

CITY OF NEWTON

IN CITY COUNCIL

TRAFFIC COUNCIL REPORT

THURSDAY, JANUARY 20, 2022

**Remote Participation**

**Voting Members Present:** Captain Jeffrey Boudreau, Mitchell Fischman (resident), David Koses (DPW), and Isaac Prizant (DPW).

**Absent:** Councilor Downs

**Also Present:** Jeremy Freudberg, Alternate Resident Traffic Council Member.

**City Staff:** Jini Fairley, ADA Coordinator, Nathan Giacalone, Committee Clerk.

Mr. Koses provided a presentation attached to this report.

AP6-21        ANN CAGGIANO, requesting an accessible parking space in front of 432 Lowell Avenue. (Ward 2) [12/20/21 @ 4:28 PM]

**Commission on Disability Voted to Approve 12-0 on January 10, 2022**

**Action:**        **Traffic Council voted No Action Necessary 4-0.**

**Note:**        Mr. Koses introduced the item, stating that the petitioner had contacted the Transportation Department the prior day to withdraw the petition. He recommended a vote of No Action Necessary so that this item could be revisited in the future as the recommendation would otherwise have been to approve it.

No residents chose to comment on this item.

Ms. Fairley spoke, stating that she had also been in contact with the petitioner and elaborated that circumstances within the home have changed requiring more help which needs the standard parking space. Due to the indoor stairlift, the Commission on Disability approved the request at its January 10<sup>th</sup> meeting.

Without further discussion, Mr. Koses made a motion to vote No Action Necessary which carried 4-0.

TC82-21 ISAAC PRIZANT, CITY TRANSPORTATION ENGINEER, requesting to add stop signs at the following intersections: Fox Lane at Arnold Road, westbound and Fox Place at Arnold Road, eastbound. (Ward 8) [11/22/21 @ 1:38 pm]

**Action:** **Approved 4-0. Approved the language of TPR 788. This item may be appealed through the close of business on February 9, 2022.**

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

Mr. Koses introduced the item, stating that the site was a T-intersection and that requests to install stop signs at T-intersections are received regularly. While it is not required to install the stop sign, he stated that these requests are usually approved to improve safety and he recommended approval.

No residents chose to comment on the item.

Without further discussion, Mr. Koses made a motion of approval which carried 4-0. This item may be appealed through the close of business on February 9, 2022.

TC83-21 ISAAC PRIZANT, CITY TRANSPORTATION ENGINEER, requesting to restrict right turns on red at the intersection of Commonwealth Avenue at Centre Street. (Wards 2, 6, & 7) [11/23/21 @ 9:36 AM]

**Action:** **Approved 4-0. Approved the language of TPR 789. This item may be appealed through the close of business on February 9, 2022.**

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

Mr. Prizant presented on the item, stating that Commonwealth Avenue and Centre Street is one of the busiest intersections in Newton by traffic volume. Despite this, right-hand turns are not taken often and it is primarily used as a through-put intersection. Mr. Prizant stated that recent observations have compared the current traffic to counts from 2019 which demonstrate that the signal needs to be retimed to be as balanced as possible for current traffic conditions. While restricting right-on-red turns can have a possible impact on traffic, this is expected to be minor at this intersection. It will also benefit pedestrian safety.

**Public Comment:**

One resident spoke against this item, stating that restricting right-on-red turns can cause traffic backups and decrease the number of vehicles moving through the intersections. Signage currently in place reminds drivers to yield to pedestrians and right-on-red restrictions are some of the most ignored signs. He stated that if this item is approved, better signage should be used.

Ms. Fairley spoke in support of this item, stating that she has examined the intersection as accessible pedestrian signals were installed. There is at least one group of pedestrians from the Carrol Center for the Blind who regularly walk through this intersection and would be made safer by this change.

With no more residents choosing to speak, public comment was closed.

Without further discussion, Mr. Fishman made a motion of approval which carried 4-0. This item may be appealed through the close of business on February 9, 2022.

TC81-21      MAREN CONIGLIONE, 39 School Street, requesting installation of a four-way stop at the intersection of Pearl Street, School Street, and Thornton Street. (Ward 1) [11/09/21 @ 3:27 PM]

**Action:**      **Denied 4-0. This item may be appealed through the close of business on February 9, 2022.**

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

Mr. Prizant presented on the item, reviewing the site of the request. He stated that Pearl Street is free-flowing while Thornton and School Streets have controlled approaches. Half-hour counts taken around the arrival and dismissal times for the Lincoln-Eliot School demonstrated that the majority of the volume distribution was on Pearl Street. Mr. Prizant then reviewed the warrants outlined in the MUTCD which are used for guidance on traffic decisions. He stated that generally, all-way stops are used at intersections with balanced traffic. This intersection does not meet the threshold for crashes or for sightline concerns. Summarizing his conversation with the petitioner and residents, Mr. Prizant stated that stop signs are not recommended by the MUTCD for traffic calming as installing them without the proper warrants can have a negative impact. Mr. Prizant reviewed DPW's annual traffic calming process which has identified Pearl Street as a priority. New blinking traffic signs have been installed on Pearl and Jewett Streets to enhance compliance.

**Public Comment:**

Ms. Coniglione, the petitioner, spoke, thanking the Transportation Department for its work on this matter. She echoed concerns about speeding cars and said that there used to be a speed reader on the street until it was knocked over by a car, as well as a blinking light. Ms. Coniglione stated that while there have not been many recorded accidents, many children and pets have almost been hit and that many residents avoid walking on Pearl Street due to speeding cars. She asked if there were other steps, such as speed bumps, that the City could explore. Mr. Prizant stated that when a street is identified as a priority, it goes to the Complete Streets Working Group, which has discussed Pearl Street multiple times. Most of the recorded accidents were side-swipes and not determined to be a major issue. Pearl Street is also not as wide as other priority streets. School zone flashing lights will be replaced with newer and better models with a speed feedback display sign. White edge lines will be considered, to reduce the width of the travel lane which is a low-cost way to achieve a marginal impact. However, speeds bumps are rarely used in Newton as the Fire Department says that they increase response times. Speed humps may have more potential and will be trialed on Grant Avenue.

Ms. Coniglione asked about Speed testing on the western part of Pearl Street and was answered that the data which identified Pearl Street as a priority in 2018 was taken to the west of Jewett Street, and that additional data will be taken from east of School Street. Mr. Koses reviewed the

changes to Pearl Street and asked Captain Boudreau if it could be added for an additional directed patrol. Captain Boudreau said that it would be added to the list when staffing allows.

Other residents voiced concerns about speeding cars, specifically related to the section of Pearl Street near Jewett Street. They also stated that the slight slope on Pearl Street Street contributes to the high speeds there and that two houses near the School Street intersection cause sightline obstructions.

Asking if anything besides more lights could be done to slow down cars, Mr. Prizant emphasized that the traffic calming process is fairly new and that the cost of measures varies significantly.

Without further discussion, Mr. Prizant made a motion to deny the request which carried 4-0. This item may be appealed through the close of business on February 9, 2022.

