

CITY OF NEWTON

IN CITY COUNCIL

TRAFFIC COUNCIL REPORT

THURSDAY, OCTOBER 27, 2022

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

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

City Staff: Danielle Delaney, Committee Clerk; John Sisson, Economic Development Director and Devante Thornton, Parking Manager.

Mr. Koses provided a PowerPoint presentation, attached.

AP6-22 ANN CAGGIANO, requesting an accessible parking space in front of 432 Lowell Avenue. (Ward 2) [09/21/22 @ 3:54 PM]

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

ACTION: APPROVED 5-0. Approved the language of TPR 842. This item may be appealed through the close of business November 16, 2022.

NOTE: Ms. Caggiano, petitioner did not attend tonight's discussion.

Council members were provided with a location map, site photos, Traffic Council Policy #2, Residential Accessible Parking Spaces and a recommendation.

Mr. Koses stated the item was approved by the Commission on Disability on January 10, 2022. Ms. Caggiano withdrew her petition on January 19, 2022; on January 20, 2022, Traffic Council voted no action necessary on the request so that the item could be redocketed at any time. In September 2022, Ms. Caggiano redocketed the petition for an accessible parking space.

Ms. Fairley, ADA Coordinator provided an email in support of this request.

No one from the public wished to speak.

Without discussion, Mr. Koses made a motion to approve this request. Council members agreed 5-0. Mr. Koses stated that this item may be appealed through the close of business on November 16, 2022.

TC34-22 COUNCILOR BOWMAN, requesting permanent changes and/or a trial of changes to the Tiger Permit Parking Program (Sec. TPR204. Newton North High School Tiger Parking Permits) including the total number of permits issued and

possibly enabling additional permits to be distributed by the Newton North High School Administration. (Ward 2) [06/14/22 @ 1:41 PM]

HELD 5-0 on 07/21/22. Hold for a trial of the following: Increase the number of TIGER permits from 150 to 170. Of the 170 TIGER permits, 165 will be stickers and will cost \$60 each, as was approved by City Council. The remaining 5 TIGER permits will be transferable placards, and will be considered to be visitor passes, with no associated fee.

ACTION: APPROVED 5-0. Approved the language of TPR 843. TPR 843 makes the trial permanent. This item may be appealed through the close of business November 16, 2022.

NOTE: Council members were provided with location maps, new data on occupancy and availability of TIGER permit parking spaces, City Council vote on fees and recommendations on the number of permits, observed changes in TIGER permit usage and a recommendation.

Mr. Koses provided an image of the entire Newtonville Neighborhood Parking District Plan, and noted that TIGER permits are a small piece of the overall parking plan for the neighborhood. TIGER permits are issued to Newton North students, allowing them to park on public streets within designated areas.

In June 2022, City Council approved an increase to the TIGER permit fee from \$25.00 a year to \$60.00 a year, and recommended that Traffic Council vote to increase the number of TIGER permits from 150 permits to 170 permits for this upcoming school year.

Data showed that last school year, the overall occupancy within these reserved spaces was about 61%. Since the trial, overall occupancy of all reserved TIGER permits increased to 72% (Average: 70/97 spaces occupied). The trial allowed vehicles displaying TIGER permits to park in any legal space in the Austin Street lot during school days, without paying the meter. The overall average occupancy in the lot observed to be 30% (36/119 spaces occupied). Lowell Avenue at Elmwood Park remains underutilized. There is significantly more use of TIGER permit parking this year along the section of Lowell Avenue which abuts Claflin Park.

Mr. Koses recommended to continue the trial of the pick-up/drop-off zone on Lowell Avenue and to continue the trial which allows free parking for vehicles displaying as TIGER permit within the Austin Street lot on school days. He recommended to make permanent the increase of TIGER permits from 150 to 170.

Newton North Vice Principal Ms. Winston provided an email supporting making the trial permanent, as it has been a significant improvement over last year.

No one from the public wished to speak.

Councilor Downs stated that she supports making the trial permanent.

Without discussion, Mr. Koses made a motion to approve this request. Council members agreed 5-0. Mr. Koses stated that this item may be appealed through the close of business on November 16, 2022.

TC51-22 DAVID KOSES, TRAFFIC COUNCIL CHAIR AND DEVANTE THORNTON, PARKING MANAGER, requesting to review and modify the parking in and near the West Newton Village Center along Watertown Street, Washington Street, Waltham Street, Chestnut Street and Elm Street. These changes may include modification of the time limits at metered and unmetered spaces, the addition of parking meters in areas which previously were not metered, the addition of a loading zone, and related changes. (Ward 3) [09/23/22 @ 6:12 AM]

ACTION: **HELD 5-0. Held to develop a final set of meter-related changes and use of curb space in the W Newton Sq. area based on input received, and to develop official TPR language, to be voted on at a subsequent Traffic Council meeting.**

NOTE: This item was discussed with TC22-22.

Council members were provided with discussion topics, location maps, site photos, parking related changes for discussion and a recommendation.

Mr. Koses stated that staff attempted to visit every business in West Newton, to distribute flyers indicating that Traffic Council would be discussing parking changes at the meters in West Newton. Ninety-nine meeting notifications were mailed to West Newton businesses.

The discussion focused on the use of the curb space, meters, loading zones and accessible parking spaces, and the time limits at meters. After gathering information, Traffic Council will discuss and vote on a final set of changes at a subsequent meeting.

Section 1/7 Chestnut Street (in front of the Police Station annex)

- Propose to maintain one meter as a 1-hour metered parking space.
- Propose to change five spaces to “Reserved for Police, Monday through Friday 7 a.m. to 5 p.m.
- Propose to change four metered parking spaces to long term metered parking.

Mr. Koses noted that several years ago, Traffic Council made changes to parking in front of the annex because many residents came to Traffic Bureau to pick up parking tickers from the Traffic Bureau, which had been located in the Police Annex. Since then, the Traffic Bureau has moved to the Police Headquarters and the Detective Bureau has moved to the Police Annex.

Responding to a question about whether he is suggesting changing the five spaces in front of the Police Annex into long term parking spaces, Mr. Koses responded that yes, five spaces are proposed to be reserved for Police Parking Only, Monday through, from Friday 7 a.m. to 5 p.m.

Responding to a question about the goal of these proposed changes, Mr. Koses stated that when he talks with residents and business owners, there is concern about the availability of parking for customers and employees. He stated that he thinks that locating some long-term employee

parking away from the center of the village would be beneficial, with shorter-term parking generally located within the center of the Village.

A suggestion was made to create some long-term parking on the outskirts of the village for employees to be able to park.

A suggestion was made to perhaps switch the meters to the east side and put the more active spaces on the west side where the need to cross the street for most of village businesses is on the same side.

Councilor Kelley stated at the West Newton public meeting, a resident through Councilor Malakie requested that Traffic Council consider reducing the number of parking spaces dedicated to the Police Department on Chestnut Street.

Two emails were received opposed to changing the length of time of meters, three emails were received supporting to change the length of meters because it is hard to find a place to park as an employee.

No one from the public wished to speak.

Section 2/7 Washington Street east of Chestnut Street

- Propose to change the time limit of the existing 1-hr meters to 2-hr meters, and to extend the 2-hr metered parking zone on the northside of Washington Street as far east as Dunstan Street.
- Propose to change unrestricted, unmetered section on the southside of Washington Street to long term metered parking as far east as Dunstan Street.

Mr. Koses stated that most of the north side of Washington Street, along this stretch, is currently short term one-hour metered parking. He are proposing to change the one-hour metered parking to two-hour long term meter parking. Staff has heard that one-hour is not long enough to conduct business. On the south side of Washington Street, vehicles are often parked for long periods of time, and the proposal is to change unrestricted parking into long term metered parking, in order to provide more opportunity for employee parking.

This section of Washington Street is going to feel very different in the near future, when Dunston East is completed. It is likely that on-street parking demand will increase along this stretch of Washington Street.

Councilor Kelley stated that she supports moving the longer-term parking away from high demand spaces such as in front of Rockport. Rockport employees could park within their parking garage. She stated that street parking is public property, and that we want to maximize the available resources we have for the benefit of most people – and not to private operators who have other parking options. If this area of Washington Street were to become metered parking, perhaps some of these vehicles would park somewhere else, thereby opening up parking availability to others.

Mr. Fischman stated that perhaps there should be uniformity on both sides, two-hour parking.

Mr. Freudberg stated that if turnover and parking is desired, a solution is necessary for employees to have long term parking.

Mr. Koses suggested perhaps changing the eastern spaces on both sides to longer term parking, and the ones closer towards Chestnut Street into two-hour metered parking, thereby encouraging more turnover and giving employees a place to park their cars within a short walk-distance.

No one from the public wished to speak.

Section 3/7 Watertown Street

- Propose to add two two-hour metered parking spaces.
- Propose to change the 1-hr metered spaces to 2-hr metered parking spaces and to maintain the accessible space
- Propose to change the two 1-hr metered spaces to 2-hr metered parking spaces.
- Propose to change the 1-hr metered spaces to 2-hr metered parking spaces.
- Propose to add 3 or 4 short term metered parking spaces, to remove the no parking zone and to remove the no parking 4:00 p.m. to 6 p.m. parking prohibition.

One email was received expressing concern that vehicles park all day until 4:00 p.m., making it unusable for any patron going into Sweet Tomatoes. The email requested eliminating the 4 p.m. to 6 p.m. parking restriction and proposing a two-hour limit. A salon owner stated that the one-hour meters are not working for patrons who are receiving tickets and requested changing to the meters to two-hour meter parking.

Mr. Koses stated that he is recommending installing meters with a two-hour limit on Watertown Street in front of the gas station and in front of Sweet Tomatoes.

A suggestion was made to extend the metered parking zone so that the metered zone stops at the same point on both sides of the street.

No one from the public wished to speak.

Section 4/7 Waltham Street and Waltham Street Lot

- Propose to maintain fourteen 3-hr metered parking spaces and 1 accessible parking space in the Waltham Street Lot.
- Propose to maintain four 1-hr metered parking spaces.

Mr. Koses stated that he is not recommending any changes in this area. New one-hour meters were installed during the reconstruction of West Newton Square in front of the Post Office. Three spaces have not been accessible because of the reconstruction of the Post Office facade. He recommends maintaining one-hour parking in front of the Post Office. The small Waltham Street parking lot has 14 spaces, and he is not recommending to make any changes to the metered spaces and accessible parking space within that lot.

Councilor Kelley stated that she not aware that the Waltham Street Lot was open to the public. If the parking lot had a kiosk or painted numbered spaces, it would be clear. It should be signed

indicating it is a public parking lot. She then stated that that this is a very confusing area and supports the recommendation not to change anything. She then stated that she and Mr. Sisson met with West Newton Square business owners. Their number one concern is the inadequate parking. There are rarely any spaces available because the Post Office employees park in their lot. It is necessary to communicate with the Post Office and create long term parking for the employees. Perhaps employees could be encouraged to park in the large MBTA lot located off Webster Street, which is largely empty all day.

