installed signs are correct to the City’s Traffic Parking Regulations. He provided Council members with data collected. He said Allerton Road is 24’ wide at Roger Street. No Parking Any Time on North (odd) side and South (even) side from Centre, through the bend. 2 Hour Parking, 7am-10pm: south side from Hyde Street to the bend. Typically, there

are one to two vehicles parked on south side. He said he is concerned about the ability of fire apparatus traveling on Allerton Road without having difficulties on a 24' wide road. Mr. Solomon said he did not know of any previous issues when parking was permitted on both sides.

Mr. Danila opened the discussion for public comment.

Ann Barker, 191 Allerton Road, said Allerton Road has become a cut-through street; drivers are avoiding traffic signals from Centre to Hyde Streets. Deborah Fraioli, 151 Allerton Road, said she was unaware of un-restricted parking on Allerton Road. She asked why signs were installed in July. Mr. Danila said he did not know why the signs were installed other than signs installed match the current Traffic Parking Regulations. Another resident reported she was also in support of the petition. Another resident expressed her concerns regarding stop signs at Hyde and Cushing Streets. Mr. Danila informed her an item would have to be docketed for Traffic Council's consideration.

Mr. Koses said he would support this item except parking to the corner due to safety reasons. He suggested signs be installed eliminating parking approximately 20-50' in from Centre Street to Allerton Road allowing the passage of safety apparatus. Mr. Danila said the biggest issue in allowing parking is the access of safety apparatus at the corners. Mr. Grafe agreed. Sgt. Norcross said he would support reinstating the parking but asked for a minimum of 20' from the corner allowing safety apparatus to enter without difficulty.

Ald. Ciccone made the motion to approve as amended, no parking any time restriction that exists on the south side of the street from 118 Allerton Road to Centre Street will be replaced with unregulated parking. Department of Public Works will add No Parking Here to Corner signage on Allerton Road within 25' of the intersection with Centre Street to allow for safe emergency vehicle access. Council members agreed 5-0. Mr. Danila said this approval could be appealed.

TC30-10 NANCY BRAUDIS, 57 Theodore Road, requesting a pedestrian warning beacon with a crosswalk at Theodore Road and Parker Street. (Ward 8) [08/30/10 @ 11:45 AM]

ACTION: Held (4-1, Grafe) until additional counts can be taken during warmer weather.

NOTE: The one E-mail received on this item is attached to this report.

Nancy Braudis, 57 Theodore Road said in the summer a crosswalk was requested at this location due to the high volumes of traffic, high speeds and in-experienced drivers. She said the crosswalk was denied due to the false sense of security it provides. She provided Council members with photos attached to this report demonstrating curb cuts where an *enhanced* crosswalk could be installed.

Mr. Danila said there are two crosswalks in the area at Hagen and Wheeler Roads. He provided Council members with Newton Department Public Works Crosswalk Policy. He said the Board of Aldermen adopted the policy in 2007.

Criteria for New Crosswalks must meet the following: 85th Percentile Speed less than 40 mph, greater than 20 pedestrians crossing per hour, more than 3,000 vehicles per day on road, less than 9,000 vehicles per day on road. If more than, 9,000 vehicles per day, additional special treatments are required. Greater than 300' from existing crosswalks and adequate stopping sight distance is required. He said the signal would be a flashing yellow pedestrian beacon. Ald. Lappin asked if it could be a full traffic signal.

Parker Street Data proved the following:

Average Daily Traffic: 13,800 vehicles per day, 1% Trucks. Speed Limit is 30 mph, the mean speed is 33 mph. and 85th Percentile Speed is 39 mph.

Pedestrian Counts proved the following:

Between 7-9 a.m. on a recent school day proved the following: At Theodore Road, six adults and three students crossed Parker Street. Four students crossed Parker Street at Hagen Road and ten students crossed Parker Street at Wheeler Road.

Conclusions

Parker Street volume exceeds maximum for the installation of simple crosswalk setup (paint and signage). Parker Street speeds at maximum for installation of any crosswalk. Pedestrian volumes do not meet minimum requirements for crosswalk installation.

Mr. Danila opened the discussion for public comment.

Ald. Lappin asked for clarification on existing sidewalk installation criteria. She understands the crosswalk on Hagen Road should not have installed because criteria was not met. Mr. Danila said this criteria is for installing new crosswalks. Crosswalks will not be removed but with the new criteria, no new crosswalks will be installed without a warning device. Ald. Lappin asked if this crosswalk is considered safe. Mr. Danila said the crosswalk has been there for years and people are familiar with it at this location. Abby Short, 56 Roosevelt Road, asked when the traffic data count was completed. She feels the traffic count was very low and inaccurate. She counts eighteen people on a regular basis cross Parker Street at this location. Ald. Fischman suggested additional data counts be performed at different times of the day during the week, in addition to the 7-9 am time frame when children walk home from school, when parents are not driving their children to school on their way to work. He feels Theodore Road would be a more desired and safer location for a crosswalk, rather than Hagen Road. Ald. Ciccone suggested data be conducted during the afternoon hours. Howard Goldberg, 27 Theodore Road, said the City installed ramps for a crosswalk because it is a major route. He said people use the crosswalk at Hagen Road to get to the bus stop. He suggested a count on the number of students who live on the south side of Parker Street who may walk and cross Parker Street if it were safer.

