

CITY OF NEWTON

IN CITY COUNCIL

TRAFFIC COUNCIL REPORT

THURSDAY, JANUARY 28, 2021

Remote Participation

Present: David Koses, Traffic Council Chair; Isaac Prizant, Traffic Engineer; Mitch Fischman, Resident Member; Captain Jeffrey Boudreau, Newton Police Department, and Councilor Downs

Also Present: Councilors Leary, Greenberg, and Krintzman; Jini Fairley, ADA Coordinator; Nathan Giacalone, Committee Clerk

Mr. Koses provided a PowerPoint presentation attached to this report.

AP4-20 JINI FAIRLEY, ADA COORDINATOR, requesting an accessible parking space at 897 Washington Street in front of the Newtonville Post Office to enhance safety. (Ward 2) [11/25/20 @ 9:03 AM]

ACTION: **APPROVED 5-0. Approved the language of TPR 700. This item may be appealed through the close of business February 17, 2021.**

NOTE: Council members were provided with a presentation, site photos, and recommendation.

Mr. Koses introduced and presented on the item, saying that this proposal is to eliminate a parking meter and replace it with a handicap accessible space. Relocating the nearby mailboxes has been discussed with the Post Office and this process is ongoing as well.

Ms. Fairley also spoke on the item, saying that Disability Services has received several requests for an accessible space at this site since it is difficult for those with disabilities to find safe parking in the area.

No members of the public wished to speak.

Without further discussion, Mr. Koses motioned to approve the request. Council members agreed 5-0. Mr. Koses said that this item can be appealed through the close of business on February 17, 2021.

AP5-20 COUNCILOR LEARY requesting to remove the accessible parking space in front of 69 Clinton Street which is no longer used. (Ward 1) [12/28/20 @8:51 AM]

ACTION: **APPROVED 5-0. Approved the language of TPR 701. This item may be appealed through the close of business February 17, 2021.**

NOTE: Council members were provided with a presentation, site photos, and recommendation.

Mr. Koses introduced and presented on the item, saying that public comment received says that this space is no longer used.

One resident spoke, saying that the space has gone nearly unused in the last two and a half years. He continued that there is a parking problem in the area and this spot is just taking up room if it is no longer in use.

Without further discussion, Mr. Koses motioned to approve the request. Council members agreed 5-0. Mr. Koses said that this item can be appealed through the close of business on February 17, 2021.

TC154-20 AMY MCPHERSON, 56 Newtonville Avenue, requesting one stop sign onto Mt. Ida Street at the "T" intersection with Newtonville Avenue to address safety concerns. (Ward 1) [09/26/20 @ 5:36 PM]

ACTION: **APPROVED 5-0. Approved the language of TPR 702. This item may be appealed through the close of business February 17, 2021.**

NOTE: Council members were provided with a presentation, site photos, and recommendation.

Mr. Koses introduced and presented on the item, explaining that at "T" intersections like the one relating to this docket item, stops are implied for those coming from the adjoining street. While nothing officially requires a stop sign at these locations, there is also nothing against installing them.

Councilor Greenberg supported installing the stop sign.

Ms. McPherson spoke, describing a dangerous crosswalk situation as drivers often ignore the implied stop. She said that installing the stop sign would make the area safer. Another resident agreed, saying that it is necessary due to the increase in pedestrian traffic.

Without further discussion, Councilor Downs motioned to approve the request. Council members agreed 5-0. Mr. Koses said that this item can be appealed through the close of business on February 17, 2021.

TC160-20 BRENDAN COHN, 115 Jewett Street, Unit 3, requesting a parking prohibition in front of 399 Washington Street to enhance safety. (Ward 1) [10/23/20 @ 10:36 AM]

ACTION: **HOLD 5-0. Held for trial of the following: No parking any time, Washington Street, north side, from Hovey Street to a point 85 feet easterly. This trial reduces the one-hour parking zone on the north side of Washington Street (7:00 a.m. to 8:00 p.m., excepts Sundays and Holidays) from Thornton Street to a point 85 feet east of Hovey Street, north side.**

NOTE: Council members were provided with a presentation, site photos, and recommendation.

Mr. Koses introduced and presented on the item, saying that there has been a recent increase in demand for parking in the area due to the construction of Sunrise. In the presentation, he explained that cars parked on Washington Street interfere with the sightlines of cars turning onto Washington Street from Hovey Street. There is already a no parking restriction within 50 feet of Hovey Street, which was approved administratively and did not need to go through the Traffic Council process. This area has a one-hour parking limit, which was not enforced during much of the Pandemic, but the time limit is now being enforced once again. Mr. Koses said that cars (typically about five vehicles per day) can now be observed parking in these spaces. From 2018 to 2020, there were six reported crashes at this site, with five of them effecting cars exiting from Hovey Street. The recommendation is to remove some additional parking in order to improve the visibility at the site. A trial will allow this change to be implemented without waiting for the 20 day appeals period. With a trial, the area can be observed and additional parking can be restricted, if need be. When Sunrise opens, it was suggested that some short-term visitors may choose to park on Washington Street instead of on Hovey Street (which may be preferable among Hovey Street residents).

Councilor Downs asked if there was a speed study. Mr. Prizant said that there was no full study, but the Transportation Department's data has shown an average of about 32 miles per hour in the area. She said that parking slows traffic so removing it could make the road more dangerous and she said to be cautious. Mr. Koses agreed and said that the most important goal is to provide for a safe condition, but not to remove street parking unnecessarily.

Councilor Greenberg asked about how the parking would be removed and Mr. Koses answered that parking would be removed up to a point 85 feet east of the Hovey Street.

Mr. Koses reviewed and summarized the correspondence received for this item. The letters described a dangerous intersection because of the blind spot resulting from the parked cars. The meeting was then opened to public comment, and residents offered the following points of support for the proposal:

- The markings in place already are good, but more needs to be done.
- Multiple residents described this left-hand turn as "taking your life into your hands." The approaching cars make it more dangerous than what is shown in the sightline triangle which was presented. More signage is needed to make this area safer. A "do not block" sign could also be installed.