Mr. Koses stated that it may be difficult to encourage employees not to park in their own free parking lot, and to have them park further away and to pay a meter.

Councilor Kelley noted that when she met with business owners, they agreed that less than one-hour is too short, but that two-hour parking is adequate.

Ms. Sisson stated that he has no recommendations. There are transactional issues with the Post Office. We do want shorter term parking available at the Post Office, but it is also necessary to have long term parking for business patrons who want to go to multiple locations. It is difficult to balance the needs of different audiences.

No one from the public wished to speak.

Section 5/7 Elm Street and Cherry Street Lot

- Consider changing one 1-hr metered space to a 20-minute metered space.
- Propose to maintain one accessible parking space.
- Propose to change two 1-hr metered spaces to 2-hr metered spaces.
- Propose to change six 1-hr metered spaces to 2-hour metered spaces.
- Propose to maintain fifty-five 3-hr metered parking spaces; fourteen long term metered parking spaces; and three accessible parking spaces in the Cherry Street Lot.
- Propose to change nine 1-hr metered spaces to 2-hr metered parking (including newly added metered space).

Mr. Koses stated that the MBTA bus stop is going to be removed. The City does not currently have any 15-minute or 20-minute parking meters. We should discuss whether it would be confusing and annoying for patrons to park at a meter, only to discover that they could only stay there for 15 or 20 minutes. The accessible parking space was installed at the request of Paddy's at the accessible entrance. He is proposing to maintain the accessible space at the current location because it is needed and well-utilized.

Responding to the question of the distance between the accessible parking space and the next metered spaces, Mr. Koses indicated that they are not right next to each other. Mr. O'Hara explained that from the convenience store location there is one space, a second space going towards the park, and then the accessible parking space, then Paddy's driveway followed by another metered parking space. The accessible space has a lot of room because Paddy's driveway is also the accessible and takeout entrance, which creates a buffer for the accessible space.

Councilor Downs asked which 1-hour metered space would be changed to a 20-minute metered space. Mr. O'Hara spoke and stated he would prefer that the parking space on the other side of the driveway heading towards the park be chosen. He stated that the traffic flow in the square would flow better in that direction.

Councilor Kelley stated that there is not ample parking in the evening in the parking lot.

Captain Doucette stated that it is important to create turnover. Parking control officers do not work past 6:00 p.m., and at that time, the parking at metered spaces becomes free for the rest of the day. If 20-minute parking is approved, the sign should specifically state that this is for takeout only. The parking control officer will write a ticket if a vehicle is parked longer than 20-minutes in a 20-minute space.

Councilor Kelley agreed, indicating that a 20-minute free takeout parking space is the best solution. If the 20-minute space is moved closer to the corner of Border and Elm Streets, it could serve more than just Paddy's, it will also serve the restaurants on Washington Street. It is necessary to create turnover for other restaurants which don't have the opportunity for people to do a quick in and out.

Public Comment:

A member of the public asked whether there is a plan to enforce the 20-minute metered space and what the mechanism would be for ticketing people who are in a space longer than 20 minutes. Mr. Koses indicated that 20-minute meter would be enforced the same as any meter. It is illegal to feed the meter, and the vehicle must move to another space. Short-term unmetered spaces are more difficult to enforce. Mr. Thornton added that the City can program short-term meters to only last what we set the time for, and payment by the Passport app could still be used at a short-term meter.

Mr. O'Hara stated that the majority of takeout occurs between 5:00 p.m. and 9:00 p.m. He stated that if people see a sign that says 20-minute parking, most people will honor the time limit.

Mr. Koses asked for a straw poll, to see whether members prefer a 20-minute unmetered space, a 20-minute metered space, or to maintain the space located north of the accessible parking space as a two-hour metered space.

Councilor Downs stated she would prefer a metered space with a marked loading zone with hours specified. The space could be used with a time for when Paddy's is closed and open for longer term parking when Paddy's is open giving one more space.

Mr. Prizant stated that the meter fails to solve what happens after 6:00 p.m. His preference is to go with no meter with a 20-minute limit from for example 7:00 a.m. to 11:00 p.m. (to cover Paddy's business hours) OR with a 20-minute meter that which would need a supplemental sign that covers after 6:00 p.m. for takeout.

Mr. Koses stated that it would be too confusing for one 20-foot parking space to have two different regulations, depending on the time of day. Mr. Prizant agreed and stated that he is accustomed to seeing these types of signs in Boston.

Mr. Thornton clarified and stated whether the space is metered or unmetered, there will still be signage indicating that it is a 20-minute or short term pickup spot.

Mr. Fischman stated that he prefers an unmetered 20-minute parking space. He stated that he did not have a preference about the time of day. Having the space near Paddy's would prevent people from circling around West Newton. He then asked whether Paddy's offers curbside pickup.

Captain Doucette stated that he would prefer no meter, just because of the confusion side of it, Vehicles could be cited for overtime parking, which is typically what they get cited for when they stay longer than the time limit. The sign must state 20-minute parking with a time frame.

Mr. Koses asked Mr. O'Hara when pick-ups occur during the day. Mr. O'Hara answered the first pickup of the day is 11:00 a.m., but that the majority of pickups occur between 5:00 p.m. and 9:00 p.m., every day.

Mr. Koses proposed the following: 1) adding this single unmetered 20-minute parking space, 11:00 a.m. to 9:00 p.m. except Sundays and holidays. 2) maintaining the accessible space 3) making no changes to the parking lot and 4) changing the meters along the rest of the street to two-hour limit.

Mr. Freudberg asked what would happen between 8 a.m. to 11 a.m., wondering whether it would be a free-for-all. Mr. Koses answered yes, it would be a free unrestricted parking space except for during the 11:00am – 9:00 pm restricted hours.

Section 6/7 Washington Street west of Elm Street

- Propose to relocate the accessible parking space a few feet to the west (to the next parking space to the west), and to add a loading zone.
- Propose to change six 1-hr metered spaces to five 2-hr metered spaces.
- Propose to maintain six long-term metered parking spaces.
- Propose to maintain six long-term metered parking spaces.
- Propose to change three 2-hr metered spaces to long-term metered spaces.
- Propose to change four EV parking spaces from no time limit to 2-hour time limit (not metered).

Mr. Koses stated that he is proposing to relocate the accessible parking space in front of Blue Ribbon Barbeque to the west because the space is not long enough to fit another parking space. There are several unmetered all day free spaces that are reserved for electric vehicle parking. This is the only location in the City which offers free, unlimited priority parking for electric vehicles. He is suggesting changing this EV Parking zone into a two-hour limit for the electric vehicles. There is no loading zone on the north side, anywhere in West Newton, and part of the proposal is to add a loading zone.

Mr. Freudberg stated that these EV spaces without charges are just an exclusionary practice, and they serve no real purpose.

Mr. Koses stated that the City wants to encourage more people to use electric vehicles. The original plan was to install EV chargers at these spaces, but this has not occurred.

Councilor Downs stated that we are providing free EV parking, but there is no location to charge the vehicle. We should charge for parking, and if we're adding chargers than we should charge for the charge, making the spaces exclusively for EVs. She then stated that she supports making the spaces further west metered and supports making the six one-hour spaces longer term but does not support all day free spaces. Two-hour meters should be installed.

Councilor Downs whether the parking lot at the end of the road is private. Mr. Koses answered that is the MBTA lot with a kiosk for people who want to park long term for approximately \$5.00 per day.

Councilor Kelley stated that the EV users should be charged and charging stations should be installed. Relocating the accessible parking space and adding a loading zone are both necessary. The loading zone would deter trucks from double parking on Washington Street. She doesn't recommend changing the short-term spaces into long-term spaces. Two-hours is adequate. People could park long term at the underutilized "T" commuter lot. It is necessary for businesses to succeed and there is not adequate parking.

Mr. Koses stated that the spaces at the very end of Washington Street, both sides are long term meters. We are not proposing to change these. We are proposing to change the four EV spaces from no time limit to a 2-hour limit (not metered), after hearing concerns perhaps they should be metered.

Public Comment:

A business owner stated that he wasn't aware of the EV parking and often wondered why the spaces were empty all the time. He stated that he supports environmentally friendly vehicles, but he thinks that having free parking where there's so many issues in this neighborhood probably doesn't make a lot of sense. He would not support keeping the EV spaces free and does support changing the six 1-hour meters into 2-hr meters. The nature of his business is that people generally want to stay longer than one hour. He stated that he also supports extending this two-hour zone this down to where the long term meters are currently located.

Mr. Koses asked whether it would be better to change the long-term meters on the north side of the street into short term meters, since it would not be necessary to cross the street, and to maintain the long-term meters on the south side of the street, at the far end, for long-term parking. The business owner answered that it could be a good compromise.

Mr. Freudberg stated that users should be paying for EV spaces especially since they are close to a village center. There are too many long-term meters, and he suggested making some short term, to benefit the businesses.

Councilor Downs agreed and suggested monitoring the spaces. If the long-term metered parking spaces are not well utilized, we could consider changing them. She noted that we are matching the price to the demand, so that those people who are price sensitive could park at less convenient spaces.

Mr. Koses proposed the following: 1) leaving six long-term meters on the south side of Washington Street and converting ten into short term meters. 2) changing the twelve long term meters to short term on the north side of Washington Street 3) removing one 2-hour meter to accommodate a relocated accessible parking space. 4) adding a loading zone in front of Blue Ribbon Barbeque, where the accessible parking space is currently located.

Section 7/7 Washington Street Mid-Village

- No changes are recommended.
- Propose to maintain eight 1-hr metered parking spaces and one accessible space.
- Propose to maintain nine 1-hr metered parking spaces and two accessible spaces, and to maintain the existing loading zone.

Because there was little turnout tonight, Mr. Fischman suggested publicizing this item in the newspaper to get people interested because this is a big section of the whole village.

Public Comment:

One participant noted that he can't see placing an article in a newspaper because we don't even have any papers in the City. Perhaps use social media, Facebook or the Mayor's weekly email. Some people aren't going to be happy with free EV parking spaces. He stated that he part of the West Newton Square project when they were designing this, and he have never heard of these changes. If everyone is equal to have parking, install meters.

Mr. Koses responding by indicating that the consensus was to remove the EV spaces, and to install short-term meters in this area. This change will be included in the final recommendation.

Without further discussion, Mr. Koses made a motion to hold this item in order to make all the changes discussed, and to measure and create TPR language, which could be discussed and voted on at a subsequent Traffic Council meeting. Council members agreed 5-0.