TC90-21      DAVID KOSES, TRAFFIC COUNCIL CHAIR, requesting to split the column “accessible or other” into two or more columns in the charts in Sections 194 and 196 of the TPR in order to correct and clarify the number of accessible parking spaces located within our off-street parking areas. (Wards 1, 2, 3, 4, & 6) [11/30/21 @ 8:37 AM]

**Action:**      **Traffic Council Approved 4-0. Approved the language of TPR 790. This item may be appealed through the close of business on February 9, 2022.**

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

Mr. Koses introduced the item, presenting the new chart which would be inserted into the TPR. The current chart for the section does not include separate columns for accessible, EV, and other types of parking, instead including them all under the “other” label. Later answering Ms. Fairley, Mr. Koses stated that the new chart would specify the number of accessible parking spaces in each City lot.

Mr. Freudberg asked about the “other” category in the charts, and Mr. Koses said this was for Zip Cars in the Pearl and Richardson Street lots, and for the Lexington Street lot it is part of the Auburndale Village Parking District. The Hartford Street lot has three spaces reserved for the Brigham House.

No members of the public chose to comment on this item.

Without further discussion, Mr. Koses made a motion of approval which carried 4-0. This item may be appealed through the close of business on February 9, 2022.



TC89-21 DAVID KOSES, TRAFFIC COUNCIL CHAIR, requesting to replace the three instances of the use of the word “handicap” with the word “accessible” in section 200 of the TPR. This item makes no change in the field and updates the language used in the TPR. (Wards 2 & 3) [11/30/21 @ 8:37 AM]

**Action:** **Traffic Council Approved 4-0. Approved the language of TPR 791. This item may be appealed through the close of business on February 9, 2022.**

**Note:** Mr. Koses introduced the item, saying it would replace the last remaining instances of the word “handicap” in the TPR with the term “accessible.” Ms. Fairley spoke in support, stating that “handicap” is an outdated term which can have a derogatory meaning. Removing it entirely from signage will require change at the state level.

Without further discussion, Mr. Koses made a motion of approval which carried 4-0. This item may be appealed through the close of business on February 9, 2022.

TC1-22 DAVID KOSES, TRAFFIC COUNCIL CHAIR, requesting to add a stop sign on Tyler Terrace at Centre Street, eastbound because Section 4L.02 of the Manual Uniform on Traffic Control Devices requires stop signs at intersections which also have flashing red traffic signals or beacons. (Ward 6) [1/03/22 @ 12:53 PM]

**Action:** **Traffic Council voted No Action Necessary 4-0.**

**Note:** This item was discussed alongside TC2-22.

Mr. Prizant made a motion to vote No Action Necessary on TC1-22 which carried 4-0.

TC2-22 DAVID KOSES, TRAFFIC COUNCIL CHAIR, requesting a new stop sign on Circuit Ave at Elliot St, southbound, because Section 4L.02 of the Manual Uniform on Traffic Control Devices requires stop signs to be posted at intersections which also have flashing red beacons or traffic signals. (Ward 5) [1/03/22 @ 12:53 PM]

**Action:** **Traffic Council voted No Action Necessary 4-0.**

**Note:** This item was discussed alongside TC1-22. Council members were presented with site photos, a presentation, and recommendation.

Mr. Koses introduced the item and reviewed the site, stating that a standard traffic signal was in place which turns red in all directions when the fire station is activated. There are no explicit requirements or support for the use of stop signs at these installations. He stated that there was concern that adding a stop sign to this intersection could cause confusion and recommended No Action Necessary. Since TC1-22 addresses a similar situation, he recommended No Action Necessary for that item as well.

**Public Comment:**

One resident spoke to concur with the concerns of conflicting instructions, citing the intersection of California and Jasset Streets. Mr. Prizant stated that this cannot be changed due to the community benefit.

Mr. Prizant made a motion to vote No Action Necessary on TC1-22 which carried 4-0.

Mr. Prizant made a motion to vote No Action Necessary on TC2-22 which carried 4-0.

TC3-22      DAVID KOSES, TRAFFIC COUNCIL CHAIR, requesting to review and possibly modify the parking regulations at 455, 465, and 475 Beacon Street, where official parking regulations do not match posted signage. (Ward 7) [1/03/22 @ 12:53 PM]

**Action:**      **Traffic Council voted No Action Necessary 4-0.**

**Note:**      Council members were presented with site photos, a presentation, and recommendation.

Mr. Koses introduced the item, stating that when bicycle lanes were installed along Beacon Street, much of the parking was removed. Currently, parking is prohibited on either side of Beacon Street between Hammond Street and Grant Avenue except for some spaces with a two-hour limit in effect from 8am to 6pm. If approved, this item would add additional timed parking spaces into front of the three mentioned properties. Mr. Koses stated that all nearby residents were notified, but none were present for discussion nor submitted any correspondence.

Mr. Prizant stated that there was an extensive public process to engage the community about installing the bicycle lanes. He added that the Transportation Department has no strong feelings about adding parking here and recommends deferring to the residents.

**Public Comment:**

One resident spoke, stating that before the bicycle lanes were installed, parking was prohibited along this section, and with the installation of the bicycle lanes parking was made optionally unrestricted. He added that when the TPR was redone for this area about two years ago to enact the new restrictions along Beacon Street, this section was missed for unrestricted parking. Mr. Koses answered that parking is restricted but the signage is not posted.

No more members of the public chose to comment on this item.

Mr. Freudberg stated that the two-hour restriction seems out of place for the location as it is far away enough from Boston College and Newton Centre. He noted that the other side of Beacon Street has a painted buffer.

Mr. Fischman agreed with leaving the current restrictions in place if there is no push to end them.

Mr. Koses recommended to vote No Action Necessary and to post the “no parking” signage at this location. Captain Boudreau concurred that there is no need to add parking to the area if nobody is asking for it.

Without further discussion Mr. Koses made a motion to vote No Action Necessary which carried 4-0.

TC4-22      DAVID KOSES, TRAFFIC COUNCIL CHAIR, requesting to update the official location of the accessible parking space on Centre Green to match existing field conditions. Note that this item makes no change in the field and fixes an error in the TPR. (Ward 6) [1/03/22 @ 12:53 PM]

**Action:**      **Traffic Council Approved 4-0. Approved the language of TPR 792. This item may be appealed through the close of business on February 9, 2022.**

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

Mr. Koses said that this item will update the TPR to correct the location of this accessible space.

Without further discussion, Mr. Koses made a motion of approval which carried 4-0. This item may be appealed through the close of business on February 9, 2022.

TC88-21      JAMES MCGONAGLE, COMMISSIONER OF THE DEPARTMENT OF PUBLIC WORKS AND BARNEY HEATH, DIRECTOR OF THE PLANNING AND DEVELOPMENT DEPARTMENT, requesting approval of a trial of the following, to run through 2022: Traffic Council shall grant administrative authority to remove on-street metered and unmetered parking spaces for the purpose of restaurant and other business use, with an associated fee structure to be determined by City Council. The removal of parking spaces through this trial is temporary, and will be approved by the Commissioner of Public Works, Director of the Planning and Development Department, and Police Chief. The trial may end at any point, including a point when City Council approves a permanent parking space reuse program. (All Wards) [11/23/21 @ 3:22 PM]

**Action:**      **HOLD 4-0. Hold for a long-term trial, as described in the docket item.**

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

Mr. Koses stated the recommendation was to hold this item as a trial. In-street dining was allowed the previous year due to the Governor's emergency use which expires in April. He stated that this trial will allow in-street dining to continue by allowing the Commissioner of Public Works, Planning & Development Director, and Police Chief to approve the removal of parking spaces without needed to have Traffic Council vote on each one. Other items regarding outdoor dining have been docketed through the City Council.

