

CITY OF NEWTON

IN CITY COUNCIL

TRAFFIC COUNCIL REPORT

THURSDAY, SEPTEMBER 17, 2020

Remote Participation:

Present: David Koses, Traffic Council Chair; Sergeant Dan Devine, Newton Police Department; Isaac Prizant, Traffic Engineer, Councilor Downs and Mitch Fischman, Resident member

Also Present: Nicole Freedman, Director of Transportation, Planning; Jini Fairley, ADA Coordinator, Jeremy Freudberg, Alternate Resident Member and Councilors Humphrey and Bowman

On September 2, 2020, 292 notifications were mailed for docket items TC147-20 and TC146-20 including residents, businesses and abutters. The mailing included a letter from the Department of Public Works dated September 2, 2020, parking would be removed on portions of Beacon Street, attached to this report.

Council members were provided with Traffic Council Policy 3: Prioritization of On-Street Parking and Bicycle Lanes, attached to this report.

Mr. Koses and Mr. Prizant provided PowerPoints, attached to this report.

TC147-20 COUNCILORS BOWMAN, CROSSLEY, DANBERG, DOWNS, HUMPHREY, LEARY AND NOEL, requesting to discuss and possibly vote to change the parking regulations along the portion of Beacon Street between Newton Centre and Washington Street to allow for the installation of striped bicycle lanes in both directions. Parking must be removed in many areas along Beacon Street in order to allow for the striped bicycle lane. Parking within a striped bicycle lane is not permitted, but parking will be allowed in certain areas, as shown in the final design. (Wards 4, 5, 6 & 7) [08/25/20 @ 1:41 PM]

ACTION: **APPROVED 5-0. Approved the language of TPR 688.**
This item may be appealed through the close of business October 7, 2020.

NOTE: Ms. Freedman stated that the proposal of implementing bike lanes on Beacon Street between Washington Street (Route 16) and Newton Centre is part of a larger vision. The five core values include safe, accessible, livable, sustainable and smart in order to balance the priorities of Beacon Street to accommodate vehicles, pedestrians and bicyclists.

The project will use paint and signs to add a bike lane. There will be no physical construction. The goal of implementing bike lanes on Beacon Street is to increase safety for all users. Parking will be removed along most of Beacon Street. Parking will remain in high-demand areas including Waban Center, Cold Spring Park, Newton Four Corners and the Newton Centre

approach. Bike lanes have been implemented in the shoulder on Beacon Street from Newton Centre to Boston.

Mr. Prizant stated that when discussions began, a parking utilization study was conducted. The neighborhood and the Transportation Advisory Group (TAG) discussed implementing bike lanes on Beacon Street, prior to Covid-19. A draft was forwarded to the City Council. Positive feedback was received from all involved. Residents present at the meeting stated that they support removing parking on Beacon Street supporting the implementation of installing bike lanes. This is a short-term project to balance all the needs by maintaining some parking, but the majority of parking will be removed.

Mr. Prizant presented a detailed PowerPoint presentation depicting bicycle lanes and parking graphics on Beacon Street from Washington Street to Centre Street. The PowerPoint depicts where parking would be removed and where parking would remain.

Mr. Prizant stated that there will be no parking, anytime, except where indicated on the proposed plan (shown in light blue shading with “parking” noted where allowed). The proposed plan is attached.

The proposed plan depicts the following:

- Washington Street (Route 16) to Varick Road area, parking will be removed.
- White Oak Road to Holly Road area, bike lanes will be implemented on both sides, near Holly Road there is a very wide area with the ability to maintain parking.
- Angier School area, some parking will be removed in the area of Dorset Road to Holly Road. This is a high utilized area accommodating staff parking. The goal was to shift some staff parking to neighboring side streets. It is a challenge to remove parking completely, and it was determined that it was best to maintain some parking.
- Collins Road area, parking will remain, with green sharrows (a high friction green surface). While maintaining parking on the south side, a bike lane will be implemented in the east bound direction. It is a challenge to implement this behind the angled parking area making bicyclists travel in the middle of the road.
- East of Woodward Street area, parking will be removed on both sides through the Zervas school area until Cold Spring Park at Warren Road.
- Walnut Street to Beacon Street area, parking will be removed. This is a difficult intersection. A long-term Capital Improvement Project (CIP) includes implementing bicyclists and pedestrian safety.
- East of Walnut Street to Crescent Avenue area, parking will be removed on both sides.
- East of Crescent Avenue to Centre Street area, parking will remain on both sides.

