

CITY OF NEWTON

IN CITY COUNCIL

TRAFFIC COUNCIL REPORT

THURSDAY, MAY 19, 2022

Voting Members Present: Captain Boudreau (Police), Councilor Downs, Mitchell Fischman (resident), David Koses (DPW) and Isaac Prizant (DPW)

Also Present: Councilor Bowman; Jeremy Freudberg, Alternate Resident Traffic Council Member

City Staff: Adrian Ayala, Transportation Engineer, Nicole Banks, Commissioner of Parks and Recreation, Danielle Delaney, Committee Clerk and Jini Fairley, ADA Coordinator

Mr. Koses and Mr. Prizant provided a PowerPoint presentation, attached.

TC71-21 COUNCILORS GREENBERG, LEARY, AND OLIVER, requesting to restrict parking on the north side of Clinton Street, to ensure safe access for emergency, trash and recycling vehicles. This may include removing or relocating accessible parking on the street. (Ward 1) [09/28/21 @ 11:58 AM]
Held for Trial 5-0 on 11/18/21. Held for a trial of the following: No parking, Clinton Street, north side, all days.
ACTION: APPROVED 5-0. Approved the language of TPR 806. TPR 806 makes the trial approved on 11/18/21 permanent. This item may be appealed through the close of business June 8, 2022.

NOTE: Council members were provided with site photos, parking data, trial observations and a recommendation.

Mr. Koses stated that this item was held for a trial on November 18, 2021, when Traffic Council voted to approve a trial of no parking on the north side of Clinton Street. Clinton Street is 23 to 24' wide with many vehicles parking on both sides. The City received complaints from Waste Management, who indicated that their driver couldn't get their vehicles down the street and were unable to provide service. They requested a parking restriction.

The utility poles and fire hydrants are located on the north side. During the trial, "no parking" signs were posted on the utility poles. During the trial, parking counts were taken over the course of six months, including some after the winter parking ban ended in April. Parking data shows that the number of vehicles that parked on Clinton Street decreased during the trial. Prior to the trial, 14.1 vehicles parked on Clinton Street. However, an average of 8.5 vehicles were observed during the trial.

Mr. Koses stated that he recommends that this trial becoming permanent. No complaints or emails were received, it appears this has been a good change and has made Clinton Street safer. Emergency vehicles, trash and recycling trucks can access without difficulty.

No one from the public wished to speak.

Without further discussion, Mr. Koses made the motion to approve this item. Council members agreed 5-0. Mr. Koses stated that this item may be appealed through the close of business June 8, 2022.

TC76-21 ANKUSH GUPTA, 404 Langley Road, requesting a 2-hour parking restriction on Langley Road, except with a Resident Parking Permit, across 393 Langley Road to 412 Langley Road. (Ward 6) [08/03/21 @1:33 PM]
ACTION: **DENIED 4-1 (Fischman opposed). This item may be appealed through the close of business June 8, 2022.**

NOTE: Mr. Gupta did not attend tonight's discussion.

Council members were provided with site photos, current parking regulations, considerations and a recommendation.

Mr. Koses stated that several years ago, DPW reviewed this area carefully, and modified the parking regulations at that time. There is a two-hour restriction 7 a.m. to 7 p.m. along the east side of a section of the street. The request is to change that restriction, so to allow resident parking permits for the residents who live in the nearby buildings.

The important of considering automobile ownership and cyclists was discussed.

Automobile Ownership

It is important to consider how allowing all-day on-street parking may impact automobile ownership, especially in locations where a Special Permit has been granted, to waive on-site parking availability to fewer than the required two parking spaces per unit.

If individuals move into a building that only provide one parking space per unit, particularly after being constructed following parking waivers, and someone subsequently moves into the building with more than one vehicle, is it the City's responsibility to change to our parking regulations to allow the second vehicle to park all day and night on a public street?

Cyclists

It is important to consider how additional and all-day on-street parking would impact cyclists on busy roads, such as Langley Road, who may be more likely to be forced around parked vehicles and into moving traffic.

Mr. Koses stated that he recommends denying this request, not changing parking regulations and not implementing resident permits on this section of Langley Road. Mr. Koses then briefly described the appeals process. If residents are not satisfied with the vote of Traffic Council, they

can appeal the decision before the close of business on June 8, 2022. If appealed, the Public Safety and Transportation Committee would take hear the item at one of their upcoming public meetings, and take a final vote.

Mr. Freudberg asked whether the notices were mailed to the owner of the building, or each unit. Mr. Koses answered that the notice is mailed to each unit. Fifty-eight notifications, including, we believe, one to the petitioner, were mailed to current residents/tenants in each unit on May 5, 2022.

Mr. Prizant stated that Mr. Gupta emailed often inquiring when this item would be discussed. Mr. Koses added that Mr. Gupta was told that this item was included on the draft agenda for tonight, and was provided with a link to the Traffic Council webpage, where final meeting agendas are posted in advance of the Traffic Council meeting.

Councilor Bowman stated that she agrees with Mr. Koses, and that approving this request would create a difficult precedent. Parking is available in their development, it's just not sufficient to meet all of their needs, but there are other factors that should be considered. The City is trying to encourage the reduction of vehicle use. The easier we make it to park, the more vehicles people will own.

Mr. Fischman expressed concern that Mr. Gupta is not present. He said perhaps Mr. Gupta moved in when the building was under parked. Perhaps there could be a mixture of several different posted requirements including a two-hour limit in the afternoon but not necessarily all day long. He then stated that he would oppose to voting on this item because he does not feel comfortable voting when Mr. Gupta is not present.

Mr. Koses stated that the original petition requested resident parking permits to allow parking on Langley Road because they have one parking space and two vehicles. The residents are asking to park on the street at all times, not just to expand the hourly limit.

Mr. Freudberg expressed concern and feels that Traffic Council should respect the decision that they waived parking from 2 stalls per unit to 1¼ to six units, and does not feel that there is an equitable way for Traffic Council to issue permits.

Councilor Downs explained that when City Council is reviewing Special Permits for multi-units, Council reviews neighborhood input, and ensures that the new development's effect on traffic and parking in the neighborhood is minimized. If a development is approved with less than two parking spaces per unit, the intent is that the units would be occupied by people who have a one vehicle. It can also means that rent is lower because there are fewer parking spaces in the structured parking lot. Councilor Downs also mentioned that the current proposal before the MBTA would vastly improve the #60 bus, which would give residents of Langley Road a much better way to access Newton Centre and the MBTA Green Line.

Mr. Koses stated that there are concerns about what the MBTA is proposing. However, one positive change that is being proposed is an extension of the Route 60 bus, which would

continue from Chestnut Hill to the Newton Centre Green Line via Langley Road. If the proposal moves forward, it would be much better access to transit.

No one from the public wished to speak. One email was received in opposition from a Langley Road resident who seemed to be a little unclear about why Traffic Council would make the requested change.

Without further discussion, Mr. Koses made the motion to deny this item. Council members agreed 4-1, Mr. Fischman opposed. Mr. Koses stated that this item may be appealed through the close of business June 8, 2022.

TC16-22 COUNCILORS DOWNS, BOWMAN, DANBERG AND NOEL, requesting a Safety Zone on Lincoln Street near the Hyde Playground and extending to Walnut Street. (Ward 6) [03/02/22 @ 7:44 AM]

ACTION: **APPROVED 5-0. Approved the language of TPR 807. This item may be appealed through the close of business June 8, 2022.**

NOTE: Council members were provided with safety zones background information, site maps and a recommendation.

Mr. Koses stated that MassDOT has allowed the City to install safety zone signs without approval from them. Safety zones are not to be used in place of school zones; they are intended to be used in areas adjacent to a land use where vulnerable road users are like to be present.

Mr. Koses recommends approving the addition of a safety zone on Lincoln Street from a point 500 feet west of the Hyde playground and extend to Walnut Street.

Mr. Prizant stated that approving this docket item will help inform design decisions for what will be a CIP village project in Newton Highlands.

