



## **Public Safety & Transportation Committee Agenda**

### **City of Newton** **In City Council**

**Wednesday, January 23, 2019**

**7:00 PM**  
**Room 205**

#### **Items Scheduled for Discussion:**

#### **Referred to Public Safety & Transportation, Public Facilities and Finance Committees**

- #156-18**      **Ordinance amendments for enforcement and fines for sidewalk clearing violations**  
COUNCILORS DANBERG, ALBRIGHT, CROSSLEY, NORTON, AND LIPOF, requesting amendments to Chapter 17, Section 3 and Chapter 26 Section 8D of the Revised Ordinances to provide for enforcement and fines for violations of the sidewalk clearing ordinance.

#### **Referred to Public Safety & Transportation and Finance Committees**

- #30-19**      **Rescind Order #607-18 and appropriate \$95,000 from Free Cash for Fire expenses**  
HER HONOR THE MAYOR requesting rescission of Council Order #607-18 repurposing \$95,844.51 to address Fire Department needs and requesting authorization to appropriate ninety-five thousand dollars (\$95,000) from Free Cash to the following Fire Department accounts:

Automobiles/Light Trucks	\$60,000
Training Expenses	\$10,000
Housekeeping Equipment	\$15,000
Public Buildings Repair and Maintenance	\$10,000

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

**#577-18      Appeal of Traffic Council Decision on Ward Street**

CONGREGATION BETH EL-ATERETH ISRAEL, 561 Ward Street, appealing the approval of Traffic Council petition TC62-18 on October 25, 2018 converting Ward Street between Elmore Street and Morseland Avenue from a one-way westbound street into a two-way street, approves a “do not enter” restriction on Ward Street, eastbound, from Morseland Avenue, and installs a new parking restriction at all times on the south side of Ward Street from Morseland Road to a point 165 feet easterly.

**#16-19      Appeal of Traffic Council Decision on Glen Avenue and Elgin Street**

COUNCILORS DANBERG, NOEL AND SCHWARTZ, appealing the denial of Traffic Council petition TC59-18 on November 29, 2018 the stop sign at the intersection of Glen Avenue and Elgin Street to create a 4-way stop with the possible examination of other alternatives for increased safety at this intersection.

**Item Recommended by the City Council to Public Safety & Transportation Committee on April 2, 2018**

**#38-18      Amend overtime parking ordinance**

TRANSPORTATION COORDINATOR, requesting an ordinance amendment to **Chapter 19, Section 190 Overtime parking**, to clarify the language and improve enforcement.

**Public Safety & Transportation Held 7-0 on 01/17/18**

**Public Safety & Transportation Approved 6-2-0 on 03/21/18, Councilors Grossman and Noel opposed**

**#18-19      Annual report of the work of Traffic Council for 2018**

DAVID KOSES, TRAFFIC COUNCIL CHAIR, providing the Annual Report of the work of the Traffic Council for 2018.

All other items before the Committee will be held without discussion.

**Respectfully submitted,**

**Allan Ciccone, Jr. Chair**

# 156-18                      Draft for Discussion 1/18/2019

Revise the provisions of Sec. 26-8D and Sec. 17-23 as follows:

**Sec. 26-8D. Removal of snow and ice from sidewalks**

In order to allow for safe pedestrian and wheelchair passage, every owner or occupant of a building or lot of land abutting upon a paved sidewalk or any person having charge of such property shall use reasonable efforts to remove snow and ice from the sidewalk and handicap access ramps, and shall use reasonable efforts to treat said sidewalk and ramps to allow for a safe passageway of approximately thirty-six (36) inches in width, provided that where such sidewalk is less than thirty-six (36) inches in width the passageway shall encompass its entire width and handicap access ramps. Snow and ice shall be removed, and sidewalks and ramps shall be treated, within ~~thirty-two~~thirty-two (3024) hours after such snow has ceased to fall or such ice has formed. This section shall apply to snow and ice which falls from buildings, other structures, trees or bushes, as well as to that which falls from clouds. This section shall not apply to owners or occupants of a building or lot covered by Section 26-8. The mayor or his designee is authorized to coordinate volunteer snow clearing assistance or to grant an exemption, renewable annually, for citizens who upon written petition demonstrate hardship due to a combination of health and financial duress. ~~Enforcement shall be limited to issuance of notices of non-compliance for violations of any provision of this section.~~ (Z-83, 3-21-11)

**Add Sec. 26-8D to the provisions of Sec. 17-23 (f)**

**Sec. 17-23. Enforcing persons and revised ordinances subject to civil fine.**

(f) DEPARTMENT OF PUBLIC WORKS: The commissioner of public works and/or his or her designee shall be authorized to issue written notice of the following violations:

Sec. 28D. Removal of snow and ice from sidewalks.

      ( ) First offense per 365 day period .....written warning

      ( ) Second and subsequent offenses per 365 day period .....\$50.00



RUTHANNE FULLER  
MAYOR

**City of Newton, Massachusetts**  
**Office of the Mayor**

Telephone  
(617) 796-1100

Telefax  
(617) 796-1113

TDD  
(617) 796-1089

E-mail  
[rfuller@newtonma.gov](mailto:rfuller@newtonma.gov)

December 31, 2018

Honorable City Council  
Newton City Hall  
1000 Commonwealth Avenue  
Newton Centre, MA 02459

Councilors:

I write to request that your Honorable Council docket for consideration a request to rescind Council Order #607-18 which repurposed \$95,844.51 for several Fire Department needs.

This needs to be rescinded because some of the items could not be covered by a bonding funding source.

I also request that the Honorable Council appropriate \$95,000 from June 30, 2018 Certified Free Cash for the following purposes:

Automobile/Light Trucks	\$60,000
Training Expenses	\$10,000
Housekeeping Equipment	\$15,000
Public Buildings Repairs and Maintenance	<u>\$10,000</u>
	\$95,000

The unused funds (\$95,844.51) will be proposed to be repurposed for capital projects that would otherwise have been bonded. That request will come soon to the Honorable City Council.

Thank you for your consideration of this matter.

Sincerely,

*Ruthanne Fuller*

Ruthanne Fuller  
Mayor

RECEIVED  
NEWTON CITY CLERK  
2018 DEC 31 PM 3:12  
CITY OF NEWTON, MA 02459



CITY OF NEWTON

IN CITY COUNCIL

December 17, 2018

ORDERED:

That, in accordance with the recommendation of the Public Safety & Transportation Committee and Finance Committee through their respective Chairs Allan C. Ciccone, Jr. and Leonard J. Gentile, a transfer of funds in the amount of ninety-five thousand eight hundred forty-four dollars and fifty-one cents (\$95,844.51) to various department accounts, be and is hereby approved as follows:

FROM:	Fire Pumper Replacement (34AA210J-58504).....	\$95,844.51
TO:	Automobiles/Light Trucks (021006-58501).....	\$60,000
	Training Expenses (0121008-5319).....	\$10,844.51
	Housekeeping Equipment (0121005-585171).....	\$15,000
	Public Building Repairs & Maintenance (0121005-52407).....	\$10,000

Under Suspension of Rules  
Readings Waived and Approved  
22 yeas 0 nays 2 absent (Councilors Markiewicz and Noel)

(SGD) DAVID A. OLSON  
City Clerk

(SGD) RUTHANNE FULLER  
Mayor

Date \_\_\_\_\_

**City Council**

2019-2020

City of Newton



**PUBLIC SAFETY & TRANSPORTATION COMMITTEE MEETING NOTICE**

Dear Resident:

The Public Safety & Transportation Committee of the City Council will be discussing the following items, which may be of interest to you, at its meeting on Wednesday, January 23, 2019 at 7:00 p.m. in Room 205, Second Floor, City Hall. The meeting is open to the public and if you would like further information on the items, you are encouraged to attend.

**#577-18 Appeal of Traffic Council Decision on Ward Street**

CONGREGATION BETH EL-ATERETH ISRAEL, 561 Ward Street, appealing the approval of Traffic Council petition TC62-18 on October 25, 2018 converting Ward Street between Elmore Street and Morseland Avenue from a one-way westbound street into a two-way street, approves a "do not enter" restriction on Ward Street, eastbound, from Morseland Avenue, and installs a new parking restriction at all times on the south side of Ward Street from Morseland Road to a point 165 feet easterly.

**#16-19 Appeal of Traffic Council Decision on Glen Avenue and Elgin Street**

COUNCILORS DANBERG, NOEL AND SCHWARTZ, appealing the denial of Traffic Council petition TC59-18 on November 29, 2018 the stop sign at the intersection of Glen Avenue and Elgin Street to create a 4-way stop with the possible examination of other alternatives for increased safety at this intersection.

If you are unable to attend this meeting but would like to offer comments in writing for consideration, please forward your comments to the Office of the City Council, 1000 Commonwealth Avenue, Newton Centre, 02459 or e-mail to Danielle Delaney at [ddelaney@newtonma.gov](mailto:ddelaney@newtonma.gov) by Wednesday, January 16, 2019 reflecting the docket item number.

Sincerely,  
Danielle Delaney  
Committee Clerk  
Public Safety & Transportation Committee

1000 Commonwealth Avenue ▪ Newton, MA 02459 617-796-1210  
[www.newtonma.gov](http://www.newtonma.gov)

**APPEAL OF TRAFFIC COUNCIL DECISION**  
**CITY OF NEWTON TRAFFIC COUNCIL, ROOM 105**  
**1000 COMMONWEALTH AVENUE**  
**NEWTON CENTRE, MA 02459**

This form shall be completed by residents or a City Councilor who wish to appeal a Traffic Council decision. This form must be completed and filed with the City Clerk within twenty (20) calendar days of the Traffic Council vote. Requirements for signatures in the matter of appeals are described in Sec.19-33 and 19-34 of the Revised Ordinances of the City of Newton, 2007, as amended by Ordinance Z-12. The Appellant and other parties who may in the Council's judgment be substantially affected by such petition will be notified with the first date the petition will be discussed by the City Council. Note: There are additional appeal requirements for Resident Only Permit Areas; see Sec. 19-201 of the City of Newton Ordinances. If you have further questions, please call the Clerk of the City Council's Office at (617)796-1210.

Complete both sides and submit to the Clerk of the City Council's Office (PLEASE PRINT):

APPELLANT'S NAME: Congregation Beth El - Atereth Israel SIGNATURE: [Signature]  
 ADDRESS: 561 Ward Street, Newton, MA 02459 Unit #             
 TELEPHONE (DAY): 617-244-7233 (EVENING):           

PETITION #: TC - 62-18

**REASON FOR APPEAL:**

This Traffic Council decision adversely affects the safety of a large number of Newton residents who attend services at the two synagogues at the corners of Ward Street and Morseland Avenue, including children.

There will be significant traffic making K-turns at the end of Ward Street in front of the two synagogues, in order to park on the southern side of Ward Street. This will present a significant pedestrian hazard, especially on Saturdays and Jewish holidays.

Cars will now start to ignore the "Do Not Enter" sign at the entrance to Ward Street from Morseland Avenue, again presenting a pedestrian hazard. Ward Street will now become a thoroughfare and short cut between Commonwealth Avenue and Center Street.

Cars will also start to travel through the Congregation Beth El - Atereth Israel parking lot between Commonwealth Avenue and Ward Street in order to get onto Ward Street going east, increasing pedestrian hazards in the parking lot and on Ward Street.

This hazard is made more acute by the fact that for decades Ward Street has been a one way street, with parking facing westbound on both sides of the street. Pedestrians will not be prepared for traffic now traveling eastbound, again increasing pedestrian hazards.

In summary, we ask that this decision be rescinded.

RABBI SEGAL  
 617-694-2022


11/16/09

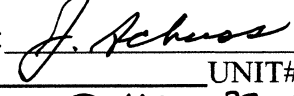
Revised: 01/01/16

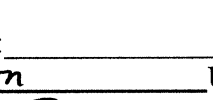
## REQUIRED SIGNATURES (Please Print)

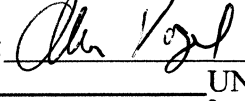
♦ Appeals for intersectional controls/regulations (traffic signals, stop signs, no turn on red, etc.) require a total of six (6) signatures (including appellant's) from owners or tenants whose building or lot of land is located within five-hundred (500) feet of the affected intersection (one signature per household or business).

♦ Appeals for parking restrictions, truck exclusions, speed limits, and all other traffic regulations must be signed by one (1) owner or tenant of at least half of the residential, commercial and/or non-profit units which abut the affected street or way, provided that in no event shall more than ten (10) signatures (including appellant's) be required (one signature per household or business).



NAME: NATHAN VISHNIAUSKY SIGNATURE:   
ADDRESS: 758 Commonwealth Ave UNIT#  
TELEPHONE (DAY): 617 921 0067 (EVENING): same

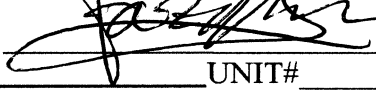
NAME: Jack Schuss SIGNATURE:   
ADDRESS: 8 Cedar St, Newton UNIT#  
TELEPHONE (DAY): 617-480-3319 (EVENING): 617-480-3319


NAME: Mike Hirsch SIGNATURE:   
ADDRESS: 34 Sherbrooke Rd Newton UNIT#  
TELEPHONE (DAY): 617 969 7713 (EVENING): Same


NAME: Alan Vogel SIGNATURE:   
ADDRESS: 81 Clinton Pl UNIT#  
TELEPHONE (DAY): 617 893 9558 (EVENING): 617 893 9558

NAME: Victor Zak SIGNATURE: Victor Zak  
ADDRESS: 24 Document Rd UNIT#  
TELEPHONE (DAY): (EVENING): 617 969 4813

NAME: Dan GOLDISH SIGNATURE:   
ADDRESS: 401 LOWELL AVE, NEWTON MA UNIT#  
TELEPHONE (DAY): 617 340 9341 (EVENING): 

NAME: Faizad Yashar SIGNATURE:   
ADDRESS: 509 Ward St. Newton UNIT#  
TELEPHONE (DAY): 617-233-5000 (EVENING):

NAME: Simon LEU SIGNATURE:   
ADDRESS: 556 WARD ST, New Centre UNIT#  
TELEPHONE (DAY): 617-285-5336 (EVENING):

NAME: Sol Schulman SIGNATURE:   
ADDRESS: 550 Ward St UNIT#  
TELEPHONE (DAY): (847) 951-6054 (EVENING): (847) 951-6054


11/16/09

Revised: 01/01/16

## REQUIRED SIGNATURES (Please Print)

♦ Appeals for intersectional controls/regulations (traffic signals, stop signs, no turn on red, etc.) require a total of six (6) signatures (including appellant's) from owners or tenants whose building or lot of land is located within five-hundred (500) feet of the affected intersection (one signature per household or business).

♦ Appeals for parking restrictions, truck exclusions, speed limits, and all other traffic regulations must be signed by one (1) owner or tenant of at least half of the residential, commercial and/or non-profit units which abut the affected street or way, provided that in no event shall more than ten (10) signatures (including appellant's) be required (one signature per household or business).

NAME: MILENIKO CICMIL SIGNATURE:   
ADDRESS: 507 WARD ST, NEWTON UNIT# \_\_\_\_\_  
TELEPHONE (DAY): 617-390-4306 (EVENING): \_\_\_\_\_

NAME: \_\_\_\_\_ SIGNATURE: \_\_\_\_\_  
ADDRESS: \_\_\_\_\_ UNIT# \_\_\_\_\_  
TELEPHONE (DAY): \_\_\_\_\_ (EVENING): \_\_\_\_\_

NAME: \_\_\_\_\_ SIGNATURE: \_\_\_\_\_  
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ADDRESS: \_\_\_\_\_ UNIT# \_\_\_\_\_  
TELEPHONE (DAY): \_\_\_\_\_ (EVENING): \_\_\_\_\_

#577-18

TC 62-18

**Danielle Delaney**

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**From:** Emily Norton <councilornorton@gmail.com>  
**Sent:** Monday, September 24, 2018 9:02 AM  
**To:** David Koses  
**Cc:** Jason Sobel; Danielle Delaney  
**Subject:** Re: Ward St Traffic Council item

Perfect

On Mon, Sep 24, 2018, 8:43 AM David Koses <[dkoses@newtonma.gov](mailto:dkoses@newtonma.gov)> wrote:

Hi Councilor Norton,

Does this work:

✓ *Councilor Norton requesting a discussion and possible change to the circulation and direction of travel (including the location and direction of associated legal parking) on Ward Street between Elmore and Morseland.*

Danielle is copied and she can docket the final language based on your response.

Thanks,

David

**From:** Emily Norton [mailto:[councilornorton@gmail.com](mailto:councilornorton@gmail.com)]  
**Sent:** Sunday, September 23, 2018 11:33 PM  
**To:** David Koses  
**Cc:** Jason Sobel  
**Subject:** Ward St Traffic Council item

hi David,

Jason and I met with a group of Ward St residents last week about the new one way signage that was recently installed there - Jason told them that according to the city's records, a portion of the street is supposed to be one way (I believe between Elmore and Morseland), but the signage was missing for some reason, for many years,

in fact even longtime residents had no recollection that it was ever one way. So the City placed signage, and that's when everyone got upset. They all agreed they'd like it to be two way on the entire portion, and Jason said he did not see a problem with that. (They'd like to maintain the restriction on entering Ward from the Comm Ave side that currently exists)

So I would like to docket an item to make Ward St two way along its entirety. I'm not sure how to word this exactly right, maybe you can help with that?

Thank you both!

Emily

When responding, please be aware that the Massachusetts Secretary of State has determined that most email is public record and therefore cannot be kept confidential.

