



Public Safety & Transportation Committee Report

City of Newton In City Council

Wednesday, March 3, 2021

Present: Councilors Downs (Chair), Malakie, Markiewicz, Bowman, Grossman, Lipof and two vacancies

Also Present: Councilor Greenberg

City Staff: David Koses, Transportation Coordinator; Isaac Prizant, Traffic Engineer; Sergeant Daniel Devine and Captain Jeff Boudreau, Newton Police Department

Others Present: Jeremy Freudberg, Traffic Council Alternate Member

#530-20 Appeal of Traffic Council Decision

LIAM RYAN, 125 Grasmere Street, Newton appealing the approval of Traffic Council petition TC156-20 on November 12, 2020, approving the language of TPR 697. TPR 697 extends the Newton Corner Parking District to the following locations, with a 2-hour limit 8:00 a.m. to 6:00 p.m., except by Newton Corner permit: Grasmere Street, Tremont Street, the section of Washington Street between Hibbard Road and the Boston City Line, the section of Waverley Avenue between Tremont Street and Washington Street, and Whittemore Road. Hibbard Road and the section of Washington Street between St. James Street and Hibbard Road are not included in the Parking District and the current parking regulations in these areas are not changed. This item restricts parking on the southern side of Whittemore Road due to the narrow width of the street, for safety purposes. (Ward 1)

Action: **PUBLIC SAFETY & TRANSPORTATION APPROVED AS AMENDED 5-0-1 (Councilor Malakie abstaining)**

Note: Liam Ryan, Petitioner; David Koses, Transportation Coordinator and Isaac Prizant, Traffic Engineer joined the Committee for discussion on this item.

Mr. Koses provided Council members with a PowerPoint presentation including a few updated slides from the Traffic Council meeting on November 12, 2020, attached to this report. The PowerPoint included a location map, site photos, background, existing Newton Corner Parking District map, data collection, proposed expanded Newton Corner Parking District maps and the plan that Traffic Council approved on November 12, 2020 including Grasmere Street

The background is that with COVID, the City started hearing from residents on various streets in the neighborhood that the regulations that were posted on the streets were not working. Many of these

streets had two-hour restrictions or some type of restriction that caused residents to have to go out and move their cars around all day long, or risk getting a ticket. Residents wanted to be able to park on their street longer, but they did not want to have commuters parking up the street leaving no room for resident vehicles.

In 2019, Traffic Council used their authority to create a Newton Corner Parking District. Traffic Council created these districts to make parking restrictions consistent and easier for traffic enforcement. Parking districts also allow limited non-resident parking without overburdening the neighborhood. Traffic Council has the authority to adopt, modify and repeal different parking regulations per City Ordinance, section 19-26.

In a parking district, permits are made available to the residents who live on the affected streets for a \$25 annual fee. The permit allows all-day parking without a time limit. The parking district allots residents of the affected streets two free, transferable visitor permits—which can be obtained without securing the \$25 annual permit (this is not transferable).

Chair Downs asked Mr. Koses if non-resident Newton Corner Parking Permits have been issued for Playstead Road, Ricker Road and Ricker Terrace? Mr. Koses answered no. In this part of Newton Corner there is little non-resident demand, except for users of the Express Bus., Traffic Council understood the importance of supporting public transportation, the City wants people to use public transportation in Newton Corner, but as yet no commuter parking program has been developed.

If Newton approves a commuter permit program, it is likely to only be open to Newton residents who live a little bit too far away to be able to walk to buses.

As Traffic Council was crafting the expansion of the Newton Corner Parking District, Mr. Koses heard from a Grasmere Street resident who was getting regular tickets. As a result, Mr. Koses added Grasmere Street into the proposed expansion. In the Traffic and Parking Regulations (TPR) manual, the official parking regulations for Grasmere Street currently are a two-hour limit on both sides, 7am, to 6pm from Washington Street to Hunnewell Avenue. Signs currently on the second block of Grasmere—north of Hunnewell, are not in the TPR manual and not official.

Grasmere Street has approximately 62 parking spaces. Traffic Division surveys showed that few cars park on Grasmere Street. If the Newton Corner Parking District is appealed or amended to remove Grasmere Street from the district, it leaves the northern block without official parking regulations. In response to emailed concerns about the narrowness of Grasmere and Whittemore Road, Mr. Koses explained that both are wider than 24 feet. To account for access on such streets in emergencies, Traffic Council typically removes parking on one side of such a street unless it is usually clear of parked cars.

Chair Downs asked Committee members or other councilors if they had any clarifying questions.

Clarifying questions to Mr. Koses:

- Please clarify what the net effect would be if the City were to approve Traffic Council's action. Would the primary action be adding these resident parking permits? Mr. Koses answered the net effect would be to pull out the existing signage on these streets, post new signs indicating a two-hour limit 8am to 6pm, except Saturdays, Sundays and holidays, or by Newton Corner Permit.
- What do you expect the tangible difference would be? Is it like commercial districts? How do you think this realistically would play out if these changes were in place tomorrow? Mr. Koses answered that this is not the first time Traffic Council has done this. Traffic Council has approved very similar plans across the City. The City has a significant plan in Newtonville (the first parking plan created) after high school was relocated and students started parking everywhere. Other plans have also been successful in Auburndale, Waban, Newton Highlands and the Horace Mann school area. Parking plans are developed in response to a concentration of complaints from residents of discrete areas. After the plans were implemented, Mr. Koses has not heard one complaint from any of the residents in any of these other parking districts. The net effect depends on what the residents do—where they and their visitors park. Mr. Koses added that the police Traffic Division handles the parking tickets, the appeals process and the parking ticket hearings.
- How many Newton Corner parking permits have been issued? Mr. Koses answered that the plan only has the three streets. After Traffic Council approves a parking plan, Traffic Bureau issues the permits to anyone who lives on these streets and who desires a permit. Mr. Koses did not have the exact number of permits issued.
- Please clarify since the dead-end part of Grasmere Street is not in the TPR, the signs would have to be taken down making the area unrestricted?
- Is it an option to implement a two-hour limit on Grasmere Street (dead-end section) from Hunnewell Avenue to the end, without it being amended to this parking plan? Mr. Koses answered yes, and if desired he would walk the Committee through the process.
- Why does the previous 7am parking restriction become an 8am start of the restricted parking? Mr. Koses answered that when Traffic Council created the Newton Corner Parking District on these three streets there was a two-hour limit 8am to 6pm, Traffic Council carried through for consistency. Even within the parking district, there were different restrictions. Traffic Council wanted to make them consistent to ease parking enforcement. A three-hour limit is not a part of any village parking plan. A two-hour limit has proven to be convenient for people and works well everywhere else in the City and is an appropriate amount of time to be able to use the streets and deter people from parking there long term.
- Is data available on the number of residents, by each street who support or oppose being in the parking district? Mr. Koses answered no.
- Are residents issued permits, specifically for their streets? Mr. Koses answered yes, residents will not have to compete with neighboring residents only residents of their street. A benefit of having a permit system is that the Traffic Bureau knows exactly which cars belong on the street.
- If residents do not like a parking plan or it is not working, can they petition to have it changed? Mr. Koses answered yes, parking plans can always be adjusted.

