

CITY OF NEWTON

IN CITY COUNCIL

TRAFFIC COUNCIL REPORT

THURSDAY, JANUARY 21, 2016

Present: David Koses, Traffic Council Chair; Sgt. Jay Babcock, Newton Police Department; Alicia Wilson, Resident member; Gloria Son, Traffic Engineer and Councilor Ciccone
Also Present: Councilors Lappin, Rice, Yates, Blazar, Norton, Albright, Hess-Mahan and Crossley

City Staff: David Olson, Clerk of the Council

Mr. Koses provided a PowerPoint presentation on these items, attached to this report.

Nominations, Election and Discussion of term length for Traffic Council Chair

ACTION: David Koses elected Acting Traffic Council Chair for the term January 21, 2016 through February 25, 2016. (5-0)

NOTE: Councilor Ciccone nominated Mr. Koses as the Acting Traffic Council Chair effective immediately through February 25, 2016. Mr. Koses accepted. Council members agreed 5-0.

TC72-14 ROSALIE ROAD RESIDENTS, requesting that speed limit signs of 25 mph be posted on Rosalie Road after entry from Dedham Street, as well as on Rosalie Road west of the intersection with Country Club Road. (Ward 8) [11/07/14 @ 1:06 PM]

ACTION: NO ACTION NECESSARY 5-0

NOTE: Mr. Koses provided Council members with site photos, characteristics of the street and speed data. He stated that Rosalie Road is 27 to 29 feet wide with a speed limit of 30 mph. Signs are not posted. The City typically posts speed limit signs when the speed limit is greater than or less than 30 mph. Data was collected on a clear weekday morning and showed that the 85th percentile speed was 29 mph. Approximately 50% of the vehicles were traveling between 20-25 mph. Mr. Koses stated that data does not support making a request to MassDOT to reduce the speed limit on Rosalie Road. MassDOT most likely would deny this request due to data collected. He recommends a motion to deny or vote no action necessary on this request.

Councilor Lappin stated that she would support a vote of no action necessary.

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

TC32-15 BEECHER PLACE & BEECHER TERRACE RESIDENTS, requesting consideration of implementing restricted parking to only one side of Beecher Place. (Ward 6) [06/18/15 @ 11:39 AM]

ACTION: **HELD 5-0, Pending draft Traffic and Parking Regulation (TPR) to approve Parking prohibited, Beecher Place, south side.**

NOTE: Two emails were received in support of implementing a parking restriction, on file.

Mr. Jeremy Glass, 85 Beecher Place, joined the Council for discussion on this item. He provided a handout, on file. He stated that Beecher Place is too narrow to allow for parking on both sides. Residents, emergency vehicles and trash trucks have difficulties when vehicles are parked on both sides. He suggested eliminating parking on one side of Beecher Place to allow for easy vehicle access. He then suggested restricting parking on Beecher Place at the intersection with Langley Road to ensure an unobstructed line of vision.

Mr. Koses provided Council members with site photos, utility pole and fire hydrant locations. He stated that Beecher Place is 23 to 24 feet wide. The fire hydrants and utility poles are located on the south side of Beecher Place. He recommends implementing a south side parking restriction on Beecher Place. He then said that the City Traffic Engineer could restrict parking administratively up to 50 feet of the intersection at the intersection of Langley Road based on engineering judgment.

Without further discussion, Councilor Ciccone made a motion to hold this item, pending draft Traffic and Parking Regulation (TPR) language, which would prohibit parking on the south side of Beecher Place, with the understanding that the City Traffic Engineer would examine whether to restrict parking up to 50 feet of the intersection with Langley Road. Council members agreed 5-0.

TC33-15 ALD. CROSSLEY & YATES, requesting clarification and possible changes to the parking regulation on Oak Street between Chestnut Street and Needham Street. (Ward 5) [06/23/15 @ 3:04 PM]

ACTION: **HELD 5-0, Pending measurements and number of possible allowable parking spaces on Oak Street to change parking regulations between Chestnut Street and Needham Street.**

NOTE: Mr. Koses provided Council members with site photos, current parking regulation signage on the street and current parking regulations in the Traffic and Parking Regulation (TPR) manual. He stated that the width of this section of Oak Street varies between 32 and 34 feet. The various current posted parking regulation signs do not match the current TPR. Clarification and possible changes to parking regulations on Oak Street between Chestnut Street and Needham Street is necessary.

Mr. Koses explained in detail his recommendations which includes deleting all existing parking regulations and adding new regulations. This would include a no parking zone near the Upper Falls Greenway, and next to the nearby MBTA bus stop.

Mr. Koses recommends adding the following regulations:

- (1) Prohibited, all days:
- b) Northeast side from Chestnut Street to a point 150 feet southeast of Chestnut Street (*provides for MBTA stop and Greenway*).
- d) North side from Needham Street westerly 200 feet (*location of the beginning of the existing signed parking zone*).
- e) South side from Abbott Street to Needham Street.
- f) South side from Chestnut Street easterly 200 feet (*provides for MBTA stop and Greenway*).

Mr. Koses then recommended adding two new regulations with time limits to be determined by Traffic Council members:

- c) South side, from a point 200 feet east of Chestnut Street to Abbott Street.
- d) North side, from a point 150 feet east of Chestnut Street to a point 200 feet west of Needham Street.

Mr. Koses opened the discussion to members of the public who were present. A merchant stated that she would prefer a two-hour limit, Monday through Saturday, beginning approximately 100 feet from the loading zone on Oak Street, northbound, towards Chestnut Street. A merchant stated that tenants of The Clarks Companies park their vehicles on Oak Street; it is necessary to maintain parking on Oak Street and supports long-term parking.

Sgt. Babcock asked how wide Oak Street is between Abbott Street and the Upper Falls Greenway. He stated that he is concerned that Oak Street is too narrow to allow parking on both sides in this location, and he is concerned with merging vehicles in the northbound direction of Oak Street. He then said that he is concerned about the project to align and widen Christina Street. It is his understanding that Christina Street will become two travel lanes merging onto Oak Street. Mr. Koses did not have road width measurements available for Oak Street from Abbott Street to the Upper Falls Greenway.

Councilor Yates suggested shifting parking from the north side of Oak Street to the south side of Oak Street in the vicinity of The Clarks Companies, between Abbott and Williams Streets. Mr. Koses felt that if this shift may eliminate many parking spaces, and he stated that a goal is maintain as much parking on the street as is possible. Mr. Koses stated that Oak Street may be wide enough to allow parking on both sides. Mr. Koses then stated that measurements are necessary to determine the number of possible allowable parking spaces on Oak Street. If the street measures greater than 24 feet wide, it is likely wide enough to allow for safe parking on both sides.

Without further discussion, Councilor Ciccone made a motion to hold this item, pending measurements and number of possible allowable parking spaces on Oak Street to change parking regulations between Chestnut Street and Needham Street. Council members agreed 5-0.