A resident asked what options Traffic Council could take. Mr. Danila said Traffic Council members could hold this item pending additional traffic counts in the warmer weather, perhaps March and asked what afternoon hours would be best to perform additional data. He briefly described the options Council members could vote on.

Mr. Koses asked if a pedestrian beacon flashing yellow is actually safe before spending additional money. Mr. Danila said studies prove the strobe light signal is 85% effective. Ald. Ciccone said pedestrians also have a responsibility when crossing the street in or out of a crosswalk and funding would have to be approved for this item to be approved.

Ald. Lappin asked what could be done immediately to make this area safe. Mr. Danila said painting could not be performed until the warmer weather. He will review the signs, request directed patrols and markings have been removed because of snow season. Mr. Grafe believes additional pedestrians would use the crosswalk if they were installed. He agreed safer crossing is necessary in this area.

Ald. Ciccone made the motion to hold this item until additional counts can be taken during warmer weather recommending additional traffic data be performed during the afternoon hours. Council members agreed 4-1, Grafe opposed.

TC21-10 PUBLIC SAFETY & TRANSPORTATION COMMITTEE requesting a 3-way Stop sign at Melrose Street at Ware Road. (Ward 4) [06/09/10]

ACTION: Approve as Amended (5-0). A Stop sign will be added to the Ware Road approach, only. Department of Public Works will add No Parking Here to Corner signs on Melrose Street within 25' of the intersection.

NOTE: The five E-mails received on this item are attached to this report.

Mr. Danila provided Council members with the following data.

Melrose Street Data

Average Daily Traffic: 1,115 vehicles per day. Speed Limit is 30 mph, mean Speed is 22 mph. 85th Percentile Speed is 28 mph. There has been one reported crash at Melrose Street and Ware Road intersection during 2005-08.

Turning Movement Count

Ware Road – approximately 26 vehicles exit.

Melrose Street – approximately 100 vehicles travel north and south.

All-Way Stop Sign Requirements

Per Manual on Uniform Traffic Control Devices, Volume requirements: Vehicular volumes on main street approach are greater than 300 per hour for any 8 hours of the day. Combination of vehicles, bicycles, and pedestrians on side street are greater than 200 per hour for same 8 hours. Stop signs cannot be used for speed control, traffic calming, or to prevent pedestrian, rear-end, or turning movement crashes.

Conclusions

Does not meet warrants for installation of an All-Way Stop. 85th Percentile Speeds are 2 mph below existing speed limit.

Mr. Danila opened the discussion for public comment.

Pat Slate, 12 Regina Road, said near collisions are from vehicles traveling north on Melrose Street taking a sharp left onto Ware Road or from vehicles exiting Ware Road making a wide right turn onto Melrose Street. She recommends painting a yellow centerline on Ware Road perhaps deterring landscaping trucks from parking at the corner of Ware Road and Melrose Street. Mr. Danila asked if the landscape trucks park on Ware Road or Melrose Street. She answered Melrose Street. Mr. Danila said this area does not meet the criteria for striping the street because there is a minimum requirement of 3,000 vehicles per day. Ald. Ciccone suggested the installation of a “No Parking Here to Corner” sign on Melrose Street from the corner of Ware Road for a minimum of 20’ offering a better site line. Mr. Danila said he would request the installation of this sign. Jennifer Frank, 11 Ware Road, said there was one vehicle accident in the summer. Drivers use Melrose Street as a cut through street and people have the tendency to speed. She feels the proposed “No Parking Here to Corner” sign would be very beneficial. A resident asked when data was collected. Mr. Danila said data was recently collected for one week.

Ald. Sangiolo suggested the installation of a one-way stop sign at this location since the proposed stop sign does not meet the correct warrants. Mr. Danila said this item could be amended to reflect this request because it meets the warrant. Ald. Harney asked what types of signs are posted on Melrose Street and if "Slow Children" or "Thickly Settled" signs could be posted. Ald. Ciccone said if the street is not posted, it is 30 mph. Mr. Danila said the State Legislature is reviewing documents in order to decrease the speed from 30 mph to 25 mph on residential streets. Mr. Danila said the City does not install "Slow Children" signs because they are not effective traffic calming devices may cause drivers to ignore other warning signs.

Mr. Grafe asked what the radius is of the corner and how is it measured. Mr. Danila said the radius is approximately 20'. Mr. Grafe asked if there were parking restrictions on Ware Road and Melrose Street. Mr. Danila answered no.

Mr. Koses said he agrees stop signs should be installed at "T" intersections. He asked if 1,100 per day volume in this area is large or typical. Mr. Danila said he feels it may be high because people use Melrose Street as a cut through street. Ald. Ciccone suggested additional parking enforcement. He said a large number of tickers were written when the "No Right Turn" trial sign was installed. Sgt. Norcross said once enforcement stops, drivers usually go back to their old habits.

Ald. Ciccone made the motion to Approve as Amended. A Stop sign will be added to the Ware Road approach, only. Department of Public Works will add No Parking Here to Corner signs on Melrose Street within 25' of the intersection. Council members agreed 5-0.