Mr. Koses stated that nineteen emails were received. Eight emails support implementing bike lanes, ten emails suggest removing additional parking than the current proposal and one email expressed opposition. These emails are on file. Mr. Koses read a section of each email to Council members and the public.

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

Suggestions, Concerns and Comments:

- A resident stated that the Angier School area needs additional safety improvements. A suggestion was made to amend the implementation of a timed parking restriction to the east bound lane between Cold Spring Park and Four Corners. This parking restriction should be during a morning bike commute to school so that student bikers can safely avoid the current hazard risk of using this stretch of Beacon Street. Students bike on Beacon Street to access the Brown Middle School and Newton South High School. Approximately 10% of students live in areas for which this route is the only direct bike route. Cold Spring Park is only approximately a 100-yard walk that allows parking.
- A member of the Safe Routes to School Task Force stated that they fully support implementing bike lanes and support removal of all parking on Beacon Street. By implementing bike lanes, the City shows commitment. It was also noted that student's bike on Beacon Street to access Oak Hill School. She then stated that she supports the amendment of a timed parking restriction in the area of Cold Spring Park.
- A member of Bike Newton stated that they fully support implementing bike lanes on Beacon Street. This is a great improvement towards contiguous bike lanes. Bike lanes make it safer for bicyclists and encourages additional bicyclists.
- A Beacon Street resident stated that she supports removing parking on Beacon Street because it is difficult to exit their driveway when vehicles park and suggested removing parking after Main Street heading towards Langley Road.
- A member of Bike Newton Steering Committee stated that they fully support implementing bike lanes on Beacon Street. It is important to have contiguous bike lanes. Bike lanes are necessary in the Angier School area. Staff and others park most of the day in this area of Beacon Street making it impossible to allow two travel lanes and a bike lane. Bicyclists are forced into the travel lane, making a very dangerous situation. He then suggested implementing no parking on Beacon Street to Dorset Road. Dorset Road, approximately 200 yards from Beacon Street does not allow parking.

A resident stated that drivers use the horseshoe to pick-up/drop-off students. Councilor Downs stated the principal has closed the horseshoe and can no longer be used to pick-up/drop-off students.

A resident made the following suggestions for Traffic Council's consideration.

- Area of Centre Street – maintain the north side parking where businesses are located, remove south side parking to allow for contiguous bike lanes.
- Area of Walnut Street - maintain left turn lane, both directions and add dashed striping indicating a bike lane is present. A buffer should be installed where the shoulder becomes wide. Recommend no parking in front of Cold Spring Park.
- Area of Beacon Street, Beethoven Avenue and Evelyn Road - remove two bike symbols on Beacon Street but maintain the bike symbols on Beethoven Avenue and Evelyn Road.
- Area of Chestnut Street – implement a bike lane west of Chestnut Street until the shoulder narrows. A bike box should be installed heading west bound approaching Chestnut Street. Green road striping should also be implemented.
- Area of Waban Centre angled parking – recommends vehicles back in order to implement a bike lane in this area.

- Area of Angier School – a bike box should be installed at the first traffic light then after Angier School he recommends milling and paving of Beacon Street and to hold off on painting bike lanes until the remainder of Beacon Street is paved.
- Area of Holly Road – this area is wide; parking can be allowed on both sides. But the road is not wide enough on the south side and recommends a buffer zone between the travel and bike lanes making it safer for motorists and bicyclists.
- Area of Washington Street – the right turn lane is very wide and recommends implementing a bike lane between the two lanes and adding a bike box.
- Area Washington Street - has no bike facility and recommends painting bike symbols on Washington Street between Commonwealth Avenue to Quinobequin Road.