Attached is a letter of support signed by several City Councilors.

Without further discussion, Mr. Koses made a motion to hold the item for trial which carried 4-0.

TC5-21 COUNCILORS ALBRIGHT AND NORTON requesting to change the distribution of time limits in the Austin Street Public Parking Lot in Newtonville to install reserved spaces for EV Charging Stations and/or EV Shared Vehicles. (Ward 2) [02/01/21 @ 11:21 AM]

**Held 4-0 (Councilor Downs not voting) on 02/25/21. Held for a trial to allow for the installation of 2 EV parking spaces in the Austin Street Public Parking Lot.**

**Action: Traffic Council voted No Action Necessary 4-0.**

**Note:** Mr. Koses stated that this item was held in February 2021 for a trial to allow for the installation of EV spaces. However, it became apparent that nowhere in the lot would allow for the installation of these units without relocating the accessible parking spaces. Since the project is unable to move forward, Mr. Koses recommended a vote of No Action Necessary so that this item could be revisited in the future.

Without further discussion, Mr. Koses made a motion to vote No Action Necessary which carried 4-0.

The meeting adjourned at 8:22 PM.

Respectfully submitted,

David Koses, Transportation Coordinator  
Traffic Council Chair

CITY OF NEWTON

TRAFFIC & PARKING REGULATION

TPR NO. 788

January 20, 2022

In accordance with the vote of the Traffic Council on January 20, 2022:

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:

*Fox Lane at Arnold Road, westbound.*

*Fox Place at Arnold Road, eastbound.*

Approved as to legal form and character:

(SGD) ALISSA OCASIO GIULIANI  
City Solicitor

(SGD) CAROL MOORE  
City Clerk

CITY OF NEWTON

TRAFFIC & PARKING REGULATION

TPR NO. 789

January 20, 2022

In accordance with the vote of the Traffic Council on January 20, 2022:

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-96. No Turn on Red signs.**, the following:

*Centre Street*, all directions at Commonwealth Avenue.

Approved as to legal form and character:

(SGD) ALISSA OCASIO GIULIANI  
City Solicitor

(SGD) CAROL MOORE  
City Clerk

CITY OF NEWTON

TRAFFIC & PARKING REGULATION

TPR NO. 790

January 20, 2022

In accordance with the vote of the Traffic Council on January 20, 2022:

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-194. Time limits in municipal off-street parking areas.**, the following:

(entire section)

By DELETING from the provisions of **Sec. TPR-196. Time limits in other municipal off-street parking areas.**, the following:

(entire section)

By INSERTING into the provisions of **Sec. TPR-194. Time limits in municipal off-street parking areas.**, the following:

The following municipal off-street parking areas are hereby designated as paid parking zones. The distribution of time limits within each municipal off-street parking area, and the time periods within which payment is required is shown in the following table.

Metered Parking Lot	Type of Parking Space								Enforcement Hours	
	1 hr	2 hrs	3 hrs	6 hrs	No Time Limit	Accessible Parking Spaces	EV	Reserved by Permit or Other	8AM-6PM Mon-Sat	8AM-6PM Mon-Fri
<b>Auburndale</b>										
Lexington St	0	15	0	0	16	2	2	6	✓	
<b>Newton Centre</b>										
Cypress St	0	0	19	10	28	2	2	0	✓	
Langley "Triangle"	0	145	0	0	0	5	0	2	✓	
Pelham St	0	0	64	0	21	4	0	0	✓	
Pleasant St	0	0	29	0	43	4	0	0	✓	
<b>Newton Corner</b>										
Pearl St	12	0	23	0	35	2	0	1	✓	
Richardson St	10	0	11	0	35	3	2	1	✓	
<b>Newton Highlands</b>										
Hartford St	0	0	50	0	5	3	0	3	✓	
<b>Newtonville</b>										
Austin St	0	0	69	0	50	6	0	0		✓
<b>West Newton</b>										
Cherry St	0	0	55	0	11	3	0	0	✓	
Waltham St	0	0	14	0	0	1	0	0	✓	

By INSERTING into the provisions of Sec. TPR-196. Time limits in other municipal off-street parking areas., the following:

The following municipal off-street parking areas are hereby designated parking zones that do not require payment. The distribution of time limits within each municipal off-street parking area is shown in the following table.

Unmetered Parking Lot	Type of Parking Space								Enforcement Hours	
	1 hr	2 hrs	3 hrs	6 hrs	No Time Limit	Accessible Parking Spaces	EV	Reserved by Permit or Other	8AM-6PM Mon-Sat	8AM-6PM Mon-Fri
<b>Nonantum</b>										
Adams St	0	0	23	0	0	2	2	0	✓	
Chapel St	0	0	23	0	0	1	1	0	✓	

Approved as to legal form and character:

(SGD) ALISSA OCASIO GIULIANI  
City Solicitor

(SGD) CAROL MOORE  
City Clerk



CITY OF NEWTON

TRAFFIC & PARKING REGULATION

TPR NO. 791

January 20, 2022

In accordance with the vote of the Traffic Council on January 20, 2022:

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:

*Hull Street:* Three (3) handicap parking spaces, north side, Hull Street, just to the west of the ramp.

*Temple Street:* one handicap space, near the entrance to the Temple Shalom Parking Lot.

*Washington Street:* convert the parking space eastbound side of Washington Street, east of the crosswalk, in front of Elements Massage into a handicap space.

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

*Hull Street:* Three (3) accessible parking spaces, north side, Hull Street, just to the west of the ramp.

*Temple Street:* one accessible space, near the entrance to the Temple Shalom Parking Lot.

*Washington Street:* convert the parking space eastbound side of Washington Street, east of the crosswalk, in front of Elements Massage into an accessible space.

Approved as to legal form and character:

(SGD) ALISSA OCASIO GIULIANI  
City Solicitor

(SGD) CAROL MOORE  
City Clerk

CITY OF NEWTON

TRAFFIC & PARKING REGULATION

TPR NO. 792

January 20, 2022

In accordance with the vote of the Traffic Council on January 20, 2022:

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:

*Centre Green*: east side; from a point 50 feet south of Lyman St; southerly 20 feet

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

*Centre Green*: east side; from a point 95 feet south of Lyman St; southerly 30 feet

Approved as to legal form and character:

(SGD) ALISSA OCASIO GIULIANI  
City Solicitor

(SGD) CAROL MOORE  
City Clerk



January 19, 2022

Newton Traffic Council  
David Koses, Chairman  
Newton City Hall  
1000 Commonwealth Avenue  
Newton, MA 02459

CC: Honorable Mayor Ruthanne Fuller, Commissioner James McGonagle, Director Barney Health, Chief John Carmichael, Chief Gino Lucchetti

Re: TC88-21 Support for Trial of On-Street Dining

Dear Chair Koses and Members of the Newton Traffic Council:

The City Councilors signed below strongly support the approval of a temporary trial to remove on-street metered and unmetered parking spaces for on-street dining and other business use with a fee structure to be voted on by the City Council. Administrative authority for this trial will lie with the Commissioner of Public Works, the Director of the Planning and Development, and the Chief of Police.