TC22-10 PUBLIC SAFETY & TRANSPORTATION COMMITTEE requesting a study of a Stop sign and/or other measures at Melrose Street, Commonwealth Avenue and the Carriage Lane to create a safer intersection. (Ward 4) [06/09/10]
ACTION: No Action Necessary (5-0). Traffic Council Chair will work with the Mayor's Transportation Advisory Committee to develop strategies for signage and pavement markings to make all Carriage Lane intersections safe and consistent.

NOTE: The three E-mails received on this item are attached to this report.

Mr. Danila provided Council members with the following data.

Area Notes

Commonwealth Avenue and Melrose Street Crashes (2005-08):10, Crash Rate: 0.30 per million entering vehicles. District Average Crash Rate: 0.78 per million entering vehicles. 0 crashes noted for vehicles on Carriage Lane. Three driveways on Carriage Lane east of Melrose Street.

Turning Movement Count

Carriage Lane – approximately 13 vehicles travel on the Carriage Lane.

Melrose Street – approximately 109 vehicles travel north and south on Melrose Street.

All-Way Stop Sign Requirements

Per Manual on Uniform Traffic Control Devices, Volume requirements: Vehicular volumes on main street approach are greater than 300 per hour for any 8 hours of the day. Combination of vehicles, bicycles, and pedestrians on side street are greater than 200 per hour for same 8 hours. Cannot be used for speed control, traffic calming, or to prevent pedestrian, rear-end, or turning movement crashes.

If Stop Line is Relocated...

Control on Carriage Lane will have to change to Right-Turn Only to Melrose (consistent with Commonwealth/ Chestnut intersection); Signalization; or Reverse One-Way on Carriage Lane between Melrose Street and the Gas Station.

Conclusions

Does not meet warrants for Stop Signs. Crash data does not indicate significant safety problems. Mr. Danila said this item requests a study of creating a safer intersection. The proposed Stop sign does not meet the warrants because there were minimal crashes.

Ald. Harney said he received many e-mails from residents who believe this is a very dangerous intersection and request that it be made safer. Vehicles tend to speed down Melrose Street to the Carriage Lane. He asked what could be done to make this intersection safer. In the past, the stop sign was located at the Carriage Lane but has been extended. Mr. Danila said this intersection is similar to Lowell and Commonwealth Avenues and believes intersections should be consistent throughout the Carriage Lane.

Mr. Danila opened the discussion for public comment.

Pat Slate, 12 Regina Road, said the stop sign worked well until it was extended beyond the Carriage Lane when Commonwealth Avenue was re-configured. During that time, residents were assured the stop sign location would not change, but has. During the summer, she has noticed the traffic signal wait is excessive and traffic is backed up. Ald. Harney and another resident agreed. Mr. Danila said he was recently made aware of this traffic signal problem and will troubleshoot the signal. He then said, it is the City's intention to have all traffic signals re-timed. Mr. Danila informed residents anytime they have to wait excessively for a traffic signal or any other type of City problem to phone 311 from their home phone to report issues. The City website also allows reporting a problem.

Mr. Grafe supports moving the stop line back to make the Carriage Lane once again safe. He asked would "Abutters Only" signs rectify the problem of drivers entering Melrose Street from Commonwealth Avenue. Sgt. Norcross said he could not support this because enforcement would be difficult. Ald. Sangiolo said on a site visit with Mr. Schuckel they observed bicyclists and pedestrians in this area and discussed different options. She asked if "Yield Signs" could be installed for drivers coming from Melrose Street to the Carriage Lane making them aware of bicyclists and pedestrians. Mr. Danila said no, because walking and bicycling in the Carriage Lane is illegal. Mr. Koses asked if a "Watch for Pedestrian/Bicyclist" sign could be installed. Mr. Danila said he would not think reversing the Carriage Lane in this area would be beneficial and would have a significant impact on residents.

Sgt. Norcross made the motion for no action necessary, Traffic Council Chair will work with the Mayor's Transportation Advisory Committee to develop strategies for signage and pavement markings to make all Carriage Lane intersections safe and consistent. Council members agreed 5-0.

Mr. Danila said at the January Traffic Council meeting elections will be held to nominate a Traffic Council Chair.

Respectfully submitted,

Jim Danila, Traffic Council Chair

Traffic Council

City Hall
Room 222
Thursday, December 16, 2010
7:00 p.m.

Agenda

1. TC51-09: requesting removal of one metered parking space on Herrick Rd.
2. TC52-09: requesting the addition of one metered parking space on Lot 7, adjacent to the Cypress St. lot in Newton Centre.
3. TC28-10: requesting a right turn only restriction on westbound Carriage Rd. at Lowell Ave. [\(Held on 10/21/10\)](#)
4. TC36-10: requesting a No Entrance Sign from the hours of 7-8:30 a.m. and 2-3:30 p.m. from Hull St. to Dexter Rd. [\(Held on 11/18/10\)](#)
5. TC26-10: requesting change to parking regulations on Allerton Rd. between Hyde & Centre Streets.
6. TC30-10: requesting a pedestrian warning beacon with a crosswalk at Theodore Rd. & Parker St.
7. TC21-10 requesting a 3-way Stop sign at Melrose St. & Ware Rd.
8. TC22-10: requesting a study of a Stop sign and/or other measures at Melrose St., Commonwealth Ave., & Carriage Rd. to create a safer intersection.

