

CITY OF NEWTON

IN BOARD OF ALDERMEN

PUBLIC FACILITIES COMMITTEE REPORT

WEDNESDAY, MARCH 18, 2009

Present: Ald. Schnipper (Chairman), Albright, Salvucci, Yates, Mansfield, and Lappin

Absent: Ald. Lennon and Gentile

Also present: Ald. Baker, Johnson, and Linsky

City staff present: Thomas Daley (Commissioner of Public Works), Clint Schuckel (Traffic Engineer), and Shawna Sullivan (Committee Clerk)

#67-09      RAFAEL REISZ, 142 Pine Grove Avenue petitioning for construction of a common sewer main through a proposed easement in PINE GROVE AVENUE from an existing sewer main in St Mary's Street at Pine Grove Avenue westerly 357' ± to a proposed sewer manhole in Pine Grove Avenue. (Ward 4)

**PETITIONER TO PAY ENTIRE COST**

**ACTION:      APPROVED 6-0**

**NOTE:**      Commissioner Daley provided the Committee with the details of the petition. There are two property owners involved in the petition and they will share the cost of the sewer extension, which will serve their homes. One of the homes is on a septic system and the other is on a cesspool, both are full and need to be pumped out regularly. The City will need to accept an easement as Pine Grove Avenue is a private way. The Engineering Division has reviewed the plans and recommended approval of the petition.

The public hearing was opened and no one spoke for or against the petition. The Committee reviewed the plans. Ald. Mansfield asked if there were any health issues with the septic system or cesspool. Mr. Robinson, 136 Pine Grove Avenue, responded that his home is on a cesspool that needs to be cleaned out because it overflows every couple of months. Ald. Lappin moved approval of the item with an emergency preamble. Both the motion and emergency preamble were approved by a unanimous vote.

#224-06(2)      ALD. LINSKY, ALBRIGHT & JOHNSON, BAKER & SCHNIPPER requesting further deliberation on the conditions set forth in the Site Plan Approval Board Order relating to the Newton North High School project, considering possible expansion and modification of the conditions.

**ACTION:      HELD 6-0**

**NOTE:**      The City's Traffic Engineer, Clint Schuckel, Ald. Johnson, and Ald. Linsky joined the Committee for discussion of this item. The item was held on February 4, 2009, to give the Traffic Engineer an opportunity to respond to alternatives suggested at the meeting. Mr. Schuckel provided the Committee with a PowerPoint presentation, which is attached. The presentation incorporates the suggestions and new alternatives that were given at the previous meeting.

The presentation began with a review of the site plan board order and the traffic/circulation goals around the Newton North site. The highest priority is to provide safe access to the site for pedestrians, bicycles, and busses. Clint Schuckel referred the Committee to Condition #4 of Board Order #224-06, which states that the Commissioner of Public Works shall recommend possible street improvements to improve safety on Walnut Street between Mill Street and Cabot Street. The stretch of Walnut Street includes the Hull Street intersection and it has been suggested that the intersection would benefit from safety improvements. Mr. Schuckel presented aerial photos of the Hull Street intersection, which included an as is photo and a photo-shopped version which displayed the intersection with curb extensions. The curb extensions would narrow a 90' crossing to a 41' foot crossing. There is currently an island located in the center of Hull Street, which would need to be removed to accommodate the curb extensions. Mr. Schuckel stated that John and Anne Joyce, 503 Walnut Street, own the home located at the corner of Hull Street and are in support of the proposed traffic island removal and road narrowing. They have signed up for the Adopt a Space program for the Hull Street traffic island and would like to continue the service in the area that will be created by a curb extension. The projected cost of the Hull Street curb extension is \$35,000. There is still some question whether to offer to sell the additional land created by the curb extension to the property owners at 503 Walnut Street. The Traffic Engineer would like some direction from the Committee regarding this proposed traffic improvement.

Ald. Mansfield if there has been any study to show how changing the turn radius could affect the traffic on Walnut Street. Mr. Schuckel does not share the concern regarding slowing traffic on Walnut Street. The design of the Hull Street intersection is the same as any other intersection designed as a side street meeting a main street. There should not be any type of negative impact. Ald. Schnipper asked if it was possible to do a trial of the curb extensions. Mr. Schuckel explained that the current traffic island would need to be removed in order to hold a trial. Ald. Albright pointed out that it would increase pedestrian safety and it is likely that the neighborhood would support the change. Ald. Albright suggested that the Committee take a straw vote on whether to recommend that the Traffic Engineer proceed to the design phase of the intersection reconfiguration. The Committee voted unanimously in favor of proceeding with the project.