TC22-22 PADDY'S PUBLIC HOUSE, 95 Elm Street, requesting that the temporary 15-minute take-out only parking space as mandated by the emergency order during COVID-19 be made permanent into a 15-minute take out only parking space. (Ward 3) [03/31/22 @ 8:43 AM]

HELD 5-0 on 07/21/22

ACTION: NO ACTION NECESSARY 5-0.

NOTE: This item was discussed along with TC51-22. Please refer to TC51-22 for the report.

Without discussion, Mr. Koses made a motion for no action necessary. Council members agreed 5-0.

TC50-22 DAVID KOSES, TRAFFIC COUNCIL CHAIR on behalf of Jayne Colino, Director of Senior Services, requesting a temporary pick-up / drop-off zone in front of the Brigham House on Hartford Street and in front of the Hyde Community Center on Lincoln Street, to help accommodate the temporary relocation of services during the reconstruction of the Senior Center in Newtonville. (Ward 6) [09/23/22 @ 6:12 AM]

ACTION: **HELD 5-0. Held for trial, which may continue until the Senior Center is relocated back to its renovated building in Newtonville.**

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

Mr. Koses stated that in front of the Brigham House there is a one-hour limit except by Newton Highlands Permit. In front of the Hyde Community Center, there is a “no parking any time” zone. The Senior Center will be moving to Newton Highlands temporarily, and there will be increased activity, including additional pick-up and drop-off activity. Mr. Koses recommends that Traffic Council hold the item as a long-term trial, to add in a pick/up and drop/off zone in front of the Brigham House on Hartford Street and in front of the Hyde Center on Lincoln Street. When the Senior Center project is complete, this item could be voted NAN, and the parking regulations would return to the current status. If the trial becomes a concern, the trial can be ended at any time.

Mr. Koses stated that at least a 40-foot zone will be created for drop/off and pickup, with no parking allowed near the Hyde Centre driveway. Mr. Prizant added that we want to make sure we weren't creating sightline issues with the crosswalk where the RFP is located.

Without further discussion, Mr. Koses made a motion to hold for a long-term trial. Council members agreed 5-0.

TC49-22 DAVID KOSES, TRAFFIC COUNCIL CHAIR, requesting to discuss and potentially change the parking regulations on Centre Street, southbound, just north of Pearl Street, to metered parking spaces. (Ward 1) [09/23/22 @ 6:12 AM]

ACTION: **APPROVED 5-0. Approved the language of TPR 844. TPR 844 adds approximately four long-term meters on the west side of Centre Street, near Bertucci's and the MBTA bus stop. This item may be appealed through the close of business November 16, 2022.**

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

Mr. Koses stated that this item was docketed after discussing with Ward 1 Councilors who support adding four metered spaces on the west side of Centre Street near the MBTA bus stop, just north of Pearl Street. There is space available for four parked vehicles. There is some confusion about whether vehicles can park in this area. It is currently unrestricted, free, all-day parking. Metered parking is located across Centre Street. This location abuts the MBTA bus stop and there is a large private parking lot available for use by patrons of these businesses. Sometimes a vehicle parked on Centre Street in this area mistakenly receives a parking citation,

However, this is not a bus stop zone, and the bus doesn't pull in to stop. Mr. Koses is recommending to add parking meters within this zone.

Mr. Freudberg asked whether these spaces should be made into an official bus stop zone, rather than adding parking meters. Mr. Koses noted that buses don't pull in to this zone, possibly because it would be difficult for the driver to pull back into traffic. It is a very busy area for vehicle traffic, and Mr. Koses recommends no change to the way which the bus currently operates.

Mr. Freudberg stated that meters cost money. We should do our due diligence and see if it makes sense to actually move the bus stop. Mr. Koses answered that meters will clarify that parking is allowed, and long-term meters would offer the opportunity for people to park all day to take the "T" into Boston.

Mr. Fischman suggested implementing two-hour meters, and subsequently increasing the time limit to long-term if needed. Mr. Koses answered that Traffic Council could approve two-hour parking meters, if members approve.

Councilor Downs suggested beginning with long-term meters which could be shortened if necessary. Mr. Prizant and Freudberg agreed to begin with long-term meters.

Without further discussion, Mr. Koses made a motion to approve this item. Council members agreed 5-0.

TC48-22 ISAAC PRIZANT, TRAFFIC ENGINEER, requesting to add a stop sign at the intersection of Winchester Road at East Side Parkway, westbound. (Wards 1 & 2) [09/16/22 @ 3:50 PM]

ACTION: APPROVED 5-0. Approved the language of TPR 845. This item may be appealed through the close of business November 16, 2022.

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

Mr. Koses stated that this is a "T" intersection at Winchester Road at Eastside Parkway, the new Cabot School are with a crosswalk. There are no warrants that apply. A "T" intersection is an implied stop. It is not necessary to install a stop sign. A stop sign is allowed and there is no reason not to install a stop sign at a "T" intersection. Mr. Koses recommends adding a stop sign at this location.

Traffic Council frequently receives requests for stop signs at "T" intersections, and typically approves them. Traffic Council believes stop signs clarify the right of way and increase safety, especially when located near school or other walking or biking routes. There's are no other signs at this location, so there should be no major concerns relating to sign clutter at this location.

Public Comment:

A resident stated that having lived there for 25 years, he has never seen a problem with vehicles not coming to a stop at the corner. He stated that he commutes by bicycle and often times there are cars coming out of Winchester Road. He is never concerned about those cars, they're always respectful. It's a "T" intersection and they do stop. He does not think that a stop sign is necessary. Many school children cross the street with a crossing guard. He stated that there are some negatives associated with a stop sign. From an aesthetic perspective, the neighbors are engaged in trying to beautify this corner and he stated that he is concerned that this stop sign would interfere. In the winter plows often plow snow onto this corner. The stop sign would get in the way of the plows. He also stated that there has never been an accident at this corner in 25 years.

Councilor Downs stated that she is a little agnostic on installing stop signs at "T" intersections. Traffic Council has been approving them when near schools. Stop signs do not impede snow clearance.

Mr. Fischman stated that cars travel fast on the street. The street is wider than a typical Newton street. There are many children, and a lot of activity in this area. He then stated that he supports the stop sign because it is near a school.

Mr. Koses explained that, if approved, the Traffic Council decision may be appealed to the City Council for discussion and a final vote. The resident stated that he would not appeal this item.

Councilor Downs made a motion to approve adding a stop sign at the intersection of Winchester Road at East Side Parkway, westbound. Council members agreed 5-0. Mr. Koses stated that this item may be appealed before the close of business on November 16, 2022.

TC21-21 JASON SOBEL, DIRECTOR OF TRANSPORTATION OPERATIONS,
requesting that Traffic Council hold this item for a long-term trial of the following to accommodate the reconstruction of the Library Parking Lot: Change the traffic flow on Homer Street between Commonwealth Avenue and Walnut Street to allow for a one-way circulation, change the parking locations and regulations along this section of Homer Street to include the creation of additional parking, and, if needed, allow for the creation of permit parking on nearby residential streets for City Hall and Library employees as well as other related needs. After construction is completed, conditions will revert back unless subsequent items are docketed and approved by Traffic Council for permanent changes. (Wards 2 & 6)
[2/26/21 @ 9:13 PM]

Held 5-0 on 03/25/21. Held for a long-term trial.

ACTION: NO ACTION NECESSARY 5-0.

NOTE: Mr. Koses stated that he is recommending no action necessary on this item.

Mr. Koses stated that this item was held for a temporary trial in March 2021, for the library reconstruction project on Homer Street to change the spaces to back-in angled spaces and a one-way traffic flow. The project is now complete, and parking has been put back to pre-construction status.

Without discussion, Mr. Koses made a motion for no action necessary. Council members agreed 5-0.

Respectfully submitted,

David Koses, Transportation Coordinator
Traffic Council Chair

CITY OF NEWTON

TRAFFIC & PARKING REGULATION

TPR NO. 842

October 27, 2022

In accordance with the vote of the Traffic Council on October 27, 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-200. Accessible Parking Spaces.**, the following:

Lowell Avenue, east side, from a point 540 feet south of Hull Street, 20 feet northerly.

Approved as to legal form and character:

(SGD) ALISSA OCASIO GIULIANI
City Solicitor

(SGD) CAROL MOORE
City Clerk

CITY OF NEWTON

TRAFFIC & PARKING REGULATION

TPR NO. 843

October 27, 2022

In accordance with the vote of the Traffic Council on October 27, 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-204. Newton North High School Tiger Parking Permits.** the following:

(c) No more than 150 Tiger Permits may be issued to NNHS students under the Tiger parking district. No more than 65 Tiger Permits may be issued to NNHS for staff parking on Elm Road. Residents of housing units abutting Hull Street or Elm Road are entitled to up to two Tiger Permits per household and are not entitled to visitor permits.

(f) Any Tiger permit issued to newton north high school staff or residents of housing units abutting Hull Street or Elm Road shall be considered a visitor permit for the purpose of sections 19-202(b)(2) and 19-201C(5)

By INSERTING into the provisions of **Sec. TPR-204. Newton North High School Tiger Parking Permits.** the following:

(c) No more than 170 Tiger Permits may be issued to NNHS students under the Tiger parking district. No more than 65 Tiger Permits may be issued to NNHS for staff parking on Elm Road. Residents of housing units abutting Hull Street or Elm Road are entitled to up to two Tiger Permits per household and are not entitled to visitor permits.

(f) Any Tiger permit issued to newton north high school staff or residents of housing units abutting Hull Street or Elm Road or for temporary distribution to students, shall be considered a visitor permit for the purpose of sections 19-202(b)(2) and 19-201C(5)

Approved as to legal form and character:

(SGD) ALISSA OCASIO GIULIANI
City Solicitor

(SGD) CAROL MOORE
City Clerk

CITY OF NEWTON

TRAFFIC & PARKING REGULATION

TPR NO. 844

October 27, 2022

In accordance with the vote of the Traffic Council on October 27, 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:

Centre Street

(13) Parking meter zone, no time limit, 8:00 a.m. to 6:00 p.m.

f) West side, from a point 115 feet south of Carleton Street, 80 feet southerly.

Approved as to legal form and character:

(SGD) ALISSA OCASIO GIULIANI
City Solicitor

(SGD) CAROL MOORE
City Clerk

CITY OF NEWTON

TRAFFIC & PARKING REGULATION

TPR NO. 845

October 27, 2022

In accordance with the vote of the Traffic Council on October 27, 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:

Winchester Road at East Side Parkway, westbound.

