



DRAFT 3/31/2022

**Meeting Date: April 11, 2022**

**Minutes**

**Room Zoom**

**Time: 6:00PM \* New Start Time**

**This meeting was a virtual meeting on Zoom, by phone or by computer/iPad:**

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Commission Members Present:

Eileen Sandberg, Co-Chair, remotely on Zoom

Jane Brown, Treasurer, remotely on Zoom

Rob Caruso, remotely on Zoom

Lucie Chansky, remotely on Zoom

Nancy Kritzman, remotely on Zoom

Sandra Lingley, remotely on Zoom

Girard Plante, remotely on Zoom

Matt Volpi, remotely on Zoom

**Commission Members Absent:**

Barbara Lischinsky

Darby Leigh

Anne Marie Killilea, Co-Chair

Lakshmi Kadambi

Warren Abramson

**City Staff and Advisors Present:**

**Jini Fairley, ADA/Section 504 Coordinator**

**Sgt. Mike Wade, Police**

**Hattie Kerwin Derrick, Mayor's Office**

**Nicole Freedman, Planning**

**Jason Sobol, DPW**

**Guests:**

**Alex DiPietro, Route 9 Dunkin Donuts**

**Nyree Kibarian**

**Councilor Bowman**

**Mike Halle**

**Jen Martin**

Ruthanne Fuller  
**Mayor**

Barney Heath,  
**Director, Planning &  
Development**

Amanda Berman  
**Director, Housing &  
Community Development**

Nika Sandal  
**Planner  
Community Development**

**Members**  
Anne Marie Killilea, Co-Chair  
Eileen Sandberg, Co-Chair  
Jane Brown, Treasurer  
Warren Abramson  
Rob Caruso  
Lucie Chansky  
Lakshmi Kadambi, Co-Chair  
Nancy Kritzman  
Darby Leigh  
Sandra Lingley  
Barbara Lischinsky  
Girard Plante  
Matt Volpi

Jason Rosenberg  
**Chairman Emeritus**

**Advisor**  
Sergeant Michael B. Wade  
Newton Police Department

**Staff**  
Jini Fairley  
ADA/Sec 504 Coordinator  
617-796-1253

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**1. Introductions (6:00-6:05)**

The meeting started at 6:05, and introduction of the 8 members present and a statement regarding meeting rules from Eileen, COD Co-Chair took place.

**2. Approval of the March 14, 2022 Meeting Minutes (6:05-6:10)**

Eileen asked if there were any changes to the draft minutes. Girard said that he had recently visited an Audiology office which was accessible, contrary to what was reported at March's meeting. Sandra said that there is one audiology office where the testing 'booth' is not accessible. It was agreed to amend the March minutes to say, 'at least one of the Audiology office suites at Newton Wellesley Hospital is not accessible'. Jane made a motion to accept the minutes with this change. Lucie seconded the motion. The motion passed by a vote of 7-0-1.

**3. CDBG Report (6:10-6:15)**

Since Nika is not present, Eileen read the CDBG report. This report can be found on page 10. There are 2 other documents, Guidelines and Steps for Prioritization of CDBG-funded Access Projects, which will be reviewed but discussed at the May meeting, and can be found on pages 11 & 12. Lucie asked 2 questions, one about the suggestion that a plaque be placed on one of the benches in the FY22 project at McGrath field and the second one about whether a flashing sign or is it a flashing beacon to be installed at the FY23 project at Langley/Warren/Chase intersection (funded by COD Fines funds). Hattie said that she would confirm with the Parks, Recreation, and Culture department about the plaque and get back to the Commission next month. Jini answered Lucie's second question that the Council notes may have abbreviated the description of the RRFB, when the approval of the purchase of it was on the Finance City Council Committee meeting agenda last week. Lucie added a comment that there was no mention of the COD in both the agenda item about the RRFB nor the request to purchase accessible equipment for the Burr School Playground. In those notes it just appeared that the Mayor was involved, who must approve and docket the recommendation of the COD, and Jini and Hattie said they would check with the City Clerk's office, going forward, to be clear where these funds are coming from, which is the COD Fines account.

**4. Accessible Fines Reports (6:15-6:20)**

Sgt. Mike Wade, from the Newton Police Traffic Bureau, gave the 2 Fines reports, the first regarding activity for the month of March and the second one regarding the totals for the fiscal year, from July 1, 2021 to March 31, 2022. These reports can be found on pages 13 & 14. Eileen and Jini commented in the increase of the tickets issued in March. Sgt. Wade said enforcement has been greatly improved and a sure sign that pre-Covid parking habits have returned. Hattie mentioned that when she was at the Library last weekend, she observed 2 cars parked in accessible parking spaces with no disability parking placard displayed. She asked what she could have done, as they were there for at least 20 minutes. Sgt. Wade said anyone can call 617-796-2123 and report these violations. If an officer is available, one will be dispatched to issue tickets. Often the violator has already moved on and can't be ticketed. The issue of repeat offenders was brought up, where there is a \$300 fine, Sgt. Wade was not aware of this and Councilor Bowman will look into whether that is being followed for repeat offenders of accessible parking violations. Ima commented that this

happens all the time at the Brown School parking lot at the beginning and end of each school day, by the same cars. She did call the Police but by the time they arrived, the offender had left. Sgt. Wade explained that all the Paring Control Officers and traffic patrol officers are also doing crossing guard duty at these times, so there are no Police personnel to be available to ticket. Lucie asked if it is just parents, as she had observed in the past a staff person parking there all day in an accessible parking space without a disability parking placard. Ima said it is mostly parents but she did observe a staff person in one of these spaces and Ima reported to the schools, and she no longer parks in that spot. That space also had the only curb ramp to get from the sidewalk into the lot, as well. Jason Sobol, Director of DPW Transportation commented that the repeat offender fine is being used and he also mentioned that he and Jini and Stephanie Gilman, from the School department, had a site visit to that parking lot in order to improve the accessible parking spaces with a fresh coat of paint and to add access aisles where they were missing adjacent to the accessible parking spaces, to remove any barriers from the access aisle to the sidewalk, and add compliant signage. Nyree Kibarian asked if perhaps a school staff person could be out there to monitor this particular parking lot to prevent those parents, although not there for a long time, from parking in needed accessible parking spaces for those with valid disability parking placards. Rob gave the history of the fines for violators to be \$200 for the first ticket and \$300 for any subsequent offense, passed by the City Council in 2012, but he was not aware of the \$500 ticket Jason mentioned. Matt commented that it is major chaos at Newton North, on Tiger Drive, which is reserved for busses and vehicles with valid disability parking placards to drop off and pick up their student. He has brought it to the attention of school administrators, but there has been no improvement. Parents park in loading zones, fire lanes, all over the place where they are not allowed.