Residents present thanked the City and fully support implementing bike lanes. These docket items are a big step forward with the implementing bike lanes on Beacon Street.

Councilor Bowman stated that she is overwhelmed by the support shown tonight and thanked the City staff. The docketers are committed to do their best on improving an important corridor and she supports the implementation of bike lanes on Beacon Street.

Mr. Freudberg asked what the width of Beacon Street is near Wilde Road area and whether parking could be maintained allowing bike lanes be installed on both sides. Mr. Prizant answered that this section is 11 feet-wide, and that unfortunately it cannot accommodate parking and bike lanes. Mr. Freudberg then suggested parking remain on Beacon Street in the area of Cold Spring Park, except during the Farmers Market hours.

Mr. Koses stated that tonight he has heard suggestions to remove parking near Centre Street and in different sections of the Beacon Street corridor. If that is the will of Traffic Council, then Traffic Council would need to hold this item to write up the language to be voted on, including measurements, and to reconvene at a future meeting. Alternatively, Traffic Council could vote to approve the proposal as drafted for this evening. Councilor Downs suggested approving the language tonight and, if necessary, return to Traffic Council to make additional changes at a future meeting. She then stated that it is important to maintain parking in the Angier School area for staff parking.

Mr. Fischman stated that the Newton Centre section is difficult. Parking for Angier School staff is an issue and important. He then asked when bike lanes turn to shared lanes, would signage be installed to assist bicyclists.

Mr. Koses provided Council members with a draft Traffic and Parking Regulation (TPR) with proposed language that would remove a significant amount of parking to allow for marked bicycle lanes. He then stated that this item may be appealed through the close of business on October 7, 2020.

Without further discussion, Councilor Downs made a motion to approve this request. Council members agreed 5-0. Mr. Koses stated that this item may be appealed through the close of business on October 7, 2020.

TC146-20 COUNCILORS BOWMAN, CROSSLEY, DANBERG, DOWNS, HUMPHREY, LEARY AND NOEL, requesting to change the Waban Village Parking District to allow for the installation of striped bicycle lanes along a portion of Beacon Street between Metacomet Road and Dorset Road (eastern end) where parking would no longer be allowed. These changes may include removing sections of Beacon Street from the Waban Village Parking District, rescinding resident permits for homes abutting these sections of Beacon Street and modifying the distribution of non-resident permits in the area for Angier staff and others. (Ward 5) [08/25/20 @ 1:41 PM]

ACTION: **APPROVED 5-0. Approved the language of TPR 689.**
This item may be appealed through the close of business October 7, 2020.

NOTE: Mr. Koses provided Council members with the Waban Village Parking District map, the portion of Beacon Street that is included in the parking plan, change to the section of Beacon Street that is included in the plan, proposed changes to the distribution of non-resident permits (Angier School staff) and with a draft Traffic and Parking Regulation (TPR) with proposed language to be removed and inserted. He stated that this item may be appealed through the close of business on October 7, 2020.

Mr. Koses stated that it would be necessary to change the Waban Village Parking District plan to adjust for the sections of Beacon Street which will no longer allow parking between Metacomet Road and Dorset Road (eastern end). Resident permits issued to residents living on Beacon Street between Irvington Road and Wamesit Road will need to be rescinded (or not issued next year) as residents will no longer be eligible for parking permits. Angier School staff would continue to be issued the same number of parking permits, but the distribution by street would need to be changed. Sgt. Devine stated that the Angier School staff have been issued the permits for this year.

Mr. Koses informed Sgt. Devine that the resident of #1785 Beacon Street is still eligible to receive a resident parking permit because their home fronts the section Beacon Street to the east of Dorset Road.

The proposal is to delete from the Traffic and Parking Regulation Beacon Street (Metacomet Road to RR tracks) and insert Beacon Street (Locke Road/Irvington Road to RR tracks). It would be necessary to reduce the number of permits on Beacon Street (Locke Road to RR tracks, north side) from twenty non-resident permits to ten.

