

CITY OF NEWTON

IN CITY COUNCIL

TRAFFIC COUNCIL REPORT

WEDNESDAY, DECEMBER 13, 2017

Present: David Koses, Traffic Council Chair; Captain Paul Anastasia, Newton Police Department; Councilor Blazar, Stephen Simoglou, Traffic Engineer and Alicia Wilson, Resident Member

Also Present: Councilors Lappin, Danberg and Councilor-elect Noel

Mr. Koses and Mr. Simoglou provided Council members with a PowerPoint presentation, attached to this report.

TC125-17      COUNCILOR LAPPIN, on behalf of Candy Gold, requesting review and possible changes to parking regulations on Oak Hill Street between Brookline Street and Puddingstone Lane. (Ward 8) [11/06/17 @ 4:28 PM]

**ACTION:**      **APPROVED 4-1 (Koses opposed). Approved language of TPR Number 381. This item may be appealed through the close of business January 2, 2018. TPR 381 creates a no parking zone, any time, Oak Hill Street between Brookline Street and Puddingstone Lane, both sides.**

**NOTE:**          Council members were provided with a location map, site photos, road characteristics, current parking restrictions and options for consideration.

Mr. Koses stated that Oak Hill Street is 24 feet wide, the road narrows to 16 feet when vehicles are parked on the south side. Oak Hill Street is a public street; the utility poles are located on the west side. Parking is prohibited, all days, between Brookline Street and Puddingstone Lane on the west and east sides.

Mr. Koses opened the discussion to members of the public who were present. Ms. Gold and residents expressed their concerns and suggestions.

Concerns: When vehicles are parked on the west side, there is not enough room for a vehicle to pass; Oak Hill Street becomes one lane especially during pick-up and drop-off times at the Memorial Spaulding School. At times, drivers must back up to allow vehicle passage. Oak Hill Street is used as a cut-through street, drivers have the tendency to speed and traffic has become worse. It is difficult to exit driveways. The ‘fish tail’ shape of the road makes traveling difficult and safety is necessary.

Suggestions: Ms. Gold suggested implementing a parking restriction Monday through Friday, during the day, rather than 24/7 to allow resident parking. A resident suggested allowing staff to park on Brookline Street when the school parking lot is at full capacity.

Councilor Lappin agreed and stated that the driving habits around the Memorial Spaulding School especially during pick-up and drop-off times is difficult. She stated that she would support parking restrictions on Oak Hill Street between Brookline Street and Puddingstone Lane especially during school hours.

Mr. Koses stated that a typical Newton street width is 23-24 feet wide allowing parking on one or both sides. He is concerned if parking were removed, speeding will increase. Oak Hill Street is restricted 50 feet from the corner at Beacon Street.

Captain Anastasia stated that if a parking restriction were implemented, drivers would park further down on Oak Hill Street. He asked if the Memorial Spaulding School is aware of residents' concerns. He suggested if a parking restriction is implemented, it be implemented Monday through Friday during the day to allow parking relief for residents.

Captain Anastasia also suggested restricting parking 100 feet from the corner at Beacon Street. Councilor Blazar agreed and suggested implementing it as a trial. Mr. Koses stated that the City does not usually restrict parking more than 50 feet from an intersection. Parked vehicles act as a deterrent for speeding.

Mr. Simoglou stated that it appears that this is a safety issue and supports a parking prohibition, all days, both sides.

Council members were provided with a draft Traffic and Parking Regulation (TPR) for consideration. Without further discussion, Mr. Simoglou made a motion to approve TPR number 381. Council members agreed 4-1, Mr. Koses opposed. Mr. Koses stated that this item may be appealed through the close of business January 2, 2018.

TC45-17      WALKER COPPEDGE, 10 Cotswold Terrace, requesting a four-way stop sign at the intersection of Gibbs Street and Sumner Street to address safety concerns.  
(Ward 6) [06/06/17 @ 3:04 PM]

**ACTION:**      **DENIED 5-0. This item may be appealed through the close of business January 2, 2018.**

**NOTE:**      Walker Coppedge, petitioner attended tonight's discussion.

Council members were provided with a location map, photos, existing conditions, Manual on Uniform Traffic Control Devices (MUTCD) guidance and a recommendation.

Mr. Simoglou stated that the existing conditions include a two-way stop control. Gibbs Street western approach is a one-way (toward intersection). Vehicle volumes favor Gibbs Street approaches during observation period (67%). Foliage partially restricts sightlines to the south from Gibbs Street westerly approach. Mr. Simoglou then stated that it appears vehicles travel faster than the 25 mph statutory speed limit when traveling southbound on Sumner Street.

Mr. Simoglou said that intersection does not meet any of the required criteria included in the MUTCD guidelines. There have been four reported accidents in the past five years at this

intersection. Therefore, he recommends denying this item with the understanding that administratively the City will implement the following changes. Install stop-bar markings, install “cross traffic does not stop” supplemental signage, trim/remove plantings and conduct vehicle speed/volume study on Sumner Street. When the vehicle speed/volume study is complete, Sumner Street may qualify for other appropriate measures. Mr. Simoglou then noted that the City would request the resident trim/remove plantings to provide a better site line.

Mr. Koses stated that one email was received supporting this request, on file. He then opened the discussion to members of the public who were present. Mr. Coppedge stated that this intersection is dangerous for pedestrians and drivers. Safety is necessary. Sumner and Gibbs Streets are used as cut-through streets. Drivers have the tendency to pull out into the intersection due to the overgrown plantings, to gain better site distance. He suggested pushing the current stop sign closer to the intersection.

Councilor Danberg stated that she encourages the resident to trim the plantings. She understands that the intersection does not meet the MUTCD guidelines but supports Mr. Simoglou’s recommendations of administratively implementing his recommendations. Councilor Danberg then suggested repainting the crosswalk when painting resumes. Mr. Coppedge agreed.

Mr. Koses stated that administratively DPW would review Mr. Coppedge’s suggestion of pushing the stop sign closer to the intersection.

Without further discussion, Councilor Blazar made a motion to deny a four-way stop sign at the intersection of Gibbs Street and Sumner Street. Council members agreed 5-0. Mr. Koses stated that this item may be appealed through the close of business January 2, 2018.

TC56-17      IRWIN JUNGRESIS, 31 Norwood Avenue, requesting a three way stop sign at the intersection of Norwood Avenue and Trowbridge Street to address safety concerns. (Ward 6) [07/11/17 @ 8:24 AM]

**ACTION:**      **APPROVED AS AMENDED 5-0. Approved language of TPR Number 382. This item may be appealed through the close of business January 2, 2018. TPR 382 adds a stop sign on Trowbridge Street at Norwood Avenue in the westbound direction.**

**NOTE:**      Irwin Jungresis, petitioner attended tonight’s discussion.

Council members were provided with a location map, photos, existing conditions, Manual on Uniform Traffic Control Devices (MUTCD) guidance and a recommendation.

Mr. Simoglou stated that the existing conditions include no stop signs. Vehicle volumes favor Norwood Avenue approaches during the observation period (97%).

Mr. Simoglou said that intersection does not meet any of the required criteria included in the MUTCD guidelines. There have been zero reported accidents in the past five years at this intersection.

Mr. Simoglou recommends installing a stop sign on Trowbridge Street at Norwood Avenue, westbound and installing a stop bar marking on Trowbridge Street.

Mr. Koses opened the discussion to members of the public who were present. Mr. Jungreis stated that he docketed this item hoping to deter speeders on Norwood Avenue. Mr. Jungreis and residents expressed their concerns and suggestions.