TC59-15 ALDERMEN CROSSLEY, RICE AND YATES, requesting changes to the parking regulations on Locke Road, in order to incorporate Locke Road into the Waban Village Parking District. (Ward 5) [11/24/15 @ 9:37 AM]

ACTION: **HELD 5-0, Pending draft Traffic and Parking Regulation (TPR) to approve**
1) Parking prohibited, Locke Road, east side. 2) Two-hour limit, Locke Road, 9:00 a.m. to 5:00 p.m., west side, except by Waban Resident parking permit.

NOTE: Mr. Koses provided detailed information including site photos, the reasons for creating the Waban Village Parking District plan, characteristics and observations made on Locke Road.

Mr. Koses stated that the Waban Village Parking District Plan was created in November 2015 to provide Angier Elementary School staff parking, to deter commuter parking and provide resident benefits.

Mr. Koses explained the reasons of creating the Waban Village Parking District Plan, included were the following:

REASONS:

- To provide for school-related parking while deterring excessive commuter parking
- Ability of residents to override posted parking regulations,
- Ability of the Police Department to contact a vehicle's owners if the vehicle is parked in an illegal or unsafe location (parking too close to driveways, parking on sidewalk).

Mr. Koses then explained the process of obtaining resident and visitor permits. He stated that the resident would visit the Traffic Bureau, pay the annual registration fee of \$25 per vehicle, and provide proof of residency. They may obtain one permit per vehicle and two free visitor passes per household.

Mr. Koses provided the characteristics and observations made on Locke Road. Locke Road has no current parking regulations, either side. Locke Road is 22 to 23 feet wide, without curbs, vehicles are parking on the grass sections on the east side between the trees. The utility poles and fire hydrants are located on the west side. Observations prove that the same vehicles appear to be parking all day on Locke Road. Mr. Koses believes that some of these vehicles belong to commuters, no longer Angier staff or contractors.

Mr. Koses explained in detail and suggested the following three options for discussion:

Discussion:

1. Does data support restricting parking on one side (west side) of Locke Road due to the width of street?
2. Does data support adding one or both sides of the street to the Waban Village Parking District?
3. Should the Traffic Council consider allowing any non-resident parking permits?

Mr. Koses opened the discussion to members of the public who were present. Residents expressed their concerns, questions and suggestions.

Concerns: A resident stated that the approved parking plan should have initially included Locke Road, because commuters have now encroached Locke Road and they park on both sides. Locke Road is too narrow to allow parking on both sides. Vehicles have the tendency to block driveways, it is difficult to exit driveways and it is difficult to exit from Locke Road onto Beacon Street due to sidelines. Pedestrian safety is necessary but is difficult when vehicles are parking on the sidewalk.

Questions: A resident asked if a commuter permit would allow them to park in other areas of the City or would they be designated a specific area.

Suggestions: A resident stated that it is necessary to approve parking regulations on Locke Road. A suggestion was made to approve no parking on the east side and a two-hour limit on the west

side, except by Waban permit making Locke Road. The same restriction that was approved in November 2015 for Dorset Road. Locke Road residents agree that parking restrictions are necessary.

Mr. Koses answered that the City does not have a commuter parking permit program, it would have to be discussed and developed.

Sgt. Babcock asked where the fire hydrants are located on Locke Road. Mr. Koses answered that the fire hydrants are located on the west side of Locke Road. If a parking restriction were approved, it would be necessary to install new signposts on both sides of Locke Road. The Transportation Supervisor would determine the exact location of the signposts.

Councilor Rice said that he supports a parking restriction on Locke Road. Since implementation of the Waban Village Parking plan in November, it has worked well by eliminating commuter parking on Beacon Street. He has spoken with the Angier School Elementary School Principal who has informed him that they have enough staff parking by issuing staff permits allowing staff to park on Beacon Street and Dorset Road.

Mr. Koses recommends and then asked Traffic Council members if they would consider approving, and reserving up to two non-resident parking permits for Locke Road. Councilor Ciccone stated that he is not in favor of issuing non-resident parking permits to commuters or other non-residents, but he would support additional school staff permit parking on Locke Road. Mr. Koses said that if non-resident parking permits were not approved tonight, it would have to be docketed separately, and it may be easier to approve some non-resident parking now, to be reserved for future programming needs.

Sgt. Babcock stated that the Traffic Bureau Division issues non-resident parking permits to the Angier Elementary School Principal for distribution to staff; they are not issued to commuters. He reminded the Traffic Council that the Traffic Bureau manages the distribution of all parking permits.

Councilors Yates, Ciccone and Sgt. Babcock suggested waiting to distribute non-resident parking permits until the Waban Village Parking Plan is complete. If necessary, in the future docket an item for two non-resident parking permits for Locke Road.

Councilor Crossley encouraged residents to call the Police Department when they observe illegal parking (vehicles parking on the sidewalk). Sgt. Babcock said that the Police Department has issued thirteen tickets to vehicles parking on the sidewalk. He then stated that as of January 22, 2016 he would implement an emergency action of No Parking, Locke Road, east side (between the oak trees). He will inform the City Councilors and the Department of Public Works of his intention. The Department of Public Works will install and post appropriate signs. He then said that drivers would park on the west side.

After a lengthy discussion, Councilor Ciccone made a motion to hold this item, pending draft Traffic and Parking Regulation (TPR) to approve 1) Parking prohibited, Locke Road, east side. 2) Two-hour limit, Locke Road, 9:00 a.m. to 5:00 p.m., west side, except by Waban Resident

parking permit. Council members agreed 5-0. Mr. Koses is hopeful that the draft TPR will be ready for discussion and approval at its next meeting on February 25, 2016.

TC52-15 WARD 2 ALDERMEN, requesting a change to the parking regulations on Kirkstall Road between Walnut Street and Woodside Road. (Ward 2) [11/05/15 @ 5:09 PM]

ACTION: **HELD 5-0, Pending draft Traffic and Parking Regulation (TPR) to approve no parking along Kirkstall Road, 8:00 a.m. to 4:00 p.m., School days, north and south side from Walnut Street to Woodside Road except by Newtonville Resident parking permit.**

NOTE: Mr. Koses provided Council members with site photos, existing restrictions and recommendations.

Mr. Koses stated that Traffic Council approved the Newtonville Neighborhood Parking plan in April 2013. Traffic Council approved a two-hour limit except by Newtonville permit, 8 a.m. to 4:00 p.m. school days, both sides, Walnut Street to Pheasant Road. This parking restriction became a problem when students began to park on Kirkstall Road with a Tiger Parking Permit, or without a Tiger Permit, but by moving their vehicles every two hours. Vehicles with Tiger Parking Permits are only permitted to park on Hull Street or within specific zones along Lowell Avenue. Newton North High School's Principal was notified of the problem but students continued to park along Kirkstall Road. Therefore, the Police Department implemented a temporary parking restriction on Kirkstall Road, requiring a Newtonville Resident parking permit, 8:00 a.m. to 4:00 p.m., school days, on both sides, between Walnut Street and Woodside Road.

