

CITY OF NEWTON
IN BOARD OF ALDERMEN
PUBLIC FACILITIES COMMITTEE REPORT

MONDAY, DECEMBER 20, 2010

Present: Ald. Schnipper (Chairman), Lennon, Albright, Gentile, Crossley and Danberg

Absent: Ald. Salvucci and Lappin

Also present: Clint Schuckel (Traffic Engineer)

REFERRED TO PS&T AND PUBLIC FACILITIES COMMITTEE

#196-09 ALD. MANSFIELD AND SANGIOLO requesting rescission of Sec. 19-99 (b), Speed humps of the Revised Ordinances of the City of Newton. [06/17/09 @ 11:24 PM]

PS&T APPROVED 4-0-2 (Johnson and Shapiro abstaining) on 6/9/10

ACTION: **HELD 6-0**

REFERRED TO PS&T AND PUBLIC FACILITIES COMMITTEES

#196-09(2) PUBLIC SAFETY & TRANSPORTATION COMMITTEE requesting to broaden Sec. 19-99, Speed humps of the Revised Ordinances of the City of Newton to cover all vertical deflection: raised intersections, raised crosswalks and speed humps, regardless of dimension. [01/20/10]

PS&T APPROVED 4-0-2 (Johnson and Shapiro abstaining) on 6/9/10

ACTION: **HELD 6-0**

NOTE: The Public Safety and Transportation Committee approved the items on June 9, 2010. The two items were held several times by the Public Facilities Committee, most recently on November 3, 2010 to work out the details and revise the draft ordinance language. After meeting with President Lennon regarding the items, Clint Schuckel, Traffic Engineer, added additional text to the draft ordinance language that addressed concerns regarding criteria for traffic calming petitions. The new draft ordinance language was attached to the agenda. The Law Department has reviewed the draft language and has raised no concerns.

Traffic Engineer Clint Schuckel reviewed the merits of the proposed ordinance with the Committee. Mr. Schuckel stated that the proposed ordinance improves the City's process for accepting and responding to traffic calming requests and provides the ability to screen the petitions to make sure that they meet the necessary criteria for traffic calming before staff time is dedicated to study or a public hearing is assigned. The updated language gives the Board of Aldermen and the Traffic Council some flexibility if a petition does not meet the established criteria. In addition, language was added that addressed special permit conditions, site plan approval, or other actions of the Board of Aldermen.

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After further discussion by the Committee, it was determined that the item should be held to better define traffic calming measures, criteria and further clarification of an appeals process.

Respectfully Submitted,

Sydra Schnipper, Chairman