



Public Safety & Transportation Committee Report

City of Newton In City Council

Wednesday, March 20, 2024

Present: Councilors Downs (Vice Chair), Greenberg, Lucas, Wright, Bixby and Lipof

Absent: Councilors Grossman (Chair) and Block

Also Present: Councilor Lobovits

City Staff: Jim McGonagle, Commissioner Department Public Works; Ned Codd, Director of Transportation; Barney Heath, Director Planning & Development; Jonathan Yeo, Chief Operating Officer and Adrian Ayala, Transportation Engineer

For more information regarding this meeting, a video recording can be found at the following link: https://youtu.be/5xb1OuQjOCA?list=PLqJiDbvfvNjVWX8R9k0Ox5M_0URb-jS39

#127-24 Requesting a discussion to review traffic data collected by the Department of Public Works

COUNCILORS BLOCK, BIXBY, GETZ, FARRELL, LOBOVITS, GREENBERG, LAREDO, MICLEY, LUCAS, DANBERG AND MALAKIE requesting a discussion to review traffic data collected by the Department of Public Works.

Action: Public Safety & Transportation Held 6-0

Note: Docket items #127-24, #128-24 and #125-24 were discussed together. Please refer to #125-24 for the report.

Councilor Greenberg made a motion to hold. Committee members agreed 6-0.

#128-24 Requesting a discussion to review city-wide traffic analysis

COUNCILORS BLOCK, LOBOVITS AND FARRELL requesting a discussion to discuss a city-wide traffic analysis.

Action: Public Safety & Transportation Held 6-0

Note: Docket items #127-24, #128-24 and #125-24 were discussed together. Please refer to #125-24 for the report.

Councilor Greenberg made a motion to hold. Committee members agreed 6-0.

#125-24 Requesting a discussion regarding Traffic calming progress, plans, and adequacy of resources

COUNCILOR GROSSMAN requesting a discussion with the Department of Public Works and the Planning Department regarding traffic calming prioritization, selection of methods, effectiveness of completed projects, pending requests, adequacy of current funding and personnel, and timetable for addressing pending and new requests at current resource levels.

Action: Public Safety & Transportation Held 6-0

Note: Docket items #127-24, #128-24 and #125-24 were discussed together.

Commissioner McGonagle, Mr. Codd, Mr. Yeo, Mr. Ayala and Mr. Heath joined the Committee for discussion.

Vice Chair Downs stated that this meeting is not a public hearing, and will not be accepting public comment. Please email comments, suggestions or concerns to the Committee or City Council.

Mr. Codd explained in detail the Draft **2024 Traffic Calming Report** (Prioritization Methodology and Evaluation), attached. Material for docket items #127-24 and #128-24 is available [here](#)

Mr. Codd stated that traffic calming projects are ranked and scored, based on DPW's analysis, and priorities identified. The report shows completed priority projects, as well as new traffic calming priorities. ARPA funding helped to expedite many traffic calming projects.

Vice Chair Downs thanked Mr. Codd for his presentation.

Questions, answers and comments:

What's the traffic calming budget? Commissioner McGonagle answered that there is currently \$350,000 a year in the operating budget for traffic calming measures.

How adequate is the \$350,000 funding? Commissioner McGonagle answered that there are 181 projects currently on the traffic calming list. This list did not exist five years ago. But when completing intersection improvements, major road work and utility work, DPW often includes traffic calming. Mr. Yeo added that the mayor established a traffic calming line item several years ago, and the city continues to try to add funding. \$2 million in ARPA funds helped with a surge of the top priority projects. Unfortunately, ARPA funds will end, and we'll return to living with the smaller budget.

DPW has done a fantastic job of targeting projects and finding ways to get this work done.

I recently heard the Fire Department is accepting raised crosswalks. How many raised crosswalks are in the city and what is the cost to install them? Commissioner McGonagle answered that Beethoven Avenue, near the Zervas School has a raised intersection that cost approximately \$375,000. When we change elevations, we deal with drainage issues and that's where additional costs come into play. But it's highly effective.

Due to the high cost of installing raised crosswalks, will they only be installed using directed funding? Commissioner McGonagle answered yes, usually development mitigation dollars allow us to install raised crosswalks.

What is the cost to perform traffic counts? Commissioner McGonagle answered that for a single street, it can be completed in house.

Not everyone reports crashes, are crash counts undercounted? What is the estimated number of reported crashes? Vice Chair Downs answered that this question should be directed to the Police Department, which collects crash data. But the Chief told us last year that for insurance reimbursements, any damage over \$1,000 must be reported to the police.

When a project offers mitigation funds for traffic calming, does that change the ranking of that intersection or area? Will that project come before another project, even though the other project has a higher ranking? Commissioner McGonagle answered that usually the language in a special permit or the by-right project specifies where funds can be used (these are usually near the project). If the funds are available, we will access them. Sometimes, the project would jump ahead.

Once a traffic calming project is complete, does DPW reanalyze data to determine if there's been an improvement? Mr. Codd answered yes.

Where are the 220 top traffic calming priorities located on the website? Mr. Codd answered this report is not yet posted because it is only a draft. Commissioner McGonagle answered that last year's is posted on the website under DPW, Transportation Division.

In terms of speeds, crashes or near-crashes, have there been improvements on Watertown Street at the Eddie and Elliot street's four-way stop signs? Mr. Codd answered yes, we have definitely seen improvements. Drivers on Watertown Street were confused for a while about the four-way stop sign. DPW put up a flashing message board. In the spring, we will collect vehicle volume and speeds. In terms of crashes, it will take a year or so of data before we determine if further traffic calming is warranted. Councilor Wright added that it has been an improvement and traffic has slowed down.

Will road markings be repainted on Lowell Avenue? Mr. Ayala answered yes, those are scheduled for April 9 weather permitting.

Will road marking be painted on Washington Street, specifically where the pilot program will be? Mr. Ayala answered yes, it is scheduled for April 9 weather permitting.

Regarding Crafts Street, will DPW add traffic calming measures to account for new housing projects? Mr. Codd answered that we haven't assumed that there will be any significant traffic from those projects. The traffic calming program is only one initiative. There's also development review and mitigation process. We are working with the Planning Department and developers to conduct traffic impact studies, which a city-hired peer reviewer evaluates. We identify impacts, as well as ways to mitigate them. We hope improve the efficiency of some intersections and to address traffic operations, while also working with the developers to identify opportunities for multimodal improvements that could include traffic calming measures.

Is Nahanton Street part of the 2024 Priority Ranking list? Mr. Ayala answered that Nahanton Street was analyzed. It's not in the top 25 locations this year. Mr. Codd added that the city pursued a state Complete Streets grant for Nahanton Street to build a sidewalk along the northern side. We did not win the grant, but plan to reapply.

What is DPW's thoughts for traffic calming measures on Adams, Crafts, Waltham, Watertown streets and Linwood Avenue? Mr. Codd answered that traffic volumes are high north of the Mass Pike. The city needs to continue to work on multimodal improvements, because more people are walking and biking there. As we make it safer to walk and bike, we will see more of that, which should help with traffic congestion.

How many more vehicles do you think Ward 2 can handle? Mr. Codd answered that it's not an infinite amount. It's necessary to strike a balance with the different modes. As there is more travel, developments and density allow more trips on foot or bike. If we're able to make the roadways safer and appealing for all modes, in particular for vulnerable road users, then we can increase shorter trips without people driving.

It's great to hear that Adams Street is ranked number one. Will community or Council meetings be scheduled to vet traffic calming ideas? Mr. Codd answered yes, we're at the end of the prioritization process; we haven't begun the design process or the conceptual plans. Commissioner McGonagle added that City Council and immediate residents would be notified.

How does one request traffic counts for speed and vehicle volumes? Mr. Ayala answered that it would be best for residents to use the 311 app. Councilors can request through Mr. Codd, Mr. Prizant or myself.

Kudos to DPW and the Traffic Division for testing traffic calming measures before they are finalized.

The city installed temporary speed bumps on Grant Street, will they become permanent? Mr. Ayala answered that the maintenance challenges for these temporary speed humps are significant. The temporary speed bump had to be installed quite deep. We then had issues with the materials and pavement. A rock ledge was found under the surface, further complicating the installation. We received multiple resident complaints about the noise of tires hitting the speed bumps all day.

How do we move forward on Grant Street? Is there another solution? Mr. Ayala answered that this spring, we're installing temporary speed bumps on Albemarle Road, using a different type. If that goes well, we can keep it in mind for future installations.

Without further discussion, Councilor Greenberg made a motion to hold. Committee members agreed 6-0.

The Committee adjourned at 8:07 p.m.