Chair Downs opened the discussion to members of the public who were present. Mr. Ryan began by addressing the lack of a parking restriction in the TPR on the northern block of Grasmere Street. The request to include Grasmere street in the parking district was made by somebody who lives on that block. Including the entirety of Grasmere Street in the parking district makes no sense. Mr. Ryan then stated that he is a bit resentful of what he perceives as a somewhat coercive statement that if the residents do not go along with this parking district that there will be no restrictions at all.

Chair Downs informed Mr. Ryan that Traffic Council creates parking districts from contiguous streets. If this Committee decides not to include Grasmere Street, this Committee could implement a parking restriction on the dead-end portion of Grasmere Street.

Mr. Ryan then said that other Grasmere Street residents are in opposition to this parking plan particularly the residents who live on 'his' section. He then said that he wanted to dispute to the legal authority of Traffic Council to make this change. Chair Downs stated to Mr. Ryan that the Committee has discussed this with the City Solicitor, and this Committee will not be discussing that tonight. If he would like to take this further, the proper venue would be court. Mr. Ryan then asked if a City Solicitor was present this evening because he has not received her opinion. Mr. Ryan then asked if the legal opinion would be shared with him? Chair Downs stated that the memo received from the City Solicitor may not be shared, it is a confidential attorney-client privileged memo, not a public document.

Mr. Ryan asked if this docket item would come before the entire Council after it is voted out of committee? Chair Downs answered yes, but that the public is not allowed to speak during a City Council meeting.

Chair Downs asked Mr. Ryan why is it not acceptable to include Grasmere Street in the plan and what would you like done with your part of the street? Mr. Ryan then explained:

- The program was designed for a particular purpose, which would be to deal with areas with high demand for visitor parking for example around Newton North. There is no need for this change to be made on Grasmere.
- All residents of Grasmere are happy with the current two-hour parking restriction.
- Certain residents frankly abuse the two- hour parking restriction and it has been an issue.
- There are some multifamily houses on Grasmere, which have constrained driveways, and it is Mr. Ryan's opinion that allowing residents, visitors and guests to park on the street would have a detrimental effect on the character of our neighborhood.
- It is not necessary to include Grasmere Street in the district.

Chair Downs asked Mr. Ryan if he would like Grasmere Street to be removed from the proposed Newton Corner Parking District and remain a two-hour limit on Grasmere Street? Mr. Ryan answered yes.

Other Residents express their concerns, questions and answers.Concerns:

- There is no turnaround at the (dead) end of Grasmere Street, drivers use driveways to make turns.
- Dog walkers park in front of homes.
- Parked cars on both sides of Grasmere Street makes it difficult to exit driveways.
- Hunnewell Hill is a very tight-knit community. What you are doing with this plan is dividing the area right down the middle.
- Traffic Council reacted to a small number of resident voices desiring a parking plan on Grasmere Street.
- Several multifamily homes on Grasmere Street have inadequate off-street parking.
- Tenants of the multifamily homes park on Grasmere Street for days at a time.
- It is difficult to exit Grasmere Street when cars are parked on the corner.
- The "T" ridership has significantly decreased and has reduced the number of buses because the ridership has decreased.
- Children play and walk to school; the area must be safe.
- If the parking plan is approved, it may make it more dangerous for young children to play outside.
- It is inconvenient to move your car every two-hours, but that is preferable than allowing cars to park on the street indefinitely.
- The two-hour limit ensures that the street is passable, especially for emergency vehicles.
- There are approximately 25 homes with 25 driveways on approximately 800- or 900-feet of Grasmere from Washington Street to the dog park. Fitting in cars with up to 50 resident permits and 50 visitor permits seems unworkable

Questions and Answers:

- Was Simpson street considered when creating the parking plan? Mr. Koses answered that he did not hear from anyone who lived on Simpson Street. If the City hears from those residents, it can be included.
- Would permits allow residents of Washington Street to park at the Grasmere Street intersection? Mr. Koses answered that if there are sight line concerns, the City has the administrative authority to restrict parking up to 50 feet from any intersection.
- How long have the other parking plans been in place and when were they established? Mr. Koses answered that the first parking plan was created 2009. Traffic Council had to implement parking restrictions street by street, and then City Council gave Traffic Council the authority to create these comprehensive parking districts. The second parking plan was created for the Carr School when it was being used as swing space. Auburndale's plan was developed when the MBTA started charging to park in their parking lots, leading to commuter parking in the nearby streets. No parking plan is older than 10 years.
- Are all residents qualified to receive two resident permits and two parking guest permits? Mr. Koses answered yes by City Ordinance. Not everybody participates, some people only choose the free visitor permits.

- Do you see a potential for abuse of the parking permits in this area since Newton is right next to Brighton? Mr. Koses answered that Traffic Bureau would be better to answer that question. Every resident permit is tied to an individual car. If there is abuse, permits can be revoked.
- Has the Fire Department determined that a fire truck can get down Grasmere Street with cars parking on both sides of the street without difficulty? Mr. Koses answered that Grasmere Street is 24-feet wide. 24 feet wide streets may be challenging. If parking usage is high enough, the City may restrict it to allow easy emergency vehicle access.
- A resident stated that immediate neighbors, especially on the Washington Street to Hunnewell Hill Avenue side of Grasmere Street, all seem to be opposed to the parking plan and asked how many Grasmere Street residents requested parking restrictions. Mr. Koses answered that the City received a request from one resident of Grasmere Street, the resident indicated that they do not have enough space in their driveway and are receiving tickets for parking more than two hours and they were just looking for assistance.
- Were the residents of Grasmere Street notified of the Traffic Council item? Mr. Koses answered yes, every resident on Grasmere Street was notified. Approximately 300 notifications were mailed for the Traffic Council meeting and the same notifications went out for tonight's meeting.
- How many Grasmere Street residents supported this proposal at Traffic Council?

Residents present stated that they opposed Grasmere Street being implemented into the Newton Corner Parking District and requested to maintain the two-hour parking restriction.

Chair Downs closed the public comment.

Council members and Councilors comments, questions and answers:

Comments:

- Regarding emergency vehicle access, the Traffic Council discussion process includes a member of the Police Department Traffic Bureau who weighs in on behalf of the Police and Fire Department.
- 99% of the benefit of this parking district is for the residents and their guests, assuming they do not try to abuse the system and sell off the parking permits. The 22 parking permits that may be allotted to commuters is a very small percentage, compared to the vast area.
- When looking at the map of the restrictions. Grasmere Street just sticks out of this very contained area.
- Perhaps more residents should have weighed in before incorporating Grasmere Street into the plan, removing Grasmere Street is a reasonable start to this endeavor.
- There appears to be overwhelming opinion that Grasmere Street residents do not want to be included in this Newton Corner Parking District.
- Tonight's discussion was a good public process. Approximately 300 residents were notified, residents attended and forwarded emails sharing their concerns.
- The City should maintain the overnight winter parking ban.

Questions and Answers

- Is Grasmere Street on this plan, because the City decided it was best, or because one resident made the request? Mr. Koses answered that the reason Grasmere Street was added because Traffic Council was trying to respond to a resident who had a problem. Their goal as members of Traffic Council is to balance all the different needs that were heard Mr. Prizant stated that he does not have a strong preference on which way the vote goes.
- There are some inconsistencies on how the City deals with parking and parking districts. Would Councilor Markiewicz describe his experience with the Auburndale Parking Plan? Councilor Markiewicz answered that councilors held Ward meetings at which the Ward 4 Councilors explained the pros and cons of having a resident permit program. Since the first plan, additional streets have been added. Mr. Koses added most streets in Newton do not have a parking restriction.
- As a Committee, we could revisit whether two parking permits and two guests permits per address is the correct approach. Is this the maximum number of permits or could it be less? Mr. Koses answered that this is per City Ordinance.