Concerns: Norwood Avenue is used as a cut-through street. Safety is necessary for students walking to and from Mason-Rice Elementary School. Residents stated that pedestrian, not vehicle safety is necessary. It is necessary to slow vehicles down. Vehicles do not stop and drivers have the tendency to speed. Safety is necessary for the many young and elder pedestrians.

Suggestions: A resident stated that traffic-calming measures are necessary.

Mr. Koses stated that Traffic Council reviews and approves enforceable items, such as stop signs and parking regulations. Most recently, the City Council approved an Ordinance that Traffic Council shall have no authority over traffic calming measures such as bump-outs, speed bumps, or other vertical deflections in the public way. Transportation Division administratively has taken the task of handling traffic calming requests. Once a request is received, data is collected and analyzed for traffic calming, vehicle speed, volumes, crashes and location. The Transportation Division has completed approximately forty traffic calming measure requests to date. Each location is ranked for review by the score that the location receives.

Councilor Blazar suggested adding a request for Norwood Avenue traffic calming to the traffic calming review spreadsheet. Councilor Danberg agreed. Councilors Blazar and Danberg then requested that their request be given priority.

Mr. Koses stated that it would be necessary to first collect data for vehicle speed, volumes, crashes and location. Mr. Simoglou stated that each location is ranked for review by the score that location receives. Other available options include placing feedback display signs, bump-outs, striping if appropriate to create narrow travel lanes. He then said that in the near future, Norwood Avenue speed could be evaluated.

Council members were provided with a draft Traffic and Parking Regulation (TPR) for consideration. Without further discussion, Councilor Blazar made a motion to approve as amended adding a stop sign on Trowbridge Street at Norwood Avenue in the westbound direction. TPR number 382. Council members agreed 5-0. Mr. Koses stated that this item may be appealed through the close of business January 2, 2018.

TC55-17      CLAUDIA RAYA, 10 Norwood Avenue, requesting the addition of thirty feet of no parking opposite the church parking lot entrance. (Ward 6) [07/11/17 @ 8:24 AM]

**ACTION:**      **NO ACTION NECESSARY 5-0. Note that the changes supported as part of item #TC55-17 were woven into TPR 383, approved as part of item #TC54-17(b).**



**NOTE:** Docket items TC55-17 and TC54-17 were discussed together. Please refer to TC54-17 for discussion on these items.

Claudia Raya, petitioner attended tonight's discussion.

Council members were provided with a location map, photos, current parking restrictions and recommendations.

Mr. Koses stated that Norwood Avenue is 23 feet wide. Parking is restricted 50 feet in from Crescent Avenue on the west side. Parking is prohibited, all days on the east and south sides. There is a two-hour parking limit from 7:00 a.m. to 7:00 p.m. on the west and south sides. Mr. Koses recommends adding a no parking sign, adding arrows on the posted two-hour parking sign and changing the current no parking here to corner sign to no parking.

Without discussion, Mr. Koses made a motion for no action necessary on this request. The changes supported as part of item #TC55-17 were woven into TPR 383, approved as part of item #TC54-17(b), below. Council members agreed 5-0.

TC54-17      TIMOTHY ADLER, 35 Norwood Avenue, requesting **a)** Across from #44 Norwood Avenue, three space parking prohibition in the area of the six existing unrestricted parking space area and **b)** Across from #56 Norwood Avenue, adding three unrestricted parking spaces, removing three two-hour parking spaces.  
(Ward 6) [07/11/17 @ 8:24 AM]

**ACTION:**      **TC54-17(a): NO ACTION NECESSARY 5-0. Note that the changes supported as part of item #TC54-17(a) were woven into TPR 383, approved as part of item #TC54-17(b).**  
**TC54-17(b): APPROVED 5-0. Approved language of TPR Number 383. This item may be appealed through the close of business January 2, 2018. TPR 383 extends the no parking zones on both ends of Norwood Avenue, creates a no parking zone around the bend, and reduces the length of the two-hour parking zone on the south side of the street.**

**NOTE:**      Docket items TC55-17 and TC54-17 were discussed together.

Timothy Adler, petitioner attended tonight's discussion.

Council members were provided with a location map, photos, current parking restrictions and recommendations.

Mr. Koses stated that parking is restricted on Norwood Avenue 85 feet from the corner of Crescent Avenue. This restriction is not in the Traffic and Parking Regulations (TPR) and he recommends adding this restriction into the TPR in order for the Newton Police Department to legally enforce the area. He then stated that parking is restricted on Norwood Avenue 40 feet from the corner of Centre Street. This restriction is in the TPR, but the area does not have posted signs indicating the restriction. Parking is also prohibited, all days on the east and south sides. There is a two-hour parking limit from 7:00 a.m. to 7:00 p.m. on the west and south sides.

Mr. Koses stated that Norwood Avenue at the curve is 25 feet wide. When vehicles park, the width becomes 18 feet in the area of the unrestricted parking zone and curbing was recently added, thereby narrowing the road. Currently, there are no parking restrictions in the TPR indicating the area of the two-hour limits.

Mr. Koses opened the discussion to members of the public who were present. Mr. Adler suggested removing parking at the curve hoping to deter commuters from parking up the area.

Mr. Koses asked residents present if they prefer a two-hour restriction from 8:00 a.m. to 6:00 p.m., rather than 7:00 a.m. to 7:00 p.m. Residents indicated that they prefer the two –hour limit from 8:00 a.m. to 6:00 p.m.

Council members were provided with a draft Traffic and Parking Regulation (TPR) for consideration. Without further discussion, Councilor Blazar made a motion for no action necessary on TC54-17(a). He then made a motion to approve TC54-17(b), TPR 383. Council members agreed 5-0, on both actions. Mr. Koses stated that this item may be appealed through the close of business January 2, 2018.

TC53-17      NEWTON MONTESSORI SCHOOL, requesting a flashing school zone/speed limit sign be installed on Crescent Avenue between the rectory and school to address safety concerns. (Ward 6) [07/11/17 @ 8:24 AM]

**ACTION:**      **APPROVED 5-0. Approved language of TPR Number 384. This item may be appealed through the close of business January 2, 2018. TPR 384 adds a school zone on Crescent Avenue in front of the Newton Montessori School.**

**NOTE:**      Joe Jolly, Newton Montessori School, attended tonight's discussion.

Council members were provided with a location map and photos.

Mr. Koses stated that the request of a school zone meets the criteria. The speed limit would be reduced from 25 mph to 20 mph when children are present. He then stated that Traffic Council can approve school zones, but cannot specify flashing school zone signs. This sign, if approved, will likely be a standard metal sign.

Mr. Koses opened the discussion to members of the public who were present. Mr. Jolly stated that approximately 225 children cross Crescent Avenue daily. A staff member stands in the crosswalk assisting children to cross. He then stated that he supports a school zone on Crescent Avenue in front of the school.

Mr. Jolly asked the process of requesting a flashing school zone sign? Councilor Danberg suggested a school fundraiser. Mr. Simoglou answered that he would work with Department Public Works to determine if solar power or electrical power is in the area.

Council members were provided with a draft Traffic and Parking Regulation (TPR) for consideration. Without further discussion, Mr. Koses made a motion to approve a school zone. TPR number 384. Council members agreed 5-0. Mr. Koses stated that this item may be appealed through the close of business January 2, 2018.

TC52-17      NEWTON MONTESSORI SCHOOL, 80 Crescent Avenue, requesting that the no parking signs on Crescent Avenue be changed to LIVE pick up and drop off during school hours. (Ward 6) [07/11/17 @ 8:24 AM]

**ACTION:**      **APPROVED 5-0. Approved language of TPR Number 385. This item may be appealed through the close of business January 2, 2018. TPR 385 does not add a live pick up and drop off zone, but adds the current signage to the TPR (to make it official) and adds a 6:00 a.m. to 8:00 a.m. element to the existing two-hour time limit regulations along Crescent Avenue.**

**NOTE:**      Joe Jolly, Newton Montessori School, attended tonight's discussion.

Council members were provided with a location map, photos and options for consideration.