Mr. Koses said that the width of Kirkstall Road width varies between 23 and 29 feet wide. Mr. Koses recommends the following:

1. Make the temporary parking restriction permanent on Kirkstall Road requiring Newtonville Resident parking permit, 8:00 a.m. to 4:00 p.m., school days, north and south side from Walnut Street to Woodside Road.
2. No change to the existing two-hour limit, 8:00 a.m. to 4:00 p.m., school days, both sides from Woodside Road to Pheasant Road, except by Newtonville Permit (remove the temporary signage).

Mr. Koses noted that some of the temporary posted signs may have been installed in error, closer to Charlesden Park, which was not the intent.

Mr. Koses then opened the discussion to members of the public who were present. Residents expressed their concerns and questions.

Concerns: A resident said that trash trucks have difficulties when vehicles are parked in the narrow section of Kirkstall Road.

Questions: A resident asked if a parking restriction could be implemented in the narrow section of Kirkstall and Woodside Roads.

Residents agree and support the temporary restriction become permanent.

Mr. Koses responded, noting that the City Traffic Engineer could restrict parking administratively up to 50 feet of the intersection at Kirkstall and Woodside Roads based on engineering judgment.

Sgt. Babcock stated that he also posted parking restriction signs on Woodside Road towards Oakwood Road hoping to deter students from parking on the corners. It is his intent to docket this temporary parking restriction on Woodside Road making it permanent.

Without further discussion, Councilor Ciccone made a motion to hold this item, pending draft Traffic and Parking Regulation (TPR) to approve Kirkstall Road, 8:00 a.m. to 4:00 p.m., School days, north and south side from Walnut Street to Woodside Road except by Newtonville Resident parking permit. Council members agreed 5-0.

TC56-15 DAVID KOSES, TRANSPORTATION COORDINATOR, requesting a change to the parking regulations on Chestnut Street between Washington Street and Davis Street. (Ward 3) [11/18/15 @ 3:13 PM]

ACTION: **HELD 5-0, Pending draft Traffic and Parking Regulation (TPR) to approve 15-minute parking zone, 8:00 a.m. to 5:00 p.m. in front of 25 Chestnut Street.**

NOTE: Mr. Koses provided Council members with site photos, old and proposed parking restrictions and characteristics in front of 25 Chestnut Street, Newton Police Department Traffic Bureau Division.

Mr. Koses said that the area in front of 25 Chestnut Street is 92 feet long, approximately five parking spaces. The previous restriction was a one-hour limit, all days, 8:00 a.m. to 6:00 p.m. The temporary restriction is a 15-minute limit, 8:00 a.m. to 5:00 p.m. The temporary restriction was implemented due to the increase of additional visitors and residents to the Traffic Bureau conducting business. Most recently, the Parking Clerk was relocated from City Hall; residents are purchasing their parking permits and paying parking violations. Mr. Koses recommends making the temporary restriction permanent in front of 25 Chestnut Street.

Mr. Koses opened the discussion to members of the public who were present. Residents and merchants expressed their concerns and suggestions.

Concerns:

A merchant stated that a 15-minute time limit does not allow patrons to shop or dine. A resident said that the meters on Washington Street appear fully occupied in the morning. A resident said that the five parking spaces are rarely at capacity. It is concerning to hear, that customers may shop elsewhere.

Suggestions:

A merchant suggested reverting the restriction back to the one-hour limit, all merchants, residents and shoppers would benefit. A resident suggested making changes to only one or two of the parking spaces in front of 25 Chestnut Street.

Councilor Hess-Mahan stated that once the temporary restriction was implemented he began receiving complaints from merchants regarding lack of business parking. He visited twenty different merchants on Washington Street from Chestnut Street to Elm Street. All merchants agree that parking is a hardship for themselves and patrons. To be proactive, he worked with the

Planning Department to create a map of available parking locations and handed them out to merchants and customers. He then stated that he would support one or two 15-minute parking spaces, hopeful to strike a balance. Councilor Albright and Norton stated that they would support one or two 15-minute parking spaces.

Sgt. Babcock stated that there are approximately 75 visitors to the building, daily. Residents also visit to pay fines for violating the winter parking ban. It is necessary to make the temporary parking restriction permanent for the Traffic Bureau Division.

Sgt. Babcock suggested creating the approximate twenty parking spaces on Davis Street to a one or two-hour limit, eastbound side, from Highland Avenue to Spencer Street to deter commuter parking, allow turnover for businesses, shoppers and diners. Merchants and residents stated that they support Sgt. Babcock's suggestion. Councilor Hess-Mahan agreed to docket an item for Davis Street.

Clerk's Note: As suggested, on January 22, 2016, Councilor Hess-Mahan docketed a petition requesting to restrict parking to a one-hour limit eastbound side of Davis Street from Highland Avenue to Spencer Street to deter commuter parking and allow turnover.

Without further discussion, Councilor Ciccone made a motion to hold this item, pending draft Traffic and Parking Regulation (TPR) to approve 15-minute parking zone, 8:00 a.m. to 5:00 p.m. in front of 25 Chestnut Street. Council members agreed 5-0.

Respectfully submitted,

David Koses, Transportation Coordinator
Traffic Council Chair

Traffic Council

City of Newton

January 21, 2016

Agenda

- ❖ Nominations, Election and Discussion of term length for Traffic Council Chair
- ❖ TC72-14 ROSALIE ROAD RESIDENTS, requesting that speed limit signs of 25 mph be posted on Rosalie Road after entry from Dedham Street, as well as on Rosalie Road west of the intersection with Country Club Road. (Ward 8) [11/07/14 @ 1:06 PM]
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Election of Traffic Council Chair