The 2021 on-street dining program was very well received by the restaurants able to participate in the program and was extremely well liked by dining patrons. On-street dining not only enabled restaurants to continue to operate during the heights of COVID but also increased vibrancy around the restaurants.

We are appreciative of the work that has been done on this program by DPW and Planning staff, and the support of the Newton Police Department and the Newton Fire Department in ensuring the reconfigured spaces are safe.

We look to the Administration and the City Council to work together in the coming months to create a permanent parking space reuse program and other efforts to further support outdoor dining across the city. In the meantime, we strongly urge the Traffic Council to approve this item.

Respectfully,

Newton City Council President Susan Albright, Newton City Council Vice President Rick Lipof and Newton City Councilors Alicia Bowman, Deb Crossley, Vicki Danberg, Andreae Downs, Maria Scibelli Greenberg, Becky Grossman, Bill Humphrey, David Kalis, Andrea Kelley, Marc Laredo, Alison Leary, Tarik Lucas, Chris Markiewicz, Brenda Noel, Emily Norton, John Oliver, Holly Ryan, and Pam Wright

# Traffic Council

City of Newton

January 20, 2022

## Agenda

- ❖ AP6-21 ANN CAGGIANO, requesting an accessible parking space at 432 Lowell Avenue
- ❖ TC82-21 ISAAC PRIZANT, CITY TRANSPORTATION ENGINEER, requesting to add stop signs at the following intersections: Fox Lane at Arnold Road, westbound and Fox Place at Arnold Road, eastbound.
- ❖ TC83-21 ISAAC PRIZANT, CITY TRANSPORTATION ENGINEER, requesting to restrict right turns on red at the intersection of Commonwealth Avenue at Centre Street.
- ❖ TC81-21 MAREN CONIGLIONE, 39 School Street, requesting installation of a four-way stop at the intersection of Pearl Street, School Street, and Thornton Street.
- ❖ TC90-21 DAVID KOSES, TRAFFIC COUNCIL CHAIR, requesting to split the column “accessible or other” into two or more columns in the charts in Sections 194 and 196 of the TPR in order to correct and clarify the number of accessible parking spaces located within our off-street parking areas.

# Agenda (continued)

- ❖ TC89-21 DAVID KOSES, TRAFFIC COUNCIL CHAIR, requesting to replace the three instances of the use of the word “handicap” with the word “accessible” in section 200 of the TPR. This item makes no change in the field and updates the language used in the TPR.
- ❖ TC1-22 DAVID KOSES, TRAFFIC COUNCIL CHAIR, requesting to add a stop sign on Tyler Terrace at Centre Street, eastbound because Section 4L.02 of the Manual Uniform on Traffic Control Devices requires stop signs at intersections which also have flashing red traffic signals or beacons.
- ❖ TC2-22 DAVID KOSES, TRAFFIC COUNCIL CHAIR, requesting a new stop sign on Circuit Ave at Elliot St, southbound, because Section 4L.02 of the Manual Uniform on Traffic Control Devices requires stop signs to be posted at intersections which also have flashing red beacons or traffic signals.
- ❖ TC3-22 DAVID KOSES, TRAFFIC COUNCIL CHAIR, requesting to review and possibly modify the parking regulations at 455, 465, and 475 Beacon Street, where official parking regulations do not match posted signage.

# Agenda (continued)

- ❖ TC4-22 DAVID KOSES, TRAFFIC COUNCIL CHAIR, requesting to update the official location of the accessible parking space on Centre Green to match existing field conditions. Note that this item makes no change in the field and fixes an error in the TPR.
- ❖ TC88-21 JAMES MCGONAGLE, COMMISSIONER OF THE DEPARTMENT OF PUBLIC WORKS AND BARNEY HEATH, DIRECTOR OF THE PLANNING AND DEVELOPMENT DEPARTMENT, requesting approval of a trial of the following, to run through 2022: Traffic Council shall grant administrative authority to remove on-street metered and unmetered parking spaces for the purpose of restaurant and other business use, with an associated fee structure to be determined by City Council. The removal of parking spaces through this trial is temporary and will be approved by the Commissioner of Public Works, Director of the Planning and Development Department, and Police Chief. The trial may end at any point, including a point when City Council approves a permanent parking space reuse program.
- ❖ TC5-21 COUNCILORS ALBRIGHT AND NORTON, requesting to change the distribution of time limits in the Austin Street Public Parking Lot in Newtonville to install reserved spaces for EV Charging Stations and/or EV Shared Vehicles.

# AP6-21

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Request for an accessible parking space at 432 Lowell Avenue

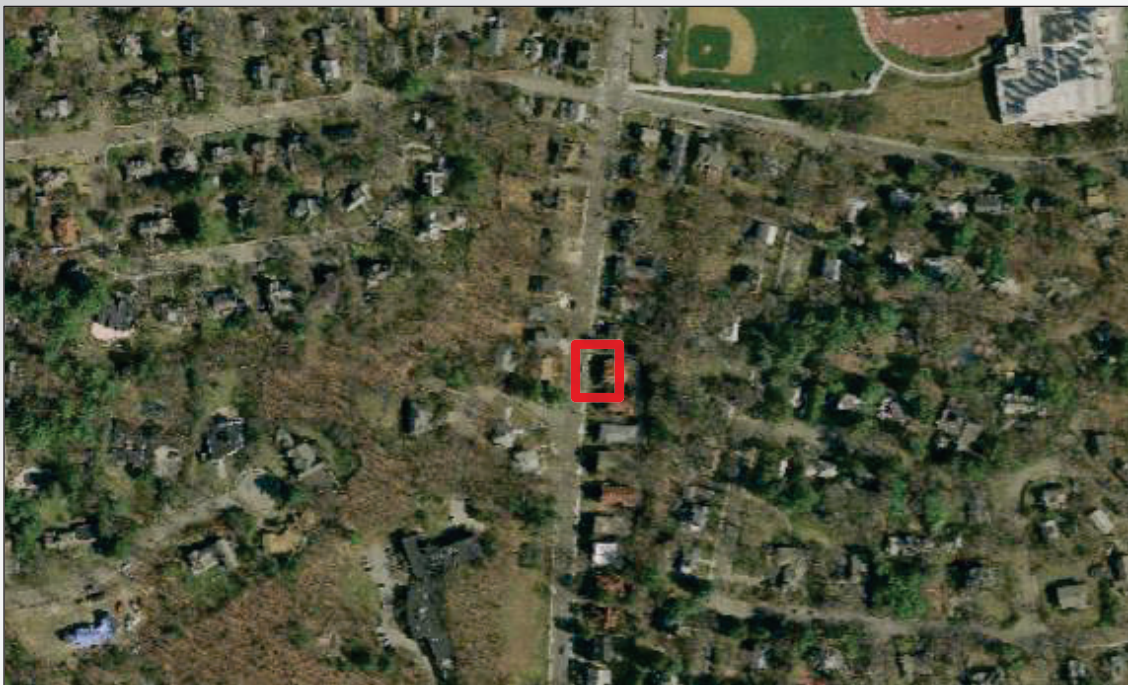
01.20.22

5

Traffic Council

Location Map: 432 Lowell Avenue

AP6-21



01.20.22

6

Traffic Council





01.20.22

7

Traffic Council

## Traffic Council Policy 2: Residential Accessible Parking Spaces

### 1. **DISABILITY PARKING PLACARD or PLATE**

A household member must have a vehicle with a disability placard or plate assigned.