CITY OF NEWTONTRAFFIC COUNCIL REPORT

THURSDAY, OCTOBER 25, 2018

Present: David Koses, Traffic Council Chair; Sgt. Bob Lee, Newton Police Department; Jason Sobel, Director of Transportation and Operations and Councilor Ciccone

Absent: Alicia Wilson, Resident Member

Also Present: Isaac Prizant, Traffic Engineer; Councilors Greenberg, Leary, Lappin and Norton

TC62-18      COUNCILOR NORTON, requesting a discussion and possible change to the circulation and direction of travel (including the location and direction of associated legal parking) on Ward Street between Elmore Street and Morseland Avenue. (Ward 2) [09/24/18 @ 9:02 AM]

**ACTION:      APPROVED 3-1 (Koses opposed). Approved the language of TPR 442. TPR 442 converts Ward Street between Elmore Street and Moreseland Avenue from a one-way westbound street into a two-way street, approves a “do not enter” restriction on Ward Street, eastbound, from Morseland Avenue, and installs a new parking restriction at all times on the south side of Ward Street from Moreseland Road to a point 165 feet easterly.**  
**This item may be appealed through the close of business November 14, 2018.**

**NOTE:**      Council members were provided with a location map, photos of parking on Ward Street with a two-way circulation, parking with a two-way street, signage and restricted parking on Ward Street with a two-way circulation, characteristics of this section of Ward Street, current parking regulations on Ward Street and options for consideration.

Mr. Koses stated that Ward Street is 28 feet wide, which allows parking on both sides. This docket request is requesting a discussion and possible change to the circulation and direction of travel (including the location and direction of associated legal parking) on Ward Street between Elmore Street and Morseland Avenue. On five occasions, parking observations showed that there were between one to five vehicles parked on Ward Street. The utility poles and fire hydrants are located on the north side. The current parking regulation on this section of Ward Street is prohibited, 8:00 a.m. to 12:00 p.m., Saturdays only, north side, from a point 60 feet east of Morseland Avenue, 120 feet easterly.

Mr. Koses explained the following:

Parking on Ward Street with a two-way circulation

With a two-way circulation, parked cars on the south side of Ward Street must face east or could be ticketed. Parked vehicles on the north side of Ward Street face west.



Signage and restricted parking on Ward Street with a two-way circulation

All signs must be turned so that they face eastbound traffic. Parking may need to be removed from the south west end of Ward Street. Also, expect cars to turn around in driveways along Ward Street, so that they are parked in the correct direction.

Option 1

Ward Street would remain one-way westbound. Parking would to continue to occur in the westbound direction on the north and south sides of Ward Street, signs on the south side should continue to face westbound traffic and no changes are necessary to the traffic and parking regulations.

Option 2

Ward Street would be converted to two-way, with a Do Not Enter restriction from Morseland. Parking on the south side must face eastbound, signs on the south side need to be flipped to face eastbound traffic, with access only from the east, continuation of turning around in residential driveways, consider restricting parking between Morseland Road and the driveway to 556 Ward Street.

Option 3

Ward Street would be converted to two-way, without a Do Not Enter restriction from Morseland. Parking on the south side must face eastbound, signs on the south side need to be flipped to face eastbound traffic, it is not necessary to restrict parking at 556 Ward Street, less likelihood for turning around in residential driveways, more left turns (Commonwealth Avenue to Morseland Road and more through traffic.

Two emails were received, on file. Mr. Koses opened the discussion to members of the public who were present. Residents expressed their concerns and suggestions.

Concerns:

- Drivers have the tendency to ignore the Do Not Enter sign.
- Drivers have the tendency to park on both sides of Ward Street when the double yellow line was present.
- It is disturbing to hear after 30 years; the consideration of Ward Street being converted to a two-way street.
- Ward Street is used as a cut-through street.
- A resident stated that approximately a month ago, one-way signs were installed.
- Some residents have the tendency to travel the wrong way on Ward Street.
- Pedestrians should look both ways when crossing a one-way street, but do not.

Suggestions:

- Please convert Ward Street to a two-way street, have not witnessed any type of accidents.
- Please maintain Ward Street as a one-way street.
- If converted to a two-way street, a suggestion included eliminating parking on the south side.
- Drivers have the tendency to weave in and out of parked vehicles once the yellow line was removed.
- Please do not remove the Do Not Enter sign; the number of accidents may increase.

TRAFFIC COUNCIL REPORT  
Thursday, October 25, 2018  
page 3

Some residents supported the conversion of Ward Street into a two-way street, others opposed. Some residents agreed to the removal of the Do Not Enter sign, others opposed.

Mr. Koses stated that the double yellow line was painted in error and was scraped off this spring. He then stated that residents cannot travel the wrong way on Ward Street, it could be a moving violation.

Mr. Sobel stated that the one-way signs were installed to clarify existing regulations. No changes were made to the street, signs were only installed to clarify the current official circulation regulations, which is why this item was docketed. Councilor Norton stated that residents met with herself and Mr. Sobel to discuss this proposal. Residents urged the conversion to a two-way street and requested to maintain the "Do Not Enter" sign on Morseland.

Mr. Sobel stated that if Ward Street is converted into a two-way street, the double yellow line does not have to be striped. Sgt. Lee expressed concern that if the double yellow line is not striped, drivers may have the tendency to perform a 3-point turn.

Without further discussion, Councilor Ciccone made a motion to approve TPR 442, with the understanding a double yellow line will not be striped. Council members agreed 3-1, Mr. Koses opposed. Mr. Koses stated that this item may be appealed through the close of business on November 14, 2018.

TC62-18

CITY OF NEWTON  
TRAFFIC & PARKING REGULATION

TPR NO. 442

October 25, 2018

In accordance with the vote of the Traffic Council on October 25, 2018:

The City of Newton Traffic & Parking Regulations, as established in Chapter 19, Section 27 of the City of Newton Revised Ordinances, 2017, as amended, be and are hereby further amended as follows:

By DELETING from the provisions of Sec. **TPR-85. One-way streets.**, the following:

*Ward Street*, from Elmore Street westerly to Commonwealth Avenue, Ward 7.

By INSERTING into the provisions of Sec. **TPR-87. Left turns prohibited.**, the following:

*Morseland Avenue*, southbound onto Ward Street.

By INSERTING into the provisions of Sec. **TPR-89 Right turns prohibited.**, the following:

*Morseland Avenue*, northbound onto Ward Street.

By INSERTING into the provisions of Sec. **176. Parking regulations pertaining to particular streets.**

*Ward Street*

(1) Prohibited, all days:

(h) South side, from Morseland Avenue to a point 165 feet easterly.

Approved as to legal form and character:

(SGD) OUIDA C. M. YOUNG  
Acting City Solicitor

(SGD) DAVID A. OLSON  
City Clerk

# TC62-18

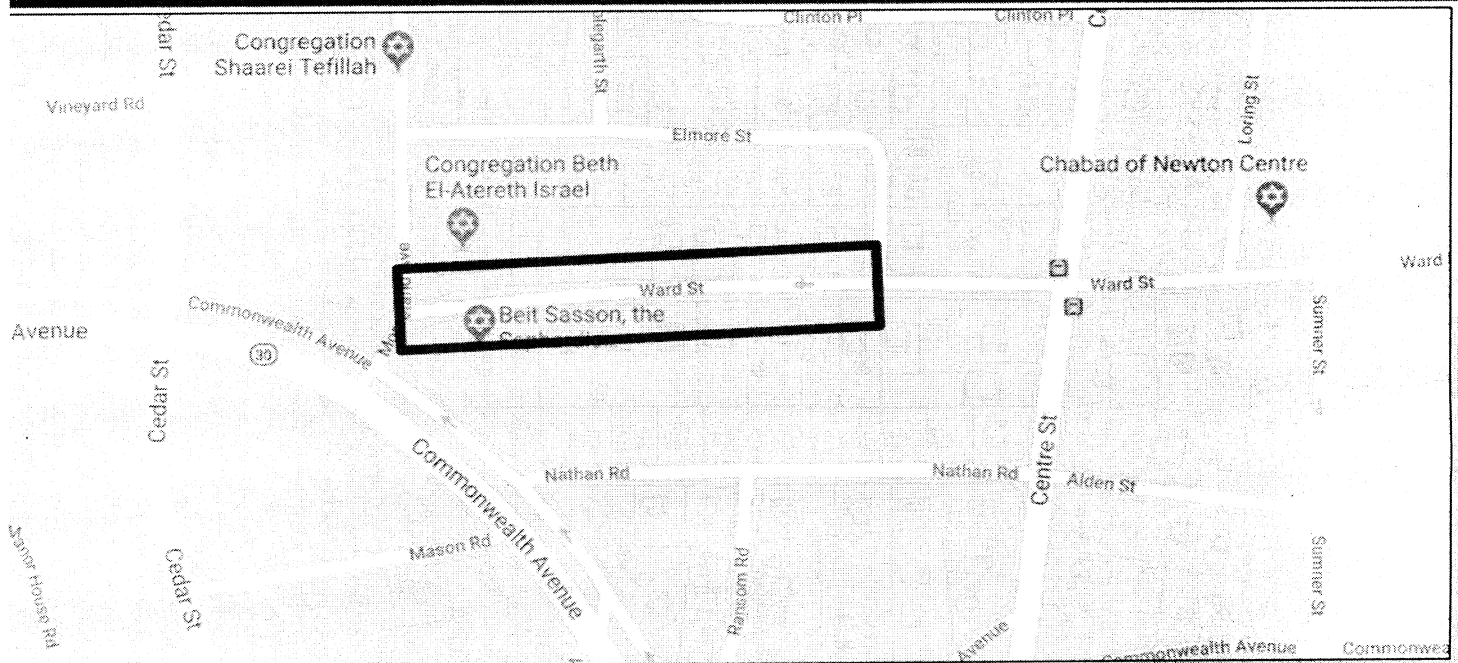
19

TC62-18 COUNCILOR NORTON, requesting a discussion and possible change to the circulation and direction of travel on Ward Street between Elmore and Morseland

10.25.18

# Location Map: One-way section of Ward St

TC62-18



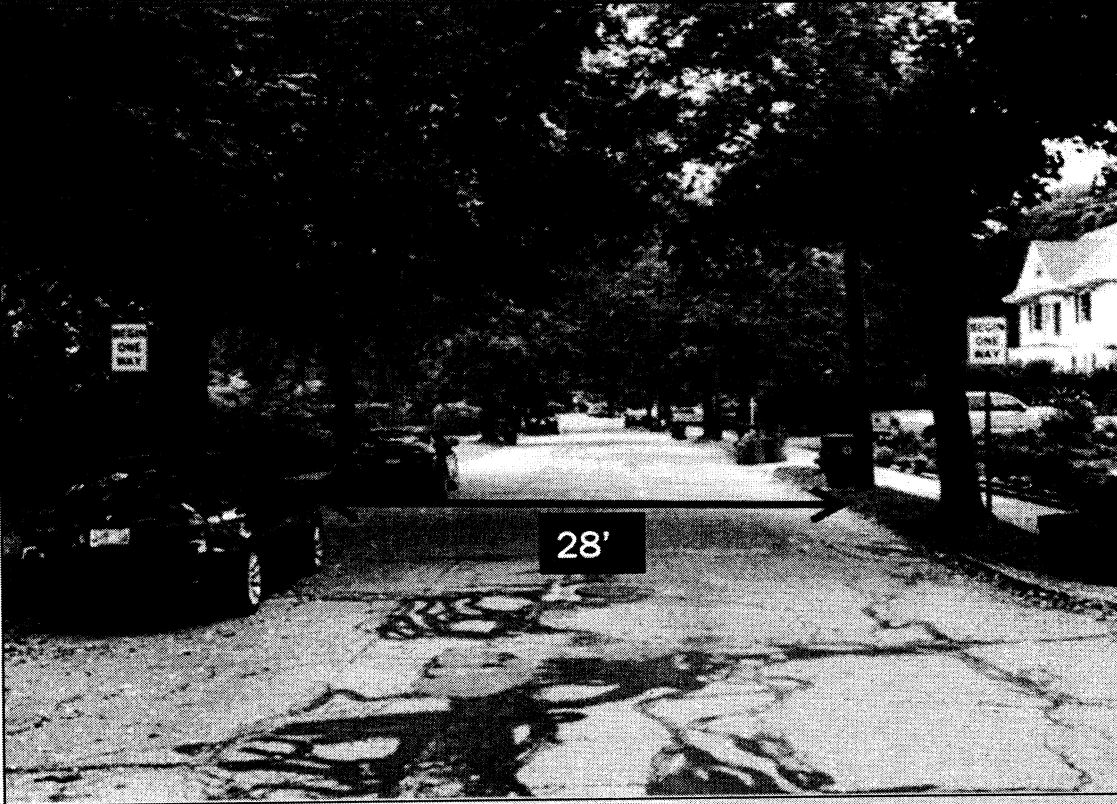
10.25.18

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Traffic Council

Photo: Ward St at Elmore, looking west

TC62-18

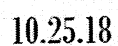


10.25.18

21

Traffic Council

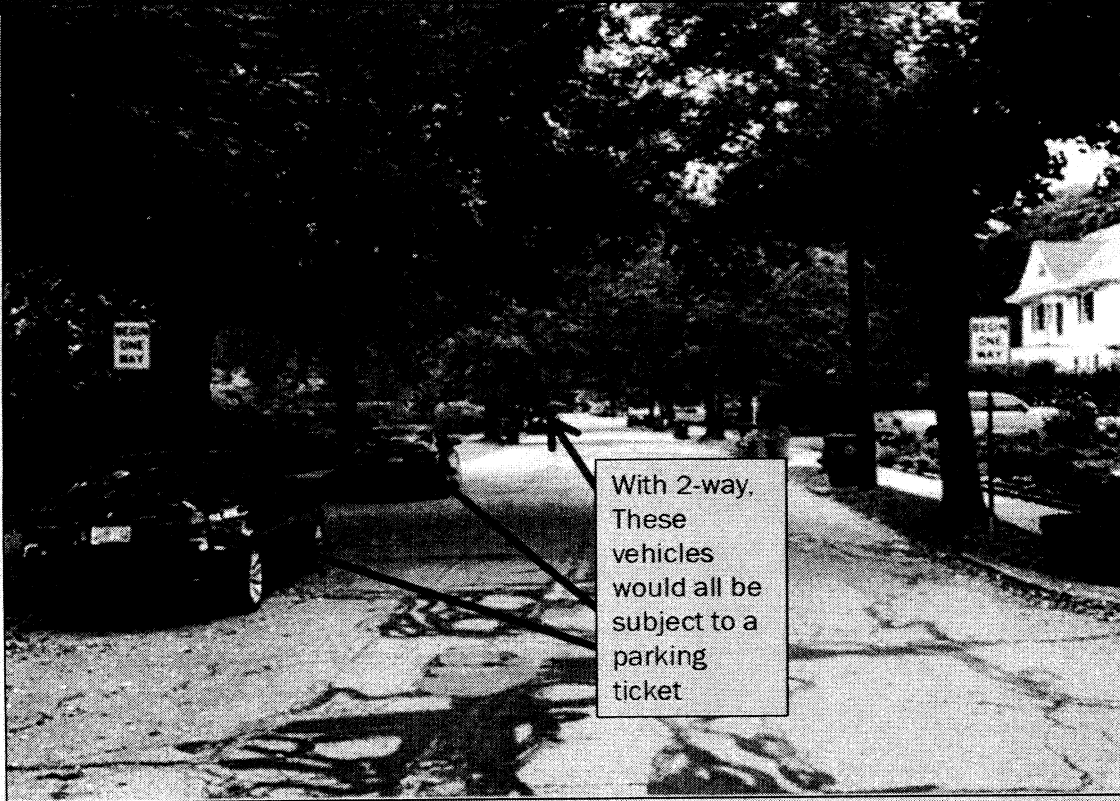
TC62-18





# Parking with a 2-way street Ward Street

## TC62-18



10.25.18

23

Traffic Council

# Signage and restricted parking on Ward St with a 2-way circulation

## TC62-18

All signs  
must be  
turned  
around so  
that they  
face EB  
traffic

And...  
*If a Do Not  
Enter  
remains*  
from  
Morseland  
onto Ward...

Parking may need to be  
removed from the SW  
end of Ward St  
(in front of Beit Sassan)

Also, expect cars to turn around in driveways along Ward St,  
so that they are parked in the correct direction.

10.25.18

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Traffic Council

# Characteristics of this section of Ward St

# TC62-18

## General Characteristics

- 28' wide
- 800' long Elmore to Morseland

## Parking Observations

- Monday 10/15/18 @ 11:00 AM: 2 on (south side); 4 (north side)
- Tuesday 10/16/18 @ 2:00 PM: 2 on (south side); 2 (north side)
- Wednesday 10/17/18 @ 9:30 AM: 2 on (south side); 3 (north side)
- Friday 10/19/18 @ 3:00 PM: 2 on (south side); 3 (north side)
- Monday 10/22/18 @ 10:00 AM: 1 on (south side); 5 (north side)

## Location of Utility Poles and Hydrants

- Utility Poles – on the north side
- Fire hydrants – on the north side

# Current Parking Regulations on Ward St

## TC62-18

(1) Prohibited, all days:

- a) South side from Westbourne Road to Wessex Road
- b) North side, from West Boulevard Road to Coolidge Road.
- c) South side, from Westbourne Road to Eastbourne Road.
- d) South side, from Waverley Avenue westerly 100 feet.
- e) North side, from Stuart Street westerly 100 feet.
- f) North side, from Waverley Avenue easterly 100 feet.
- g) North side, from a point 240 feet east of Exmoor Road, westerly 55 feet.

(2) One-hour limit, Saturdays included, 8:00 a.m. to 3:00 p.m., south side, from Hammond Street to Manet Road.

(3) Two-hour limit, 8:00 a.m. to 10:00 a.m. and 2:00 p.m. to 4:00 p.m., north side, Woodlawn Drive to Manet Road.