Public Comment:

- Why doesn't the recommendation extend to Woodward Street because vehicles have the tendency to speed when traveling from Woodward Street? Mr. Koses answered that this follows the guidance from MassDOT. Mr. Prizant added that this is to cater to the specific uses that fall within the criteria outlined in the safety zone guidance. The proposal extends roughly 500 feet beyond the home at Lincoln and Chester Streets and doesn't extend beyond that, then goes in the other direction towards the village center, which falls in the vulnerable user criteria. The only reason we could install a safety zone here is because there's a park. The maximum to extend the safety zone is 500 feet to the west.

- Why can't the length be extended because the existing two buildings have people with disabilities? Why can't this be included in the safety zone? Mr. Prizant answered that there is a large gap that does not follow within the criteria. If that building immediately followed another portion of this area fitting these criteria it could be extended. The reason why this safety zone works is because we have multiple uses near each other which allows for that 1/4 mile stretch

requirement. We've had instances near a park, that spans a short frontage along the road and because we could not have at least ¼ mile in length we were not able to implement a safety zone.

Mr. Koses added that DPW reviews the criteria and, when criteria meets the guidance, it has been approved.

Ms. Fairley stated that she thought the request was from Woodward to Walnut Streets. A group home is in the area, and she is hopeful that the safety zone could be extended from Woodward Street.

Mr. Koses stated that, if approved, the 20 MPH Safety Zone signs would be installed on Lincoln Street in both directions to bring awareness and reduce speed.

Councilor Downs stated that she docketed this item with consultation from the Newton Highlands Area Council and agree that it could be longer. Perhaps this can be revisited in the future determining if the safety zone can be extended down Lincoln Street.

Councilor Bowman stated this Safety Zone will help with the redesign of the village center enhancement project. The intersection at Woodward and Lincoln Streets is very large where it is necessary to implement traffic calming measures to deter speeders.

Mr. Fischman asked whether flashing signs will be installed to accustom people to the change. Mr. Koses answered no and that the sign will indicate 20-miles an hour, all times.

Without further discussion, Mr. Koses made the motion to approve this item. Council members agreed 5-0. Mr. Koses stated that this item may be appealed through the close of business June 8, 2022.

TC15-22 COUNCILORS DOWNS, CROSSLEY AND HUMPHREY, requesting a Safety Zone on Chestnut Street near Bobby Braceland Park and extending to Oak Street. (Ward 5) [03/02/22 @ 7:44 AM]

ACTION: **APPROVED 5-0. Approved the language of TPR 808. This item may be appealed through the close of business June 8, 2022.**

NOTE: Council members were provided with safety zones background information, site photos and a recommendation.

Mr. Koses stated that MassDOT has allowed the City to install safety zone signs without approval from them. Safety zones are not to be used in place of school zones; they are intended to be used in areas adjacent to a land use where vulnerable road users are like to be present.

Mr. Koses recommends approving the addition of a safety zone on Chestnut Street starting and ending at a point 500 feet north of the Bobby Braceland Playground extending to the village at Oak Street.

Councilor Downs stated that this area is unsafe. It should be a 20-mile an hour zone. This is a pedestrian area. It would be better if the safety zone could continue past Oak Street into the end of the village. It is necessary to treat problem areas to enhance safety. Perhaps stripe Chestnut Street the next time it is paved.

Councilor Bowman asked whether there are other strategies such as painting “Slow” in the road or other markings to bring awareness and deter speeders. Mr. Koses answered that paint or additional signage, would be a request to DPW, and could not be approved by a Traffic Council vote. Councilor Bowman then added that perhaps an item could be docketed for Public Safety & Transportation Committee consideration to discuss whether or not safety zones are having an impact on reducing speed and other strategies that may be employed to make them stronger.

Mr. Koses asked Mr. Prizant if speed measurement could be analyzed at this curve before signs are installed and once signs are installed to determine if they have been effective. Mr. Prizant answered yes.

No one from the public wished to speak. One email was received in support of this request.

Without further discussion, Mr. Koses made the motion to approve this item. Council members agreed 5-0. Mr. Koses stated that this item may be appealed through the close of business June 8, 2022.

TC20-22 DAVID KOSES, TRANSPORTATION COORDINATOR, requesting to permanently remove parking on Hagen Road between Sheldon Road and Olde Field Road, to create the counterflow bike lane on this block of Hagen Road, which was implemented temporarily as part of a Traffic Council trial. (Ward 8) [04/01/22 @ 8:47 AM]

ACTION: **APPROVED 5-0. Approved the language of TPR 809. This item may be appealed through the close of business June 8, 2022.**

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

Mr. Koses stated that approximately two years ago, Traffic Council approved a COVID related long term trial to make changes within 1500 feet of different schools across the City. Many different things were implemented, we are in the process of removing or making some trials permanent. There were two trials implemented at Newton South High School.

Mr. Koses stated that a section of Hagen Road, is one-way to the west. Many cyclists travel on Parker Street down the on-ramp to Sheldon Road, up to Hagan Road, Old Field Road, and Brandeis Road to access Newton South High School. The trial was implemented to create a counterflow bicycle lane. The counterflow bike lane was painted, and the trial was implemented. The trial has been successful, with no negative feedback received including from abutting residents

Public Comment:

- The area is now safe, and the signage is clear. It is a good change, make it permanent.

Councilor Downs stated she supports making the trial permanent as it has been successful. It may be a little less popular once Parker Street bike lanes are installed. It's nice to have multiple ways to travel.

Councilor Bowman stated she supports making the trial permanent. Counterflow bike lanes should be implemented throughout the City. Counterflow bike lanes should be added to the bike and pedestrian plan to be implemented when the sidewalks or roads are repaved. A more permanent plan is necessary.

Mr. Fischman asked how many homes are affected with the bike lane. Mr. Koses answered three homes with driveways. The north side allows parking.

Without further discussion, Mr. Koses made the motion to approve this item. Council members agreed 5-0. Mr. Koses stated that this item may be appealed through the close of business June 8, 2022.

TC21-22 DAVID KOSES, TRANSPORTATION COORDINATOR, requesting to permanently remove parking on the south side of Brandeis Road from Adeline Road to the Newton South High School property line, which was implemented temporarily as part of a Traffic Council trial. (Ward 8) [04/01/22 @ 8:47 AM]

ACTION: **APPROVED 5-0. Approved the language of TPR 810. This item may be appealed through the close of business June 8, 2022.**

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

Mr. Koses stated that approximately two years ago, Traffic Council approved a COVID related long term trial to make changes within 1500 feet of different schools across the City. Many different things have been implemented, we are in the process of removing or making some trials permanent. There were two trials implemented at Newton South High School. The trial allowed parking to be restricted on the last block of Brandeis Road before the High School, on the south side in front of two or three homes. The trial has been successful with no negative feedback received including from those residents that previously had parking in front of their homes.

Councilor Downs stated that she received positive feedback from the Safes Routes to School indicating this is a huge safety improvement and witnessing many more kids biking to school.

No one from the public wished to speak.

Without discussion, Mr. Koses made the motion to approve this item. Council members agreed 5-0. Mr. Koses stated that this item may be appealed through the close of business June 8, 2022.

TC9-22 ISAAC PRIZANT, TRAFFIC ENGINEER, requesting a review and the potential addition of stop signs at the intersection of Grove Hill Avenue and Prospect Avenue. (Ward 2) [02/02/22 @ 8:59 AM]

ACTION: APPROVED 5-0. Approved the language of TPR 811. TPR 811 adds a stop sign at the intersection of Grove Hill Avenue and Prospect Avenue in the northbound direction and in the southbound direction. This item may be appealed through the close of business June 8, 2022.

NOTE: Council members were provided with site photos, vehicular and pedestrian volumes, MUTCD guidance and a recommendation.

Mr. Prizant stated that Grove Hill and Prospect Avenues are close to Newton North High School. Recent observations and traffic counts were completed the first week of May. Peak vehicular and pedestrian volumes revolve around peak school arrival, dismissal and commuter times. Volumes showed that Prospect Avenue had the majority of vehicle volumes. Criteria was not met in the MUTCD guidelines for a multi-way stop application. Generally, volumes are imbalanced, which suggests that one street may be more of a throughway and operates well in a free flow manner. There were zero reported crashes through the last five years.