Mr. Schuckel continued with his presentation and addressed Condition #5 of Board Order #224-06, which relates to the school's driveway located on Walnut Street directly across Trowbridge Avenue. The condition states that there shall be a study of the traffic circulation if restrictions are put into effect when entering and exiting the driveway. It also requests there be a study to determine the feasibility of providing a pedestrian crossing at, or north of, the driveway. Mr. Schuckel addressed the pedestrian crossing first. A pedestrian crossing becomes less attractive to pedestrians the further north it moves from the entrance to the school. It is very difficult to predict the number of crossings as school construction currently does not allow access to the school from Walnut Street. Therefore, the current crossings are likely due to the bus stop location on Walnut Street. Mr. Schuckel reviewed the traffic signal and school crossing warrants with the Committee. Walnut Street at Trowbridge Avenue meets the criteria for a traffic signal.

The Traffic Engineer reviewed the eight alternatives for the Walnut Street/Trowbridge Avenue. The alternatives run the gamut of no restrictions or signals to a full signal with an island. Mr. Schuckel provided the pros and cons for each alternative. The alternatives that include raised islands create access issues for the Fire Department and he suggested that it is appropriate for the Committee to consult the Fire Department regarding their concerns. The presentation concluded with a cost summary of all of the alternatives.

Ald. Mansfield stated that the median island displayed in Alternate 1A appeared to be unduly long and suggested that if it were shortened the Fire Department's access may not be as restricted. The Traffic Engineer stated that he would look at shortening the island. Ald. Albright spoke on the alternatives. She favors a right in/right out with a raised island and a mid-block crossing with some type of pedestrian signal. Mr. Schuckel stated that he did not believe the entrance was wide enough to accommodate a raised island. She suggested investigating widening the entrance to the school to allow a raised island in the center of the entrance. She would also like to see how the pedestrian warning signals work at other sites in the city to determine whether it is a viable option on Walnut Street. Ald. Johnson stated that the warning signals should be in place by the summer at five locations in the city. The Ward Two Aldermen submitted a letter to the Committee detailing their goals as they relate to traffic around the Newton North site. The letter is attached to the report. Ald. Schnipper stated that she was not comfortable supporting the alternative without input from the Fire Department.

Mr. Robertson, 30 Trowbridge Avenue, spoke for the neighbors. The neighborhood has spent a lot of time studying the options. The neighborhood supports Alternative 3 as it accomplishes all of the goals represented in the letter from the Ward Two Aldermen. Ald. Linsky also felt that Alternative 3 was the best option to address the goals. He supported investigating the possibility of a raised island.

Ald. Albright asked that the Traffic Engineer investigate the feasibility of a delta island with a raised curb. She would also like a cost estimate for the new alternative. Ald. Albright moved hold until the Traffic Engineer has a chance to address the requests, which carried 6-0.

**REFERRED TO PUBLIC FACILITIES AND FINANCE COMMITTEES**

#88-09 HIS HONOR THE MAYOR requesting authorization to appropriate and expend four hundred fifty thousand dollars (\$450,000) from Free Cash to the expense budget in the Department of Public Works and to transfer fifty thousand dollars (\$50,000) from Salaries to Expenses in the Department of Public Works for the purpose of additional cost related to snow and ice control. [03-10-09 @ 4:58 PM]

**ACTION:** **APPROVED 6-0**

**NOTE:** Public Works Commissioner Daley presented the request for \$450,000 to pay for expenditures related to snow and ice events. He provided the Committee with a breakdown of the snow and ice expenditures through March 10, 2009, which was attached to the agenda. The requested funds will be used to pay the balance of all contractor related expenses and to pay for all outstanding and estimated salt bills. The salt sheds are currently 80% full. The additional money should cover all outstanding debt and barring any further snow and ice events, this should be the last expenditure for this year. Ald. Salvucci moved approval, which carried unanimously.

**REFERRED TO PUBLIC FACILITIES AND FINANCE COMMITTEES**

#89-09 HIS HONOR THE MAYOR requesting authorization to appropriate and expend two million five hundred sixty thousand dollars (\$2,560,000) from Bonded Indebtedness to the Public Works Department for the purpose of purchasing trash and recycling carts. [03-09-09 @ 3:27 PM]

**ACTION:** **APPROVED 5-0-1 (Mansfield abstaining)**

**NOTE:** Tom Daley, Public Works Commissioner, presented the request for funds to purchase trash and recycling carts for the proposed automated trash collection. The request is directly related to the automated trash and automated single stream recycling collection contract, which is currently before the Board. The money for the carts will not be spent unless the automated collection contract is approved. The funding for the collection carts requires a 2/3 vote of the Board as the proposed funding mechanism is bonded indebtedness. If the funding for the carts fails to carry, it will not be possible to proceed with an automated collection program. Commissioner Daley pointed out that the bid package should be easily generated as a bid package for trash barrels was done for the pilot program.