-Mr. Koses answered that a do not block sign could be installed administratively, if it is missing, and without the Traffic Council process.

- Driving through the intersection frequently shows that it is dangerous. A driver needs to be fully into the right lane to see traffic.
- Low visibility makes this a dangerous intersection.
- This item is needed but not a long-term solution.
- It is especially dangerous when trucks park in front of Walgreens as cars attempting this turn are completely hidden from oncoming traffic.

Mr. Cohn spoke, thanking the Traffic Council for its work on the matter. He said that 35 feet of parking is not enough as a driver must often proceed blindly to take the turn. This blind spot is worsened whenever cars coming from Washington Street or during the winter when it gets dark earlier. There is fear that a crash here will prove fatal.

Councilor Leary said that many complaints have been received, with some saying that it is such a bad intersection that they do not attempt to take the left onto Washington. This is like other situations in Newton where parked cars make turns dangerous and the parking should be removed. Here the abutters have ample off-street parking, so removing the spaces will not inconvenience them. Washington Street invites high speed because it is wide, and while on-street parking can lower speeds on some streets, the width of Washington Street negates this effect. Holding for trial will be beneficial in this case, since it will allow for additional review and to experiment with the removal of 85 feet of parking.

Councilor Greenberg asked how long the trial would be. Mr. Koses answered that there is no set time for a trial length, but that in this case it should at least be after Sunrise is completed and occupied. He also suggested waiting until after the Pandemic subsides in order to examine the traffic flow and parking frequency under more typical conditions.

Mr. Cohn asked if it would be possible to remove more than 85 feet of parking for a greater impact. Though normally the problem is from six parked cars, he said that removing three or four would be sufficient. Mr. Prizant answered that removing 85 feet of parking availability would remove at least three vehicles that could have been parked closer to Hovey Street.

Seeing no other comments, public comment was closed.

Mr. Fischman agreed that based on what residents have said, a permanent solution is needed and that 85 feet should be a good amount of parking to remove. Mr. Koses added that while parking will be available underground of Sunrise, some on-street spots nearby may need to be left open for short-term parking. Responding to other questions about the use of pavement markings to indicate the No Parking area, Mr. Prizant answered that the City uses pavement marking sparingly and has determined signage to be a better tool for this spot.

It was suggested that the Traffic Council consider mobility challenged seniors, who will be living in the area, and who could be endangered by the traffic situation. Mr. Fischman said these comments helped persuade him to support the trial.

Councilor Downs added that input received showed that this area could be a candidate for traffic calming measures in the long term.

Captain Boudreau said a trial would allow for better short-term enforcement of this situation.

Without further discussion Mr. Koses motioned to hold the item for trial which carried 5-0.

TC150-20 AMANDA STAHL, 37 Manchester Road, requesting a stop sign at the “T” intersection of Kingman and Manchester Roads to deter speeders. (Ward 6) [09/09/20 @ 2:49 PM]

ACTION: APPROVED 5-0. Approved the language of TPR 703. This item may be appealed through the close of business February 17, 2021.

NOTE: Council members were provided with a presentation, site photos, and recommendation.

Mr. Koses presented the item, saying that while the intersection of Kingman and Manchester Roads, like other “T” intersections, is an implied stop, there is nothing wrong with installing a stop sign.

The item was opened for public comment.

A resident asked if there was a discussion about speed and if there were other ways to cut down on speeders in the area. Mr. Prizant said that the problem could be drivers not obeying the right of way rules and that a traffic calming request could be submitted. He did note that speed limit signs are atypical on side roads outside of their intersections with the main roads. He said that a stop sign would be the best tool here. Mr. Koses later clarified that Traffic Council would not be the body to address a traffic calming request.

It was also asked what would happen with the tree that was near the proposed spot for the stop sign. Mr. Koses and Mr. Prizant said that while the City would not remove the tree, the situation would be studied for the best sign placement. Mr. Koses emphasized that the primary goal was to clarify the right of way.

Seeing no more residents who wished to speak, public comment was closed.

Mr. Fischman asked why the sign would be placed on a different spot than in the original docket request. Mr. Koses said that the proposed placement of the sign is in line with the docket item.

Councilor Downs asked if the Traffic Council had the authority to put this sign here, saying that it seems more like a traffic calming measure. Mr. Prizant answered that there is no down side to approving this sign. He stated that the traffic calming process as a whole has been slowed down by the Pandemic, and that this stop sign is a good first step toward improving safety.

Without further discussion, Mr. Prizant motioned to approve the request. Council members agreed 5-0. Mr. Koses said that this item can be appealed through the close of business on February 17, 2021.

TC155-20 MARIE CARNEGIE, 18 Concord Street, requesting a two-way stop sign at the intersection of Pine Grove Avenue and Concord Street to enhance safety. (Ward 4) [10/06/20 @ 10:31 AM]

ACTION: No Action Necessary 5-0.

NOTES: Council members were provided with a presentation, site photos, and recommendation.

Mr. Prizant introduced the item, describing the skewed “T” intersection at the site. He said that after review, no scenario was identified that fit the request of the docket item. In particular, he pointed to the section of Pine Grove Avenue, which at this site is an unpaved private dirt roadway, which is a difficult setting in which to place signage. The site was also reviewed for either an all-way stop sign or for a traffic signal. The traffic volume comes nearly entirely from Concord Street, the number of left-hand turns is small, there is a lack of sightline problems, and a small number of pedestrian conflicts. The warrants are not met for multi-way stop signs or traffic signals. Mr. Prizant said that since none of these warrants were met for a stop sign, the recommended action is No Action Necessary. Pavement markings have been implemented to improve the intersection.

No members from the public wished to comment on this item.