(4) Prohibited, 8:00 a.m. to 12:00 p.m., Saturdays only, north side, from a point 60 feet east of Morseland Avenue, 120 feet easterly.

# Current Access Restrictions

## TC62-18

Sec. TPR-85. One-way streets.

Upon the following streets or parts of streets vehicular traffic shall move only in the direction indicated below:

Ward Street, from Elmore Street westerly to Commonwealth Avenue, Ward 7.

*This restriction automatically allows the "Do Not Enter" sign from Morseland Road onto Ward Street)*

10.25.18

27

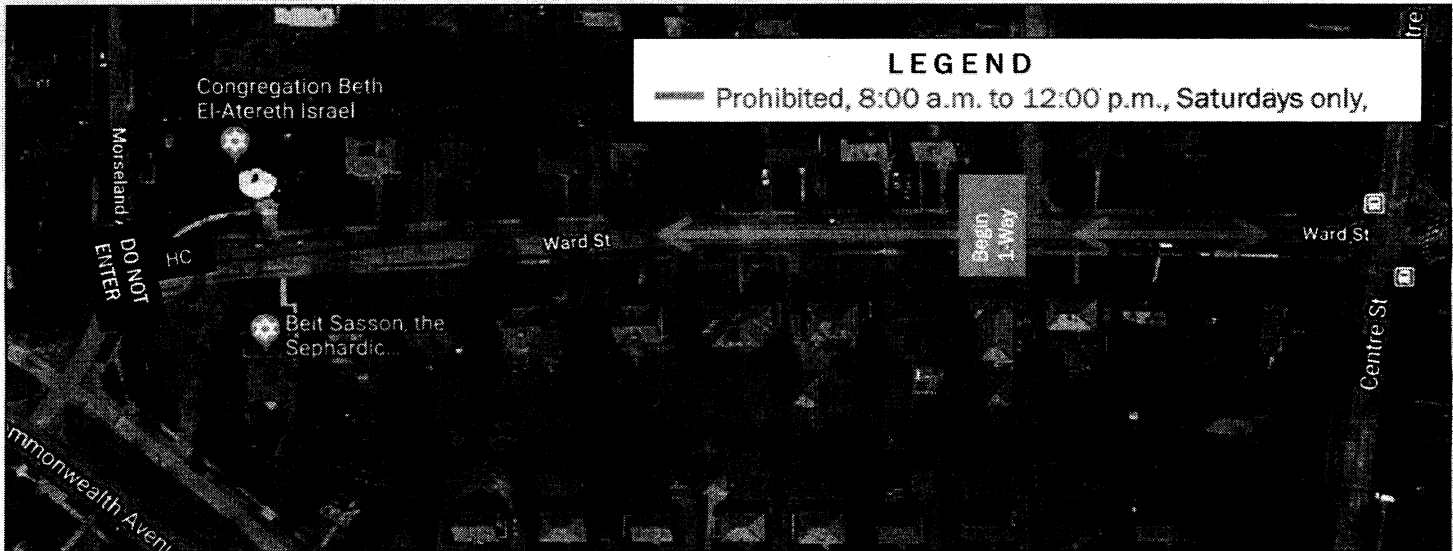
Traffic Council



# Option 1: One-way WB Ward St (Do Not Enter from Morseland)

## TC62-18

- Parking to continue to occur in the WB direction on the N side and the S sides of Ward St
- Signs on the south side should continue to face WB traffic (No changes to signage needed)
- No changes to the TPR needed



10.25.18

28

Traffic Council

# Option 2: Two-way Ward St with the Do Not Enter from Morseland

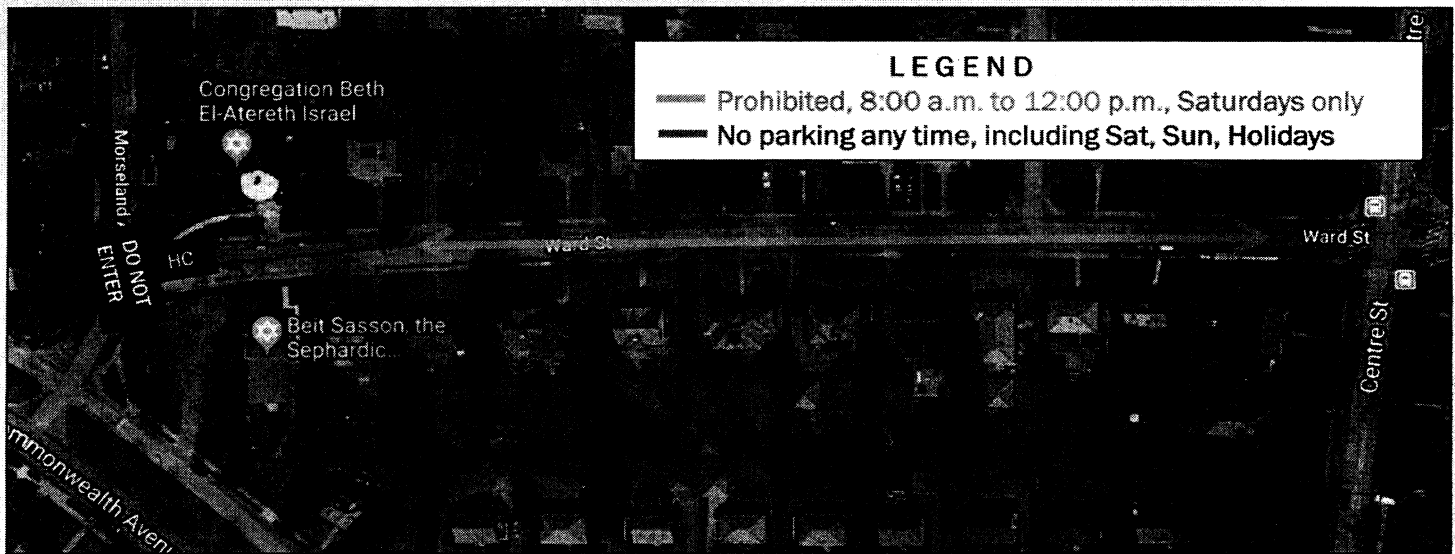
## TC62-18

Parking on the south side must face Eastbound

- Signs on the south side need to be flipped to face Eastbound traffic

With access only from the east, continuation of turning around in residential driveways

Consider restricting parking between Morseland Rd & the driveway to 556 Ward St (Beit Sassan) – a distance of 165 feet.



10.25.18

29

Traffic Council

## Proposed TPR language for Option 2: One-way Ward St with the DNE at Morseland

# TC62-18

by DELETING from the provisions of Sec. TPR-85. One-way streets., the following:  
*Ward Street, from Elmore Street westerly to Commonwealth Avenue, Ward 7.*

by INSERTING into the provisions of Sec. TPR-87. Left turns prohibited., the following:  
*Morseland Avenue, southbound onto Ward Street*

by INSERTING into the provisions of Sec. TPR-89 Right turns prohibited., the following:  
*Morseland Avenue, northbound onto Ward Street*

by INSERTING into the provisions of Sec. 176. Parking regulations pertaining to particular  
streets.

*Ward Street*

1) Prohibited, all days:

(i) South side, from Morseland Road to a point 165 feet easterly

**CAN BE APPEALED**

**Appeal Deadline is November 14, 2018**

10.25.18

30

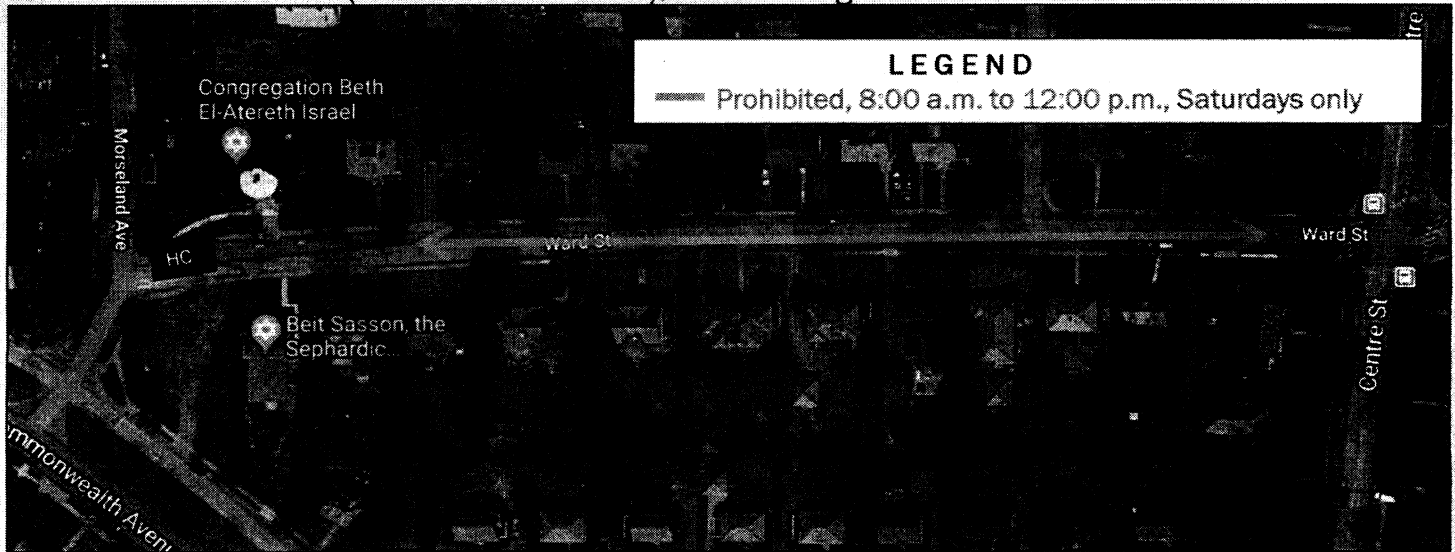
Traffic Council



# Option 3: Two-way Ward St without the Do Not Enter from Morseland

TC62-18

- Parking on the south side must face Eastbound
  - Signs on the south side need to be flipped to face Eastbound traffic
- No need to restrict parking at 556 Ward Street
- Less likelihood for turning around in residential driveways
- Consideration: Comm Ave > Morseland Ave > Ward St > Centre Street
  - More left turns (Comm to Morseland): More through traffic



10.25.18

31

Traffic Council

# Proposed TPR language for Option 3: One-way Ward without the DNE at Morseland

TC62-18

by DELETING from the provisions of Sec. TPR-85. One-way streets., the following:  
*Ward Street, from Elmore Street westerly to Commonwealth Avenue, Ward 7.*

**CAN BE APPEALED****Appeal Deadline is November 14, 2018**

10.25.18

32

Traffic Council

**From:** [Danielle Delaney](#)  
**To:** [Danielle Delaney](#)  
**Subject:** FW: Traffic appeal #577-18 Ward Street  
**Date:** Tuesday, January 15, 2019 8:51:53 AM

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**From:** Mary Herlihy < >  
**Sent:** Monday, January 14, 2019 8:24 PM  
**To:** Danielle Delaney <ddelaney@newtonma.gov>  
**Cc:** phuli.cohan  
**Subject:** Traffic appeal #577-18 Ward Street

Re: Appeal #577-18 of Traffic Decision on Ward Street

-The current one way at far end of Ward Street, between Elmore and Morseland has resulted in cars travelling faster through this section of the street. The daily flow is noticeable.

-The proposed two way is of value to the few residents who live between Elmore and Morseland and few others. There is not incoming traffic from Ward and Morseland end and this does not change that.

In response to Congregation Beth El-Atereth Israel's concerns.

-*Cars will ignore "Do not Enter" sign at the end of Ward Street.* This is highly unlikely. It is a prominent sign that is heeded now and has been for the 20 years I have lived on this end of Ward Street. With no indication at that end that two way traffic is permitted, a person is not likely to consider that option.

-*Travel through the congregations' parking lot to gain access to the two way Ward Street.* The lot is only used by the congregation and thus this use of Ward Street from that far down Ward Street could be addressed by the congregation itself. It is not even convenient to turn east onto Ward Street from there, going onto Morseland or onto Comm Ave is much more reasonable and likely.  
Individuals outside the congregation are highly unlikely to access the parking lot from Comm Ave carriage road to gain access to Ward Street. It is a cumbersome, indirect route, with little advantage over the adjacent streets of Morseland and Comm Ave. The parking lot is more akin to a field than a parking lot, often muddy and not hospitable to traffic. Going through it to get to Ward Street is more of a hazard to a vehicle than an advantage.

-*Turning to park on south side:* I would welcome a parking restriction at the far end near the synagogue. Not the entire length of this section of Ward, but perhaps the last quarter near the synagogue. The parking on both sides when synagogue is busy creates a very congested road, nearly impossible to exit a driveway in the winter with snow.

Thank you,  
Mary M Herlihy  
544 Ward Street, Newton MA

**From:** [Danielle Delaney](#)  
**To:** [Danielle Delaney](#)  
**Subject:** FW: In Support of Proposal, at 1/23/3319 Traffic Council Meeting, to revert Ward St. to westbound only between Elmore and Morseland  
**Date:** Tuesday, January 15, 2019 8:52:43 AM

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**From:** Stephanie Karger <>

**Sent:** Tuesday, January 15, 2019 1:18 AM

**To:** Traffic Council <trafficcouncil@newtonma.gov>; Jason Sobel <jsobel@newtonma.gov>; Emily Norton <enorton@newtonma.gov>; Allan Ciccone Jr. <acicconejr@newtonma.gov>; Jacob D. Auchincloss <jauchincloss@newtonma.gov>; David Koses <dkoses@newtonma.gov>

**Subject:** In Support of Proposal, at 1/23/3319 Traffic Council Meeting, to revert Ward St. to westbound only between Elmore and Morseland

Dear Traffic Council:

Last Saturday I first heard that Ward Street had been converted from a westbound street to a two-way street, in accordance with TPR442, approved 3-1 at Traffic Council on October 25. (Ward 2 Councilor Norton brought proposal TC62-18 in response to requests of residents on the street. Coordinator Koses opposed.) Unfortunately a large number of Newton residents - like myself - who would be severely and negatively impacted by the change (although we do not live on Ward. St.) were not even aware that it was being considered until long after it was approved and the November appeal date had passed.

Every Saturday, from 7:30 AM to noon or one PM or later, hundreds of worshipers, adults and children, attend services and social activities at the 3 synagogues on Ward St. and Morseland Ave. A similar number attend for 5 to 12 Jewish holidays during the year which often fall during the week on days considered workdays with workday traffic flows. Although fewer congregants attend services Friday night or return for activities later Saturday afternoon or evening, twilight and darkness make pedestrian safety an important concern at those times. Most worshipers live within a half mile or mile of the synagogues and walk to services, though a few may drive. When a bar or bat mitzvah is celebrated, the number of worshipers may double and there is often increased pedestrian and auto traffic. In nice weather, many people socialize on the walkways outside the synagogues. Of particular concern, children often walk between synagogues, without their parents, to meet friends or engage in shared youth programs. Drivers heading North or South on Morseland may have a "tendency to ignore the Do Not Enter sign" on Ward in order to use Ward as a "cut through" to avoid the light at Centre and Comm Ave, or to park in the "correct" direction of the South side of the street. Children, of course, are not supposed to congregate near streets and have been told to "look both ways" - but they are children.

The biggest dangers to walking children and adults were pointed out by Coordinator Koses and Sgt. Lee: cars doing 3-point turns or turning around in driveways near the synagogues in order to face in the correct direction and avoid parking tickets. For short early morning and evening services during the week, a number of people drive to synagogue and park on Ward; having reduced parking on the South side of Ward might make it difficult for these people to find spaces. Drivers arriving at Morseland without finding a spot would likely do the 3-point turn right in front of the synagogues in

order to go back the other way to park. Such a traffic pattern would be especially disquieting in the light of recent security concerns at Jewish institutions; we would certainly not want to encourage cars to do a 3-point turn in front of our synagogues. That City inspection of this quiet residential street on 5 weekdays showed very few people walking or cars parked is not representative of the Friday night, Saturday and Holyday activity.

Not having known in advance that the Ward Street change was being considered, I was unable to attend the hearing or know how many of the 20 or so Ward St. residents with homes between Elmore and Morseland wanted this change or why. I certainly cannot understand taking a street that has officially been a one-way street for 30 years, causing no difficulty to anyone, and suddenly turning it into a two-way street just to avoid giving tickets to a few people driving the wrong way on a one-way street, or to save residents a drive around the block. But turning Ward into a two-way street has a severe negative impact on hundreds of synagogue members. I understand that Traffic Council, on January 23, will hear a proposal to reverse this change and I request that you support returning Ward Street, from Elmore to Morseland, to one-way westbound travel.

Stephanie Karger  
38 Wauwinet Rd.  
W. Newton, MA

January 13, 2019

To the Public Safety and Transportation Committee of the Newton City Council:

We are strongly opposed to the conversion of Ward Street from a one-way westbound street into a two-way street, even with a "do not enter" restriction on Ward Street, eastbound, from Morseland Avenue. This Traffic Council action would endanger a large number of Newton residents, including children, who attend services at the synagogues near the corners of Ward Street and Morseland Avenue. This safety risks are as follows:

- There will be significant traffic making U-turns at the end of Ward Street in front of the two synagogues there, in order to park on the southern side of Ward Street. This presents a significant pedestrian hazard, especially on Saturdays and Jewish holidays.
- Cars will start to use Ward Street as a shortcut to Centre Street, either by ignoring the "Do Not Enter" sign at the entrance to Ward Street from Morseland Avenue, or by cutting through the Congregation Beth El – Atereth Israel parking lot. Ward Street will now become a thoroughfare between Commonwealth Avenue and Center Street. This increased traffic on Ward Street will further endanger pedestrians and children, especially on Saturdays and Jewish holidays.
- This hazard is made more acute by the fact that for decades Ward Street has been a one way street, with parking facing westbound on both sides of the street. Pedestrians will not be prepared for traffic now traveling eastbound, presenting an increased risk of accidents.