**5. Comm Ave Carriageway at Ash St. Project Options (6:20-6:50)**

Nicole Freedman, Director of Transportation Planning, gave a brief presentation, which was also given to the joint meeting of the Public Facilities and Public Safety & Transportation Council Committees last week. This presentation can be viewed on pages 15-22. This is a project to restore the Carriage Way, to provide separate 2-way bike lanes and pedestrian walkways, increase green space, enhance accessibility, and connect the nearby myriad paths for bicycles and pedestrians, including the Charles River paths and the Riverside Greenway path, from Ash St. to Auburn St. along Commonwealth Avenue. This project is at a 25% design and proposed for MassDOT funding. Existing conditions include missing sidewalks, sidewalks in disrepair, no formal bike accommodations, the Carriage Way discontinues into 2 traffic lanes heading west, and chaotic parking when Lyons Field is in use, creating unsafe conditions for pedestrians. At Ash Street, the part of the plan under debate, there are significant deficiencies, a wide area of pavement which allows vehicles to turn easily and at higher speeds, confusing circulation, where the section between Islington and Ash of the Carriage Way is eastbound, but the rest of the Carriage Way throughout Newton allows vehicles to only travel westbound in the Carriage Way. There is no compliant crosswalk to cross Ash through the median, no compliant curb ramps at this crosswalk, and there are steps instead of curb ramps to the sidewalk, and the crossing of Commonwealth to the Carriage Way at Ash is missing sidewalks and curb ramps. Nicole displayed renderings of what is being proposed and different options, depending on whether the city decides to keep the traffic light at Ash St. but

MassDOT refuses to accept a design which keeps this light since it is not warranted. Keeping the traffic light at Ash St. means that this entire intersection at Ash St. would be left out of the scope of the project and the renovation of this most eastern point intersection of the project would remain inaccessible. City departments prefer either option 1 or a potential third option, in order to include this existing inaccessible intersection in the project to make it completely ADA-compliant, a half a million upgrade fully funded by MassDOT in the scope of this 5M total project costs. What this means is that the traffic light would be replaced with a pedestrian signal, an accessible Rectangular Rapid Flashing Beacon (RRFB) for pedestrians and cyclists to cross Commonwealth Avenue. The third potential option was just developed to provide a way for Islington residents to exit at Ash St. but without a full traffic signal, which they feel is necessary in order to go east on Comm Ave. Traffic flow from Islington easterly does reverse the vehicle flow along the Carriage Way eastbound (which exists today), and allows that traffic to exit the Carriage Way at Ash, but without a full traffic signal. Girard and Rob's comments centered on the need for a traffic signal there, both for vehicles and pedestrians, at some point in the future, after the project is completed, would it be possible to replace the accessible RRFB (yellow flashing lights) with an accessible Pedestrian Hybrid Beacon/HAWK which would provide pedestrians and cyclists with a red light, vehicles would have to come to a full stop to allow pedestrians to cross Comm Ave, rather than flashing yellow lights. Nicole said that there is a moratorium once MassDOT funds and completes a project, so this might not be allowed or happen shortly after the end of the project. Questions also asked if it is possible that, if the city desires, in the future, to replace these pedestrian beacons with another full traffic light, either due to unforeseen crashes or meets warrants, would the state have to approve. Nicole said yes and the city would need good reasons, meets warrants possibly, to gain permission from the state. This 3<sup>rd</sup> potential option, however, has a future-proof design, to accommodate this possibility. Nicole gave the timeline for meetings and approvals by the City Council and construction is planned to start next summer. Transportation Advisory Group President, Mike Halle, spoke on behalf of fulfilling the ADA mandate to provide universal accessibility in this project, as the funding to make this very inaccessible intersection at Ash St. fully accessible and not funded by Newton's coffers, as designed in either option 1 or the potential 3<sup>rd</sup> option. This potential 3<sup>rd</sup> option is compelling, that the design for this project has to include the reconstruction of Ash St. into a fully accessible one, on both the south and north sides of this intersection, and allowing the Islington residents to travel east bound towards Ash and exit to Comm Ave there, albeit without a traffic signal. Councilor Bowman commented that she will only vote for a 100% accessible design for this project, which provides a linear park and green space to access Lyons Field and the Marty Sender Path, and feels it is unacceptable to consider any option which would leave out the Ash St. intersection from reconstruction. Councilor Bowman pointed out that Comm Ave traffic will be slower with this project design as there will be more RRFB crossings across Comm Ave, a narrowing of Comm Ave, good traffic calming measures, and that hopefully the conduit for a signal upgrade could be installed underground for potential future use. Jini asked if the COD might want to take a position on this project in supporting any option that would include the Ash St. intersection to become fully accessible, including an accessible RRFB. Jen Martin, Chair of the Safe Routes to Schools Task Force, commented that she made some observations at this intersection recently and found

that the traffic light doesn't work very well right now, cars are not expecting it and do not stop when pedestrians are attempting to cross Comm Ave. With the addition of other RRFB crossings, such as at Islington, cars will be expecting pedestrians in crosswalks and there will be a safer feel for pedestrians and cyclists to cross Comm Ave and enjoy the parkland on the north side.

Lucie made a motion for the COD to support the options of this MassDOT Carriage Way Redesign Project which would include making the Ash St. intersection with Comm Ave and the Carriage Way fully accessible. Nancy seconded the motion. The motion passed unanimously by a vote of 8-0.

6. **Revision of Traffic Council Residential Accessible Parking Space Policy (6:50-7:15)**

Jini described what she had changed since the last time the Commission saw this Draft of a Traffic Council policy and Eileen sent it to members this past weekend. This draft revision can be found on pages 23-25. She worked with Attorney Marie Lawlor in the city's Law department, and the draft distributed was not our final draft, there is one word different, at the beginning where it states household member, has been changed to applicant. She considered all comments from the last time, last spring, and is bringing it forward to gain the support of the Commission and to have either the COD or a Councilor docket this revision to the Traffic Council. The purpose of this revision is to describe the right a person with a disability to request a reasonable accommodation or modification of city policies, procedures, ordinances, etc. Councilor Bowman said she will check to see if the COD, if desired, can docket this policy revision or if it needs a Councilor to docket. She is happy to docket or co-docket with the COD. Lucie commented that there are some good changes in this current version of the revision but feels it still gives priority to bike lanes and cyclists, one can choose to ride a bike but people cannot choose to have a disability. Lucie felt that the example given is not clear that the applicant with a disability would be prioritized over keeping a bike lane and denying the reasonable modification. Jason Sobol read the example from the revision to all. Lucie maintained that the regulation was not clear enough. The examples given were not 2 examples where bike lanes exist. One was the example of an existing bike lane and that the bike lane would be drawn to end before the accessible parking space requested, and would be drawn around that space, and the bike lane would continue on the other end of the accessible parking space. The example of a narrow street does not involve a bike lane at all, but rather a narrow, under 24 foot wide street, no bike lane, just too narrow for parking on both sides to allow emergency vehicles to travel down the street, and in that case, if parking is relegated to one side of the street, and not on the applicant's side, that the accessible parking space could be located across this narrow residential street. There are not usually bike lanes on these narrow streets, as there is no reason for them, the street is quiet enough. The bike lanes are located mostly on larger and wider streets that are arterial and connector streets throughout Newton, such as Beacon, Commonwealth Avenue, Walnut, Centre, Parker, Chestnut, etc. Matt made a motion to support this revision of this Traffic Council Policy that Jini presented. Jane seconded the motion. The motion did not pass, the vote was 4-2(No-Lucie, Girard) -2(Abstained-Rob, Sandra). Rob said he didn't receive the revision from Eileen, so Jini will email the revision to all tomorrow. Jini asked if this agenda item could be tabled for a future COD meeting and she asked for specific language changes or additions members would like to see. Councilor Bowman commented that these bike lanes serve some

people with disabilities, with adaptive bikes, or for children to do errands for a parent who does not drive a vehicle or can ride a bike. The consensus that Jini will work a little more on the revision and bring it to the COD in May, if ready.