TC51-09

Requesting removal of one metered parking space on Herrick Road. (Ward 6)

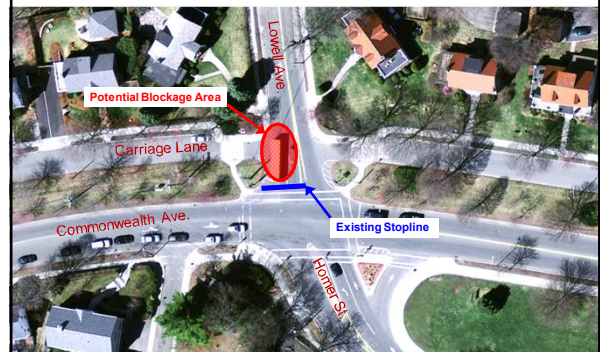
TC52-09

Requesting the addition of one metered parking space on Lot 7, adjacent to the Cypress Street lot in Newton Centre. (Ward 6)

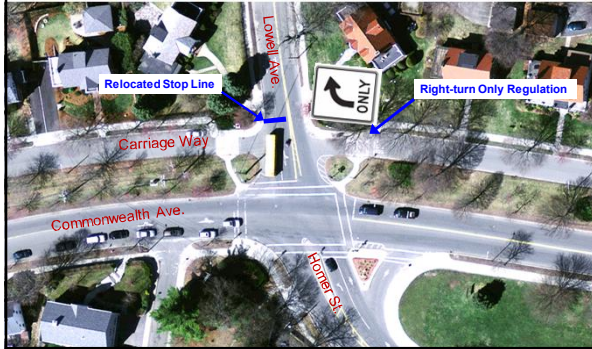
TC28-10

Requesting a right-turn only restriction on westbound Carriage Rd. at Lowell Ave. to facilitate the relocation of the stop line on Lowell Ave. to help improve pedestrian, bicycle, and vehicle safety. (Ward 2)
[Held on 10/21/10](#)

Existing Conditions



Condition Proposed on 10/21/10



Notes

- Proposal will move Stop Line on Lowell Ave. so stopped vehicles will no longer block pedestrian & bicycle access on the Carriage Lane.
- In order to move Stop Line, control on Carriage Lane will have to change to:
 - Right-Turn Only (consistent with Commonwealth/Chestnut intersection);
 - Signalization; or
 - Reverse One-Way on Carriage Lane between Lowell & Beaumont.
- No existing driveways on Carriage Lane between Beaumont Ave. & Lowell Ave.
- Peak Hour counts:
 - a.m.: 0 cars; p.m.: 3 cars on Carriage Way (all right-turns).
- Lowell/Commonwealth/Homer Crashes (2005-08): 28
 - Crash Rate: 0.72 per million entering vehicles.
 - District Average Crash Rate: 0.78 per million entering vehicles.

TC36-10

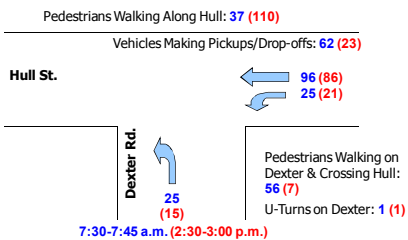
Requesting a No Entrance Sign from the hours of 7-8:30 a.m. and 2-3:30 p.m. from Hull St. to Dexter Rd. (Ward 2)

Held on 11/18/10

Proposed Restriction



Count Data



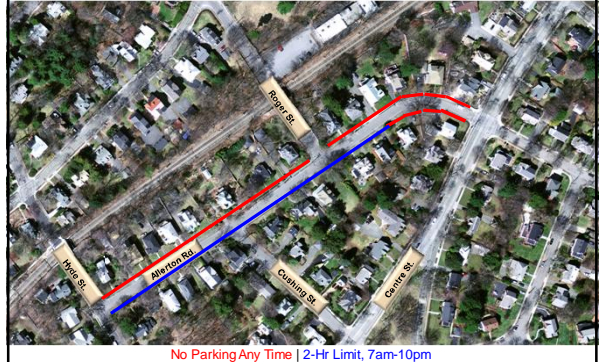
Left Turns from Hull to Dexter

- 11/16/10 Counts:
 - 7:00 to 7:30: 4 vehicles
 - 7:30 to 7:45: 43 vehicles
 - 7:45 to 9:00: 14 vehicles
- 12/2/10 Counts:
 - 7:30 to 7:45: 25 vehicles

TC26-10

Requesting change to parking regulations on Allerton Road between Hyde and Centre Streets to allow for time limited parking on one side of the street. (Ward 6)

Aerial Photo & Parking Regulations



Photo



Data Collected

- 24qwide.
- No Parking Any Time:
 - North (odd) side.
 - South (even) side from Centre, through the bend.
- 2 Hour Parking, 7am-10pm: south side from Hyde to the bend.
- Typically 1-2 cars parked on south side.

TC30-10

Requesting a pedestrian warning beacon with a crosswalk at Theodore Road and Parker Street. (Ward 8)

Aerial Photo



Newton DPW Crosswalk Policy

- Adopted by Board of Aldermen: 2007.
- Criteria for new crosswalks:
 - 85th Percentile Speed < 40 mph.
 - ~ 20 pedestrians crossing per hour.
 - > 3,000 vehicles per day on road.
 - < 9,000 vehicles per day on road.
 - If > 9,000 vpd, additional special treatments are required.
 - > 300q from existing crosswalks.
 - Adequate Stopping Sight Distance required.