Chair Downs provided Council members with the appeal voting options.

Appeal Voting Options:

- 1) Appeal Approved
- 2) Appeal Approved as Amended
- 3) Appeal Denied = upholds Traffic Council's decision.
- 4) Remand to Traffic Council for further review
- 5) Hold for a Trial- maximum of 60 days (as pilot program, would need an end date to trial)

Emails received are attached to this report.

Council members and Councilor Greenberg stated that they would support removing Grasmere Street from the Newton Corner Parking District.

After a lengthy discussion, Councilor Markiewicz made a motion to approve the appeal as amended. Grasmere Street, two-hour limit, both sides, 7:00 a.m. to 6:00p.m., from Washington Street to Hunnewell Avenue will be removed; and a two-hour limit, 7:00 a.m. to 6:00 p.m., both sides, entire length will be inserted. Council members agreed 5-0-1, Councilor Malakie abstaining.

#531-20 Annual Report of the work of the Traffic Council 2020

DAVID KOSES, TRAFFIC COUNCIL CHAIR providing the Annual Report of the work of the Traffic Council for 2020.

Action: **PUBLIC SAFETY & TRANSPORTATION NO ACTION NECESSARY 6-0**

Note: David Koses, Transportation Coordinator and Isaac Prizant, Traffic Engineer joined the Committee for discussion on this item.

Mr. Koses provided Council members with a PowerPoint presentation, attached to this report.

Mr. Koses reviewed with Committee members the work of Traffic Council in 2020, this material was attached to the agenda. Mr. Koses said that during 2020, Traffic Council held eleven evening meetings and two daytime meetings. Traffic Council heard 181 items and took final action on 178 items. Many of the items heard in 2020 were edits to the Traffic and Parking Regulations, which made no change to conditions in the field.

Traffic Council approved 92% of all items and took no action on 7% of items. No docket item was denied in 2020. Two appeals were submitted to the City Council. Traffic Council is still holding a few items at the end of 2020 including the installation of electric vehicle charging stations in the Adams Street and Pearl Street parking lots. One item is being held for a trial to make different changes within 1500 feet of schools to respond to COVID.

Committee members comments:

Comments:

- The several no right on red signals installed at intersections near schools are a great safety measure.
- A discussion should take place about items that should be docketed before the end of the Governor's emergency pandemic order. The City may want to revert on some items and perhaps some important items can be made permanent, such as near Bigelow School. Mr. Koses said that he would reach out to Regina Moody, Newton Public Schools Transportation Director, on her thoughts about making changes permanent near Bigelow.
- For clarification purposes, when there is no appeal, are Traffic Council actions final? Mr. Koses answered yes. Traffic Council waits 20 days to see if an appeal was filed, if no appeal is filed, after 20 days, the City can make the necessary changes.
- Often, Councilors hear from constituents who were not aware of a Traffic Council meeting. Please explain how residents are notified and how can the process be improved? Mr. Koses answered that a draft agenda is created. He then reviews the City's GIS database selecting addresses that would be impacted by the change. Mr. Koses forwards that list of to the Traffic Council Committee Clerk who prepares the final notification and mails the notification out by US mail usually two weeks in advance of the meeting.
- What other mechanisms might Traffic Council consider in the future to help get that notice out? Do you think that US mail and receiving a letter in your mailbox is about as clear as it can be? Often, we do not quite reach residents who should be notified.
- Perhaps Traffic Council notifications could be posted in the Newton TAB or on a social media outlet. Mr. Koses answered that in 2020, 181 different items were heard. That is a lot of notifications. The Traffic Council envelope is very noticeable with a big yellow stripe. Some City Councilors or Area Councils mention Traffic Council meeting items in their newsletters.

Council members thanked Mr. Koses, Mr. Prizant and Mr. Sobel for their diligence.

Without further discussion, Councilor Bowman made a motion for no action necessary. Council members agreed 6-0.

At approximately 10:00 p.m., Councilor Bowman made a motion to adjourn. Council members agreed 6-0.

Respectfully submitted,

Andreae Downs, Chair

Public Safety & Transportation Committee

City of Newton

March 3, 2021

Agenda

- ❖ **#530-20 Appeal of Traffic Council Decision** LIAM RYAN, 125 Grasmere Street, Newton appealing the approval of Traffic Council petition TC156-20 on November 12, 2020, approving the language of TPR 697. TPR 697 extends the Newton Corner Parking District to the following locations, with a 2-hour limit 8:00 a.m. to 6:00 p.m., except by Newton Corner permit: Grasmere Street, Tremont Street, the section of Washington Street between Hibbard Road and the Boston City Line, the section of Waverley Avenue between Tremont Street and Washington Street, and Whittemore Road. Hibbard Road and the section of Washington Street between St. James Street and Hibbard Road are not included in the Parking District and the current parking regulations in these areas are not changed. This item restricts parking on the southern side of Whittemore Road due to the narrow width of the street, for safety purposes. (Ward 1)
- ❖ **#531-20 Annual Report of the work of the Traffic Council 2020** DAVID KOSES, TRAFFIC COUNCIL CHAIR providing the Annual Report of the work of the Traffic Council for 2020.

TC162-20 (From 11.12.20 T.C. meeting)



Request to add the following areas to the Newton Corner Parking District:
Grasmere Street

Recommendation
(From 11.12.20 T.C. meeting)

530-20

NAN

Weave Grasmere Street into broader neighborhood discussion, as part of TC156-20.

TC156-20 (From 11.12.20 T.C. meeting)



Request to add the following areas to the Newton Corner Parking District: Tremont St, Whittemore Rd, Hibbard Rd, Waverley Ave (portion) and Washington St (portion)

Study Area Location (From 11.12.20 T.C. meeting)

530-20



Background

530-20

Several residents of this neighborhood reached out to city staff & elected officials, indicating that:

- The existing parking regulations on their street are inconvenient
- They don't want to move their car every few hours or get ticketed for overtime parking
- *But*, they don't want too many commuters parking on the street
- *And*, residents don't want to inconvenience their guests – or their neighbors

In 2019, similar requests were made by residents of Playstead Rd & Ricker Terrace