Approved as to legal form and character:

(SGD) ALISSA OCASIO GIULIANI
City Solicitor

(SGD) CAROL MOORE
City Clerk

Traffic Council

City of Newton

October 27, 2022

Agenda

- ❖ AP6-22 ANN CAGGIANO, requesting an accessible parking space at 432 Lowell Avenue.
- ❖ TC34-22 COUNCILORS BOWMAN, requesting permanent changes and/or a trial of changes to the Tiger Permit Parking Program (Sec. TPR204. Newton North High School Tiger Parking Permits) including the total number of permits issued and possibly enabling additional permits to be distributed by the Newton North High School Administration.
- ❖ TC51-22 DAVID KOSES, TRAFFIC COUNCIL CHAIR AND DEVANTE THORNTON, PARKING MANAGER, requesting to review and modify the parking in and near the West Newton Village Center along Watertown Street, Washington Street, Waltham Street, Chestnut Street and Elm Street. These changes may include modification of the time limits at metered and unmetered spaces, the addition of parking meters in areas which previously were not metered, the addition of a loading zone, and related changes.
- ❖ TC22-22 PADDY'S PUBLIC HOUSE, 95 Elm Street, requesting that the temporary 15-minute take-out only parking space as mandated by the emergency order during COVID-19 be made permanent into a 15-minute take out only parking space.

Agenda (Continued)

- ❖ TC50-22 DAVID KOSES, TRAFFIC COUNCIL CHAIR on behalf of Jayne Colino, Director of Senior Services, requesting a temporary pick-up / drop-off zone in front of the Brigham House on Hartford Street and in front of the Hyde Community Center on Lincoln Street, to help accommodate the temporary relocation of services during the reconstruction of the Senior Center in Newtonville.
- ❖ TC49-22 DAVID KOSES, TRAFFIC COUNCIL CHAIR, requesting to discuss and potentially change the parking regulations on Centre Street, southbound, just north of Pearl Street, to metered parking spaces.
- ❖ TC48-22 ISAAC PRIZANT, TRAFFIC ENGINEER, requesting to add a stop sign at the intersection of Winchester Road at East Side Parkway, westbound.

10.27.22

3

Traffic Council

Agenda (Continued)

- ❖ TC21-21 JAMES MCGONAGLE, DIRECTOR OF PUBLIC WORKS AND JASON SOBEL, DIRECTOR OF TRANSPORTATION OPERATIONS, requesting that Traffic Council vote to hold this item for a long-term trial of the following to accommodate the reconstruction of the Library Parking Lot: Change the circulation of traffic flow Homer Street between Commonwealth Avenue and Walnut Street to allow for a one-way direction, change the parking locations and regulations along this section of Homer Street to include the creation of additional parking, and, if needed, allow for the creation of permit parking on nearby residential streets for City Hall and Library employees and other related needs. After construction is completed, conditions will revert back unless subsequent items are docketed and approved by Traffic Council for permanent changes.

10.27.22

4

Traffic Council

AP6-22

∞ 5 ∞

Request for an accessible parking space at 432 Lowell Avenue

10.27.22

5

Traffic Council

Location Map: 432 Lowell Avenue

AP6-22



10.27.22

6

Traffic Council



10.27.22

7

Traffic Council

Traffic Council Policy 2: Residential Accessible Parking Spaces

1. DISABILITY PARKING PLACARD or PLATE

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

2. GARAGES AND DRIVEWAYS

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

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

3. ACCESSIBLE ROUTES OF TRAVEL

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

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

4. COMPETITION FOR ON-STREET PARKING SPACES

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

10.27.22

8

Traffic Council

Background, Input from the Commission on Disability and Optional TPR language

AP6-22

- Request approved by the Commission on 1/10/22 by a vote of 12-0.
- Request was withdrawn by the petitioner on 1/19/22.
- Traffic Council voted on 1/20/22 to NAN the item – could be re-docketed at any time.

Language for Traffic Council to Approve Request:

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

Lowell Avenue, east side, from a point 540 feet south of Hull Street, 20 feet northerly.

CAN BE APPEALED
Appeal Deadline is November 16, 2022

10.27.22

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Traffic Council

TC34-22

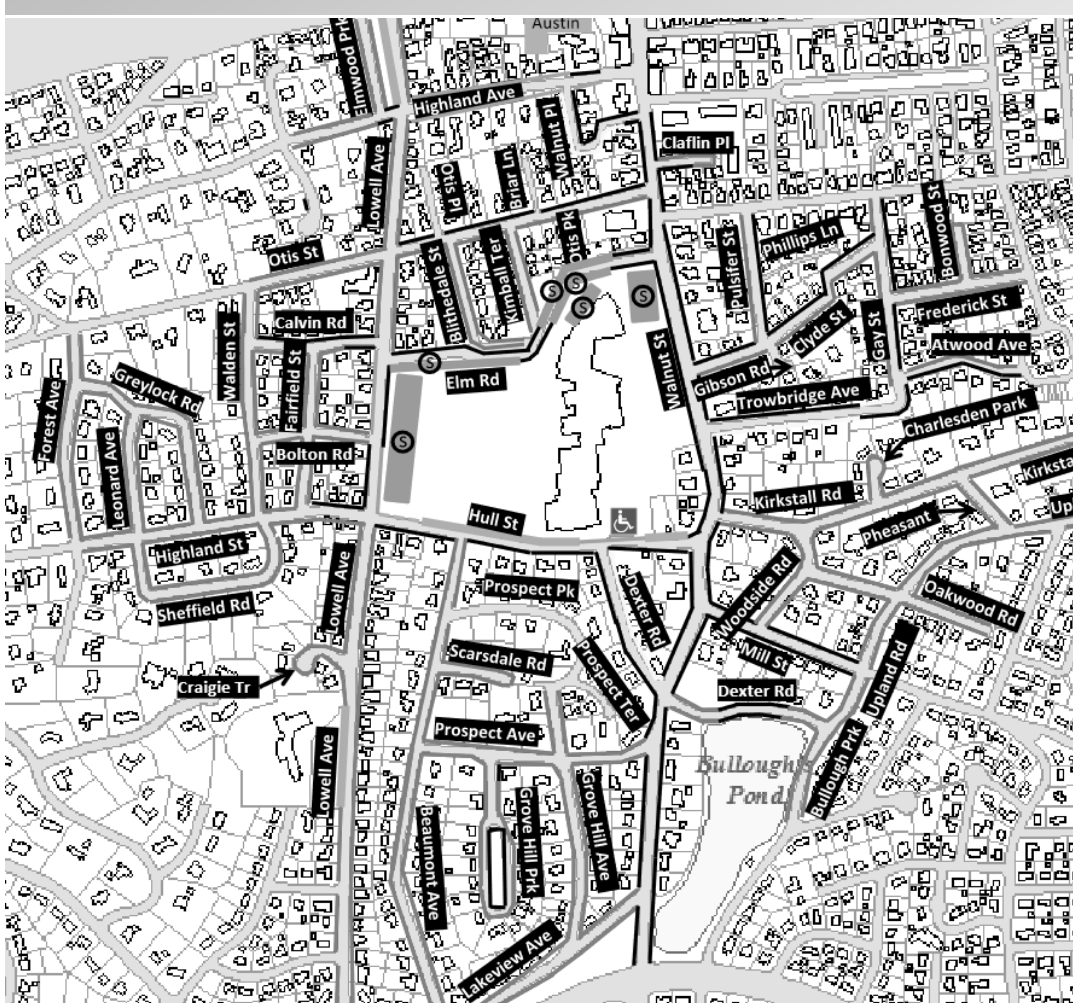
10

Request permanent changes and/or a trial of changes to the Tiger Permit Parking Program

10.27.22

10

Traffic Council



Newtonville Neighborhood Parking District

current through the 2.17.22 vote of the Newton Traffic Council

Notes on reverse side

LEGEND

- TIGER Permit Only 7AM-4PM,
- TIGER Permit-AM; Bus Zone-PM
- 2 hour limit 8AM-4PM except by Newtonville permit
- Newtonville resident parking only, all days all hours
- No parking any time
- Newtonville permit parking, 8am - 4pm
- Newtonville resident or senior sticker only 8am-6pm Mon-Sat
- pickup drop off zone
- NNHS Staff Only 7AM-4PM



Designated Student TIGER Permit Parking Areas

LEGEND

- TIGER Permit Only 7AM-4PM,
- TIGER Permit-AM; Bus Zone-PM
- 2 hour limit 8AM-4PM except by Newtonville permit
- Newtonville resident parking only, all days all hours
- No parking any time
- Newtonville permit parking, 8am - 4pm
- Newtonville resident or senior sticker only 8am-6pm Mon-Sat
- pickup drop off zone
- NNHS Staff Only 7AM-4PM

Austin Lot: 119 spaces during trial

Lowell @ Elmwood Pk: 17 Reserved spaces

Lowell near staff lot: 0 during trial

Hull St: 52 or 60 Reserved Spaces

Lowell @ Clafin Pk: 20 Reserved Spaces

Occupancy of All Reserved TIGER Permit Parking Spaces (From 7.21.22 Meeting)

TC34-22

Average Occupancy, Hull Street: 88%

Average Occupancy, Lowell at Claflin Pk: 27%

Average Occupancy, Lowell at Elmwood Pk: 6%

OVERALL Avg. Occupancy, of All Reserved TIGER Spaces: 61% (Average: 59/96 spaces occupied)

10.27.22

	Hull Street		Lowell Avenue abutting Claflin Park		Lowell Avenue abutting Elmwood Park	
	*Total # of Spaces Reserved for TIGER permits	Total # of Spaces Reserved for TIGER Permits that were Occupied	*Total # of Spaces Reserved for TIGER permits	Total # of Spaces Reserved for TIGER Permits that were Occupied	*Total # of Spaces Reserved for TIGER permits	Total # of Spaces Reserved for TIGER Permits that were Occupied
WE 3/16/22 11:30 AM	59	50	20	6	17	1
TH 3/17/22 12:45 PM	59	50	20	7	17	2
FR 3/18/22 10:00 AM	59	58	20	8	17	0
MO 3/21/22 9:45 AM	59	54	20	5	17	1
TU 3/22/22 10:45 AM*	59	8	20	0	17	0
WE 3/23/22 3:15 PM	59	45	20	6	17	1
TH 3/24/22 10:45 AM	59	60	20	1	17	0
FR 3/25/22 12:30 PM	59	52	20	1	17	1
MO 3/28/22 11:45 AM	59	53	20	6	17	2
TU 3/29/22 1:45 PM	59	48	20	7	17	0
WE 3/30/22 12:45 PM	59	51	20	9	17	1
TH 3/31/22 3:30 PM	59	48	20	6	17	3
FR 4/1/22 10:30 AM	59	51	20	8	17	1
MO 4/4/22 9:30 AM	59	56	20	3	17	1
TH 4/7/22 10:45 AM	59	57	20	6	17	1
FR 4/8/22 9:15 AM	59	52	20	4	17	0
MO 4/11/22 2:45 PM	59	47	20	4	17	3
TU 4/12/22 1:30 PM	59	50	20	5	17	2
WE 4/13/22 9:15 AM	59	58	20	6	17	0
WE 4/13/22 1:45 PM	59	49	20	7	17	2
TH 4/14/22 9:00 AM	59	54	20	4	17	0
Average Occupancy		52		5		1
Percent Occupied		88%		27%		6%

*MCAS day. Observations are not included in the summary statistics.