Mr. Koses stated that there are three current parking restrictions on Crescent Avenue. The two-hour parking restriction and no parking signs posted in front of the school are not in the Traffic and Parking regulations (TPR), therefore, these restrictions are not enforceable.

Mr. Koses stated that Crescent Avenue is 23 feet wide. There is 75 feet between the southerly crosswalk and the driveway prior to the northerly crosswalk.

Mr. Koses provided two options to Traffic Council members for consideration.

Option 1: Option 1 would make the currently posted signs official in the TPR.

Option 2: Option 2 would create a live parking zone in front of the school, 6:00 a.m. to 8:00 p.m., school days.

Mr. Koses opened the discussion to members of the public who were present. Mr. Jolly stated that parents have the tendency to park in the area where it is posted "No Parking Anytime". He then stated that Sacred Heart Parish is opposed to a parking restriction, south side, all days. Mr. Jolly suggested changing the current parking prohibition of prohibited all days, including Saturdays to posted signs indicating prohibited, except Sundays and Holidays. He then stated that at approximately 7:30 a.m., students begin to be dropped-off and at 6:00 p.m., students are picked-up.

Mr. Koses asked Mr. Jolly if he desired Live Parking only 6:00 a.m. to 8:00 p.m., school days? Captain Anastasia stated that the sign must read Live Parking Only, no times.

Mr. Simoglou expressed concerns on option 2. He stated that option 1 is a safer option. It may be inconvenient, but is necessary to leave areas of the crosswalks open for visibility purposes.

Mr. Jolly stated that he would support option 1. A resident stated that option 1 does not allow for parking signs on Crescent Avenue to be changed to live pick-up and drop-off during school hours as the docket requests.

Mr. Koses stated that option 1 is receiving support. He then stated that measurements are not available to consider option 2 creating a live parking zone in front of the school. Mr. Koses recommends creating a live parking zone, north of the school. In the future, if desired, Mr. Jolly may resubmit his request that the no parking signs on Crescent Avenue be changed to live pick-up and drop-off during school hours or that he may submit a request for a blue zone.

Council members were provided with a draft Traffic and Parking Regulation (TPR) for consideration. Without further discussion, Mr. Koses made a motion to approve the current signage to the TPR and add 6:00 a.m. to 8:00 a.m. to the existing two-hour time limit regulations along Crescent Avenue. TPR number 385. Council members agreed 5-0. Mr. Koses stated that this item may be appealed through the close of business January 2, 2018.

TC128-17      TRAFFIC BUREAU CAPTAIN PAUL ANASTASIA, DPW COMMISSIONER JAMES MCGONAGLE AND PLANNING DIRECTOR BARNEY HEATH,  
requesting to allow flexibility in terms of the location, duration, and pricing of public parking spaces as well as potential changes to traffic circulation within and proximate to the Austin Street parking lot, in order to provide for the reconstruction of the Austin Street parking lot. (Ward 2) [11/30/17 @ 10:42 AM]  
**ACTION:**      **HELD 5-0. Hold this item for an extended flexible trial, with temporary changes to circulation and the location, duration and price of public parking spaces within the Austin Street Lot, on Bram Way, on Austin Street (between Walnut and Lowell), and within any portion of the Star Market Lot under City control to be approved by the Commissioner of Public Works in consultation with the Traffic Bureau Captain and Planning Department Director, throughout the duration of the Austin Street reconstruction project.**

**NOTE:**      Council members were provided with construction management plans and a recommendation.

Mr. Koses stated that the Austin Street project preconstruction is set to begin in January 2018. It is anticipated that fifty parking spaces will be available for an extended period during the two phases of construction. A shuttle will be available to and from the former Aquinas Jr. College when the parking lot falls below one hundred parking spaces, at no charge.

The City's Law Department recommends placing this item on hold until the parking lot is open after construction is complete when Traffic Council will vote on any new parking restrictions once the Austin Street parking lot is complete. By placing this item on hold, it will allow the Police Department, Department Public Works and Planning Department to conduct any necessary administrative changes regarding parking.

Mr. Koses stated any necessary parking changes would be made through discussions with the Police Department, Department Public Works, Planning Department and Austin Street meetings. He then stated that the Newton Police Department would enforce the Austin Street parking lot based on signs posted.

Without further discussion, Mr. Koses made a motion to hold this item as stated above. Council members agreed 5-0.

TC2-17      DAVID KOSES, TRANSPORTATION COORDINATOR, requesting a change to the direction of traffic flow on Bram Way, in order to accommodate the reconstruction of the Austin Street parking lot. (Ward 2) [01/09/17 @ 10:25 AM]

**ACTION:**      **NO ACTION NECESSARY 5-0.**

**NOTE:**      Mr. Koses stated that this docket item is no longer necessary as it is included in TC128-17 (above).

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

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

**ACTION:**      **APPROVED 5-0. David Koses elected Traffic Council Chair through December 31, 2018.**

**NOTE:**      Ms. Wilson nominated Mr. Koses as Traffic Council Chair effective through December 31, 2018. Mr. Koses accepted. Council members agreed 5-0.

Respectfully submitted,

David Koses, Transportation Coordinator  
Traffic Council Chair

CITY OF NEWTON

TRAFFIC & PARKING REGULATION

TPR NO. 381

December 13, 2017

In accordance with the vote of the Traffic Council on December 13, 2017:

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

*Oak Hill Street*

(1) Prohibited, all days:

- a) West side, from Brookline Street southerly 60 feet.
- b) East side, from Brookline Street to Puddingstone Lane

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

*Oak Hill Street*

(1) Prohibited, all days, from Brookline Street to Puddingstone Lane, both sides.

Approved as to legal form and character:

(SGD) DONNALYN B. LYNCH KAHN  
City Solicitor

(SGD) DAVID A. OLSON  
City Clerk

CITY OF NEWTON

TRAFFIC & PARKING REGULATION

TPR NO. 382

December 13, 2017

In accordance with the vote of the Traffic Council on December 13, 2017:

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

*Trowbridge Street at Norwood Avenue, westbound.*

Approved as to legal form and character:

(SGD) DONNALYN B. LYNCH KAHN  
City Solicitor

(SGD) DAVID A. OLSON  
City Clerk

CITY OF NEWTON

TRAFFIC & PARKING REGULATION

TPR NO. 383

December 13, 2017

In accordance with the vote of the Traffic Council on December 13, 2017:

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

*Norwood Avenue (Newton Centre):*

(1) Prohibited, all days:

a) East side, from Crescent Avenue to Centre Street.

b) South side, from Centre Street westerly 40 feet.

(2) Two-hour limit, 7:00 a.m. to 7:00 p.m.:

a) West side, from Crescent Avenue southerly 569 feet.

b) South side, from a point 40 feet west of Centre Street westerly 371 feet.

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

*Norwood Avenue (Newton Centre):*

(1) Prohibited, all days:

a) East side and north side, from Crescent Avenue to Centre Street.

b) South side, from Centre Street westerly 83 feet.

c) West side, from Crescent Avenue to a point 140 feet southerly.

d) West side, from a point 565 feet south of Crescent Avenue, southeasterly 50 feet.

(2) Two-hour limit, 8:00 a.m. to 6:00 p.m.:



- a) West side, from a point 140 feet south of Crescent Avenue to a point 565 feet south of Crescent Avenue.
- b) South side, from a point 83 feet west of Centre Street westerly 275 feet.