Mr. Prizant recommends implementing a stop sign on Grove Hill Avenue and Prospect Avenue will remain under free flow conditions. Observations showed that vehicles approaching Grove Hill Avenue were stopping and drivers on Prospect Avenue were driving in free flow conditions. The stop signs will help reinforce the need to stop on Grove Hill Avenue to avoid confusion or poor driver behavior.

Mr. Koses stated two emails were received in support of this docket item on installing stop signs on Grove Hill Avenue, not Prospect Avenue.

Public Comment:

This is a dangerous intersection. At one time, there were warning signs on Prospect Avenue indicating a dangerous intersection ahead. One crash occurred on January 27, 2022. The crash report stated that there were no stop signs. Prospect Avenue is a hilly road, making it difficult to see approaching vehicles on Prospect Avenue. It would be best to install stop signs at all four directions.

Mr. Fischman stated that it is difficult to see down the hill on the left due to sightlines and asked whether the stop signs be installed on Prospect Avenue in both directions. He stated that a four-way stop sign would be best, if justified.

Mr. Prizant answered that he reviewed sightlines using the standard sightline triangle procedure going 10 feet back from the edge of the travel way, the minimum sight lines were met just barely. The warrants weren't meant for an all-way stop sign, sight lines were met just minimally. He then said that he does not think the intersection will change in any detrimental way if we choose an all way stop. He then stated that he does not have strong feelings against an all-way stop sign, but that he following the MUTCD guidance and daily operations.

Mr. Koses said that the goal is to determine who has the right of way and supports the recommendation of a two-way stop sign and would not support installing a four-way stop sign because it does not meet the MUTCD warrants. Neighbors did not support four-way stops.

Councilor Bowman stated that there is an opportunity when repaving to significantly change the geometry of the intersection, to tighten the curve which should improve safety.

Without further discussion, Mr. Koses made the motion to approve this item. Council members agreed 5-0. Mr. Koses stated that this item may be appealed through the close of business June 8, 2022.

TC18-22 CAPTAIN BOUDREAU, requesting to add the currently posted “2 hour limit” (on the east side and cul-de-sac of St. James Circle) and the “no parking” prohibition (on the west side of St. James Circle) into the Traffic and Parking Regulations (TPR). Note that this item makes no change in the field and fixes an omission in the TPR. (Ward 1) [03/23/22 @ 2:02 PM]

ACTION: **APPROVED 5-0. Approved the language of TPR 812. This item may be appealed through the close of business June 8, 2022.**

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

Mr. Koses stated the signs have been posted for a long time. This item was docketed because the 2-hour limit signs are not in the Traffic and Parking Regulations (TPR) making the signs not enforceable.

Mr. Freudberg asked whether the signs are installed facing the wrong direction. Mr. Koses stated that some of the signs face in both directions.

No one from the public wished to speak.

Without discussion, Mr. Koses made the motion to approve this item. Council members agreed 5-0. Mr. Koses stated that this item may be appealed through the close of business June 8, 2022.

TC25-22 JASON SOBEL, DIRECTOR OF TRANSPORTATION OPERATIONS AND NICOLE BANKS, COMMISSIONER OF PARKS AND RECREATION, requesting the following to respond to changing conditions brought on by various municipal redevelopments and parking demands along Albemarle Road: Traffic Council shall be allowed to vote to allow a long-term trial on the northbound section of Albemarle Road between Watertown Street and Crafts Street, which may include changes to the location and regulations of the parking spaces along this stretch. Changes made during the trial period are to be approved by the Commissioner of Public Works in consultation with the Director of the Planning Department and the Chief of the Newton Police Department. These changes are temporary in nature and would revert to original conditions unless Traffic Council subsequently makes permanent changes by voting to change the Traffic and Parking Regulations. At any time, the Police Department may end any Traffic Council trial. (Wards 2 & 3) [05/06/22 @ 1:20 PM]

ACTION: **HELD 5-0. Held for a long-term trial of the above docketed item.**

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

Mr. Koses stated that this item refers to the northbound section of Albemarle Road where the angled spaces are located. There are a lot of planned changes in the area. The preschool is moving into the old Horace Mann school building, the public pool will be completely renovated, there will be changes to the location of where the Day Middle school buses will stop for student pick-up and drop-off, there may be bicycle accommodation painted, and a new full traffic signal will be installed at the intersection of Albemarle Road and Crafts Street.

Because of the changes over the next few years, staff suggest that a long-term trial will be beneficial. As part of the trial, staff may look to make a change to the time limit of some of the spaces located near the pool over the summer, when school is not in session. This item was placed on the agenda before summer begins because there are no time limited parking spaces near the pool for summer activities, and there is concern among residents who use the pool and sometimes cannot park close because other vehicles are parked there all day

Councilor Downs stated that she serves on the School Transportation Working Group, and she anticipates that up to 100 vehicles will be dropping off and picking up children at the Newton Early Childhood Program when it opens.

Mr. Freudberg stated that back-in angled parking is contentious. It would be a shame for that decision to be made behind closed doors.

Public Comment:

One member of the public indicated that he participated in the back-in angled parking session. He questioned the size of the 5-foot striped area for the accessible space and noted that he needs to have an 8-foot accessible space to back up a wheel chair van. He is hopeful that the accessible parking space will accommodate his van. He suggested that a post may help improve sight lines, to assist backing up a van into back angle spaces.

Without further discussion, Councilor Downs made the motion to hold this item for a long-term trial. Council members agreed 5-0.

TC23-22 DAVID KOSES, TRANSPORTATION COORDINATOR, requesting to update the TPR for Floral Street to match existing posted signage. Note that this item makes no change in the field and fixes an error in the Traffic and Parking Regulations. (Ward 6) [04/01/22 @ 8:47 AM]

ACTION: **No Action Necessary 5-0.**

NOTE: Council members were provided with a recommendation.

Mr. Koses stated that this item was docketed because posted signage did not match the TPR.

Mr. Koses recommends voting no action necessary on this item. It is necessary to have a broader conversation, notify residents and consider making changes to the posted signs on both sides of Floral Street.

Councilor Bowman asked for clarification on what the issues may be. Mr. Koses answered that Floral Street may be too narrow to allow parking on both sides, signs appear confusing and there may be a safety issue. A potential future bike lane cannot be installed unless parking is removed.

No one from the public wished to speak.

Without further discussion, Mr. Koses made the motion to vote no action necessary on this item. Council members agreed 5-0.

TC17-22 COUNCILORS DANBERG, BOWMAN, NOEL AND DOWNS, requesting to analyze and potentially remove *some* metered parking spaces on Lincoln Street adjacent to crosswalks to improve driver visibility and pedestrian safety. (Ward 6) [03/15/22 @ 2:41 PM] [REVISED 04/26/22 @ 9:46 AM]

ACTION: **No Action Necessary 5-0. After 30 days, the following actions will be taken administratively:**

- **Remove Meters #5011 and #5029.**
- **Add the following language to the TPR: Sec. TPR-219. Parking prohibitions in areas that previously allowed parking., the following: The following parking spaces were removed in compliance with Sec. 19-166 (p):**
- ***Lincoln Street, south side, within 25 feet of a marked crosswalk near 26 Lincoln Street, previously marked as meter #5029.***
- ***Lincoln Street, north side, within 25 feet of a marked crosswalk near 39A Lincoln Street, previously marked as meter #5011.***

NOTE: Council members were provided with site photos, City ordinance allowing removal of parking and a recommendation.

Mr. Koses stated that the two parking spaces are concerning. When vehicles park, other vehicles may not be able to see pedestrians trying to cross Lincoln Street. Mr. Koses is recommending removal of meter spaces #5011 and #5029 to enhance safety and suggests voting no action necessary because it is not necessary for Traffic Council to vote on an action that can be done administratively. Whenever there is parking within 25 feet of a crosswalk, DPW conducts an engineering study with input from the Police Department to remove unsafe parking locations.

A new section will be created in the TPR, to be called “parking prohibitions in areas that previously allowed parking”. These two previously-metered locations would be the first entries in this new section of the TPR. Parking meters may be removed 30 days after notification to City Council.