Available Spaces for TIGER Permit-Holders Including Austin Lot (From 7.21.22 Meeting)

TC34-22

The ongoing Traffic Council Trial allows vehicles displaying TIGER permits to park in any legal space in the Austin Street Lot during school days, without paying the meter.

Overall average occupancy in the Austin Street Lot observed to be: 34% (41/119 spaces occupied).

Best estimate: on average, 17 HS students park in the Austin St Lot (TIGER + non-TIGER) on School Days, representing the difference between parked cars on an MCAS day vs. a regular school day.

	Austin Street Parking Lot		Total, Any Space that is either Reserved or Available for TIGER Permit	
	Total# of Available Parking Spaces	*Total# of Available Spaces Occupied	Total # of Spaces that are Available for TIGER Parking (Hull + 2 locations on Lowell, + Austin Lot)	Total# of Spaces that are Available for TIGER Permit Parking (Hull + Lowell + Austin Lot) that were Occupied
WE 3/16/22 11:30 AM	119	37	215	94
TH 3/17/22 12:45 PM	119	38	215	97
FR 3/18/22 10:00 AM	119	34	215	100
MO 3/21/22 9:45 AM	119	37	215	97
TU 3/22/22 10:45 AM*	119	24	215	32
WE 3/23/22 3:15 PM	119	32	215	84
TH 3/24/22 10:45 AM	119	55	215	116
FR 3/25/22 12:30 PM	119	47	215	101
MO 3/28/22 11:45 AM	119	43	215	104
TU 3/29/22 1:45 PM	119	41	215	96
WE 3/30/22 12:45 PM	119	47	215	108
TH 3/31/22 3:30 PM	119	34	215	91
FR 4/1/22 10:30 AM	119	41	215	101
MO 4/4/22 9:30 AM	119	34	215	94
TH 4/7/22 10:45 AM	119	52	215	116
FR 4/8/22 9:15 AM	119	43	215	99
MO 4/11/22 2:45 PM	119	41	215	95
TU 4/12/22 1:30 PM	119	39	215	96
WE 4/13/22 9:15 AM	119	35	215	99
WE 4/13/22 1:45 PM	119	44	215	102
TH 4/14/22 9:00 AM	119	38	215	96
Average Occupancy		41		99
Percent Occupied		34%		46%

*MCAS day. Observations are not included in the summary statistics.

City Council Vote (fees) and City Council Recommendations (permits)

TC34-22

- Finance Committee and City Council Vote: Change the Fee for TIGER permits
 - Finance Committee voted on 6/27/22 to increase fee from \$25/year to \$60/year.
- C.C. Recommendation to Traffic Council: Increase # of TIGER Permits from 150 to 170.
 - 140 TIGER Permits, to be distributed via a lottery by the NPD as done historically.
 - 30 additional TIGER permits to be managed by the HS Administration.
 - 25/30 of these additional TIGER permits will be annual stickers, equivalent to the 140 permits listed above, except that they will be assigned by the HS Administration to specific students. HS Administration will specify students over the school year to the NPD. NPD will subsequently process and manage these TIGER permits and collect the fee, as set by City Council.
 - 5/30 of these additional TIGER permits will be transferable placards and will be retained by the HS Administration and distributed to students on an as-needed basis for short-term use. 5 Transferable TIGER placards would be created by NPD distributed to NNHS to manage and can be used to park on-campus or in student TIGER-parking areas, will be called TIGER permits, and will have no fee.
- Parking by TIGER permit (without paying on school days) in the Austin Lot to continue as an ongoing trial, until City Council determines whether to make this trial permanent.
- Pick-Up / Drop-Off zone on Lowell Avenue to continue as part of ongoing trial.

Traffic Council Vote from the 7.21.22 Traffic Council Meeting

TC34-22

- HOLD FOR A TRIAL, and recollect data in the Fall
- Increase the number of TIGER permits from 150 to 170
- Any Tiger permit issued to for temporary distribution to students shall not have a fee

Occupancy of All Reserved TIGER Permit

Parking Spaces **NEW DATA**

TC34-22

Average Occupancy, Hull Street: 88%

Average Occupancy, Lowell at Claflin Pk: 75%

Average Occupancy, Lowell at Elmwood Pk: 10%

OVERALL Avg. Occupancy, of All Reserved TIGER Spaces: 72%
(Average: 70/97 spaces occupied)

10.27.22

	Hull Street		Lowell Avenue abutting Claflin Park		Lowell Avenue abutting Elmwood Park	
	*Total # of Spaces Reserved for TIGER permits	Total # of Spaces Reserved for TIGER Permits that were Occupied	*Total # of Spaces Reserved for TIGER permits	Total # of Spaces Reserved for TIGER Permits that were Occupied	*Total # of Spaces Reserved for TIGER permits	Total # of Spaces Reserved for TIGER Permits that were Occupied
TH 9/08/22 11:00 AM	60	64	20	10	17	1
FR 9/09/22 9:30 AM	60	62	20	7	17	1
MO 09/12/22 9:00 AM	60	56	20	12	17	0
TU 09/13/22 1:00 PM	60	50	20	17	17	1
WE 09/21/22 12:00 PM	60	52	20	19	17	2
TH 09/22/22 8:50 AM	60	56	20	20	17	2
FR 09/23/22 10:51 AM	60	55	20	22	17	2
FR 09/23/22 2:30 PM	60	48	20	16	17	1
TU 09/27/22 9:30 AM	60	59	20	13	17	3
TH 09/29/22 1:30 PM	60	55	20	19	17	1
FR 09/30/22 1:30 PM	60	51	20	13	17	2
MO 10/03/22 9:00 AM	60	57	20	9	17	3
MO 10/03/22 3:15 PM	60	45	20	11	17	3
TU 10/04/22 10:15 AM	60	53	20	21	17	2
TU 10/04/22 2:30 PM	60	42	20	10	17	2
TH 10/06/22 1:15 PM	60	52	20	16	17	2
FR 10/07/22 10:00 AM	60	57	20	17	17	2
TU 10/11/22 10:45 AM	60	60	20	22	17	3
TU 10/11/22 3:30 PM	60	34	20	6	17	0
WE 10/12/22 8:45 AM	60	53	20	19	17	2
Average Occupancy		53		15		2
Percent Occupied		88%		75%		10%

Available Spaces for TIGER Permit-Holders

Including Austin Lot **NEW DATA**

TC34-22

The ongoing Traffic Council Trial allows vehicles displaying TIGER permits to park in any legal space in the Austin Street Lot during school days, without paying the meter.

Overall average occupancy in the Austin Street Lot observed to be: 30% (36/119 spaces occupied).

	Austin Street Parking Lot		Total, Any Space that is either Reserved or Available for TIGER Permit	
	Total # of Available Parking Spaces	*Total # of Available Spaces Occupied	Total # of Spaces that are Available for TIGER Parking (Hull + 2 locations on Lowell, + Austin Lot)	Total # of Spaces that are Available for TIGER Permit Parking (Hull + Lowell + Austin Lot) that were Occupied
TH 9/08/22 11:00 AM	119	39	216	114
FR 9/09/22 9:30 AM	119	39	216	109
MO 09/12/22 9:00 AM	119	27	216	95
TU 09/13/22 1:00 PM	119	26	216	94
WE 09/21/22 12:00 PM	119	37	216	110
TH 09/22/22 8:50 AM	119	28	216	106
FR 09/23/22 10:51 AM	119	45	216	124
FR 09/23/22 2:30 PM	119	39	216	104
TU 09/27/22 9:30 AM	119	31	216	106
TH 09/29/22 1:30 PM	119	36	216	111
FR 09/30/22 1:30 PM	119	48	216	114
MO 10/03/22 9:00 AM	119	28	216	97
MO 10/03/22 3:15 PM	119	36	216	95
TU 10/04/22 10:15 AM	119	37	216	113
TU 10/04/22 2:30 PM	119	41	216	95
TH 10/06/22 1:15 PM	119	41	216	111
FR 10/07/22 10:00 AM	119	31	216	107
TU 10/11/22 10:45 AM	119	40	216	125
TU 10/11/22 3:30 PM	119	31	216	71
WE 10/12/22 8:45 AM	119	33	216	107
Average Occupancy		36		105
Percent Occupied		30%		49%

Observed Change in Tiger Permit Usage Last School Year vs Current School Year

TC34-22

	2021-2022 School Year		2022-2023 School Year	
	150 Permits at \$25.00 Each		170 Permits at \$60.00 Each	
	Avg Occupied	% Occupied	Avg Occupied	% Occupied
Hull Street	52	87%	53	88%
Lowell Ave at Claflin Park	5	27%	15	75%
Lowell Ave at Elmwood Park	1	6%	2	10%
ALL Spaces RESERVED for TIGER permit parking	59	61%	70	72%
Austin Street Lot (available but not reserved)	41	34%	36	30%

- Increased parking in the areas reserved for TIGER permit parking on school days
- Lowell Ave at Elmwood Park underutilized
- Significantly more use of Lowell Ave abutting Claflin Park



10.27.22

Traffic Council

Recommendation and Proposed TPR Language

TC34-22

- Continue Trials of Pick-Up/Drop-Off Zone on Lowell & TIGER parking in Austin Lot.
- Make Permanent the Increase of Tiger Permits from 150 to 170.

By REMOVING from the provisions of Sec. TPR-204. Newton North High School Tiger Parking Permits. the following:

(c) No more than 150 Tiger Permits may be issued to NNHS students under the Tiger parking district. No more than 65 Tiger Permits may be issued to NNHS for staff parking on Elm Road. Residents of housing units abutting Hull Street or Elm Road are entitled to up to two Tiger Permits per household and are not entitled to visitor permits.

(f) Any Tiger permit issued to newton north high school staff or residents of housing units abutting Hull Street or Elm Road shall be considered a visitor permit for the purpose of sections 19-202(b)(2) and 19-201C(5)

CONTINUED ON NEXT SLIDE >>>

10.27.22

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Traffic Council

By INSERTING into the provisions of Sec. TPR-204. Newton North High School Tiger Parking Permits. the following:

(c) No more than 170 Tiger Permits may be issued to NNHS students under the Tiger parking district. No more than 65 Tiger Permits may be issued to NNHS for staff parking on Elm Road. Residents of housing units abutting Hull Street or Elm Road are entitled to up to two Tiger Permits per household and are not entitled to visitor permits.

