

CITY OF NEWTON

IN CITY COUNCIL

TRAFFIC COUNCIL REPORT

THURSDAY, OCTOBER 20, 2016

Present: David Koses, Traffic Council Chair; Sgt. Jay Babcock, Newton Police Department; Alicia Wilson, Resident member; Councilor Blazar and Alicia Wilson, Resident Member

Absent: Councilor Ciccone

Also Present: Capt. Paul Anastasia, Newton Police Department; Councilors Leary and Hess-Mahan

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

TC28-16 COUNCILOR HESS-MAHAN, requesting a change to the parking restriction in front of 25 Chestnut Street from 15-minute parking zone to a two-hour parking restriction, 8:00 a.m. to 5:00 p.m., weekdays only. (Ward 3) [07/22/16 @ 11:10 AM]

ACTION: **HELD (5-0) Held pending draft Traffic and Parking Regulation (TPR) language to approve the following: Three spaces to be signed with a 15-minute limit 8:00 a.m. to 5:00 p.m. Remaining two spaces to be signed with 2-hour limit, 8:00 a.m. to 6:00 p.m.**

NOTE: Mr. Koses provided Council members with site photos, 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. In February 2016, the temporary restriction was changed from a one-hour limit to a 15-minute limit, 8:00 a.m. to 5:00 p.m. This item was appealed to the Public Safety & Transportation Committee, which upheld the Traffic Council vote. In the summer, the Parking Clerk was relocated back to City Hall, so the time limit was changed to 15-minute to handle the increase of additional visitors paying parking violations as well as picking up parking permits.

Councilor Hess-Mahan stated that once the restriction was implemented he began receiving complaints from merchants regarding lack of business parking. He has spoken with merchants on Washington Street from Chestnut Street to Elm Street. All merchants agree that parking is a hardship for themselves and patrons. When the restriction was changed, the small business owners in the area received a number of complaints from customers that there was no parking around their stores, making it difficult to frequent their businesses. Most of the businesses in West Newton rely on public parking spaces for customer parking. There is limited on-street parking for West Newton Square businesses. The banks located in the square have private lots, and although people frequenting other businesses sometimes use private parking lots and the bank lots, banks sometimes do tow vehicles out of their lots if there is no parking available in the

lot for their customers. A 15-minute limit or a one-hour limit does not provide enough time to conduct business in the square.

Councilor Hess-Mahan then said that years ago there were two-hour meters in West Newton, which was changed to mostly one-hour limit. Mr. Koses said that he recalls resistance from many businesses with the idea of changing the time limit of parking meters in West Newton from a one-hour to a two-hour limit. Councilor Hess-Mahan would support metered parking on Chestnut Street. It is necessary to have three two-hour parking spaces, hopeful to strike a balance with the Police Department.

Mr. Koses opened the discussion to members of the public who were present. There was no public comment.

Ms. Freedman stated she could support metered one-hour or two-hour parking spaces but not allocated for specific businesses. A council member was opposed to implementing parking meters in front of a municipal building.

Sgt. Babcock stated that there are no metered parking spaces in front of the Police Annex. If parking is removed, he asked how residents would visit to pick up parking permits. He feels that allocating parking spaces for the annex is necessary. He said that a compromise would be to make three 15-minute limit parking spaces and two two-hour limit parking spaces, to allow for some turnover. He then suggested painting the parking stalls. Cap. Anastasia stated that the department also distributes Senior Citizen parking stickers. Dedicated parking is necessary for visitors at the Police Annex. City Ordinance requires the Police Department distribute parking permits.

Mr. Koses asked if a 30-minute limit would be more appropriate than varied parking restrictions of 15-minute and two-hour limit parking spaces. Councilor Hess-Mahan was opposed.

Ms. Freedman stated that an engineer would review the frontage of 25 Chestnut Street, to determine the appropriate number of parking spaces and to determine whether the parking spaces should be painted.

Without further discussion, Mr. Koses made a motion to hold this item, pending draft Traffic and Parking Regulation (TPR) to approve the above action. Council members agreed 5-0.

TC36-16 DAVID KOSES, TRANSPORTATION COORDINATOR, requesting a stop sign at the end of Gardner Street, as it intersects with School Street. (Ward 1)
[08/30/16 @ 4:56 PM]

ACTION: **APPROVED 5-0. Approved TPR language.**
This item may be appealed through the close of business November 9, 2016.

NOTE: Mr. Koses provided Council members with a location map, site photos and his recommendation.

Mr. Koses said that he received this request from a resident requesting a stop sign at the end of

Gardner Street, as it intersects with School Street at the T-intersection. He supports and recommends this request.

Mr. Koses opened the discussion to members of the public who were present. One resident spoke in support of his recommendation.

Council members were provided with a draft Traffic and Parking Regulation (TPR). Without discussion, Councilor Blazar made a motion to approve this request. Council members agreed 5-0. Mr. Koses said that this item may be appealed through the close of business November 9, 2016.

TC65-15 ALDERMEN CROSSLEY, RICE AND YATES, requesting changes to the parking regulations on Southwick Road, in order to incorporate Southwick Road into the Waban Village Parking District. (Ward 5) [11/24/15 @ 9:37 AM] HELD (5-0) on 09/22/16. Held pending draft Traffic and Parking Regulation (TPR) language to approve the following: Add Southwick Road into the Waban Village Parking District. Add No parking, any time, south side, from Collins Road to a point where the roadway widens near the cul-de-sac. Add Two-hour limit, 9:00 a.m. to 5:00 p.m., Monday-Friday, north side and around the cul-de-sac, except by Waban Resident parking permit. Allow up to four non-resident Waban parking permits for Southwick Road.

ACTION: **APPROVED AS AMENDED 4-1 (Babcock opposed). Approved Amended TPR language.**

This item may be appealed through the close of business November 9, 2016.

NOTE: Mr. Koses briefly reviewed with Council members the location map, site photos, characteristics, parking observations made and recommendations for Southwick Road.

Mr. Koses stated that Southwick Road has no current parking restrictions. It is a public way, 23 feet wide (widens out at cul-de-sac). During August and September data collected showed between six to ten vehicles observed to be parking on Southwick Road.