### 2. **GARAGES AND DRIVEWAYS**

The applicant should be able to demonstrate that entry or exit from a vehicle within the garage or driveway is unavailable or infeasible.

- For example, the applicant may show that their driveway is too heavily used by others or is too steep or narrow to allow for entry or exit.

### 3. **ACCESSIBLE ROUTES OF TRAVEL**

The applicant should be able to demonstrate that an on-street parking space provides for an easier route of travel to access their home.

- For example, the applicant may show that an on-street parking space is closer to the main living area of their home, avoids stairs or other barriers.

### 4. **COMPETITION FOR ON-STREET PARKING SPACES**

The applicant should be able to demonstrate that they are unable to access the on-street parking space nearest their home on more than an infrequent basis, due to competition for that space.

01.20.22

8

Traffic Council

# Input from the Commission on Disability and Optional TPR language

AP6-21

Request approved by the Commission on 1/10/22 by a vote of 12-0.

Language for Traffic Council to Approve Request:

By **INSERTING** into the provisions of Sec. TPR [redacted] Parking Spaces., the following:

*Lowell Avenue, east side, from [redacted] south of Hull Street, 20 feet northerly.*

**Request withdrawn by petitioner on Wednesday 1.19.22  
Updated recommendation: NAN**

**CAN BE APPEALED**  
Appeal Deadline is February 9, 2022

01.20.22

9

Traffic Council

# TC82-21

10

Request to add stop signs at Fox Lane at Arnold Road, westbound  
and at Fox Place at Arnold Road, eastbound