Parker St. Data

- Average Daily Traffic: 13,800 vpd.
 - 1% Trucks.
- Speed Limit: 30 mph.
 - Mean Speed: 33 mph.
 - 85th Percentile Speed: 39 mph.

Pedestrian Counts, 7-9 a.m.



Conclusions

- Parker St. volume exceeds maximum for the installation of simple crosswalk setup (paint & signage).
- Parker St. speeds at maximum for installation of any crosswalk.
- Pedestrian volumes do not meet minimum requirements for crosswalk installation.

TC21-10

Requesting a 3-way Stop sign at Melrose Street at Ware Road. (Ward 4)

Aerial Photo



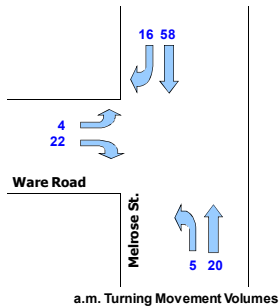
Photos



Melrose St. Data

- Average Daily Traffic: 1,115 vpd.
- Speed Limit: 30 mph.
 - Mean Speed: 22 mph.
 - 85th Percentile Speed: 28 mph.
- 1 Reported Crash at Melrose/Ware intersection (2005-08).

Turning Movement Count



All-Way Stop Sign Requirements

- Per Manual on Uniform Traffic Control Devices
- Volume requirements:
 - Vehicular volumes on main street approach are greater than 300 per hour for any 8 hours of the day.
 - Combination of vehicles, bicycles, and pedestrians on side street are greater than 200 per hour for same 8 hours.
- Cannot be used for speed control, traffic calming, or to prevent pedestrian, rear-end, or turning movement crashes.

Conclusions

- Does not meet warrants for installation of an All-Way Stop.
- 85th Percentile Speeds are 2 mph below existing speed limit.

TC22-10

Requesting a study of a Stop sign and/or other measures at Melrose Street, Commonwealth Avenue and the Carriage Lane to create a safer intersection. (Ward 4)

Existing Conditions



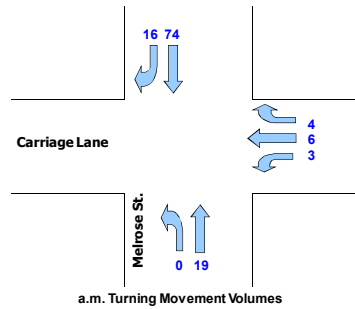
Photos



Area Notes

- Commonwealth/Melrose Crashes (2005-08): 10.
 - Crash Rate: 0.30 per million entering vehicles.
 - District Average Crash Rate: 0.78 per million entering vehicles.
 - 0 crashes noted for vehicles on Carriage Lane.
- 3 driveways on Carriage Lane east of Melrose.

Turning Movement Count



All-Way Stop Sign Requirements

- Per Manual on Uniform Traffic Control Devices
- Volume requirements:
 - Vehicular volumes on main street approach are greater than 300 per hour for any 8 hours of the day.
 - Combination of vehicles, bicycles, and pedestrians on side street are greater than 200 per hour for same 8 hours.
- Cannot be used for speed control, traffic calming, or to prevent pedestrian, rear-end, or turning movement crashes.

Possible Changes



If Stop Line is Relocated...

- Control on Carriage Lane will have to change to:
 - Right-Turn Only to Melrose (consistent with Commonwealth/ Chestnut intersection);
 - Signalization; or
 - Reverse One-Way on Carriage Lane between Melrose & Gas Station.

Conclusions

- Does not meet warrants for Stop Signs.
- Crash data does not indicate significant safety problems.

anielle elaney

From: **ris krisshaffer netscape.net**
To: **Traffic Council ist List trafficcouncil newtonma.gov**
Subject: **changing the intersection at Lowell and Comm ave**
Date sent: **Thu, 16 ec 2010 07:31:25 -0500**

Please do not move the stop sign back to before the carriage lane on Lowell Street. Not only will this cause a back up of traffic that wants to turn right, it will increase traffic where the kids play on Whittier and Arden, not to mention there will be runners and foot traffic weaving through the cars as they roll forward to enter the intersection at Comm. Ave. Moving the stop sign back only complicates the issues of foot traffic intersecting with cars, and does nothing to protect anyone. The foot traffic there just has to be cognizant of the car traffic and continue to use the crosswalk and not start weaving through more cars that are creeping up to Comm. Ave. to see if it is clear for them to continue. Moving the stop sign is a bad idea.

Thank you,
Kris Shaffer
35 Oak Cliff Road
Newton, MA 02460
617-332-1748

anielle elaney

From: **Lumino MSwain family swain.name**
To: **Traffic Council ist List trafficcouncil newtonma.gov**
Subject: **TC28-10**
Date sent: **Tue, 14 ec 2010 11:21:01 -0500**

Dear Members of the Traffic Council,

We may not be able to make the meeting on Thursday night, so are offering comments on the proposed change at Lowell Ave and the carriage path via email.