Approved as to legal form and character:

(SGD) DONNALYN B. LYNCH KAHN  
City Solicitor

(SGD) DAVID A. OLSON  
City Clerk

CITY OF NEWTON

TRAFFIC & PARKING REGULATION

TPR NO. 384

December 13, 2017

In accordance with the vote of the Traffic Council on December 13, 2017:

By INSERTING into the provisions of **Sec. TPR-149. School zones.**

*Newton Montessori School: Crescent Avenue, Centre Street to Norwood Avenue.*

Approved as to legal form and character:

(SGD) DONNALYN B. LYNCH KAHN  
City Solicitor

(SGD) DAVID A. OLSON  
City Clerk

CITY OF NEWTON

TRAFFIC & PARKING REGULATION

TPR NO. 385

December 13, 2017

In accordance with the vote of the Traffic Council on December 13, 2017:

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

*Crescent Avenue*

- (1) Prohibited, all days, including Saturdays, west side from Centre Street to Norwood Avenue.
- (2) Prohibited, all days,
  - a) East side, from Norwood Avenue to Beacon Street.
- (3) Two-hour limit, except Saturdays, Sundays and Holidays:
  - a) West side, from Norwood Avenue to Beacon Street.

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

*Crescent Avenue*

- (1) Prohibited, all days,
  - a) East side, from a point 190 feet west of Centre Street, 195 feet westerly.
  - b) East side, from Norwood Avenue to Beacon Street.
- (2) Prohibited, except Sundays and Holidays,
  - a) West side from Centre Street to Norwood Avenue.
- (3) Two-hour limit, 6:00 a.m. to 8:00 p.m., except Saturdays, Sundays and Holidays:
  - a) East side, from Centre Street to a point 160 feet westerly.

- b) East side, from a point 385 feet west of Centre Street to Norwood Avenue.
- c) West side, from Norwood Avenue to Beacon Street.

Approved as to legal form and character:

(SGD) DONNALYN B. LYNCH KAHN  
City Solicitor

(SGD) DAVID A. OLSON  
City Clerk

# Traffic Council

City of Newton

December 13, 2017

## Agenda (partial)

- ❖ TC125-17 Councilor Lappin on behalf of Candy Gold requesting review and possible changes to parking regulations on Oak Hill Street between Brookline Street and Puddingstone Lane. (Ward 8)
- ❖ TC45-17 WALKER COPPEDGE, 10 Cotswold Terrace, requesting a four-way stop sign at the intersection of Gibbs Street and Sumner Street to address safety concerns. (Ward 6)
- ❖ TC56-17 IRWIN JUNGRESIS, 31 Norwood Avenue, requesting a three way stop sign at the intersection of Norwood Avenue and Trowbridge Street to address safety concerns. (Ward 6)
- ❖ TC55-17 CLAUDIA RAYA, 10 Norwood Avenue, requesting the addition of thirty feet of no parking opposite the church parking lot entrance. (Ward 6)
- ❖ TC54-17 TIMOTHY ADLER, 35 Norwood Avenue, requesting **a)** Across from #44 Norwood Avenue, three space parking prohibition in the area of the six existing unrestricted parking space area and **b)** Across from #56 Norwood Avenue, adding three unrestricted parking spaces, removing three two-hour parking spaces. (Ward 6)

## Agenda (partial)

- ❖ TC53-17 NEWTON MONTESSORI SCHOOL, requesting a flashing school zone/speed limit sign be installed on Crescent Avenue between the rectory and school to address safety concerns. (Ward 6)
- ❖ TC52-17 NEWTON MONTESSORI SCHOOL, 80 Crescent Avenue, requesting that the no parking signs on Crescent Avenue be changed to LIVE pick up and drop off during school hours. (Ward 6)
- ❖ TC128-17 TRAFFIC BUREAU CAPTAIN PAUL ANASTASIA, DPW COMMISSIONER JAMES MCGONAGLE AND PLANNING DIRECTOR BARNEY HEATH, requesting to allow flexibility in terms of the location, duration, and pricing of public parking spaces as well as potential changes to traffic circulation within and proximate to the Austin Street parking lot, in order to provide for the reconstruction of the Austin Street parking lot. (Ward 2)
- ❖ TC2-17 DAVID KOSES, TRANSPORTATION COORDINATOR, requesting a change to the direction of traffic flow on Bram Way, in order to accommodate the reconstruction of the Austin Street parking lot. (Ward 2)
- ❖ Nominations, Election and Discussion of term length for Traffic Council Chair

12.13.17

3

Traffic Council

## TC125-17

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Possible changes to parking regulations on Oak Hill Street between Brookline Street and Puddingstone Lane

12.13.17

# Location Map: Oak Hill St

TC125-17



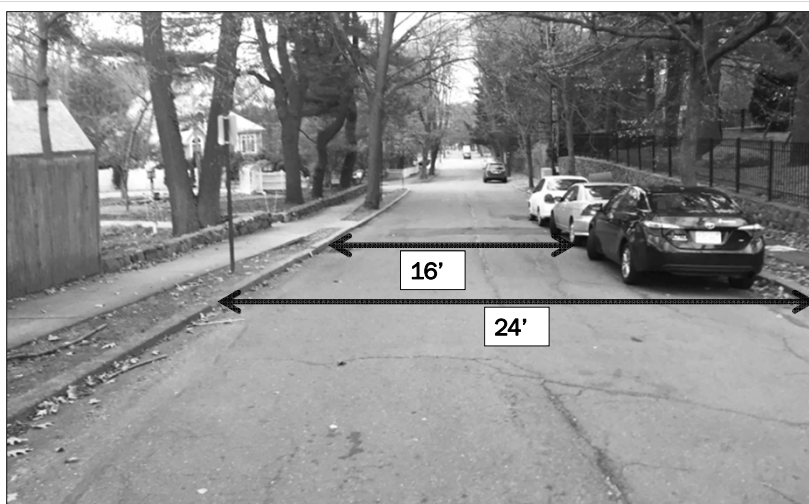
12.13.17

5

Traffic Council

## Oak Hill St looking south from Brookline St

TC125-17



12.13.17

6

Traffic Council

## Oak Hill Street characteristics (b/t Brookline St & Puddingstone Lane)

TC125-17

### Current Parking Restrictions

(1) Prohibited, all days:

- a) West side, from Brookline Street southerly 60 feet.
- b) East side, from Brookline Street to Puddingstone Lane

### General Characteristics

- Public Way
- 24' wide this section

### Location of Utility Poles and Hydrants

- Utility Poles – west side



**LEGEND**  
Prohibited

12.13.17

Traffic Council

## Option

TC125-17

### Optional Parking Restrictions

(1) Prohibited, all days:

- a) West side, from Brookline Street ~~southerly 60 feet~~ to Puddingstone Lane
- b) East side, from Brookline Street to Puddingstone Lane



**LEGEND**  
Prohibited

12.13.17

Traffic Council



## Optional TPR Language

TC125-17

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

*Oak Hill Street*

(1) Prohibited, all days:

- a) West side, from Brookline Street southerly 60 feet.
- b) East side, from Brookline Street to Puddingstone Lane