Mr. Fischman said that coming out of the unimproved roadway onto Concord Street can be difficult as drivers on Concord Street often drive far above the posted speed limit. He suggested that some treatment should be in order on this roadway.

Councilor Downs said that she respectfully disagreed, saying that since the stretch of Pine Grove is dirt it is unlikely that drivers will be at a high speed on it. Mr. Koses agreed, saying that there was no good place on Pine Grove to install a stop sign, and that it would likely be regularly knocked-down.

Councilor Krintzman agreed that no stop sign is necessary, saying that traffic calming measures the residents have sought for Concord Street appear to be working.

Councilor Downs motioned No Action Necessary which carried 5-0.

TC134-20 COUNCILOR KRINTZMAN, requesting review and possible installation of a new stop sign on Asheville Road, northwestbound, at the intersection of Crehore Drive. (Ward 4) [07/27/20 @ 12:55 PM]

ACTION: APPROVED 5-0. Approved the language of TPR 704. This item may be appealed through the close of business February 17, 2021.

NOTES: Council members were provided with a presentation, site photos, and recommendation.

Mr. Koses presented the item, saying that it was similar to the other items regarding “T” intersections with no reason not to install the stop sign.

The meeting opened to public comment and residents expressed the following points of support for the proposal:

- There have been at least 10 incidents of near misses in the past year alone at this intersection with drivers not stopping and taking rapid left turns. There are many young children in the neighborhood, along with pedestrians and bicyclists who are put in danger by this situation.
- Recently in June a young child was almost hit by a car. It is only a matter of time before somebody causes serious injury or death.
- Some near misses at this intersection have almost escalated to road rage.
- Installing the stop sign will be good for the many young families in the area who wish to enjoy the village.

Seeing no other comments, public comment was closed.

Councilor Krintzman spoke in favor of the stop sign and was pleased to see the recommendation in support of it.

Without further discussion, Councilor Downs motioned to approve the request. Council members agreed 5-0. Mr. Koses said that this item can be appealed through the close of business on February 17, 2021.

TC1-21 COUNCILORS LIPOF, KALIS, AND RYAN and DAVID KOSES, TRAFFIC COUNCIL CHAIR, on behalf of the Solomon Schechter School, requesting discussion and possible action to add a Blue Zone on Wells Avenue in the vicinity of the Solomon Schechter School driveway. (Ward 8) [01/04/21 @ 10:55 AM]

ACTION: APPROVED 5-0. Approved the language of TPR 705. TPR 705 creates a Blue Zone on Wells Avenue, odd side, from the driveway of 125 Wells Avenue, northerly 260 feet to a point 20 feet south of the driveway of 135 Wells Avenue. Note that the Solomon Schechter school has agreed to enter into a License Agreement with the City to install and maintain the Blue Zone signage and paint. This item may be appealed through the close of business February 17, 2021.

NOTES: Council members were provided with a presentation, site photos, and recommendation.

Mr. Koses presented the item, saying that as the Solomon Schechter School is undergoing an expansion, and staff have reviewed the need for on-site bus loading and unloading, so as not to impede traffic flow on Wells Avenue. The requested Blue Zone on Wells Avenue would provide for safe access for students, as they would not need to cross the street. Since this Blue Zone would

be for a private school, Solomon Schechter has agreed to enter into a license agreement whereby he school would install and maintain the signage while the City would provide enforcement. Mr. Koses said the Law Department is now working on the license agreement. The recommendation is to approve the Blue Zone, which would extend from the Solomon Schechter driveway to a point close to the driveway at 135 Wells Avenue.

No members from the public wished to comment on this item.

Mr. Fischman asked for detail about the sign examples shown in the presentation and Mr. Koses answered that the signs could be similar to other blue zone signs used across the City, which also specify that “no idling” is allowed. Mr. Fischman also asked if the 20-foot setback on the Blue Zone will be sufficient if the nearby (now vacant) tennis court resumes activity. Mr. Koses said that he believes it would be appropriate, and that Solomon Schechter will be involved if any conditions change.

Without further discussion, Councilor Downs motioned to approve the request. Council members agreed 5-0. Mr. Koses said that this item can be appealed through the close of business on February 17, 2021.

TC161-20 COUNCILOR DOWNS, requesting to close the Commonwealth Avenue Carriage Lane between Bristol Road and Chestnut Street to vehicular travel (leaving open for walking and biking). (Ward 3) [10/26/20 @ 9:05 PM]

ACTION: **APPROVED 5-0. Approved the language of TPR 706. TPR 706 restricts left turns from Bristol Road northbound, right turns from Bristol Road southbound, and through travel on the Carriageway across Bristol Road in the westbound direction onto this block of the Carriageway, but does allow access for pedestrians and bicyclists. TPR 706 also restricts parking on the block of the Carriageway between Bristol Road and Chestnut Street at all times. This item may be appealed through the close of business February 17, 2021.**

NOTES: Council members were provided with a presentation, site photos, and recommendation.

Mr. Koses introduced the item, saying that there were no driveways extending into this strip of the carriageway. The recommendation is to hear from the public on this item and it would insert language that no turns, driving, or parking is allowed on this block. He said that the intent of this item is similar to the ongoing roadway closure trial on Albemarle Road.

The item was opened to public comment and the following points were expressed in support:

- There used to be a signal for the carriage lane traffic, but it was synced with the main road which led to turning conflicts. Even though this signal has been taken down and replaced with signage, traffic still drives improperly on this stretch. This past summer road work on Commonwealth Ave had detours through the carriage lane and drivers generally ignored the right turn sign. The carriage lane should be closed to driving even further.