01.20.22

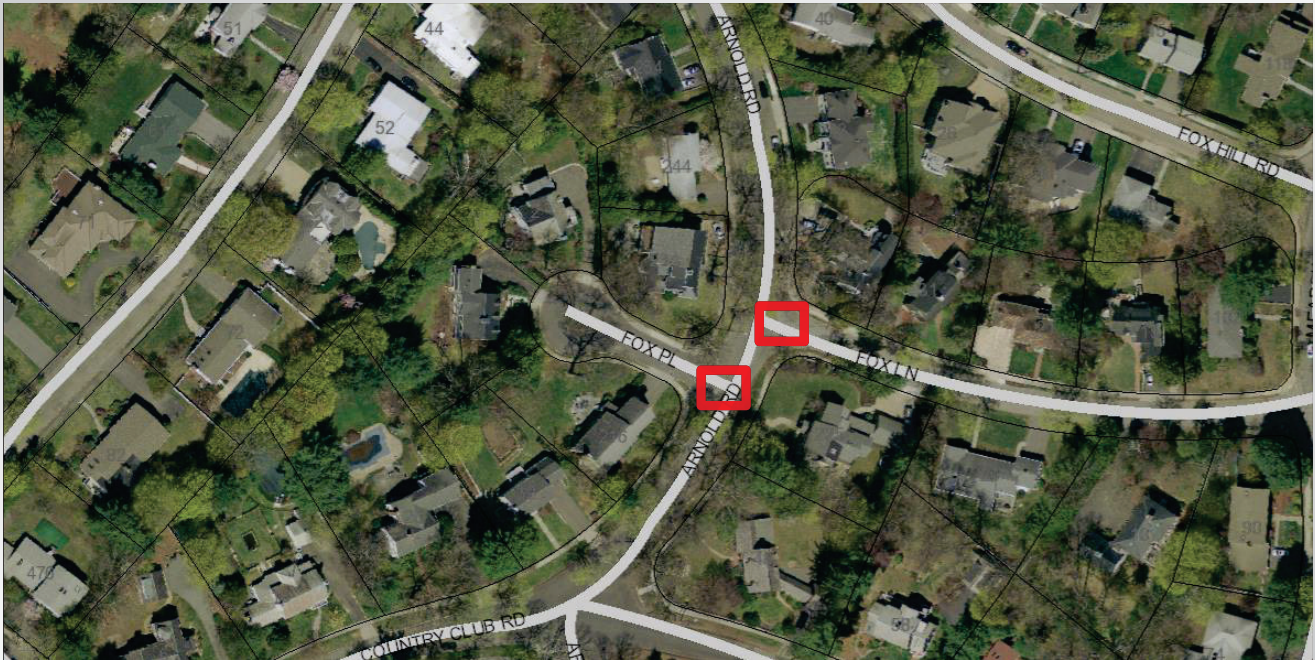
10

Traffic Council



# Location of Fox Lane and Fox Place at Arnold Road

TC82-21



01.20.22

11

Traffic Council

# View of Fox Lane at Arnold Road

TC82-21



01.20.22

12

Traffic Council



# View of Fox Place at Arnold Road

TC82-21



01.20.22

13

Traffic Council

# Considerations

TC82-21

- 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

01.20.22

14

Traffic Council



# Recommendation for Fox Lane

TC82-21

Approve new stop sign at Fox Lane, WB, at Arnold Road



01.20.22

15

Traffic Council

# Recommendation for Fox Place

TC82-21

Approve new stop sign at Fox Place, EB, at Arnold Road



01.20.22

16

Traffic Council

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

*Fox Lane at Arnold Road, westbound.*

*Fox Place at Arnold Road, eastbound.*

**CAN BE APPEALED**  
Appeal Deadline is February 9, 2022

# TC83-21

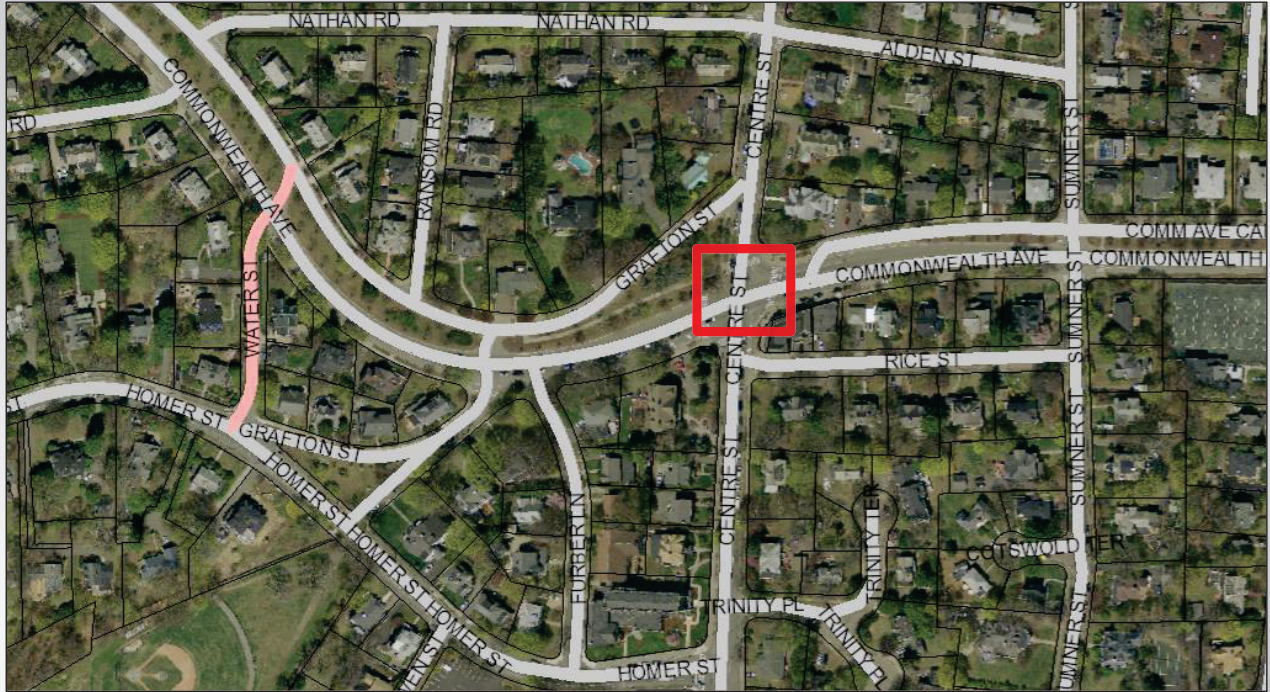
18

Request to restrict right turns on red  
at the intersection of Commonwealth Avenue at Centre Street



# Location of Commonwealth Avenue at Centre Street

TC83-21



01.20.22

19

Traffic Council

# Recommendation and Proposed TPR Language

TC83-21

Approve request

By **INSERTING into** the provisions of Sec. TPR-96. No Turn on Red signs., the following:  
**Centre Street at Commonwealth Avenue, all directions.**

**CAN BE APPEALED**  
Appeal Deadline is February 9, 2022

01.20.22

20

Traffic Council

# TC81-21



Request for the installation of a four-way stop  
at the intersection of Pearl Street, School Street, and Thornton Street

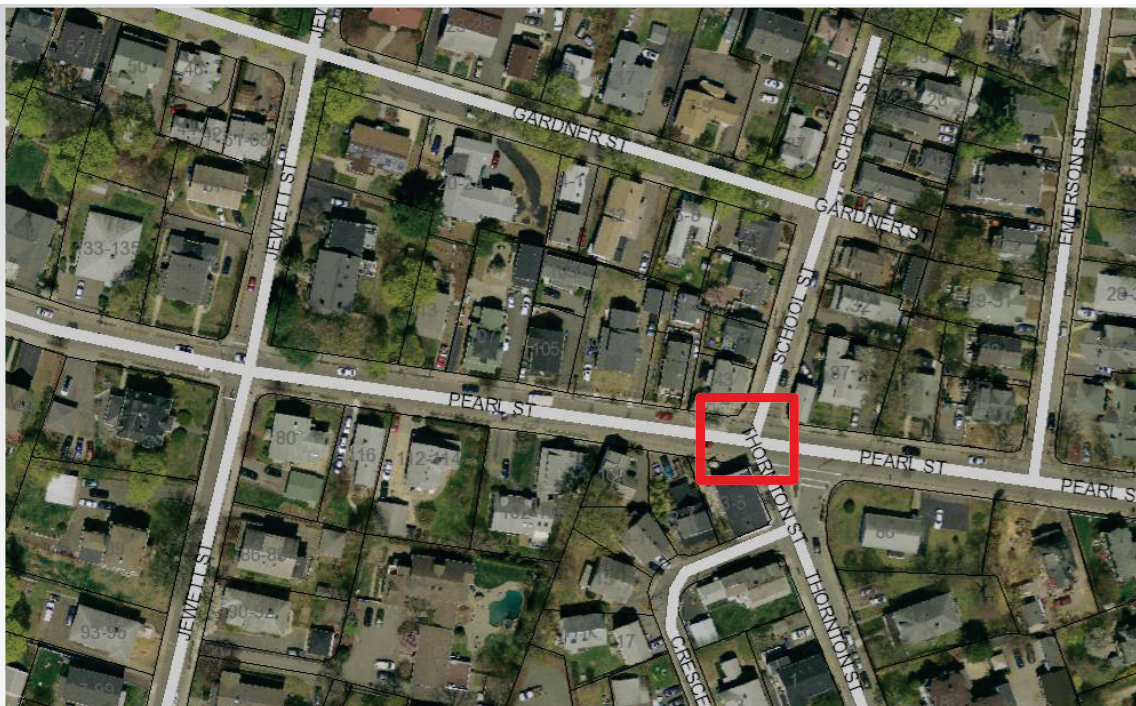
01.20.22

21

Traffic Council

Location of Pearl Street  
at Thornton Street & School Street

TC81-21



01.20.22

22

Traffic Council



# View of Pearl, Thornton & School Streets

## Looking west toward Jewett St

TC81-21



01.20.22

23

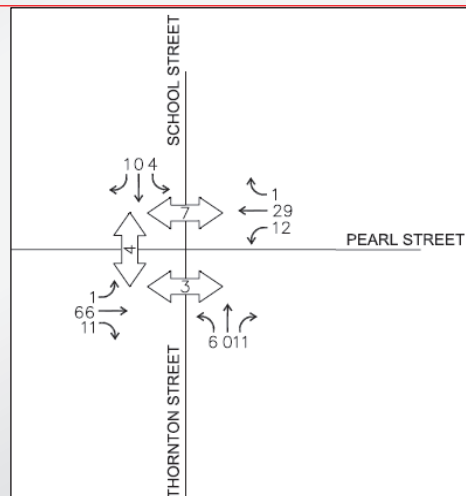
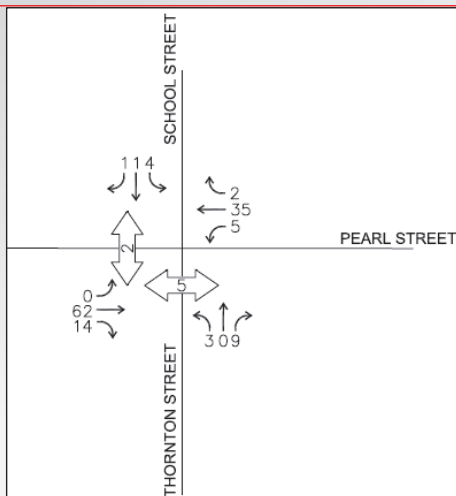
Traffic Council

# Vehicular and Pedestrian Volumes

TC81-21

**Weekday AM Peak Half-Hour Volumes, collected between 7:45-8:15am on Tue, January 11, 2022**

**Weekday PM Peak Half-Hour Volumes, collected between 2:30-3:00pm on Tue, January 18, 2022**



Volume Distribution

Pearl St ~ 87%  
 Thornton St/School St ~ 13%

Volume Distribution

Pearl St ~ 85%  
 Thornton St/School St ~ 15%

01.20.22

24

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)**  
2 reported crashes  
in past 3 years 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.*
- (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 85<sup>th</sup> 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.*

## 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.*



## 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.

*DPW note: Pearl Street has been identified as a priority for traffic calming. DPW has recently installed blinking LED STOP signs at Pearl/Jewett and will be installing new school zone flashers with speed feedback displays this winter/spring 2022 near the Lincoln-Eliot School*

01.20.22

27

Traffic Council

# Recommendation and Potential TPR Language

Deny request.