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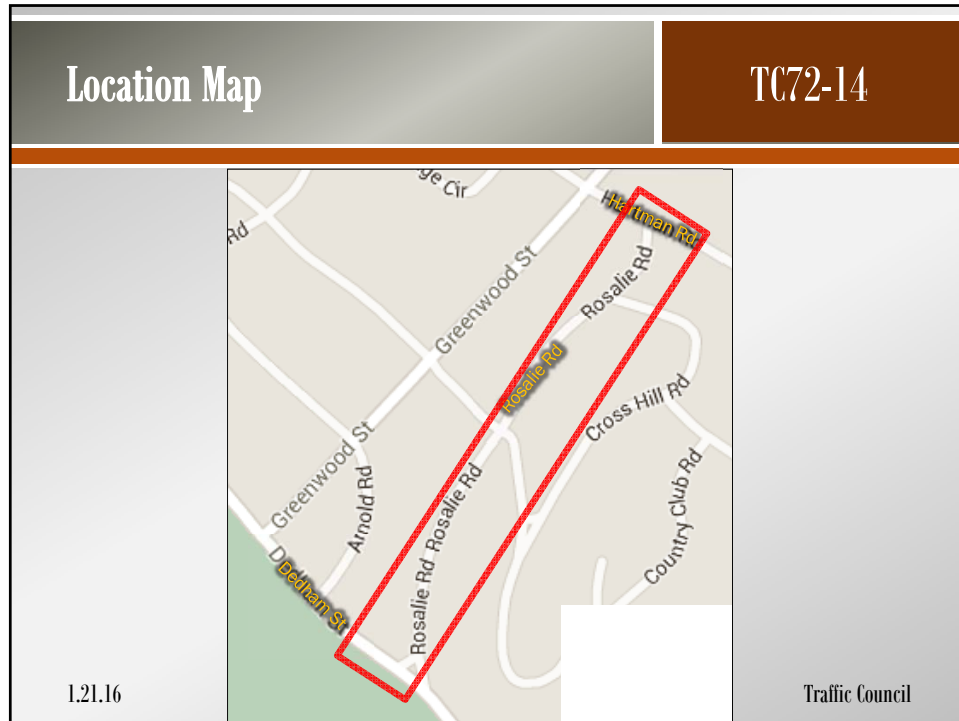
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TC72-14

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Speed limit signs of 25 mph on Rosalie Road

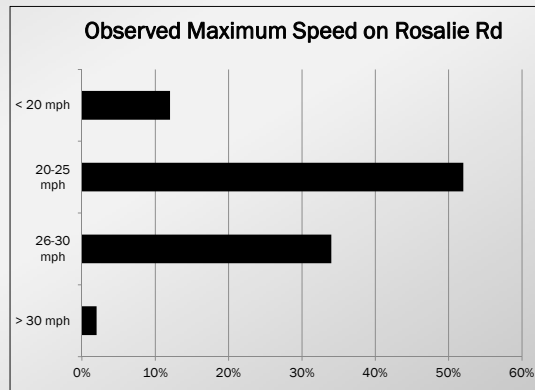
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Characteristics of the Street & Speed Data

TC72-14

- Street Characteristics
 - Typical Newton residential street
 - 30 MPH (No Speed Limit Signs)
 - Width = 27 feet – 29 feet
 - Length = 1904 feet
- Data Collection
 - Weather – Clear, 50 degrees
 - 85th percentile speed = 29 MPH
- Recommendation
 - Data does not support request to MassDOT to reduce speed limit
 - MassDOT denial likely
 - Recommend denial or NAN



1.21.16

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Traffic Council

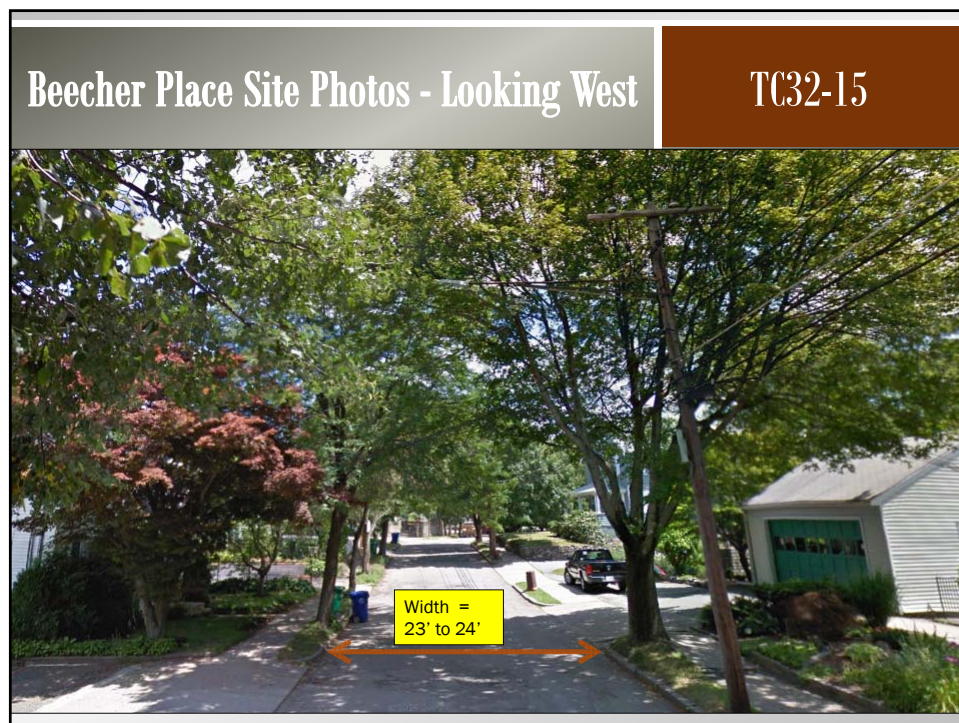
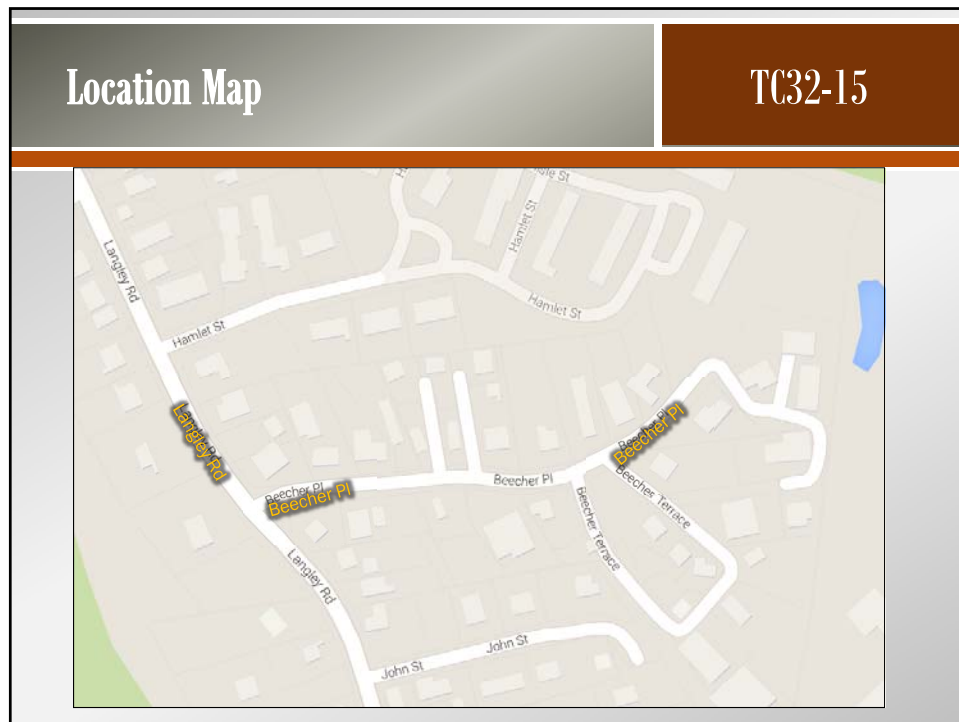
TC32-15