Councilor Bowman suggested removing the parking space on the other side of the crosswalk, because drivers back into the crosswalk to exit the space. Mr. Koses said that DPW has the

administrative authority to remove that space as well. DPW, however, is concerned about the number of parking spaces in Newton Highlands and are striving to strike a balance.

Mr. Prizant stated that he understands the concerns of vehicles backing into crosswalks. These two meters are the immediate concern, a phased approach is appropriate. In the future, if there is consensus, we can consider designing bump outs on each side of the crosswalk.

Mr. Koses asked whether bump-outs, if installed in the future at these crosswalks, would allow the metered parking spaces to be added back. Mr. Prizant answered these spaces will be reevaluated depending on how the street is redesigned. It is difficult to know whether there will be a net gain or loss of parking spaces at this time.

Mr. Koses stated that one email was received expressing concern with limited parking and concerns about losing additional parking.

Public Comment:

- A resident expressed support on removing the meters and challenged the thought there's an agreement that removing these spaces will enhance safety. With vehicles parked right next to the crosswalk, the unprotected crossing distance of the pedestrian is basically from car to car, not from curb to curb. With parked vehicles removed, the crossing distances are now curb to curb, increasing the crossing distance. When removing these barriers, which reduce traffic speeds, you increase the crossing distance. He stated that by removing these spaces, drivers may use this space to make U-Turn movements. With the redesign project of Newton Highlands, he is hopeful we can accommodate parking spaces that are removed, perhaps by reducing some of the length of the spaces.

- A resident stated that this location has dangerous crosswalks. If you are in a wheelchair, use a walker, stroller or cane, drivers cannot see you. He supported the removal of the meters and suggest painting the spaces and installing posts. He asked why doesn't the City promote drivers to park in the neighborhood and walk to the Village businesses.

Mr. Koses stated that perhaps a bike rack could be installed in the empty space to narrow the crossing distance and enforcement would be necessary. U-Turns are prohibited, and signs are posted. The Newton Highlands Parking District was created to help with parking, and the two-hour limit on nearby streets allows motorists to park for free. Captain Boudreau added that he will request additional enforcement.

Councilor Downs agreed that it will be necessary to put something in the parking spaces to prevent vehicles from parking in the space, once the meters are removed. Without further discussion, Councilor Downs made the motion for no action necessary. Council members agreed 5-0.

The Committee adjourned at 8:50 p.m.

Respectfully submitted,
David Koses, Transportation Coordinator
Traffic Council Chair

CITY OF NEWTON

TRAFFIC & PARKING REGULATION

TPR NO. 806

May 19, 2022

In accordance with the vote of the Traffic Council on May 19, 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-176. Parking regulations pertaining to particular streets.**, the following:

Clinton Street

Prohibited, north side, all days.

(SGD) ALISSA OCASIO GIULIANI
City Solicitor

(SGD) CAROL MOORE
City Clerk

CITY OF NEWTON

TRAFFIC & PARKING REGULATION

TPR NO. 807

May 19, 2022

In accordance with the vote of the Traffic Council on May 19, 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-150. Safety Zones.**, the following:

Lincoln Street, from a point 460 feet west of Bowdoin Street to Walnut Street.

(SGD) ALISSA OCASIO GIULIANI
City Solicitor

(SGD) CAROL MOORE
City Clerk

CITY OF NEWTON

TRAFFIC & PARKING REGULATION

TPR NO. 808

May 19, 2022

In accordance with the vote of the Traffic Council on May 19, 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-150. Safety Zones.**, the following:

Chestnut Street, from a point 375 feet north of Pennsylvania Avenue to Oak Street.

(SGD) ALISSA OCASIO GIULIANI
City Solicitor

(SGD) CAROL MOORE
City Clerk

CITY OF NEWTON

TRAFFIC & PARKING REGULATION

TPR NO. 809

May 19, 2022

In accordance with the vote of the Traffic Council on May 19, 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-176. Parking regulations pertaining to particular streets.**, the following:

Hagen Road

Prohibited, south side, all days, Olde Field Road to Sheldon Road.

By REMOVING from into the provisions of **Sec. TPR-85. One-way streets.**, the following:

Hagen Road, from Olde Field Road westerly to Great Meadow Road.

By INSERTING into the provisions of **Sec. TPR-85. One-way streets.**, the following:

Hagen Road, from Olde Field Road westerly to Sheldon Road, except non-motorized vehicles.

Hagen Road, from Sheldon Road westerly to Great Meadow Road.

(SGD) ALISSA OCASIO GIULIANI
City Solicitor

(SGD) CAROL MOORE
City Clerk

CITY OF NEWTON

TRAFFIC & PARKING REGULATION

TPR NO. 810

May 19, 2022

In accordance with the vote of the Traffic Council on May 19, 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 REMOVING from the provisions of **Sec. TPR-176. Parking regulations pertaining to particular streets.**, the following:

Brandeis Road

(1) Prohibited all days:

- a) Both sides, from Greenwood Street northerly 50 feet.
- b) North side (even numbered houses), from a point 50 feet north of Greenwood Street to Parker Terrace.
- c) South side from a point 190 feet east of Adeline Road easterly 440 feet.

(2) Two-hour limit, school days, south side, 7:00 a.m. to 4:00 p.m., from Parker Terrace to a point 190 feet east of Adeline Road.

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

Brandeis Road

(1) Prohibited all days:

- a) Both sides, from Greenwood Street northerly 50 feet.
- b) North side (even numbered houses), from a point 50 feet north of Greenwood Street to Parker Terrace.
- c) South side from Adeline Road to a point easterly 800 feet.

(2) Two-hour limit, school days, south side, 7:00 a.m. to 4:00 p.m., from Parker Terrace to a point 190 feet east of Adeline Road.

(SGD) ALISSA OCASIO GIULIANI
City Solicitor

(SGD) CAROL MOORE
City Clerk

CITY OF NEWTON

TRAFFIC & PARKING REGULATION

TPR NO. 811

May 19, 2022

In accordance with the vote of the Traffic Council on May 19, 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:

Grove Hill Avenue at Prospect Avenue, northbound.

Grove Hill Avenue at Prospect Avenue, southbound.

(SGD) ALISSA OCASIO GIULIANI
City Solicitor

(SGD) CAROL MOORE
City Clerk

CITY OF NEWTON

TRAFFIC & PARKING REGULATION

TPR NO. 812

May 19, 2022

In accordance with the vote of the Traffic Council on May 19, 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-176. Parking regulations pertaining to particular streets.**, the following:

St. James Circle

- (1) Prohibited, all days, west side.
- (2) Two-hour limit, east side and around the cul-de-sac.

(SGD) ALISSA OCASIO GIULIANI
City Solicitor

(SGD) CAROL MOORE
City Clerk

Traffic Council

City of Newton

May 19, 2022

Agenda

- ❖ TC71-21 COUNCILORS GREENBERG, LEARY, AND OLIVER, requesting to restrict parking on the north side of Clinton Street, to ensure safe access for emergency, trash and recycling vehicles. This may include removing or relocating accessible parking on the street.
Held for Trial 5-0 on 11/18/21. Held for a trial of the following: No parking, Clinton Street, north side, all days.
- ❖ TC76-21 ANKUSH GUPTA, 404 Langley Road, requesting a 2-hour parking restriction on Langley Road, except with a Resident Parking Permit, across 393 Langley Road to 412 Langley Road.
- ❖ TC16-22 COUNCILORS DOWNS, BOWMAN, DANBERG AND NOEL, requesting a Safety Zone on Lincoln Street near the Hyde Playground and extending to Walnut St.
- ❖ TC15-22 COUNCILORS DOWNS, CROSSLEY AND HUMPHREY, requesting a Safety Zone on Chestnut St. near Bobby Braceland Park and extending to Oak St.