The City intends to purchase 24,900 trash carts and 29,000 recycling carts. Most of the carts will be 64-gallons in size; however, there will be a small number of 35-gallon carts purchased to address the needs of citizens who do not require large barrels. The Public Works Department will provide an extra recycling cart to residents if it is determined that there is enough recycling every week to justify two barrels. Ald. Yates moved approval of the item. Ald. Mansfield asked if the colors of the carts had been determined. The trash carts will be a dark blue color and the recycling carts will most likely be a deep green. Ald. Mansfield was pleased with the colors and suggested that the colors should be as least obtrusive as possible. Ald. Mansfield also stated that he felt the request was premature, as the contract has not been approved; therefore, he would be abstaining on the motion for approval. The motion carried by a vote of five in favor and one abstention.

**REFERRED TO PROG. & SERV., PUB. FAC., AND LAND USE COMMITTEES**

#329-08 ALD. JOHNSON, ALBRIGHT & LINSKY requesting amendment to §20-13, *Noise Ordinance*, of the City of Newton Ordinances to prohibit the City from exceeding the parameters of time and decibel restrictions unless it receives approval from the Land Use Committee of the Board of Aldermen. [09-02-08 @ 12:00 PM]

**PROG & SERV NO ACTION NECESSARY 7-0 (Parker not voting) ON 03/04/09**

**LAND USE NO ACTION NECESSARY 7-0 (Sangiolo not voting) on 03/17/09**

**ACTION:** **NO ACTION NECESSARY 6-0**

**NOTE:** Please see the note below.

**REFERRED TO PROG.& SERV., PUB. FACIL. AND LAND USE COMMITTEES**

#329-08(2) ALD. JOHNSON, ALBRIGHT AND LINSKY requesting the His Honor the Mayor implements policies and procedures that engage the Ward Alderman, as appropriate, in the determination of exemptions from the noise ordinance.  
[02/25/09 @ 11:24 AM]

**PROG & SERV APPROVED 7-0 (Parker not voting) on 03/04/09**

**LAND USE APPROVED 7-0 (Sangiolo not voting) on 03/17/09**

**ACTION: APPROVED 6-0**

**NOTE:** Docket Item #329-08 was discussed jointly with the Programs and Services Committee in October 2008. The portion of the report pertaining to the item is attached. Ald. Johnson and Linsky were present for the discussion of this item. The original request relates to waivers of the noise ordinance granted to Dimeo Construction for the Newton North High School Project. The Executive Department has been very lackadaisical in notifying the Ward Aldermen and the Newton North neighborhood. The Ward Two Aldermen met with the Mayor regarding a possible ordinance to address notifications. The Mayor was not in favor of an ordinance amendment; however, he was willing to create a policy or procedure. A second item was created and a resolution was crafted by the Ward Two Aldermen to request the Mayor to implement policies to address the notification issues. The Mayor has seen the draft resolution, which was attached to the agenda and is in agreement with the resolution. A motion of no action necessary was made for the original item requesting an ordinance amendment, which carried unanimously. Ald. Yates moved approval of the resolution, which carried unanimously.

#385-07 ALD. SCHNIPPER AND GENTILE updating the Public Facilities Committee on the progress of the Newton North High School Project. [11-21-07 @ 10:23 AM]

**ACTION: HELD 6-0**

**NOTE:** The item was held without discussion.

All other items were held without discussion.

Respectfully submitted,

Sydra Schnipper, Chairman

# NNHS Site Plan Approval: Traffic/Parking Conditions

Clint Schuckel

City Traffic Engineer

City of Newton Public Works Department

Engineering Division

Public Facilities Committee

March 18, 2009

# Outline

#224-06(2)

- Follow-up to last committee meeting on 2/4/09
  - New alternatives
  - Cost data
- Site plan review (skip tonight!)
- Board Order Condition # 4
  - Walnut St, including Hull St intersection
- Board Order Condition # 5
  - Walnut/Trowbridge/NNHS driveway intersection
- Question/Answer

# Site Plan Board Order # 224-06<sup>(2)</sup>

There are 7 traffic/parking-related conditions for a “comparative design”:

- ✓ 3d: Elm Road: <= 30 feet wide for max. buffers (2/6/08)
- ✓ 3e: Lowell Ave: drop-off area or alt. vehicle entrance, Elm Rd: alt. traffic patterns (2/6/08)
- ✓ 3f: Hull St: create drop-off areas (2007)
- ✓ 3j: Walnut St: create alt. bus drop-off area (2007)
- ☺ **4: Walnut St: safety improvements Mill to Cabot (2/4/09)**
- ☺ **5: Walnut St/School Driveway signalization (2/4/09)**
- ✓ 7: School Driveway: No added parking spaces (2007)



# NNHS Traffic/Circulation Goals

- Provide safe, convenient and preferred access for pedestrians, bicycles, and buses
  - Walnut St crossing for points south & east
  - Facilitate bus egress onto Walnut St
- Disperse vehicle access points and parking around the site
  - Over time, drivers will use the fastest route

# Board Order # 224-06, Condition <sup>#224-06(2)</sup> # 4

4. “The Public Works Commissioner shall recommend to the Board of Aldermen possible street improvements to promote safety on **Walnut Street from Mill Street to Cabot Street**, including at the intersection of **Hull Street and Walnut Street**. Such street improvements might include, but not be limited to, signage and the narrowing of the intersection at **Hull Street and Walnut Street**. Such improvements as approved by the City shall be undertaken as soon as possible and in no event later than the Project's opening.”

# Walnut St near NNHS <sup>#224-06(2)</sup>

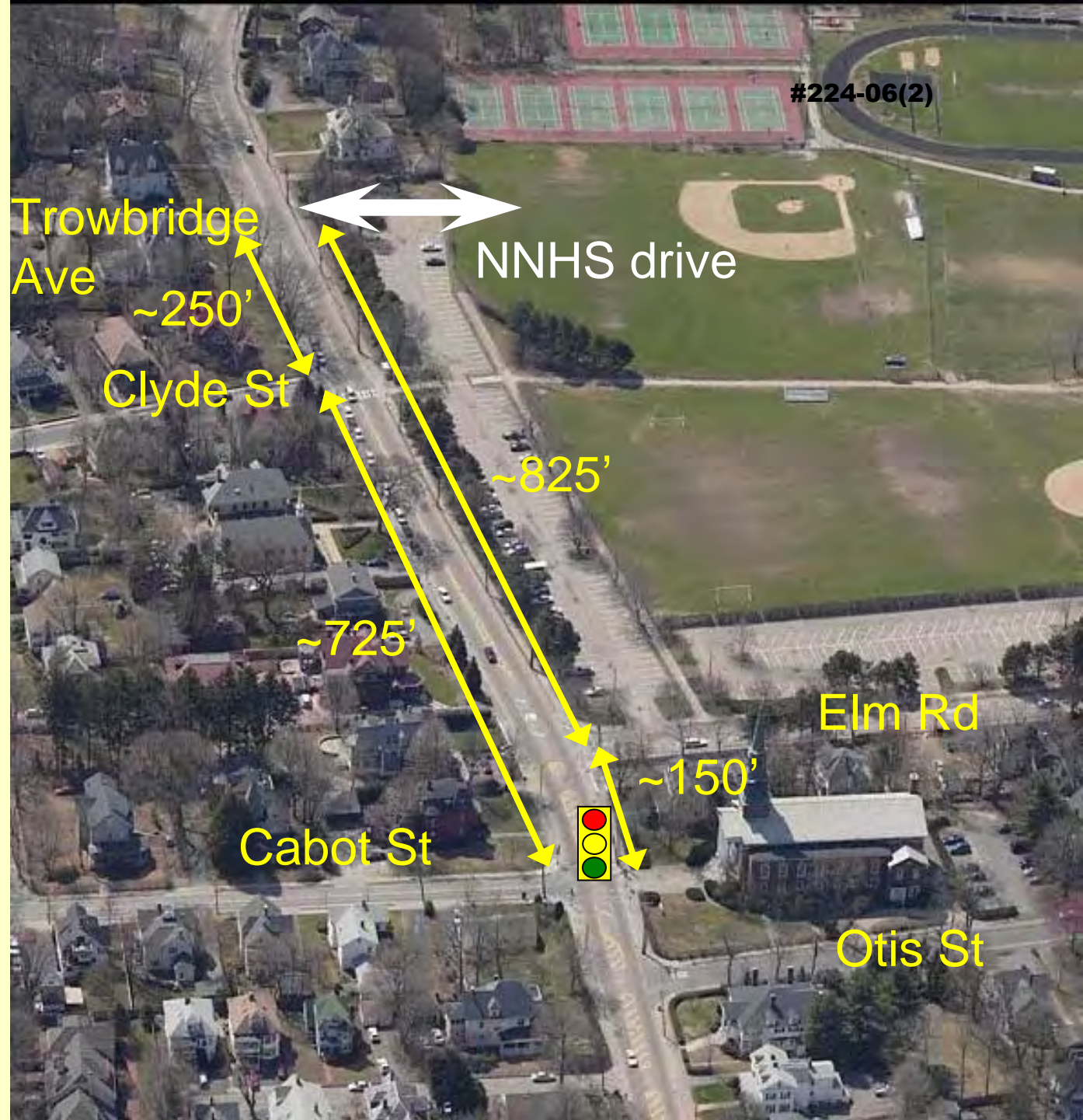
- Approximately 15,000 cars per day
  - (vs. ~7,000 per day on Lowell Ave)
- 34' wide +/-
- Speed limit is 25 mph
- Design speed is 40 mph