**7. Treasurer's Report (7:15-7:20)**

Jane, Treasurer of the COD, stated that there were no changes to the account balances that the COD oversees. This report can be found on page 26. Jini mentioned that there will be a change to the Fines fund account next month as the City Council will be voting on the 2 expenditures recommended by the COD earlier in the year.

**8. DPW Proposal Request for Fines Funds (7:20-7:35)**

Jason Sobol, Director of DPW Transportation Operations, said that the DPW is exploring audible signs/indicators, mounted on barrels or cones, to make pedestrians who are blind or have low vision aware of a sidewalk detour ahead. At the very minimum, 2 of these signs would be needed, but the DPW has only one at the moment. Jini and DPW staff tried it out, and it works very well, where a message comes on within about 15 feet of the sign. Initially the DPW wanted to request 19 more of these signs to use on city sidewalk repair locations. Unfortunately, the vendor is not sure when these will be available and how much they will cost, and right now the vendor only has 3 or 4 more of these audible indicators. In light of those factors, DPW is going to purchase those remaining audible signs from this vendor with DPW funds, and will see how they work and accompanying process and procedures when using these signs. At some point, in the future, DPW may come back to request the purchase of these audible signs when the supply chain and definite cost become available. Lucie wanted to know what is used now to prevent a pedestrian with low vision from falling into a missing cement block or hole. Jason explained that all work zones are protected, and there are barricades, such as tape and cones or barrels that prevent anyone from walking into these sidewalk gaps when under construction. Those same barricades will remain, but these audible signs provide additional/supplemental protection for those who cannot read the 'detour' sign, giving the pedestrian who is blind and/or has low vision a heads up and a place to cross in advance of the sidewalk detour, rather than walking in the street to go around, which is not safe for those pedestrians. There will also be a printed sign where the audible sign is, to let everyone else know that there is a sidewalk detour and to cross here. Rob asked the cost of one of these audible signs. Jason replied that the initial cost was in the \$200-300 range, but due to the supply chain issue, these now may be made in the US and could cost in the \$500 range each, but he does not have an exact cost estimate.

**9. Route 9 Dunkin Donuts Drive Through (7:35-7:50)**

Alex DiPietro presented his proposed changes to the Rte. 9 Dunkin Donuts, just east of the Eliot /Woodward Streets intersection with Rte. 9, to include a drive-through for his customers. Alex has been operating this local business since 2006, as he is a franchisee. He would like to reframe/rework the stigma of a drive through in Newton and is seeking the support of the Commission On Disability, as he has learned from customers with disabilities that a drive-through is most welcome and provides a needed service. Covid exacerbated this need, as he observed the benefits a Drive-Through would have provided during the pandemic, but even now, many customers with disabilities wish not to go inside a restaurant but rather drive up to a window to

order and have the least contact as possible. The convenience goes without saying, but for customers with disabilities, a drive-through can be an essential way to get food or drinks, without having to find an accessible parking space, or any parking space for that matter, or to struggle to exit their vehicle, using a mobility aid, as they make their way inside. For parents of children with disabilities, young or old, a drive through it most preferable so that the family member with a disability does not have to be left alone in the car or to have to get out of the car to go inside with the parent. The lack of drive-through businesses in Newton does a disservice for those with disabilities. Given the location of his Dunkin Donuts, being in a commercial and commuter divided highway, for some, not an eye sore, providing this missing link and service and access points, lends itself to having a drive-through for Newton customers and those passing through Newton going east into Brookline or Boston. The presentation shows the building being updated, reworking the entrances and exits, making the building smaller to accommodate the drive-through lane. They did have traffic studies done and there would not be a backup, based on what is happening in Wellesley with the 2 Dunkin Donuts across from each other further west on Rte. 9. This location in Newton is zoned to allow a drive-through, and except for McDonald's in Nonantum and the Bank of America in Newton Centre, there are no other drive-through establishments, but this lack of drive-throughs is doing a disservice for people with disabilities who may need that type of access. Lucie said she is in full support of this project to create a drive-through, she has attended the City Council Committee meetings and has spoken in favor. She now has to go to West Roxbury or Needham for a drive-through. This also helps parents with small children or with older children or adults with disabilities. Rob and Sandra spoke of fully support for the drive-through here, for people like themselves with mobility disabilities, even for people having a zoom meeting in their cars! Eileen said she went out of her way when she had 4 children under the age of 7 to find a drive-through, and went to Wellesley. Councilor Bowman was concerned that there would still be a safe way for pedestrians, including those with mobility disabilities, to get in and out of the restaurant part safely and accessibly. Alex did point out some new accessible pathways for individuals walking or wheeling, so they could still get in and out, both from Route 9 and the Ramsdell approaches. They are also considering an automatic door opener for the exterior door as it can be too difficult to open for some customers with disabilities. Nancy asked how someone using a power chair would either be able to use the drive-through lane or enter the restaurant. Alex said he didn't recommend wheeling into the drive-through lane, but there are sidewalk and accessible pathways into the restaurant, or if one uses the app, that the order can be placed conveniently for a grab and go service. Jini mentioned how difficult it can be for a customer who uses a walker or crutches to have to park, get their mobility aid out of the car, get into the building, and now how do they carry that cup of coffee back to their car? Many people don't realize how many customers have these types of disabilities and how much easier it is to get food or drink via a drive-through, not to mention during this pandemic. Lucie made a motion to have the COD write a letter/email of support to the City Council for a drive-through at this Route 9 Dunkin Donuts and there should be more drive-through businesses as they serve residents and visitors with disabilities. Jane seconded the motion. The motion passed by a vote of 7-0-1 (Girard abstained).

10. New Agreement for Fines Allocation-100% (7:50-8PM)

Jini explained that the agreement in 2019 with former COD Co-Chairs, Rob and Girard, with Mayor Fuller, was never signed by all parties and never followed the process to make it effective and be part of the annual budget for the Fines funds collected during each fiscal year. Jini, Maureen, Anne Marie and Eileen, and Hattie have been working internally with the Comptroller's office and with some Councilors to rectify and come up with a new agreement. This new agreement allocates 100% of Fines collected for accessible parking violations to be transferred in to the COD Fines account. This will be effective for FY23. Rob said he didn't receive this document that Eileen distributed over the weekend. The agreement was put on the screen. This agreement can be viewed on pages 27 & 28. There was consensus that this was very acceptable to all members and gave the Co-Chairs authority to sign on behalf of all COD members. Lucie asked if there was some way that Rob and Girard's efforts, for at least 8 years, advocating for 100% allocation, be part of the agreement, such as also signing this agreement. Hattie said that this is a legal document and only the current Co-Chairs can sign it along with the Mayor or her designee, and that other names cannot be part of the text of the agreement. Rob thanked Lucie but said it was not necessary.