It is proposed to redistribute the non-resident parking permits in the following manner:

Beacon Street (Locke to RR, N side	10 (up to 10 Angier Staff) <i>removing 10 spaces.</i>
Collins Road (Southwick to Beacon)	4 (up to 1 Angier Staff + 2 Aftercare Staff) <i>add 3.</i>
Dorset Road	10 (up to 5 Angier Staff + 5 Aftercare Staff) <i>unchanged.</i>
Locke Road (all)	1 (up to 1 Aftercare Staff) <i>add 1 space.</i>
Manitoba Road (all)	4 (up to 4 Angier Staff) <i>remains the same.</i>
Southwick Road (all)	2 (up to 2 Aftercare Staff) <i>add 2 spaces.</i>
Waban Av (Nehoiden to Beacon/Collins)	4 (up to 4 Angier Staff) <i>add 4 spaces.</i>

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

Ms. Fairley asked whether residents still be allowed to request an accessible parking space if parking is removed on Beacon Street. Mr. Koses answered that there are zero accessible parking spaces currently in place along this section of Beacon Street. The proposed parking prohibition would not allow for an accessible parking space within an area of Beacon Street that does not allow parking, but an accessible space could be approved on a nearby side street.

Without further discussion, Councilor Downs made a motion to approve this item. Council members agreed 5-0. Mr. Koses stated that this item may be appealed through the close of business on October 7, 2020.

Respectfully submitted,

David Koses, Transportation Coordinator
Traffic Council Chair

City of Newton



DEPARTMENT OF PUBLIC WORKS

TRANSPORTATION DIVISION

110 Crafts Street
Newton, MA 02460

Ruthanne Fuller
Mayor

September 2, 2020

Dear Constituent,

At the meeting (virtual) scheduled to begin at 7:00 p.m. on Thursday, September 17, 2020, the Newton Traffic Council will be discussing, and potentially voting to eliminate parking along most of Beacon Street between Centre Street and Washington Street, on both sides, to allow for the extension of the Beacon Street bicycle lanes. According to the draft Pavement Marking Plan, parking will remain on Beacon Street in the following areas: between Centre Street and Crescent Avenue; between 1188 Beacon St and the Cold Spring Park driveway (south side); within Waban Square; to the west of the Angier School (north side); and to the west of Holly Road (north side). The Proposed Pavement Marking Plan has been posted to the City of Newton Webpage. To view the Proposed Plan, follow this link:

<http://www.newtonma.gov/gov/dpw/transportation/default.asp>

and click on

“Proposed Beacon Street (Washington St to Centre St) Pavement Marking Plan”

under “Quick Links”

The Newton Traffic Council encourages comments from abutters as part of its decision-making process. Public comment will be heard at the meeting prior to a vote by the members of the Traffic Council. The general public can also provide comments in advance of the meeting by sending an email to the following address:

trafficcouncil@newtonma.gov

More information about the Newton Traffic Council can be found by following this link:

<http://www.newtonma.gov/gov/aldermen/traffic/>

Thank you,

David Koses, Chair, Newton Traffic Council

Traffic Council Policy 3: Prioritization of On-Street Parking and Bicycle lanes

Date Adopted: October 25, 2012

Date Revised: January 1, 2016

As defined by City ordinance, it is the purpose of the Traffic Council to take action on requests for site-specific changes to parking and traffic regulations. The Traffic Council aims to be fair and consistent in its decisions when similar situations present themselves and, over time, its actions have evolved into some implicit policies. Members of Traffic Council hope that this information offers guidance to the public, City Councilors, and staff as it affects projects or proposals they may consider.

BACKGROUND

The *Newton Comprehensive Plan*, adopted by the City Council (former Board of Aldermen) on November 19, 2007, called for reducing reliance on auto driving and supporting a full range of travel modes, including walking, cycling, carpooling and taking transit. The Plan specified that “bicycles are considered an integral part of the transportation mode mix, and the design of the streets and sidewalks includes appropriate facilities for them.”