- This segment should be closed because it is redundant. Perhaps it could be turned into a small park as there is already a dog refuse can here and it is frequently used by walkers.
- although there are two stop signs at this location, they are frequently ignored. Within the last 14 months there were two car crashes in which a vehicle was driving west on the carriage road kept moving straight.
- Blocking this segment off also serves a community need, as no driveways feed into this section. It is dangerous to leave it open to motor vehicles as they drive dangerously to avoid the light on Chestnut Street.
- Particularly in times of the Boston Marathon this spot is frequently used as a resting spot by training runners as well as by non-marathon runners. This makes it fairly dangerous with the way cars drive through it.
- There is considerable interest in the neighborhood to beautify the spot if this item is approved.

One resident asked about the type of barrier that would be used to reduce the traffic, saying that they hoped it would be more attractive than other barriers used for similar purposes. Mr. Koses answered that the Traffic Council does not decide design, but that this is an important first step. He continued that beautification efforts of the site could be addressed in the future, possibly with CPC funds to create additional green space in the city.

A resident asked about the impact that the closure would have on traffic volumes on Bristol Road. Mr. Prizant answered that while there was no official traffic study, there is no evidence to suggest that this closure would create a significant change for Bristol Road.

Seeing no more comment, public comment was closed.

Mr. Koses asked the members of Traffic Council if they favored approval or a trial.

Mr. Prizant said that he supported full approval, saying it would be good to see how it operates over the next few years as it could inform decisions about an upcoming similar project that could potentially create a pocket park.

Without further discussion, Councilor Downs motioned to approve the request. Council members agreed 5-0. Mr. Koses said that this item can be appealed through the close of business on February 17, 2021.

TC149-20 DAVID KOSES, TRAFFIC COUNCIL CHAIR, requesting to update the Traffic and Parking Regulations to reflect all of the changes associated with the reconstruction of Needham Street. (Wards 5 & 8) [09/01/20 @ 2:01 PM]

ACTION: **HOLD 5-0. Hold for a long-term trial.**

NOTES: Council members were provided with a presentation and maps.

Mr. Koses explained that the MassDOT funded project at Needham Street is ongoing and expected to be completed in February 2023. He said that changes such as new ramps and signals will require changes in the TPRs. Holding for trial will allow for the installation of various elements, such as new traffic signals and pedestrian signals. This item will eventually be voted NAN, with the necessary changes to the TPR handled at a subsequent Traffic Council meeting. Mr. Koses emphasized that this trial would be ongoing for the long term.

Without further discussion Mr. Koses motioned to hold the item for a long-term trial which carried 5-0.

The meeting adjourned at 9:33PM.

Respectfully submitted,

David Koses, Transportation Coordinator
Traffic Council Chair

Traffic Council

City of Newton

January 28, 2021

Agenda

- ❖ AP4-20 JINI FAIRLEY Coordinator, requesting an accessible parking space in front of the Newtonville Post Office, located at 897 Washington Street (Ward 2)
- ❖ AP5-20 COUNCILOR LEARY, requesting to remove the accessible parking space in front of 69 Clinton Street, as we understand it to be no longer used. (Ward 1)
- ❖ TC154-20 AMY MCPHERSON, 56 Newtonville Avenue, requesting one stop sign onto Mt. Ida Street at the “T” intersection with Newtonville Avenue to address safety concerns. (Ward 1)
- ❖ TC160-20 BRENDAN COHN, 115 Jewett Street, Unit 3, requesting a parking prohibition in front of 399 Washington Street to enhance safety. (Ward 1) [10/23/20 @ 10:36 AM]
- ❖ TC150-20 AMANDA STAHL, 37 Manchester Road, requesting a stop sign at the “T” intersection of Kingman and Manchester Roads to deter speeders. (Ward 6)

Agenda (continued)

- ❖ TC155-20 MARIE CARNEGIE, 18 Concord Street, requesting a two-way stop sign at the intersection of Pine Grove Avenue and Concord Street to enhance safety. (Ward 4)
- ❖ TC134-20 COUNCILOR KRINTZMAN, requesting review and possible installation of a new stop sign on Asheville Road, northwestbound, at the intersection of Crehore Drive. (Ward 4)
- ❖ TC1-21 COUNCILORS LIPOF, KALIS AND RYAN and DAVID KOSES, TRAFFIC COUNCIL CHAIR, on behalf of the Solomon Schechter School, requesting discussion and possible action to add a Blue Zone on Wells Avenue in the vicinity of the Solomon Schechter School driveway.
- ❖ TC161-20 COUNCILOR DOWNS, requesting to close the Commonwealth Avenue Carriage Lane between Bristol Road and Chestnut St to vehicular travel (leaving open for walking and biking)
- ❖ TC149-20 DAVID KOSES, TRAFFIC COUNCIL CHAIR, requesting to update the Traffic and Parking Regulations to reflect all of the changes associated with the reconstruction of Needham Street.

1.28.21

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Traffic Council

AP4-20

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Request an accessible parking space in front of the Newtonville Post Office

1.28.21

4

Traffic Council

Location Map: Newtonville Post Office

AP4-20



1.28.21

5

Traffic Council

View of Newtonville Post Office

AP4-20



1.28.21

6

Traffic Council

Removal of 1-hour meter (Space 6632)

AP4-20



1.28.21

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Traffic Council

Recommendation and TPR language

AP4-20

Recommend: remove meter # X6632 and replace with accessible parking space

By INSERTING into the provisions of **Sec. TPR-200. Accessible Parking Spaces.**, the following:

Washington Street, north side, from a point 240 feet east of Lowell Avenue, 20 feet Westerly.