**11. ADA Coordinator's Report (8:00-8:10)**

Jini gave some highlights of her ADA activities for the past month and her report can be viewed on page 29. She talked about 2 site visits, also mentioned earlier in the meeting. She also spoke about her efforts to add more accessible parking spaces in commercial areas, where requested, and in some of the municipal parking lots. Rob asked if there was one in front of the Newtonville Post Office. Jini reported that she did request one there and it has been there for a couple of years now. Rob asked if there was a curb cut associated with the space, and Jini said no, often that is not part of the effort to add on-street accessible parking spaces, but there is either a driveway or a curb ramp not too far from this space. The space is parallel with the sidewalk allowing someone using a wheelchair to deploy their ramp to the sidewalk.

**12. Funding Subcommittee Meeting Update (8:10-8:30)**

Rob updated the members on the Funding Subcommittee discussions and activities. The subcommittee had a discussion about accessible housing and if there was a project that might need some funding to increase the accessibility of a project. The members discussed and finalized their mission statement. They have not heard back from the Mayor's office regarding their submission of their ARPA recommendations. Eileen said that she did receive acknowledgement that the submission was received. Hattie said that it is among many, many other recommendations by other stakeholders like the COD. She does not know when there will be feedback, as of now. Rob commented that the Newton Public Schools received a quick turn around for ARPA funding recently, and he hopes that will happen for the COD's submission. Hattie said that the timing was important as the School budget needed to be submitted and the Mayor was presenting her city budget next week (April 19). The next Funding Subcommittee meeting will be April 25, at 3:30PM.

**13. Adjournment (8:30)**

The meeting adjourned at 8:26PM.



**These minutes were prepared and submitted by Jini Fairley, ADA/504 Coordinator and staff to the COD.**

**NEXT MEETING DATE: May 9, 2022**

The location of this meeting is wheelchair accessible and reasonable accommodations will be provided to persons with disabilities requiring assistance. If you need a reasonable accommodation, please contact the city of Newton's ADA/Sec.504 Coordinator, Jini Fairley, at least two business days in advance of the meeting: [jfairley@newtonma.gov](mailto:jfairley@newtonma.gov) or (617) 796-1253. For Telecommunications Relay Service, please dial 711 or call City Hall's TTY/TDD line at 617-796-1089.

## DRAFT 3/31/2022

### Reports and Supplemental Materials:

April 2022 CDBG Project Report\_Final.pdf

Newton Commission on Disability

CDBG Access Projects Report

April 11th, 2022

FY21 Curb Cuts – (CD21-03C; Budget: \$84,043.00; Expended: \$80,000; Balance: \$4,043.00)

Installation of curb cuts at the following intersections: Watertown Street/West Street and Watertown Street/Edinboro Street. Signed invoices have been received. Close-out will be completed upon disbursement of funds. Remainder on funds will be transferred into the FY23 Langley/Warren/Chase Crossing project.

Phase I Marty Sender Pathway Installation – (CD21-03A; Budget: \$66,847.00; Expended: \$0; Balance: \$66,847.00)

Reconstruction of the Marty Sender Path with an accessible route, covering approximately ¼ mile of the route.

Contractor is familiar with and has submitted

proper paperwork for Davis-Bacon requirements. Start date is expected to be mid/late May as the necessary materials will not be ready until then. The entire

project will likely take 2-4 weeks from start date.

FY22 McGrath Park Perimeter Path Installation – (CD22-03A; Budget: \$91,300.00; Expended: \$0; Balance: \$91,300.00)

Constructing an accessible perimeter path around Richard McGrath Park. PRC has finalized a contract with CDM Smith Inc., to be the designer architect for this project.

FY23 Langley/Warren/Chase Crossing –

Installation of accessible crossings at Langley Rd. and Warren St. This includes a bump out on the northeast corner of the intersection to create the space needed to install a curb cut to cross Warren St. Planning staff has collected demographic information at this location for the FY23 Annual Action Plan.

Reminder! During the May meeting we will begin to discuss steps of project prioritization for FY24 – please look over the guidelines that were sent along with this report. Additionally, if anyone has a project they want to recommend for future funding, please bring those suggestions to the meeting! In June, the COD will vote on which type of project to prioritize for the upcoming year. July/September will be the months in which we present and discuss potential projects before voting on a top three the following October.

## DRAFT 3/31/2022

Guidelines for Prioritization\_For Review at 05.09.22 Mtg\_.pdf

COD – Guidelines for the Prioritization of a Project For Review at the 05/09/22 Commission on Disability Meeting.

Goal as stated in the FY21-FY25 Consolidated

Plan: Removal of material and architectural barriers restricting mobility and accessibility of elderly or severely disabled persons, through public thoroughfares, public buildings, parks and recreational facilities, and nonprofit agencies. General Guidelines: These guidelines are to aid in the prioritization of access projects for the remaining three years of the FY21-FY25 Consolidated Plan.

1. Is this project CDBG eligible?
  2. What are the needs of the disability community?
  3. Will the project remove materials and architectural barriers?
  4. What is the longevity of this project?
  5. Does the project align with goals set by the COD?
  6. Is the project within the CDBG Access budget?
- list of 2 items nesting level 1
- o Is there a more appropriate funding source?
  - o Is there a possibility to leverage other funding sources?

Project must be:

1. Is this project CDBG eligible?
2. Is there a plan of action set?
3. Is there an inter-departmental commitment?
4. Has there been a site visit?
5. Is there a cost estimate?
6. Does the scope of work match the priorities set by the COD?
7. Does the project align with the Architectural Access goal identified in the FY21-FY25 Consolidated Plan?
  - a. Infrastructure improvements
    - i. Citywide curb cuts 1. FY21 curb cuts on Watertown St. (Edinboro/West St.)  
2. FY23 Langley/Warren/Chase Crossing
    - ii. Citywide RRFBSb.  
Public Facilities
      - i. Parks Land and Conservation Land 1. FY21 Marty Sender Park Trail Installation 2. FY22 McGrath Park Perimeter Path Installation
      - ii. Public Buildings

## DRAFT 3/31/2022

Steps to Prioritize a Project\_05.09.22.pdf

Guidelines for CDBG Funding For COD Meeting on May 09, 2022 Goal as stated in the FY21-FY25 Consolidated Plan: Removal of material and architectural barriers

restricting mobility and accessibility of elderly or severely disabled persons, through public thoroughfares, public buildings, parks and recreational

facilities, and nonprofit agencies. June Meeting: Step 1: Do we want to prioritize curb cuts, parks, city buildings, or non-profit buildings within the

city in FY23?

list of 1 items

-FY18: Priority: APS – Installation of APS at three identified intersections.-FY19: Priority: Public Buildings – City Hall Wheelchair Accessible Toilet

Room project.-FY20: Priority: RRFBs and Parks – Three sets of RRFBs and Park Pathway Installation at three parks.-

FY21: Priority: Curb Cuts & Parks – FY21

Curb Cuts on Watertown St. (at Edinboro and West St.) and Phase I Marty Sender Pathway Installation projects.-FY22:

Priority: Parks – McGrath Park Perimeter

Pathway-FY23: Priority: Curb Cuts - Langley/Warren/Chase Crossing

July – September Meetings: Step 2: What are the potential projects in the specified priority?

list of 4 items

-Planning Staff will review and present past suggested projects in the specific priority area chosen for the fiscal year.