Respectfully submitted,

Andreae Downs, Vice Chair

2024 TRAFFIC CALMING REPORT

PRIORITIZATION METHODOLOGY AND EVALUATION

March 2024
Transportation Division
Department of Public Works
City of Newton

Draft

PREPARED BY

Adrian Ayala, Transportation Engineer

Isaac Prizant, Transportation Engineer

Ned Codd, Director of Transportation

INTRODUCTION

The City of Newton Department of Public Works (DPW) has completed its review of requests for traffic calming received throughout calendar year (CY) 2023. **Traffic calming is the combination of physical and visual measures that can help to manage vehicle speeds, reduce crash frequency and severity, and improve the quality of life of all road users through the creation of safer and more livable streets.** The desired effects of traffic calming are slower motor vehicle speeds and safer roads, without relying on driver compliance or regulatory enforcement of speed limits.

Requests for traffic calming are received through a variety of means, including direct requests from constituents and/or city councilors via email and Newton's 311 reporting system. In addition to requests submitted by elected officials and residents, city staff (DPW, Newton Police Department, Newton Public Schools, Planning Department, Mayor's Office, etc.) pro-actively identify observed concerns and supplement traffic calming requests.

DPW evaluates and prioritizes these traffic calming requests on an annual basis. This prioritization process is based on extensive compilation and analysis of data related to traffic volumes, speeds, crash history, and demand for multimodal access. This prioritization process is described in detail in the Prioritization Factors section.

Upon identification of the highest-ranked traffic calming priorities throughout the city, the DPW, in collaboration with the Complete Streets Working Group (CSWG) and the Planning Department, focuses its efforts on implementing improvements at these high-priority locations. The purpose of this annual memorandum is for **DPW to be transparent regarding the identification of traffic calming priorities.**

METHODOLOGY

The following process is completed for reviewing requests:

1.) RECEIVE REQUEST

DPW Transportation Division receives request, defines roadway segment for analysis, and reviews specific traffic safety concerns.

2.) DATA COLLECTION

DPW Transportation Division Engineer conducts site visit, reviews the existing conditions, and installs a radar-based automated traffic recorder (ATR). The ATR collects 48 hours of vehicle speed and volume data.

3.) DATA ANALYSIS

In addition to vehicle **speed and volume data**, the prioritization also considers the roadway segments' proximity to high **pedestrian demand generators** such as schools, village centers, transit stops, and parks. Additionally, the number of **total crashes**, and the number of **crashes involving vulnerable road users** (i.e. pedestrians, bicyclists, and persons using mobility devices) over the most recent consecutive 5-year period, are incorporated into the evaluation. Crashes are weighted by severity.

4.) PRIORITIZATION

Points are assigned to each **prioritization factor**, and the sum of points is used to determine relative rankings. Points are assigned based on crash history; vehicular volumes and speeds; and pedestrian demand factors, as determined through the Data Analysis step.

5.) IMPROVEMENTS

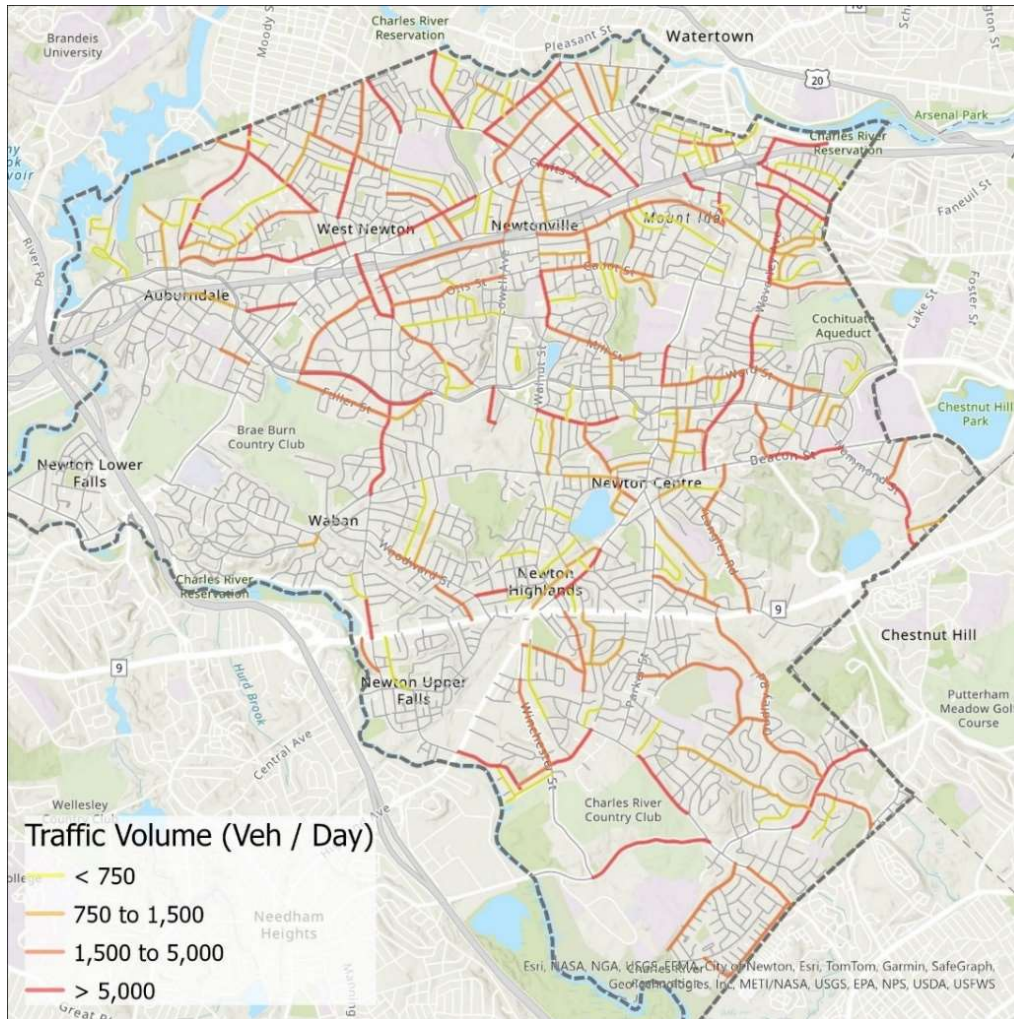
The DPW will be focusing on implementing improvements on those streets which ranked highest in the prioritization process. All traffic calming actions are discussed and reviewed with the CSWG.

PRIORITIZATION FACTORS

VEHICULAR VOLUME

2 points / 1,000 vehicles (nearest)

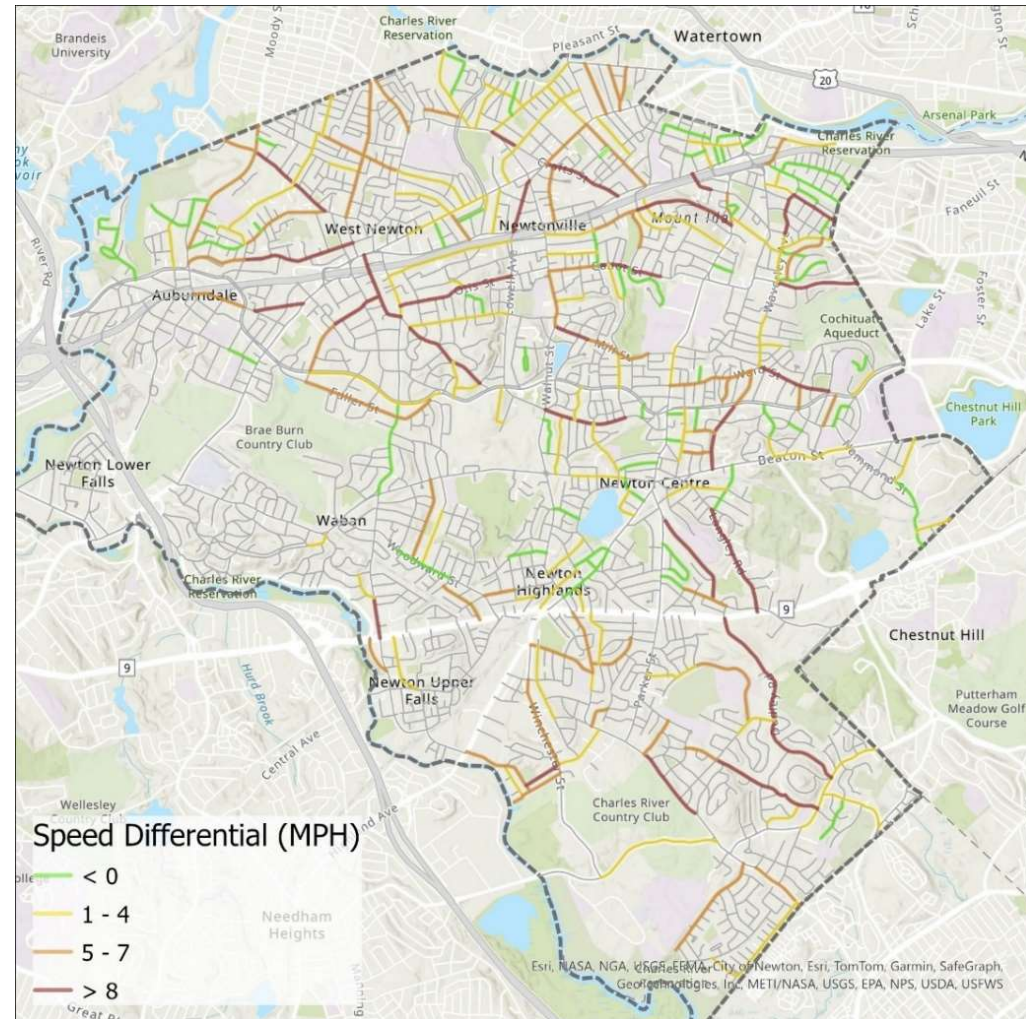
Average daily traffic (ADT) volume is calculated using 48 hours of data collected during a typical weekday period. Recorded ADTs on roadway segments throughout the city range from 26 vehicles (Hollis St) to over 22,000 vehicles (Centre St). A maximum score of 28 points is set.