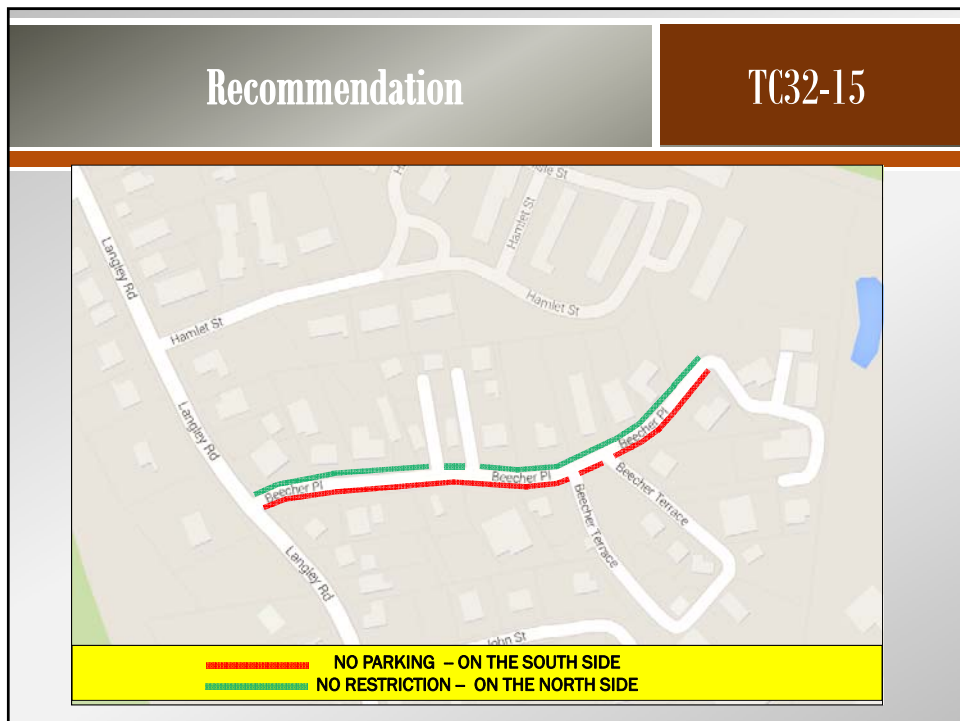
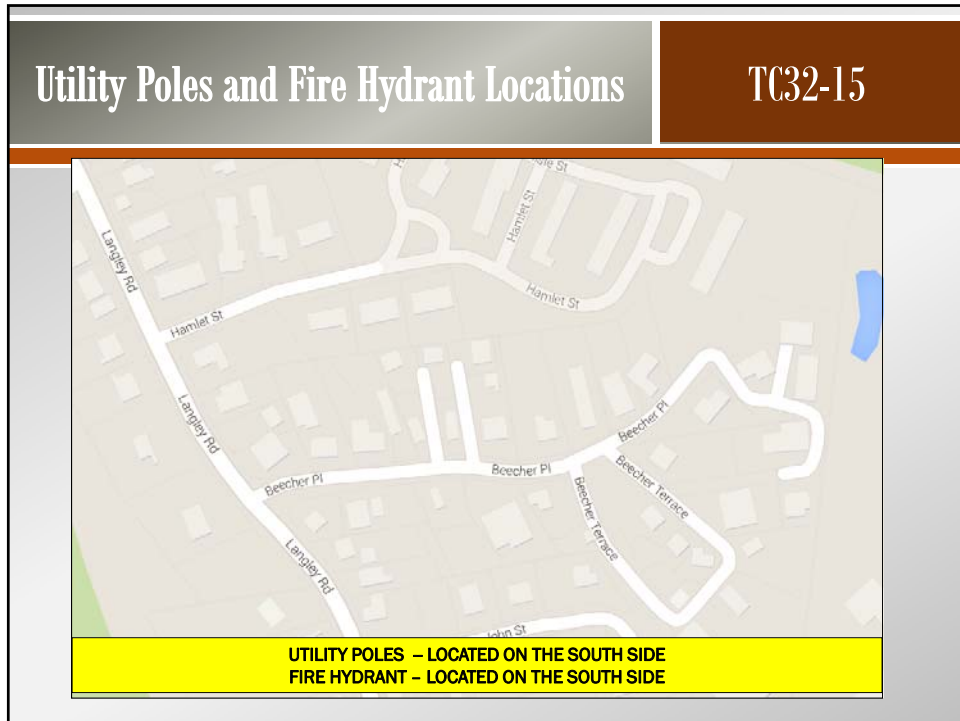
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Restricted parking to only one side of Beecher Place

1.21.16

Traffic Council





TC33-15

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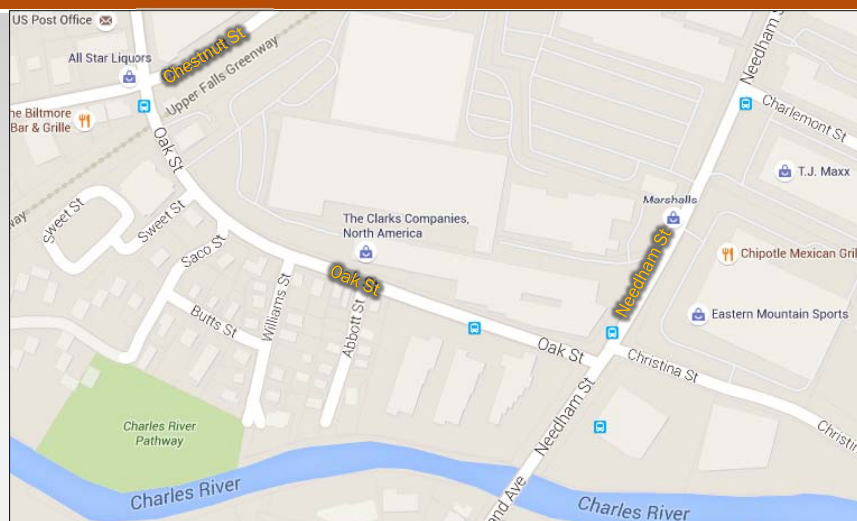
Clarification and possible changes to the parking regulation on Oak Street
between Chestnut Street and Needham Street