-ADA/Section 504 Coordinator will review and present projects in the specific priority area chosen for the fiscal year.

-COD will present ideas for potential projects within the specific priority area chosen for the fiscal year.

-Staff from City Departments and public may present ideas for potential projects within the specific priority area chosen for the fiscal year.

October Meeting: Step 3: Using the Guidelines for Eligibility, COD will narrow down potential projects list to top 3 in the specific area. - COD members

will be asked to vote for their top project. 1 vote is worth 1 point. The 3 highest ranked projects will continue to the next round of consideration. November

and December Meetings: Step 4: Top 3 projects will be vetted by appropriate City Staff. - This includes site visits, estimated longevity, use, cost etc. January

Meeting: Step 5: Out of the 3 projects previous vetted by City staff, COD members will each vote for 1 project. The project with the most votes will be

the chosen project.

# NEWTON POLICE DEPARTMENT

## NEWTON COMMISSION ON DISABILITY

### PARKING TICKET AND FINES REPORT

March 2022

---

<b>TOTAL NUMBER OF TICKETS ISSUED</b>	<b>28</b>
<b>TOTAL VALUE OF TICKETS ISSUED</b>	<b>\$ 5,600.00</b>
<b>REDUCTION AMOUNT</b>	<b>\$ 2,000.00</b>
<b>TOTAL AMOUNT PAID</b>	<b>\$ 1,200.00</b>
<b>TOTAL OUTSTANDING</b>	<b>\$ 2,400.00</b>

### CODE # 26 ACCESSIBILITY SPOTS

<b>NUMBER OF TICKETS ISSUED</b>	<b>13</b>
<b>TOTAL VALUE</b>	<b>\$ 2,600.00</b>
<b>REDUCTION AMOUNT</b>	<b>\$ 1,200.00</b>
<b>TOTAL AMOUNT PAID</b>	<b>\$ 400.00</b>
<b>TOTAL DUE</b>	<b>\$ 1,000.00</b>

### CODE # 27 CURB CUTS

<b>NUMBER OF TICKETS ISSUED</b>	<b>15</b>
<b>TOTAL VALUE</b>	<b>\$ 3,000.00</b>
<b>REDUCTION AMOUNT</b>	<b>\$ 800.00</b>
<b>TOTAL AMOUNT PAID</b>	<b>\$ 800.00</b>
<b>TOTAL DUE</b>	<b>\$ 1,400.00</b>

# NEWTON POLICE DEPARTMENT

## NEWTON COMMISSION ON DISABILITY

### PARKING TICKET AND FINES REPORT

FISCAL YEAR 2022

*As of March 31st, 2022*

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#### FY 2022 Year-to-date Parking Ticket Totals

TOTAL NUMBER OF TICKETS ISSUED	129
TOTAL VALUE OF TICKETS ISSUED	\$ 25,800.00
REDUCTION AMOUNT	\$ 7,600.00
TOTAL AMOUNT PAID	\$ 13,800.00
TOTAL OUTSTANDING	\$ 4,400.00

#### CODE # 26 ACCESSIBILITY SPOTS

NUMBER OF TICKETS ISSUED	83
TOTAL VALUE	\$ 16,600.00
REDUCTION AMOUNT	\$ 5,200.00
TOTAL AMOUNT PAID	\$ 9,200.00
TOTAL DUE	\$ 2,200.00

#### CODE # 27 CURB CUTS

NUMBER OF TICKETS ISSUED	46
TOTAL VALUE	\$ 9,200.00
REDUCTION AMOUNT	\$ 2,400.00
TOTAL AMOUNT PAID	\$ 4,600.00
TOTAL DUE	\$ 2,200.00

# DRAFT 3/31/2022

Presentation - Carriageway.pdf

Newton Carriageway / Commonwealth Avenue (Route 30) Reconstruction Project

Presented by

Nicole Freedman

Director of Transportation Planning City of Newton

Presented to

The City of Newton Public Facilities & Public Safety & Transportation

April 6, 2022

9

Vision•RestoreCarriageway•Increasegreenspace•Connectpathsandtrails•Enhanceaccessibilityforall

2

Agenda

1.

Introductions

2.

Existing Issues

3.

Design

4.

Alternative Comparison

6.

Next Steps

9

2

Introduction -Context

1

Norumbega/

CharlesRiverpaths

2

3

125%DesignComplete275%DesignComplete3Recentlyinitiated;designhasnotbegun

RiversideGreenwaypaths

2

Introduction -Status

☐ September 5, 2019: Planning Study Kickoff ☐ October 18, 2019: Concept Design Public Information Session I

•

Feedback led to Preferred Alternative and Proposed Cross Section

☐ May 13, 2020: Project is funded by MassDOT ☐ November 20, 2020: 25% Design Submitted to MassDOT ☐ April 20, 2021: MassDOT determination on Ash St signal

•

It was determined that a signal at Ash Street could not be retained

☐ September 2021: Pre 25% Concept Design Public Information Session II ☐ March 3, 2022: 25% Design Public Hearing with 2 alternatives ☐ April 6, 2022:

Public Facilities/Public Safety & Transportation 25% review

2

Introduction – Location

SEGMENT1:

MARRIOTTWOODBINESEGMENT2:

WOODBINETOISLINGTONSEGMENT3:

ISLINGTONTOASH

ExistingIssues:Corridor-wide

- CompleteStreetsAccommodations:MissingsidewalkandsidewalkindisrepaironSouthSideofCommonwealthAvenue

ExistingIssues:Corridor-wide

- CompleteStreetsAccommodations:LackofbicyclefacilitiesonCarriagewayandCommonwealthAvenue

ExistingIssues:MarriottoWoodbineA“Highway”feelingalongthemulti-lanedividedroadway;nocarriageway

- Environmental:ExcessivepavementandpoorconnectionstotheParkandRiver

- CompleteStreets:Lackofbicyclefacilities,gapsinsidewalk,lowcomfort

ExistingIssues:WoodbinetoIslington

- CompleteStreets:Lackofbicyclefacilities,gapsinsidewalkandmissingsidewalk

- Environmental:ExcessivepavementonCarriagewayandwideCommAvecrosssection

ExistingIssues:IslingtontoAshStreet

- Safety:NosidewalkorcrossingsatCarriageway;disorganizedparking

- Environmental:ExcessivepavementandpoorconnectionstotheGreenspace/Trails

- CompleteStreets:Lackofbicycleandpedestrianfacilities;accessibilityissues

ExistingIssues:AshStreet

- Safety:ConfusingLayoutforDriversCirculationcanleadtoheadonvehicleconflictWideturnsallowdriverstogofast;excessivelpavement

2

Existing Issues: Ash Street

MissingsidewalkandcrosswalktofieldInaccessiblecurbramps,

missingcrosswalkInaccessibleMBTABusStop

- CompleteStreets:LackofAccessibleConnections

2

Existing Issues: Ash Street

MissingsidewalkandcrosswalktofieldMedianislandwithoutaccessiblecutthrough;

nocrosswalkInaccessibleMBTABusStopWideapproachforonewaytravel123456MisscurbrampsLackofaccessiblyaccessibilityLyonsField