SPEED DIFFERENTIAL

(15 points) x (85th Percentile Speed – Speed Limit)

The speed differential is calculated by subtracting the recorded 85th percentile speed (the speed that exceeds 85 percent of all recorded speeds) from the segment’s existing speed limit. This difference indicates the degree to which drivers feel comfortable exceeding the speed limit, based on road design. Speed differentials range from (- 8) MPH (Hollis St) to (+ 16) MPH (Dudley Rd).



CRASH OCCURRENCE AND SEVERITY

1 point / crash (property damage only)

21 points / crash (injury or fatality)

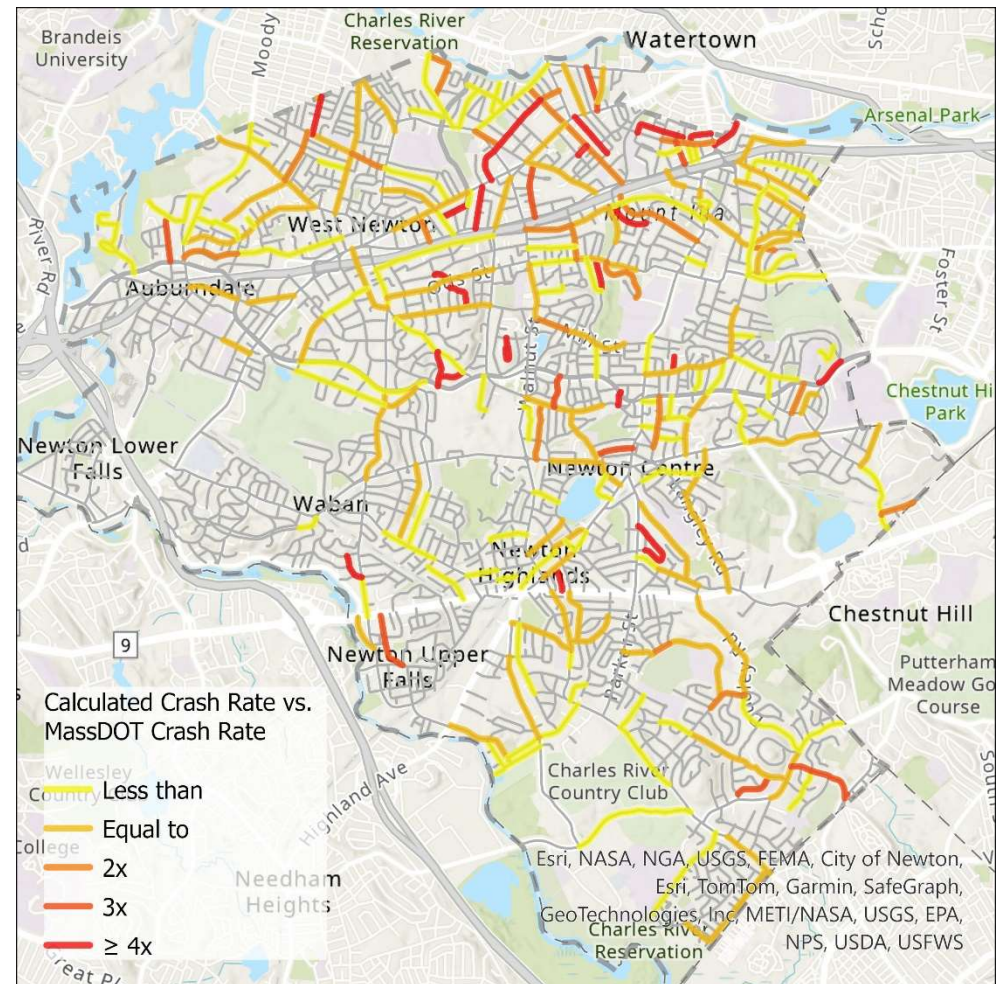
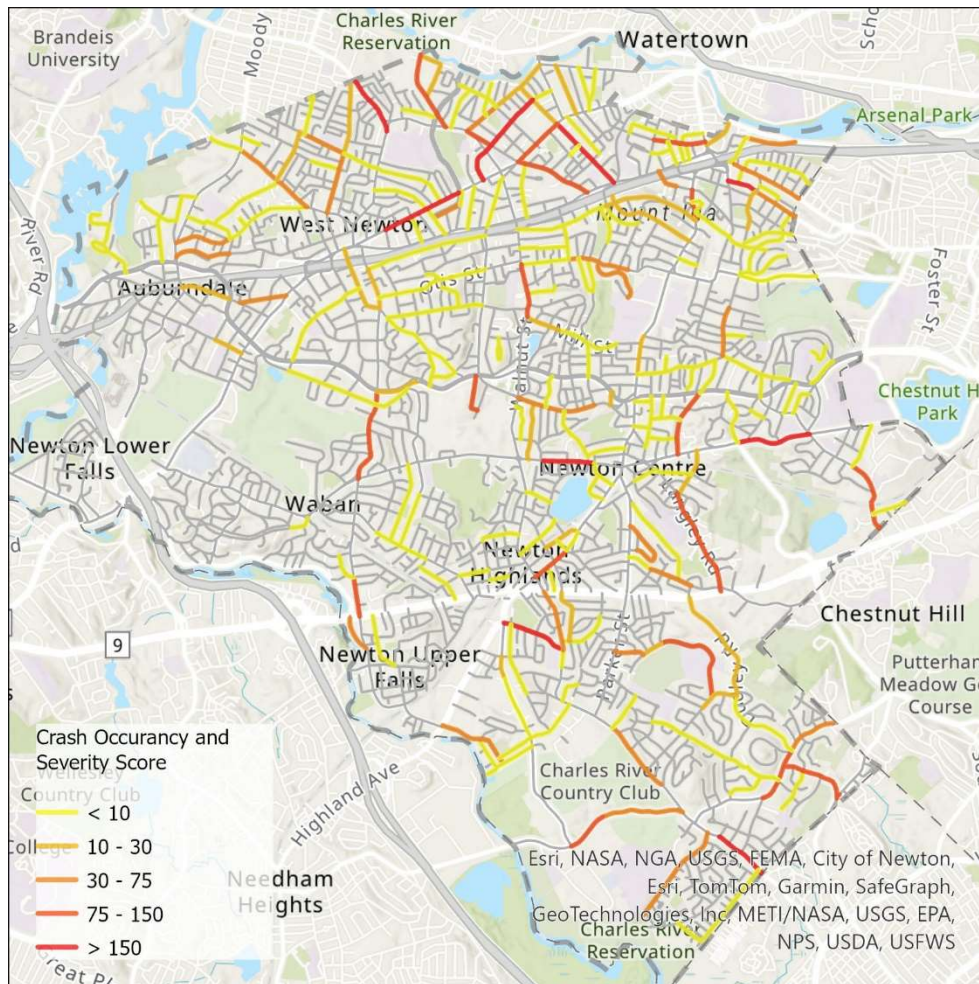
41 points / crash (vulnerable user involved)

Crashes occurring along the roadway segment in the most recent 5-year period (1/1/2019 to 12/31/23) are weighted by severity and assigned point values. The weighting of crashes (1 point for each crash involving only property damage vs. 21 points for each injury or fatality crash) is based on the severity weighting that the Massachusetts Department of Transportation uses. An additional 20 points are assigned for each crash involving a vulnerable road user.