While we agree that the confluence of cars, runners, people on bicycles and roller blades, etc at the intersection of Lowell, Comm Ave, and the carriage path calls for a heavy dose of caution, particularly in the evening hours, we are not convinced that the proposed change will help. In fact, we think it could make things more dangerous.

By placing the stop line north of the carriage path, you effectively eliminate the option to turn right on red at Commonwealth. Not only will this cause traffic to back up on Lowell but more importantly, will encourage people to turn right onto the carriage path -- directly into the very users that you are trying to protect at that intersection. It will also create a greater potential for accidents between people turning westbound from Homer to Comm Ave and those going straight from Lowell to Homer. People turning left there onto Comm Ave already push things as it is, turning well after their delayed green arrow is off. The gap in traffic that the new stop line will create would encourage people to run their green arrow even more -- creating a situation not unlike Bridge and California where it is commonplace to see broken glass and other evidence of fender benders.

Thank you for considering these comments.

Karen Lumino
11 Arden Road

anielle elaney

From: Lutchen, enneth R klutch u.edu
To: Traffic Council ist List trafficcouncil newtonma.gov
Subject: nput Re TC29-10 for ames anila: Please Send to ames BE ORE ecem er 16 earing
Date sent: ri, 10 ec 2010 13:22:18 -0500

Hi James

I live at 1095 Commonwealth Ave on the corner of Lowell and Comm. Ave (with my wife and young daughter) and I attended the hearing on 10/21/10 where you presented the idea of moving the stop point heading south on Lowell to "before" the carriage lane and also requiring west bound traffic on this lane to turn right only at Lowell.

I indicated that I found it interesting but I wanted a chance to examine the concept physically and provide my thought one way or the other and you graciously complied. I cannot attend the December 16 hearing as I will be out of town so here are my thoughts.

In my opinion your original idea is excellent and will work fine (both moving the stop point back and right turn only) and will actually make the situation significantly safer for that corner and for the general foot/bike traffic on the carriage lane. I cannot tell from the TC28-10 description whether the exact same idea is being proposed, but I hope so and support it if it is. In my view while it creates a slight inconvenience for the 3-4 homes on this small stretch of the carriage lane it adds a significant safety value to the area.

At some point in the discussion someone floated the idea of making that one segment of the carriage lane (between Lowell and Beaumont) one way going East only. I have looked at this and feel it would be a terrible idea from a safety standpoint and not even add much convenience to the few houses on this small stretch since none of them have driveways that lead to the carriage lane anyway. The corner of the carriage lane and Beaumont going eastbound would present nearly a blind turn (for seeing the Southbound Beaumont traffic) to those wanting to turn right from the Carriage Lane and get back on Comm Ave significantly increasing the risk of an accident. Also, bikers and walkers on this small stretch would be endangered if they suddenly had to start looking for cars going in the opposite direction. So while this idea would be more convenient for the few people living there it would make safety issues worse and I am very strongly against this.

Happy to chat more on this if desired.

Best and Happy Holidays

Ken Lutchen

--

Kenneth R. Lutchen, Ph.D.
Dean
College of Engineering
Boston University
44 Cummington Street
Boston, MA 02215

PH: 617-353-2800
FX: 617-358-3468

anielle elaney

From: **raiol de orah.fraioli simmons.edu**
To: **Traffic Council ist List trafficcouncil newtonma.gov**
Subject: **Proposal TC26-10**
Date sent: **Tue, 14 ec 2010 20:12:25 -0500**

To the Traffic Council,

If we understand the request being put before your committee on Dec. 16, 2010, the request is to change parking in front of three Allerton Road residences from no parking to all-day parking. It was our understanding that the current regulation allowed 2-hour parking in that area.

We raise the issues of visibility and traffic safety both at the corner of Allerton and Centre (1471 Centre St.) as well as around the curve in front of Allerton residences 109 and 115. We would rely on the traffic engineers' judgment.

We would not favor, at any time, a change in our stretch of Allerton Road from 2-hour parking to all-day parking. The 2-hour regulation was requested by our neighbors to prevent Allerton from being used as all-day business parking or all-day MBTA commuter parking. We favor the regulation as is. It also assures turnover in parking spaces for Crystal Lake swimmers.

Deborah and Anthony Fraioli
151 Allerton Road
Newton

December 14, 2010

Mr. Jim Danila, Traffic Council Chair
City of Newton

Dear Mr. Danila,

My husband and I recently received notice about an item will be on the December 16 Traffic Council meeting agenda that deals with a request for a pedestrian warning beacon with crosswalk at Theodore Road and Parker Street (TC30-10). We wish to provide several comments on the request since we are uncertain whether we will be able to attend the meeting.

We did not know what a “pedestrian warning beacon” was so called and spoke with Council Clerk Danielle Delaney who provided us with the locations of other beacons. We then checked out the one at Langley Rd. and Langley Path.

The beacon is much more elaborate (and I am sure expensive) than what we believe is needed at the Theodore Rd. crossing area. Although Parker St. can be a busy thoroughfare, especially at school start and stop times, and we support the concept of children walking to school, we believe that a crosswalk with two of the neon signs showing a person walking and an arrow would be sufficient, and much less costly. The neon signs are used at many other crosswalk locations in Newton, including such as all along Beacon St. by Boston College which is a much busier thoroughfare with many more pedestrians than Theodore/Parker.