Walnut  
St.  
looking  
south  
from  
NNHS





Walnut  
St.  
looking  
north  
from  
NNHS



Walnut St @ Hull St



Kirkstall

#224-06(2)

# 503

90 feet

# 508

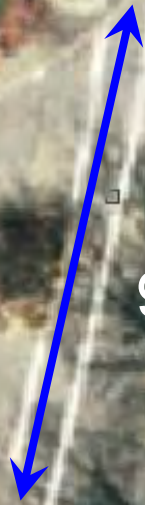
# 515

Hull St

Walnut St



  
SEE CURB & CO. ARCHITECTS & ENGINEERS  
 1001 20th St  
**HULL ST.-WALNUT ST. INT.**  
 SCALE: 1" = 16'      DECEMBER 2011





Kirkstall

#224-06(2)

# 503

# 515

# 508

Hull St

Walnut St

~41 feet



  
SEE CORNER AND SURROUNDING AREAS FOR MORE  
**HULL ST.-WALNUT ST. INT.**  
 SCALE: 1" = 16'      DECEMBER 2011





# 503

#224-06(2)

18,227 S.F. EXISTING LOT AREA  
850 S.F. +/- PROPOSED "GREEN AREA"

HAY BALES REQ'D

ONE WAY HULL ST.

WALNUT ST.

# 508

# 515



HULL ST. - WALNUT ST. INT

SCALE: 1" = 16'

DECEMBER

Project cost estimate = \$35,000

# Walnut/Hull abutter letter 3/3/09

#224-06(2)

Dear Members of the Public Facilities Committee,

In reference to the Board Order Condition #4, as presented by Clint Schuckel to this Committee on February 4th 2009, we would like to offer our [support](#) for the proposed traffic island removal and road narrowing at Hull St. We live on the corner of Hull St and Walnut St. at #503 Walnut St. The Newton Housing Authority owns the house at #515 Walnut St. on the opposite corner.

We have currently signed up for the Adopt a Space program at the Hull St. traffic island and would like to continue that service in the green area bordering the narrowing of the Hull St. intersection. In addition we are [open to discussions](#) with the City of Newton in regards to a consideration [for a transfer of property](#).

Thank you for your consideration.

Sincerely

Anne and John Joyce

503 Walnut St

Newton, MA 02460

# Walnut/Hull Questions #224-06(2)

- Is the project cost vs. benefits “worth it?”
- How would the project be funded?
- Should the City surplus ~ 850 sq. feet of property or maintain via “adopt a space”?
- What is the property’s value?

# Board Order # 224-06, Condition # 3 <sup>#224-06(2)</sup>

5. “The Design Team shall study the effect on traffic circulation if the turning movements are limited to a right turn into and out of the driveway to the project entrance on Walnut Street (Alt. 1A, 3, 5, 6), and shall also study providing a pedestrian crossing north of such driveway. (all 8 alternatives)