CRASH RATE

(50 points) x (calculated crash rate / MassDOT crash rate)

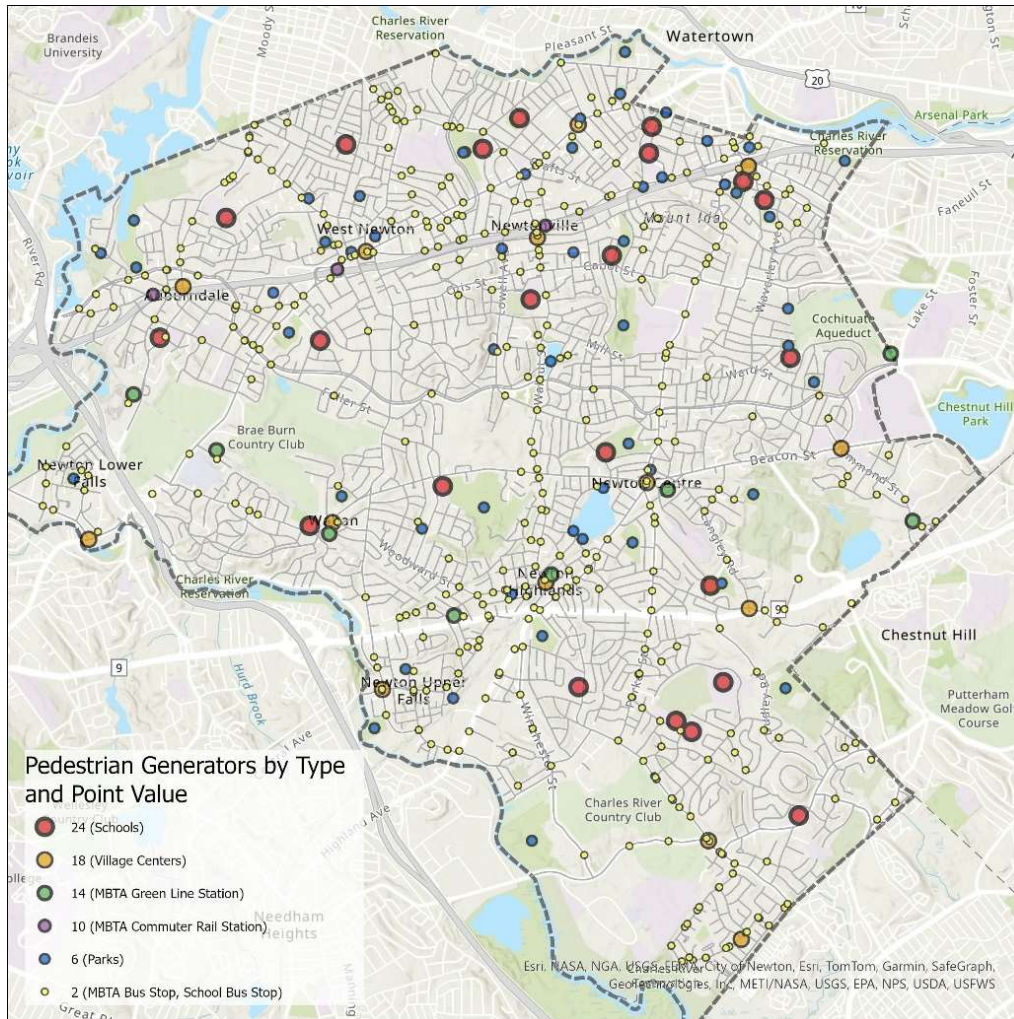
The crash rate for the roadway segment, measured in crashes per million vehicle miles traveled, is calculated and compared against the current MassDOT crash rate for the functional class type. The ratio of the calculated crash rate and the MassDOT crash rate is used to assign point values. A maximum score of 200 points is set.



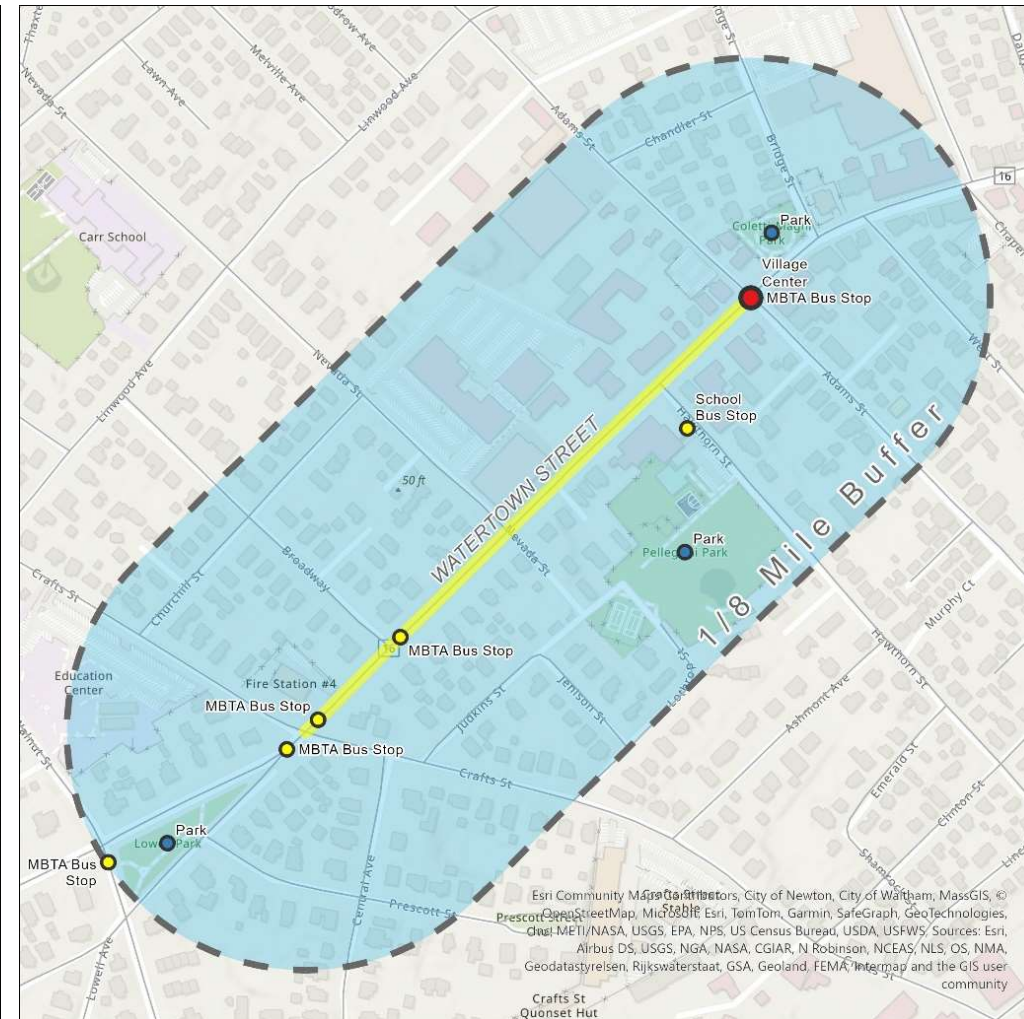
PEDESTRIAN GENERATORS (1/8TH MILE)

- 24 points Schools
- 18 points Village Centers
- 14 points MBTA Green Line Stations
- 10 points MBTA Commuter Rail Stations
- 6 points Parks
- 2 points MBTA Bus Stops, School Bus Stops

A variety of pedestrian generators are assigned point values. The map below displays various pedestrian generators throughout the city.



For each roadway segment, the point values of all pedestrian generators located within a 1/8th of a mile radius are summed. The purpose of including an analysis of nearby pedestrian generators is to estimate the level of pedestrian demand in an area. **An example segment and its accompanying 1/8th mile buffer (blue) are shown below.** In this case, the sum of the corresponding point values assigned to the various pedestrian generators within the 1/8th mile buffer zone contributed 54 points to the segment's final score.



