

**MINUTES OF THE TRAFFIC COMMISSION MEETING
HELD: DECEMBER 17, 2020 AT 10:00 A.M.
ZOOM VIRTUAL MEETING**

The Chair accepted a motion and the minutes of the previous meeting were approved.

1. PETITIONED ITEMS:

A. Trapelo Rd. at Kingston Rd. – Pedestrian Safety

Councillor Darcy requested additional safety measures for a new pedestrian crossing that was installed during the reconstruction of Trapelo Rd. with either RRFB or enforcement or both. Councillor Darcy spoke on behalf of this item. Ms. Krysta Petrie a resident, also spoke of the need for signage and the speed of the traffic. Traffic Engineer, Mr. Garvin recommended the item be tabled and conduct a pedestrian study. **Voted to table this item for a study.**

B. 12-22 Cutter St. – No Parking

Councillor Paz requested this on behalf of Matt DiMatteo to extend the No Parking restriction to include the front of his property. Councillor Paz and Mr. DiMatteo spoke in this item. The sidewalk in this area is being blocked by vehicles parking on the sidewalk making it difficult for trash pickup. Traffic Engineer, Mr. Garvin recommended a study be conducted to review. Concerns of sidewalk parking must be reviewed and the area near Newton Street should be included (parking at an angle next to the corner building). **Voted to table and have the Traffic Engineer make a recommendation concerning parking and consider the width of the street for Fire apparatus access.**

C. Highland St. Spur – Traffic Calming Measures

Councillor Paz requested this item be placed back on the agenda to implement a speed hump or intersection redesign. Residents Mr. Chris Abrams, Ms. Dawn Morrissey and Mr. Michael Chin spoke on the issues concerning this item; speeding, children in the area and vehicles not stopping for the Stop sign at Curtis St. The accident rate for Curtis St. at Highland St. has increased after Highland Spur signed for No Left Turn. It also appears that some motorists were confused, believing they were still on Highland Street. Waltham Children's Hospital abandoned its plan for expansion that had included a plan to redesign Hope Avenue at Highland Street, to create a "bump-out" that would remove the "straight shot" onto the Highland Spur. Traffic Engineer, Mr. Garvin recommends this concept be explored and seek funding for the design. As a short-term solution a bump out can be created with white pavement markings and a green guide sign indicating eastbound Highland Street which have been implemented. Councillor Paz is suggesting "break-away stanchions" be installed after the winter months. **Voted to approve this request and direct the Traffic Engineer to seek funding to hire a design firm for the redesign of the entrance into Highland Spur.**

D. 913 Main St. – Business All Day Parking Placard

Lisa Apanian with Alfredo One Barber Stylist is requesting an All-Day Parking Placard for Rich St. Ms. Apanian spoke of her situation and asked for a temporary exception to the "return-to-block". On Main Street, the parking is limited to two (2) hours; on Rich Street, the limit is four (4) hours. The purpose for the "return-to-block" is to help prevent all day parking in prime parking spots and provide turnover for all the merchants to enjoy. **Voted to deny this request and maintain premium parking spaces for customers of businesses in the area.**

E. 154 Calvary St. – Traffic Impact Report

Samuel Gregorio, Traffic Engineer with TEC presented the Traffic Study for this proposed project. Gentle Giant, a moving company, is seeking a Special Permit, to occupy the premises formerly occupied by "The Ride" at 154 Calvary Street. They will use the existing warehouse and the 42 on-

site parking spaces for 10-15 (40-foot) trucks and employee parking. On street parking will be needed. The AM peak hour is expected to generate 55 vehicle trips. The study details the limited sight distance and recommends no parking along the frontage. The Commission decided not remove the requirement for a Residential Parking Sticker at this time. **Voted to accept the traffic impact assessment prepared by TEC for the proposed reuse of 154 Calvary Street, allowing the applicant to proceed to the City Council for a Special Permit.**

2. TABLED ITEMS:

Voted to remove from the table items E, K, M, N, and O.

- A. Derby St. at Lowell St. – Traffic Improvements (9/18) – Councillor Harris
- B. Warren St. – Traffic Safety Issues (5/19) – Councillor McLaughlin
- C. Elson Rd. Parking Study (6/19) (10/19) – Councillor Durkee
- D. # 80-86 Orange St. – Whalen Housing Authority (9/19) – Councillor Harris

E. Review Citywide Street Widths for Minimum 25 feet width (12/19)(11/20)

(Note: Chief MacPherson recused himself from all deliberations on this item)

Narrow streets with parking pose a problem for emergency response vehicles. The Traffic Commission recognized that with Private Ways there might be a question of jurisdiction. The City's Law Department recommended an amendment to Section 17-85 that would clarify any question of the Traffic Commission's authority to regulate parking that will ensure the means of access for fire apparatus or other emergency equipment. Upon review, there are approximately 104 streets, Citywide that are 25 feet or less that allow parking and have curbing. (Streets of 25 feet or less without curbing are not part of this report). Thirty-one (31) of these streets are Private Ways (or partially Private Ways). At the November meeting, the Commission decided to consider prohibited parking on a (City) Ward-by-Ward basis starting with Ward 1.