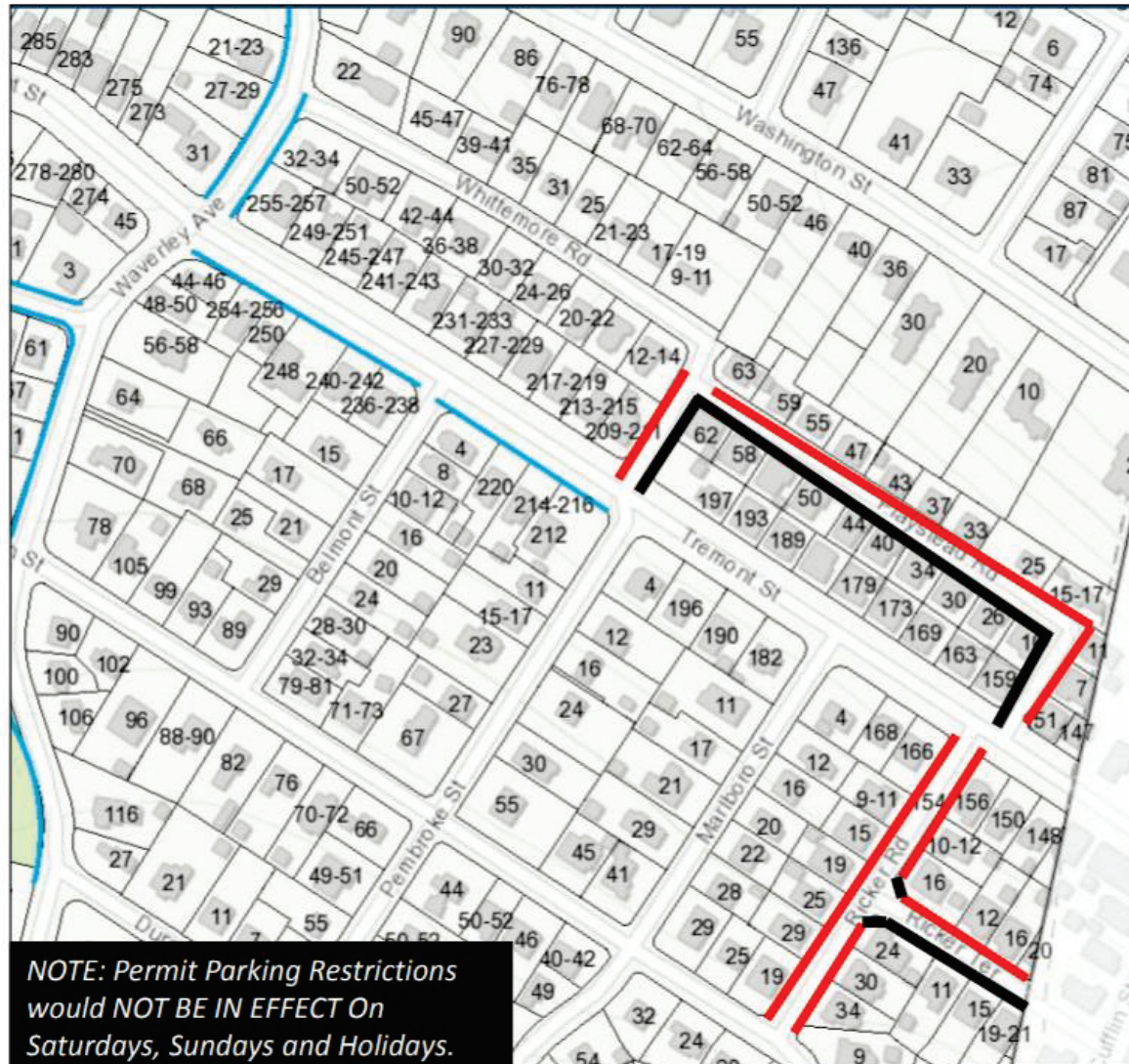
So, in 2019, Traffic Council used our authority to create a Newton Corner Parking District, with these goals:

- Make the parking regulations more consistent
- Allow residents to obtain a resident or visitor permit to override the posted limit
- Allow an opportunity to share the streets without overburdening the neighborhood

Traffic Council has the authority to vote to expand the Newton Corner Parking District by using our authority, to adopt, amend or repeal regulations governing operation and parking of vehicles at particular locations on streets (Section 19-26).

Existing Newton Corner Parking District (From 11.12.20 T.C. meeting)

530-20



NOTE: Permit Parking Restrictions would NOT BE IN EFFECT On Saturdays, Sundays and Holidays.

Streets included in the Newton Corner Parking District:

Street	Potential # of Non-resident Newton Corner Parking Permits
Playstead Road	- - 2
Ricker Road	- - - - 2
Ricker Terrace	- - - - 1

Cost of Newton Corner Parking Permits

Abutting residence: \$25/year. Each abutting residence may receive up to two free visitor placards.

Non-Residents: \$TBD.

LEGEND

- No Parking Any Time (Black)
- 2-hr limit, 8am-6pm except Saturdays, Sundays and Holidays or by Newton Corner Permit (Red)

Map date October 24, 2019

Photo of Tremont Street looking East at Waverley Avenue

530-20



Photo of Tremont Street looking West at Waverley Avenue

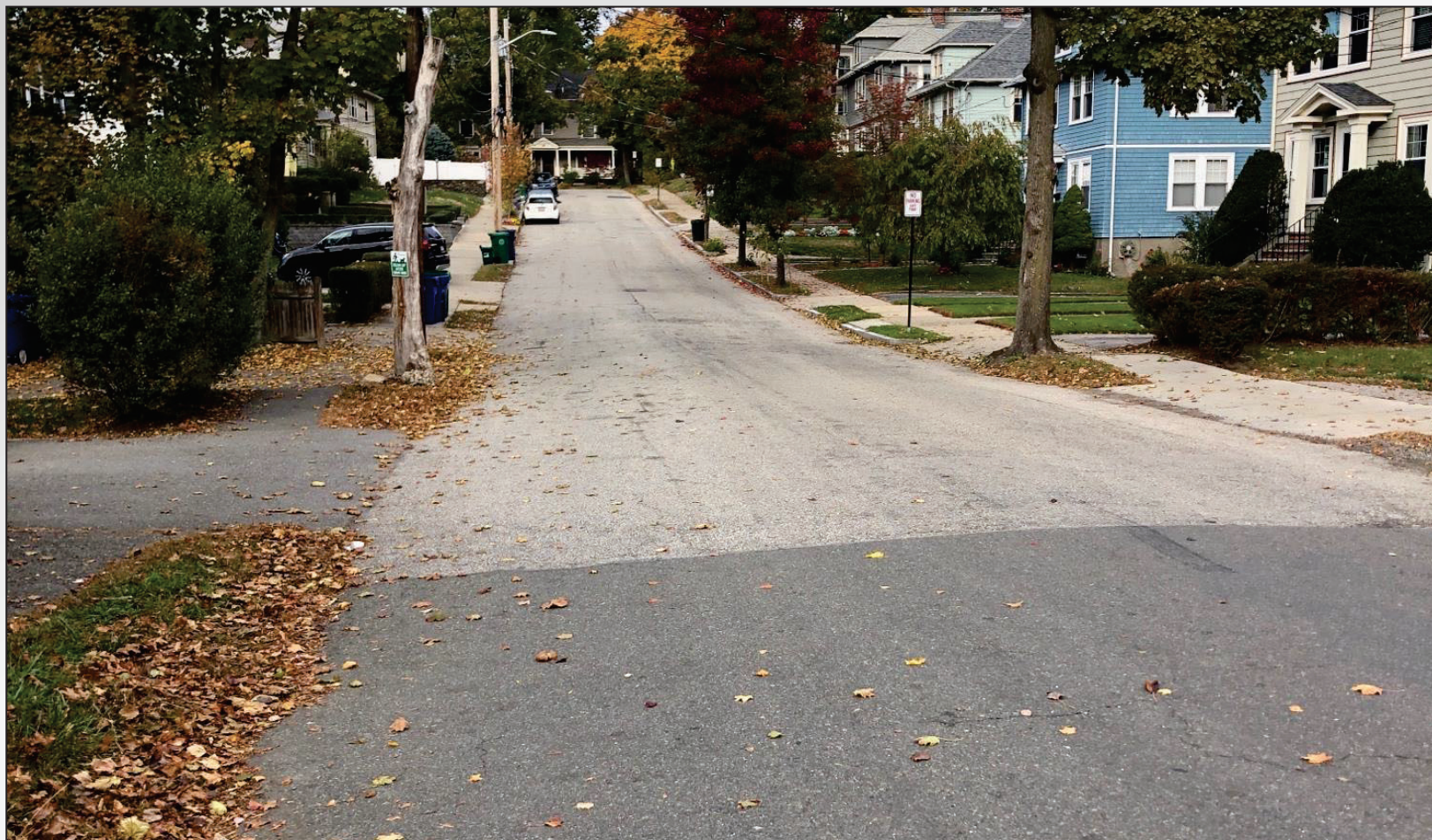
530-20



Tremont Street Parking Regulations: (1) Two-hour limit, both sides, 8:00 a.m. to 6:00 p.m., from Park Street to the Brighton line.