(f) Any Tiger permit issued to newton north high school staff or residents of housing units abutting Hull Street or Elm Road or for temporary distribution to students, shall be considered a visitor permit for the purpose of sections 19-202(b)(2) and 19-201C(5)

CAN BE APPEALED
Appeal Deadline is November 16, 2022

TC51-22



Discussion and vote to make various changes to the location and duration of parking meters in West Newton

Topics to be Discussed:

- Use of Curb Space in the West Newton Square area
 - Location of Parking Meters
 - Loading Zones
 - Accessible Parking Spaces
- Parking Meter Time Limits
 - More all-day parking
 - More 2-hour parking
 - 15 or 20-minute spaces
- Other changes to the Parking Regulations

Topics Not up for Discussion at this meeting:

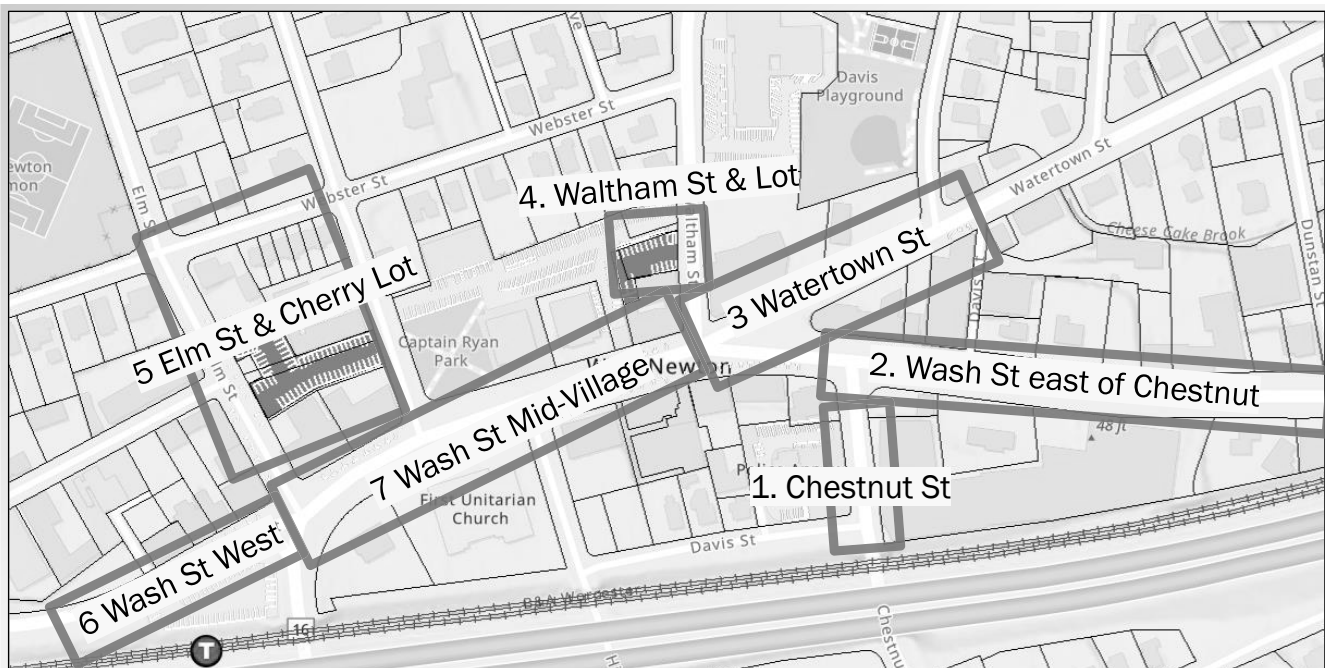
- West Newton Reconstruction Project
- Traffic Flow
- Turning Movements

10.27.22

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Traffic Council

Location Map: West Newton Square Area



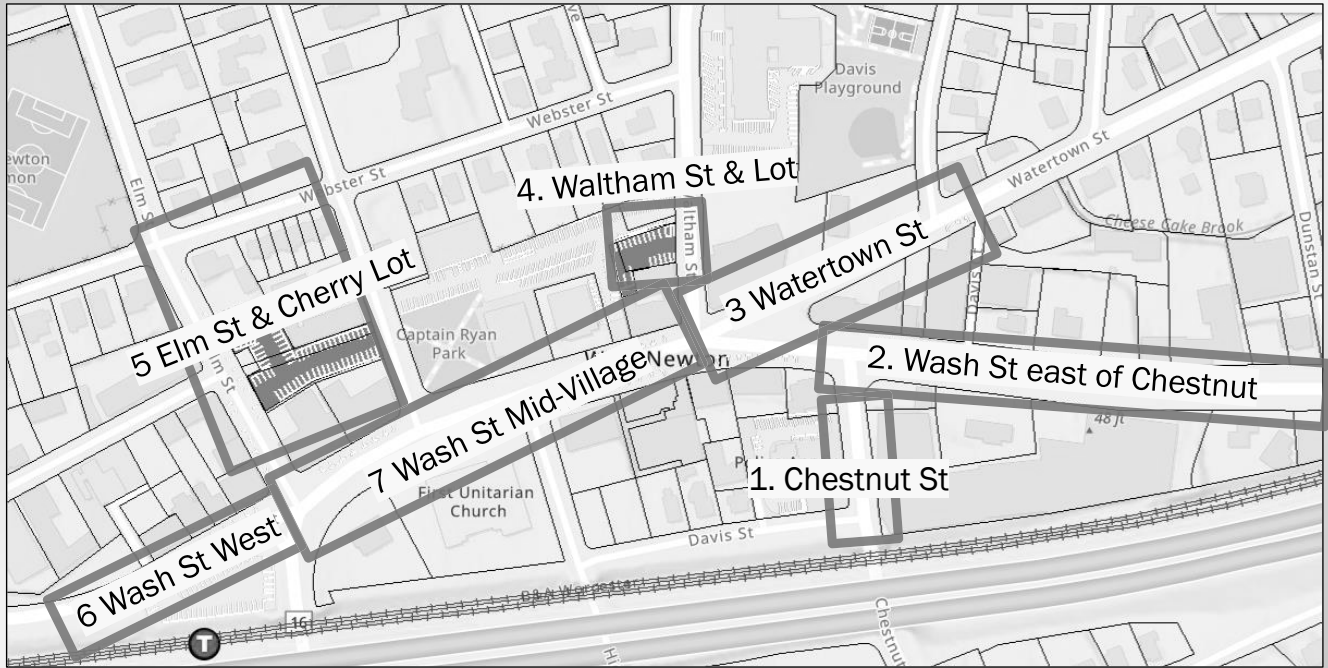
10.27.22

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Traffic Council

1. Chestnut Street

TC51-22



10.27.22

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Traffic Council

1. View of Chestnut Street

TC51-22



10.27.22

1. Chestnut Street

Parking-Related Changes (for Discussion)

TC51-22

Propose to Maintain one (1) meter as a 1-hr metered parking space.

Propose to Change five (5) spaces to "Reserved for Police M-F, 7am-5pm".

Propose to Change four (4) metered parking spaces to long-term metered parking.

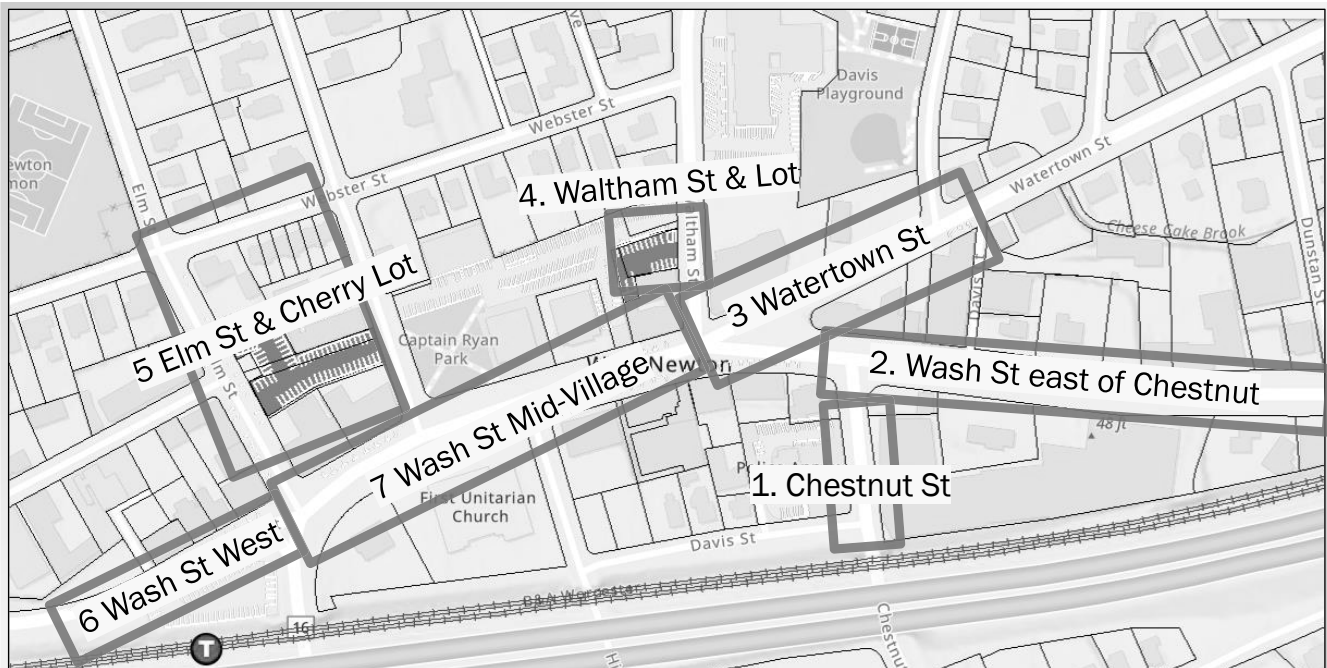


10.27.22

Traffic Council

2. Washington St, East of Chestnut St

TC51-22



10.27.22

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Traffic Council

2. View of Washington Street
East of Chestnut Street (Photo 1)

TC51-22



10.27.22

2. View of Washington Street
East of Chestnut Street (Photo 2)

TC51-22



10.27.22

2. Washington St, East of Chestnut St Parking-Related Changes (for Discussion)

TC51-22



Propose to Change the time limit of the existing 1-hr meters to 2-hr meters, and to extend the 2-hr metered parking zone on the north side of Washington St as far east as Dunstan St.



Propose to Change unrestricted, unmetered section on the south side of Washington St to long-term metered parking as far east as Dunstan St.