CAN BE APPEALED

Appeal Deadline is February 17, 2021

1.28.21

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Traffic Council

AP5-20



Request removal of accessible parking space in front of 69 Clinton Street

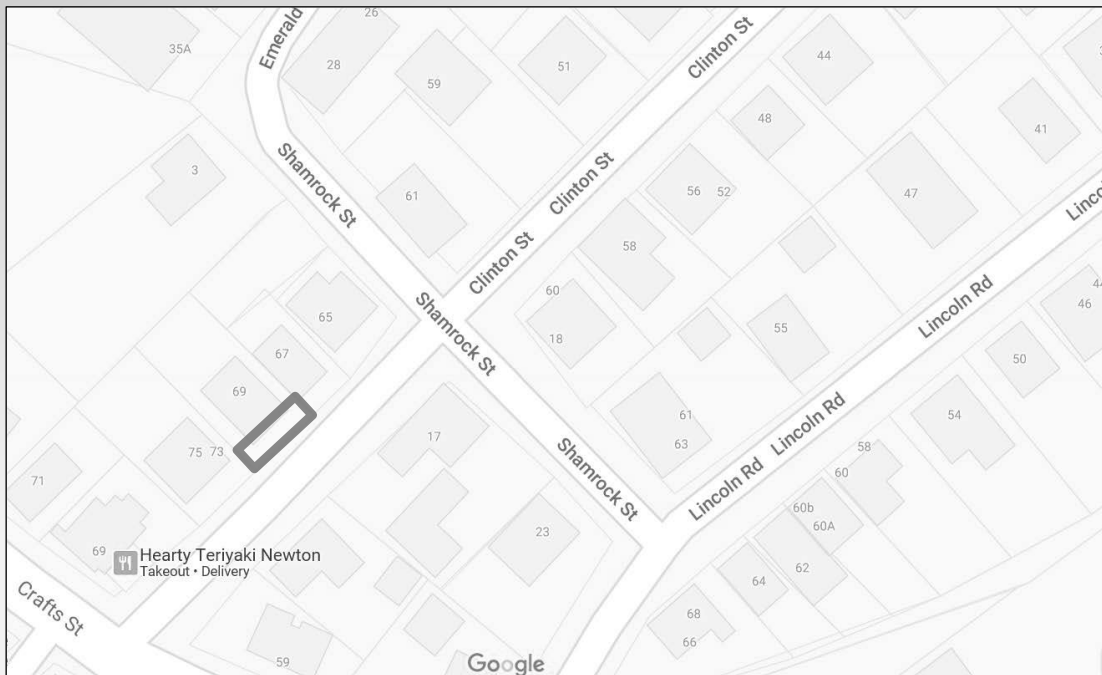
1.28.21

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Traffic Council

Location Map: 69 Clinton Street

AP5-20



1.28.21

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Traffic Council

View of 69 Clinton Street

AP5-20



1.28.21

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Traffic Council

Recommendation and TPR language

AP5-20

NAN

OR

APPROVE

By DELETING from the provisions of **Sec. TPR-200. Accessible Parking Spaces.**, the following:

Clinton Street: in front of 69 Clinton Street

CAN BE APPEALED

Appeal Deadline is February 17, 2021

1.28.21

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Traffic Council

TC154-20

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Request to add one stop sign onto Mount Ida Street at the “T” intersection with Newtonville Avenue

1.28.21

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Traffic Council

Location of Mount Ida Street & Newtonville Avenue

TC154-20



1.28.21

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Traffic Council

Photo of Mount Ida Street, Southbound at Newtonville Avenue

TCl54-20



1.28.21

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Traffic Council

Considerations

TCl54-20

- There are no warrants that apply
- "T" intersection = implied stop
- Not necessary to install a stop sign
- A stop sign is allowed ~ No reason not to install a stop sign at a T intersection

1.28.21

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Traffic Council

Recommendation

TC154-20

- Approve Request

Approve stop sign on *Long Meadow Road at Old Farm Road*, northbound



1.28.21

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Traffic Council

Proposed TPR language

TC154-20

By INSERTING INTO the provisions of **Sec. TPR- 147**. Obedience to isolated stop signs, the following:

Mount Ida Street at Newtonville Avenue, southbound.

CAN BE APPEALED
Appeal Deadline is February 17, 2021

1.28.21

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Traffic Council

TC160-20

19

Request to add a parking prohibition in front of 399 Washington Street

1.28.21

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Traffic Council

Location of 399 Washington Street

TC160-20



1.28.21

20

Traffic Council

- Parking demand has increased recently with construction of Sunrise
- Some vehicles were parking very close to Hovey Street
 - Interfered with site lines for vehicles exiting from Hovey Street
- City staff added “no parking here to corner” zone within 50 feet of Hovey Street
- One-hour time limit may begin to be enforced once again
- 2018-2020 crashes: 6 crashes at intersection, including 5 exiting Hovey Street

1.28.21

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Traffic Council

Photo of Washington Street looking east from Hovey Street

TC160-20



1.28.21

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Traffic Council

Photo of Washington Street
looking west toward Hovey Street

TC160-20



1.28.21

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Traffic Council

Photo of 5 cars legally parked
on Washington Street

TC160-20



1.28.21

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Traffic Council

Clear Site Triangle at 25 MPH. Showing min. required stopping sight distance = 155 feet

TC160-20



1.28.21

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Traffic Council

Recommendation and TPR language

TC160-20

Hold for a Trial to expand No Parking zone up to 85 feet from corner (and reconvene later)
- or -

To *Approve* "No Parking" up to 85 feet from corner, use the following TPR language:

By DELETING from the provisions of **Sec. TPR-176. Parking regulations pertaining to particular streets.**, the following for Washington Street between St. James Street and Church Street (both sides of the Massachusetts Turnpike):

(9) One-hour limit, 7:00 a.m. to 8:00 p.m., except Sundays and Holidays, from Thornton Street to Hovey Street, north side.

CAN BE APPEALED

Appeal Deadline is February 17, 2021

By INSERTING into the provisions of **Sec. TPR-176. Parking regulations pertaining to particular streets.**, the following for Washington Street between St. James Street and Church Street (both sides of the Massachusetts Turnpike):

(9) One-hour limit, 7:00 a.m. to 8:00 p.m., except Sundays and Holidays, from Thornton Street to a point 85 feet east of Hovey Street, north side.