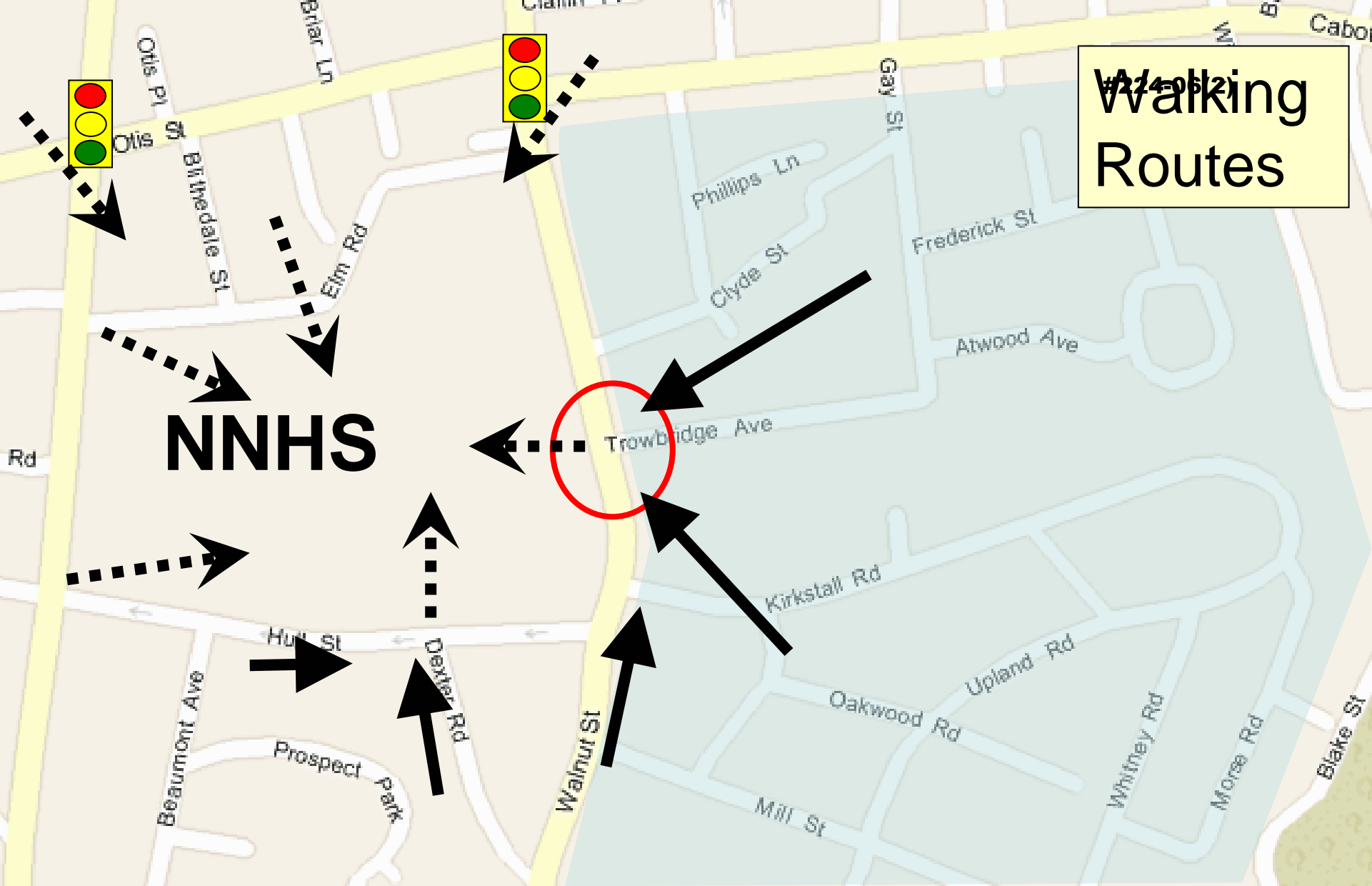
If the results of the said study so recommend, a traffic signal shall be considered by the City at such driveway. If approved by the Board of Aldermen, such signal shall be operational at the time of the Project’s opening.” (Alt. 2-6)



# In other words...

- NNHS site plan Board approval + Jan '07 referendum has already established location of a NNHS driveway across from Trowbridge Ave
- Condition # 5 asks:
  - Should school driveway turns be restricted to right-in and right-out only?
  - Should a pedestrian crossing be provided there?
  - Should there be a traffic signal at, or near the school driveway?
  - If yes, should it operate as a pedestrian crossing only, or for both pedestrians and vehicles?

# Walking Routes



A pedestrian crossing is less attractive the further it moves north from Trowbridge Avenue

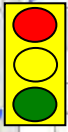
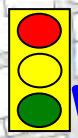
# Newton North High School Students

#224-06(2)

City of Newton, Massachusetts

NNHS

~57 homes

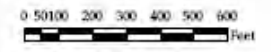


**Legend**

- Newton North Students
- Surface Water
- Property Boundaries



The information on this map is from the Newton Geographic Information System (GIS). The City of Newton cannot guarantee the accuracy of this information. Each user of this map is responsible for determining its suitability for his or her intended purpose. City departments will not necessarily approve applications based solely on GIS data.