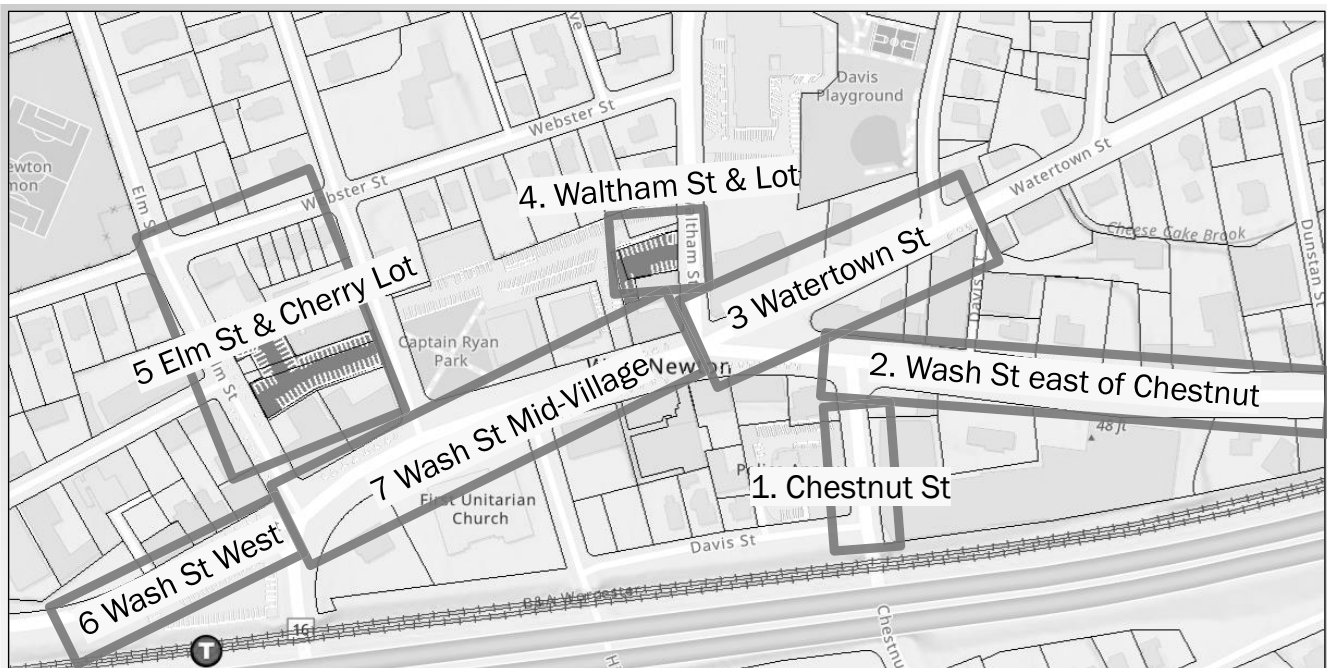
10.27.22

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Traffic Council

3. Watertown Street

TC51-22



10.27.22

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Traffic Council

3. View of Watertown Street

TC51-22



10.27.22

3. Watertown Street

Parking-Related Changes (for Discussion)

TC51-22



10.27.22

Propose to Add 3 or 4 short-term metered parking spaces, to remove the no parking zone & to remove the no parking 4-6pm parking prohibition.

4. Waltham Street and Waltham St Lot

TC51-22



10.27.22

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Traffic Council

4. View of Waltham St and Waltham Lot

TC51-22



10.27.22

4. Waltham Street and Waltham St Lot

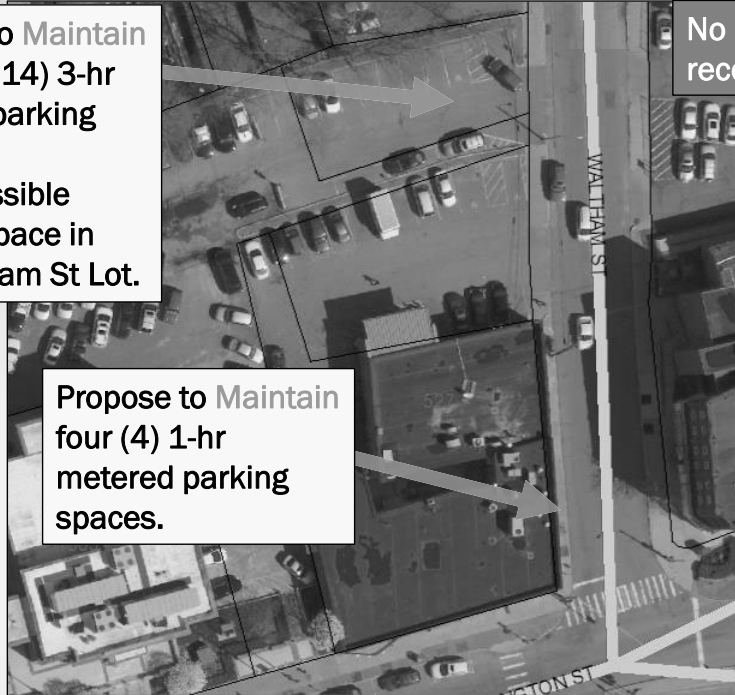
**** No Changes Recommended ****

TC51-22

Propose to Maintain fourteen (14) 3-hr metered parking spaces & 1 accessible parking space in the Waltham St Lot.

Propose to Maintain four (4) 1-hr metered parking spaces.

No changes recommended.



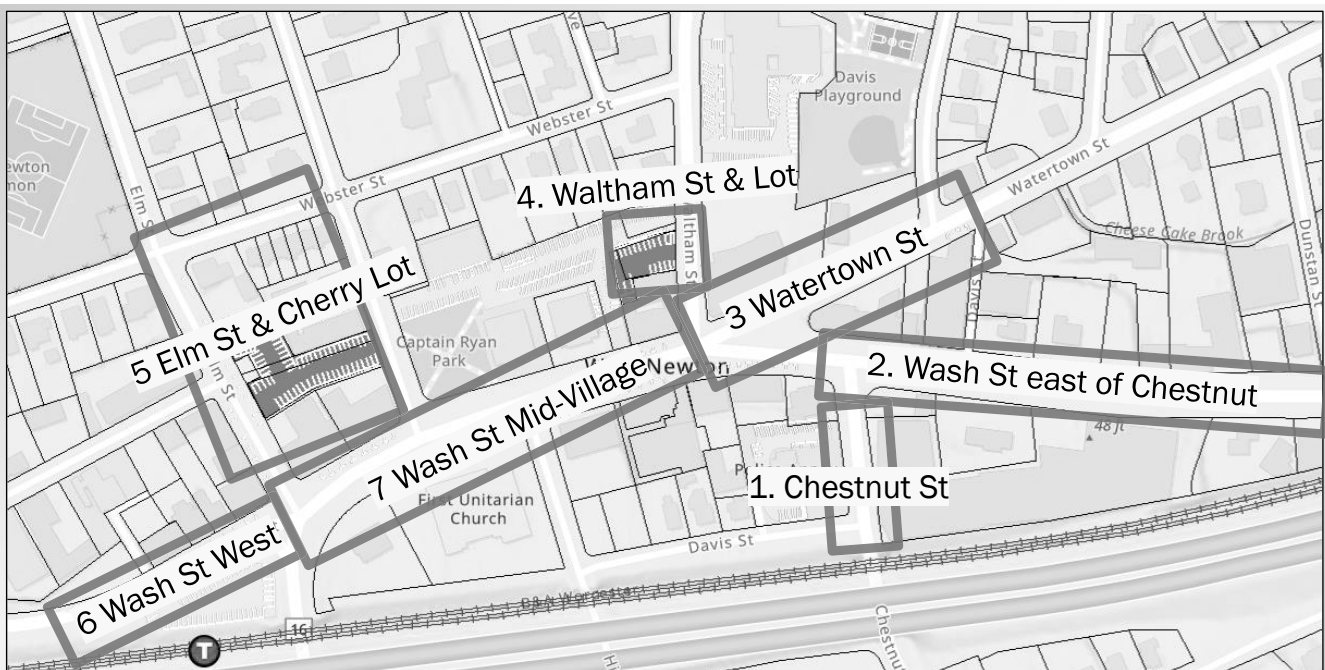
10.27.22

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Traffic Council

5. Elm Street and Cherry Street Lot

TC51-22



10.27.22

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Traffic Council

5. View of Elm Street and Cherry St Lot

TC51-22



10.27.22

5. Elm Street and Cherry Street Lot Parking-Related Changes (for Discussion)

TC51-22

CONSIDER Changing one (1) 1-hr metered space to a 20-minute metered space.

Propose to Maintain one (1) accessible parking space.

Propose to Change two (2) 1-hr metered spaces to 2-hr metered spaces.

Propose to Change six (6) 1-hr metered spaces to 2-hour metered spaces.

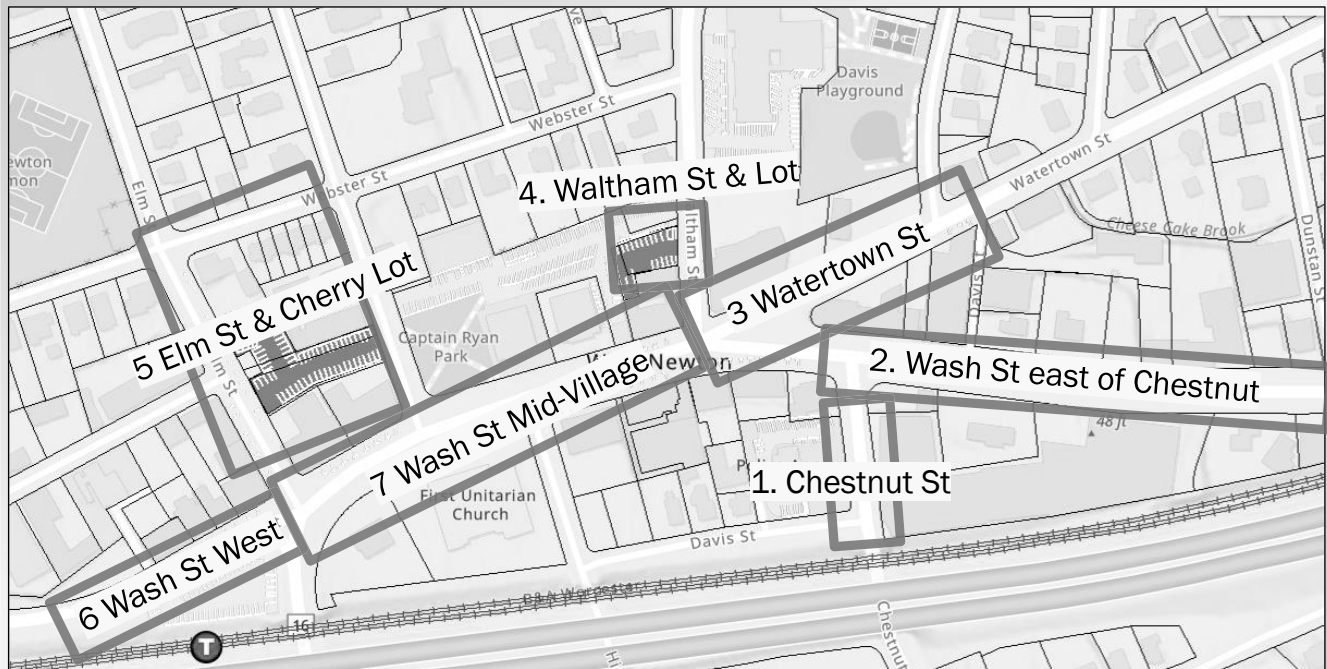
Propose to Maintain fifty-five (55) 3-hr metered parking spaces; fourteen (14) long-term metered parking spaces; and three accessible parking space in the Cherry St Lot.