1.21.16

Traffic Council

Location Map

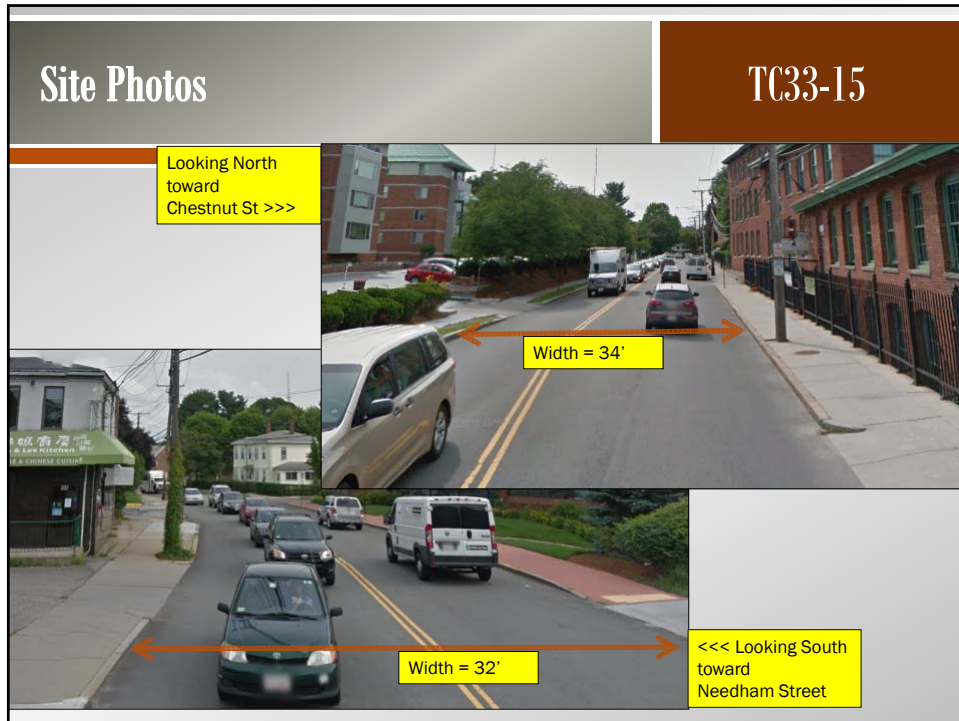
TC33-15



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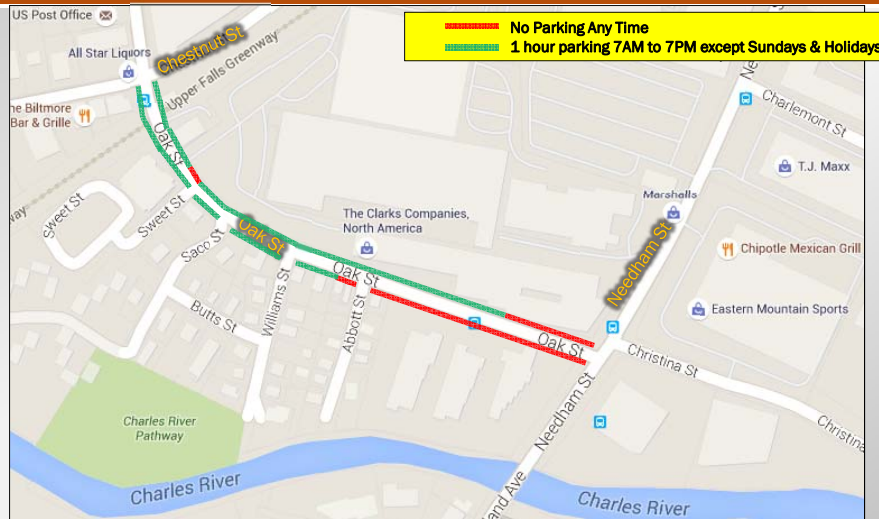
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Traffic Council



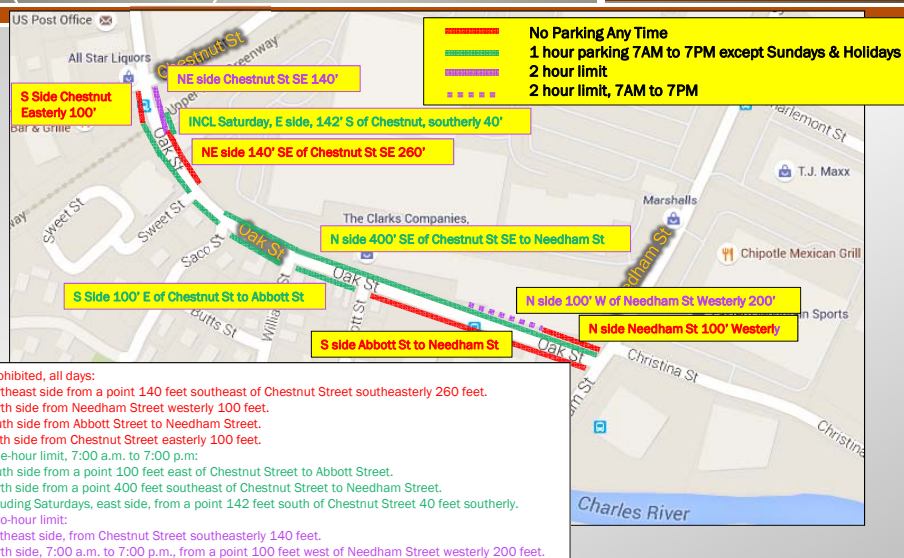
Current Parking Regulation Signage (On the Street)

TC33-15



Current Parking Regulations (On the Books)

TC33-15



Recommendation

Delete Existing Regulations

TC33-15

Delete all these regulations:

- (1) Prohibited, all days:
 - b) Northeast side from a point 140 feet southeast of Chestnut Street southeasterly 260 feet.
 - d) North side from Needham Street westerly 100 feet.
 - e) South side from Abbott Street to Needham Street.
 - f) South side from Chestnut Street easterly 100 feet.
- (2) One-hour limit, 7:00 a.m. to 7:00 p.m.:
 - a) South side from a point 100 feet east of Chestnut Street to Abbott Street.
 - b) North side from a point 400 feet southeast of Chestnut Street to Needham Street.
 - c) Including Saturdays, east side, from a point 142 feet south of Chestnut Street 40 feet southerly.
- (3) Two-hour limit:
 - c) Northeast side, from Chestnut Street southeasterly 140 feet.
 - d) North side, 7:00 a.m. to 7:00 p.m., from a point 100 feet west of Needham Street westerly 200 feet.