We hope that the Public Safety & Transportation Committee of the Newton City Council retracts the recommendation of the Traffic Council in order to decrease the risk of a tragic accident on Ward or Morseland Streets.



George Flesh

245 Highland Ave.

West Newton, MA 02465



Marilyn Holly Flesh

245 Highland Ave.

West Newton, MA 02465



**City Council**

2019-2020

City of Newton



**PUBLIC SAFETY & TRANSPORTATION COMMITTEE MEETING NOTICE**

Dear Resident:

The Public Safety & Transportation Committee of the City Council will be discussing the following items, which may be of interest to you, at its meeting on Wednesday, January 23, 2019 at 7:00 p.m. in Room 205, Second Floor, City Hall. The meeting is open to the public and if you would like further information on the items, you are encouraged to attend.

**#577-18 Appeal of Traffic Council Decision on Ward Street**

CONGREGATION BETH EL-ATERETH ISRAEL, 561 Ward Street, appealing the approval of Traffic Council petition TC62-18 on October 25, 2018 converting Ward Street between Elmore Street and Morseland Avenue from a one-way westbound street into a two-way street, approves a "do not enter" restriction on Ward Street, eastbound, from Morseland Avenue, and installs a new parking restriction at all times on the south side of Ward Street from Morseland Road to a point 165 feet easterly.

**#16-19 Appeal of Traffic Council Decision on Glen Avenue and Elgin Street**

COUNCILORS DANBERG, NOEL AND SCHWARTZ, appealing the denial of Traffic Council petition TC59-18 on November 29, 2018 the stop sign at the intersection of Glen Avenue and Elgin Street to create a 4-way stop with the possible examination of other alternatives for increased safety at this intersection.

If you are unable to attend this meeting but would like to offer comments in writing for consideration, please forward your comments to the Office of the City Council, 1000 Commonwealth Avenue, Newton Centre, 02459 or e-mail to Danielle Delaney at [ddelaney@newtonma.gov](mailto:ddelaney@newtonma.gov) by Wednesday, January 16, 2019 reflecting the docket item number.

Sincerely,  
Danielle Delaney  
Committee Clerk  
Public Safety & Transportation Committee

1000 Commonwealth Avenue ▪ Newton, MA 02459 617-796-1210  
[www.newtonma.gov](http://www.newtonma.gov)



**APPEAL OF TRAFFIC COUNCIL DECISION**  
**CITY OF NEWTON TRAFFIC COUNCIL, ROOM 105**  
**1000 COMMONWEALTH AVENUE**  
**NEWTON CENTRE, MA 02459**

Received  
 12/18/18  
 @ 4:15 p.m.  
 dld

This form shall be completed by residents or a City Councilor who wish to appeal a Traffic Council decision. This form must be completed and filed with the City Clerk within twenty (20) calendar days of the Traffic Council vote. Requirements for signatures in the matter of appeals are described in Sec.19-33 and 19-34 of the Revised Ordinances of the City of Newton, 2007, as amended by Ordinance Z-12. The Appellant and other parties who may in the Council's judgment be substantially affected by such petition will be notified with the first date the petition will be discussed by the City Council. Note: There are additional appeal requirements for Resident Only Permit Areas; see Sec. 19-201 of the City of Newton Ordinances. If you have further questions, please call the Clerk of the City Council's Office at (617)796-1210.

Complete both sides and submit to the Clerk of the City Council's Office (PLEASE PRINT):

APPELLANT'S NAME:

*Councilor Danberg*

SIGNATURE:

*Noel, Schwartz*

ADDRESS:

Unit #

TELEPHONE (DAY):

(EVENING):

PETITION #: TC - 59-18

**REASON FOR APPEAL:**

*Appealing Denial of 4-way stop  
 at Glen & Elgin, with possible  
 examination of other alternatives  
 for increased safety at this  
 intersection,*



**APPEAL OF TRAFFIC COUNCIL DECISION**  
**CITY OF NEWTON TRAFFIC COUNCIL, ROOM 105**  
**1000 COMMONWEALTH AVENUE**  
**NEWTON CENTRE, MA 02459**

This form shall be completed by residents or a City Councilor who wish to appeal a Traffic Council decision. This form must be completed and filed with the City Clerk within twenty (20) calendar days of the Traffic Council vote. Requirements for signatures in the matter of appeals are described in Sec.19-33 and 19-34 of the Revised Ordinances of the City of Newton, 2007, as amended by Ordinance Z-12. The Appellant and other parties who may in the Council's judgment be substantially affected by such petition will be notified with the first date the petition will be discussed by the City Council. Note: There are additional appeal requirements for Resident Only Permit Areas; see Sec. 19-201 of the City of Newton Ordinances. If you have further questions, please call the Clerk of the City Council's Office at (617)796-1210.

RECEIVED  
2008 DEC 19 PM 3:33  
Newton City Clerk

Complete both sides and submit to the Clerk of the City Council's Office (PLEASE PRINT):

APPELLANT'S NAME: Suzanne Goldman SIGNATURE: *Suzanne Goldman*  
 ADDRESS: 100 Glen Ave Unit # 11  
 TELEPHONE (DAY): 617 710 7366 (EVENING): same

**Traffic Council Appeal-Dec 19, 2018**

Glen Ave and Elgin is a very dangerous intersection as the accident record shows.

A driver entering the intersection SB on Elgin faces multiple obstructions on the right (large tree trunks, foliage higher than car height in season, and a road depression that entirely obscured a car until the car emerges).

We know traffic is unequal, and that the stop sign proposal was defeated because it failed 3 out of four possible requirements.

But, in addition-

There is currently no speed limit sign on Glen. The vision heading to the intersection is obstructed BOTH ways-SB on Glen and EB on Elgin.

Many neighbors, including on the dead end side of Elgin (from where there is no alternative but to go through this intersection) have mentioned they see or hear weekly near misses and short stops.

The distance from the point where a driver emerges from the depression is about 90-110 paces from the intersection, depending where one decides is this point. A driver at 25mph takes 53ft to stop. A driver at 30mph takes 90ft to stop. These numbers include perception and reaction time. And this driver has only intermittent views of a car ready to enter the intersection.

Possible solutions. Any single or combination of these would remedy the danger.

- Temporary stop signs on Glen
- 'Proceed with Caution-Dangerous Intersection' sign on Glen
- 'Caution-Blind Intersection on Left' Sign on Glen.
- Removal of the larger tree.

Something ought to be done expeditiously before the next accident or injury. In my opinion safety should override noise and pollution issues



11/16/09  
Revised: 01/01/16

REQUIRED SIGNATURES (Please Print)

\* ♦ Appeals for intersectional controls/regulations (traffic signals, stop signs, no turn on red, etc.) require a total of six (6) signatures (including appellant's) from owners or tenants whose building or lot of land is located within five-hundred (500) feet of the affected intersection (one signature per household or business).

♦ Appeals for parking restrictions, truck exclusions, speed limits, and all other traffic regulations must be signed by one (1) owner or tenant of at least half of the residential, commercial and/or non-profit units which abut the affected street or way, provided that in no event shall more than ten (10) signatures (including appellant's) be required (one signature per household or business).

NAME: Bugenny GOLDMAN SIGNATURE: Bugenny Goldman  
ADDRESS: 100 GARDEN AVE UNIT# 1  
TELEPHONE (DAY): 617-760-7366 (EVENING): 617-710-7366

NAME: Dan Ovadia SIGNATURE: Dan Ovadia  
ADDRESS: 111 Elgin St UNIT#   
TELEPHONE (DAY): 339-221-4438 (EVENING): 339-221-4438

NAME: ERIC SPUNT SIGNATURE:   
ADDRESS: 110 ELGIN ST UNIT#   
TELEPHONE (DAY): 617-332-5833 (EVENING): SAME

NAME: Matthew Taverna SIGNATURE: Matthew Taverna  
ADDRESS: 104 Elgin St. UNIT# #2  
TELEPHONE (DAY): 571-334-3128 (EVENING): same

NAME: COLETTE JOYCE SIGNATURE: Colette Joyce  
ADDRESS: 87 GARDEN AVE. UNIT# 4  
TELEPHONE (DAY): 616-716-9250 (EVENING):

NAME: O. Joe Demir SIGNATURE: O. Joe Demir  
ADDRESS: 122 Elgin St. UNIT#   
TELEPHONE (DAY): 617-527-7352 (EVENING):

NAME: Jan Riggs SIGNATURE: Jan Riggs  
ADDRESS: 157 Elgin St. UNIT#   
TELEPHONE (DAY): 617-332-3999 (EVENING): same

NAME: Marcy Rabinovitch SIGNATURE: Marcy Rabinovitch  
ADDRESS: 150 Elgin St. UNIT#   
TELEPHONE (DAY): 617-304-8599 (EVENING):

NAME:  SIGNATURE:   
ADDRESS:  UNIT#   
TELEPHONE (DAY):  (EVENING):

**Danielle Delaney**

---

**From:** Victoria Danberg <vdanberg@gmail.com>  
**Sent:** Friday, September 14, 2018 5:47 PM  
**To:** Danielle Delaney  
**Cc:** David Koses; Greg Schwartz; Brenda Noel  
**Subject:** Re: New Traffic Council item at Glen @ Elgin

I have let both Greg and Brenda know tht I have put them on as co-docketers, so you may go ahead and file the docket item in the names of Danberg, Schwartz and Noel.

Thanks,

Vicki

On Fri, Sep 14, 2018 at 1:28 PM David Koses <[dkoses@newtonma.gov](mailto:dkoses@newtonma.gov)> wrote:

Hi Danielle,

I just got off the phone with Councilor Danberg. She asked whether you could please docket the following new Traffic Council item for her:

Councilor Danberg, requesting the addition of stop signs at the intersection of Glen Avenue & Elgin Street to create a 4-way stop.

I think that we will want Councilors Schwartz and Noel listed as co-docketers.

Thanks,

David

When responding, please be aware that the Massachusetts Secretary of State has determined that most email is public record and therefore cannot be kept confidential.

--  
Victoria Danberg  
Councilor at-Large, Ward 6

CITY OF NEWTONTRAFFIC COUNCIL REPORT

THURSDAY, NOVEMBER 29, 2018

Present: David Koses, Traffic Council Chair; Captain Anastasia, Newton Police Department; Isaac Prizant, Traffic Engineer; Councilor Auchincloss and Alicia Wilson, Resident Member

City Staff: Nicole Freedman, Director of Transportation Planning

Also Present: Councilors Noel and Krintzman

Mr. Koses and Ms. Freedman provided Council members with PowerPoint presentations. Both are attached to this report.

TC59-18      COUNCILORS DANBERG, SCHWARTZ AND NOEL, requesting the addition of stop signs at the intersection of Glen Avenue and Elgin Street to create a 4-way stop. (Ward 6) [09/14/18 @ 1:29 PM]

**ACTION:**      **DENIED 3-2 (Koses, Prizant opposed).**  
**This item may be appealed through the close of business December 19, 2018.**

**NOTE:**      Council members were provided with a location map, site photos, existing conditions, vehicular and pedestrian volumes, manual on uniform traffic control devices (MUTCD) guidelines and a recommendation.

Mr. Koses stated that the intersection of Glen Avenue and Elgin Street is four-legged intersection. Two-way stop controlled (Elgin Street eastbound and westbound) and two-way not stop control (Glen Avenue). Vehicle volumes favor strongly Glen Ave approaches during the observation period (87%). Sightlines are obstructed by large trees (particularly for vehicles traveling Elgin Street westbound). Mr. Koses stated that large trees obstruct the view of vehicles traveling southbound on Glen Avenue and Elgin Street westbound. The stop sign request meets the criteria of section G in the MUTCD guidelines. Therefore, Mr. Koses recommends the installation of stop signs on Glen Avenue (northbound and southbound) due to the obstructed view from the large trees. There have been two reported vehicle accidents in the past three years. Mr. Prizant agreed. Mr. Koses then stated that he did not think a stop sign was necessary at this location until he made a site visit and noticed the large trees obstructing drivers view.

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

Concerns: A resident said that there are several site obstructions at this dangerous intersection including large trees, road depression and hedges. Due to these obstructions, vehicles travel to the middle of the intersection to see oncoming traffic. Drivers have the tendency to speed and use Glen Avenue and Elgin Street as cut-through roads. Pedestrian safety is necessary. Several residents present spoke in opposition to installing stop signs at the intersection of Glen Avenue and Elgin Street to create a 4-way stop because the stop sign only meets one requirement in the

MUTCD guidelines. Residents stated that a 4-way stop sign will not help the dangerous intersection. Vehicles will still travel to the middle of the intersection to see oncoming traffic. If approved, vehicles will have the tendency to idle and add to the air pollution and vehicles will screech when approaching the stop signs.

A resident spoke in support of this request after witnessing several vehicle accidents at this intersection, several school bus stops in the immediate area and the difficult crossing the streets due to the large trees blocking site visibility.

Questions: How can the speed limit be reduced or enforced on Elgin Street and Glen Avenue?

Suggestions: Suggestions included cutting down the large trees and converting Glen Avenue to a one-way street.

Mr. Prizant suggested adding Glen Avenue to the traffic calming request list. In the interim, he supports the installation of stop signs at this intersection to address the current safety, road depression and speeding concerns. He suggested installing a "stop sign ahead" sign in the location of the road depression. Mr. Koses stated that last year, the City implemented a traffic calming prioritization list, which is ranked by the Department of Public Works. The list includes data such as actual speed versus speed limit, vehicle volume, crash history and adjacent land use to schools and village centers.

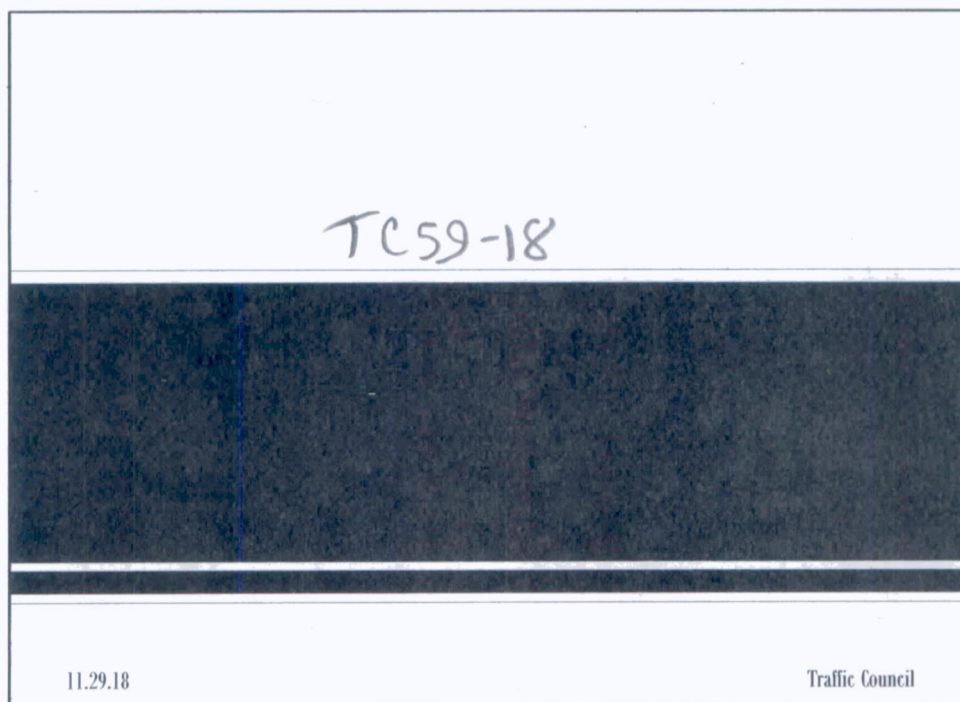
Captain Anastasia expressed concern and stated that the criteria does not meet the MUTCD guidelines. He feels that the stop sign will be used for speed and not for the reason that stop signs should be installed. He offered to collect data, provide enforce the area, and install a temporary speed trailer. He agrees that the large trees need to be removed.

Councilor Auchincloss stated that stop signs will not solve the current issues. He suggested holding this item to research other possibilities. Mr. Koses stated that a stop sign can be installed at "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"

Councilor Noel stated that she will review the possibility of removing these two large trees with the City in order to improve site visibility and make the intersection safer.

Without further discussion, Mr. Koses made a motion to approve this request. This motion failed 2-3, Captain Anastasia, Councilor Auchincloss and Ms. Wilson opposed. Councilor Auchincloss made a motion to deny this request. Council members agreed 3-2, Mr. Koses and Mr. Prizant opposed. Mr. Koses stated that this item may be appealed through the close of business December 19, 2018.