OTHER PEDESTRIAN GENERATORS (1/8TH MILE)

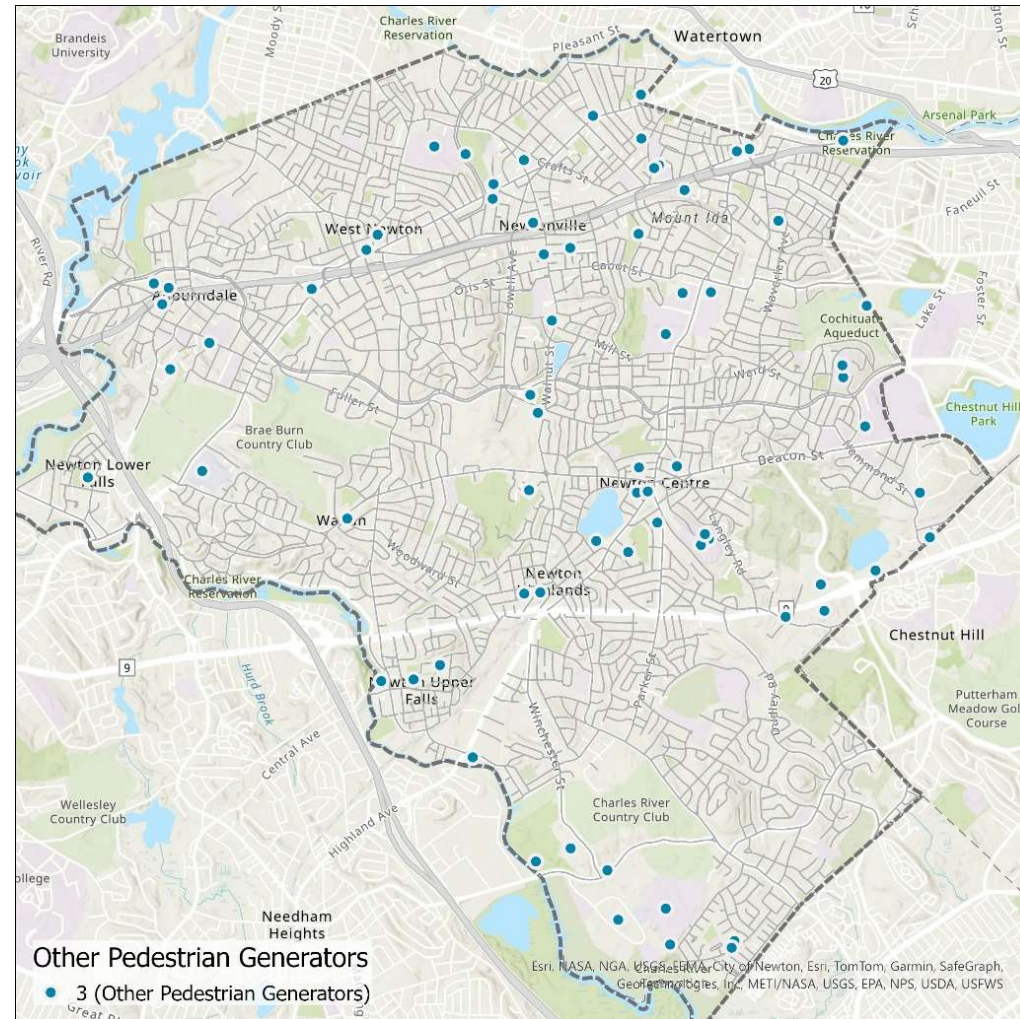
6 points / location

Pedestrian generators which do not fit into a defined category, but which may generate high pedestrian demand and/or regularly serve vulnerable users, are also considered:

- Andover Newton School
- Atrium Center Office Park
- Auburndale Library
- Beaconwood Apts (NHA)
- Boston College
- Boston College Law School
- Boys & Girls Club
- Brigham House
- Brimmer & May School
- Burr Park Field House
- Cabot Park Field House
- Carroll Center
- Casselman House (NCDF)
- Chestnut Hill Mall
- Chestnut Hill School
- Chestnut Hill Square
- City Hall
- Crystal Lake Bath House
- Echo Bridge Mall
- Centenary Village (NHA)
- Emerson Community Center
- Family ACCESS of Newton
- Fessenden School
- Gann Library
- Gath Pool
- Hamilton Community Center
- Hebrew College
- Echo Ridge (NHA)
- Nahanton Park Nature Center
- New Art Center
- Newton Commonwealth Clubhouse
- Newton Community Farm
- Newton Country Day School
- Newton District Court
- Newton Education Center
- Newton Free Library
- Hyde Community Center (NHA)
- Newton Yacht Club
- Jackson Gardens (NHA)
- Nonantum Library
- Newton Senior Center
- Newton-Wellesley Hospital
- Oak Hill Park Mall
- One Newton Place
- Nonantum Village Place (NHA)
- Pelham House (NHA)
- Shuman Community Center
- Solomon Schecter School
- The Street Mall
- Two Newton Place
- UMASS Mount Ida Campus
- Waban Hill Reservoir
- Waban Library
- Walnut Park Montessori School
- Walnut Street House (NHA)
- Washington Place Office Park

- Hyde Community Center
- Horace Mann Apartments (NHA)
- Jackson School
- Jewish Community Center
- Lasell College
- Lasell Village
- Learning Prep School
- Montessori Educare School
- Mount Alvernia Academy

- Wells Ave YMCA
- Wells Avenue Office Park
- West Suburban YMCA
- Norumbega Gardens (NHA)
- Parker House (NHA)
- Pathway 2 Possible
- Price Center
- Weeks House (NCDF)



SIDEWALK SNOW CLEARING ROUTE

10 points

Indicates if the street segment is along a DPW-designated sidewalk snow clearing route. These routes coincide with established critical walking routes.



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TRAFFIC CALMING MEASURES

A partial list of potential traffic calming measures is provided below. The intent of this list is to provide some examples of common traffic calming techniques that may be applied to high-priority locations.

Vertical deflection countermeasures

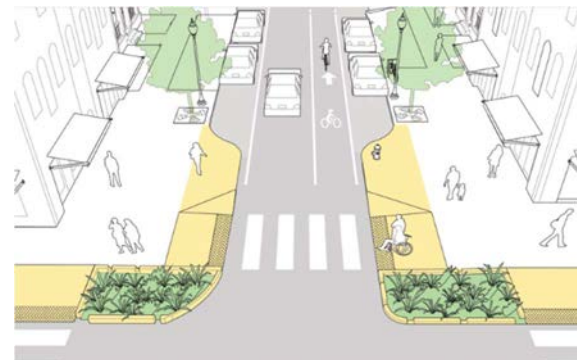
Raised pedestrian crossings and raised table intersections that raise roadways for various lengths to slow drivers and enhance safety.



Source: NACTO

Horizontal countermeasures

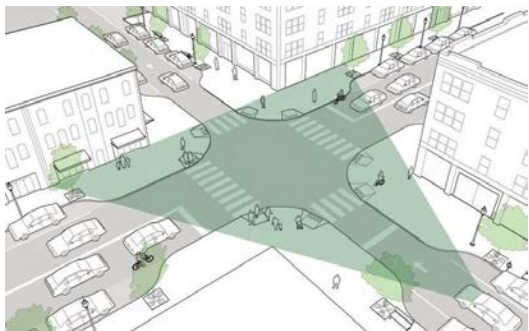
Median islands, chicanes or curves, or sidewalk curb extensions that change the horizontal cross-section of a roadway. These countermeasures essentially narrow the roadway width and create an environment that slows down drivers.



Source: NACTO

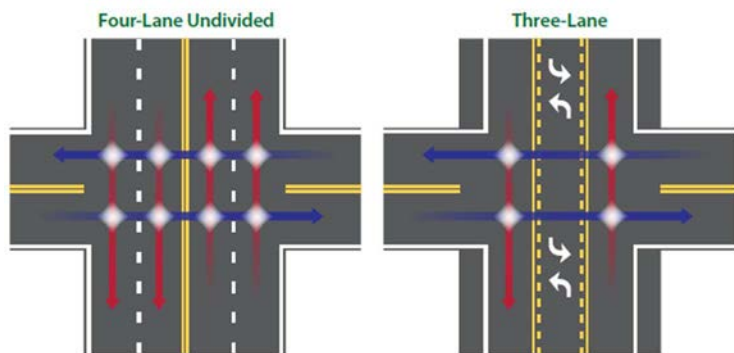
Clear corners / parking management

Parked vehicles near crosswalks can block views of people crossing the street. By restricting parking ahead of crosswalks, visibility is improved and the likelihood of crashes is reduced. Clear corners also make it easier for first responders, delivery truck, and other large vehicles to turn more safely.



Road diets and pavement marking countermeasures

Strategies such as improved pavement markings, road diets, lane narrowing, and/or increased number of crosswalks. A road diet is a roadway configuration that involves narrowing or eliminating travel lanes, and which generally reduces traffic speeds and increases safety for all roadway users. Road diets may also include techniques such as paint, textured surfaces, flexible posts, etc. As shown in the example below, road diets lead to a reduction in the points of conflict between roadway users' movements.



Source: NACTO

Dynamic feedback signage

Signs that command driver attention, and/or communicate posted speed limits and provide real-time speed feedback to drivers.



Source: TAPCO

Pedestrian actuated signage

Enhanced signage devices that produce improved vehicle stopping and yielding behavior to crossing pedestrians. Characteristics include brighter indications, unique beacon arrangements and flash patterns, and activation only when pedestrians are present. Examples of these include Rectangular Rapid-Flashing Beacons (RRFBs).