*parking is currently restricted within 50' of Hovey St. Traffic Council may vote to extend this restricted zone easterly up to 165' east of Hovey St (location of Walgreen's Driveway).

1.28.21

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Traffic Council

TC150-20



Request to add a stop sign at the "T" intersection of Kingman Road and Manchester Road

1.28.21

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Traffic Council

Location of Kingman Road at Manchester Road

TC150-20



1.28.21

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Traffic Council

Photo of Kingman Road looking west at Manchester Road

TC150-20



1.28.21

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Traffic Council

Considerations

TC150-20

- There are no warrants that apply
- "T" intersection = implied stop
- Not necessary to install a stop sign
- A stop sign is allowed ~ No reason not to install a stop sign at a T intersection

1.28.21

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Traffic Council

Recommendation

TC150-20

Approve stop sign on Kingman Road at Manchester Road, westbound



1.28.21

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Traffic Council

Proposed TPR language

TC150-20

By INSERTING INTO the provisions of **Sec. TPR- 147**. Obedience to isolated stop signs, the following:

Kingman Road at Manchester Road, westbound.

CAN BE APPEALED
Appeal Deadline is February 17, 2021

1.28.21

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Traffic Council

TC155-20



Request for a two-way stop sign at the intersection of Pine Grove Avenue
and Concord Street

1.28.21

1

Traffic Council

Location of Pine Grove Avenue
at Concord Street

TC155-20



1.28.21

2

Traffic Council

Photo of Concord Street looking west at Pine Grove Avenue

TC155-20



1.28.21

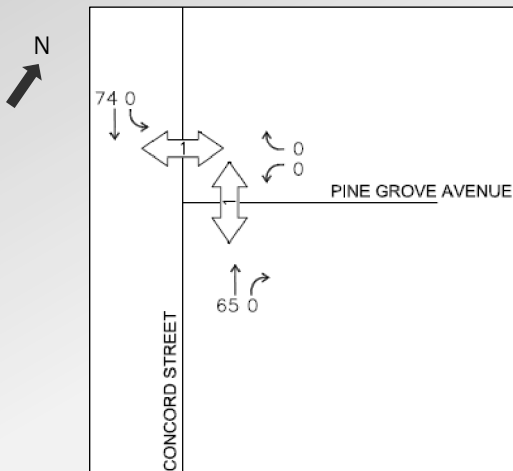
3

Traffic Council

Vehicular and Pedestrian Volumes

TC155-20

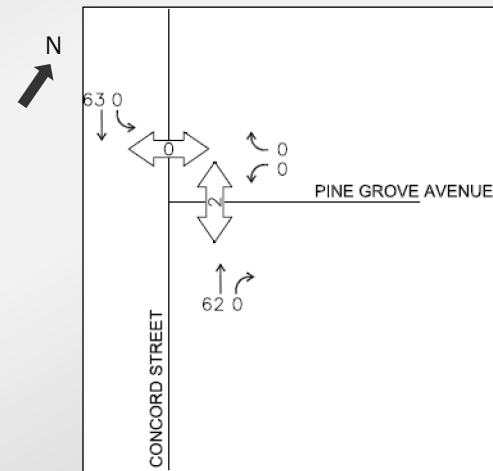
Weekday AM Peak Half-Hour Volumes,
collected between 8:30-9:00am on Wed,
January 14, 2021



Volume Distribution

Concord St ~ 100%
Pine Grove Ave ~ 0%

Weekday AM Peak Half-Hour Volumes,
collected between 4:00-4:30pm on Thur,
January 14, 2021



Volume Distribution

Concord St ~ 100%
Pine Grove Ave ~ 0%

1.28.21

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Traffic Council

MUTCD - Section 2B.07 Multi-Way Stop Applications (Abbreviated)

Background:

Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Multi-way stop control is used where the volume of traffic on intersection roads is approximately equal.

- (Criteria not met) A) *Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*
- (Criteria not met) B) *Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*
0 reported crashes
in past 3 years
- (Criteria not met) C) *Minimum vehicle volumes:*
1. *Vehicle volume entering the intersection from the major street approaches averages at least 300 vehicles per hour for any 8 hours of an average day; **and***
 2. *the combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; **but***
 3. *If the 85th percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*

1.28.21

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Traffic Council

MUTCD - Section 2B.07 Multi-Way Stop Applications (Continued)

Other criteria that may be considered in an engineering study for multi-way STOP control include the following:

- (Criteria not met) D) *Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*
- (Criteria not met) E) *There is a need to control left-turn conflicts.*
- (Criteria not met) F) *There is a need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes.*
- (Criteria not met) G) *Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and*
- (Criteria not met) H) *An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics.*

1.28.21

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Traffic Council

Massachusetts Amendments to the 2009 MUTCD – Section 10A-4, STOP SIGNS

The purpose of the Stop Sign is to designate right-of-way to vehicles making conflicting movements. It is not intended, nor shall it be used for the control of speed, traffic calming or to forestall pedestrian, rear-end or turning movement accidents. To ensure uniformity in stop sign studies and recommendations, the warrants as provided in the 2009 MUTCD, Section 2B.05 will govern. Stop Signs shall be located as provided in Section 2B.06 of the same.

Multi-way Stop Signs must meet the warrant criteria as outlined in Section 2B.07 of the 2009 MUTCD.

1.28.21

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Traffic Council

Recommendations and Options

Recommended Action

NAN

OR Option 2 – Pine Grove Ave stop sign controlled

By INSERTING into the provisions of **Sec. Sec. TPR-147. Obedience to isolated stop signs.**, the following:

Pine Grove Avenue at Concord Street, westbound.

OR Option 3 - Create an all-way stop

By INSERTING into the provisions of **Sec. Sec. TPR-147. Obedience to isolated stop signs.**, the following:

Concord Street at Pine Grove Avenue, all directions.