2

Existing Issues: Ash Street

- Complete Streets Accommodations: Lack of bicycle facilities and lack of accessible pedestrian accommodations OutdatedandinaccessiblepedestrianequipmentPoorsidewalkconditionsMissingcurbrampandcrosswalk



2

Design – The Big Picture

BOSTONMARRIOTTNEWTONLYONSFIELD

- Poorsidewalksandgapsinthesidewalknetwork
- Noseparatedbicyclefacilities
- Inaccessiblepedestriancurbrampsandbusstops
- Missingcrosswalks
- AshStreetintersectiongeometry
- Lyon’sFieldparkingchallenges
- Reduceimpervioussurfacebyconvertingthecarriagewayintopedestrianandbicyclefacilitieswherepossible
- ImproveconnectionstotheCharlesRiverandparkland

Complete Streets

Safety

Environmental

- SeparatedpedestrianandbicyclefacilitiesalongtheCarriageway
- ImprovesidewalkonthesouthsideofCommonwealthAvenue
- FullADAcompliancialongallfacilitiesandcrossings
- Improvebusstopaccommodations

- Raisedcrossingsatsidestreets;RRFBcrossingsacrossCommonwealthAvenue
- TrafficcalmingalongCommonwealthAvenue
- OrganizeLyon’sFieldoperations
- ReconstructAshStreetintersection(inthepreferredalternative)

- Increasesetgreenspacebyconvertingthecarriagewayintoped/bikefacilities
- ImproveconnectionstotheCharlesRiverandparkland

Rendering: Proposed Cross-Section at Lyons Field

Rendering: Ash Street and Project Limits

Rendering: Ash Street and Project Limits

Marriott to Woodbine Street: Proposed Design 23

Proposed Design – Cross Sections for Segments 1 & 2 Typical Cross Section –

Looking East Segment 1: Commonwealth Avenue EB is converted into pedestrian and bicycle facilities Segment 2: Carriageway is converted into pedestrian and bicycle facilities

Proposed Design – Cross Sections for Segment 3 Typical Cross Section –

Looking East Carriageway is retained for parking at Lyon’s Field

Marriott to Woodbine Street: Proposed Design

2

Marriott to Woodbine Street: Proposed Design

XISTINGWNPATPRELIMINARYSTAGEBUTFINALWILLMATCHMASSDOTROUTE30BRIDGEPROJECTMBTABUSSTOPNEWCROSSINGWITHRRFBsPARKINGSPOTSFORFUTUREDOGPARKE8SIDEWALKSTRANSITIONTOSHAREDUSEPATHRECONSTRUCTSIDEWALKS12TWOWAYBIKEPATHRELOCATECOMMONWEALTHAVEWBSOUTHOFTHEMEDIAN

BOSTONMARRIOTTNEWTON

NORUMBEGAPARK

2 Woodbine Street to Islington Road: Proposed Design

2

Woodbine Street to Islington Road: Proposed Design

SIDESTREETSANDDRIVEWAYSEXTENDEDTOACCESSCOMMONWEALTHAVENUECARRIAGWAYCONVERTEDTOPEDESTRIANANDBICYCLEFACILITIESRAISEDCROSSINGSACROSSSIDESTREETSANDDRIVE

DRAFT 3/31/2022

WAYS8SIDEWALKSRECONSTRUCTSIDEWALKS12TWOWAYBIKEPATHNEWCROSSINGATISLINGTONR  
OADRELOCATECOMMONWEALTHAVEWBSOUTHOFTHEMEDIAN

3IslingtonRoadtoAshStreet:ProposedDesign

2

Ash Street Signal

There were 3 attempts to meet the Signal Warrant

1.

Late February/Early March 2020: Pre-Pandemic Traffic Counts Taken – does not meet warrants

2.

May 2021: Utilized historical Bluetooth-based data called Streetlight – not accepted by MassDOT

3.

June 2021/July 2021: New Traffic Counts Taken – does not meet warrants

What does this mean for funding?

•

State funding cannot be used on a project that installs or reconstructs an unwarranted signal

•

The City cannot pay for the signal on this project or install it afterward

Next Steps

•

Vote to either remove intersection improvements at Ash Street from the project or reconstruct it as without the signal under the project

•

Removing the intersection reconstruction will remove the improvements discussed, including accessibility and connectivity to the Lyon’s Field area

2

Four-Hour Warrant

Minor Street Higher-Volume Approach -VPH

February/March 2020 Data: June 2021 Data:

MUTCD Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume MUTCD Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume

500

MinorStreetHigher-VolumeApproach-VPH

mc-ref

010020030040050060070080090010001100120013001400

400

300

200

100

400

300

200

100

0 300 400 500 600 700 800 900 1000 1100 1200 1300 1400 1500 1600 1700 1800

0

Major Street -Total of Both Approaches -Vehicles Per Hour (VPH)

Major Street -Total of Both Approaches -Vehicles Per Hour (VPH)

2

Islington Road to Ash Street – Preferred Design (with Ash)

PARALLELPARKINGONBOTHSIDESOF CARRIAGEWAY(PERMEABLEMATERIALALONGMEDIANTBD)

8SIDEWALKSRECONSTRUCTSIDEWALKS12TWOWAYBIKEPATHCLOSEOFFCARRIAGEWAYAPPROACH  
ATASHSTREETASHSTREET SIGNALREMOVED;CROSSINGWITHRRFBMBTABUSSTOPATISLINGTONROA  
DNEWCROSSINGWITHRRBFSMBTABUSSTOPREMOVEDATASHSTREET

## DRAFT 3/31/2022

IslingtonRoadRendering:Before

IslingtonRoadRendering:After

AshStreetRendering(PreferredAlt):After

2

Islington Road to Ash Street – Alt Design (without Ash)

PARALLEL PARKING ON BOTH SIDES OF CARRIAGEWAY (PERMEABLE MATERIAL ALONG MEDIATE BD)

8 SIDEWALKS 12 TWO WAY BIKE PATH SHORT SEGMENT OF SHARED USE PATH FOR BIKE TRANSITION WITH BIKE/PED MIXING ZONES NO PROPOSED IMPROVEMENTS TO THIS BLOCK OF COMMONWEALTH AVENUE MBT BUS STOP AT ISLINGTON ROAD NEW CROSSING WITH RR BFS NO CHANGES AT ASH STREET INTERSECTION

Islington Road to Ash Street –

Alternative Comparison NO PROPOSED IMPROVEMENTS TO THIS BLOCK OF COMMONWEALTH AVENUE NO CHANGES AT ASH STREET INTERSECTION Preferred Design (With Ash)

Alternative Design (Without Ash)

2

Pros and Cons of the Preferred Alternative

-MassDOT funds \$1/2 million upgrade - Ped/bike connection across Comm to the new facilities -

Sidewalk and accessibility improvements - Straight-forward Carriageway circulation - Intersection Geometry -

Islington neighborhood concerns - Crosswalk at Ash Street will go from signal -

protected to yield -

controlled - Increased delay at Islington intersection - Retain existing familiar circulation