In summary, we would support the request for a crosswalk, but with neon crossing signs, not a pedestrian warning beacon. Thank you for your consideration of these comments.

Sincerely,

Steven and Susan Nason
28 Roosevelt Road
Newton Centre, MA 02459



TC30-10



TC30-10



TC30-10

PETER T. ROBERTSON

**ATTORNEY AT LAW
210 MELROSE STREET
NEWTON, MA 02466
(617) 527-0011
Fax: (617) 527-0560**

TC21-10

December 13, 2010

Mr. James Danila, Chair
Newton Traffic Council
City Hall
1000 Commonwealth Ave.
Newton Centre, MA 02459

Re: December 16, 2010 Traffic Council Meeting - Agenda Item No. TC21-10

Dear Chair Danila:

We are unable to attend the meeting of the Traffic Council on December 16th. Therefore, we are submitting written comments for consideration in the deliberations on Item No. TC21-10.

At the outset, we note that we live on Melrose Street at the intersection with Ware Road, just where the proposed three-way Melrose Street-Ware Road stop sign would be placed. We strongly oppose a new stop sign on Melrose Street at this location for several reasons.

First, at the June 9, 2010 meeting of the Public Safety and Transportation Committee to consider this and related issues (Item No. 135-10), it was reported that the 85% speed level on Melrose Street is 28 m.p.h. A number of us in the neighborhood have on occasion observed speeders on Melrose Street. However, the city's data demonstrate that there is not a speeding problem that warrants this proposed stop sign.

Second, during the Traffic Council meeting of April 29, 2010 to discuss traffic issues in this neighborhood, I believe you indicated that a stop sign on Melrose Street at the intersection with Ware Road was not permissible under state law. Presumably, nothing has changed that would now allow the placement of this proposed stop sign.

Third, and most significantly, the placement of a stop sign on Melrose Street at Ware Road will not solve the limited speeding problem that exists. There is a long enough stretch of road on Melrose Street between Ware Road and Chaske Avenue for anyone who is so inclined to pick up speed and go too fast. Adding a stop sign on Melrose Street at Ware Road will not stop speeders.

Fourth, lawn-maintenance services often park their trucks and trailers on Melrose Street near the Ware Road intersection, and other vehicles are frequently parked on both

sides of Melrose Street. Adding a stop sign on Melrose Street at Ware Road will make the location more hazardous as through traffic attempts to get around the parked vehicles and stop at the new stop sign. TC21-10

Finally, we note that with the proposed new Melrose Street stop sign, all traffic heading north on the street will stop right in front of our house. The result will be a significant increase in noise and pollution for us and our immediate neighbors.

We appreciate the consideration by the Traffic Council of our concerns, and we urge the members not to approve the proposed stop sign on Melrose Street.

Sincerely,

A handwritten signature in black ink, appearing to read "Peter T. Robertson". The signature is fluid and cursive, with a long horizontal stroke at the end.

Peter T. Robertson

A handwritten signature in black ink, appearing to read "Cathryn S. Robertson". The signature is cursive and somewhat stylized.

Cathryn S. Robertson

cc: Alderman Leonard J. Gentile
Alderman Jay Harney
Alderman Amy Mah Sangiolo

anielle elaney

From: **ail glidonna aol.com**
 To: **Traffic Council ist List trafficcouncil newtonma.gov**
 Subject: **TC21-10**
 Date sent: **Tue, 14 Dec 2010 16:55:15 -0500 (EST)**

To: Jim Danila, Chair - Transportation Engineer
 David Koses - City Transportation Planner
 Jerome Grafe - Resident Member
 Sgt. James Norcross - Police Traffic Bureau,
 and
 Allan Ciccone, Jr., Board of Aldermen, Chair of Public Safety & Transportation Committee or John
 Harney,
 Board of Aldermen, Vice-Chair of Public Safety & Transportation Committee

Re:TC21-10 - P BL C SA ET TRA SPORTAT O COMM TTEE re uesting a 3-way Stop sign at Melrose St., at Ware Road. (Ward 4)

Dear Sirs:

I am writing to you today on behalf of my parents, Thomas and Ann Whiting who have lived at 187 Melrose Street, Auburndale, for 49 years. My father, Thomas, is 82 years old and suffered a debilitating stroke approximately 4 years ago. He cannot walk, is paralyzed on one side of his body, has macular degeneration which has rendered him virtually blind, and is confined to his wheelchair or his bed. He is being cared for at home (187 Melrose St.) by my 81 year old mother and Home Health Care Aids.

I help to take care of my father on Tuesdays, but I am there often to check in on them and make sure everything is okay. My sister, Darlene Divino, lives at 137 Melrose Street, and she checks in on them every day. Melrose Street, once so quite, so peaceful, has become a dangerous cut-through speedway! We cannot believe the transformation of this street over the last 5 or so years. We take my father out for walks in his wheelchair every day, and every day we have to wave our hands and plead the drivers to slow down. We cannot walk him on the sidewalks because the wheelchair (top of the line) cannot go over the many cracks, dirt areas, and curbs that plague the sidewalks. We are constantly shocked at the reaction we get from drivers who are in a hurry to get to their destination. Most won't slow down, and some are on their cell phones and don't see us. I worry that my father, and whomever is pushing him in his wheelchair, will get hit by a car. Another concern is the neighbors backing out of their driveways onto Melrose Street - a look in the rear-view mirror is no guarantee that a speeding vehicle making its way up Melrose Street won't see the car backing out - A tragic outcome is inevitable unless something is done.