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

*Oak Hill Street*

(1) Prohibited, all days, from Brookline Street to Puddingstone Lane, both sides

12.13.17

9

Traffic Council

# TC45-17

∞ 10 ∞

Four-way stop sign at the intersection of Gibbs Street and Sumner Street

12.13.17

10

Traffic Council

## Location Map

TC45-17



12.13.17

11

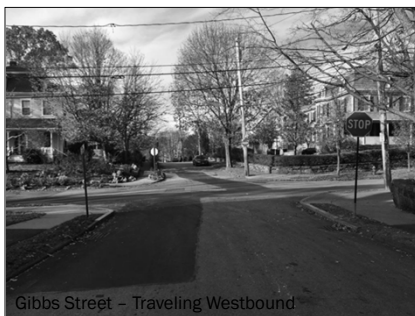
Traffic Council

## Existing Conditions

TC45-17

### Existing Conditions:

- Four-legged intersection
- Two-way stop controlled
- Gibbs St western approach one-way (toward intersection)



Gibbs Street – Traveling Westbound



Gibbs Street – Traveling Eastbound

12.13.17

12

Traffic Council

## Existing Conditions

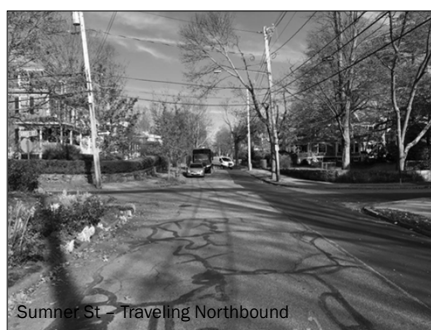
TC45-17

### Existing Conditions:

- Vehicle volumes favor Gibbs Street approaches during observation period (67%)
- Foliage partially restricting sightlines to the south from Gibbs St Westerly Approach



12.13.17



13

Traffic Council

## Guidance

TC45-17

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

**(Criteria not met)** A) Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal

**(Criteria not met)** B) Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

**(Criteria not met)** C) Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions  
4 crashes in past 5 years

**(Criteria not met)** D/E) Vehicle volume entering the intersection from the major street approaches averages at least 300 vehicles per hour for any 8 hours of an average day; **and** the combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour

(Continued)

12.13.17

14

Traffic Council

## Guidance

TC45-17

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

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

(Criteria not met)

*F) There is a need to control left-turn conflicts.*

(Criteria not met)

*G) There is a need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes.*

(Criteria not met)

*Foliage temporary condition*

*H) Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and*

(Criteria not met)

*I) An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics*

12.13.17

15

Traffic Council

## Recommendation

TC45-17

Vote to Deny.

Maintain existing two-way stop condition while implementing following changes:

- Install Stop-Bar Markings
- Install "Cross Traffic Does Not Stop" supplemental signage
- Trim/remove plantings
- Conduct vehicle speed/volume study on Sumner Street



Gibbs Street – Traveling Westbound



Gibbs Street – Traveling Eastbound

12.13.17

16

Traffic Council

**TC56-17**

17

Three way stop sign at the intersection of Norwood Avenue and Trowbridge Street

12.13.17

17

Traffic Council

## Location Map

TC56-17



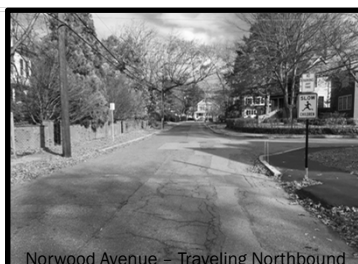
12.13.17

18

## Traffic Council

## Existing Conditions

TC56-17



Norwood Avenue – Traveling Northbound

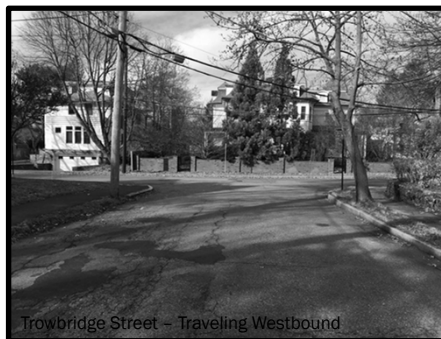


Norwood Avenue – Traveling Southbound

12.13.17

### Existing Conditions:

- Three-legged intersection
- No stop signs installed (Norwood Assumed to stop)
- Vehicle volumes favor Norwood Ave approaches during observation period (97%)



Trowbridge Street – Traveling Westbound

19

Traffic Council

## Guidance

TC56-17

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

**(Criteria not met)** A) Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal

**(Criteria not met)** B) Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

**(Criteria not met)** C) Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions  
0 crashes in past 5 years

**(Criteria not met)** D/E) Vehicle volume entering the intersection from the major street approaches averages at least 300 vehicles per hour for any 8 hours of an average day; **and** the combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour

(Continued)

12.13.17

20

Traffic Council

## Guidance

TC56-17

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

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

(Criteria not met)

*F) There is a need to control left-turn conflicts.*

(Criteria not met)

*G) There is a need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes.*

(Criteria not met)

*H) Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and*

(Criteria not met)

*I) An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics*

12.13.17

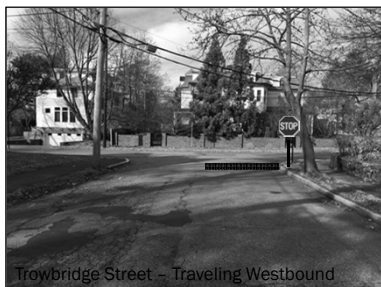
21

Traffic Council

## Recommendation

TC56-17

- Install stop sign on Trowbridge Street Approach
- Install stop bar marking on Trowbridge Street



12.13.17

22

Traffic Council

Proposed TPR Language		TC56-17
<p>By INSERTING into the provisions of <b>Sec. TPR-147. Obedience to isolated stop signs.</b>, the following:</p> <p><i>Trowbridge Street at Norwood Avenue, westbound.</i></p>		
12.13.17	23	Traffic Council

<h1>TC55-17</h1> <p>24</p> <p>The addition of thirty feet of no parking opposite the church parking lot entrance on Norwood Avenue</p>		
12.13.17	24	Traffic Council



**Location Map: Norwood Ave at Crescent Ave**

**TC55-17**



12.13.17

25

Traffic Council

**Norwood Ave looking toward the Lake**


**TC55-17**




12.13.17

26

Traffic Council

<b>Official Parking Restrictions</b>	<b>TC55-17</b>
<p><b>Current Parking Restrictions</b></p> <p>(1) Prohibited, all days:</p> <ul style="list-style-type: none"> <li>a) East side, from Crescent Avenue to Centre Street.</li> <li>b) South side, from Centre Street westerly 40 feet.</li> </ul> <p>(2) Two-hour limit, 7:00 a.m. to 7:00 p.m.:</p> <ul style="list-style-type: none"> <li>a) West side, from Crescent Avenue southerly 569 feet.</li> <li>b) South side, from a point 40 feet west of Centre Street westerly 371 feet.</li> </ul>	
12.13.17	 <p style="text-align: right;">Traffic Council</p>

<b>Recommendation</b>	<b>TC55-17</b>
<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 5px; margin-right: 10px;"> <p>No Parking &gt;&gt;&gt;&gt; (Add sign)</p> <p>2-hr parking &lt;&lt;&lt;&lt; (add arrows onto sign)</p> </div> <div style="border: 1px solid black; padding: 5px; margin-right: 10px;"> <p>Change current No Parking Here To Corner sign to: No Parking</p> </div>  </div>	
12.13.17	<p style="text-align: right;">Traffic Council</p>