2

Precedent from Unsignalized Intersections Nearby

□ The adjacent Weston Route 30 Reconstruction Project evaluated 10 unsignalized intersections along a 3.7-mile corridor; a few have similar major street/minor street volumes and are being reconstructed as unsignalized PM Peak – Existing (2018)

Rte30@Ware, Weston Crash Rate: 0.27 (D6 Ave = 0.52)

AM Peak – Build (2030)

Rte30@Islington, Newton

2

Precedent from Unsignalized Intersections Nearby

□ The adjacent Weston Route 30 Reconstruction Project evaluated 10 unsignalized intersections along a 3.7-mile corridor; a few have similar major street/minor street volumes and are being reconstructed as unsignalized PM Peak – Existing (2018)

Rte30@Ash, Weston AM Peak – Build (2030)

Rte30@Islington, Newton Crash Rate: 0.24 (D6 Ave = 0.52)

Islington Road Additional Observations

3

DRAFT 3/31/2022

Observed Wait Times

Vehicles Exiting Left Off Islington

•  
21 second average wait time. 50% of wait times were less than or equal to 11 seconds (i.e. median). Average wait times similar for all periods observed.

•  
78 second maximum wait time

•  
93% of wait times less than 1

# of Vehicles  
10

1-13 13-26 26-39 39-52 52-65 65-78  
minute. Only 3 observed wait times  
Seconds  
greater than 1 minute at 65, 67 and  
78 seconds. 44 observations taken on 3 weekdays (3/10, 3/22, 3/23) capturing morning, midday and afternoon peak.  
Ash St Signal placed on flash to simulate  
future conditions

•  
4 left turns per 15-minute block observed for all periods

Islington Road Travel Time Comparison

3  
RoutetogofromIslingtonRoadtoCommAveEBAMTravelTime(min)

PMTravelTime(min)

ExistingConditions(Signal)0.91.1PreferredAlternative(UnsignalizedLeft)2.30.9AlternateOption(AuburnStreetRoundabout)1.71.2

LeftTurntimes

2  
Anticipated Project Timeline  
Construction Starts on  
MassDOT 25%

75% Design Adjacent Rte. 30  
Design Public

Submittal: Bridge Project:  
Hearing: March

June 2022 Spring 2023\*

2022  
12  
table with 4 columns and 3 rows

City Pre 25%  
Public Facilities &

Final Design  
Anticipated

Public Info Session  
Public Safety & Transportation

Submittal: January 2023  
Construction Start: Summer 2023

September 2021  
April 2022

table end

NicoleFreedmanCityofNewtonDirectorofTransportationPlanningnfreedman@newtonma.gov

Islington Road Operations in Build Condition

3

□ Preferred Alternative: Ash Street Approach Closed, Carriageway WB

PeakTimePeriodExistingVehiclesperhourProposedVehiclesperhourIncreaseinVehiclesperhourIncreaseinVehiclesonApproach(1vehicleeveryXmins)

IncreaseinDelay(min)

LeftRightLeftRightLeftRight-

Morning1210452433141.21.3Afternoon6625131972.30.3

2

2

2

2

Project Elements – Raised Crossings

Source:MassDOTSeparatedBikeLanePlanning&Design

Raised crossings are proposed across all side streets to:

- 
- Slow vehicles down
- 
- Increase visibility of pedestrians and bicyclists
- 
- Increase yielding behavior

Guide

2

Ash Street Signal Warrant Analysis

WarrantAnalysisResult

1

Eight-Hour Vehicular Volume 2

Four-Hour Vehicular Volume 3

Peak Hour 4

Pedestrian Volume 5

School Crossing 6

Coordinated Signal System 7

Crash Experience 8

Roadway Network 9

Intersection Near a Grade Crossing

Notmet\*

Notmet\*

N/ANotmet\*

N/AN/AN/AN/AN/A

\*Data analyzed from traffic counts taken February-March 2020 and June-July 2021.

MUTCD Warrants #3, and #5 through #9 were not applicable to this intersection and not analyzed.

2

Ash Street Signal Warrant Analysis

table with 6 columns and 3 rows

Warrant

Threshold for Controlling Factor

Threshold Volume

# Hours Threshold Met

Analysis Results

1

Eight-Hour Vehicular Volume

Volume on one minor street during eight individual hours

75 veh/hour

0\*

Not met

2

Four-Hour Vehicular Volume

Volume on one minor street during four individual hours

80 veh/hour

0\*

Not met

table end

4

Pedestrian Volume

Volume of pedestrians

107 ped/hour

0\*\*

Not met (4-Hour)

crossing the major street per hour over four hours 4

Pedestrian Volume

Volume of pedestrians

133 ped/hour

0\*\*

Not met (Peak-Hour)

crossing the major street during one peak hour

\*The maximum vehicular volume during any hour for Winter 2020 and Summer 2021 was 45 and 29 vehicles per hour, respectively.

\*\*The maximum pedestrian volume during any hour for Winter 2020 and Summer 2021 was 6 and 14 pedestrians per hour, respectively.

**DRAFT Revision**

**Traffic Council Policy 2: Residential Accessible Parking Spaces**

*Date Adopted: December 9, 2008. Updated , 2022*

As defined by City ordinance, it is the purpose of the Traffic Council to take action on requests for site-specific changes to parking and traffic regulations.

The Traffic Council aims to be fair and consistent in its decisions when similar situations present themselves and, over time, its actions have evolved into some implicit policies. The most frequently observed policies relating to requests for on-street accessible parking spaces are listed below and are to be used as guidelines for the future. Members of Traffic Council hope that this information offers guidance to the public, Council members, and staff as it affects projects or proposals they may consider.

**CRITERIA:**

**1. DISABILITY PARKING PLACARD or PLATE**

In order to apply for an accessible parking space on a residential street, an applicant with a disability must have a valid disability placard or plate.

**2. GARAGES AND DRIVEWAYS**

For residences with garages or 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**

For residences with garages or driveways, 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, or otherwise creates an easier path of travel.

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

It is not in the City's interest to establish and maintain accessible parking spaces in areas with little or no competition for on-street parking. 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.

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# CITY OF NEWTON, MASSACHUSETTS

## Commission On Disability

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*The process for handling requests for accessible parking spaces in a residential neighborhood is as follows:*

- The applicant fills out a Traffic Council Petition form, available in the Clerk's Office.
- The Newton Commission On Disability (COD), where the majority of the members are persons with disabilities, reviews the request and forwards a recommendation to the Traffic Council.
- The Traffic Council reviews the request, and considers the recommendation of the COD, Criteria (1) through (4) above, and any other relevant additional information provided by the applicant or other members of the public. The Traffic Council is composed of staff from the Planning and/or Public Works Departments, and the Police Department, as well as a City Councilor and Citizen Representative.
- After Traffic Council votes to approve or deny an accessible parking space, any Newton resident may appeal the decision within 20 days. Appealed Traffic Council items are transferred to the City Council for final action.