In September, the following recommendations were made:

- Add Southwick Road into the Waban Village Parking District.
- Add no parking, any time, south side, from Collins Road to a point where the roadway widens near the cul-de-sac.
- Add two-hour limit, 9:00 a.m. to 5:00 p.m., Monday-Friday, north side and around the cul-de-sac, except by Waban Resident parking permit.
- Allow up to four non-resident Waban parking permits for Southwick Road.

Mr. Koses opened the discussion to members of the public who were present. A resident stated that he is opposed to the no parking restriction proposal on the south side. It is important to have parking in front of homes for residents, contractors and guests. Commuters should be encouraged to use the parking lots at Green Line stations, and not to park on public streets. He then said that he has not observed emergency vehicle access or trash pickup difficulties.

Mr. Koses reviewed with Council members the draft Traffic and Parking Regulation (TPR), which eliminated parking, anytime, south side, from Collins Road to a point where the roadway widens near the cul-de-sac.

Sgt. Babcock read residents' concerns from the September 22, 2016 report and then quoted some of the residents' concerns. A resident stated that parking on both sides is difficult; winter exacerbates this problem. It is difficult for guest parking, vehicles have the tendency to block driveways and it is difficult to exit driveways. He then said that he would be opposed to changing the draft Traffic and Parking Regulation (TPR). Southwick Road is too narrow to allow parking on both sides and accommodate emergency vehicles without difficulties.

Ms. Koses suggested allowing permit parking on the south side, and stated that if Southwick Road becomes problematic with vehicles parking opposite each other, the issue could return to Traffic Council for further action. Ms. Freedman agreed.

Without further discussion, Sgt. Babcock made the motion to approve the draft Traffic & Parking Regulation (TPR) as presented. This motion failed 1-4, Mr. Koses, Ms. Freedman, Ms. Wilson and Councilor Blazar opposed.

Mr. Koses made the motion to approve this item, amending the draft Traffic & Parking Regulation (TPR) eliminating the following: "Prohibited, anytime, south side, from Collins Road to a point 175 feet easterly" implement the following: Two-hour limit, 9:00 a.m. to 5:00 p.m. Monday through Friday, both sides, allow up to 4 non-resident parking permits for Southwick Road. Council members agreed 4-1, Sgt. Babcock opposed. Mr. Koses stated that this item may be appealed through the close of business on November 9, 2016.

TC30-16 BARBARA DANIELO, 56 Lincoln Road, requesting a "Do Not Enter" Sign at the intersection of Crafts Street and Lincoln Road. (Ward 1) [07/27/16 @ 8:43 AM]

ACTION: **DENIED 5-0.**

This item may be appealed through the close of business November 9, 2016.

NOTE: Ms. Dangelo, the petitioner did not attend tonight's discussion. Mr. Koses said that all residents of Lincoln were notified of tonight's discussion.

Mr. Koses provided Council members with a location map, site photos and characteristics of Lincoln Road. He said that Lincoln Road, is a public way, measuring approximately 25-26 feet wide. Unrestricted parking on both sides along most of Lincoln Road and a two-hour limit on the north side; utility poles on the south sides.

Mr. Koses then opened the discussion to members of the public who were present. There was no public comment.

Councilor Leary said that vehicles park on both sides, making Lincoln Road very narrow. She was not aware of this request of a "Do Not Enter".

Mr. Koses said that he is opposed to this request. Lincoln Road is a typical Newton road, part of the roadway network in Newton that connects roads to one another.

Council members did not support this request. Without discussion, Ms. Freedman made the motion to deny this request. Council members agreed 5-0. Mr. Koses stated that this item may be appealed through the close of business on November 9, 2016.

TC22-16 DINORA JUSTICE, et al. 134 Hunnewell Avenue, requesting the installation of a “No Turn on Red” sign at the intersection of Tremont and Park Streets in Newton Corner to address safety concerns. (Ward 1) [06/13/16 @ 11:25 AM]

ACTION: **APPROVED 2-1-2 (Babcock opposed; Blazar and Wilson abstained).**
Approved TPR language for a “No Turn on Red” sign at the corner of Tremont Street (westbound) at Park Street.
This item may be appealed through the close of business November 9, 2016.

NOTE: Ms. Justice, the petitioner did not attend tonight’s discussion.

Council members were provided with a location map, area photos, data collection and recommendations. Mr. Koses data collection focused on Tremont Street looking west between the hours of 2:30 p.m. to 4:00 p.m. depicting 55 vehicles turned right on red during 2:30 p.m. to 3:00 p.m. and from 3:30 p.m. to 4:00 p.m. During the times the school traffic supervisor was present no vehicles were observed turning right on red.

Mr. Koses recommends a no right on red for right turns from Tremont Street onto Park Street due to site and pedestrian visibility concerns. The bend of the road has poor sightlines. Drivers cannot see pedestrians crossing and pedestrians cannot see vehicles rounding the bend.

Mr. Koses asked Traffic Council members if they would support implementing these two additional “no turn on red” signs: 1) Park Street south towards Tremont Street and 2) Park Street north towards Tremont Street.

Mr. Koses read the petition that requested additional safety measures for pedestrians and school children walking through the intersection. One e-mail was received in opposition to this request, on file. Mr. Koses then opened the discussion to members of the public who were present. A resident spoke in favor of this request. A no turn on red would improve pedestrian crossing safety and perhaps deter speeding vehicles. Councilor Leary agreed.

Sgt. Babcock asked if the walk signals are concurrent or exclusive and whether, when the crosswalk signal is pushed, all vehicles stop. He does not think the intersection is concurrent because it is too dangerous. Councilor Leary agreed. Sgt. Babcock then said that a vehicle cannot turn right on red when there is a pedestrian in the crosswalk using a crosswalk signal. The walk signal reinforces the crosswalk. He does not feel it is a site line visibility concern. There have been zero pedestrian crashes in this location. Unless, vehicles are speeding or a turning radius issue, he does not support this request. If vehicles were speeding then the department would conduct directed patrols. Sgt. Babcock said that he could support a trial. Councilor Blazar agreed.

Mr. Koses said that the pedestrians cannot see the vehicles rounding the bend. Drivers have the tendency to turn right on red unless signs are installed. He is not aware of funding available for installing a signal that only illuminates when a pedestrian is crossing.

Councilor Leary stated that this congested area, and has many young children walking to/from school. It appears that there are many aggressive drivers that have the tendency to speed. She would support a no right on red at this intersection.