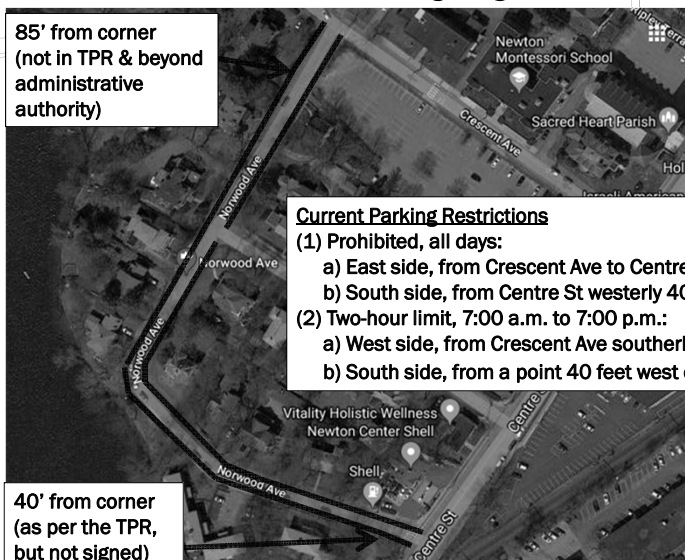
Recommendation		TC55-17
<p>NAN this item</p> <p>Weave desired change for item #TC55-17 into TPR language for item #TC54-17</p>		
12.13.17	29	Traffic Council

<h2>TC54-17</h2> <p>  30  </p> <p>a) Parking prohibition Across from #44 Norwood Avenue</p> <p>b) Remove three two-hour parking spaces across from #56 Norwood Avenue</p>		
12.13.17	30	Traffic Council

## Norwood Ave - Official Parking Regulations

TC54-17

85' from corner  
(not in TPR & beyond  
administrative  
authority)



(Want to shorten,  
per TC55-17)

### Current Parking Restrictions

(1) Prohibited, all days:

- a) East side, from Crescent Ave to Centre St.
- b) South side, from Centre St westerly 40'.

(2) Two-hour limit, 7:00 a.m. to 7:00 p.m.:

- a) West side, from Crescent Ave southerly 569'.
- b) South side, from a point 40 feet west of Centre St westerly 371'.

### LEGEND

- Prohibited
- 2 hr limit 7a-7p
- Unrestricted

40' from corner  
(as per the TPR,  
but not signed)

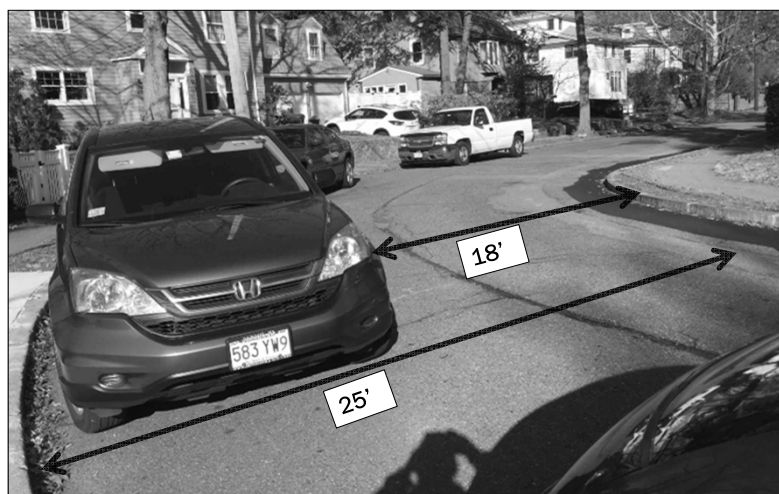
12.13.17

31

Traffic Council

## Norwood Ave at the Curve

TC54-17



12.13.17

32

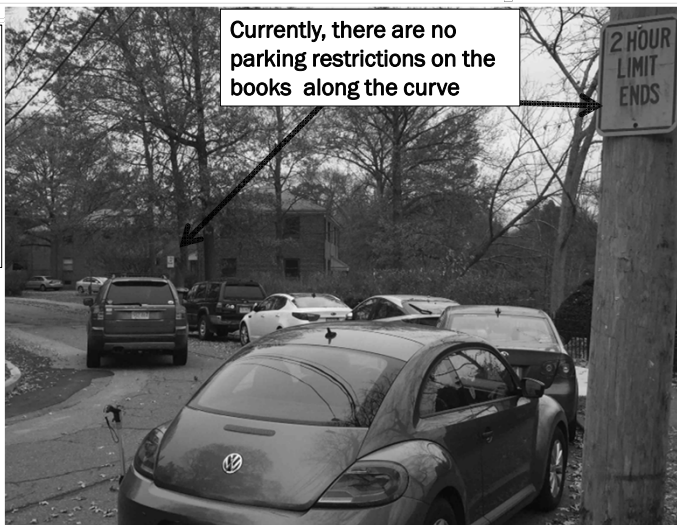
Traffic Council

## Norwood Ave Unrestricted parking Zone

TC54-17

But curbing was recently added, thereby narrowing the roadway

Currently, there are no parking restrictions on the books along the curve



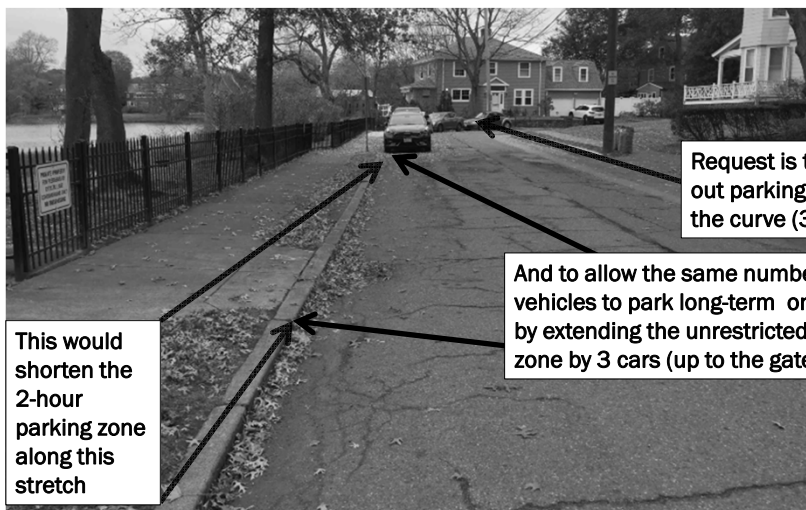
12.13.17

33

Traffic Council

## Norwood Ave looking West toward Curve

TC54-17



Request is to clear out parking around the curve (3 spaces)

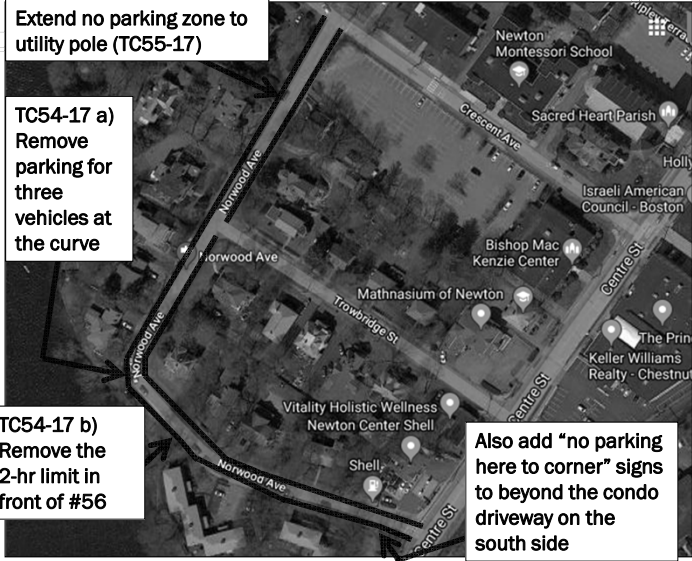
And to allow the same number of vehicles to park long-term on the street by extending the unrestricted parking zone by 3 cars (up to the gate)