Photo of Hibbard Road looking North from Tremont Street

530-20



Hibbard Road Parking Regulations: (1) Prohibited, all days, east side.
(2) Prohibited, all days, 7am to 9am, west side, from Washington St to Tremont St.

Photo of Waverley Avenue looking North from Whittemore Road

530-20



Waverley Ave Parking Regulations: (2) Prohibited, both sides, all days, 100 feet from Tremont St, except northbound, east side from Tremont St 200 feet. (4) Two-hour limit, 8am to 6pm, both sides from Washington Street to Whittemore Road.

Photo of Whittemore Road looking East from Waverley Avenue

530-20



Whittemore Road Parking Regulations: (1) Prohibited, all days, 7:00 a.m. to 9:00 a.m., southerly from Waverley Avenue to Playstead Road.

NOTE: DOES NOT SPECIFY WHICH SIDE IS RESTRICTED. NEED TO MODIFY TPR

Photo of Washington Street Looking East at Waverly Avenue

530-20



Washington St Parking Regulations: (1) Prohibited, all days, N side from St. James St to Hunnewell Ave. (2) Prohibited, all days, S side from St. James St to St. James Cir. (3) Prohibited, all days, S side from Hibbard Rd to a point 100' east of Waverly Ave. (4) Prohibited, all days, N side from a point 100' east of Waverly Ave to Grasmere St. (5) Prohibited, all days, S side from Grasmere St to the Newton/Boston city line. (6) Prohibited, all days, N side, from Elmhurst Rd to a point 100' west of Elmhurst Rd. (7) two-hr limit, N side, 7am to 6pm from Hunnewell Ave to a point 20' east of Waverly Ave. (8) Two-hr limit, S side, 7am to 6pm from a point 100' east of Waverly Ave to Grasmere St.

Photo of Grasmere Street looking south toward Hunnywell Ave. & Washington St.

530-20



Grasmere Street Parking Regulations: *Grasmere Street* (1) Two-hour limit, both sides, 7:00 a.m. to 6:00p.m., from Washington Street to Hunnewell Avenue.

NOTE: SIGNAGE IS POSTED ALONG THE NORTHERLY BLOCK TOO. NEED TO MODIFY TPR.

Data Collection

(From 11.12.20 T.C. meeting)

530-20

Street	Appx. # of Parking Spaces	Occupancy Th 10.22.20 3:30 pm.-clear	Occupancy Fr 10.23.20 11:30 am-clear	Occupancy Fr 10.30.20 9:00 am - snow	Proposed non-resident spaces
Tremont	56 (S side) 49 (N side)	15 (27%) South 9 (18%) North	19 (34%) South 9 (18%) North	11 (20%) South 11 (22%) North	8
Washington (St James St to City Line)	25 (S side) 28 (N side)	5 (20%) South 4 (14%) North	7 (28%) South 0 (0%) North	6 (24%) South 2 (7%) North	4
Hibbard	9 (W side) N/A (E side)	4 (44%) West	0 (0%) West	2 (22%) West Wrong Direction	0
Whittemore * 23' wide *	21 (N side) 18 (S side)	4 (19%) South 5 (28%) North	6 (29%) South 7 (39%) North	4 (19%) South 5 (28%) North	3 (0 if one-sided pkg)
Waverley (Tremont to Washington)	7 (W side) 8 (E side)	2 (29%) West 0 (0%) East	0 (0%) West 1 (12%) East	0 (0%) West 1 (12%) East	1
Grasmere	30 (W side) 32 (E side)	Not collected	Not collected	1 (0%) West 2 (1%) East	4

Recommendation
(From 11.12.20 T.C. meeting)

530-20

**ADD THESE STREETS INTO THE
NEWTON CORNER PARKING DISTRICT,
AS SHOWN IN THE PROPOSED MAP**

**Consider restricting parking to one side
of Whittemore Road due to street width**

Proposed Expanded Newton Corner Parking District (Whittemore 1-sided parking)

530-20



NOTE: Permit Parking Restrictions would NOT BE IN EFFECT On Saturdays, Sundays and Holidays.

Streets included in the Newton Corner Parking District:

Street	Potential # of Non-resident Newton Corner Parking Permits
Grasmere Street	- - - - 4
Hibbard Road	- - - - 0
Playstead Road	- - - - 2
Ricker Road	- - - - 2
Ricker Terrace	- - - - 1
Tremont Street	- - - - 8
Washington St (part)	- - 4
Waverley Ave (part)	- - 1
Whittemore Road	- - - 0

Cost of Newton Corner Parking Permits

Abutting residence: \$25/year.
 Each abutting residence may receive up to two free visitor placards.
 Non-Residents: \$TBD.