Council members discussed this request in detail. Sgt. Babcock and Councilor Blazar suggested implementing a trial of no turn on red at this intersection. Mr. Koses said that trials are best for parking regulations, not traffic regulations. Ms. Freedman agreed.

Council members were provided with a draft Traffic and Parking Regulation (TPR). Without further discussion, Ms. Freedman made a motion to approve this request. Council members voted 2-1-2, Sgt. Babcock opposed, Councilor Blazar and Ms. Wilson abstaining. Mr. Koses said that this item may be appealed through the close of business November 9, 2016.

TC23-16 COUNCILOR LEARY, requesting removal of the "Right on Red After Stop" sign at the traffic light on Washington Street and Charlesbank Road/Saint James Street heading westbound as you enter the Newton Corner rotary. (Ward 1) [06/13/16 @ 11:25 AM]

ACTION: **HELD 5-0.**

NOTE: Council members were provided with a location map, site photos and recommendations.

Mr. Koses said that at the crosswalk location of Washington and Park Streets drivers may proceed on red after stopping. Drivers are often checking to their left to see if vehicles are approaching from Park Street and may not be watching for pedestrians in the crosswalk. Many drivers do not stop and many stop once they pass the crosswalk. It is dangerous as many school-aged children and pedestrians cross at this location. It is unknown whether, if traffic were forced to stop at Washington and Park Streets, traffic traveling toward the rotary may queue up into the intersection, causing a ripple effect and backing up other streets in the area. The City has received complaints regarding vehicles blocking the intersection.

Mr. Koses recommends holding this item for a trial to collect additional data and suggested using a police detail during rush hour at Washington and Saint James Streets, to stop traffic thereby prohibiting drivers from turning on red at the merge in order to collect data and observe whether the intersection becomes blocked. If data finds the intersection being blocked, the trial would end. An engineering study may be necessary to determine what other improvements may be necessary.

Councilor Leary said that she is concerned with two travel lanes at this location. It is very dangerous and not pedestrian friendly. She suggested and asked whether painting a "Do not block the box" at Saint James and Washington Streets was appropriate. Mr. Koses answered yes. Councilor Leary then suggested the police detail to take place during rush hours. Mr. Koses said

that the police detail would have to be requested through the Police Department. She then said that she would support holding this item to have additional data collected.

Mr. Koses said that one e-mail was received in opposition to this request, on file. He then opened the discussion to members of the public who were present. The Chairman of the Newton Corner Advisory Committee (NCAC) said that, fifteen years ago, the NCAC approved funding for the installation of a traffic signal with pedestrian walk buttons to improve pedestrian safety. Unfortunately, only the traffic signal was installed. He stated that this area is not pedestrian friendly, and that safety is necessary. He strongly supports changing the sign to a "no right turn on red".

Council members said that they would support a trial to collect additional data but not on removing the right on red after stop sign at this time.

Captain Anastasia said that it would be difficult to conduct police details especially during rush hours at this location. It is a very difficult intersection. The sign allows drivers to turn right on red after stop; drivers would be confused and upset with a police detail. Chief MacDonald would determine if the department has the work force and if the trial could be done safely. Captain Anastasia then asked whether the City installs signs alerting drivers to be more cautious and advising them that pedestrians are present.

Councilor Leary then suggested installing a no turn on red sign. Mr. Koses said that a funding source would be necessary to collect data and an engineering study. Ms. Freedman agreed a study would be necessary for any change in such a complex intersection.

Sgt. Babcock asked whether Park Street and Washington Street have a green signal at the same time. He then suggested placing a message board advising drivers that they must stop at the signal, and then proceed with caution.

Council members agreed that a motion to hold is the best solution in order to collect additional data and information and to consider the possibility of placing a message board.

Without further discussion, Mr. Koses made a motion to hold this item pending additional study for a potential trial and to collect additional data. Council members agreed 5-0.

TC63-15 ALDERMEN CROSSLEY, RICE AND YATES, requesting changes to the parking regulations on the section of Waban Avenue between Nehoiden Road and Collins Road (including the reconfigured one-way southbound section of Waban Avenue), in order to incorporate these sections of Waban Avenue into the Waban Village Parking District. (Ward 5) [11/24/15 @ 9:37 AM]
HELD (5-0) on 09/22/16. Held pending draft Traffic and Parking Regulation (TPR) language to approve the following:

Remove the following regulation: Two-hour limit, 9:00 a.m. to 5:00 p.m., west side, except by Waban Resident parking permit, from a point 130 feet south of Beacon Street, 134 feet southerly. (*Two non-resident parking permits to be available to Angier School staff*).

Add the following parking regulation: Two-hour limit, 9:00 a.m. to 5:00 p.m., except by Waban Resident parking permit, (1) from a point 130 feet south of

Beacon Street, 134 feet southerly. (2) north side, between Annawan Road and the boundary between #45 and #53 Waban Avenue, (north side); (3) between Annawan Road and the boundary between #54 and #62 Waban Avenue (south side); (4) Southwest side between Waban Avenue's Northern Roadway and Waban Avenue's Southern Roadway). (Up to four non-resident permits permitted.)

Add the following parking regulation: Prohibited, all times: Manitoba Road to the boundary between #45 and #53 Waban Avenue, (north side)

Add the following sections of Waban Avenue into the Waban Village Parking District: Waban Avenue, north side (Manitoba Road to Annawan Road; Waban Avenue, south side (from boundary of #54 and #62 Waban Avenue to Annawan Road); Waban Avenue (southwest side between Waban Avenue's Northern Roadway and Waban Avenue's Southern Roadway).

ACTION: **APPROVED 4-0 (Freedman not voting). Approved TPR language.**
This item may be appealed through the close of business November 9, 2016.

NOTE: Mr. Koses briefly reviewed with Council members the location map, site photos, characteristics, current official parking regulation and recommendations for Waban Avenue.

Mr. Koses stated that Waban Avenue is approximately 30 feet wide, west of Annawan Road and measures 34 feet wide at the cut-cross nearest Manitoba Road and Nehoiden Road.

Mr. Koses opened the discussion to members of the public who were present. A resident requested converting the yield sign to a stop sign at Nehoiden Road and Waban Avenue. He stated that site distance is difficult when travelling south on Nehoiden Road to Waban Avenue. Mr. Koses said that this request would have to be docketed for a future discussion.