This would shorten the 2-hour parking zone along this stretch

12.13.17

34

Traffic Council

<h2 style="margin: 0;">Requested Change</h2>		<h2 style="margin: 0;">TC54-17</h2>
<p><b>Extend no parking zone to utility pole (TC55-17)</b></p> <p><b>TC54-17 a) Remove parking for three vehicles at the curve</b></p> <p><b>TC54-17 b) Remove the 2-hr limit in front of #56</b></p>		<p><b>LEGEND</b></p> <ul style="list-style-type: none"> <li>— Prohibited</li> <li>- - - 2 hr limit 7-7</li> <li>... Unrestricted</li> </ul>
12.13.17	35	Traffic Council

<h2 style="margin: 0;">Recommendation</h2>		<h2 style="margin: 0;">TC54-17</h2>
<p><b><u>NAN Part A</u></b></p> <p>Take an Action on Part B, to encompass all changes to be made along Norwood Avenue</p>		
12.13.17	36	Traffic Council

## Optional TPR Language (current regulations to be deleted)

TC54-17

By DELETING from the provisions of Sec. TPR-176. Parking regulations pertaining to particular streets, the following for Norwood Avenue:

- (1) Prohibited, all days:
  - a) East side, from Crescent Avenue to Centre Street.
  - b) South side, from Centre Street westerly 40 feet.
- (2) Two-hour limit, 7:00 a.m. to 7:00 p.m.:
  - a) West side, from Crescent Avenue southerly 569 feet.
  - b) South side, from a point 40 feet west of Centre Street westerly 371 feet.

12.13.17

37

Traffic Council

## Optional TPR Language to be added (create a new set of parking regulations)

TC54-17

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

- (1) Prohibited, all days:
  - a) East side and North side, from Crescent Avenue to Centre Street.
  - b) South side, from Centre Street westerly 83 feet (Z)
  - c) West side, from Crescent Avenue to a point 140 feet southerly (Y)
  - d) West side, from a point 565 feet south of Crescent Avenue, southeasterly 50 feet (X)
- (2) Two-hour limit, 7:00 a.m. to 7:00 p.m.:
  - a) West side, from a point 140 feet south of Crescent Avenue southerly 425 feet (Y)
  - b) South side, from a point 83 feet west of Centre Street westerly 275 feet (W)

*(Z) This extends the no parking zone beyond the condo driveway, south side*

*(Y) This extends the no parking zone beyond the driveway to #10 Norwood Ave (TC55-17)  
And subsequently shortens the 2-hour parking zone on the west side.*

*(X) This creates the no parking zone for 3 car lengths at the curve*

*(W) This shortens the 2-hr parking zone on the south side near Centre Street and extends the unrestricted parking zone by 3 car lengths across from #56, ending at the gate.*

12.13.17

38

Traffic Council

# TC53-17

39

A flashing school zone/speed limit sign be installed on Crescent Avenue

12.13.17

39

Traffic Council

## Location Map: Crescent Avenue at the School

TC53-17



12.13.17

40

Traffic Council



## Crescent Avenue in front of the School

TC5317



12.13.17

41

Traffic Council

## Optional TPR Language

TC54-17

By INSERTING into Sec. TPR-149. School zones.

*Newton Montessori School:*

Crescent Avenue, Centre Street to Norwood Avenue

Note:  
Traffic Council can approve school zones, but cannot specify flashing school zone signs.


This sign, if approved, will likely be a standard metal sign.

12.13.17

42

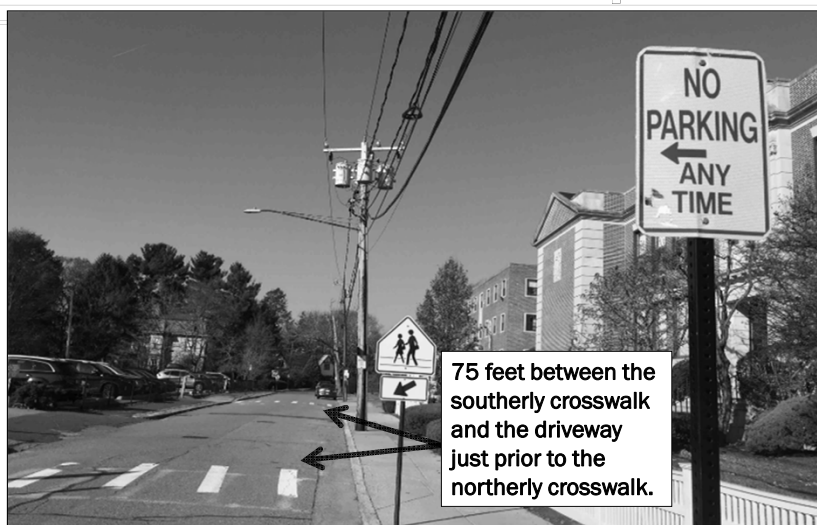
Traffic Council

<h1>TC52-17</h1> <p>∞ 43 ∞</p> <p>Change no parking signs on Crescent Ave to live pick up &amp; drop off during school hours</p>		
12.13.17	43	Traffic Council

<h2>Location Map: Crescent Avenue at the School</h2>		TC52-17
<p><b>Current Parking Restrictions – Crescent Avenue</b></p> <p>(1) Prohibited, all days, including Saturdays, west side from Centre St to Norwood Ave</p> <p>(2) Prohibited, all days, east side, from Norwood Avenue to Beacon Street.</p> <p>(3) Two-hour limit, except Saturdays, Sundays and Holidays west side, from Norwood Ave to Beacon St</p>		
		<p>Note: “2-hour parking” and “no parking” signs are posted in front of the school but</p> <p><b><u>BUT THESE RESTRICTIONS ARE NOT ON THE BOOKS</u></b></p>
<p><b>LEGEND</b></p> <p>Prohibited all days incl Sa</p> <p>Prohibited all days</p> <p>2 hr limit except Sa, Su, Ho</p>		
12.13.17	44	Traffic Council

# Crescent Avenue in front of the School

TC52-17



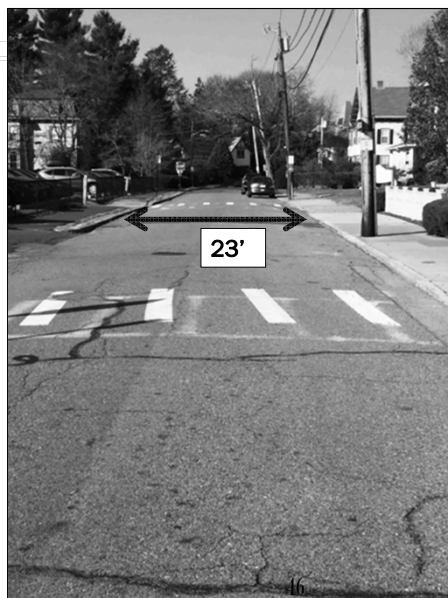
12.13.17

45

Traffic Council

# Crescent Avenue in front of the School

TC52-17



12.13.17

46



Traffic Council

### Option 1: Crescent Avenue at the School – Make the currently posted signs official

TC52-17



#### LEGEND

-  Prohibited all days
-  2 hr limit 6am to 8pm, except Sa, Su, Ho

12.13.17

47

Traffic Council

### Option 1 Proposed TPR Language

TC52-17

**By DELETING from the provisions of Sec. TPR- Sec. TPR-176. Parking regulations pertaining to particular streets, the following for Crescent Avenue:**

- (1) Prohibited, all days, including Saturdays, west side from Centre St to Norwood Avenue.
- (2) Prohibited, all days,
  - a) East side, from Norwood Avenue to Beacon Street.
- (3) Two-hour limit, except Saturdays, Sundays and Holidays:
  - a) West side, from Norwood Avenue to Beacon Street.