Agenda (Continued)

- ❖ TC20-22 DAVID KOSES, TRANSPORTATION COORDINATOR, requesting to permanently remove parking on Hagen Road between Sheldon Road and Olde Field Road, to create the counterflow bike lane on this block of Hagen Road, which was implemented temporarily as part of a Traffic Council trial.
- ❖ TC21-22 DAVID KOSES, TRANSPORTATION COORDINATOR, requesting to permanently remove parking on the south side of Brandeis Road from Adeline Road to the Newton South High School property line, which was implemented temporarily as part of a Traffic Council trial.
- ❖ TC9-22 ISAAC PRIZANT, TRAFFIC ENGINEER, requesting a review and the potential addition of stop signs at the intersection of Grove Hill Avenue and Prospect Avenue.
- ❖ TC18-22 CAPTAIN BOUDREAU, requesting to add the currently posted “2 hour limit” (on the east side and cul-de-sac of St. James Circle) and the “no parking” prohibition (on the west side of St. James Circle) into the Traffic and Parking Regulations (TPR). Note that this item makes no change in the field and fixes an omission in the TPR.

05.19.22

3

Traffic Council

Agenda (Continued)

- ❖ TC25-22 JASON SOBEL, DIRECTOR OF TRANSPORTATION OPERATIONS AND NICOLE BANKS, COMMISSIONER OF PARKS AND RECREATION, requesting the following to respond to changing conditions brought on by various municipal redevelopments and parking demands along Albemarle Road: Traffic Council shall be allowed to vote to allow a long-term trial on the northbound section of Albemarle Road between Watertown Street and Crafts Street, which may include changes to the location and regulations of the parking spaces along this stretch. Changes made during the trial period are to be approved by the Commissioner of Public Works in consultation with the Director of the Planning Department and the Chief of the Newton Police Department. These changes are temporary in nature and would revert to original conditions unless Traffic Council subsequently makes permanent changes by voting to change the Traffic and Parking Regulations. At any time, the Police Department may end any Traffic Council trial.
- ❖ TC23-22 DAVID KOSES, TRANSPORTATION COORDINATOR, requesting to update the TPR for Floral Street to match existing posted signage. Note that this item makes no change in the field and fixes an error in the Traffic and Parking Regulations.

05.19.22

4

Traffic Council

Agenda (Continued)

- ❖ TC17-22 COUNCILORS DANBERG, BOWMAN, NOEL AND DOWNS, requesting to analyze and potentially remove some metered parking spaces on Lincoln Street adjacent to crosswalks to improve driver visibility and pedestrian safety.

05.19.22

5

Traffic Council

TC71-21

❧ 6 ❧

Request to restrict parking on one side of Clinton Street

05.19.22

6

Traffic Council

Clinton St Looking West toward Crafts St
** From the 11.18.21 Meeting **

TC71-21



05.19.22

7

Traffic Council

Trash Truck cannot service the street
** From the 11.18.21 Meeting **

TC71-21



Friday 9.24.21 @ 9:48 AM

This photo was taken by a Waste Management driver and was sent to DPW Staff from the Director of Sustainable Materials Management Division with a request to consider a change parking regulations. Waste Management was unable to service five homes on the street.

05.19.22

8

Traffic Council

Clinton Street Data and Observations

** From the 11.18.21 Meeting **

TC71-21

- Public Way, 1,076 feet long
- 23-24 feet wide
- Utility Poles; North side
- Fire Hydrants: North side

Observation	Parked Vehicles on N. side (Appx. 25 legal spaces)	Parked Vehicles on S. Side (Appx. 23 legal spaces)
Tu 11/2/21 @ 9:00 AM	7	5
Tu 11/2/21 @ 1:30 PM	9	6
We 11/3/21 @ 7:30 AM	5	11
We 11/3/21 @ 2:30 PM	5	5
Fr 11/5/21 @ 9:45 AM	9	7
Fr 11/5/21 @ 1:00 PM	7	7
Mo 11/8/21 @ 12:00 PM	11	5
We 11/10/21 @ 12:00 PM	9	5

05.19.22

9

Traffic Council

Proposed TPR language

** From the 11.18.21 Meeting **

TC71-21

Approve Trial
or Approve Request

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

Clinton Street

Prohibited, north side, all days.

05.19.22

10

Traffic Council

Action Taken at the 11.18.21 Meeting

TC71-21

Hold for a Trial of the following: No parking, Clinton Street, north side, all days.



05.19.22

11

Traffic Council

Observations During the Trial

TC71-21

The total number of vehicles parked on Clinton Street went down during the trial period.

Observation	Parked Vehicles on N. side (Appx. 25 legal spaces)	Parked Vehicles on S. Side (Appx. 23 legal spaces)	Total
AVERAGE (PRE-TRIAL)	7.8	6.4	14.1
Tu 11/2/21 @ 9:00 AM	7	5	12
Tu 11/2/21 @ 1:30 PM	9	6	15
We 11/3/21 @ 7:30 AM	5	11	16
We 11/3/21 @ 2:30 PM	5	5	10
Fr 11/5/21 @ 9:45 AM	9	7	16
Fr 11/5/21 @ 1:00 PM	7	7	14
Mo 11/8/21 @ 12:00 PM	11	5	16
We 11/10/21 @ 12:00 PM	9	5	14
AVERAGE (DURING TRIAL)	0.1	8.5	8.5
Tu 12/28/21 @ 8:00 AM	0	13	13
We 12/29/21 @ 9:30 AM	0	9	9
We 12/29/21 @ 1:30 PM	0	10	10
Sa 1/01/22 @ 1:30 PM	1	14	15
Mo 1/03/22 @ 8:00 AM	0	11	11
Mo 1/03/22 @ 12:00 PM	0	8	8
Tu 1/04/22 @ 12:30 PM	0	5	5
Mo 1/10/22 @ 11:30 PM (in snow)	0	9	9
Fr 1/14/22 @ 1:30 PM (in snow)	0	8	8
Mo 1/31/22 @ 11:30 AM (in snow)*	0	4	4
We 2/2/22 @ 7:30 AM (in snow)*	0	3	3
Tu 2/8/22 @ 7:00 PM (in snow)*	0	7	7
Su 2/27/22 @ 1:30 PM (in snow)*	0	10	10
Sa 3/5/22 @ 9:00 AM	0	5	5
Su 3/6/22 @ 11:30 AM	0	7	7
Mo 3/28/22 @ 11:00 AM	0	7	7
March 31 = end of winter parking ban			
Mo 4/04/22 @ 9:15 AM	0	5	5
Mo 4/04/22 @ 7:15 PM	0	15	15
Th 4/07/22 @ 7:00 AM	0	11	11

Average of 14.1 vehicles observed before trial.

Average of 8.5 vehicles observed during trial.

05.19.22

12

Traffic Council

Make the Trial Permanent

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

Clinton Street

Prohibited, north side, all days.

CAN BE APPEALED

Appeal Deadline is June 8, 2022

05.19.22

13

Traffic Council

TC76-21

14

Request for a 2-hour parking restriction on Langley Road, except with a Resident Parking Permit, across 393 Langley Road to 412 Langley Road

05.19.22

14

Traffic Council

Map of 393-412 Langley Road Area

TC76-21



05.19.22

Traffic Council

Langley Road Looking North from Rt 9/Jackson Street

TC76-21



05.19.22

16

Traffic Council

Current Parking Regulations on Langley Road (between Beecher Pl & Jackson St)

TC76-21

(1) Prohibited, all days:

- g) West side from Jackson Street northerly 600 feet.
- h) East side from John Street southerly 32 feet.
- i) East side from a point 54 feet south of John Street southerly 20 feet.
- j) East side from Beecher Place to a point 100 feet southerly.

(2) Two-hour limit, 7:00 a.m. to 7:00 p.m., except Saturdays, Sundays and Holidays, from Jackson Street 420 feet northerly, east side.

(5) Fifteen-minute limit:

- a) East side from a point 32 feet south of John Street southerly 22 feet.
- b) East side from a point 74 feet south of John Street southerly 22 feet.

05.19.22

17

Traffic Council

Considerations

TC76-21

Automobile Ownership

Consider how allowing all-day on-street parking may impact automobile ownership, especially in locations where a Special Permit has been granted with fewer than two parking spaces per unit.

Cyclists

Consider how all-day on-street parking would impact cyclists on busy roads, who may be more likely to be forced around parked vehicles into traffic.