Without further discussion, Mr. Koses made a motion to approve the draft TPR. Council members agreed 4-0, Ms. Freedman not voting. Mr. Koses stated that this item may be appealed through the close of business on November 9, 2016.

TC57-15 ALDERMEN CROSSLEY, RICE AND YATES, requesting changes to the parking regulations on the section of Annawan Road between Waban Avenue and the 90-degree turn near #26 Annawan Road, in order to incorporate this section of Annawan Road into the Waban Village Parking District. (Ward 5) [11/24/15 @ 9:37 AM]

HELD (5-0) on 09/22/16. Held pending draft Traffic and Parking Regulation (TPR) language to approve the following: Remove all existing parking regulations on Annawan Road. Add the following parking regulation: No parking any time, west and north side, from Waban Avenue to the boundary between #39 and #51 Annawan Road.

ACTION: **APPROVED 4-0 (Freedman not voting). Approved TPR language.**
This item may be appealed through the close of business November 9, 2016.

NOTE: Council members were provided with a draft Traffic and Parking Regulation (TPR) for consideration.

Without discussion, Mr. Koses made a motion to approve the draft TPR. Council members agreed 4-0, Ms. Freedman not voting. Mr. Koses stated that this item may be appealed through the close of business on November 9, 2016.

Respectfully submitted,

David Koses, Transportation Coordinator
 Traffic Council Chair

Traffic Council

City of Newton

October 20, 2016

Agenda (portion)

- ❖ TC28-16 COUNCILOR HESS-MAHAN, requesting a change to the parking restriction in front of 25 Chestnut Street from 15-minute parking zone to a two-hour parking restriction, 8:00 a.m. to 5:00 p.m., weekdays only. (Ward 3) [07/22/16 @ 11:10 AM]
- ❖ TC36-16 DAVID KOSES, TRANSPORTATION COORDINATOR, requesting a stop sign at the end of Gardner Street, as it intersects with School Street. (Ward 1) [08/30/16 @ 4:56 PM]
- ❖ TC30-16 BARBARA DANVELO, 56 Lincoln Road, requesting a "Do Not Enter" Sign at the intersection of Crafts Street and Lincoln Road. (Ward 1) [07/27/16 @ 8:43 AM]
- ❖ TC23-16 COUNCILOR LEARY, requesting removal of the "Right on Red After Stop" sign at the traffic light on Washington Street and Charlesbank Road/Saint James Street heading westbound as you enter the Newton Corner rotary. (Ward 1) [06/13/16 @ 11:25 AM]
- ❖ TC22-16 DINORA JUSTICE, et al., 134 Hunnewell Avenue, requesting the installation of a "No Turn on Red" sign at the intersection of Tremont and Park Streets in Newton Corner to address safety concerns. (Ward 1) [06/13/16 @ 11:25 AM]

Agenda (continued)

- ❖ TC65-15 ALDERMEN CROSSLEY, RICE AND YATES, requesting changes to the parking regulations on Southwick Road, in order to incorporate Southwick Road into the Waban Village Parking District. (Ward 5) [11/24/15 @ 9:37 AM]
- ❖ TC63-15 ALDERMEN CROSSLEY, RICE AND YATES, requesting changes to the parking regulations on the section of Waban Avenue between Nehoiden Road and Collins Road (including the reconfigured one-way southbound section of Waban Avenue), in order to incorporate these sections of Waban Avenue into the Waban Village Parking District. (Ward 5) [11/24/15 @ 9:37 AM]
- ❖ TC57-15 ALDERMEN CROSSLEY, RICE AND YATES, requesting changes to the parking regulations on the section of Annawan Road between Waban Avenue and the 90-degree turn near #26 Annawan Road, in order to incorporate this section of Annawan Road into the Waban Village Parking District. (Ward 5) [11/24/15 @ 9:37 AM]

10.20.16

3

Traffic Council

TC28-16

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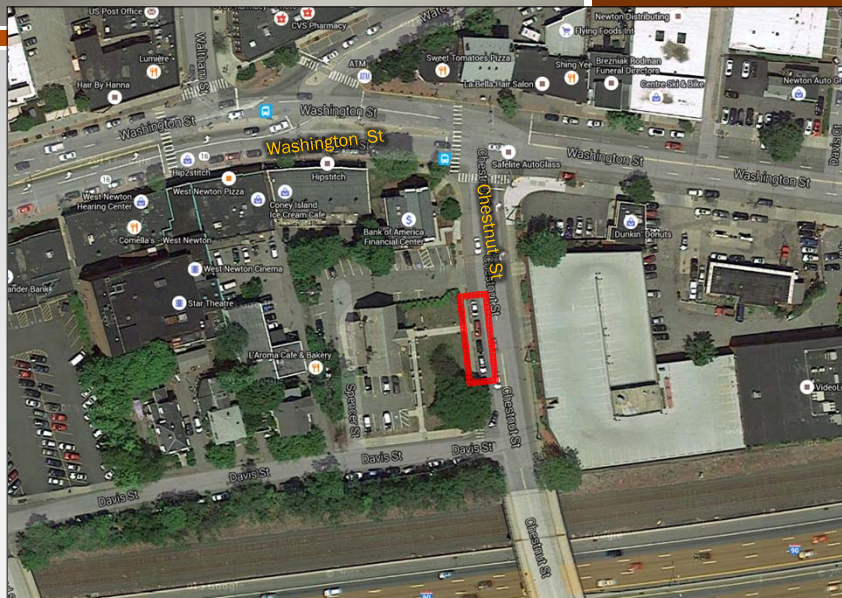
Change to the parking restriction in front of 25 Chestnut Street