CAN BE APPEALED
Appeal Deadline is February 17, 2021

1.28.21

8

Traffic Council

TC134-20



Requesting review and possible installation of a new stop sign on Asheville Road, northwestbound, at the intersection of Crehore Drive

1.28.21

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Traffic Council

Location

Asheville Road at Crehore Drive

TC134-20



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Traffic Council

Photo of Asheville Road at Crehore Drive

TC134-20



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Traffic Council

Considerations

TC134-20

- There are no warrants that apply
- "T" intersection = implied stop
- Not necessary to install a stop sign
- A stop sign is allowed ~ No reason not to install a stop sign at a T intersection

1.28.21

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Traffic Council

Recommendation

TC134-20

Approve stop sign on Asheville Road at Crehore Drive, northwestbound



1.28.21

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Traffic Council

Proposed TPR language

TC134-20

By INSERTING INTO the provisions of **Sec. TPR- 147**. Obedience to isolated stop signs, the following:

Asheville Road at Crehore Drive, northwestbound.

CAN BE APPEALED
Appeal Deadline is February 17, 2021

1.28.21

14

Traffic Council

TC1-21

15

Request to discuss and possible add a Blue Zone on Wells Avenue in the vicinity of the Solomon Schechter School driveway

1.28.21

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Traffic Council

Location of the Solomon Schechter School

TC1-21



1.28.21

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Traffic Council

Photo of the Wells Avenue at the Solomon Schechter Driveway

TC1-21



Proposed Blue Zone

TC1-21



Recommendation and Proposed TPR language

TC1-21

School will need to enter into a License Agreement with the City to install and maintain the Blue Zone signage and paint. City will provide enforcement once approved and included in the TPR.

Recommendation: Approve Blue Zone.

By INSERTING INTO the provisions of **Sec. TPR-179. School drop off zones.**, the following:

Wells Avenue, odd side, from driveway of 125 Wells Avenue, northerly 260 feet to a point 20 feet south of the driveway of 135 Wells Avenue.

CAN BE APPEALED
Appeal Deadline is February 17, 2021

1.28.21

19

Traffic Council

TC161-20

20

Request to close the Carriage Lane between Bristol Road and Chestnut St to vehicular travel (leaving open for walking and biking)

1.28.21

20

Traffic Council

Location of the Commonwealth Avenue Carriageway between Bristol & Chestnut

TC161-20



1.28.21

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Traffic Council

Photo of the Carriageway at Bristol Rd looking west toward Chestnut Street

TC161-20



1.28.21

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Traffic Council

- No driveways on this block
- All traffic currently must turn right onto Chestnut Street
- Parking is permitted on the residential side (no restrictions)

Recommendation and Proposed TPR language

After discussion, vote to Deny, NAN, Hold for a Trial, or Approve.

To Approve, use the following TPR language:

CAN BE APPEALED
Appeal Deadline is February 17, 2021

By INSERTING INTO the provisions of **Sec. TPR-87**. Left turns prohibited., the following:
Bristol Road, northbound onto Commonwealth Avenue, North Drive (except bicycles)

By INSERTING INTO the provisions of **Sec. TPR-89**. Right turns prohibited., the following:
Bristol Road, southbound onto Commonwealth Avenue, North Drive (except bicycles)

By INSERTING INTO the provisions of **Sec. TPR-99**. Through travel prohibited., the following:
Commonwealth Avenue, North Drive, at *Bristol Road*, eastbound (except bicycles).

By INSERTING into the provisions of **Sec. TPR-176. Parking regulations pertaining to particular streets.**, the following for *Commonwealth Avenue* (1) Prohibited, all days:
n) North Drive, north side from *Bristol Road* to Chestnut Street.

TC149-20

25

Request to update the Traffic and Parking Regulations to reflect all of the changes associated with the reconstruction of Needham Street

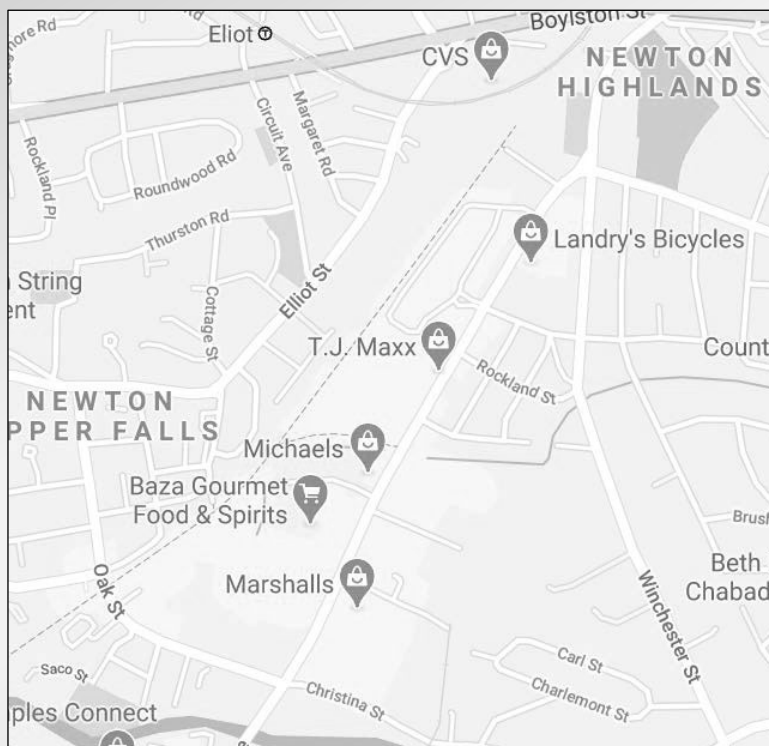
1.28.21

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Traffic Council

Location Map:
Needham St/Winchester St area

TC149-20



1.28.21

Traffic Council

Project Background

TC149-20

- Improvements for traffic safety and operations and multimodal accommodations from Highland Avenue at Webster Street in Needham to Needham St at Route 9 in Newton
- Schedule: Summer 2020 through Fall 2023
- Cost: over \$31 million, funded by MassDOT
- Will require certain changes to the TPR, including new pedestrian and traffic signals