***Other important information:***

- The City of Newton is not legally required to provide an on-street parking space for a person with a disability, however, requests for Reasonable Modification under Title II of the ADA may be made (see below).
- All approved accessible parking spaces on public streets in Newton are available to the general public and must be shared by all vehicles displaying valid Disability placards or plates, on a first-come, first-served basis.
- Accessible parking spaces must be located on a flat surface, with a slope in any direction not to exceed 1:48.
- Accessible parking spaces are not valid during established times when no parking is allowed on the street, and do not override Newton's winter overnight parking prohibition.
- Accessible parking spaces cannot be located within no parking zones, tow zones, bike lanes, or loading zones.
- Requests for Reasonable Modification: An applicant with a valid disability placard or plate may, under Title II of the ADA, request a reasonable modification of parking prohibitions in no parking zones or bike lanes in order to allow for an accessible parking space in front of the residence. In this case, the Traffic Council will begin an interactive process with the applicant to determine if it is possible to remove the parking prohibition in front of the residence to allow for an accessible parking space.



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## CITY OF NEWTON, MASSACHUSETTS

### Commission On Disability

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The Traffic Council will consider, for example, such site-specific factors as whether the accessible parking space will prevent emergency vehicles from passing, or whether bike travel can be directed around the accessible parking space. The Traffic Council and applicant will consider whether there are viable alternatives such as locating the accessible parking space across the street from the residence. Each reasonable modification request is decided on a case-by-case basis.

- Section 19-178 of Newton Revised Ordinances, 2017, provides additional detail regarding residential accessible parking spaces.

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# CITY OF NEWTON, MASSACHUSETTS

## Commission On Disability

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### Treasurer's Report

Given by Jane Brown, Treasurer of the Newton Commission On Disability (COD)  
Presented at the April 11, 2022 Newton COD Meeting  
As of March 31, 2022, the balances of the COD accounts have not changed since  
February 28, 2022, and are as follows:

Account # 5500-335518 H-P. Fines-Disability Commission

Type: Receipts Reserved for Appropriation (These funds have to go before the City Council to be appropriated before being used)

Balance: \$58036.60

Account # 01C10802-513010 Operation Access – Disability Commission

Set up to pay for targeted enforcement of accessible HP Fines violations by the Police

Type: Special Appropriations

Balance: \$1880.89

Account#C401083-586005 Set up to purchase and install Accessible Pedestrian Signals (APS) units at the Waverly/Tremont intersection

Type: Special Appropriations

Balance: **\$50.50** (8 APS units installed in December 2018)

Account #13D10901 Set up in Fall 2015 to receive Community Access Monitor Program fees and pay expenses)

Type: Revolving Account

Balance: \$29**0.00**

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# CITY OF NEWTON, MASSACHUSETTS

## Commission On Disability

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CITY OF NEWTON POLICY  
REGARDING ALLOCATION OF FUNDS RECEIVED FROM ACCESSIBLE PARKING FINES TO THE  
COMMISSION ON DISABILITY  
PURSUANT TO G.L. c.40 § 22G

WHEREAS the City of Newton (the City) accepted the provisions of G.L. c. 40 § 8J on February 6, 2012, and established a Commission On Disability (the Commission) (Newton Revised Ordinances, § 22-100 through § 22-104, as inserted by Ordinance Z-74); and

WHEREAS G.L. c. 40 § 22G authorizes any city or town which has accepted the provisions of G.L. c. 40 § 8J to allocate to its Commission On Disability revenues received from fines assessed for violations of accessible parking (hereinafter the “Revenues”) to be used for the benefit of persons with disabilities; and

WHEREAS on August 5, 2013 the City of Newton and the Commission On Disability agreed upon a Policy (hereinafter the “2013 Policy”) the purpose of which was to set forth an allocation of the Revenues between the City and the Commission (a percentage allocated to the City and a percentage allocated to the Commission) and a procedure by which the City, acting through the Mayor, in consultation with the Commission, may determine in each fiscal year the expenditure of said Revenues; and

WHEREAS the City of Newton and the Commission On Disability now desire to revise the 2013 Policy and the allocation of said Revenues such that one hundred percent (100%) of said Revenues shall be allocated to the Commission On Disability effective Fiscal Year 2023; and

WHEREAS the City of Newton and the Commission On Disability wish to update language in the 2013 Policy to reflect more acceptable terms for the words “handicap” and “handicapped”; and

WHEREAS the City of Newton and Commission On Disability intend that the 2013 Policy be superseded and replaced by this new policy to become effective July 1, 2022;

NOW THEREFORE the policy is stated as follows:

1. One hundred percent (100%) of revenues received from fines assessed for violations of accessible parking shall be allocated to the Commission On Disability to be used for the benefit of persons with disabilities.
2. It is noted that the City Council must pass the budget prior to funding projects identified by the Commission On Disability, and that the City Council has unilateral authority to delete or decrease such funding amount. Newton Charter §5-2.
3. This new policy, entitled “City of Newton Policy Regarding Allocation of Funds Received From Accessible Parking Fines to the Commission On Disability Pursuant to G.L. c. 40 § 22G” shall become effective July 1, 2022 and shall supersede and replace the 2013 Policy.

SIGNED:

\_\_\_\_\_  
Maureen Lemieux, Chief Financial Officer  
(Mayor’s Designee)

Date:

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**CITY OF NEWTON, MASSACHUSETTS**  
**Commission On Disability**

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\_\_\_\_\_  
Anne Marie Killilea  
Co-chair, Commission On Disability

Date:

\_\_\_\_\_  
Eileen Sandberg  
Co-chair, Commission On Disability

Date:

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# CITY OF NEWTON, MASSACHUSETTS

## Commission On Disability

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### ADA COORDINATOR'S REPORT

Given by Jini Fairley, ADA/Section 504 Coordinator

Presented at the April 11, 2022, Newton Commission On Disability meeting for the month of March 2022.

#### Site Visits:

- Countryside Rd.- Testing out Audible Sign device
- Wheeler Rd. Parking Lot with Jason and Stephanie Gilman (Schools)- accessible parking spaces review

#### Trainings:

- ADA Webinar: Swimming Pools Accessibility
- Webinar: Assistance Animals as defined by HUD
- Webinar: How Affordable Housing Lotteries are Conducted
- Webinar- HPOD- On Convention on the Rights of People with Disabilities (CRPD)
- Webinar: UOD presented "Anxiety in Children"

#### Meeting/Events/Conference Calls:

- Newton Historical Commission- attended 3/24 meeting with NewCAL on agenda
- MassDOT 25% Design-Comm Ave/Carriageway & Ash to Marriott public mtg
- Albemarle Rd. Paint & Post bike lanes & reverse angle parking public meeting
- OSRP Trails Subcommittee meeting
- Traffic Council-new accessible parking space at 580 Washington St. & Pearl St. lot
- NWH and Funding COD Subcommittee meetings
- Finance Council Committee- for Fines fund Requests
- Mtg with depts. Re: accessibility consultant for large housing developments
- CIP Steering Committee meetings
- OSRP Implementation Committee quarterly meeting
- NewCAL-Attend bi-weekly Working Group meetings
- NewCAL community meeting
- Fair Housing Committee (FHC)- attend monthly meetings
- FHC Lottery Subcommittee monthly meetings
- West Newton Streetscape- attend monthly meeting
- Complete Streets Committee & Road Paving- attend bi-weekly meetings
- Commissions On Disability Alliance Monthly Meeting