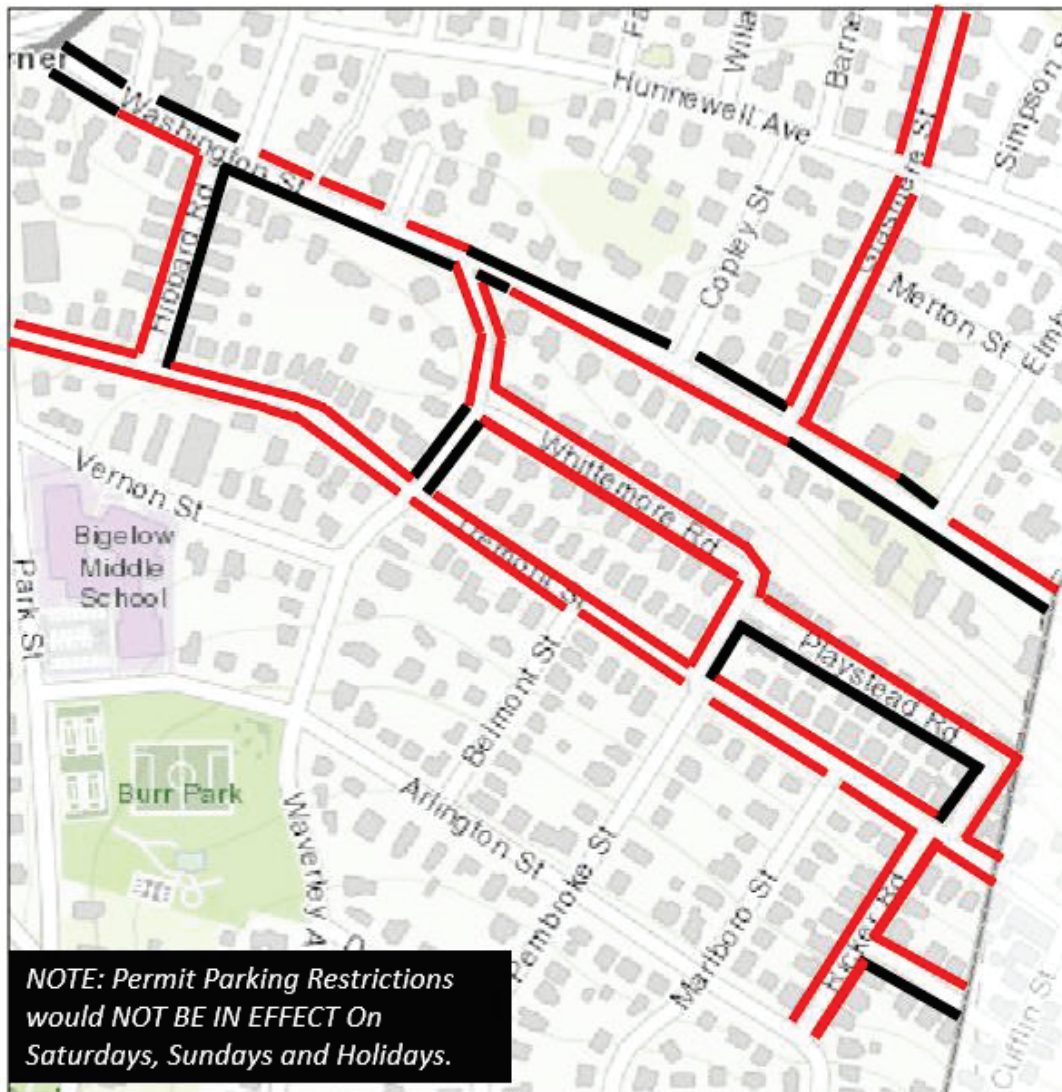
LEGEND

-  No Parking Any Time (Black)
-  2-hr limit, 8am-6pm except Saturdays, Sundays and Holidays or by Newton Corner Permit (Red)

Map date November 12, 2020

Proposed Expanded Newton Corner Parking District (Whittemore 2-sided parking)

530-20



NOTE: Permit Parking Restrictions would NOT BE IN EFFECT On Saturdays, Sundays and Holidays.

Streets included in the Newton Corner Parking District:

Street	Potential # of Non-resident Newton Corner Parking Permits
Grasmere Street	- - - - 4
Hibbard Road	- - - - 0
Playstead Road	- - - - 2
Ricker Road	- - - - 2
Ricker Terrace	- - - - 1
Tremont Street	- - - - 8
Washington St (part)	- - 4
Waverley Ave (part)	- - 1
Whittemore Rd	- - - - 3

Cost of Newton Corner Parking Permits

Abutting residence: \$25/year.
 Each abutting residence may receive up to two free visitor placards.

Non-Residents: \$TBD.

LEGEND

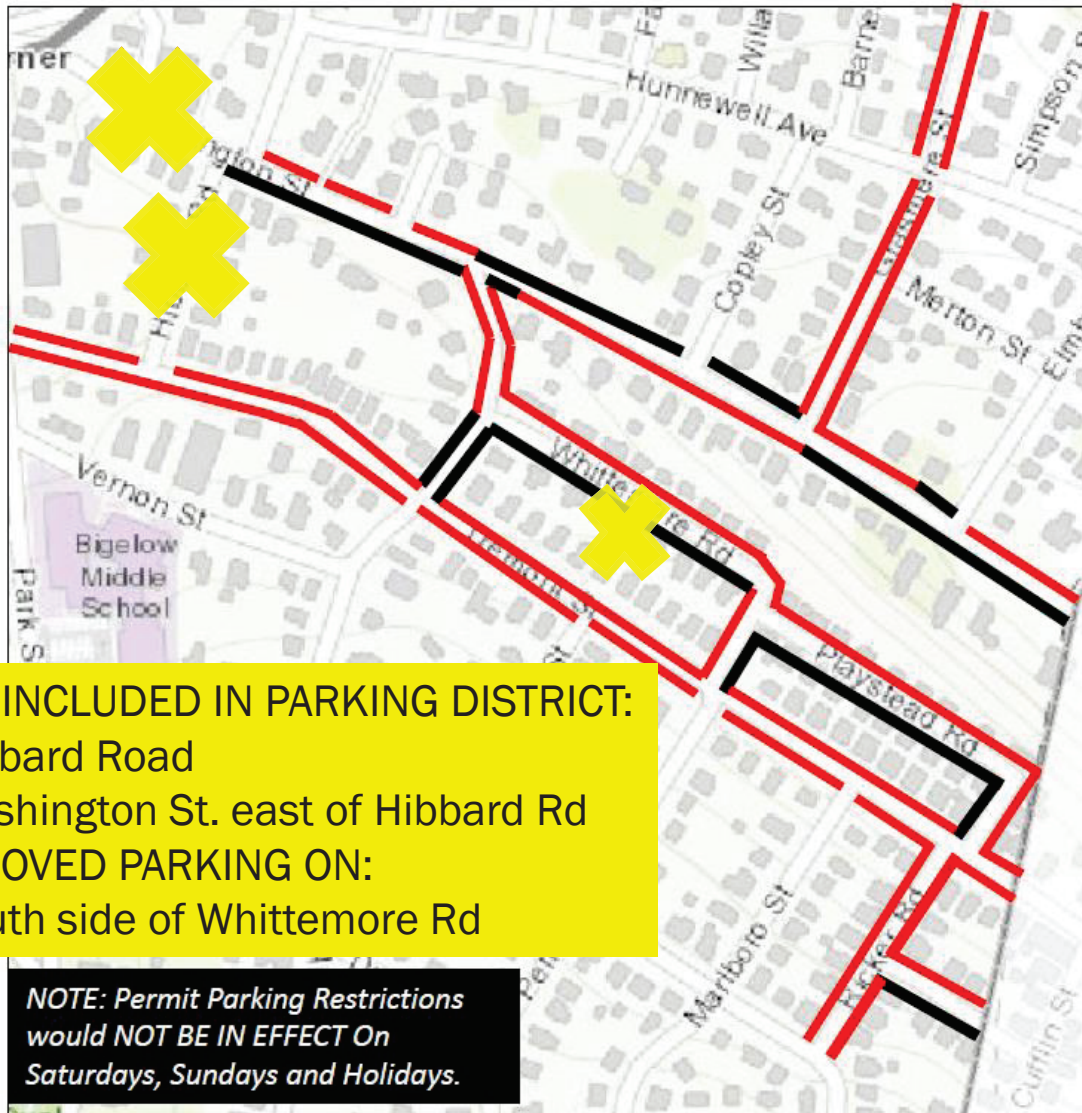
-  No Parking Any Time (Black)
-  2-hr limit, 8am-6pm except Saturdays, Sundays and Holidays or by Newton Corner Permit (Red)

Map date November 12, 2020

PLAN AS APPROVED

AT THE 11.12.20 TRAFFIC COUNCIL MEETING

530-20



NOT INCLUDED IN PARKING DISTRICT:

- Hibbard Road
- Washington St. east of Hibbard Rd

REMOVED PARKING ON:

- South side of Whittemore Rd

NOTE: Permit Parking Restrictions would NOT BE IN EFFECT On Saturdays, Sundays and Holidays.