10.20.16

Traffic Council

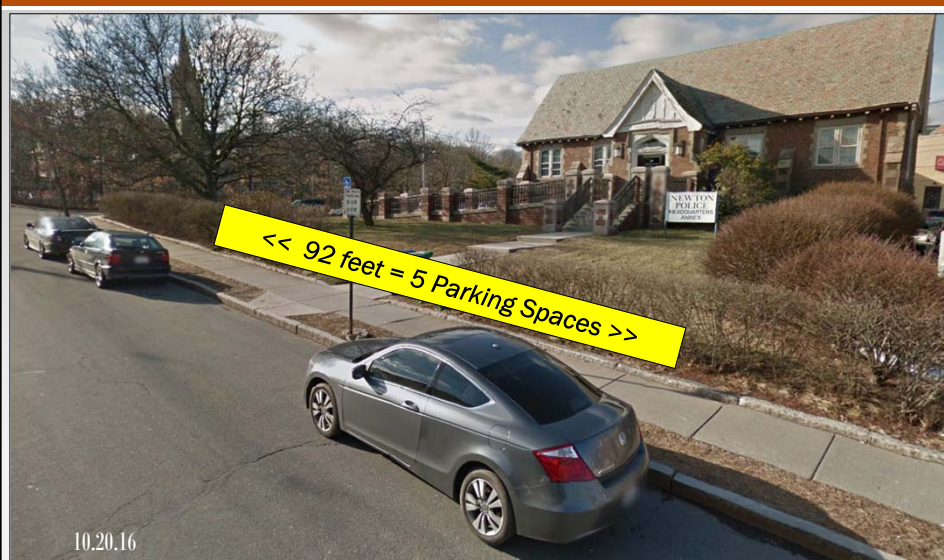
Location Map — 25 Chestnut Street

TC28-16



Chestnut Street photos

TC28-16

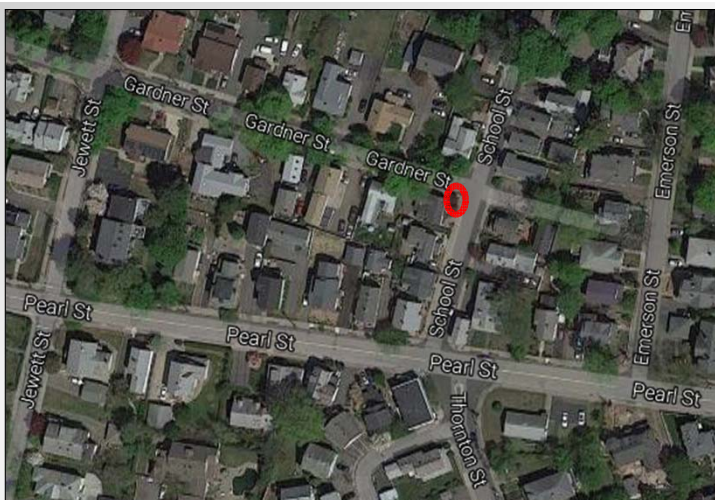


Parking restrictions & characteristics 25 Chestnut Street	TC28-16
- Restriction prior to Spring, 2016: 1 hour limit 8AM to 6PM - Restriction Approved by Traffic Council on 02/25/16 (affirmed by City Council): 15 minute limit 8AM to 5PM, except Saturdays, Sundays and Holidays - Reason for the change Approved on 02/25/16: - 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 - Change during Summer, 2016: - Parking Clerk relocation – back to City Hall	
10.20.16	7 Traffic Council

TC36-16 ∞ 8 ∞ Requesting a stop sign at the end of Gardner St as it intersects with School St	
10.20.16	 Traffic Council

Location Map: Gardner/School St

TC36-16



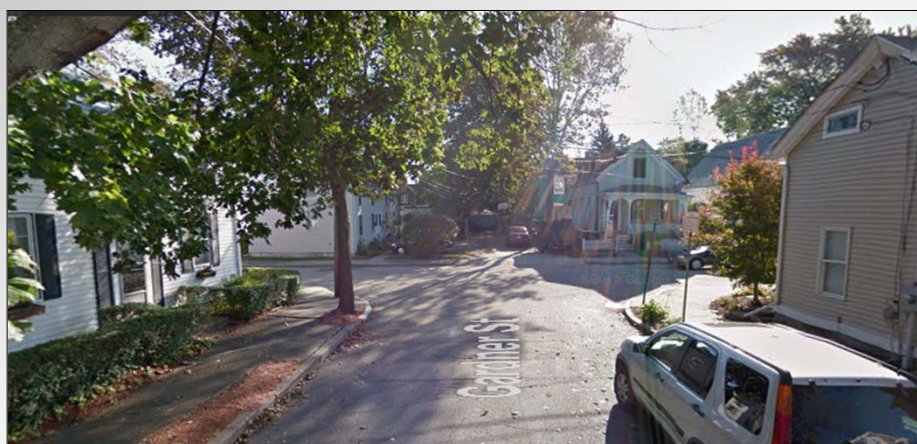
10.20.16

9

Traffic Council

Photo: Gardner St Eastbound at School St

TC36-16



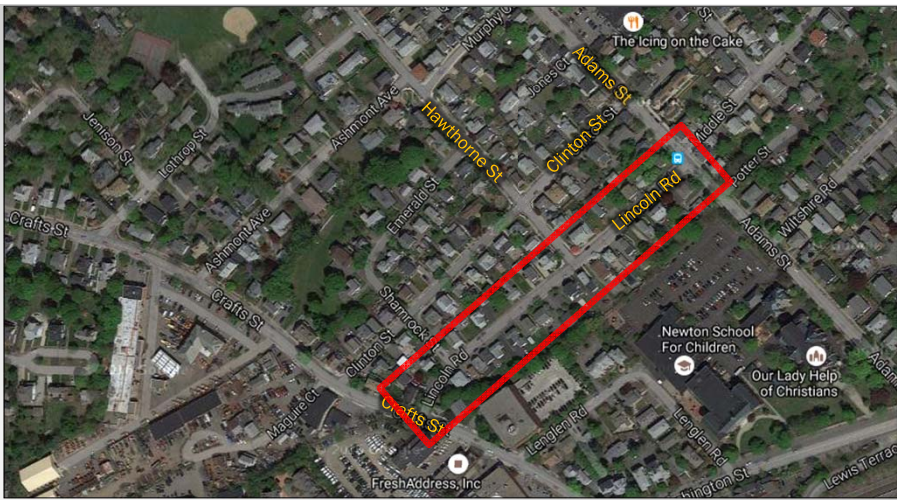
10.20.16

10

Traffic Council

Recommendations	TC36-16
• Add a stop sign at the T intersection	
	
10.20.16	Traffic Council

TC30-16	
8 12 3 “Do Not Enter” Sign at the intersection of Crafts Street and Lincoln Road	
10.20.16	Traffic Council