05.19.22

18

Traffic Council

Recommendation

TC76-21

Deny request for all-day on-street permit parking.
No change to current parking regulations.

CAN BE APPEALED
Appeal Deadline is June 8, 2022

05.19.22

19

Traffic Council

TC16-22

20

Request for a Safety Zone on Lincoln Street near the Hyde Playground
and extending to Walnut St

05.19.22

20

Traffic Council

Safety Zones in Massachusetts

Background

TC16-22



- MGL c. 90 § 18B allows municipalities to establish Safety Zones at a speed limit of 20 mph.
- Only regulatory speed limit that municipalities can adopt without approval from MassDOT.
- Not to be used in place of School Zones.
- Intended to be used in areas adjacent to a land use where vulnerable road users are likely to be present:
 - Parks and playgrounds
 - Senior citizen housing and centers
 - Hospitals or other medical facilities
 - High schools and higher education centers
 - Daycare facilities
- The minimum length of the Safety Zone should be at least $\frac{1}{4}$ of a mile and it should not extend more than 500' beyond a side street unless an applicable land use continues along the adjacent block.

Safety Zones in Newton

TC16-22

Safety Zones have been installed at the following locations in Newton:

- Albemarle Road between Watertown Street and Crafts Street.
- Allen Avenue from a point 775 feet south of Beacon Street to a point 330 feet north of Woodward Street.
- Beethoven Avenue from a point 970 feet south of Beacon Street to a point 385 feet north of Woodward Street.
- Brandeis Road between Adeline Road and Greenwood Street.
- Dudley Road between Brookline Street and Boylston Street.
- East Side Parkway.
- Ellis Street.
- Walnut Street between Hull Street and Austin Street.

Proposed Safety Zone on Lincoln Street

TC16-22

Starts and ends at Walnut Street



Starts and ends at a point 500' west of the Hyde Playground

05.19.22

Traffic Council

Recommendation and Proposed TPR language

TC16-22

Approve Request

By INSERTING into the provisions of Sec. TPR-150. Safety Zones., the following:
Lincoln Street, from a point 460 feet west of Bowdoin Street to Walnut Street.

CAN BE APPEALED
Appeal Deadline is June 8, 2022

05.19.22

24

Traffic Council

TC15-22

25

Request for a Safety Zone on Chestnut St. near Bobby Braceland Park
and extending to Oak St

05.19.22

25

Traffic Council

Safety Zones in Massachusetts Background

TC15-22



- MGL c. 90 § 18B allows municipalities to establish Safety Zones at a speed limit of 20 mph.
- Only regulatory speed limit that municipalities can adopt without approval from MassDOT.
- Not to be used in place of School Zones.
- Intended to be used in areas adjacent to a land use where vulnerable road users are likely to be present:
 - Parks and playgrounds
 - Senior citizen housing and centers
 - Hospitals or other medical facilities
 - High schools and higher education centers
 - Daycare facilities
- The minimum length of the Safety Zone should be at least $\frac{1}{4}$ of a mile and it should not extend more than 500' beyond a side street unless an applicable land use continues along the adjacent block.

Safety Zones have been installed at the following locations in Newton:

- Albemarle Road between Watertown Street and Crafts Street.
- Allen Avenue from a point 775 feet south of Beacon Street to a point 330 feet north of Woodward Street.
- Beethoven Avenue from a point 970 feet south of Beacon Street to a point 385 feet north of Woodward Street.
- Brandeis Road between Adeline Road and Greenwood Street.
- Dudley Road between Brookline Street and Boylston Street.
- East Side Parkway.
- Ellis Street.
- Walnut Street between Hull Street and Austin Street.

05.19.22

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Traffic Council

Proposed Safety Zone on Chestnut Street

TC15-22



05.19.22

Traffic Council

Recommendation and Proposed TPR language

TC15-22

Approve Request

By INSERTING into the provisions of Sec. TPR-150. Safety Zones., the following:
Chestnut Street, from a point 375 feet north of Pennsylvania Avenue to Oak Street.

CAN BE APPEALED
Appeal Deadline is June 8, 2022

05.19.22

29

Traffic Council

TC20-22

30

Request to remove parking on Hagen Rd between Sheldon Rd and Olde Field Rd,
to create a counterflow bike lane

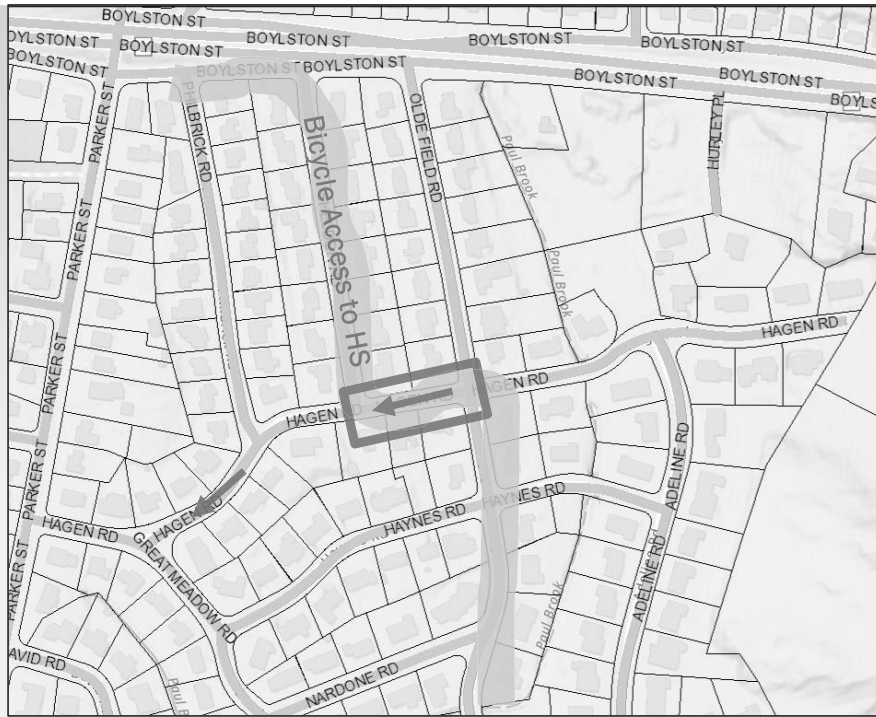
05.19.22

30

Traffic Council

Map of Hagen Road Area

TC20-22



05.19.22

31

Traffic Council

Photo of Hagen Road Looking East Showing Bicycle Accommodation

TC20-22



05.19.22

32

Traffic Council

Photo of Hagen Road Looking West From Olde Field Road

TC20-22



05.19.22

33

Traffic Council

Recommendation and Proposed TPR Language (continued)

TC20-22

Approve docketed item

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

Hagen Road

(1) Prohibited, south side, all days, Olde Field Road to Sheldon Road.

By **REMOVING** from into the provisions of Sec. TPR-85. One-way streets., the following:

Hagen Road, from Olde Field Road westerly to Great Meadow Road.

By **INSERTING** into the provisions of Sec. TPR-85. One-way streets., the following:

Hagen Road, from Olde Field Road westerly to Sheldon Road, except non-motorized vehicles.

Hagen Road, from Sheldon Road westerly to Great Meadow Road.

CAN BE APPEALED

Appeal Deadline is June 8, 2022

05.19.22

34

Traffic Council

TC21-22

35

Request to remove parking on the south side of Brandeis Road from Adeline Road to the Newton South High School property line

05.19.22

35

Traffic Council

Map of Brandeis Rd Near Adeline Rd

TC21-22



05.19.22

36

Traffic Council

Photo of Brandeis Road Looking East from Adeline Road

TC21-22



05.19.22

37

Traffic Council

Recommendation and Proposed TPR Language

TC21-22

Approve docketed item

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

Brandeis Road

(1) Prohibited all days:

- a) Both sides, from Greenwood Street northerly 50 feet.
- b) North side (even numbered houses), from a point 50 feet north of Greenwood Street to Parker Terrace.
- c) South side from a point 190 feet east of Adeline Road easterly 440 feet.

(2) Two-hour limit, school days, south side, 7:00 a.m. to 4:00 p.m., from Parker Terrace to a point 190 feet east of Adeline Road.