The Transportation Advisory Committee (TAC), in their *Transportation Advisory Committee Recommendations to Mayor Setti D. Warren November 17, 2011*, subsequently endorsed by the Mayor, calls for the City to adopt a Complete Streets Policy, where all users, not just motorists, must be taken into consideration in the design and redesign of our street network. The TAC recommended that the Department of Public Works, Traffic Council, and City Council support a greatly expanded bicycle infrastructure, with at least 20 miles of bicycle lanes or other specific roadway accommodations to be implemented by 2015. The policy statement, shown below, is intended to act as a reference in those cases where street width does not allow both parking and bicycle lanes.

POLICY STATEMENT

The City of Newton is committed to a Complete Streets Policy, with the goal of improving safety for and addressing the needs of all users. Motorists, bicyclists, pedestrians and abutters shall be taken into consideration in the design and redesign of our street network. The City of Newton is also committed to building a bicycle network. Therefore, when considering the removal of on-street parking to construct bicycle lanes, Traffic Council members shall consider factors such as the Newton Bicycle Network Plan, connectivity between key destinations, parking demand and alternative parking locations, in addition to street widths, volume, safety and other concerns. Each member of Traffic Council shall determine his or her final vote only after careful consideration of the aforementioned Citywide goals and all relevant and site-specific information provided by residents, elected officials and other interested parties.

CITY OF NEWTON

TRAFFIC & PARKING REGULATION

TPR NO. 688

September 17, 2020

In accordance with the vote of the Traffic Council on September 17, 2020:

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-176. Parking regulations pertaining to particular streets.**, the following:

Beacon Street between Crescent Avenue and Walnut Street
(entire section)

Beacon Street between Walnut Street and Chestnut Street
(entire section)

Beacon Street between Chestnut Street and Washington Street
(entire section)

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

Beacon Street between Crescent Avenue and Walnut Street

Prohibited, any time, either side.

Beacon Street between Walnut Street and Chestnut Street

(1) Prohibited, any time, either side, except for the following:

a) No restriction, any time, from the Cold Springs Park driveway to a point 630' west of Beaconwood Road, south side.

Beacon Street between Chestnut Street and Washington Street

(1) Prohibited, any time, either side, except for the following:

- a) One-hour limit, 7 a.m. to 7 p.m., from a point 40' west of Windsor Road to a point 200' west of Windsor Road, north side.
- b) Two-hour limit, 9 a.m. to 5 p.m., except by Waban permit, from Manitoba Road to a point 150' west of the east end of Dorset Road, north side.
- c) No restriction, any time, from a point 170' west of Holly Road, to Holly Road, north side.
- d) One-hour limit, 7 a.m. to 7 p.m., including Saturdays, from a point 310' west of Woodward Street to a point 75' west of Woodward Street, south side.

Approved as to legal form and character:

(SGD) ALISSA OCASIO GIULIANI
City Solicitor

(SGD) DAVID A. OLSON
City Clerk

CITY OF NEWTON

TRAFFIC & PARKING REGULATION

TPR NO. 689

September 17, 2020

In accordance with the vote of the Traffic Council on September 17, 2020:

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-208. Waban Village Parking District.**, the following:

(c) The following streets or sections of streets compose the geographic boundary of the Waban Village Parking District:

Beacon Street (M.B.T.A. Bridge to Metacomet Road)

By INSERTING into the provisions of **Sec.TPR-208. Waban Village Parking District.**, the following:

(c) The following streets or sections of streets compose the geographic boundary of the Waban Village Parking District:

Beacon Street (M.B.T.A. Bridge to Locke Road/Irvington Road)

By DELETING from the provisions of **Sec.TPR-208. Waban Village Parking District.**, the following:

(g) The maximum number of Waban village parking permits issued to a non-resident shall be as follows:

(1) Up to twenty (20) Waban village parking permits for Beacon Street. Up to 15 of these permits may be issued to the Angier School for distribution to staff and up to 5 of these permits may be issued to the Angier School Afterschool Staff for distribution and shall be considered visitor permits according to section 19-202.