Melrose Street is being used as a cut-through for people who have figured out that going up Melrose Street, from Comm Ave. (or coming in from Lexington Street on the other side) will cut off the lights at the corner of Lexington and Comm. Ave, thereby avoiding the traffic backup on Commonwealth Ave and Lexington Street in the early morning hours, or late afternoon hours.) Drivers speed through these side streets because they are frustrated with the bumper-to-bumper traffic they are stuck in. You've got angry drivers who are in a hurry and that makes for a very bad mix!

We are pleading with the Committee to help us make Melrose Street, and its side streets, safe again. There are too many children and elderly people whose lives are at risk with the current situation. I don't know if a 3-way Stop sign at Melrose and Ware Road will solve the problem, but it is certainly worth a try. My fear is that cars will stop, look, then speed the rest of the way down Melrose Street. There is a great distance between this proposed 3-way Stop sign, and the 4-Way Stop sign at the end of Melrose and Staniford Street. I propose that along with this 3-way Stop sign there be a *DO NOT ENTER WEEKDAYS between the hours of 7am - 10am, and 3pm - 6pm* sign posted at Melrose and Comm Ave., and at the corner of Lexington Street and Staniford Street (if one does not already exist in these locations). In any event, something needs to be done immediately before something terrible happens.

Thank you for your time and consideration.

Very truly yours,

Gail LiDonni
Daughter of Tom and Ann Whiting

anielle elaney

From: **Mary Lang MSLang comcast.net**
To: **Traffic Council ist List trafficcouncil newtonma.gov**
Subject: **3-Way stop sign at Melrose Street and Ware Road**
Date sent: **Mon, 13 Dec 2010 09:04:30 -0500**

We received the notice about TC21-10, and wanted to offer some input.

I don't think that a 3-way stop sign is necessary at this corner, and it might even be more of a danger. Possibly a stop sign on Ware Road at the corner of Melrose is a good idea, although people should stop before turning even without the sign.

Because Melrose Street goes up a hill as it approaches Ware Road from Comm Ave, and also because there are often cars parked on both sides of the street at that section, having a stop sign at the top of the hill might lead to both more congestion, and also, people might not see the stop sign in time, because of the way the road rises and the cars.

We have lived on this street for 28 years, and have only been aware of one recent accident - when a car coming out of Ware Road hit a car going south on Melrose. A stop sign on Ware might have prevented this. But a 3-way stop sign would not - or at least the northbound traffic stopping would not have prevented the accident.

Speed has been an ongoing issue on Melrose Street, but I don't believe that 3 stop signs is the best way to solve that issue. Slow/Children signs make more sense to me.

As far as TC22-10, studying the intersection of Melrose and Comm Ave, it seems that if the Stop sign on the westbound carriage road was moved closer to Melrose Street, so that cars could see the traffic coming south on Melrose, that would be helpful. And I noticed that it is taking much longer for the light to change as one waits at Comm Ave. That leads to more cars getting mixed up at the carriage road intersection.

That intersection is SO MUCH more safe than it was 10 or 15 years ago.

Thank you for your interest in our opinions.

Sincerely,

Mary Lang and Charles Trageser

192 Melrose Street
Auburndale, MA 02466

www.marylang.com

anielle elaney

From: **an McCarthy mccarthy.d comcast.net**
To: **Traffic Council ist List trafficcouncil newtonma.gov**
Subject: **Traffic Council Agenda for ec 16, 2010**
Date sent: **Tue, 14 ec 2010 19:12:18 -0500**

Traffic Council,

I will not be able to attend the meeting this Thursday and wanted to tell the Council that my wife and I are in support of item TC21-10 and item TC22-10. Both measures, regarding Stop signs at Melrose Street intersections in Auburndale, are necessary for public safety. We have lived in the neighborhood for 30 years and would be glad to comment further, if necessary.

Thank you,

Dan and Jill McCarthy
10 Higgins St.
617-244-9129

anielle elaney

From: reed, Rachel (EP) Rachel. reed state.ma.us
To: Traffic Council ist List trafficcouncil newtonma.gov
Subject: 3-way Stop at Melrose Ware Streets and measures at Comm Ave carriage path Melrose S
Date sent: Wed, 15 ec 2010 15:50:04 -0500

Dear Traffic Council Members: As a long-time resident of Chaske Avenue and a frequent walker around our neighborhood, I have not encountered any problems at the intersection of Melrose Street and Ware Road, and am not persuaded that a full 3-way stop is warranted there. I'd prefer some other type of traffic-calming measure(s) to get drivers to slow down on Melrose.

I support safety improvements at the intersection of Melrose Street and the Comm. Ave. carriage-way. I have witnessed many close calls between pedestrians and cars, as well as several auto accidents, at that location. Drivers coming down Melrose to Comm. Ave or turning from Comm. Ave. onto Melrose often seem unaware that there may be cars, bikes, joggers or walkers continuing across the intersection on the carriage way.

Thank you for your consideration.

Sincerely,

Rachel Freed, 30 Chaske Avenue