1.28.21

27

Traffic Council

Recommendation

TC149-20

HOLD

- Hold for a Trial to allow for changes resulting from project construction
- Make necessary changes to the TPR at a future Traffic Council meeting

1.28.21

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Traffic Council

CITY OF NEWTON

TRAFFIC & PARKING REGULATION

TPR NO. 700

January 28, 2021

In accordance with the vote of the Traffic Council on January 28, 2021:

The City of Newton Traffic & Parking Regulations, as established in Chapter 19, Section 27 of the City of Newton Revised Ordinances, 2017, as amended, be and are hereby further amended as follows:

By INSERTING into the provisions of **Sec. TPR-200. Accessible Parking Spaces.**, the following:

Washington Street, north side, from a point 240 feet east of Lowell Avenue, 20 feet Westerly.

Approved as to legal form and character:

(SGD) ALISSA OCASIO GIULIANI
City Solicitor

(SGD) DAVID A. OLSON
City Clerk

CITY OF NEWTON

TRAFFIC & PARKING REGULATION

TPR NO. 701

January 28, 2021

In accordance with the vote of the Traffic Council on January 28, 2021:

The City of Newton Traffic & Parking Regulations, as established in Chapter 19, Section 27 of the City of Newton Revised Ordinances, 2017, as amended, be and are hereby further amended as follows:

By DELETING from the provisions of **Sec. TPR-200. Accessible Parking Spaces.**, the following:

Clinton Street: in front of 69 Clinton Street.

Approved as to legal form and character:

(SGD) ALISSA OCASIO GIULIANI
City Solicitor

(SGD) DAVID A. OLSON
City Clerk

CITY OF NEWTON

TRAFFIC & PARKING REGULATION

TPR NO. 702

January 28, 2021

In accordance with the vote of the Traffic Council on January 28, 2021:

The City of Newton Traffic & Parking Regulations, as established in Chapter 19, Section 27 of the City of Newton Revised Ordinances, 2017, as amended, be and are hereby further amended as follows:

By INSERTING INTO the provisions of **Sec. TPR-147. Obedience to isolated stop signs.**, the following:

Mount Ida Street at Newtonville Avenue, southbound.

Approved as to legal form and character:

(SGD) ALISSA OCASIO GIULIANI
City Solicitor

(SGD) DAVID A. OLSON
City Clerk

CITY OF NEWTON

TRAFFIC & PARKING REGULATION

TPR NO. 703

January 28, 2021

In accordance with the vote of the Traffic Council on January 28, 2021:

The City of Newton Traffic & Parking Regulations, as established in Chapter 19, Section 27 of the City of Newton Revised Ordinances, 2017, as amended, be and are hereby further amended as follows:

By INSERTING into the provisions of **Sec. TPR-147. Obedience to isolated stop signs.**, the following:

Kingman Road at Manchester Road, westbound.

Approved as to legal form and character:

(SGD) ALISSA OCASIO GIULIANI
City Solicitor

(SGD) DAVID A. OLSON
City Clerk

CITY OF NEWTON

TRAFFIC & PARKING REGULATION

TPR NO. 704

January 28, 2021

In accordance with the vote of the Traffic Council on January 28, 2021:

The City of Newton Traffic & Parking Regulations, as established in Chapter 19, Section 27 of the City of Newton Revised Ordinances, 2017, as amended, be and are hereby further amended as follows:

By INSERTING into the provisions of **Sec. TPR- 147. Obedience to isolated stop signs.**, the following:

Asheville Road at Crehore Drive, northwestbound.

Approved as to legal form and character:

(SGD) ALISSA OCASIO GIULIANI
City Solicitor

(SGD) DAVID A. OLSON
City Clerk

CITY OF NEWTON

TRAFFIC & PARKING REGULATION

TPR NO. 705

January 28, 2021

In accordance with the vote of the Traffic Council on January 28, 2021:

The City of Newton Traffic & Parking Regulations, as established in Chapter 19, Section 27 of the City of Newton Revised Ordinances, 2017, as amended, be and are hereby further amended as follows:

By INSERTING into the provisions of **Sec. TPR-179. School drop off zones.**, the following:

Wells Avenue, odd side, from the driveway of 125 Wells Avenue, northerly 260 feet to a point 20 feet south of the driveway of 135 Wells Avenue.

Approved as to legal form and character:

(SGD) ALISSA OCASIO GIULIANI
City Solicitor

(SGD) DAVID A. OLSON
City Clerk

CITY OF NEWTON

TRAFFIC & PARKING REGULATION

TPR NO. 706

January 28, 2021

In accordance with the vote of the Traffic Council on January 28, 2021:

The City of Newton Traffic & Parking Regulations, as established in Chapter 19, Section 27 of the City of Newton Revised Ordinances, 2017, as amended, be and are hereby further amended as follows:

By INSERTING into the provisions of **Sec. TPR-87. Left turns prohibited.**, the following:

Bristol Road, northbound onto Commonwealth Avenue, North Drive (except bicycles).

By INSERTING into the provisions of **Sec. TPR-89. Right turns prohibited.**, the following:

Bristol Road, southbound onto Commonwealth Avenue, North Drive (except bicycles).

By INSERTING INTO the provisions of **Sec. TPR-99. Through travel prohibited.**, the following:

Commonwealth Avenue, North Drive, at Bristol Road, eastbound (except bicycles).

By INSERTING into the provisions of **Sec. TPR-176. Parking regulations pertaining to particular streets.**, the following:

Commonwealth Avenue

(1) Prohibited, all days:

n) North Drive, north side from Bristol Road to Chestnut Street.

Approved as to legal form and character:

(SGD) ALISSA OCASIO GIULIANI
City Solicitor

(SGD) DAVID A. OLSON
City Clerk