MAP DATE: February 20, 2009



# Newton North High School Students

#224-06(2)

City of Newton, Massachusetts

Legend  
Newton North Students

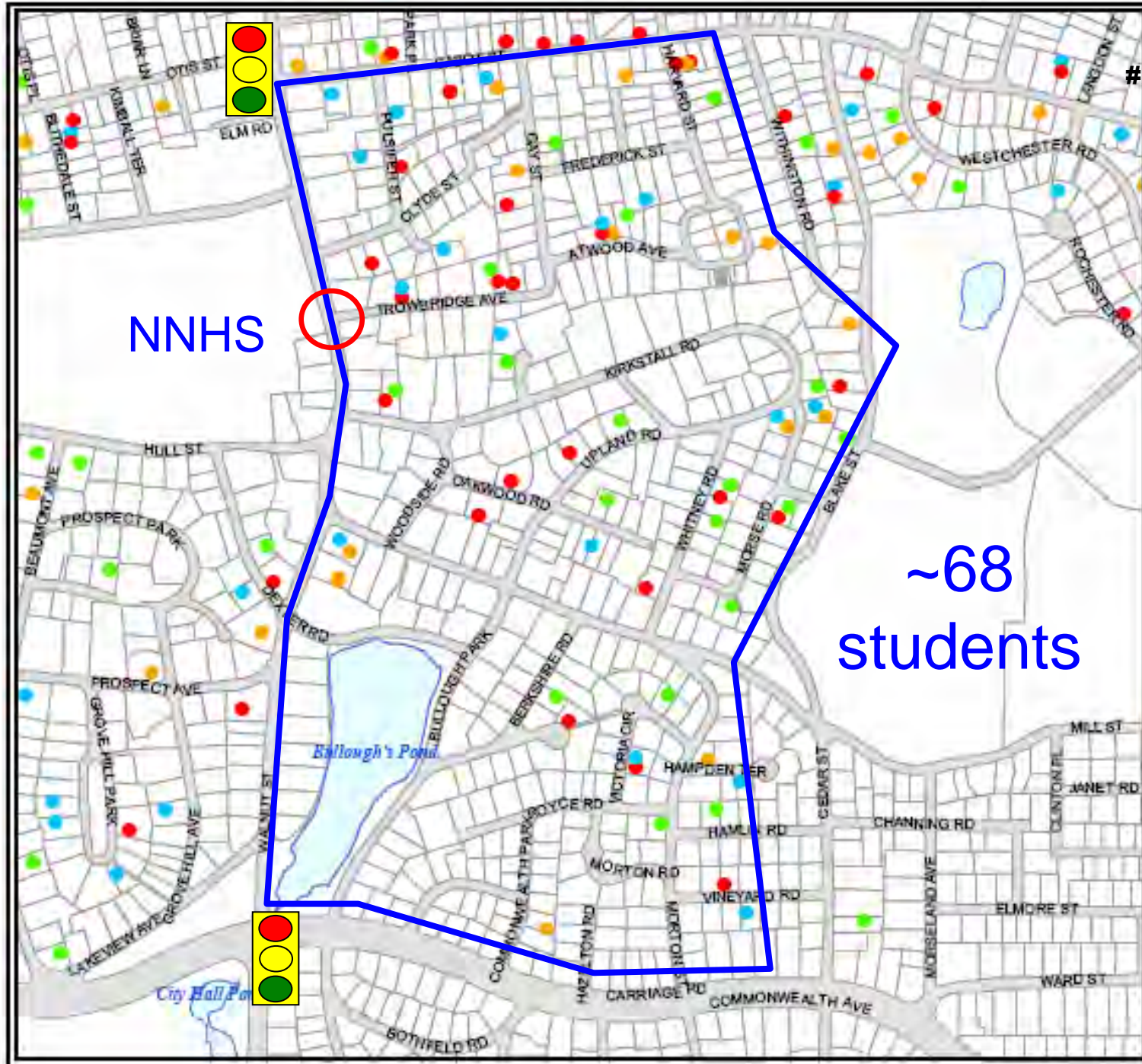
Grade	Color
9	Blue
10	Green
11	Yellow
12	Red



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MAP DATE: March 9, 2009





# Predicting # Crossings?<sup>#224-06(2)</sup>

- School construction restricts access to Hull & Elm through 2009-2010 school year
- Crossings are probably MBTA bus-stop related right now
- Could interview freshmen & sophomores but will behavior change when they are old enough to drive?
- Families with NNHS children will move in/move out of neighborhood

# Traffic Signal Warrants

1. 8 Hour Vehicle Volumes
2. 4 Hour Vehicle Volumes
3. Peak Hour Vehicle Volumes
4. 4 Hour or 1 Hour Pedestrian Volumes
5. School Crossing
6. Coordinated Signal System
7. Crash Experience
8. Roadway Network

# School Crossing Warrant

- Number of gaps is less than number of minutes in study period
- Minimum of 20 students in highest crossing hour
- Consider remedial measures, such as warning signs and flashers, school speed zones, school crossing guards, or a grade-separated crossing.
- The School Crossing signal warrant shall not be applied at locations where the distance to the nearest traffic control signal is less than 300 ft, unless the proposed traffic control signal will not restrict the progressive movement of traffic.