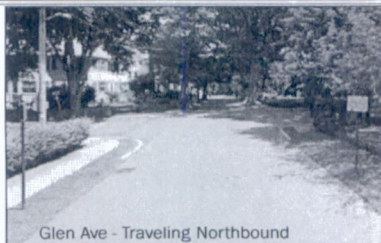


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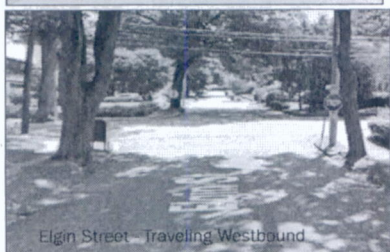
## Photos



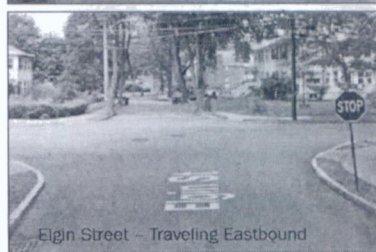
Glen Ave - Traveling Northbound



Glen Ave - Traveling Southbound



Elgin Street - Traveling Westbound



Elgin Street - Traveling Eastbound

11.29.18

25

Traffic Council

25

## Existing Conditions

### Existing Conditions:

- 1) Four-legged intersection
- 2) Two-way stop controlled (Elgin Street EB and WB)
- 3) Two-way no stop control (Glen Avenue)
- 4) Vehicle volumes favor strongly Glen Ave approaches during observation period (87%)
- 5) Sightlines obstructed by large trees (for vehicles traveling Elgin Street WB)

11.29.18

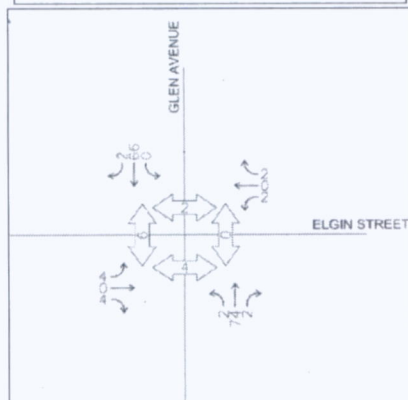
26

Traffic Council

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## Vehicular and Pedestrian Volume

Estimated Weekday AM Peak Hour Volumes,  
based on 30 minute counts collected between  
8:00-8:30am on Thurs Nov 15, 2018

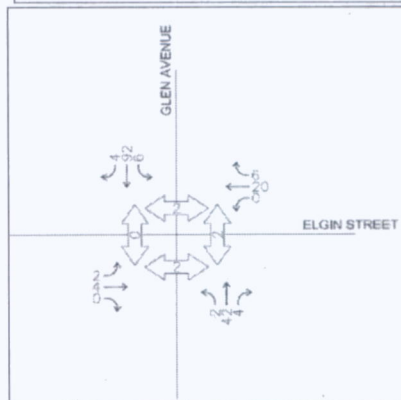


11.29.18

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Traffic Council

Estimated Weekday PM Peak Hour Volumes,  
based on 30 minute counts collected between  
4:00-4:30pm on Thurs Nov 15, 2018



27

## Guidance

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

- (Criteria not met) A) 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) B) 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.  
2 reported crash in past 3 years
- (Criteria not met) C) Minimum vehicle volumes:
1. 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
  2. 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; but
  3. If the 85<sup>th</sup> percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.
- (Criteria not met) D) Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

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Traffic Council

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## Guidance

### 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) E) There is a need to control left-turn conflicts.
- (Criteria not met) F) There is a need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes.
- (Criteria met) G) 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) H) 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

Large trees obstruct view of vehicles traveling SB on Glen Ave and Elgin Street WB



11.29.18

Traffic Council

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## Guidance



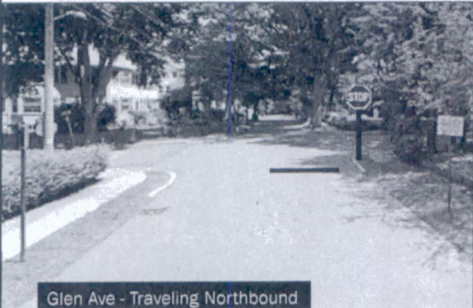

Large trees obstruct view of vehicles traveling SB on Glen Ave and Elgin Street WB

11.29.18

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Traffic Council

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Recommendation	
<ul style="list-style-type: none"><li>• Approve stop signs on Glen Ave, NB and SB</li></ul>	
 Glen Ave - Traveling Northbound	 Glen Ave - Traveling Southbound
11.29.18	31
Traffic Council	

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Optional TPR language	
<p>By INSERTING INTO the provisions of Sec. TPR- 147. Obedience to isolated stop signs., the following:</p> <p><i>Glen Avenue, northbound and southbound, at Elgin Street.</i></p>	
<div>CAN BE APPEALED Appeal Deadline is December 19, 2018</div>	
11.29.18	32
Traffic Council	

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TC59-18

CITY OF NEWTON

TRAFFIC COUNCIL

November 29, 2018

The Traffic Council voted to DENY the following item:

TC59-18      COUNCILORS DANBERG, SCHWARTZ AND NOEL, requesting the addition of stop signs at the intersection of Glen Avenue and Elgin Street to create a 4-way stop. (Ward 6)

A handwritten signature in dark ink, appearing to read 'D Olson', with a long horizontal flourish extending to the right.

(SGD) DAVID A. OLSON  
City Clerk

**From:** [Danielle Delaney](#)  
**To:** [Danielle Delaney](#)  
**Subject:** FW: Item 16-19 Glen Ave and Elgin Street Stop signs, Newton 02459  
**Date:** Wednesday, January 09, 2019 11:23:26 AM

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-----Original Message-----

From: Barb Nes <  
Sent: Wednesday, January 09, 2019 11:18 AM  
To: Danielle Delaney <ddelaney@newtonma.gov>  
Cc: Barbara Nestle  
Subject: Item 16-19 Glen Ave and Elgin Street Stop signs, Newton 02459

Dear Danielle

We are a family living on 119 Elgin Street/78 Leeson Lane (same property) and we highly support putting stop signs at the intersection of Glen Ave and Elgin street.

Reasoning:

We have seen/heard accidents and multiple near misses at this intersection, but we only witnessed one where the police was called. We live very close and often just hear the loud breaking of cars. There are many children living on Elgin street and Glen Ave. Our main concern is the safety of our children playing in the near yards and crossing the street. We also worry about all the school children coming off and on the school buses stopping right after that intersection. It is an unsafe area where cars speed down Glen Ave to get to Beacon or Langley. When we recently had the speed control cameras installed, people drove slower. But the intersection is still unsafe and needs 4 way stop signs.

I am driving down that road multiple times a day and will have to bite the bullet myself and come to a full stop. But it is necessary given the tragedies that could happen without a stop sign.

Thank you very much for considering the above.

Best regards

Barbara Nestle  
Nestle Family

**From:** [Danielle Delaney](#)  
**To:** [Danielle Delaney](#)  
**Subject:** FW: #16-19/TC59-18 Supporting the appeal and placement of stops signs at Glen and Elgin Streets.  
**Date:** Wednesday, January 16, 2019 9:41:40 AM

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**From:** mark norton >

**Sent:** Tuesday, January 15, 2019 9:39 PM

**To:** Danielle Delaney <ddelaney@newtonma.gov>

**Cc:** Victoria Danberg <vdanberg@newtonma.gov>

**Subject:** #16-19/TC59-18 Supporting the appeal and placement of stops signs at Glen and Elgin Streets.

Dear Ms. Delaney,

I am a long time Newton resident at 103 Glen Avenue. I am writing to support the placement of stops signs at the corners of Glen and Elgin Streets. (#16-19, Traffic Council Petition TC59-18). I support the stop signs for the following reasons:

1. Public Safety: Glen is a busy street and is used as a cut through from Langely to Beacon Street. Cars frequently exceed the speed limits. In the morning, multiple school buses use Glen to pick up students who are walking and congregate along Glen Avenue. Trees and shrubs block the views of cars entering Glen from both sides of Elgins Street. This has resulted in multiple accidents and poses an ongoing danger. I attended the Traffic Council Meeting on November 29, 2018, and was disappointed and dismayed by the results. It was my observation that every other petition prior to the Elgin/Glen petition was approved based on the risks to public safety. However, in the case of Elgin/Glen Petition the same criteria was not upheld.
2. At the last meeting it was suggested that "stop signs should not be use to slow traffic." I was confused by this because, a stop sign in this location would slow traffic which is the desired result. Moreover, a stop sign may act as a deterrent to cut through traffic.
3. It was also suggested that "there have not been enough accidents to warrant a stop sign." How many accidents warrant an intervention for the public safety? Additionally, I can tell you that a number of accident at this location go unreported. Recently, my wife and I swept up debris from an accident at Glen/Elgin. Also, shortly after the serious accident that resulted in the current petition by numerous residents, a car driving down Glen lost control and side swiped a car parked on Glen. I know this accident went unreported and was resolved privately.

I hope the Traffic Council will reconsider it's previous decision, recognize the necessity of stop signs at Glen and Elgin, and vote to place stop signs at the corners of Glen and Elgin.

Thank you for your consideration,

Sincerely,

Mark D. Norton  
103 Glen ave.  
Newton, MA 02459



January 14, 2019

I am writing in reference to docket item #16-19 appeal of Traffic Council decision from November 29, 2018 concerning the placement of a four way stop sign on Glen Avenue and Elgin Street. My hope is that this council will uphold the denial.

This item was discussed thoroughly in the previous hearing and voted down. The strongest and most vocal vote against the placement of a four way stop sign on these corners came from the representative from the Newton police department. There have been countless studies on the limited effectiveness of four way stop signs outlining very specific criteria and their appropriate use.. This intersection does not meet those specifications. If anything they would decrease the safety in this intersection.

The MUTCD, federal guidelines for the use of four way stop signs, are clear. Equal heavy traffic flow from all directions, more then 5 reported accidents in a 12 month period or a corner awaiting a traffic signal ( please see enclosed ). This intersection does not meet any of those guidelines for the installation of a four way stop. This intersection has uneven traffic on Glen Ave vs. Elgin Street with Elgin Street being very light and Glen Ave being very heavy. There is a low accident rate, less then 5 reported accidents in a 12 month period and this is not a corner that would need a traffic signal

There are countless studies that reinforce these basic criteria, none of which recommend a four way stop as a way to control and/or slow traffic. There are also many studies that speak to the increased accident rate as people do rolling stops at these corners as well as the increased noise and air pollution caused by unnecessary stopping, idling and revving motors.

My living room window is 35 feet from where this unnecessary stop sign would be. The noise and smell from the idling, stopping, starting and screeching of the cars, motorcycles and stream of UPS and Fedex trucks would be devastating to us.

The speed and traffic on Glen Ave does need to be addressed but a four way stop sign will only exacerbate the situation. I have enclosed a sample of the information concerning the correct placement of four way stop signs.

I urge you to uphold the denial of this four way stop sign.

Sincerely,

Carol Sklar  
95 Glen Ave  
Newton, MA.

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Newton City Clerk  
2019 JAN 15 PM 3:08  
DAVID A. OLSON, GMS  
Newton, MA 02459



measures may be more effective and safer than the addition of a multiway stop sign (other options are discussed below). A study conducted by the city of Irvine, California, indicated that simply improving intersection visibility can sometimes be a successful approach to crash reduction at intersections.

#### WHAT CAN BE DONE OTHER THAN TO ADD STOP SIGNS?

Every intersection has unique characteristics. A thorough analysis of the traffic, safety, and geometric characteristics of an intersection is required to provide the validity of certain traffic control measures at a specific location. The following are some of the less restrictive alternatives that can be considered at an intersection before the installation of a multiway stop sign or traffic signal:

- install warning signs and/or flashing beacons along the major roadway to warn users approaching the intersection;
- relocating the stop line(s) to improve sight distance and visibility at the intersection;
- installing a flashing beacon at the intersection to supplement the existing stop signs;
- adding one or more lanes on a minor roadway approach to reduce the number of vehicles per lane on the approach;
- installing roadway lighting to reduce the frequency of accidents at night;
- restricting one or more turning movements;
- limiting the number of driveways in close proximity to an intersection, since unexpected movements from these driveways could cause vehicles on the street to suddenly stop.

Four-way stop signs are needed in certain situations, and careful studies must be made before any installation is approved. There are countermeasures available (see above) that do not include the addition of stop signs. The ultimate goal is to provide a safe intersection for vehicles, pedestrians, and bicyclists.

For more information  
For more information, please contact \_\_\_\_\_

### TRAFFIC AND SAFETY INFORMATIONAL SERIES FREQUENTLY ASKED QUESTION #14

#### Wouldn't installing a four-way stop reduce accidents at an intersection?

Adding four-way stop signs may seem like it would slow drivers down and make the streets safer, but additional stop signs do not necessarily increase safety. In fact, in some cases, especially when they are not really needed, the overuse of signs can lead to them being ignored by drivers. Therefore, traffic engineers make careful decisions concerning the use of four-way stop signs. Here are some of the factors they consider:

##### Too many signs can lead to ineffectiveness

Studies have shown that when stop signs are placed at intersections where they are not really needed, some motorists become careless about stopping. Moreover, overuse of four-way stop signs can contribute to the number of frustrated and impatient drivers on the streets, and these drivers may start driving recklessly.

##### Where four-way stop signs are used

Four-way stop signs are often used at the intersection of two roadways that contain similar traffic volumes. The intersection must, however, meet at least one of the following conditions:

- a traffic signal is going to be installed and the intersection needs a temporary solution to control the traffic;
- within 12 months at least five crashes have occurred at the intersection that could have been prevented by stop signs;
- relatively high volumes and/or high major-street vehicle speeds exist.

##### Other solutions may provide just as much safety

To make travel efficient and safe, four-way stop signs are usually installed only where they are absolutely necessary. Before four-way stop signs are installed, other solutions should be considered. Here are a few examples:

- Relocate the line where vehicles stop to improve visibility at the intersection.
- Limit the number of driveways in close proximity to an intersection since unexpected movements to/from these driveways sometimes cause drivers to suddenly stop or swerve, resulting in crashes.
- Install flashing lights before or at the intersection to warn drivers or to supplement existing stop signs, respectively.
- Install roadway lighting to reduce the frequency of crashes at night.

For more information  
For more information, please contact \_\_\_\_\_

## TRAFFIC AND SAFETY INFORMATIONAL SERIES FREQUENTLY ASKED QUESTION #13

### Can we have stop signs placed at intersections in our neighborhood to reduce speeding?

We get many complaints from people in residential areas about cars speeding in their neighborhoods. They often ask us to install more stop signs. This concern is very understandable. Unfortunately, adding stop signs may not be the best solution. In fact, you may be surprised to learn, adding stop signs can sometimes make the problem worse. Here is why:

#### Stop signs don't always slow traffic

Strange as it may seem, installing stop signs may not result in reduced traffic speeds. Studies have shown that stop signs are not effective at controlling drivers' speeds between intersections. In fact, motorists sometimes drive even faster between stop signs to make up for time "lost" while stopped—actually increasing peak speeds and potentially making neighborhoods more dangerous.

#### Installing stop signs can do more harm than good

Too many stop signs may also actually discourage good driving habits. Studies have shown that if stop signs are oversat or are located where they don't seem to be necessary, some drivers become careless about stopping at them. This can be especially dangerous for pedestrians and bicyclists who may have a false sense of safety from the existence of a stop sign.

#### Other solutions

Fortunately, there are other ways to encourage traffic to slow down. Sometimes even a simple neighborhood awareness program can be effective.

**For more information**  
For more information, please contact \_\_\_\_\_

## TRAFFIC AND SAFETY INFORMATIONAL SERIES FREQUENTLY ASKED QUESTION #14

### WHY CAN'T WE HAVE A FOUR-WAY STOP TO REDUCE ACCIDENTS?

Four-way stop signs are not always the answer to reducing intersection crashes. Crash analysis is very complicated and usually identifies multiple causes. Stop signs delay drivers, and many times the drivers become impatient. Impatient drivers may cause crashes. Not all four-way stop intersections are dangerous, but they must be warranted and other less-restrictive options should be considered before they are installed.

#### WHAT IS REQUIRED FOR THE INSTALLATION OF FOUR-WAY STOP CONTROL?

The addition of four-way stop control is an inconvenience to all the drivers using the intersection. For this reason, three warrants have been developed and are listed in the *Manual on Uniform Traffic Control Devices* (MUTCD). A multiway stop control installation may be warranted at an intersection if any of the following conditions exist:

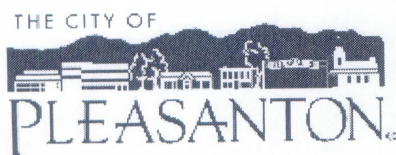
1. Traffic signals are warranted and urgently needed, and the multiway stop signs are an interim measure that can be installed quickly to control traffic while arrangements are being made for the signal installation.
2. A crash problem, as indicated by five or more reported accidents of a type susceptible to correction by a multiway stop installation in a 12-month period. Such accidents include right- and left-turn collisions as well as right-angle collisions.
3. Minimum traffic volumes: (a) The total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour for any eight hours of an average day; and (b) the combined vehicular and pedestrian volume from the minor street or highway must average at least 200 units per hour for the same eight hours, with an average delay to minor street vehicular traffic of at least 30 seconds per vehicle during the maximum hour; but (c) when the 85-percentile approach speed of the major street traffic exceeds 40 miles per hour, the minimum vehicular volume warrant is 70 percent of the above requirements.

A four-way stop installation should only be used when traffic volumes on the intersecting roadways are approximately equal. However, if volumes are particularly large a traffic signal may be more appropriate (see informational series answer to "What is the harm in installing an unwarranted traffic control device?" for signal warrant). Investigating the warrants listed above will require an extensive traffic engineering study. This study may indicate whether or not a multiway stop control installation is appropriate.

#### WON'T CRASHES BE REDUCED IF A STOP SIGN IS INSTALLED?

One of the multiway stop control warrants is crash related. If an intersection meets this requirement (see above) and it has approximately equal approach volumes, a multiway stop control installation may be warranted for safety purposes. However, the overall results of the traffic engineering study and the professional judgement of the engineer should also be considered. In fact, research has shown that under certain conditions other traffic control

## STOP Signs



### Installation Policies:

The Federal "Manual on Uniform Traffic Control Devices" (MUTCD) issued by the FHWA dictates the location, size, shape and color of all traffic signs. This manual has guidelines for installing signs and thus creates uniformity from state to state. The State of California has a Supplement to the MUTCD with additional requirements.

The City of Pleasanton is required by State law to comply with the guidelines of the MUTCD and California Supplement.

These policies identify specific traffic and pedestrian volumes, accident history and unusual conditions that would indicate need for installation of stop signs.