Source: City of Newton DPW (Cold Springs Park)

TRAFFIC CALMING PROJECTS

RECENTLY COMPLETED

In the past two years (CY2022 and CY2023), traffic calming measures have been implemented at the following locations:

| | |
|---|---|
| California St at Los Angeles St | <i>Major intersection improvements, installation of new pedestrian crossings and RRFB</i> |
| Chestnut St (Commonwealth Ave / Beacon St) | <i>The installation of new pedestrian crossings at Chestnut St at Moffat Rd, Chestnut St at Byfield Rd, and at a mid-block location between Short St and Roslyn Rd</i> |
| Crafts St at Walnut St | <i>Major intersection improvements (elimination of right-turn slip lane), construction of bump-outs and new pedestrian crossings</i> |
| Langley Rd at Union St | <i>Construction of sidewalk bump-outs and installation of RRFBs</i> |
| Langley Rd at Warren St | <i>Major intersection improvements, installation of new pedestrian crossings and RRFB</i> |
| Lowell Ave (Otis St / Commonwealth Ave) | <i>Major intersection improvements at Lowell Ave at Highland St/Hull St, construction of sidewalk bump-outs and improved pedestrian crossings</i> |
| Lowell Ave (Washington St / Otis St) | <i>Major intersection improvements at Lowell Ave at Austin St, construction of sidewalk bump-outs, median improvements, improved pedestrian crossings, installation of RRFB</i> |
| Various Locations | <i>Installation of 20+ RRFBs at citywide pedestrian crossings</i> |
| Waltham St at Derby St | <i>Major intersection improvements, construction of sidewalk bump-outs, median improvements, improved pedestrian crossings, installation of RRFB</i> |

ONGOING PROJECTS

Traffic calming measures are currently under design or in construction at the following locations, which were previously identified as high priority locations.

| | |
|--|--|
| Albemarle Rd (Entire Road) | <i>Construction and planning of multiphase traffic calming effort along entire length of Albemarle Rd, with targeted improvements at intersections with Crafts St and North St</i> |
| Brookline St (Dedham St / City Line) | <i>Construction of raised table intersection at the Brookline St at Spaulding Rd intersection</i> |
| California St (Bridge St / Dalby St) | <i>Major intersection improvements at California St at Chapel St, construction of sidewalk bump-outs and improved pedestrian crossings</i> |
| Chestnut St (Commonwealth Ave / Beacon St) | <i>Major intersection improvements, including sidewalk bump-outs and improved pedestrian crossings at Chestnut St at Fuller St and the installation of new pedestrian crossings along side streets</i> |
| Commonwealth Ave (Temple St to Chestnut St) | <i>Major intersection improvements at Commonwealth Ave at Temple St, construction of sidewalk bump-outs, accessible median and improved pedestrian crossings</i> |
| Elliot St (Linden St / Circuit Ave) | <i>Major intersection improvements at Elliot St at Mechanic St, construction of improved bicycle and pedestrian accommodations at both Elliot St at Linden St and at Elliot St at Cottage St</i> |
| Florence St (Boylston St / Louise Rd) | <i>Construction of raised mid-block crossing between Louise Rd and Tanglewood Rd</i> |
| Langley Rd at Jackson St | <i>Construction of sidewalk bump-outs and improved pedestrian crossings</i> |
| Lexington St (River St / Auburndale Ave) | <i>Construction of sidewalk bump-outs and installation of RRFBs at both intersections</i> |
| Waverley Ave (Kenrick St / Church St) | <i>Construction of raised table intersection at Waverley Ave at Franklin St</i> |
| Webster St (Cherry St / Rowe St) | <i>Installation of new pedestrian crossings with RRFBs</i> |

2024 PRIORITY RANKING

Based on the latest analysis, the current 25 highest priority locations for traffic calming are listed as follows. A complete list can be found attached.

| Rank | Street Segment | Score |
|------|--|-------|
| 1 | Adams Street (Washington Street / Watertown Street) | 530 |
| 2 | Dedham Street (Winchester Street / Walnut Street) | 524 |
| 3 | Linwood Avenue (Crafts Street / Adams Street) | 512 |
| 4 | Crafts Street (California Street / Linwood Avenue) | 486 |
| 5 | Tremont Street (Entire Road) | 416 |
| 6 | Langley Road (Glen Avenue / Boylston Street) | 416 |
| 7 | Walnut Street (Mill Street / Cabot Street) | 381 |
| 8 | Watertown Street (Crafts Street / Adams Street) | 364 |
| 9 | Waltham Street (Crafts Street / Waltham City Line) | 362 |
| 10 | Vine Street (Entire Road) | 361 |
| 11 | Crafts Street (Watertown Street / Washington Street) | 357 |
| 12 | Beacon Street (Albion Street / Crescent Avenue) | 355 |

| Rank | Street Segment | Score |
|------|--|-------|
| 13 | Lion Drive* (Adeline Road / Greenwood Street) | 350 |
| 14 | Watertown Street (Dunstan Street / Albemarle Road) | 342 |
| 14 | Beacon Street (Hammond Street / Hammond Pond Pkwy) | 330 |
| 16 | Central Avenue (Entire Road) | 321 |
| 17 | Washington Street (Saint James Street / City Line) | 319 |
| 18 | Auburn Street (Washington Street / Greenough Street) | 316 |
| 19 | Dudley Road (Boylston Street / Greenwood Street) | 311 |
| 20 | Chestnut Street (Amherst Road / Boylston Street) | 309 |
| 21 | Ellis Street (Entire Road / Entire Road) | 309 |
| 22 | Centre Street (Newtonville Avenue / Church Street) | 307 |
| 23 | Pearl Street (Jewett Street / Centre Street) | 296 |
| 24 | Wolcott Street (Entire Road) | 295 |
| 25 | Homer Street (Walnut Street / Cedar Street) | 291 |

*Lion Drive refers to the segment of roadway along the Newton South High School frontage, previously known as Brandeis Road.

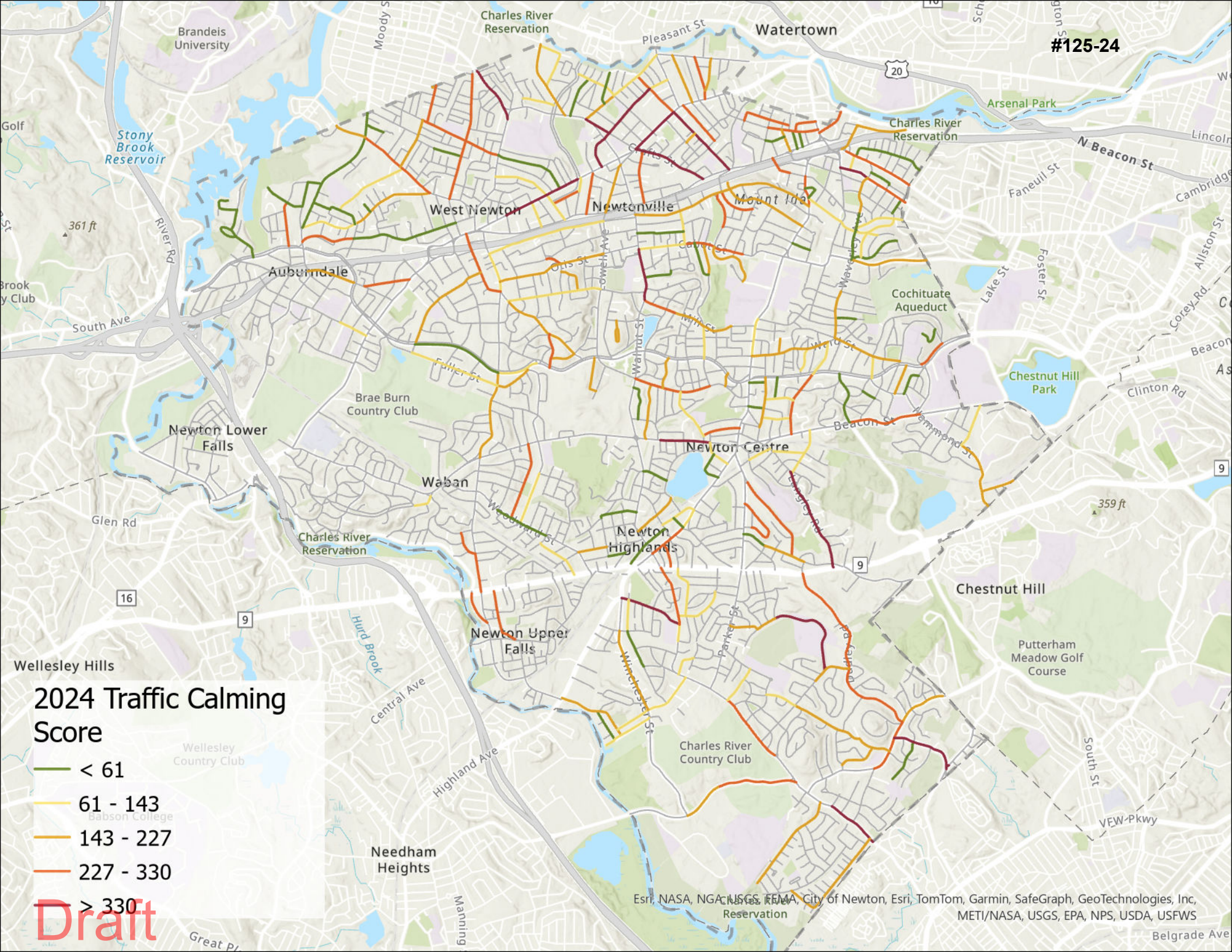
CONCLUSION

This Traffic Calming and Prioritization report provides an annual expansion and update of the City's priorities as DPW continues its effort in implementing traffic calming measures at Newton's highest priority locations. DPW will continue to design and implement traffic calming measures at high priority locations. As we complete these projects, we expect to have opportunities for other locations to rise in the priority ranking and receive traffic calming projects.