Continued on Next Slide >>>

05.19.22

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Traffic Council

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

Brandeis Road

(1) Prohibited all days:

- a) Both sides, from Greenwood Street northerly 50 feet.
- b) North side (even numbered houses), from a point 50 feet north of Greenwood Street to Parker Terrace.
- c) South side from Adeline Road to a point easterly 800 feet.

(2) Two-hour limit, school days, south side, 7:00 a.m. to 4:00 p.m., from Parker Terrace to a point 190 feet east of Adeline Road.

CAN BE APPEALED
Appeal Deadline is June 8, 2022

TC9-22



Request to review and potentially add stop signs at the intersection of Grove Hill Avenue and Prospect Avenue

Location of Grove Hill Ave at Prospect Ave

TC9-22



05.19.22

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Traffic Council

Location of Grove Hill Ave at Prospect Ave

TC9-22



Grove Hill Ave NB



Grove Hill Ave SB



Prospect Ave WB



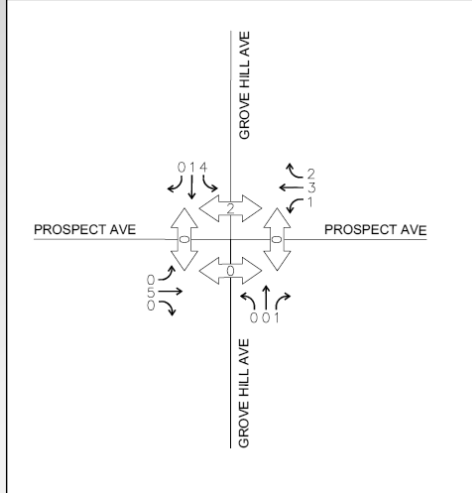
Prospect Ave EB

05.19.22

42

Traffic Council

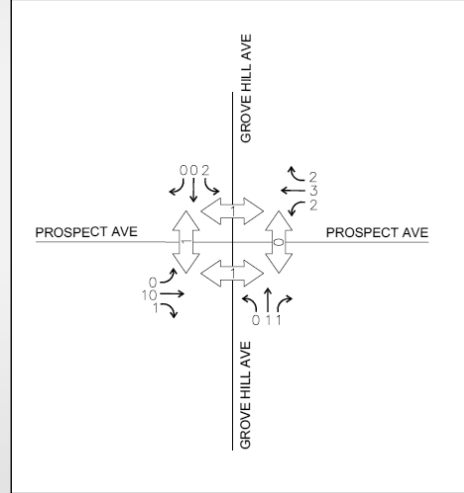
Weekday AM Peak Half-Hour Volumes, collected between 8:00 - 8:30 AM on Thurs, May 5, 2022



Volume Distribution

Prospect Ave ~ 65%
 Grove Hill Ave ~ 35%

Weekday PM Peak Half-Hour Volumes, collected between 4:00 - 4:30 PM on Thurs, May 5, 2022



Volume Distribution

Prospect Ave ~ 82%
 Grove Hill Ave ~ 18%

05.19.22

43

Traffic Council

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

Background:

Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist.

Multi-way stop control is used where the volume of traffic on intersection roads is approximately equal.

- (Criteria not met) A) Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
- (Criteria not met) B) Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
0 reported crashes in past 5 years
- (Criteria not met) C) Minimum vehicle volumes:
 1. Vehicle volume entering the intersection from the major street approaches averages at least 300 vehicles per hour for any 8 hours of an average day; **and**
 2. the combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; **but**
 3. If the 85th percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.

05.19.22

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Traffic Council

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

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

(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.

05.19.22

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Traffic Council

Recommendation for Grove Hill Ave

TC9-22

Approve new stop sign at Grove Hill Ave, NB, at Prospect Ave



05.19.22

46

Traffic Council

Recommendation for Grove Hill Ave

TC9-22

Approve new stop sign at Grove Hill Ave, SB, at Prospect Ave



05.19.22

47

Traffic Council

Proposed TPR language

TC9-22

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

Grove Hill Avenue at Prospect Avenue, northbound.

Grove Hill Avenue at Prospect Avenue, southbound.

CAN BE APPEALED

Appeal Deadline is June 8, 2022

05.19.22

48

Traffic Council

TC18-22

49

Request to add the currently posted “2 hour limit” and the “no parking” prohibition on St. James Circle into the TPR

05.19.22

49

Traffic Council

Photo of St. James Circle looking north
from Washington Street

TC18-22



05.19.22

50

Traffic Council

Recommendation and Proposed TPR Language (continued)

TC18-22

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

St. James Circle

- (1) Prohibited, all days, west side.
- (2) Two-hour limit, east side and around the cul-de-sac.

CAN BE APPEALED

Appeal Deadline is June 8, 2022

05.19.22

51

Traffic Council

TC25-22

52

Request to undertake a trial of changes to the parking regulations on the northbound section of Albemarle Rd between Watertown St and Crafts St

05.19.22

52

Traffic Council

Map of Albemarle Road

TC25-22



05.19.22

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Traffic Council

View of Albemarle Road, Northbound

TC25-22



05.19.22

54

Traffic Council

Potential short-term changes:

- In the summer - many parking spaces taken by various summer camp staff, all day.
 - This restricts parking for the pool for senior citizens and others who find it harder to walk from farther away.
 - Also need for parents with toddlers and infants to park closer to the pool.
- Request to designate some spaces closest to the Gath Pool for short-term parking over the summer season.

Changes to this section of Albemarle Road over the next few years:

- Newton Early Childhood Program relocation to 687 Watertown Street, with access via Albemarle Rd.
- Reconstruction of Gath Pool.
- SRTS grant for construction of a traffic signal at Albemarle Rd / Crafts Street
- MassDOT Shared Streets grant application submitted to implement pavement marking and signage changes, including changes to Day bus stop location, bike lane striping, and possible change to the direction and location of parking spaces.

05.19.22

55

Traffic Council

Recommendation and Proposed TPR Language

HOLD

Hold the following:

To allow for a multi-year trial on the northbound section of Albemarle Road between Watertown Street and Crafts Street, which may include changes to the location and regulations of the parking spaces along this stretch. Changes made during the trial period are to be approved by the Commissioner of Public Works in consultation with the Director of the Planning Department, the Chief of the Newton Police Department, the Commissioner of Parks & Recreation, and Superintendent of Newton Public Schools. These changes are temporary in nature and would revert to original conditions unless Traffic Council subsequently makes permanent changes by voting to change the Traffic and Parking Regulations.

05.19.22

56

Traffic Council

TC23-22

57

Request to update the TPR for Floral Street to match existing posted signage

05.19.22

57

Traffic Council

Recommendation and Proposed TPR Language

TC23-22

NAN

Recommend that this item be re-docketed for a more detailed discussion, to include public notification and participation.

05.19.22

58

Traffic Council

TC17-22

59

Request to analyze and potentially remove metered parking spaces on Lincoln Street to improve pedestrian safety