Streets included in the Newton Corner Parking District:

Street	Potential # of Non-resident Newton Corner Parking Permits
Grasmere Street	- - - - 4
Playstead Road	- - - - 2
Ricker Road	- - - - 2
Ricker Terrace	- - - - 1
Tremont Street	- - - - 8
Washington St (part)	- - 4
Waverley Ave (part)	- - 1
Whittemore Road	- - - 0

Cost of Newton Corner Parking Permits

Abutting residence: \$25/year.
Each abutting residence may receive up to two free visitor placards.

Non-Residents: \$TBD.

LEGEND

- No Parking Any Time (Black)
- 2-hr limit, 8am-6pm except Saturdays, Sundays and Holidays or by Newton Corner Permit (Red)

Map date: December 3, 2020

TPR language Approved at the 11.12.20 Traffic Council Meeting

530-20

By **INSERTING INTO** the provisions of **Sec. TPR-210. Newton Corner Parking District.**

(c) The following streets or sections of streets compose the geographic boundary of the Newton Corner parking district, the following:

Grasmere Street

Tremont Street

Washington Street (Hibbard Road to Boston City Line)

Waverley Avenue (Tremont Street to Washington Street)

Whittemore Road

By **INSERTING INTO** the provisions of **Sec. TPR-210. Newton Corner Parking District.**

(g) The maximum number of Newton Corner parking district permits issued to a non-resident shall be as follows, the following:

Up to four (4) on Grasmere Street

Up to eight (8) on Tremont Street

Up to four (4) on Washington Street

Up to one (1) on Waverley Avenue

TPR language Approved at the 11.12.20 Traffic Council Meeting (continued)

530-20

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

Grasmere Street (1) Two-hour limit, both sides, 7:00 a.m. to 6:00p.m., from Washington Street to Hunnewell Avenue.

Tremont Street (1) Two-hour limit, both sides, 8:00 a.m. to 6:00 p.m., from Park Street to the Brighton line.

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

Grasmere Street (1) Two-hour limit, 8:00 a.m. to 6:00 p.m., except by Newton Corner permit, both sides.

Tremont Street (1) Two-hour limit, 8:00 a.m. to 6:00 p.m., except by Newton Corner permit, both sides, from Park Street to the Brighton line.

TPR language Approved at the 11.12.20 Traffic Council Meeting (continued)

530-20

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

Waverley Avenue (1) Prohibited, Saturdays included, 7:00 a.m. to 7:00 p.m., both sides from Tremont Street to Church Street. (2) Prohibited, both sides, all days, 100 feet from Tremont Street, except northbound, east side from Tremont Street 200 feet. (3) Prohibited, both sides, all times, 100 feet from the intersection with Ward Street. (4) Two-hour limit, 8:00 a.m. to 6:00 p.m., both sides from Washington Street to Whittemore Road.

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

Waverley Avenue (1) Prohibited, both sides, all times, 100 feet from the intersection with Ward Street. (2) Prohibited, Saturdays included, 7:00 a.m. to 7:00 p.m., both sides from Church Street to Tremont Street. (3) Prohibited, both sides, all days, from Tremont Street to Whittemore Road. (4) Two-hour limit, 8:00 a.m. to 6:00 p.m., except by Newton Corner permit, both sides from Whittemore Road to Washington Street.

TPR language Approved at the 11.12.20 Traffic Council Meeting (continued)

530-20

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

Washington Street east of St. James Street
(remove entire section)

TPR language Approved at the 11.12.20 Traffic Council Meeting (continued)

530-20

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

Washington Street east of St. James Street

- (1) Prohibited, any time, any side, except for the following:
- (2) Two-hour limit, 8:00 a.m. to 6:00 p.m., except by Newton Corner permit, from a point 95 feet west of the Boston City Line to Elmhurst Road, north side.
- (3) Two-hour limit, 8:00 a.m. to 6:00 p.m., except by Newton Corner permit, from a point 100 feet west of Elmhurst Road to Grasmere Street, north side.
- (4) Two-hour limit, 8:00 a.m. to 6:00 p.m., except by Newton Corner permit, from a point 20 feet east of Waverley Avenue to Hunnewell Circle, north side.
- (5) No restriction, St. James Circle to Hibbard Road, south side
- (6) Two-hour limit, 8:00 a.m. to 6:00 p.m., except by Newton Corner permit, from a point 100 feet east of Waverley Avenue to Grasmere Street, south side.

TPR language Approved at the 11.12.20 Traffic Council Meeting (continued)

530-20

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

Whittemore Road (1) Prohibited, all days, 7:00 a.m. to 9:00 a.m., southerly from Waverley Avenue to Playstead Road.

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

Whittemore Road (1) Prohibited, all days, south side. (2) Two-hour limit, 8:00 a.m. to 6:00 p.m., except by Newton Corner permit, **north side.**

Current Official Parking Regulations on Grasmere Street

530-20

Currently, the Traffic and Parking Regulations includes the following parking regulations for Grasmere Street:

Grasmere Street

(1) Two-hour limit, both sides, 7:00 a.m. to 6:00p.m., from Washington Street to Hunnewell Avenue.

- There are no official parking regulations in the TPR for the block of Grasmere Street north of Hunnewell Avenue.
 - Traffic Council action would have changed this and added parking regulations on this block, as part of the Newton Corner Parking District.
- However, signs are posted on this block indicating a 2-hour parking limit 7am-6pm
 - These signs are not in the City's TPR
 - *If no action is made to change the parking regulations on Grasmere Street, signage will be removed along this block and unrestricted, all-day parking will be permitted.*

02-26-21

RE: Docket #530, Traffic Council Appeal

Nathan Giacalone took this phone call from Carol Halberstadt, 9 Whittemore Road, Newton

- Thinks it is dangerous when too many cars park.
- No cars should park on the southside of Whittemore Road.
- Most residents have garages and driveways.
- Construction trucks continue blocking the street.

Danielle Delaney

From: Danielle Delaney
Sent: Friday, February 26, 2021 12:07 PM
To: Danielle Delaney
Subject: FW: Parking permit appeal - Newton Corner

From: mlshaughnessy
Sent: Friday, February 26, 2021 8:45 AM
To: Danielle Delaney <ddelaney@newtonma.gov>
Subject: Parking permit appeal - Newton Corner

[DO NOT OPEN links/attachments unless you are sure the content is safe.]

Hi - I live on Elmhurst Rd in Newton Corner and am concerned about allowing permit parking on some streets for the following reasons:

- additional street parking creates safety problems. Given cars already parked under the 2-hour rule, cars that can park without any time limit will add to already crowded streets.
- there will inevitably be construction at various homes, landscape trucks, etc. that already involve street parking, and permit parking exacerbates congestion.
- streets in this neighborhood are already narrow. Here is a photo of a fire truck on Merton Street last night which shows no room for parked cars or snowbanks to have access:



Thank you for your consideration in this matter.

Marilou Shaughnessy
58 Elmhurst Rd

The substance of this message may be confidential. If you received this in error, please contact the sender. Thank you.

Danielle Delaney

From: Danielle Delaney
Sent: Monday, March 1, 2021 9:44 AM
To: Danielle Delaney
Subject: FW: parking permits question

-----Original Message-----

From: David Koses <dkoses@newtonma.gov>
Sent: Monday, March 1, 2021 9:39 AM
To: chenc
Cc: Danielle Delaney <ddelaney@newtonma.gov>
Subject: RE: parking permits question

Dear Mr. Chen,

Thank you for your email to the City Clerk's Office. I am the chair of the Newton Traffic Council and I will respond to your questions below.