Location Map: Lincoln Road	TC3016
	
10.20.16	13 Traffic Council

Site Photo: Lincoln Rd EB from Crafts St	TC30-16
	
10.20.16	Traffic Council

Characteristics of Lincoln Road	TC30-16
• Public Way • Connects Crafts Street with Adams Street • (Clinton Street also connects Crafts with Adams) • 989 feet long • 25' - 26' feet wide • Unrestricted parking on both sides along most of Lincoln Road • Two-hour limit 7am to 7pm, both sides, Crafts St to Shamrock St. • Fire hydrant on the north side; utility poles on the south side.	
10.20.16	15 Traffic Council

TC23-16 16 Removal of the "Right on Red After Stop" sign at the traffic light on Washington St and Charlesbank Road/Saint James St heading westbound as you enter the Newton Corner rotary.
10.20.16 Traffic Council

Location Map: Washington at
Charlesbank/St James

TC23-16



Washington Street / Park Street merge

TC23-16



Crosswalk at the Washington Street / Park Street merge

TC23-16

Note:
the signal is red

Note:
Drivers may
proceed on
red after
stopping.

Drivers are often
checking to their **LEFT**
to see if cars are
approaching from Park St
AND MAY NOT BE
WATCHING FOR
PEDESTRIANS!



Note:
the ped
walk light is
illuminated

19

View of Queueing length

TC23-16



Potential Traffic Backup

TC23-16



Recommendation

TC23-16

- Hold for a trial
- Police Officer to stop traffic on red at the merge
 - Don't remove the  sign
- Staff to observe whether the intersection becomes blocked

TC22-16

23

"No Turn on Red" sign at the intersection of Tremont and Park Streets

10.20.16

Traffic Council

Location Map: Park/Tremont in Newton Corner

TC22-16



10.20.16

24

Traffic Council

Park Street, looking South
(Tremont St to the left)

TC22-16



Park Street, looking North
(Tremont St to the right)

TC22-16



Tremont Street, looking West
(Park St to the right and left)

TC22-16



View of crosswalk at NE corner

TC22-16



Data Collection 10/05/16

TC22-16

- Focus on Tremont Street looking West
- 2:30 to 4:00 PM
- 55 cars turned right on red during these times:
 - 2:30 to 3:00 and from 3:30 to 4:00
- Crossing Guard arrived at 3:00 to 3:30
 - no cars turned right on red
 - (She prevented cars from turning while students were crossing).
- Pedestrian visibility concerns



10.20.16

29

Traffic Council

Recommendations

TC22-16

- All three approaches currently allow vehicles to turn right on red
- Consider “no right on red” for right turns FROM Tremont Street ONTO Park
 - Curve with poor sightlines (Drivers cannot see pedestrians crossing)
 - Curve with poor sightlines (Pedestrians cannot see vehicles rounding the curve)



10.20.16

Traffic Council

TC65-15

31

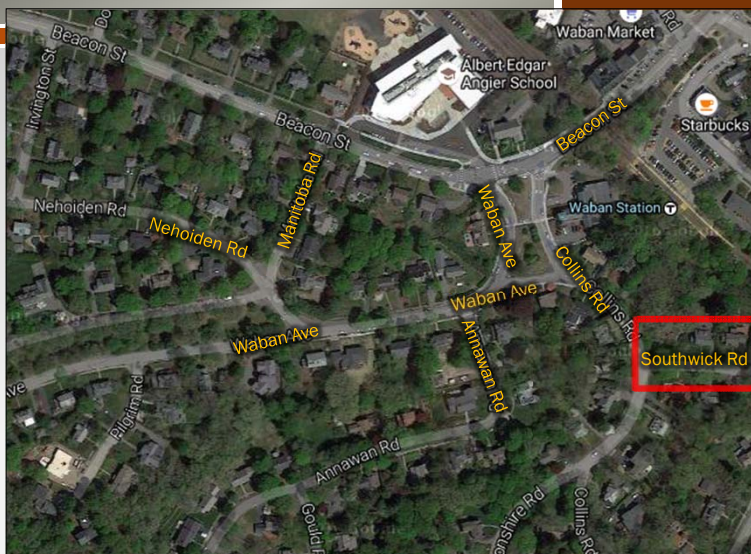
Changes to the parking regulations on Southwick Road

9.22.16

Traffic Council

Location Map: Southwick Road

TC65-15



9.22.16

Traffic Council

Site Photo — Southwick Road

TC65-15



Southwick Road - Characteristics

TC65-15

General Characteristics

- Public Way, 240 feet long
- 23 feet wide (widens out at cul-de-sac).
- No sidewalks.
- Utility poles on the North Side. No hydrants observed.

Current Parking Restrictions

- None on either side

Parking Observations:

Date / Time	Southwick Road
We 8/24 9:00 AM	10
Th 8/25 1:30 PM	6
We 9/07 11:00 AM	6
Th 9/08 10:00 AM	5
Th 9/08 3:30 AM	6
Fr 9/09 10:30 AM	9
Mo 9/12 1:30 PM	8