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

- (1) Prohibited, all days,
  - a) West side from Centre St to Norwood Avenue.
  - b) East side, from Norwood Avenue to Beacon Street.
  - c) East side, from a point 190 feet west of Centre Street, 195 feet westerly.
- (2) Two-hour limit, 6:00 a.m. to 8:00 p.m., except Saturdays, Sundays and Holidays:
  - a) East side, from Centre Street to a point 160 feet westerly.
  - b) East side, from a point 385 feet west of Centre Street to Norwood Avenue
  - c) West side, from Norwood Avenue to Beacon Street.

12.13.17

48

Traffic Council

## Option 2: Crescent Avenue at the School – Create a “Live Parking” zone

TC52-17



### LEGEND

- Prohibited all days
- Live Parking Only, 6am-8pm, school days
- 2 hr limit 6am to 8pm, except Sa, Su, Ho

12.13.17

49

Traffic Council

## Option 2 Proposed TPR Language

TC52-17

**By DELETING from the provisions of Sec. TPR-176. Parking regulations pertaining to particular streets, the following for Crescent Avenue:**

- (1) Prohibited, all days, including Saturdays, west side from Centre St to Norwood Avenue.
- (2) Prohibited, all days,
  - a) East side, from Norwood Avenue to Beacon Street.
- (3) Two-hour limit, except Saturdays, Sundays and Holidays:
  - a) West side, from Norwood Avenue to Beacon Street.

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

- (1) Prohibited, all days,
  - a) West side from Centre St to Norwood Avenue.
  - b) East side, from Norwood Avenue to Beacon Street.
  - ~~c) East side, from a point 190 feet west of Centre Street, 195 feet westerly.~~
- (2) Two-hour limit, 6:00 a.m. to 8:00 p.m., except Saturdays, Sundays and Holidays:
  - a) East side, from Centre Street to a point 160 feet westerly.
  - b) East side, from a point 410 feet west of Centre Street to Norwood Avenue
  - c) West side, from Norwood Avenue to Beacon Street.
- (3) Live Parking Zone, 6:00 a.m. to 8:00 p.m., School Days
  - a) East side, from a point 240 feet west of Centre Street, 75 feet westerly

12.13.17

50

Traffic Council

# TC128-17

80 51 33

Flexibility in terms of the location, duration, & pricing of public parking spaces as well as potential changes to traffic circulation within and proximate to the Austin St lot, in order to provide for the reconstruction of the Austin St lot

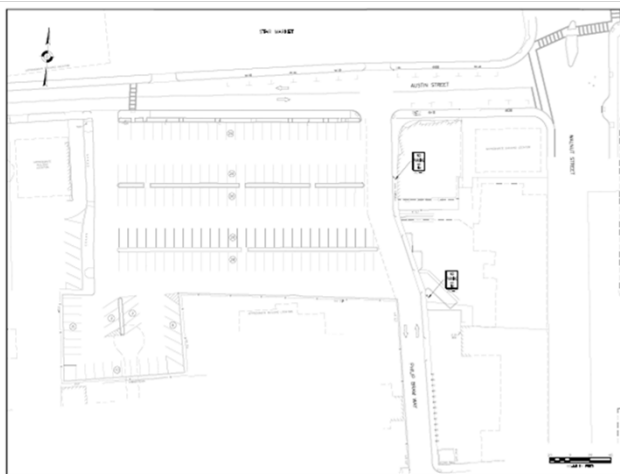
12.13.17

51

Traffic Council

## Construction Management Plan Existing Conditions

TC128-17



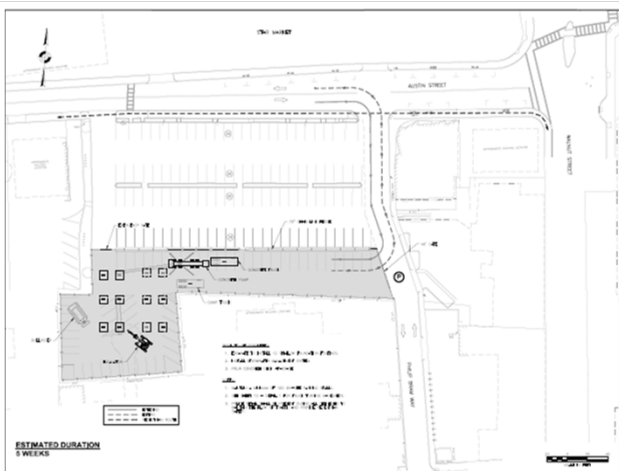
12.13.17

52

Traffic Council

# **Construction Management Plan Preconstruction**

TC128-17



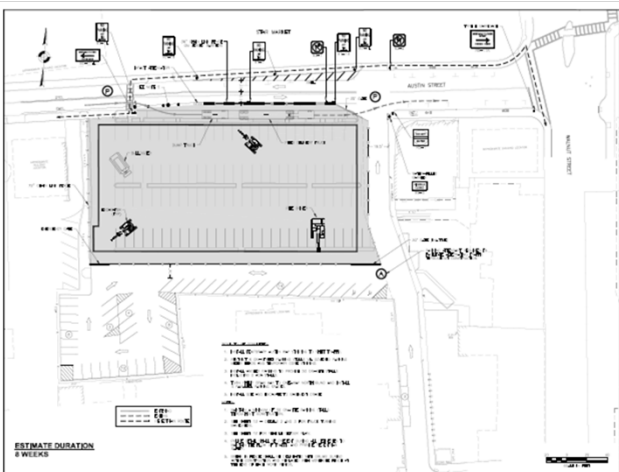
12.13.17

53

Traffic Council

# **Construction Management Plan Basement Concrete Foundation**

TC128-17



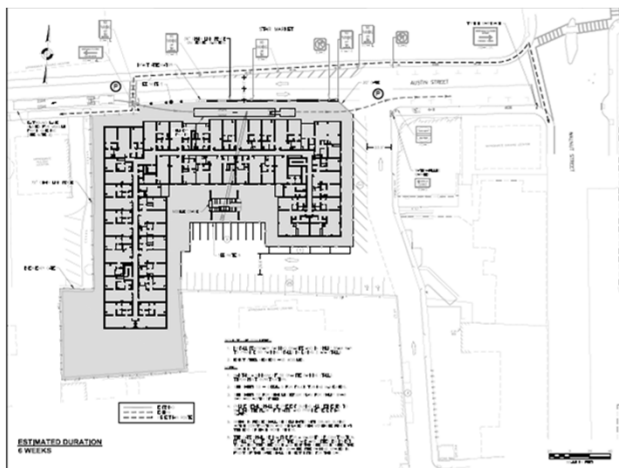
12.13.17

54

Traffic Council

## Construction Management Plan Concrete Structure and Modulars

TC128-17



12.13.17

55

Traffic Council

## Recommendation

TC128-17

### Hold for Trial

Hold this item for an extended flexible trial, with temporary changes to circulation and the location, duration and price of public parking spaces within the Austin Street Lot, on Bram Way, on Austin Street (between Walnut and Lowell), and within any portion of the Star Market Lot under City control to be approved by the Commissioner of Public Works in consultation with the Traffic Bureau Captain and Planning Department Director, throughout the duration of the Austin Street reconstruction project.

12.13.17

56

Traffic Council



TC2-17		
80 57 63		
A change to the direction of traffic flow on Bram Way, in order to accommodate the reconstruction of the Austin Street parking lot		
12.13.17	57	Traffic Council

Recommendations		TC128-17
NAN		
Item handled in TC128-17		
12.13.17	58	Traffic Council

<p>12.13.17</p>	<p>59</p> <p>Traffic Council</p>