Ten streets in Ward 1 were identified as follows:

- 1: Antico Circle - partially Private Way – Private section is blocked and inaccessible
Recommendation – No Action
- 2: Farnsworth Ave - Private Way – 15 feet wide, curbing on one side
Recommendation – no parking both sides, entire length: requires authorization for Traffic Commission to regulate parking on private ways.
- 3: Harrington Rd. - Public Way – minimal parking observed
Recommendation – No action
- 4: Hawthorne Road – Public Way – parking observed on south side only
Recommendation – no parking north side Sartell Rd. to Jennings Rd.
- 5: Lincoln Woods Road – Private Way – minimal parking observed
Recommendation – No Action
- 6: Prospect Hill Road – partially Private Way – cars park off the side of the pavement
Recommendation – No action
- 7: Putney Lane – partially Private Way – parking observed during school pick time, with operators staying in their vehicle.
Recommendation – no parking on the Public way (the first 130 feet)

8: Totten Circle – Private Way
Recommendation – No Action

9: Willard St. – Public Way – parking observed on west side only
Recommendation – no Parking on the east side, entire length

10: Wyola Prospect – Public way) – parking on both side of street observed
Recommendation – No parking on the north side, entire length

It was voted to accept the Traffic Engineer's recommendations except for Farnsworth Avenue and Hawthorne Road. In addition, seek input from the Ward Councillor and submit a draft of a City Ordinance Sec. 17-85 Regulation of on-street parking on Private Ways to the Mayor requesting to be forwarded to City Council for adoption.

Voted as follows: Add to Schedule One

Putney Lane - both sides from Warwick Avenue to a point 130 feet south, No Parking

Willard Street - east side, entire length, No Parking

Wyola Prospect – north side, entire length, No Parking

F. Cutting Ln. at Stow St. – Proposed RRFB (2/20) – Councillor Mackin

G. Spruce St. – 5 Minute Parking (5/20) - Mayor

H. Crescent St. at Cherry St. – Proposed RRFB (5/20) – Councillor Harris

I. Main St./Lafayette St. and Gore St./Lawndale Ave. – Proposed RRFB's (5/20) – Councillor LaCava

J. City Wide Speed Study - (5/20)

K. Woburn St. – Traffic Calming Measures (9/20)(11/20) – Councillor Darcy
Voted to re-table in the absence of Councillor Darcy

L. Bus Shelter Funding (9/20) The MBTA has stated that due to the existing financial constraints shelters will not be funded. However, the City has permission to install a shelter at their own expense (approximately \$5,000 to \$7,000 each). Electronic signs (E-Link) that give the user real time arrival information for the next buses to stop is a valuable informational tool. The cost is between \$5,000 and \$10,000 each installed. It will be ideal for the two bus stops on Carter Street. **Voted to direct the Traffic Engineer to submit a request to the Mayor for funding in the amount of \$24,000 for two modern bus shelters to be installed on Carter Street, potentially including E-Link real time arrival signs. The decision on the four bus shelters on Moody Street would be postponed until after a decision has been made regarding an annual closure of the street for outdoor dining.**

M. Riverview Ave. at Rumford Ave. – Traffic Safety Study (10/20)(11/20) – Councillor Harris
A speed study showed the 85% speed to be 29 MPH southerly and 30 MPH northerly. Speeding does not appear to be an issue. The intersection is located in the City of Newton and the Councillor will request that City of Newton review the conditions. **Voted to Place on File.**

N. Curtis St. at Bellevue St. – Traffic Calming Measures (11/20)

After a request for review from the last meeting, Traffic Engineer Mr. Garvin recommended installing warning signs approaching the curve at Curtis and Bellevue in each direction. **Voted to accept this recommendation and have the appropriate directional left and right turn arrow warning signs installed.**

O. 560 Moody St. – Coldwell Banker Business All Day Parking 90 Day Trial (9/20)

The trial period for this program for employee placards expired on December 17. The maximum allowed time for parking is two hours and a vehicle is in violation if it leaves and returns to the same block during that two-hour period. The employee placard allows the vehicle to return to the previous parking spot and the two-hour time would start again. Concern was raised that other merchants will request the same consideration; this would defeat the purpose for assuring some on-street parking turnover for customers of retail business. Mayor McCarthy requested the petitioner be given more time to seek an alternative solution and consideration be given to an alternative revenue generated program that would eliminate the “return to block” restriction. The placard system should not be permanent. A motion was made by Fire Chief MacInnis and concurred by members Mr. Waddick, Mr. Kelly and Ms. Cagle for an extension. The motion was amended by Ms. Cagle for the petitioner to continue to seek alternative off street parking and for the City to consider if there is an alternative to the “Return to Block” i.e. “pay-by-space”. Member, Mr. Magno opposed the extension. **Voted to approve another 90 days extension; Mr. Magno voted No.**

P. Main St. at Exchange St. – Bus Stop issue (11/20)

3. DEPARTMENT REPORTS:

A. Parking Meter Report – amid the Covid Pandemic, meter revenues continue to be approximately \$157,000 lower than last year, which is a 37% reduction.

B. Piety Corner – Update- Eversource approved the location of the poles and the design is being finalized.

C. Main St. and Moody St. Sign Approval Permits status – Approximately 13 signs remain to be approved by the Mayor for installation.

D. Proposed 2026 CIP Request and current CIP – Member Mr. Magno asked two items be added to the CIP. Off-Street parking facilities for Upper Moody Street Structure in the amount of \$5,000,000 and Upper End of Main Street in the amount of \$5,000,000. These two items are not within the Traffic Commission’s jurisdiction however hopefully, some discussion will be generated to seek such facilities. **Voted to add these items to the C.I.P.**

MOREOVER, ANY LATE FILED ITEM(S) THAT MAY COME BEFORE THE TRAFFIC COMMISSION.