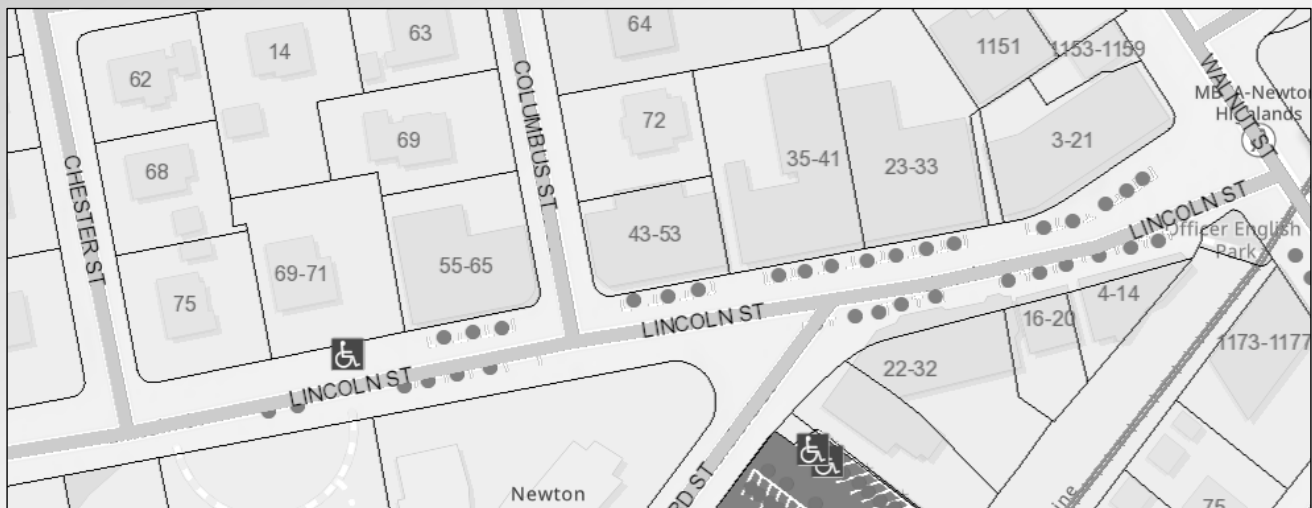
05.19.22

59

Traffic Council

Map of Lincoln Street Village Area

TC17-22



05.19.22

60

Traffic Council

View of Lincoln Street Between Walnut St and Hartford St

TC17-22



Parked car blocks EB vehicles from seeing pedestrians waiting to cross from south side

Recommend removing this metered parking space.

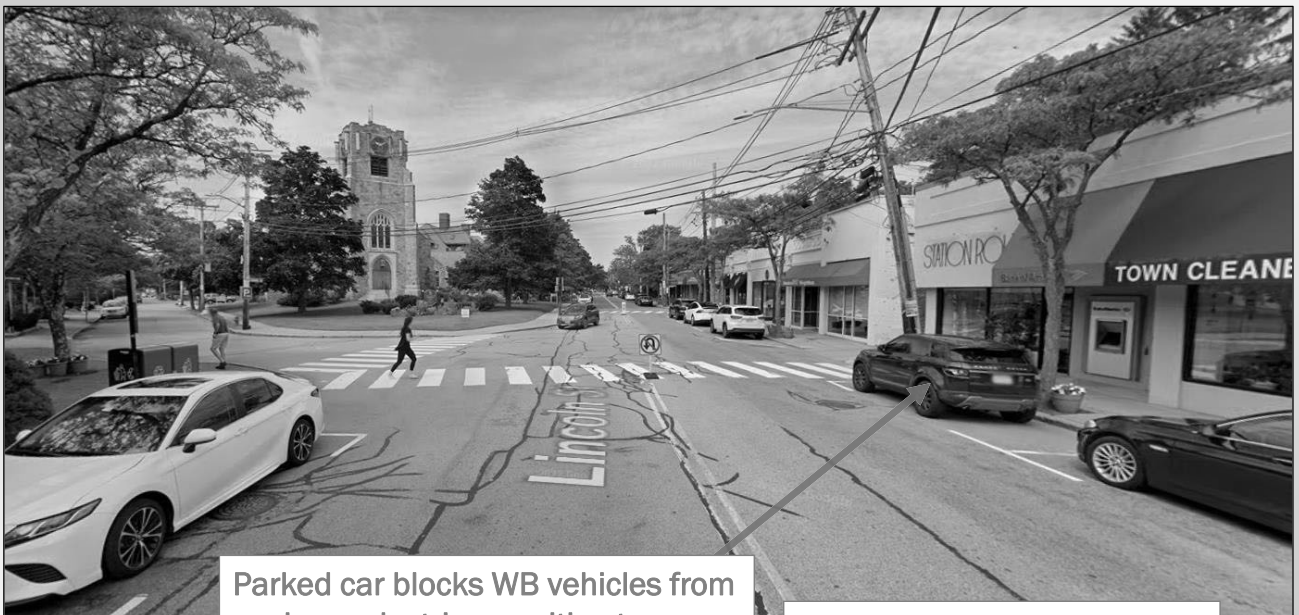
05.19.22

61

Traffic Council

View of Lincoln Street Near Hartford Street

TC17-22



Parked car blocks WB vehicles from seeing pedestrians waiting to cross from the north side

Recommend removing this metered parking space.

05.19.22

62

Traffic Council

Note that no changes need to be made to the Traffic and Parking Regulations.

Lincoln Street

- (1) Parking meter zone, two-hour limit, north side, Walnut Street to a point 90 feet west of Columbus Street.
- (2) One-hour limit, 8:00 a.m. to 6:00 p.m., except by Newton Highlands Permit, north side from a point 125 feet west of Columbus Street to Chester Street.
- (3) Two-hour limit, 8:00 a.m. to 6:00 p.m., except by Newton Highlands Permit, north side from Chester Street to a point 80 feet east of Bowdoin Street.
- (4) Prohibited, north side, all days, from a point 80 feet east of Bowdoin Street to Bowdoin Street.
- (5) Two-hour limit, 8:00 a.m. to 6:00 p.m., except by Newton Highlands Permit, north side from Bowdoin Street to a point 150 feet east of Woodward Street
- (6) Two-hour limit, 8:00 a.m. to 6:00 p.m., except by Newton Highlands Permit, north side from Woodward Street to Harrison Street.

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- (7) Prohibited, north side, all days, from Harrison Street westerly to Massachusetts Bay Transportation Authority property.
- (8) Prohibited, south side, all days, from Massachusetts Bay Transportation Authority property to Bemuth Street.
- (9) Two-hour limit, 8:00 a.m. to 6:00 p.m., except by Newton Highlands Permit, south side from Bemuth Street to Woodward Street.
- (10) Prohibited, south side, all days, from Woodward Street to a point 130 feet east of Woodward Street.
- (11) Two-hour limit, 8:00 a.m. to 6:00 p.m., except by Newton Highlands Permit, south side from a point 130 feet east of Woodward Street to a point 85 feet west of Chester Street.
- (12) Prohibited, south side, from a point 85 feet west of Chester Street to a point 50 feet east of Chester Street.
- (13) One-hour limit, 8:00 a.m. to 6:00 p.m., except by Newton Highlands Permit, south side from a point 50 feet east of Chester Street 80 feet easterly.
- (14) Parking meter zone, two-hour limit, south side, from a point 170 feet east of Chester Street to a point 70 feet west of Walnut Street.

Ordinance Allowing Removal of Parking

TC17-22

Sec. 19-166 (p) states that within fifty (50) feet of an intersecting way and within twenty-five (25) feet of a midblock crosswalk where the commissioner of public works has established parking prohibitions based on one or more of the following objectives: to provide adequate sight lines for pedestrian and traffic safety or adequate area for bus maneuvers, or to facilitate emergency vehicle access, snow removal or trash pick-up. The commissioner of public works will determine the extent of parking to be removed at any given location based on input from the police department and an engineering study, using commonly accepted standards for gauging the length of unobstructed sight lines necessary to protect public safety, and shall consider such factors as street geometry, automobile speeds and volume, and visual distractions. The commissioner of public works will distribute a written notice to the city council and to the traffic council at least 30 days before removing such parking spaces. The commissioner shall create a written record of each such prohibition, setting out the location and dimensions of the prohibited area. Such records shall be kept on file in the office of the city clerk and shall be included in the traffic and parking regulations

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Traffic Council

Recommendation

TC17-22

Remove Meter #5029, directly in front of Davis Hair Dressing, 26 Lincoln Street.
Remove Meter #5011, directly in front of Fine-tique, 39A Lincoln Street.

And add the following language to the TPR (administratively). TC17-22 can be voted NAN.

By **INSERTING** into the provisions of Sec. TPR-219. Parking prohibitions in areas that previously allowed parking., the following:

The following parking spaces were removed in compliance with Sec. 19-166 (p):

- *Lincoln Street, south side, within 25 feet of a marked crosswalk near 26 Lincoln Street, previously marked as meter #5029.*
- *Lincoln Street, north side, within 25 feet of a marked crosswalk near 39A Lincoln Street, previously marked as meter #5011.*

These parking meters may be removed 30 days after notification is sent to City Council.

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Traffic Council