Recommendation (continued)

Add New Regulations

TC33-15

Add the following regulations:

- (1) Prohibited, all days:
 - b) Northeast side from Chestnut Street to a point 150 feet southeast of Chestnut Street. *(provides for MBTA stop and Greenway)*
 - d) North side from Needham Street westerly 200 feet. *(location of the beginning of the existing signed parking zone)*
 - e) South side from Abbott Street to Needham Street.
 - f) South side from Chestnut Street easterly 200 feet. *(provides for MBTA stop and Greenway)*

(3) ____-hour limit:

- c) South Side, ____:00 a.m. to ____:00 p.m., from a point 200 feet east of Chestnut Street to Abbott Street.
- d) North Side, ____:00 a.m. to ____:00 p.m., from a point 150 feet east of Chestnut Street to a point 200 feet west of Needham Street



TC59-15

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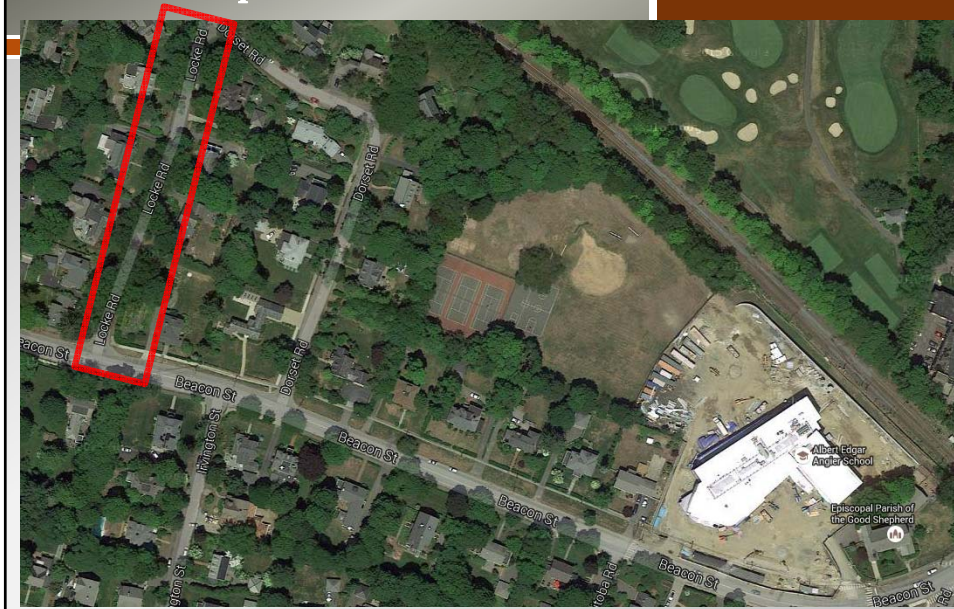
Changes to the parking regulations on Locke Road

1.21.16

Traffic Council

Location Map — Locke Road

TC59-15



Locke Road Looking North from Beacon Street

TC59-15



Reasoning for Waban Village Parking Plan

TC59-15

❖ To Provide for School-Related Parking while deterring Excessive Commuter Parking

❖ Commuter Parking in Waban:

- \$6.00 (if prepaid by phone) - \$6.50 (if billed) per day to park in Waban T Lot; All 71 spaces fill up every day.
- Commuters continue to park on residential streets near train stations in Newton
- Any unrestricted street that is a close walk to the Green Line does or may experience significant commuter parking
- MBTA likely to increase parking fees and/or fares in the future – may push more cars to park in Waban
- New restrictions and/or increased parking costs in other villages may push cars to park in Waban
- Commuters may recognize they could move from Woodland Garage to Waban for free parking + 1 stop closer to Boston



11.21.13



Reasoning for Waban Village Parking Plan

TC59-15

❖ Residents would benefit!

- Could obtain a permit to override posted parking regulations
- With managed program, vehicle owners can be contacted if parking is problematic



11.21.13

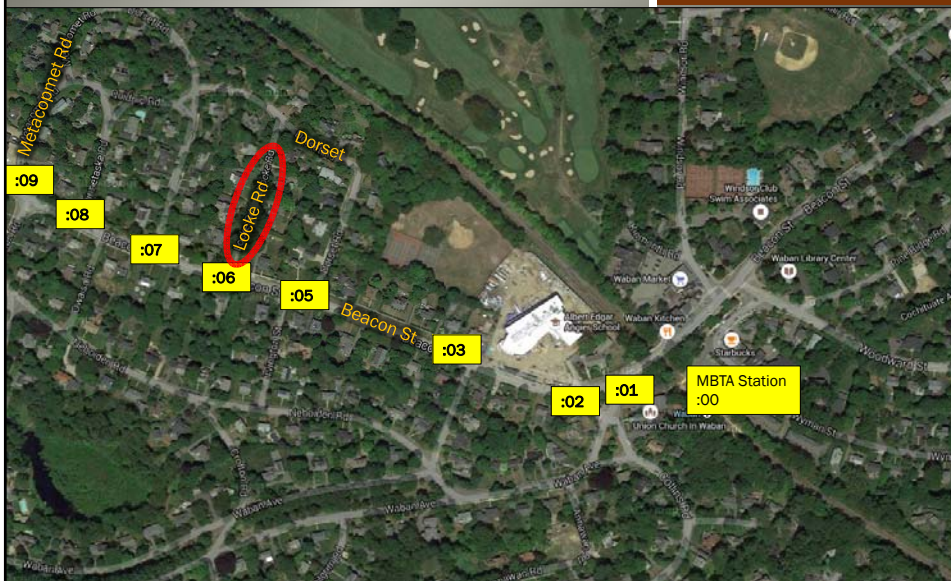
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Traffic Council

Walk Distance from Waban T Station in minutes

TC59-15





Locke Road

Characteristics and Observations

TC59-15

- Characteristics of the Street:

- No current parking regulation, either side
- 559' long; 22' to 23' wide
- Utility poles and fire hydrants located on the West Side