### When do we install a stop sign?

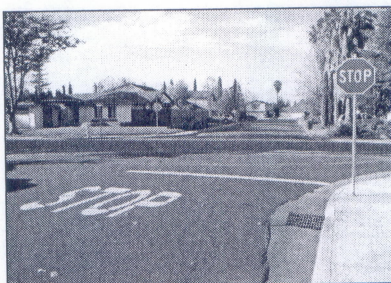
Stop signs are installed at an intersection only after a careful engineering evaluation of the existing conditions indicates that their installation is appropriate, and that there is a need for stop signs in order to provide access or assign right of way.

Overuse of stop signs reduces their effectiveness if installed where not justified.

Traffic Engineering  
Department

200 Old Bernal Avenue  
Pleasanton, CA 94566

925-931-5650







## STOP Signs



### Advantages of stop sign installation:

- Assign right of way
- Provide controlled access to roadway
- Increased opportunities for pedestrians to cross roadway
- May discourage cut-through traffic

### Disadvantages:

- May create compliance problems where motorists do not acknowledge the need to stop
- Safety issues for pedestrians when compliance is poor
- Mid-block speeds may increase as motorists try to make up for lost time
- Noise and air pollution increase
- May increase frequency of rear end collisions
- May increase emergency response and ambulance transport times

### Speed Control:

Each year, the City receives many inquiries about installing stop signs as a way to reduce speeding. However, research shows that other measures are more effective than adding stop signs. The purpose of stop signs is to assign right-of-way at an intersection, not to control speed.

### Reasons why stop signs are not a good speed control tool:

- Drivers are forced to come to a complete stop, even if they are going the speed limit
- Potential increase in rear end collisions
- Drivers tend to increase speeds between stops
- Increased noise due to hard starts and stops
- Increase in air pollution

If you need further information please call the Traffic Engineering Department at:

925-931-5650

## **Stop Signs**

### **Why don't they put in more stop signs?**

A stop sign is one of our most valuable and effective control devices when used at the right place and under the right conditions. It is intended to help drivers and pedestrians at an intersection decide who has the right-of-way.

The Manual on Uniform Traffic Control Devices (MUTCD) is a set of well-developed, federal and state recognized guidelines that help to indicate when such controls become necessary. These guidelines take into consideration, among other things, the probability of vehicles arriving at an intersection at the same time, the length of time traffic must wait to enter, traffic delays, and the availability of safe crossing opportunities.

Public understanding of the function of stop signs is one of the most critical elements in reducing speeding and traffic accidents. The following information explains the City of River Falls policy on intersection traffic controls and the correct use of stop signs:

#### **Q: What is the purpose of a stop sign?**

A: The stop sign is used to assign right of way at an intersection and to make sure that traffic flows smoothly and predictably.

#### **Q: Will a stop sign reduce speeding in my neighborhood?**

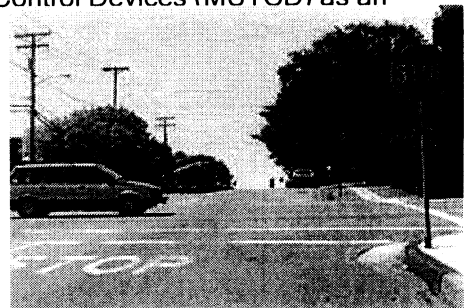
A: Because a stop sign is used to assign right of way at an intersection, it is not an effective means to control speeding. Research shows that where stop signs are installed as "deterrents" or "speed breakers," there are high incidences of intentional violations resulting in accidents.

When vehicles must stop, the speed reduction is only near the stop sign, and drivers tend to speed up between stop sign controlled intersections. When not required to stop by cross street traffic, only 5 to 20% of all drivers come to a complete stop, 40 to 60% will come to a rolling stop below 5 mph, and 20 to 40% will pass through at higher speeds. Signs placed on major and collector streets for the purpose of speed reduction are the most flagrantly violated.

Stop signs are not warranted in the Manual on Uniform Traffic Control Devices (MUTCD) as an effective measure to reduce speeding.

#### **Q: Will increasing the use of stop signs in my neighborhood, better control traffic?**

A: As with any traffic control device, overuse of stop signs will cause many drivers to ignore them, creating a more hazardous situation, especially in low volume areas, such as residential neighborhoods.



Because a stop sign causes a substantial inconvenience to motorists, it should be used only where needed. Studies have shown that, sometimes, after installing a stop sign there is an increase in rear-end collisions. Also, the stop sign may cause such an inconvenience that traffic detours through residential streets, parking lots, etc.

City of Newton



## DEPARTMENT OF PUBLIC WORKS

TRANSPORTATION DIVISION

110 Crafts Street  
Newton, MA 02460

Ruthanne Fuller

Mayor

**DATE:** November 20, 2018

**To:** Members of the Public Safety and Transportation Committee

**From:** Jason Sobel, P.E., PTOE, Director, DPW Transportation Division  
David Koses, Transportation Coordinator  
Faye Morrison, Parking Manager

**RE:** #38-18 Amend Chapter 19, Section 190 - Overtime parking

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## MEMORANDUM

At the April 2, 2018 City Council meeting, item #38-18 was remanded back to the Public Safety and Transportation Committee for additional modification to the proposed overtime parking language. This memorandum provides a staff suggestion for modified language aimed at improving and clarifying the current ordinance. Staff believes that the revised language strikes an appropriate balance between the concerns of residents, commuters and employees, as well as the City's enforcement and appeals staff. The proposed language is followed by five examples of how the proposed language may address various circumstances across the City. If approved by City Council, it will be important to communicate the new overtime parking regulations clearly, frequently and accessibly.

### **1. CURRENT OVERTIME PARKING LANGUAGE (CH 19, SECTION 190)**

The City's current overtime parking ordinance language is as follows:

*No person shall park a vehicle for a longer consecutive period than the limit specified and between the hours specified on any of the streets or parts of streets designated as parking meter zones in which parking meters and parking meter spaces are to be established pursuant to the traffic and parking regulations.*

This current language does not fully address current overtime parking enforcement practices in Newton. There is no consensus in terms of what constitutes a “parking meter zone”, particularly since a new system of zones (based on zip codes) was recently created to support the launch of the Passport Parking application in the City. Furthermore, there is no official description of how far a vehicle must be moved in order to avoid receiving an overtime parking citation.

## **2. PROPOSED NEW LANGUAGE AS APPROVED BY PS&T (#38-18)**

New language was discussed at the March 16, 2018 Public Safety and Transportation meeting. The following language was approved:

*No person shall park a vehicle within a designated metered parking space or in a parking space within a time-restricted area for a longer consecutive period than the time limit specified or beyond the hours specified. Vehicles must be moved to a location beyond the nearest intersection or to a location outside an off-street municipal parking lot upon or before the expiration of the posted time limit, and may not return the same day.*

There were two goals of the new language. First, this language sought to clarify the rules. Second, the language was intended to encourage long-term parkers to park in long-term parking spaces, rather than to “feed the meter” and/or to slightly relocate their vehicle during the day in order to avoid an overtime parking citation. Vehicles parked on-street (in metered or unmetered time-restricted public parking spaces) beyond the posted time limit would be required to move their vehicle to a different block or to a different lot in order to avoid a \$15.00 parking citation, and would not be able to park the same vehicle again in the same lot or block until the next day.

However, this language was determined to be too focused on enforcement and ease of management of the appeals process, and too austere for residents and businesses, particularly since vehicles would not be able to return to the same block or lot on the same day.



### **3. REVISED PROPOSED NEW LANGUAGE (#38-18)<sup>1</sup>**

The following language aims to strike a balance between customer and business friendliness. The ability to enforce and manage parking is also an important consideration. The revised proposed new language is shown below:

*No person shall park a vehicle within a designated metered parking space or in a parking space within a time-restricted area for a longer consecutive period than the time limit specified or beyond the hours specified.*

*Vehicles parked within any metered parking space must be moved to a different parking space upon or before the expiration of the posted time limit.*

*Vehicles parked within any non-metered time-restricted parking space must be moved to a location beyond the nearest intersection or to a location outside an off-street municipal parking lot upon or before the expiration of the posted time limit, and may not return for two hours.*

The revised proposed language differentiates the overtime parking rules for metered parking spaces from the rules for non-metered, time-restricted parking spaces. The revised proposed language would allow a vehicle parked in any metered parking space to move to any other metered parking space in order to avoid receiving an overtime parking ticket. Compared to the current rules, this change would clarify and significantly improve user access to metered parking.

Vehicles parked in non-metered time-restricted parking spaces will be required to move to a different block in order to avoid an overtime parking ticket. The vehicle would be allowed to return after two hours. The intent of this language is to allow better use of neighborhood streets by residents, visitors, employees, and others. However, with the current technology available to our Parking Control Officers, it is envisioned that vehicles observed parking for a longer time period than the posted limit may be issued tickets, despite the possibility that the vehicle may have left and returned to the same space during the time in between observations. Still, staff believes that the proposed new language is more beneficial overall than the current ordinance language. Five site-specific parking examples in Newton are discussed below based on the revised proposed language, above.

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<sup>1</sup> Note that the Overtime Parking ordinance, Sec. 19-190, is currently found within "DIVISION 2. PARKING METERS" Section of the ordinance. The location of the overtime parking ordinance within the Ordinances should be changed to reflect the understanding that it refers to both metered as well as unmetered parking spaces.

#### **4. PARKING EXAMPLES IN NEWTON**

##### **Example 1: Parking in the Langley Parking Lot, Newton Centre**

The Langley Lot in Newton Centre is a metered, 2-hour parking lot. The proposed ordinance language continues to allow visitors to park for up to two hours. After two hours, the vehicle must be moved to any other valid parking space – inside the lot or outside. This clarifies the current ordinance language, which could be interpreted in a number of different ways. If a motorist does not move his or her vehicle and instead chooses to “feed the meter” either by coin or by a combination of coin + Passport app, the vehicle may receive a \$15 overtime parking citation. The goal of the proposed new ordinance language is to provide for turnover by requiring a motorist to physically move the vehicle after two hours, while also allowing the relative convenient use of any other available parking space for those needing additional time to complete their business in Newton Centre.

##### **Example 2: Parking on Union/Herrick Rd and Chase St in Newton Centre**

The Union Street/Herrick Road area together currently have approximately 73 heavily-used two-hour meters. The proposed new language will make it easier for visitors to extend their stay beyond two hours by simply moving to any other metered parking space after two hours, if available. Employees may do the same, which is not the intent but cannot be prevented. The language makes it clear that by remaining in the same space and “feeding the meter” (by coin or by coin + Passport app), the vehicle may receive a \$15 overtime parking ticket.

Parking on Chase St is non-metered but restricted to 2 hours between 7AM and 4PM. Without a parking restriction, Chase St would be filled with commuter or employee vehicles, thereby restricting access to residents and their visitors. The proposed new ordinance language would discourage employees and others from moving their vehicle slightly every two hours by requiring them to relocate the vehicle to a different block (or a different street entirely).

Employees and commuters wishing to access long-term parking in Newton Centre should generally be directed to use the available long-term metered parking spaces in the Cypress, Pleasant, or Pelham Street lots, or to park in an available on-street long-term parking space on Centre, Lyman, or Willow Street, and to avoid feeding short-term parking meters or moving their vehicle around on residential streets during the day.

**Example 3: Parking in the Chapel Street Lot, Nonantum**

The Chapel Street Lot is an unmetered, 3-hour time-limited parking lot. The proposed ordinance language would still allow visitors to park for up to three hours for free. After three hours, the proposed ordinance specifically requires that the vehicle must be moved out of the lot, to any other valid parking space. Those needing more time to complete their business in Nonantum may choose to park their vehicle on Watertown Street or on a nearby residential street. After two hours, the vehicle may return to the Chapel Street Lot. The goal of this ordinance language is to provide for turnover within this lot, to make parking opportunities more available to all nearby shops and businesses, and to clarify that vehicles may not park all day in this unmetered parking lot (and may not move the vehicle over one spot and stay remain in the free parking lot all day).

**Example 4: Parking on Lowell Ave near NNHS, on Adeline Rd near NSHS, on Groveland St near Lasell College, or on Algonquin Road near BC**

Parking is restricted on Lowell Avenue near Newton North High School to 2 hours between 8AM and 4PM on school days. Parking on Adeline Road near Newton South High School is restricted to 2 hours between 7AM and 4PM on school days. Parking on Groveland Street near Lasell College and on Algonquin Road near Boston College is restricted to 2 hours between 8AM and 6PM. The goal of these restrictions is to discourage automobile use among High School and College students as much as possible, and to encourage carpooling, bicycling, walking, and bus usage. These restrictions are examples of a Traffic Council and City Council response to neighborhood requests to restrict student parking in these neighborhoods. The proposed new ordinance language would discourage students from moving (or having their friends move) their vehicle slightly every two hours by requiring them to relocate the car to an entirely different block or street.

**Example 5: Parking on Washington Street and on Longfellow Road near Newton Wellesley Hospital**

There are approximately 22 two-hour metered parking spaces on Washington Street near Newton-Wellesley Hospital. A one-hour parking limit between 7AM and 7PM was implemented on Longfellow Road to respond to requests from neighbors to restrict hospital visitors or commuters from parking on their street. The proposed new ordinance language would provide for overtime parking enforcement on Longfellow Road as vehicles must be moved to a different block after one hour. The metered spaces on Washington Street are intended for short hospital visits, with longer visits directed to use the Hospital's on-site garage parking. However, patients or visitors may extend their stay beyond two hours on Washington Street by moving their vehicle to any other metered space, if available.

CITY OF NEWTON

IN CITY COUNCIL

ORDINANCE NO.

January , 2019

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF NEWTON AS  
FOLLOWS:

That the Revised Ordinances of Newton, Massachusetts, 2017, as amended, be and are hereby further amended with respect to **Article VII** of **Chapter 19 MOTOR VEHICLES AND TRAFFIC** as follows:

**DELETE** Sec. 19-190 in its entirety.

**INSERT** a new section 19-181 as follows:

**Sec. 19-181 Overtime Parking**

No person shall park a vehicle within a designated metered parking space or in a parking space within a time-restricted area for a longer consecutive period than the time limit specified or beyond the hours specified.

- (a) Vehicles parked within any metered parking space must be moved to a different parking space upon or before the expiration of the posted time limit.
- (b) Vehicles parked within any non-metered time-restricted parking space must be moved to a location beyond the nearest intersection or to a location outside an off-street municipal parking lot upon or before the expiration of the posted time limit and may not return for two hours.

**DELETE**, the language “Other, in any other area where parking is permitted for a limited period of time in excess of the time allowed (Sec. 19-166)” where it appears in Sec. 17-23(d) under the listing for Sec. 19-9 *Penalty for parking violations*, **and INSERT** in its place the following language:

Overtime parking in excess of posted time limits (Sec. 19-181):

Sec. 19-181 (a) metered space .....\$15.00  
Sec. 19-181 (b) non-metered time restricted space..... \$15.00

Approved as to legal form and character:

ALISSA O. GIULIANI  
City Solicitor

Under Suspension of Rules  
Readings Waived and Adopted

EXECUTIVE DEPARTMENT  
Approved:

(SGD) DAVID A. OLSON  
City Clerk

(SGD) RUTHANNE FULLER  
Mayor

City of Newton



Ruthanne Fuller  
Mayor

# DEPARTMENT OF PUBLIC WORKS

## TRANSPORTATION DIVISION

110 Crafts Street  
Newton, MA 02460

**DATE:** January 4, 2019  
**To:** Members of the Public Safety and Transportation Committee  
**From:** David Koses, Transportation Coordinator  
**RE:** #18-19 DAVID KOSES, TRAFFIC COUNCIL CHAIR, providing the Annual Report of the work of the Traffic Council for 2018

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## MEMORANDUM

On December 3, 2007, the Board of Aldermen approved as amended, docket item #421-05, which authorized changes to the structure of the Traffic Council. At that time, the Committee requested an annual update of Traffic Council Actions. The attached information is provided to the Committee as requested. No action is necessary.

During 2018, Traffic Council held eleven evening meetings. As shown in Appendix A, during 2018 Traffic Council heard 101 items and took final action on 92 of them. A list of all items heard during 2018 is shown in Appendix B, including the following nine items, which are still being held:

- *TC13-18 COUNCILORS ALBRIGHT AND NORTON, requesting temporary changes to the parking regulations on the section of Highland Avenue between Walnut Street and Lowell Avenue to help accommodate the parking needs of seniors attending programming at the Newton Senior Center during the reconstruction of the Austin Street Parking Lot. This may involve temporarily adding this section of Highland Avenue into the Newtonville Neighborhood Parking District.*
- *TC14-18 JASON SOBEL, INTERIM DIRECTOR TRANSPORTATION OPERATIONS, requesting to modify the Traffic and Parking Regulations (TPR) Sec. TPR-145. **Traffic-control signal locations**, part (a) Traffic control signals shall be placed at the following locations, and part (b) Pedestrian hybrid beacons shall be placed at the following locations, so as to replace the damaged traffic signal on Lexington Street at the Burr School, which is currently listed in part (a) of TPR-145, with a pedestrian hybrid beacon at the same location.*

- *TC21-18 LAUREN THILL, 12 Kingsbury Road, requesting two-hour limit, Saturdays included, 7:00 a.m. to 10:00 p.m., both sides, from Hammond Street to Suffolk Road to deter student and commuter parking.*
- *TC31-18 MARIA STEELE, 58 Playstead Road, requesting a two-hour parking restriction 7:00 a.m. to 9:00 a.m., Monday through Friday, north side.*
- *TC71-18 COUNCILORS LEARY AND GREENBERG, requesting to change the distribution of time limits in the Richardson Street Public Parking Lot in Newton Corner to install reserved spaces for EV Charging Stations and/or EV Shared Vehicles*
- *TC72-18 COUNCILORS MARKIEWICZ AND KRINTZMAN, requesting to change the distribution of time limits in the Lexington Street Public Parking Lot in Auburndale to install reserved spaces for EV Charging Stations and/or EV Shared Vehicles*
- *TC73-18 COUNCILORS NOEL AND DANBERG, requesting to change the distribution of time limits in the Pleasant Street and Pelham Street Public Parking Lots in Newton Centre to install reserved spaces for EV Charging Stations and/or EV Shared Vehicles*
- *TC51-18 TRAFFIC BUREAU CAPTAIN PAUL ANASTASIA, DPW COMMISSIONER JAMES MCGONAGLE AND PLANNING DIRECTOR BARNEY HEATH, requesting temporary and permanent changes in terms of the location, duration, and pricing of public parking spaces, location of traffic signals, and changes to traffic circulation within and proximate to the Washington Street corridor in West Newton, to include abutting blocks of intersecting streets, in order to facilitate the reconstruction of the Washington Street corridor.*
- *TC50-18 TRAFFIC BUREAU CAPTAIN PAUL ANASTASIA, DPW COMMISSIONER JAMES MCGONAGLE AND PLANNING DIRECTOR BARNEY HEATH, requesting temporary and permanent changes in terms of the location, duration, and pricing of public parking spaces, and changes to traffic circulation within and proximate to the Walnut Street corridor in Newtonville, to include abutting blocks of intersecting streets, in order to facilitate the reconstruction of the Walnut Street corridor.*



Traffic Council approved (or approved as amended) 65% of all items heard, took no action on 21%, and denied five items. During 2018, the following nine items were submitted for appeal to the City Council.