9.22.16

Traffic Council

Recommendation

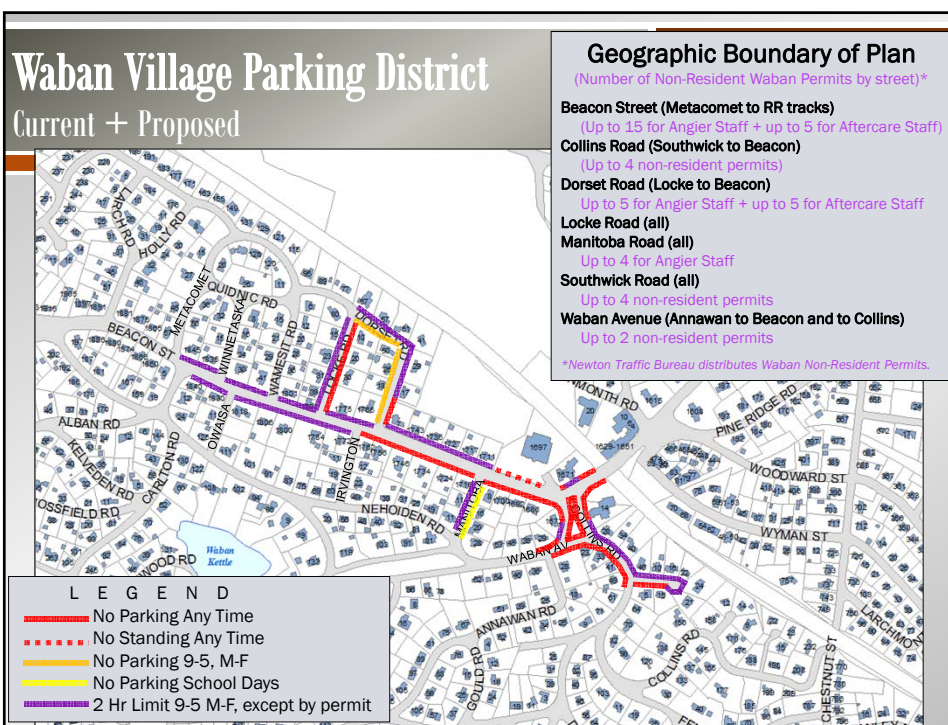
TC65-15

- Hold item to draft TPR language to add Southwick Road into the Waban Village Parking Plan *(as shown in the next slide)*
 - No parking on one side except along cul-de-sac
 - Remainder: 2 Hr Limit 9-5 M-F, except by permit
 - Provides parking for residents and their visitors, activities in the neighborhood
 - Discourages commuters from parking – Woodland or Riverside MBTA has parking availability
- Consider distributing some permits to non-residents, such as Angier or Church staff
 - Spreads out the parking burden

9.22.16

35

Traffic Council



TC63-15

37

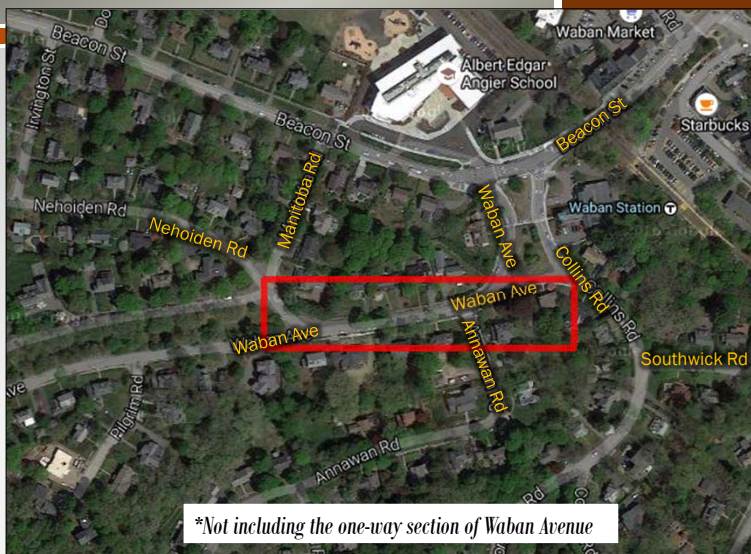
Changes to the parking regulations on the section of Waban Avenue between
Nehoiden Road and Collins Road

9.22.16

Traffic Council

Location: Waban Ave (Nehoiden to Collins)*

TC63-15

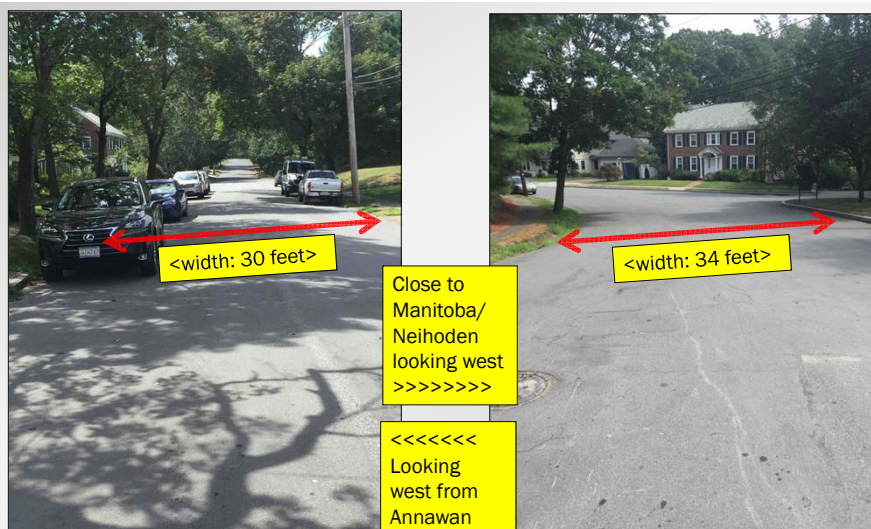


9.22.16

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Site Photos — Waban Avenue

TC63-15



Waban Avenue - Characteristics

TC63-15

General Characteristics

- 750' long (Collins to Neiholden/Manitoba)
- 30' wide (west of Annawan); 34' wide (at cut-across nearest to Manitoba/Neiholden)
- Utility poles on the North Side. No hydrants observed.

Parking Observations:

Date / Time	Waban Avenue (Neihoiden to Collins)
Th 8/25 1:30 PM	9
We 9/07 11:00 AM	8
Th 9/08 10:00 AM	13
Fr 9/09 10:30 AM	9
Fr 9/09 3:30 PM	7
Mo 9/12 1:30 PM	11

9.22.16

40

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Waban Avenue - Characteristics

TC63-15

Current OFFICIAL Parking Restrictions

- (1) Prohibited, all days, east and south sides of the triangle opposite Union Church.
- (2) Two-hour limit, Saturdays included, 7:00 a.m. to 10:00 p.m.:
 - a) South sides of the northerly triangle between Beacon St, Collins Rd and Waban Ave.
- (3) Prohibited, all days, on the perimeter of both traffic islands south of Beacon Street between Waban Avenue and Collins Road.
- (4) Two-hour limit, 7:00 a.m. to 7:00 p.m.:
 - a) West side, from Beacon Street southerly 321 feet.
 - b) South side, from Annawan Road easterly 754 feet.