Depending on the traffic calming treatment, projects can take time and may require substantial funding. There are many ongoing projects competing for municipal funding. As design and construction costs are allocated and spent at high priority locations, DPW and the CSWG will continue to focus efforts at other high priority locations for where projects are not yet initiated.

Identification as a high priority does not guarantee that a roadway segment will receive traffic calming improvements.

We have begun data collection for traffic calming requests in 2024 and will continue throughout the year. In early 2025, we will complete our review and evaluation of all traffic calming requests, including a comparison with traffic calming requests from previous years that have not yet received traffic calming measures.



2024 Traffic Calming Score

- < 61
- 61 - 143
- 143 - 227
- 227 - 330
- > 330

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2024 TRAFFIC CALMING PRIORITY RANKING

#125 24
LEGISLATIVE GENERATORS

| RANK | STREET SEGMENT | | CLASS | LENGTH (MI) | DATA COLLECTION | | VOLUME | | SPEED | | | | CRASH RATE (2019 TO 2023) | | | CRASH SEVERITY (2019 TO 2023) | | SNOW ROUTE | | TOTAL | | |
|------|-------------------|-------------------|-------------------|-------------|-----------------|----------|-------------|---------------|--------|-----------------------|-------------|--------------------|---------------------------|------------|--------------------|-------------------------------|--------|------------|------------------|-------|--------|----|
| | STREET | LIMIT 1 | | | LIMIT 2 | DATE | SOURCE | ADT (VEH/DAV) | POINTS | 85TH PERCENTILE SPEED | SPEED LIMIT | SPEED DIFFERENTIAL | POINTS | CRASH RATE | HASSDOT CRASH RATE | CRASH RATE RATIO | POINTS | POINTS | ALONG SNOW ROUTE | | POINTS | |
| 163 | MARSHALL STREET | GRANT AVENUE | CHESTNUT TERRACE | LOCAL | 0.12 | 10/04/23 | 2023 COUNT | 1600 | 4 | 30 | 25 | 5 | 75 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 10 | 89 |
| 164 | WABAN AVENUE | MANITOBA ROAD | COLLINS ROAD | LOCAL | 0.13 | 11/16/22 | 2022 REPORT | 780 | 2 | 27 | 25 | 2 | 30 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 6 | 88 |
| 165 | NEVADA STREET | CALIFORNIA STREET | ALBEMARLE ROAD | LOCAL | 0.26 | 10/03/23 | 2023 COUNT | 1111 | 2 | 29 | 25 | 4 | 60 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 24 | 86 |
| 166 | BROOKSIDE AVENUE | ALBEMARLE ROAD | WATERLOO STREET | LOCAL | 0.08 | 06/14/23 | 2023 COUNT | 741 | 2 | 29 | 25 | 4 | 60 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 22 | 84 |
| 167 | WARREN STREET | LANGLEY ROAD | GLEN AVENUE | LOCAL | 0.19 | 05/10/22 | 2022 REPORT | 408 | 0 | 29 | 25 | 4 | 60 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 24 | 84 |
| 168 | RESERVOIR AVENUE | ENTIRE ROAD | ENTIRE ROAD | LOCAL | 0.27 | 11/09/22 | 2022 REPORT | 2781 | 6 | 26 | 25 | 1 | 15 | 1.45 | 2.5 | 1 | 50 | 2 | No | 0 | 8 | 81 |
| 169 | EASTBOURNE ROAD | WARD STREET | WESTBOURNE ROAD | LOCAL | 0.15 | 11/05/19 | 2022 REPORT | 572 | 2 | 30 | 25 | 5 | 75 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 2 | 79 |
| 170 | CENTRE STREET | CLARK STREET | ALLERTON ROAD | ARTERIAL | 0.14 | 04/24/19 | 2022 REPORT | 15628 | 28 | 35 | 35 | 0 | 0 | 1.01 | 2.98 | 0 | 0 | 4 | Yes | 10 | 36 | 78 |
| 171 | RACHEL ROAD | ENTIRE ROAD | ENTIRE ROAD | LOCAL | 0.32 | 09/19/23 | 2023 COUNT | 6982 | 0 | 29 | 25 | 4 | 60 | 0.49 | 2.5 | 0 | 29 | 2 | No | 0 | 2 | 78 |
| 172 | UPLAND AVENUE | DIEDHAM STREET | HEATHERLAND ROAD | LOCAL | 0.19 | 05/22/23 | 2023 COUNT | 582 | 2 | 29 | 25 | 4 | 60 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 12 | 74 |
| 173 | DEDHAM STREET | WOODCLIFF ROAD | ELINOR ROAD | ARTERIAL | 0.10 | 10/24/23 | 2023 COUNT | 4762 | 10 | 32 | 30 | 2 | 30 | 0.00 | 2.98 | 0 | 0 | 0 | Yes | 10 | 24 | 74 |
| 174 | CHESTNUT STREET | HIGHLAND STREET | AUSTIN STREET | ARTERIAL | 0.25 | 11/30/22 | 2022 REPORT | 6236 | 12 | 32 | 30 | 2 | 30 | 0.36 | 2.98 | 0 | 0 | 21 | Yes | 10 | 0 | 73 |
| 175 | CEDAR STREET | COMM AVE | HILL STREET | LOCAL | 0.20 | 05/24/21 | 2022 REPORT | 862 | 2 | 29 | 25 | 4 | 60 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 4 | 66 |
| 176 | WASHINGTON PARK | ENTIRE ROAD | ENTIRE ROAD | LOCAL | 0.29 | 11/19/19 | 2022 REPORT | 898 | 2 | 26 | 25 | 1 | 15 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 44 | 61 |
| 177 | CHERRY PLACE | ENTIRE ROAD | ENTIRE ROAD | LOCAL | 0.18 | 05/09/23 | 2023 COUNT | 470 | 0 | 29 | 25 | 4 | 60 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 0 | 60 |
| 178 | PRISCILLA ROAD | ENTIRE ROAD | ENTIRE ROAD | LOCAL | 0.17 | 10/19/22 | 2022 REPORT | 999 | 2 | 25 | 25 | 0 | 0 | 3.27 | 2.5 | 1 | 50 | 1 | No | 0 | 6 | 59 |
| 179 | WITHINGTON ROAD | ENTIRE ROAD | ENTIRE ROAD | LOCAL | 0.23 | 10/16/19 | 2022 REPORT | 384 | 0 | 27 | 25 | 2 | 30 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 24 | 54 |
| 180 | HOBART ROAD | INTERVALE ROAD | BEACON STREET | LOCAL | 0.11 | 11/30/22 | 2022 REPORT | 3713 | 8 | 28 | 25 | 3 | 45 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 0 | 53 |
| 181 | FESSENDEN STREET | CHAFFS STREET | NEVADA STREET | LOCAL | 0.26 | 06/14/23 | 2023 COUNT | 213 | 0 | 28 | 25 | 3 | 45 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 8 | 53 |
| 182 | FAIRWAY DRIVE | ENTIRE ROAD | ENTIRE ROAD | LOCAL | 0.46 | 12/05/23 | 2023 COUNT | 664 | 2 | 27 | 25 | 2 | 40 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 20 | 52 |
| 183 | ERIE AVENUE | HARTFORD STREET | BOWDON STREET | LOCAL | 0.11 | 11/17/21 | 2022 REPORT | 231 | 0 | 26 | 25 | 1 | 15 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 36 | 51 |
| 184 | UPLAND AVENUE | HEATHERLAND ROAD | BRUSH HILL ROAD | LOCAL | 0.24 | 05/12/21 | 2022 REPORT | 414 | 0 | 28 | 25 | 3 | 45 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 4 | 49 |
| 185 | TROWBRIDGE AVENUE | ENTIRE ROAD | ENTIRE ROAD | LOCAL | 0.18 | 04/24/18 | 2022 REPORT | 150 | 0 | 26 | 25 | 1 | 15 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 32 | 47 |
| 186 | LORNA ROAD | WAVERLEY AVENUE | GRALYNN ROAD | LOCAL | 0.13 | 10/02/19 | 2022 REPORT | 263 | 0 | 26 | 25 | 1 | 15 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 30 | 45 |