- *TC19-17(B)&(C) YIGAL AGAM, 198 Woodcliff Road, requesting a) Stop sign on Walnut Hill Road, b) Stop sign on Woodcliff Road for southbound traffic and c) Median on Walnut Hill Road, so cars approach Woodcliff Road at a right angle to address safety concerns and deter speeders. (Wards 5 & 6) [07/27/15 @ 1:16 PM] Traffic Council APPROVED AS AMENDED a YIELD SIGN, 3-2 (Babcock, Ciccone opposed) on 04/13/17. Approved language of TPR Number 297. This item may be appealed through the close of business 05/03/17. This item was appealed to the City Council on 04/08/17. On 06/07/17, the Public Safety & Transportation Committee split the item into Part A and Part B. Part A – APPEAL APPROVED Stop Sign on Walnut Hill Road, 4-0 on 06/07/17. Part B – HELD stop sign on Woodcliff Road, southbound, 4-0 on 06/07/17. On 06/21/17, the Public Safety & Transportation Committee voted NO ACTION NECESSARY on stop sign on Woodcliff Road, southbound, 4-0. This item was remanded to Traffic Council for a vote on parts b) and c) on 06/08/17. **TC19-17(B)&(C) Note: Public Safety & Transportation approved the appeal of TC19-17(B) 6-2-0. Downs and Auchincloss opposed, on 03/21/18.***
- *TC133-17 STEPHEN SIMOGLU, TRAFFIC ENGINEER, requesting to add a stop control to the intersection of Fordham Road and Annapolis Road. **Note: Public Safety & Transportation approved the appeal 7-0-1, Noel Abstaining, on 03/21/18.***
- *TC132-17 COUNCILOR LIPOF, on behalf of Burdean Road residents, requesting review and possible parking restrictions on Burdean Road to respond to concerns related to student parking. **Note: Public Safety & Transportation denied the appeal 8-0 on 03/21/18.***
- *TC9-17 DAVID KOSES, TRANSPORTATION COORDINATOR AND STEPHEN SIMOGLU, TRAFFIC ENGINEER, requesting discussion and approval of a new RRFB to be installed on Lagrange Street between the Kessler Woods site driveway and the Brookline Town Line, to be funded entirely by the Kessler Woods Developer (Chestnut Hill Realty Development LLC), and subsequently owned and maintained by the City, in accordance with Board Order 102-06(12) dated November 17, 2014. **Note: Public Safety & Transportation approved the appeal 7-0 on 04/04/18.***
- *TC134-17 MILES BILLINGS, 4 Warwick Road, requesting review of turning Derby Street into a partial one-way street, westbound, between Waltham Street and Cherry Street to enhance safety. **Note: Public Safety & Transportation approved the appeal 4-2-1, Noel and Auchincloss opposed, Grossman abstaining, on 10/03/18.***

- TC23-18 COLLEEN NOLAN, on behalf of the Angier Elementary School PTO, requesting “No Turn on Red” signs at the following locations: end of the school driveway that exits onto Beacon Street corner of Manitoba Road and Beacon Street to enhance safety. **Note: Public Safety & Transportation approved the appeal as amended 7-0, on 09/06/18.**
- TC33-18 COUNCILORS ALBRIGHT, BROUSEL-GLASER, COTE, and LEARY, requesting to modify the parking regulations on Crafts Street (Watertown Street to Waltham Street) and on Waltham Street (Crafts Street to the Waltham City Line), in order to facilitate traffic calming and to create bicycle lanes. The amount of parking on the street would be reduced, with parking generally alternating between the north and south side, by block, along Waltham Street and a portion of Crafts Street. **Note: Public Safety & Transportation denied the appeal 7-0 on 09/06/18.**
- TC62-18 COUNCILOR NORTON, requesting a discussion and possible change to the circulation and direction of travel (including the location and direction of associated legal parking) on Ward Street between Elmore Street and Morseland Avenue. **Note: Not yet heard by the Public Safety & Transportation Committee.**
- TC59-18 COUNCILORS DANBERG, SCHWARTZ AND NOEL, requesting the addition of stop signs at the intersection of Glen Avenue and Elgin Street to create a 4-way stop. **Note: Not yet heard by the Public Safety & Transportation Committee.**

## APPENDIX A: Summary of 2018 Traffic Council Actions

<b>Traffic Council Meetings</b>	<b>Number:</b>	<b>11</b>
<b>Distribution by Vote</b>	<b>Number</b>	<b>Percent</b>
No Action Necessary	21	21%
Approved	64	63%
Approved as Amended	2	2%
Denied	5	5%
Heard in 2018, Held, and still being held at end of 2018	9	9%
<b>Number of Unique Items Handled:</b>	<b>101</b>	<b>100%</b>
Trials Undertaken in 2018	8	8%
<b>Distribution of Items by Ward</b>	<b>Number</b>	<b>Percent</b>
1	16	16%
2	14	14%
3	14	14%
4	20	20%
5	6	6%
6	11	11%
7	4	4%
8	6	6%
Multiple Wards	10	10%
<b>Total Number of Items Heard:</b>	<b>101</b>	<b>100%</b>
Appeals of Traffic Council Decisions	9	9%
<b>Backlog during 2018</b>	<b># of Items</b>	<b>Date</b>
Average	25	
Minimum Backlog	18	7.26.18 and 10.14.18
Maximum Backlog	31	1.18.18

	Item	Description	Held	No Action Necessary	Approve	Approve as Amended	Denial	Trial	Appealed	Ward
		TOTAL:	11	21	64	2	5	8	9	
1.18.18	TC50-17	COUNCILOR LEARY, requesting parking on only one side of Middle Street.		X						1
1.18.18	TC118-17	JOHN CONNERNEY, 16 Traverse Street, requesting no parking, either side of Traverse Street abutting Bridge Street and the implementation of a 2-hour parking restriction on the remainder of Traverse Street to address safety concerns			X					1
1.18.18	TC109-17	STEPHEN SIMOGLU, TRAFFIC ENGINEER, requesting a yield sign on eastbound approach of Highland Street extension, at intersection with Highland Street			X					3
1.18.18	TC108-17	STEPHEN SIMOGLU, TRAFFIC ENGINEER, requesting a stop sign on westbound approach of Highland Street extension, at intersection with Chestnut Street			X					3
1.18.18	TC120-17	DAVID KOSES, TRANSPORTATION COORDINATOR, requesting to add a "no turn on red" restriction at the intersection of Harvard Street at Washington Street.			X					2
1.18.18	TC30-17	COUNCILOR ALBRIGHT, requesting traffic calming measures on Lowell Avenue.		X						2
1.18.18	TC29-17	WARD 2 COUNCILORS, requesting traffic calming measures on Central Avenue, Newtonville		X						2
1.18.18	TC19-17(B)&(C)	YIGAL AGAM, 198 Woodcliff Road, requesting a) Stop sign on Walnut Hill Road, b) Stop sign on Woodcliff Road for southbound traffic and c) Median on Walnut Hill Road, so cars approach Woodcliff Road at a right angle to address safety concerns and deter speeders. (Wards 5 & 6) [07/27/15 @ 1:16 PM] Traffic Council APPROVED AS AMENDED a YIELD SIGN, 3-2 (Babcock, Ciccone opposed) on 04/13/17. Approved language of TPR Number 297. This item may be appealed through the close of business 05/03/17. This item was appealed to the City Council on 04/08/17. On 06/07/17, the Public Safety & Transportation Committee split the item into Part A and Part B. Part A – APPEAL APPROVED Stop Sign on Walnut Hill Road, 4-0 on 06/07/17. Part B – HELD stop sign on Woodcliff Road, southbound, 4-0 on 06/07/17. On 06/21/17, the Public Safety & Transportation Committee voted NO ACTION NECESSARY on stop sign on Woodcliff Road, southbound, 4-0. This item was remanded to Traffic Council for a vote on parts b) and c) on 06/08/17. TC19-17(B)&(C)					X		X	5 and 6
1.18.18	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.		X						1
2.15.18	TC131-17	COUNCILOR COTE, requesting a one-side parking restriction on Davis Avenue, from Watertown Street to Furbush Avenue to allow safe passage of emergency vehicles.			X					3
2.15.18	TC133-17	STEPHEN SIMOGLU, TRAFFIC ENGINEER, requesting to add a stop control to the intersection of Fordham Road and Annapolis Road.			X				X	3
2.15.18	TC41-17	EMILY LAMONT, 390 Waltham Street, requesting a "Truck Exclusion" on Waltham Street.		X						3
2.15.18	TC132-17	COUNCILOR LIPOF, on behalf of Burdean Road residents, requesting review and possible parking restrictions on Burdean Road to respond to concerns related to student parking.			X				X	8

	Item	Description	Hold	No Action Necessary	Approve	Approve as Amended	Denial	Final	Appealed	Ward
		TOTAL:	11	21	64	2	5	8	9	
2.15.18	TC3-18	COUNCILOR LAPPIN, on behalf of Winston Road residents, requesting review and possible parking restrictions on Winston Road to respond to concerns related to student parking.			X					8
2.15.18	TC9-17	DAVID KOSES, TRANSPORTATION COORDINATOR AND STEPHEN SIMOGLOU, TRAFFIC ENGINEER, requesting discussion and approval of a new RRFB to be installed on Lagrange Street between the Kessler Woods site driveway and the Brookline Town Line, to be funded entirely by the Kessler Woods Developer (Chestnut Hill Realty Development LLC), and subsequently owned and maintained by the City, in accordance with Board Order 102-06(12) dated November 17, 2014.				X			X	8
2.15.18	TC46-17	COUNCILOR LAPPIN, requesting a review and potential changes to the official parking regulations and/or parking signs currently posted on Florence Street in the vicinity of Winston Flowers.			X					8
2.15.18	TC26-17	ALD. LAPPIN, requesting traffic calming measures on Dudley Road.		X						8
3.22.18	TC1-18	COUNCILOR ALBRIGHT, on behalf of Congregation Beth El-Atareth, requesting to end the Saturday parking restriction on Ward Street east of Morseland Avenue, and to add an accessible parking space on Ward Street near Morseland Avenue			X					2
3.22.18 and 7.26.18	AP2-17	JINI FAIRLEY, ADA COORDINATOR, requesting on behalf of Newton residents an accessible parking space in front of the Waban Square Post Office, located at 83 Wyman Street in Waban.	X		X					5
3.22.18	AP3-17	COUNCILOR LENNON, on behalf of Marilyn & William Ferguson requesting an accessible parking space in front of 233 Linwood Avenue.			X					1
3.22.18	AP4-17	COUNCILOR LENNON, on behalf of Patricia Rockwood requesting an accessible parking space in front of 52 Hawthorne Street.			X					1
3.22.18	TC13-18	COUNCILORS ALBRIGHT AND NORTON, requesting temporary changes to the parking regulations on the section of Highland Avenue between Walnut Street and Lowell Avenue to help accommodate the parking needs of seniors attending programming at the Newton Senior Center during the reconstruction of the Austin Street Parking Lot. This may involve temporarily adding this section of Highland Avenue into the Newtonville Neighborhood Parking District.	X					X		3
3.22.18	TC11-18	DAVID KOSES, TRANSPORTATION COORDINATOR, requesting to modify the distribution of the time limits of the spaces in the Lexington Street Lot to prepare for the installation of a parking kiosk. The distribution would change from the current mix of 2-hour spaces (43% of the lot); no time limit spaces (49%); and accessible spaces (9%) to the following mix: 2-hour spaces (43% of the lot); no time limit spaces (51%); and accessible spaces (6%).			X					4
3.22.18	TC15-18	DAVID KOSES, TRANSPORTATION COORDINATOR, requesting to modify the Traffic and Parking Regulations (TPR) Sec. TPR-145. Traffic-control signal locations, part (b), Pedestrian hybrid beacons shall be placed at the following locations: Parker Street between Roosevelt Road and Truman Road. Note that this item simply updates the TPR so that it includes this existing signal.			X					8

	Item	Description	Hold	No Action Necessary	Approve	Approve as Amended	Denial	Final	Appealed	Ward
		TOTAL:	11	21	64	2	5	8	9	
3.22.18	TC14-18	JASON SOBEL, INTERIM DIRECTOR TRANSPORTATION OPERATIONS, requesting to modify the Traffic and Parking Regulations (TPR) Sec. TPR-145. Traffic-control signal locations, part (a) Traffic control signals shall be placed at the following locations, and part (b) Pedestrian hybrid beacons shall be placed at the following locations, so as to replace the damaged traffic signal on Lexington Street at the Burr School, which is currently listed in part (a) of TPR-145, with a pedestrian hybrid beacon at the same location.	X							4
3.22.18	TC11-17	COUNCILORS FULLER, BAKER AND LAREDO, requesting an analysis of speeding on Grant Avenue (between Commonwealth Avenue and Ward Street) and potential traffic calming procedures.		X						7
3.22.18	TC37-14	ALD. KALIS, requesting a discussion to change Blue Zone signage to make parking more available to parents who need to enter the school to pick up children.		X						citywide
4.12.18	TC83-17	HOWARD RHODES, 227 Lexington Street, requesting in front of 227 Lexington Street either a two-hour or four-hour limit parking restriction and no overnight parking			X					4
4.12.18	TC124-17	KATIE DALEY, 25 Hawthorne Avenue, requesting review and possible action of parking regulations on Hawthorne Avenue.			X					4
4.12.18	TC130-17	PATRICE WESTSTRATE, requesting review of the traffic flow on Ellis Street with the possibility of turning Ellis Street into a partial or full one-way street.		X						5
4.12.18	TC5-18	VIERA PROULX, 17 Amy Circle, requesting a) two-hour parking restriction 8:00 a.m. to 4:00 p.m., school days; and b) parking prohibited, east side, from Beacon Street to at least the driveway of #11 Amy Circle to address safety concerns			X					5
4.12.18	TC18-18	STEPHEN SIMOGLU, TRAFFIC ENGINEER, requesting a stop sign for westbound Wolcott Street Extension at the intersection of Wolcott Street. For clarification, the intersection is in front of #432 Wolcott Street.			X					4
4.12.18	TC28-17	BARBARA BRUSTOWICZ, 12 Radcliff Road, requesting a) a traffic study be conducted for the purpose of analyzing high speed and traffic volume on Radcliff Road and Tamworth Road and b) implementation of traffic control devices, such as stop signs and/or traffic calming measures to deter speeders and address safety concerns.		X						5
4.12.18	TC27-17	ALD. SANGIOLO, requesting traffic calming measures or a reduction in speed limit on Washington Street between Aspen Avenue and Beacon Street.		X						4 and 5
4.12.18	TC42-12	ALD. HARNEY & SANGIOLO, on behalf of local residents, requesting a) study of speed on Auburn Street, between Charles Street and Woodland Road in Auburndale; b) study of possible traffic calming measures; and c) request for a raised crosswalk at the intersection of Auburn Street and Woodland Road.		X						4
5.31.18	TC134-17	MILES BILLINGS, 4 Warwick Road, requesting review of turning Derby Street into a partial one-way street, westbound, between Waltham Street and Cherry Street to enhance safety.			X				X	3
5.31.18 and 9.20.18	TC20-18	COUNCILORS COTE, KELLEY, requesting a review and possible changes to the parking regulations on Davis Avenue between Waltham Street and Furbush Avenue	X	X						3