(2) Up to ten (10) Waban village parking permits for Dorset Road. Up to 5 of these permits may be issued to the Angier School for distribution to staff and up to 5 of these permits may be issued to the Angier School Afterschool Staff for distribution and shall be considered visitor permits according to section 19-202.

- (3) Up to four (4) Waban Village Parking Permits for Southwick Road.
- (4) Up to four (4) Waban Village Parking Permits for Collins Road.
- (5) Up to four (4) Waban Village Parking Permits for Waban Avenue.
- (6) Up to four (4) Waban Village Parking Permits for Manitoba Road to be issued to the Angier School for distribution to staff.

By INSERTING into the provisions of **Sec.TPR-208. Waban Village Parking District.**, the following:

(g) The maximum number of Waban village parking permits issued to a non-resident shall be as follows:

- (1) Up to ten (10) Waban village parking permits for Beacon Street. Up to 10 of these permits may be issued to the Angier School for distribution to staff and shall be considered visitor permits according to section 19-202.
- (2) Up to four (4) Waban Village Parking Permits for Collins Road. Of these, up to 1 permit may be issued to the Angier School for distribution to staff and shall be considered a visitor permit according to section 19-202, and up to 2 permits may be issued to the Angier School Afterschool Staff for distribution.
- (3) Up to ten (10) Waban village parking permits for Dorset Road. Of these, up to 5 permits may be issued to the Angier School for distribution to staff and shall be considered visitor permits according to section 19-202, and up to 5 permits may be issued to the Angier School Afterschool Staff for distribution.
- (4) Up to one (1) Waban Village Parking Permit on Locke Road. Of these, up to 1 permit may be issued to the Angier School Afterschool Staff for distribution.
- (5) Up to four (4) Waban Village Parking Permits for Manitoba Road. Of these, up to 4 permits may be issued to the Angier School for distribution to staff and shall be considered visitor permits according to section 19-202.
- (6) Up to two (2) Waban Village Parking Permits for Southwick Road. Of these, up to 2 permits may be issued to the Angier School Afterschool Staff for distribution.
- (7) Up to four (4) Waban Village Parking Permits for Waban Avenue. Of these, up to 4 permits may be issued to the Angier School for distribution to staff and shall be considered visitor permits according to section 19-202.

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

Collins Road

- (1) Two-hour limit, 9:00 a.m. to 5:00 p.m., east side, except by Waban resident parking permit. (Four nonresident parking permits to be available to Angier School staff.)

Manitoba Road

- (1) Two-hour limit, 9:00 a.m. to 5:00 p.m., except Saturdays, Sundays and legal holidays, west side, except by Waban Resident parking permit. (Four non-resident parking permits to be available to Angier School staff.)

Southwick Road

- (1) Two-hour limit, 9:00 a.m. to 5:00 p.m., Monday through Friday, both sides, except by Waban Resident parking permit. (Allow up to four non-resident Waban parking permits for Southwick Road).

Waban Avenue

- (2) Two-hour limit, 9:00 a.m. to 5:00 p.m., except by Waban Resident parking permit (Up to four nonresident permits permitted).

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

Collins Road

- (1) Two-hour limit, 9:00 a.m. to 5:00 p.m., east side, except by Waban Resident parking permit.

Manitoba Road

- (1) Two-hour limit, 9:00 a.m. to 5:00 p.m., except Saturdays, Sundays and legal holidays, west side, except by Waban Resident parking permit.

Southwick Road

- (1) Two-hour limit, 9:00 a.m. to 5:00 p.m., Monday through Friday, both sides, except by Waban Resident parking permit.

Waban Avenue

(2) Two-hour limit, 9:00 a.m. to 5:00 p.m., except by Waban Resident parking permit.

Approved as to legal form and character:

(SGD) ALISSA OCASIO GIULIANI
City Solicitor

(SGD) DAVID A. OLSON
City Clerk