**CAN BE APPEALED**  
Appeal Deadline is February 9, 2022

01.20.22

28

Traffic Council

# TC90-21

29

Requesting to split the column “accessible or other” into two or more columns in the charts in Sections 194 and 196 of the TPR

01.20.22

29

Traffic Council

## Recommendation and Proposed TPR language

TC90-21

Approve

By **REMOVING from** the provisions of Sec. TPR-194. Time limits in municipal off-street parking areas, the following:

(entire section)

By **REMOVING from** the provisions of Sec. TPR-196. Time limits in other municipal off-street parking areas, the following:

(entire section)

Continued on next slide >>>>>

# Recommendation and Proposed TPR language

TC90-21

By **INSERTING into** the provisions of Sec. TPR-194. Time limits in municipal off-street parking areas, the following:

The following municipal off-street parking areas are hereby designated as paid parking zones. The distribution of time limits within each municipal off-street parking area, and the time periods within which payment is required is shown in the following table.

Metered Parking Lot	Type of Parking Space							Enforcement Hours	
	1 hr	2 hrs	3 hrs	6 hrs	No Time Limit	Accessible Parking Spaces	Reserved by Permit or Other	8AM-6PM Mon-Sat	8AM-6PM Mon-Fri
Auburndale									
Lexington St	0	15	0	0	16	2	2	6	✓
Newton Centre									
Cypress St	0	0	19	10	28	2	2	0	✓
Langley "Triangle"	0	145	0	0	0	5	0	2	✓
Pelham St	0	0	64	0	21	4	0	0	✓
Pleasant St	0	0	29	0	43	4	0	0	✓
Newton Corner									
Pearl St	12	0	23	0	35	2	0	1	✓
Richardson St	10	0	11	0	35	3	2	1	✓
Newton Highlands									
Hartford St	0	0	50	0	5	3	0	3	✓
Newtonville									
Austin St	0	0	69	0	50	6	0	0	✓
West Newton									
Cherry St	0	0	55	0	11	3	0	0	✓
Waltham St	0	0	14	0	0	1	0	0	✓

Continued on  
next slide  
>>>>

# Recommendation and Proposed TPR language

TC90-21

By **INSERTING into** the provisions of Sec. TPR-196. Time limits in other municipal off-street parking areas, the following:

The following municipal off-street parking areas are hereby designated parking zones that do not require payment. The distribution of time limits within each municipal off-street parking area is shown in the following table.

Unmetered Parking Lot	Type of Parking Space							Enforcement Hours	
	1 hr	2 hrs	3 hrs	6 hrs	No Time Limit	Accessible Parking Spaces	Reserved by Permit or Other	8AM-6PM Mon-Sat	8AM-6PM Mon-Fri
Nonantum									
Adams St	0	0	23	0	0	2	2	0	✓
Chapel St	0	0	23	0	0	1	1	0	✓

**CAN BE APPEALED**  
Appeal Deadline is February 9, 2022

# TC88-21



Request to replace the three instances of the use of the word “handicap” with the word “accessible” in section 200 of the TPR

01.20.22

33

Traffic Council

## Recommendation and Proposed TPR language

## TC88-21

Approve

**CAN BE APPEALED**

Appeal Deadline is February 9, 2022

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

**Hull Street: Three (3) handicap parking spaces, north side, Hull Street, just to the west of the ramp.**

**Temple Street: one handicap space, near the entrance to the Temple Shalom Parking Lot.**

**Washington Street: convert the parking space eastbound side of Washington Street, east of the crosswalk, in front of Elements Massage into a handicap space.**

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

**Hull Street: Three (3) accessible parking spaces, north side, Hull Street, just to the west of the ramp.**

**Temple Street: one accessible space, near the entrance to the Temple Shalom Parking Lot.**

**Washington Street: convert the parking space eastbound side of Washington Street, east of the crosswalk, in front of Elements Massage into an accessible space.**

# TC1-22

35

Request to add a stop sign on Tyler Terrace at Centre Street, eastbound

01.20.22

35

Traffic Council

Location of Tyler Terrace  
at Centre Street

TC1-22



01.20.22

36

Traffic Council



# View of Tyler Terrace at Centre Street

TC1-22



01.20.22

37

Traffic Council

## Background

TC1-22

- Section 4G of the MUTCD covers guidance regarding the use of emergency vehicle traffic control signals.
- There is no explicit requirement or support for the use of stop signs at such installations.
- Concern about conflicting instructions with steady red signal + stop sign.

01.20.22

38

Traffic Council

NAN

01.20.22

39

Traffic Council

# TC2-22

40

Request to add a new stop sign on Circuit Ave at Elliot St, southbound

01.20.22

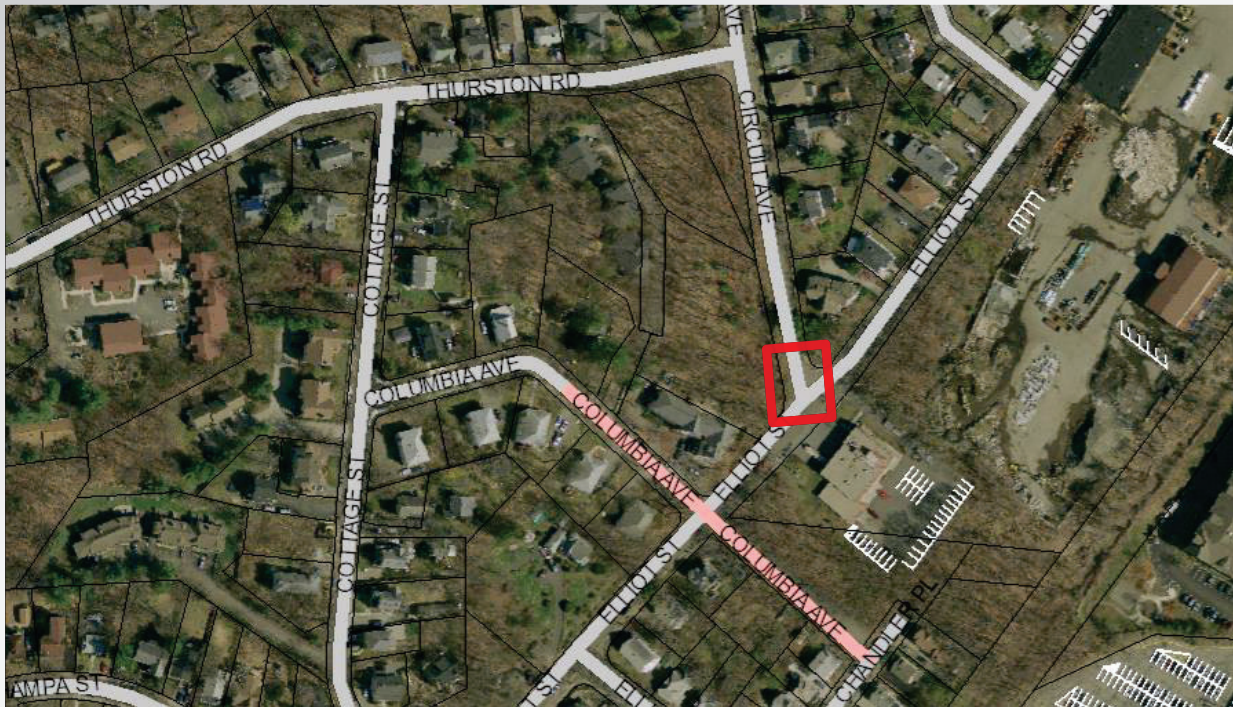
40

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# Location of Circuit Avenue at Elliot Street

TC2-22



01.20.22

41

Traffic Council

# View of Circuit Avenue at Elliot Street

TC2-22



01.20.22

42

Traffic Council



## Background

TC2-22

- Section 4G of the MUTCD covers guidance regarding the use of emergency vehicle traffic control signals.
- There is no explicit requirement or support for the use of stop signs at such installations.
- Concern about conflicting instructions with steady red signal + stop sign.