9.22.16

41

Traffic Council

Recommendation

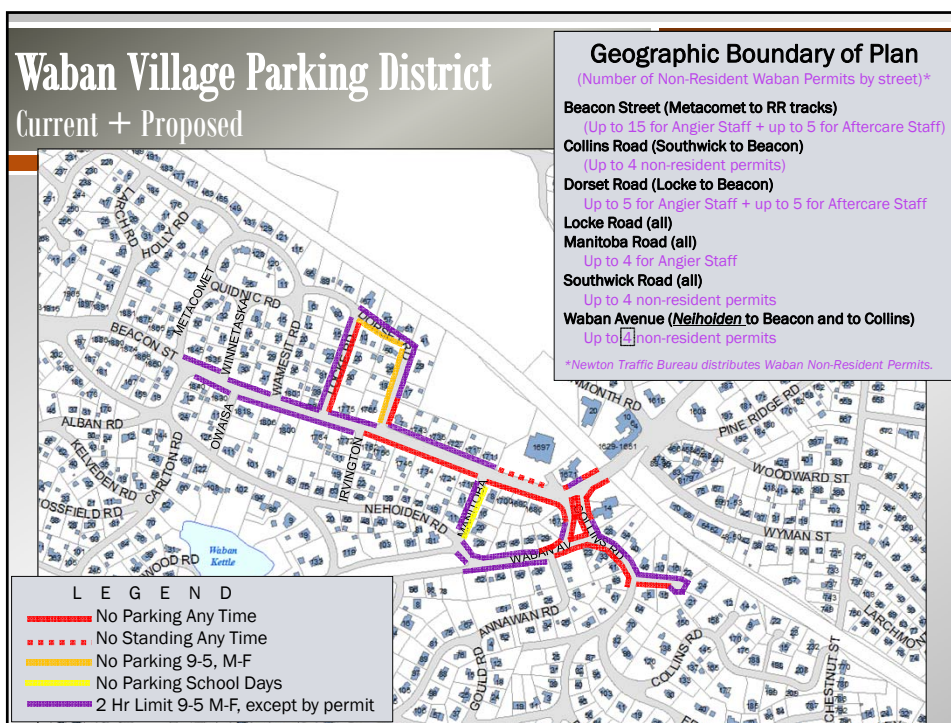
TC63-15

- Hold item to draft TPR language to add this section of Waban Avenue into the Waban Village Parking Plan *(as shown in the next slide)*
 - Remove: all existing parking regulations on the books for Waban Avenue
 - Add: no parking east of Annawan, any time, both sides
 - Except: no change to the permit parking along the SB one-way section (marked spaces)
 - Parking allowed west of Annawan, both sides (road is 30' – 34' wide)
 - 2 Hr Limit 9-5 M-F, except by permit
 - Provides parking for residents and their visitors, activities in the neighborhood
 - Discourages commuters from parking – Woodland or Riverside MBTA has parking availability
- Consider distributing some permits to non-residents, such as Angier or Church staff
 - Spreads out the parking burden
 - 2 non-resident permits already approved for one-way SB section of Waban Ave
 - Consider increase from 2, as additional portion of Waban Ave is added

9.22.16

42

Traffic Council



TC57-15

80 44 63

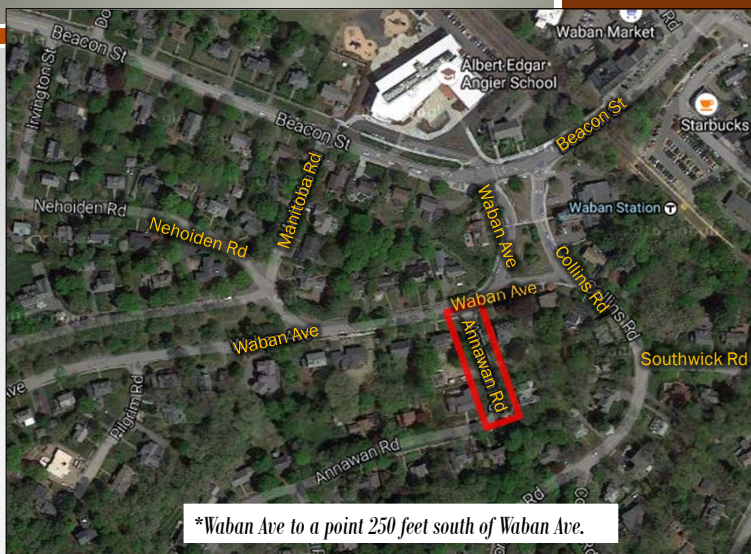
Changes to the parking regulations on the section of Annawan Road between
Waban Avenue and the 90-degree turn near #26 Annawan Road

9.22.16

Traffic Council

Location Map: Annawan Road*

TC57-15



*Waban Ave to a point 250 feet south of Waban Ave.

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Traffic Council

Site Photo — Annawan Rd looking south

TC57-15



Annawan Road - Characteristics

TC57-15

General Characteristics

- Public Way, 250' long section of Annawan Rd (Waban Ave southerly 250 feet to the bend)
- 24 feet wide
- Utility poles on the East Side. Hydrant on the west side along this section

Current OFFICIAL Parking Restrictions

- Prohibited, all days, SW side, from a point 150' southwest of Waban Ave, Southwesterly 100'

Current POSTED Parking Restrictions

- Prohibited, all days, West side, from Waban Avenue 250' southerly, continuing westerly on the north side of Annawan Road another 150'.

Parking Observations:

Date / Time	Annawan Road
Th 8/25 1:30 PM	4
We 9/07 11:00 AM	2
Th 9/08 10:00 AM	4
Th 9/08 3:30 PM	4
Fr 9/09 10:30 AM	4
Mo 9/12 1:30 PM	4

9.22.16

Traffic Council

Recommendation

TC57-15

- Hold item to draft TPR language to add this section of Annawan Road into the Waban Village Parking Plan *(as shown in the next slide)*
 - Remove existing official parking regulation
 - Prohibited, all days, West side, from Waban Avenue 250' southerly, continuing westerly on the north side of Annawan Road another 150'. (no change to the existing no parking signage)
 - 2 Hr Limit 9-5 M-F, except by permit, East side, from Waban Avenue 250' southerly
 - Provides parking for residents and their visitors, activities in the neighborhood
 - Discourages commuters from parking – Woodland or Riverside MBTA has parking availability
- Consider distributing some permits to non-residents, such as Angier or Church staff
 - Spreads out the parking burden

9.22.16

48

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