| 187 | WASHBURN AVENUE | ENTIRE ROAD | ENTIRE ROAD | LOCAL | 0.21 | 10/12/22 | 2022 REPORT | 484 | 0 | 26 | 25 | 1 | 15 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 26 | 41 |
| 188 | BERNARD STREET | ENTIRE ROAD | ENTIRE ROAD | LOCAL | 0.20 | 12/16/21 | 2022 REPORT | 199 | 0 | 27 | 25 | 2 | 30 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 8 | 38 |
| 189 | NORWOOD AVENUE | ENTIRE ROAD | ENTIRE ROAD | LOCAL | 0.21 | 02/13/18 | 2022 REPORT | 1000 | 2 | 26 | 25 | 1 | 15 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 18 | 35 |
| 190 | ISLINGTON ROAD | ENTIRE ROAD | ENTIRE ROAD | LOCAL | 0.76 | 11/20/21 | 2023 REPORT | 729 | 2 | 21 | 25 | -4 | 0 | 1.00 | 2.5 | 0 | 0 | 1 | No | 0 | 30 | 33 |
| 191 | CUSHING STREET | ENTIRE ROAD | ENTIRE ROAD | LOCAL | 0.08 | 11/14/23 | 2023 COUNT | 435 | 0 | 24 | 25 | -1 | 0 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 32 | 32 |
| 192 | WOODWARD STREET | UPLAND ROAD | CARVER ROAD | COLLECTOR | 0.34 | 11/03/21 | 2022 REPORT | 4374 | 8 | 35 | 35 | 0 | 0 | 1.11 | 2.85 | 0 | 3 | 10 | Yes | 10 | 8 | 29 |
| 193 | ORRIS STREET | ENTIRE ROAD | ENTIRE ROAD | LOCAL | 0.11 | 11/03/21 | 2022 REPORT | 554 | 2 | 25 | 25 | 0 | 0 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 26 | 28 |
| 194 | GAMBER STREET | ENTIRE ROAD | ENTIRE ROAD | LOCAL | 0.06 | 04/24/23 | 2023 COUNT | 88 | 0 | 18 | 25 | -7 | 0 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 24 | 24 |
| 195 | WYOMING ROAD | ENTIRE ROAD | ENTIRE ROAD | LOCAL | 0.20 | 10/02/19 | 2022 REPORT | 90 | 0 | 20 | 25 | -5 | 0 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 24 | 24 |
| 196 | PEABODY STREET | ENTIRE ROAD | ENTIRE ROAD | LOCAL | 0.10 | 12/05/23 | 2023 COUNT | 1635 | 4 | 24 | 25 | -1 | 0 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 18 | 22 |
| 197 | HOLLIS STREET | ENTIRE ROAD | ENTIRE ROAD | LOCAL | 0.13 | 10/13/21 | 2023 REPORT | 26 | 0 | 17 | 25 | -8 | 0 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 16 | 16 |
| 198 | WHITLOW ROAD | ENTIRE ROAD | ENTIRE ROAD | LOCAL | 0.12 | 05/22/18 | 2022 REPORT | 235 | 0 | 25 | 25 | 0 | 0 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 16 | 16 |
| 199 | HOBART ROAD | COMM AVE | INTERVALE ROAD | LOCAL | 0.22 | 12/01/22 | 2022 REPORT | 3671 | 8 | 24 | 25 | -1 | 0 | 0.00 | 2.5 | 0 | 0 | 6 | No | 0 | 6 | 14 |
| 200 | GIBBS STREET | CENTRE STREET | SUMNER STREET | LOCAL | 0.09 | 11/10/21 | 2022 REPORT | 838 | 2 | 25 | 25 | 0 | 0 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 12 | 14 |
| 201 | CHANNING STREET | ENTIRE ROAD | ENTIRE ROAD | LOCAL | 0.11 | 05/18/22 | 2022 REPORT | 68 | 0 | 21 | 25 | -4 | 0 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 14 | 14 |
| 202 | JUDITH ROAD | ENTIRE ROAD | ENTIRE ROAD | LOCAL | 0.22 | 10/23/19 | 2022 REPORT | 1159 | 0 | 25 | 25 | 0 | 0 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 14 | 14 |
| 203 | CHESTNUT TERRACE | ENTIRE ROAD | ENTIRE ROAD | LOCAL | 0.13 | 09/05/23 | 2023 COUNT | 965 | 2 | 24 | 25 | -1 | 0 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 10 | 12 |
| 204 | BERWICK ROAD | ENTIRE ROAD | ENTIRE ROAD | LOCAL | 0.16 | 01/07/20 | 2022 REPORT | 326 | 0 | 25 | 25 | 0 | 0 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 12 | 12 |
| 205 | HILLSIDE ROAD | ENTIRE ROAD | ENTIRE ROAD | LOCAL | 0.24 | 11/07/23 | 2023 COUNT | 198 | 0 | 19 | 25 | -6 | 0 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 12 | 12 |
| 206 | WABAN HILL ROAD | ENTIRE ROAD | ENTIRE ROAD | LOCAL | 0.16 | 10/24/23 | 2023 COUNT | 169 | 0 | 23 | 25 | -2 | 0 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 12 | 12 |
| 207 | WABAN STREET | JEWETT STREET | THORNTON STREET | LOCAL | 0.12 | 05/11/22 | 2022 REPORT | 480 | 0 | 22 | 25 | -3 | 0 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 12 | 12 |
| 208 | HUNNEWELL AVENUE | ENTIRE ROAD | ENTIRE ROAD | LOCAL | 0.46 | 10/09/18 | 2022 REPORT | 400 | 0 | 23 | 25 | -2 | 0 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 10 | 10 |
| 209 | DANIEL STREET | ENTIRE ROAD | ENTIRE ROAD | LOCAL | 0.16 | 05/01/23 | 2023 COUNT | 1671 | 4 | 25 | 25 | 0 | 0 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 4 | 8 |
| 210 | WEST PINE STREET | MELROSE STREET | EDGEWATER PARK | LOCAL | 0.15 | 05/02/21 | 2022 REPORT | 992 | 2 | 19 | 25 | -6 | 0 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 6 | 8 |
| 211 | GEORGE STREET | ENTIRE ROAD | ENTIRE ROAD | LOCAL | 0.12 | 09/26/23 | 2023 COUNT | 153 | 0 | 23 | 25 | -2 | 0 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 8 | 8 |
| 212 | WHITMORE ROAD | ENTIRE ROAD | ENTIRE ROAD | LOCAL | 0.14 | 10/24/23 | 2023 COUNT | 122 | 0 | 23 | 25 | -2 | 0 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 6 | 6 |
| 213 | STANFORD STREET | FREEMAN STREET | LEXINGTON STREET | LOCAL | 0.09 | 04/24/23 | 2023 COUNT | 566 | 2 | 24 | 25 | -1 | 0 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 2 | 4 |
| 214 | WEST PINE STREET | MELROSE STREET | FREEMAN STREET | LOCAL | 0.10 | 03/28/23 | 2023 COUNT | 530 | 2 | 19 | 25 | -6 | 0 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 2 | 4 |
| 215 | DORCAR ROAD | ENTIRE ROAD | ENTIRE ROAD | LOCAL | 0.27 | 09/25/19 | 2022 REPORT | 346 | 0 | 25 | 25 | 0 | 0 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 4 | 4 |
| 216 | RICKER ROAD | ENTIRE ROAD | ENTIRE ROAD | LOCAL | 0.10 | 03/10/20 | 2022 REPORT | 318 | 0 | 25 | 25 | 0 | 0 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 4 | 4 |
| 217 | FARLOW ROAD | ENTIRE ROAD | ENTIRE ROAD | LOCAL | 0.32 | 11/30/21 | 2022 REPORT | 580 | 2 | 21 | 25 | -4 | 0 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 0 | 2 |
| 218 | HONANOCK ROAD | WACHUSETT ROAD | HAMMONDSWOOD ROAD | LOCAL | 0.09 | 04/24/19 | 2022 REPORT | 519 | 2 | 25 | 25 | 0 | 0 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 0 | 2 |
| 219 | FREEMAN STREET | ENTIRE ROAD | ENTIRE ROAD | LOCAL | 0.08 | 03/28/23 | 2023 COUNT | 468 | 0 | 22 | 25 | -3 | 0 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 2 | 2 |
| 220 | RICE STREET | ENTIRE ROAD | ENTIRE ROAD | LOCAL | 0.10 | 01/09/24 | 2023 COUNT | 93 | 0 | 19 | 25 | -6 | 0 | 0.00 | 2.5 | 0 | 0 | 0 | No | 0 | 2 | 2 |