David Koses, Traffic Council Chair

-----Original Message-----

From: Danielle Delaney <ddelaney@newtonma.gov>
Sent: Monday, March 1, 2021 8:34 AM
To: David Koses <dkoses@newtonma.gov>
Subject: FW: parking permits question

-----Original Message-----

From: Chen, Christopher <
Sent: Sunday, February 28, 2021 10:41 AM
To: Danielle Delaney <ddelaney@newtonma.gov>
Subject: parking permits question

[DO NOT OPEN links/attachments unless you are sure the content is safe.]

Hi,

I live in the Hunnewell Hill neighborhood (north of Washington, east of the mass pike exit 17), and there was a discussion here about the designation of Grasmere (and Washington) as areas that would switch to a residential parking permit system instead of the 2hour parking. I have a few questions so I understand what is going on:

1) Does that mean if someone visits who is not a resident, they cannot park in these areas (ie, the roads now become permit only), unless they stick in a visitor pass from someone living on the street?

RESPONSE: The proposal is to change the parking restrictions on these streets by expanding the Newton Corner Parking District. The current parking regulation on Grasmere Street, for example, would change FROM this: 2-hour limit 7am to 6pm -- TO this: 2-hour limit, 7am to 6pm except by permit. This would mean that visitors and residents could still park there for the same 2 hours as they can now -- but vehicles displaying a parking permit could parking longer, including guests of residents who live on the street, if their vehicle displays a visitor pass. (Each household on the street would be entitled to 2 transferable visitor passes.)

2) Who can park where? That is, if someone lives on Grasmere and gets a permit, can they use this permit to park on Washington, Tremont, or even down near Newton Centre? And is vice versa also true?

RESPONSE: A resident of Grasmere would receive a permit that would allow them to park on Grasmere longer than the posted regulations on Grasmere - the parking permit (and the visitor permits) say "Grasmere", and would not be valid anywhere else.

3) Is this an 'experiment' and that the zones could expand to other neighboring streets, or be contracted, and if so a) on what time scale are changes expected, and b) what data/input would impact those decisions?

RESPONSE: Not an experiment - this item represents a change to the parking regulations on these streets. Note that a Newton Corner Parking District already exists, but is currently limited to Ricker Road, Ricker Terrace and Playstead Road. An expansion to the Newton Corner Parking District to these additional streets was approved by Traffic Council in November, but was appealed and could not move forward. The appeal will be discussed and voted on by City Council, starting with the 3.3.21 meeting of the Public Safety & Transportation Committee. Other neighboring streets are not included at this time, but if residents on abutting streets are interested in joining into the Newton Corner Parking District, to also be able to park longer than the posted regulations, then this could be approved via a new item docketed with the Traffic Council through the City Clerk's Office. Note, however, that per City Ordinance, all streets that are part of a Neighborhood Parking District must be CONTIGUOUS. So, for example, if residents of Elmhurst are interested, the Newton Corner Parking District could be expanded to include Elmhurst only if Washington Street and Waverley are also part of the Newton Corner Parking District. Also note that while this change is not an "Experiment", it is just a parking regulations that can be changed in the future through the Traffic Council process. We view this change as a response to complaints by residents of these streets, who have told us that the current 2 hour limit is inconvenient for them, and they don't want to be ticketed or forced to move their car around every two hours.

Danielle Delaney

From: Danielle Delaney
Sent: Monday, March 1, 2021 1:20 PM
To: Danielle Delaney
Subject: FW: Proposed Parking Changes Docket item # 530-20

-----Original Message-----

From: marilyn valles < >
Sent: Friday, February 26, 2021 9:45 PM
To: Danielle Delaney <ddelaney@newtonma.gov>
Subject: Proposed Parking Changes Docket item # 530-20

[DO NOT OPEN links/attachments unless you are sure the content is safe.]

Dear Danielle,

My husband and I are quite incensed to learn of the parking restrictions proposed for our neighborhood and our street. We have lived on Whittemore Road for nearly 27 years, first as renters, then as owners of a single family home and now as owners of a two family home. The neighbors have always been respectful of street parking availability . Reducing parking spots to only one side of the street and limiting hours for parking seems very arbitrary.

Yes, current construction projects have brought many work vehicles to the street every day, but of course, this is a temporary situation.

We are all looking forward to an easing of the covid pandemic and visits from family and friends whom we have not seen in many months. Worrying about where our visitors will park is not on our wish list .

Please reconsider this matter.

Thank you,

Marilyn and Lawrence Valles
24/26 Whittemore Rd
Newton 02458

Sent from my iPhone

Danielle Delaney

From: Danielle Delaney
Sent: Wednesday, March 3, 2021 2:35 PM
To: Danielle Delaney
Subject: FW: Docket Item #530-20

-----Original Message-----

From: Diane Sakakini-Rao >
Sent: Tuesday, March 2, 2021 1:54 PM
To: Danielle Delaney <ddelaney@newtonma.gov>
Cc: Dr Edward Rao <edwardkrao@gmail.com>
Subject: Docket Item #530-20

[DO NOT OPEN links/attachments unless you are sure the content is safe.]

Dear Danielle,

My husband and I live at 111 Grasmere Street, and have been here for almost 30 years. I plan to attend the zoom meeting of the Public Safety and Transportation Committee tomorrow night, but wanted to express my thoughts beforehand in case there is not the opportunity to do so at the meeting. Could you kindly forward my comments to the committee?

We are concerned about this parking permit idea and becoming part of the Newton Corner Parking District. There are many young families with young children in our neighborhood, and the idea of cars parked along the street is downright dangerous when there are kids around, playing and running. We had a block party one year and there were so many cars parked on the street that one of our neighbors sons who was playing with other kids ran out between cars and was hit - he was not badly hurt, but that isn't the point. It's dangerous to have cars parked on both sides of the street when it's so unnecessary to do so.

There are multi family houses on the south end of Grasmere that already have too many cars on the street and it makes it difficult to pull into or out of Grasmere safely onto Washington Street. With more permission to park, it will be impossible to have emergency vehicles pass if needed. We already had this experience too, some years ago, when our smoke alarm went off and a neighbor was having a huge party with cars parked on both sides of Grasmere and the fire department could not reach our house.

We personally have no interest in the parking permits for Grasmere and would vehemently vote against this concept. Yes, it's a pain sometimes to not be able to park in front of our own house for more than 2 hours. But honestly, it's a small price to pay.

Consequently, we support the appeal of the traffic council decision to issue permits for Grasmere Street.

We look forward to the meeting tomorrow night at 7pm.

Thank you in advance,
Diane Sakakini-Rao

531-20

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Annual Report of the work of the Traffic Council for 2020

Summary of 2020 Traffic Council Actions

531-20

Traffic Council Meetings	Number:	13
Distribution by Vote	Number	Pct
No Action Necessary	12	7%
Approved	148	82%
Approved as Amended	18	10%
Denied	0	0%
Heard in 2020, and Held (Still being held at end of 2020)	3	2%
Number of Unique Items Handled:	181	100%
Trials Undertaken in 2020	4	2%
Distribution of Items by Ward	Number	Pct
1	22	12%
2	25	14%
3	25	14%
4	18	10%
5	18	10%
6	26	14%
7	14	8%
8	18	10%
Multiple Wards	15	8%

Appeals of Traffic Council Decisions	2	1%
Backlog during 2020	# of Items	Date
Average	19	
Minimum Backlog	15	5.7.20
Maximum Backlog	25	11.12.20

Traffic Council