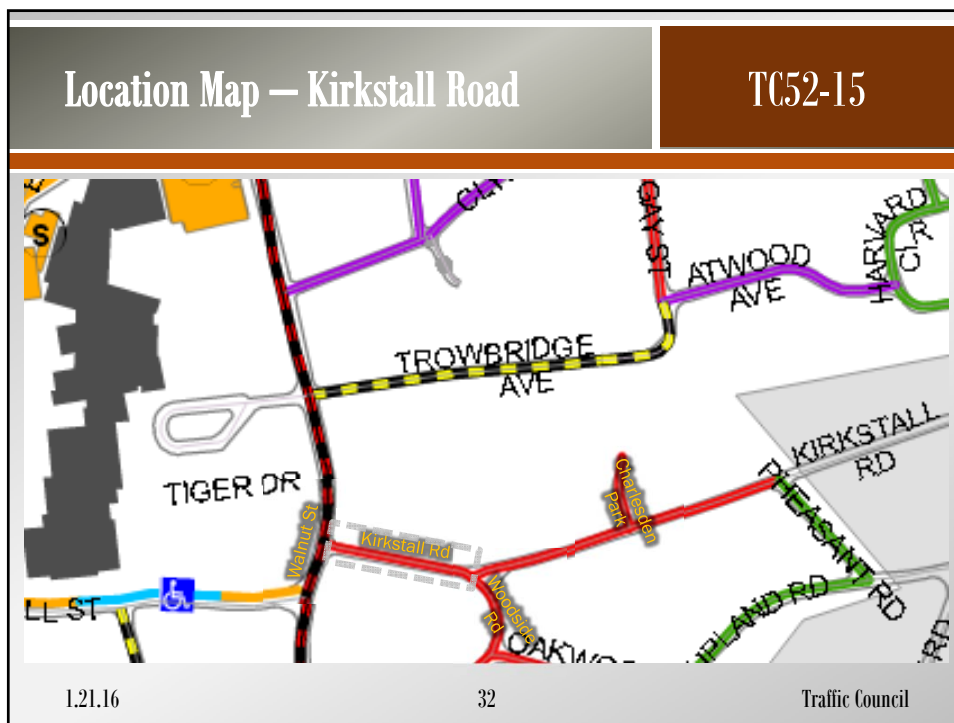
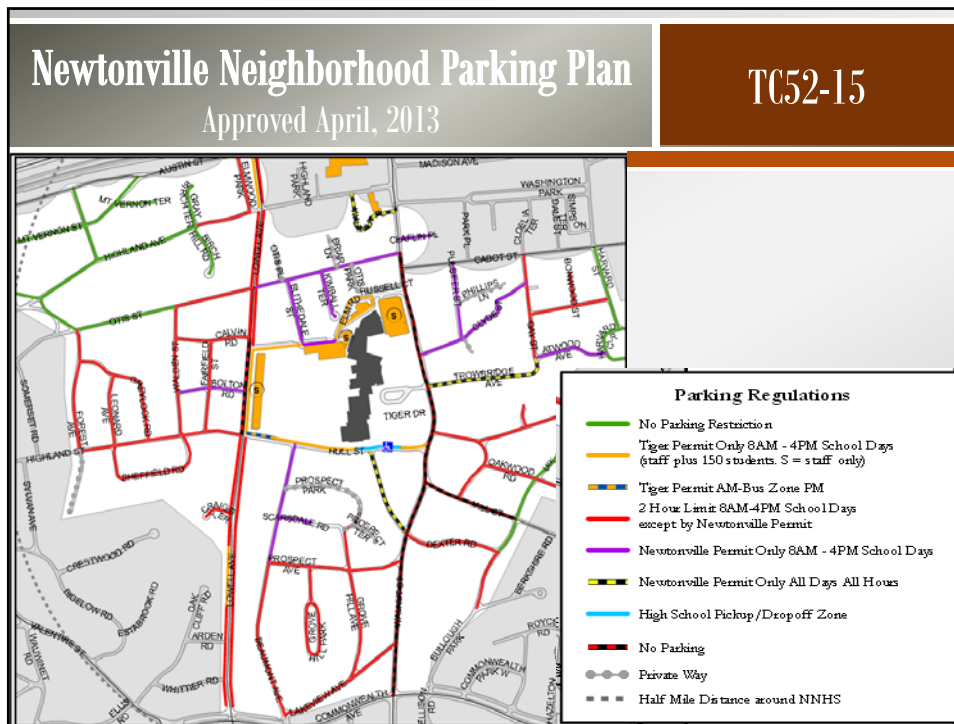
- Observations – Number of vehicles parked on Locke Road

• Wednesday Jan 6	11:30 AM – 10 vehicles	3:30 PM – 9 vehicles
• Thursday Jan 7	1:30 PM – 10 vehicles	4:00 PM – 10 vehicles
• Friday Jan 8	9:00 AM – 5 vehicles	11:30 AM – 5 vehicles
• Monday Jan 11	9:30 AM – 7 vehicles	1:00 PM – 7 vehicles
• Tuesday Jan 12	9:15 AM – 9 vehicles	1:30 PM – 9 vehicles
• Friday Jan 15	8:45 AM – 8 vehicles	3:15 PM – 8 vehicles
• Monday Jan 18	1:45 PM – 1 vehicle (MLK Jr Day)	
• Tuesday Jan 19		1:30 PM – 7 vehicles
• Wednesday Jan 20	1:15 PM – 5 vehicles	4:00 PM – 5 vehicles

Traffic Council

Discussion	TC59-15
<ol style="list-style-type: none"> Does data support restricting parking on one side (west side) of Locke Road? <ul style="list-style-type: none"> If yes, add a section to TPR-176 (Parking Regs pertaining to particular streets) Does data support adding one or both sides of the street to the Waban Village Parking Plan <ul style="list-style-type: none"> If yes, add a section to TPR-176 (Parking Regs pertaining to particular streets); And, make appropriate changes to TPR-207. Waban Village Parking District <p>(c) The following streets or sections of streets compose the geographic boundary of the Waban Village Parking District:</p> <p>Beacon Street (MBTA Bridge to Metacomet Road)</p> <p>Dorset Road (Beacon Street to Locke Road)</p> <p>→ Locke Road (Beacon Street to Dorset Road)</p> <u>Consider allowing one non-resident parking permit per 500 feet of length</u> <ul style="list-style-type: none"> If yes, make appropriate changes to TPR-207. Waban Village Parking District (Traffic Bureau may, in the future, distribute up to 2 parking permits for Locke Road for non-residents - such as local employees or commuters) <p>(g) The max # of Waban parking permits issued to a non-resident shall be as follows:</p> <p>→ (3) Up to two (2) Waban village parking permits for Locke Road.</p> 	
1.21.16	29 Traffic Council

<h1>TC52-15</h1> <p>∞ 30 ∞</p> <p>Change to the parking regulations on Kirkstall Road between Walnut Street and Woodside Road</p>
1.21.16 Traffic Council



Kirkstall Rd looking east from Walnut St

TC52-15



1.21.16

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Traffic Council

Kirkstall Road

Existing Restrictions & Recommendation

TC52-15

- Approved April, 2013:
 - 2-hr limit except by Newtonville Permit, 8-4 School Days, both sides, Walnut to Pheasant
- ******Problem: Students Parking and Moving Cars******
- Temporary Signage Implemented November, 2015:
 - Newtonville Permit Parking Only, 8-4, School Days, both sides – Walnut to Woodside
- Recommendation – Make the temporary signage official:
 - Newtonville Parking Permit Only, 8AM to 4PM, School Days, both sides from Walnut to Woodside
 - Two-hour limit except by Newtonville Permit, 8AM to 4PM, School Days, both sides from Woodside to Pheasant

**** Represents no change from current signage – temporary signs become permanent ****



TC56-15

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Change to the parking regulations on Chestnut Street
between Washington Street and Davis Street

1.21.16

Traffic Council

Location Map — 25 Chestnut Street

TC56-15



Chestnut Street photos

TC56-15



Parking restrictions & characteristics
25 Chestnut Street

TC56-15

- Old Restriction: 1 hour limit 8AM to 6PM
- Proposed Restriction: 15 minute limit 8AM to 5PM, except Saturdays, Sundays and Holidays
- Reason for the change:
 - Additional use of the Traffic Bureau by Newton residents
 - Parking Clerk relocation – average 20-25 visitors/day
 - Increased Permit activity – average 20-35 residents/day