01.20.22

43

Traffic Council

## Recommendation

TC2-22

NAN

01.20.22

44

Traffic Council

# TC3-22

45

Request to review and possibly modify the parking regulations  
at 455, 465, and 475 Beacon Street

01.20.22

45

Traffic Council

Location of 455-475 Beacon Street

TC3-22



01.20.22

46

Traffic Council



# View of 455-475 Beacon Street

TC3-22



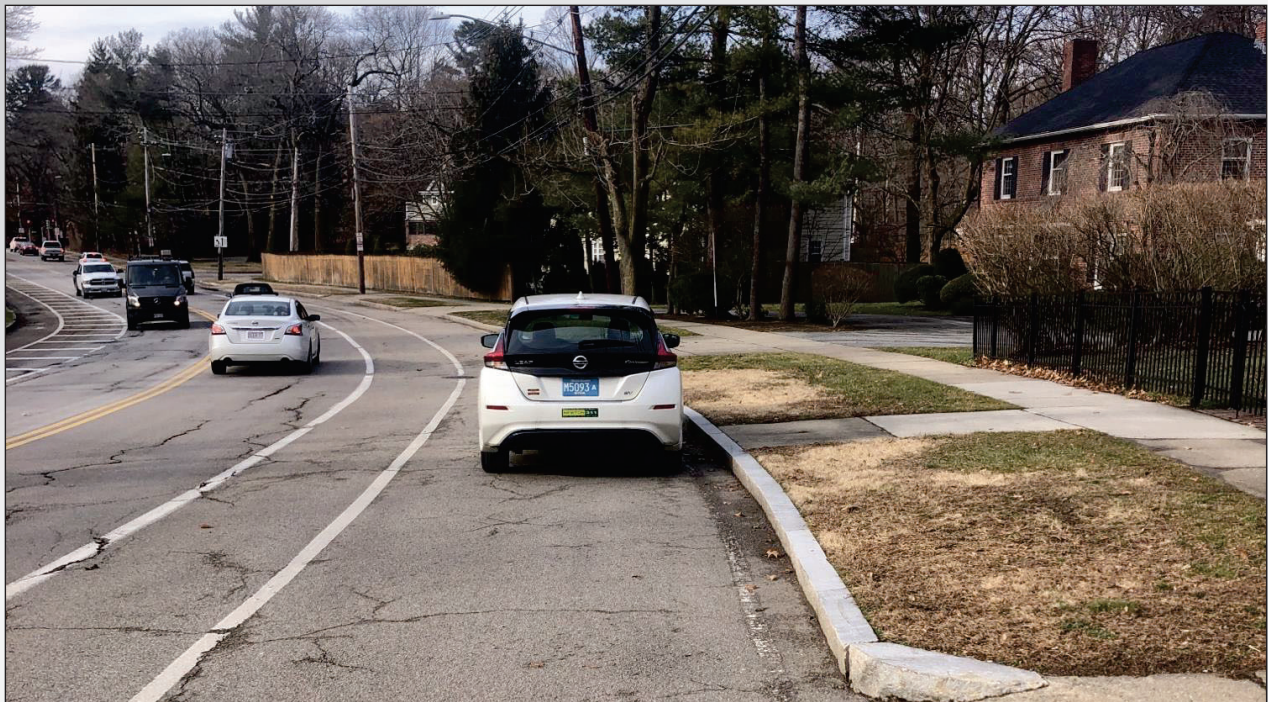
01.20.22

47

Traffic Council

# Photo of Vehicle Parked at 465 Beacon Street

TC3-22



01.20.22

48

Traffic Council

# Current Nearby Parking Regulations for the North Side of Beacon St

TC3-22

Beacon Street between Hammond Street and Grant Avenue

(1) Prohibited, any time, either side, except for the following:

b) Two-hour limit, 8 a.m. to 6 p.m., from a point 195' west of Bishopsgate Road to Grant Avenue, north side

01.20.22

49

Traffic Council

# Recommendation and Proposed TPR language

TC3-22

NAN

Or allow parking within a small area by approving the following:

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

*Beacon Street between Hammond Street and Grant Avenue*

(1) Prohibited, any time, either side, except for the following:

**b) Two-hour limit, 8 a.m. to 6 p.m., from a point 310' east of Hammondswood Road, 160 feet westerly, north side.**

**(and renumbering thereafter)**

*Note: this action would allow for a 2-hour parking zone in front of 465 Beacon Street, plus approximately one space in front of 455 and 475 Beacon Street.*

**CAN BE APPEALED**

**Appeal Deadline is February 9, 2022**

01.20.22

50

Traffic Council



# TC4-22

51

Request to update the official location of the accessible parking space on Centre Green to match existing field conditions

01.20.22

51

Traffic Council

## View of Accessible Parking Space on Centre Green

TC4-22



01.20.22

52

Traffic Council

# Recommendation and Proposed TPR language

TC4-22

Maintain the existing accessible parking space, in the current location  
Update the TPR to reflect the correct location

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

**Centre Green: east side; from a point 50 feet south of Lyman St; southerly 20 feet**

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

**Centre Green: east side; from a point 95 feet south of Lyman St; southerly 30 feet**

**CAN BE APPEALED**  
Appeal Deadline is February 9, 2022

01.20.22

53

Traffic Council

# TC88-21

54

Request for a trial of the removal of metered and unmetered parking spaces  
for the purpose of restaurant and other business use

01.20.22

54

Traffic Council

## HOLD FOR A TRIAL

Emergency state authorization, which allowed the City to administratively approve in-street dining, ends on 4.1.22.

This trial will grant administrative authority to the Commissioner of Public Works, Director of the Planning and Development Department, and Police Chief to remove on-street metered and unmetered parking spaces for the purpose of restaurant and other business use.

**During this trial, Traffic Council will not have any official role in the determination of which parking spaces will be approved for reuse, or how the spaces will be used.**

The City Council may approve an associated fee.

The City Council may approve a permanent parking space reuse program.

This trial may end at any time.

01.20.22

55

Traffic Council

# TC5-21

56

Request to change the distribution of time limits in the Austin St Lot to install reserved spaces for EV Charging Stations and/or EV Shared Vehicles

01.20.22

56

Traffic Council

NAN

No desire to relocate accessible parking spaces within the Austin Street Lot.  
No other location available to install charger equipment.  
So, unable to move forward at this time.

Item may be redocketed at any time in the future if conditions change.

**CAN BE APPEALED**  
Appeal Deadline is February 9, 2022