Propose to Change nine (9) 1-hr metered spaces to 2-hr metered parking (including newly-added metered space).

10.27.22

6. Washington St, West of Elm St

TC51-22



10.27.22

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Traffic Council

6. View of Washington Street West of Elm Street (Photo 1)

TC51-22



10.27.22

6. View of Washington Street West of Elm Street (Photo 2)

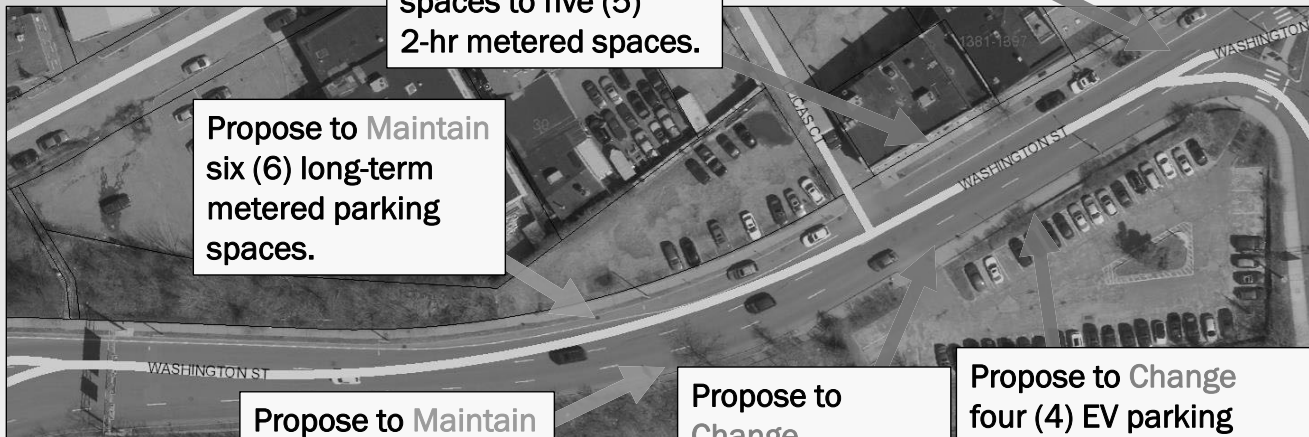
TC51-22



10.27.22

6. Washington St, West of Elm St Parking-Related Changes (for Discussion)

TC51-22



Propose to Relocate the accessible parking space a few feet to the west (to the next parking space to the west), and to ADD a loading zone.

Propose to Change six (6) 1-hr metered spaces to five (5) 2-hr metered spaces.

Propose to Maintain six (6) long-term metered parking spaces.

Propose to Maintain six (6) long-term metered parking spaces.

Propose to Change three (3) 2-hr metered spaces to long-term metered spaces

Propose to Change four (4) EV parking spaces from no time limit to 2-hour time limit (not metered).

10.27.22

7. Washington Street Mid-Village

TC51-22



10.27.22

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Traffic Council

7. View of Washington Street Mid-Village (Photo 1)

TC51-22



10.27.22

7. View of Washington Street Mid-Village (Photo 2)

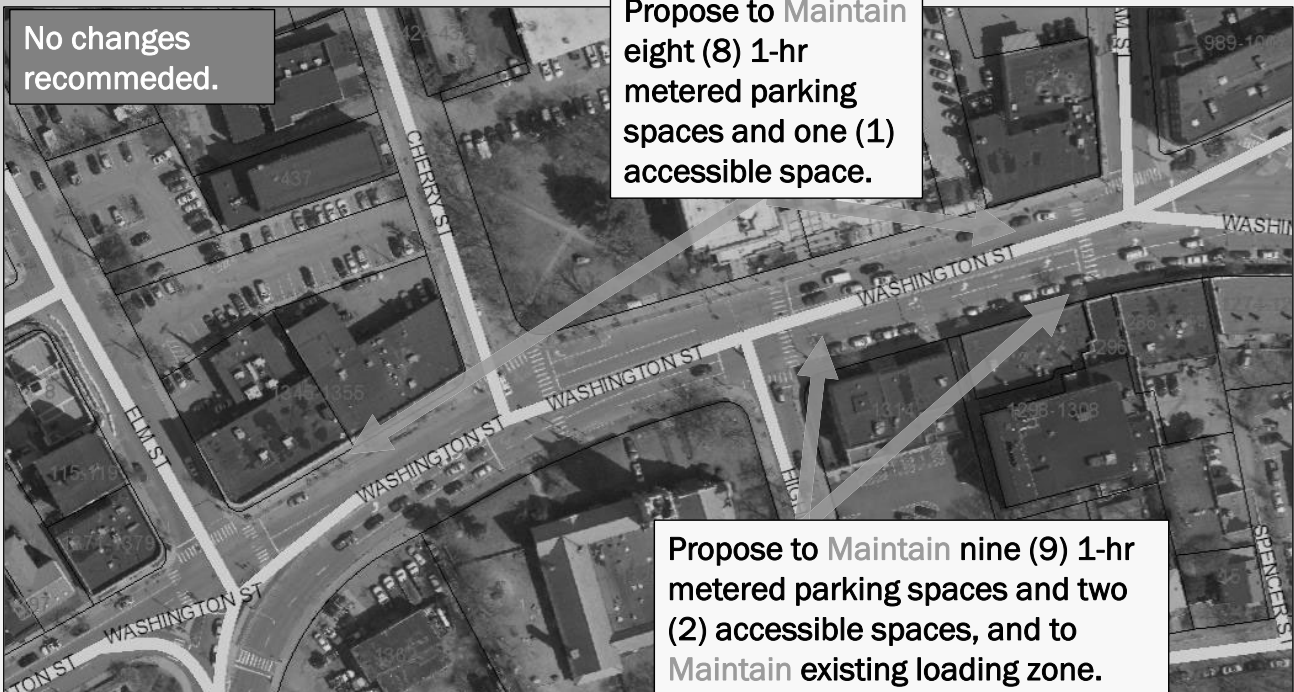
TC51-22



10.27.22

7. Washington Street Mid-Village ** No Changes Recommended **

TC51-22



10.27.22

Recommendation

TC51-22

- Gather input from employees, employers, residents, elected officials, to inform a subsequent Traffic Council recommendation
- VOTE TO HOLD THIS ITEM to develop a recommendation + official language, to be discussed again, and voted on at a subsequent Traffic Council meeting

10.27.22

49

Traffic Council

TC22-22

50

Request that the temporary 15-minute take-out only parking space at Paddy's as mandated by the emergency order during COVID-19 be made permanent

10.27.22

50

Traffic Council

- NAN
- Weave this item into all the changes to be made to parking in West Newton (TC51-22)

10.27.22

51

Traffic Council

TC50-22

52

Request to create temporary pick-up / drop-off zones in front of the Brigham House and the Hyde Community Center

10.27.22

52

Traffic Council

View of the street
in front of the Brigham House (Hartford St)

TC50-22



10.27.22

53

Traffic Council

View of the street in front of the Hyde
Community Center (Lincoln Street)

TC50-22



10.27.22

54

Traffic Council

- Hold for a long-term trial
- Add Pick-Up / Drop-Off signage in these areas:
 - In the “No Parking Any Time” zone on Lincoln St in front of the Hyde Center
 - In the 1-hr parking zone in front of the Brigham House
- Trial can be ended at any time

10.27.22

55

Traffic Council

TC49-22

56

Request to discuss and potentially change the parking regulations on Centre Street, southbound, just north of Pearl Street, to metered parking spaces

10.27.22

56

Traffic Council

View of Centre Street looking south toward Pearl Street

TC49-22



10.27.22

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Traffic Council

Background

TC49-22

- Space available for four (4) parked vehicles
 - Some confusion about whether vehicles can park in this area
 - Currently unrestricted, free, all-day parking
 - Metered parking located nearby, including across Centre Street
- Location abuts MBTA bus stop
- Large private lot nearby for use by patrons of these businesses

10.27.22

58

Traffic Council

Recommendation and Optional TPR language

TC49-22

Approve new long-term parking meters

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

Centre Street

(13) Parking meter zone, no time limit, 8:00 a.m. to 6:00 pm.

f) West side, from a point 115 feet south of Carlton Road, 80 feet southerly.

CAN BE APPEALED

Appeal Deadline is November 16, 2022

10.27.22

59

Traffic Council

TC48-22

60

Request to add a stop sign

at the intersection of Winchester Road at East Side Parkway, westbound

10.27.22

60

Traffic Council

View of Winchester Road, looking west toward East Side Parkway

TC48-22



10.27.22

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Traffic Council

Considerations

TC48-22

- There are no official warrants in the MUTCD
- Any “T” intersection = an implied stop
- It is not necessary to install a stop sign, but stop signs are allowed
- Historically Traffic Council has viewed a stop sign at a T intersection as beneficial because:
 - It can clarify right-of-way
 - It may offer a small safety benefit, especially
 - Near schools, walking or biking routes
 - Abutting pedestrian crossings
 - Anywhere with any type of unclear or blocked sightlines

10.27.22

62

Traffic Council

Recommendation

TC48-22

Approve new stop sign at Winchester Road, WB, at East Side Parkway



10.27.22

63

Traffic Council

Recommendation and Proposed TPR language

TC48-22

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

Winchester Road at East Side Parkway, westbound.

CAN BE APPEALED
Appeal Deadline is November 16, 2022

10.27.22

64

Traffic Council

TC21-21

65

Requesting that Traffic Council vote to hold this item for a long-term trial of the traffic flow on Homer Street to accommodate the reconstruction of the Library lot

10.27.22

65

Traffic Council

Recommendation

TC21-21

- NAN
- Held for a long-term trial on 3.25.21
- No longer need to change Homer Street into one way between Commonwealth Walnut Street and Commonwealth Avenue

10.27.22

66

Traffic Council