	Item	Description	Hold	No Action Necessary	Approve	Approve as Amended	Denial	Trial	Appealed	Ward
		TOTAL:	11	21	64	2	5	8	9	
5.31.18	TC10-18	COUNCILORS DOWNS AND NORTON, requesting a stop sign at the following intersection: Valentine Street before (north of) the Carriage Lane to enhance pedestrian and bike safety on the Commonwealth Avenue Carriage Way			X					2 and 3
5.31.18	TC9-18	COUNCILORS DOWNS AND NORTON, requesting a stop sign at the following intersection: Wauwinet Road before (north of) Carriage Lane to enhance pedestrian and bike safety on the Commonwealth Avenue Carriage Way			X					2 and 3
5.31.18	TC8-18	COUNCILORS DOWNS AND NORTON, requesting a stop sign at the following intersection: Wimbledon Circle before (north of) Carriage Lane to enhance pedestrian and bike safety on the Commonwealth Avenue Carriage Way.			X					3
5.31.18	TC7-18	COUNCILORS DOWNS AND NORTON, requesting a stop sign at the following intersection: Higgins Street before (north of) Carriage Way - Please note this is a private road to enhance pedestrian and bike safety on the Commonwealth Avenue Carriage Way.			X					4
5.31.18	TC6-18	COUNCILORS DOWNS AND NORTON, requesting a stop sign at the following intersection: Higgins Street before (north of) Commonwealth Avenue to enhance pedestrian and bike safety on the Commonwealth Avenue Carriage Way.			X					4
5.31.18	TC29-18	DAVID KOSES, TRANSPORTATION COORDINATOR, requesting to add the approved list of parking regulations included as part of the Auburndale Village Parking District into TPR-206, to be consistent with the other Village Parking Districts. This represents no change to the current signage			X					4
6.14.18	TC27-18	CAPTAIN ANASTASIA, requesting No Parking- Tow Zone on Upland Road on the odd side of the roadway between Mill Street and Pheasant Road to be in effect Monday-Friday, School Days only, 7:00 AM to 4:00 PM (excluding Saturdays, Sundays and holidays) and to have a discussion on incorporating this section of roadway into the Newtonville Neighborhood Parking District.			X					2
6.14.18	TC26-18	CAPTAIN ANASTASIA, requesting No Parking- Tow Zone on Pheasant Road on the even side of the roadway between Upland Road and Kirkstall Road to be in effect Monday-Friday, School Days only, 7:00 AM to 4:00 PM (excluding Saturdays, Sundays and holidays) and to have a discussion on incorporating this roadway into the Newtonville Neighborhood Parking District.			X					2
6.14.18	TC23-18	COLLEEN NOLAN, on behalf of the Angier Elementary School PTO, requesting "No Turn on Red" signs at the following locations: end of the school driveway that exits onto Beacon Street corner of Manitoba Road and Beacon Street to enhance safety.			X				X	5



	Item	Description	Hold	No Action Necessary	Approve	Approve as Amended	Denial	Final	Appealed	Ward
		TOTAL:	11	21	64	2	5	8	9	
6.14.18	TC24-18	COUNCILORS KRINTZMAN AND MARKIEWICZ, requesting to expand the Auburndale- Village Parking District to include the following street segments: (1) Woodland Road between Grove Street and Hawthorne Avenue; (2) Hawthorne Avenue between Woodland Road and Aspen Avenue. Note that no changes to the parking regulations are proposed to occur along this section of Woodland Road, where no parking is allowed at any time. The following restriction is proposed for consideration along one or both sides of Hawthorne Avenue between Woodland Road and Aspen Avenue: 1 or 2-hour limit, Monday-Friday, except by Auburndale Permit.			X					4
6.14.18	TC30-18	COUNCILOR KRINTZMAN, requesting to expand the Auburndale- Village Parking District to include the following street segments: (1) Woodland Road between Hawthorne Avenue and Windermere Road; (2) Windermere Road between Woodland Road and Commonwealth Avenue. Note that no changes to the parking regulations are proposed to occur along this section of Woodland Road, where no parking is allowed at any time. The following restriction is proposed for consideration along one or both sides of Windermere Road between Woodland Road and Commonwealth Avenue: 1 or 2-hour limit, Monday-Friday, except by Auburndale Permit			X					4
6.14.18	TC28-18	COUNCILORS GENTILE AND KRINTMAN, requesting expansion of the Auburndale Village Parking District to include the following street segment: Aspen Avenue between Washington Street and Hawthorne Avenue. Note that no changes to the parking regulations are proposed to occur along this section of Aspen Avenue except by Auburndale Village Parking District Permit.		X						4
6.14.18	TC32-18	DAVID KOSES, TRANSPORTATION COORDINATOR, requesting to change the official parking regulations on Woodland Road in order to make it consistent with the signage currently posted on the street.		X						4
6.14.18	TC22-18	JOHN ARONE, 140 Windermere Road, requesting Resident Permit Parking Only, Monday through Sunday, except legal holidays on Windermere Road between Woodland Road and Commonwealth Avenue to deter student parking.		X						4
6.14.18	TC33-18	COUNCILORS ALBRIGHT, BROUSEL-GLASER, COTE, and LEARY, requesting to modify the parking regulations on Crafts Street (Watertown Street to Waltham Street) and on Waltham Street (Crafts Street to the Waltham City Line), in order to facilitate traffic calming and to create bicycle lanes. The amount of parking on the street would be reduced, with parking generally alternating between the north and south side, by block, along Waltham Street and a portion of Crafts Street.			X				X	1, 2 and 3
7.26.18 and 10.14.18	TC36-18	DAVID KOSES, TRANSPORTATION COORDINATOR, on behalf of residents of 58 and 60 Churchill Street, requesting the removal of the accessible parking spot in front of 58 Churchill Street, as it is no longer needed.	X				X			1
7.26.18	TC129-17	DAVID KOSES, TRANSPORTATION COORDINATOR, on behalf of Tina Soo Hoo, requesting review of parking regulations on Gibbs Street, between Centre Street and Sumner Street to ensure consistency with the Traffic and Parking Regulations (TPR).				X				6

	Item	Description	Hold	No Action Necessary	Approve	Approve as Amended	Denial	Trial	Appealed	Ward
		TOTAL:	11	21	64	2	5	8	9	
7.26.18	TC34-18	COUNCILOR NOEL, requesting a stop sign at a) the intersection of Cushing Street and Centre Street and b) intersection of Cushing Street and Allerton Road.			X					6
7.26.18	TC127-17	RHONDA WILLINGER, on behalf of Jesse Corey, 64 Oak Cliff Road, requesting either a four-way stop sign or full traffic light at the intersection of Austin Street and Lowell Avenue.					X			2
7.26.18	TC126-17	TATI COLLIER, on behalf of Jesse Corey, 64 Oak Cliff Road, requesting a four-way stop sign at the intersection of Hull Street and Lowell Avenue.					X			2
7.26.18	TC2-18	DAVID KOSES, TRANSPORTATION COORDINATOR AND STEPHEN SIMOGLOU, TRAFFIC ENGINEER, requesting consideration of a parking restriction on Nevada Street, north of California Street.			X					1 and 2
7.26.18	TC37-18	DAVID KOSES, TRANSPORTATION COORDINATOR, requesting to add the Blue Zone, currently in place on Cypress Street, into the TPR. This administrative change does not modify anything in the field.			X					6
7.26.18	TC38-18	DAVID KOSES, TRANSPORTATION COORDINATOR, requesting to modify sections 176 and 205 of the TPR for the following streets: Beaumont Avenue, Bolton Road, Bonwood Street, Bullough Park, Calvin Road, Charlesden Park, Claflin Place, Craigie Terrace, Dexter Road, Elmwood Park, Fairfield Street, Forest Avenue, Frederick Street, Gay Street, Greylock Road, Grove Hill Avenue, Grove Hill Park, Highland Avenue, Highland Street, Lakeview Avenue, Leonard Avenue, Lowell Avenue, Mill Street, Oakwood Road, Otis Street, Prospect Avenue, Sheffield Road and Walden Street, to make the official parking regulations consistent with existing posted signage, which restricts parking on school days except by Newtonville Permit. This item fixes errors in the TPR and does not change any of the posted signs on these streets.			X					2
7.26.18	TC39-18	DAVID KOSES, TRANSPORTATION COORDINATOR, requesting to remove various streets from section (c) of TPR-205, the Newtonville Neighborhood Parking District, including primarily private ways which maintain their own parking regulations: Briar Lane, Gibson Road, Otis Place, Otis Park, Phillips Lane, Prospect Park and Prospect Terrace. No change existing signage or official parking regulations on these streets will occur as part of this item.			X					2
7.26.18	TC23-17	WARD 6 COUNCILORS, on behalf of the neighborhood, requesting a traffic analysis of the area including Marshall, Summer, Everett, Gibb Streets and Chestnut Terrace with possible action to make street safer for pedestrians.		X						6
9.20.18	TC16-18	ADEBA OSMANI, 62 Manet Road, requesting a stop sign at the intersection of Manet Road and Commonwealth Avenue to address safety concerns.			X					7
9.20.18	TC19-18	STEPHEN SIMOGLOU, TRAFFIC ENGINEER, requesting a stop sign for Lancaster Road (eastbound) at Cotton Street.			X					7
9.20.18	TC21-18	LAUREN THILL, 12 Kingsbury Road, requesting two-hour limit, Saturdays included, 7:00 a.m. to 10:00 p.m., both sides, from Hammond Street to Suffolk Road to deter student and commuter parking.	X					X		7
9.20.18	TC12-18	COUNCILOR COTE, requesting a review and possible changes to the parking regulations on Davis Avenue between Waltham Street and Furbush Avenue to enhance safety.		X						3

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9.20.18	TC25-18	JOHN RAHILLY, 181 Parmenter Road, requesting a four-way stop sign at the intersection of Washington Avenue, Elsworth Road, and Parmenter Road to enhance safety.		X						3
9.20.18	TC45-18	TRAFFIC BUREAU CAPTAIN PAUL ANASTASIA, requesting a review and possible change to the parking regulations on Tower Road.			X					5
9.20.18	TC52-18	DAVID KOSES, TRANSPORTATION COORDINATOR, requesting to remove Bolton Road from Section 202 of the TPR, but to keep Bolton Road in Section 205 of the TPR. This corrects an error in the official regulations but does not change any of the signage on the street.			X					2
9.20.18	TC55-18	JASON SOBEL, DIRECTOR OF TRANSPORTATION OPERATIONS, requesting to add a Flashing Warning Lights at the intersection of Woodland Road & Auburn Street in Auburndale.			X					4
9.20.18	TC58-18	SON SOBEL, DIRECTOR OF TRANSPORTATION OPERATIONS, requesting to add a No Right on Red sign at the interseciton of Commonwealth Avenue, westoubnd, at Washington Street.			X					3
10.25.18	TC31-18	MARIA STEELE, 58 Playstead Road, requesting a two-hour parking restriction 7:00 a.m. to 9:00 a.m., Monday through Friday, north side.	X					X		1
10.25.18	TC35-18	ANDREW LEVIN, 38 Eldredge Street, requesting a three-way stop sign at Vernon and Eldredge Streets.			X					1
10.25.18	TC60-18	DAVID KOSES, TRANSPORTATION COORDINATOR, requesting to add a stop sign at Wilshire Road at Jackson Road			X					1
10.25.18	TC61-18	COUNCILOR LEARY, requesting to remove the parking space on Richardson Street that is reserved for the Underwood School and return it to public circulation.			X					1
10.25.18	TC64-18	DAVID KOSES, TRANSPORTATION COORDINATOR, requesting to discuss and possible action to change the short-term unmetered parking spaces on the east side of Centre Street between Vernon Street and Centre Avenue (Newton Corner Rotary) into long term metered parking.			X					1
10.25.18	TC40-18	LORI JACKSON, 41 Carlson Avenue, requesting consideration of a parking restriction on Carlson Avenue, both sides, all times to address safety concerns		X						4
10.25.18	TC62-18	COUNCILOR NORTON, requesting a discussion and possible change to the circulation and direction of travel (including the location and direction of associated legal parking) on Ward Street between Elmore Street and Morseland Avenue.			X				X	2
10.25.18	TC65-18	JASON SOBEL, DIRECTOR OF TRANSPORTATION AND OPERATIONS, requesting to edit Section TPR-84(a) and to remove Section TPR-84(b) from the TPR. Section 84(b) lists the special speed regulations for streets in Newton, which are approved by MassDOT and not by the Newton Traffic Council.			X					citywide
10.25.18	TC66-18	DAVID KOSES, TRANSPORTATION COORDINATOR, requesting to remove the left turn prohibitions listed in the TPR from Centre Street onto Jefferson Street and onto Pearl Street. Currently no signs are posted that would prevent left turns, and this item would make no change.			X					1
10.25.18	TC53-18	DAVID KOSES, TRANSPORTATION COORDINATOR, requesting to remove the single remaining Underwood School staff permit parking space on Richardson Street, due to lack of use, and returning it to a long-term metered parking space.		X						1

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11.29.18	AP1-18	MARY BIANCHI, requesting an accessible parking space in front of 851 Watertown Street			X					3
11.29.18	TC44-18	COUNCILORS DANBERG, NOEL AND SCHWARTZ, requesting a stop sign on Marshall Street at the intersection of Marshall and Sumner Streets to make the intersection safer.			X					6
11.29.18	TC56-18	DAVID KOSES, TRANSPORTATION COORDINATOR, requesting to extend the "No Parking Here to Corner" zone on the west side of Pleasant Street south of Bracebridge Road, to provide for better visibility of pedestrians crossing in the crosswalk. This would require shortening the blue zone.			X					6
11.29.18	TC59-18	COUNCILORS DANBERG, SCHWARTZ AND NOEL, requesting the addition of stop signs at the intersection of Glen Avenue and Elgin Street to create a 4-way stop.					X		X	6
10.26.17 and 11.29.18	TC8-16	DAVID KOSES, TRANSPORTATION COORDINATOR, requesting the temporary removal of approximately six parking meters in the proximity of 1164 Centre Street, with the spaces to be reserved for Fire Department staff, to accommodate parking for the Fire Station 3/Fire Headquarters Project. (Ward 6) [03/08/16 @ 2:57 PM] HELD 4-0 on 03/24/16. Hold for Trial. Temporary removal of parking meters #589 through #599 along Centre Street, during the construction of the new Fire Department Headquarters, to include the addition of dedicated parking for Fire Department staff.	X		X					6
11.29.18	TC117-17	CHIEF PROIA requesting additional parking opportunities on the south side of Willow Street to accommodate parking needs associated with the new Fire Headquarters.	X		X					6
11.29.18	TC42-18	LESTER GORE, 1525 Centre Street, requesting a stop sign at a) intersection of Allerton Road and Hyde Street and b) intersection of Allerton Road and Cushing Street.			X					6
11.29.18	TC70-18	JASON SOBEL, DIRECTOR TRANSPORTATION OPERATIONS, requesting a No Right on Red restriction from Waltham Street onto Washington Street.			X					3
11.29.18	TC71-18	COUNCILORS LEARY AND GREENBERG, requesting to change the distribution of time limits in the Richardson Street Public Parking Lot in Newton Corner to install reserved spaces for EV Charging Stations and/or EV Shared Vehicles	X					X		1
11.29.18	TC72-18	COUNCILORS MARKIEWICZ AND KRINTZMAN, requesting to change the distribution of time limits in the Lexington Street Public Parking Lot in Auburndale to install reserved spaces for EV Charging Stations and/or EV Shared Vehicles	X					X		4
11.29.18	TC73-18	COUNCILORS NOEL AND DANBERG, requesting to change the distribution of time limits in the Pleasant Street and Pelham Street Public Parking Lots in Newton Centre to install reserved spaces for EV Charging Stations and/or EV Shared Vehicles	X					X		6
12.13.18	AP2-13	ALICE COTOIA, 16 Beech Street, requesting an accessible parking space in front of 16 Beech Street			X					1
12.13.18	TC68-18	RICHARD BIBBO, 4 Fairview Street, requesting removal of two-hour limit, 7:00 a.m. to 6:00 p.m., both sides, entire length on Fairview Street.			X					1
12.13.18	TC74-18	CAPTAIN ANASTASIA, requesting a "No Left Turn" restriction on Auburn Street in the area of 164-158 Auburn Street to restrict left turns from Auburn Street into the exit driveway of the parking lot of the Brookline Infant and Toddlers Center of Newton, 1900 Commonwealth Avenue.			X					4

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12.13.18	TC51-18	TRAFFIC BUREAU CAPTAIN PAUL ANASTASIA, DPW COMMISSIONER JAMES MCGONAGLE AND PLANNING DIRECTOR BARNEY HEATH, requesting temporary and permanent changes in terms of the location, duration, and pricing of public parking spaces, location of traffic signals, and changes to traffic circulation within and proximate to the Washington Street corridor in West Newton, to include abutting blocks of intersecting streets, in order to facilitate the reconstruction of the Washington Street corridor.	X					X		3 and 4
12.13.18	TC50-18	TRAFFIC BUREAU CAPTAIN PAUL ANASTASIA, DPW COMMISSIONER JAMES MCGONAGLE AND PLANNING DIRECTOR BARNEY HEATH, requesting temporary and permanent changes in terms of the location, duration, and pricing of public parking spaces, and changes to traffic circulation within and proximate to the Walnut Street corridor in Newtonville, to include abutting blocks of intersecting streets, in order to facilitate the reconstruction of the Walnut Street corridor.	X					X		2
12.13.18	TC67-18	DAVID KOSES, TRANSPORTATION COORDINATOR, requesting to remove the following from the official Traffic and Parking Regulations (TPR): Bullough Park, one-way street from Berkshire Road southerly to Commonwealth Avenue. This item fixes an inconsistency and will not make any changes in the field.			X					2
12.13.18	TC75-18	DAVID KOSES, TRANSPORTATION COORDINATOR, requesting to rescind the Traffic Council vote on October 25, 2018 of TC65-18 (TPR NO. 443) Sec. TPR-84 speed zones designated from the Traffic and Parking Regulations			X					citywide
12.13.18	TC77-18	JASON SOBEL, DIRECTOR TRANSPORTATION OPERATIONS, requesting to add a pedestrian signal on Commonwealth Avenue at Pamela Court.			X					4
12.13.18	TC63-18	COUNCILOR MARKIEWICZ, requesting to extend the current "no parking 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m." parking prohibition on the east side of Lexington Street, between Auburn Street and Commonwealth Avenue, to a "no parking 7:00 a.m. to 10:00 a.m. and 4:00 p.m. to 7:00 p.m." prohibition, to help improve traffic circulation".			X					4