# Walnut/NN driveway/Trowbridge Ave #214-0612

## Alternatives

- Alt 1: No signal, no turn restrictions (modified)
- Alt 1A: Pedestrian activated warning signal w/ median island (new)
- Alt 1B: Mid-block pedestrian activated warning signal (new)
- Alt 2: Mid-block pedestrian crossing signal, no turn restrictions
- Alt 3: Mid-block pedestrian crossing signal, w/ delta island
- Alt 4: Full signal, no turn restrictions
- Alt 5: Full signal, w/ no side street thru movement
- Alt 6: Full signal, w/ delta island

#224-06(2)



Alt 1

# Alternative 1: Painted Crosswalk

- Pros
  - Lowest cost
  - Less delay for Walnut Street
- Cons
  - No controlled crossing for pedestrians
  - Long delays for vehicles to turn left onto Walnut St
  - Does not create gaps in Walnut St traffic for Elm Rd

#224-06(2)



Alt 1A



#224-06(2)





# Alternative 1A: Median Island w/ warning signal

- Pros
  - Creates refuge island for pedestrians
  - Less delay for Walnut Street, side streets
  - Best deterrent for “cross traffic”
- Cons
  - Fire Dept access from south is impacted, assuming a raised island
  - Trowbridge Ave access to southbound Walnut St is eliminated
  - Does not create gaps in Walnut St traffic for Elm Rd

#224-06(2)



Alt 1B

# Alternative 1B: Mid-block<sup>#224-06(2)</sup> pedestrian activated warning signal

- Pros
  - Less cost
  - Less delay for Walnut Street, side streets
- Cons
  - Does not create gaps in Walnut St traffic for Elm Rd
  - Warning light only, cars may not stop
  - Increased traffic on Hull St

#224-06(2)



Alt 2

# Alternative 2: Mid-block Crossing Signal

- Pros
  - Improves pedestrian safety over Alt. 1
  - Helps create gaps in Walnut St traffic for Elm Rd
  - Lower cost than a full signal
- Cons
  - Crossing location is less attractive for pedestrians
  - Long delays for vehicles to turn left onto Walnut St

#224-06(2)



Alt 3

# Alternative 3: Mid-block Crossing Signal, with Delta Island

- Pros
  - Does not rely solely on enforcement to restrict turns
  - Helps create gaps in Walnut St traffic for Elm Rd
  - Lower cost than a full signal
- Cons
  - Crossing location is less attractive for pedestrians
  - Long delays for vehicles to turn left onto Walnut St
  - Increased traffic on Hull St (~60 cars during AM peak)
  - Confusing to visitors, buses, etc. arriving via northbound Walnut St







# Alternative 4: Full Signal

- Pros
  - Controlled, more convenient crossing location for pedestrians
  - Helps create gaps in Walnut St traffic for Elm Rd
  - Provides controlled vehicle access onto Walnut St where delays can be managed
- Cons
  - Higher cost
  - Allows direct access from Trowbridge Ave

#224-06(2)



Alt 5

# Alternative 5: Full Signal, with #224-06(2) posted restrictions

- Pros
  - Controlled, more convenient crossing location for pedestrians
  - Helps create gaps in Walnut St traffic for Elm Rd
  - Provides controlled vehicle access onto Walnut St where delays can be managed
- Cons
  - Higher cost
  - Relies on enforcement to discourage access from Trowbridge Ave
  - Increased traffic on Hull St (~60 cars during AM peak)
  - Confusing to visitors, buses, etc. arriving via northbound Walnut St

#224-06(2)



Alt 6

# Alternative 6: Full Signal, with ~~delta~~ island

- Pros
  - Controlled, more convenient crossing location for pedestrians
  - Helps create gaps in Walnut St traffic for Elm Rd
  - Provides controlled vehicle access onto Walnut St where delays can be managed
  - Does not rely solely on enforcement to restrict turns
- Cons
  - Higher cost
  - Increased traffic on Hull St (~60 cars during AM peak)
  - Confusing to visitors arriving via northbound Walnut St



# Note on Fire Response

- Primary response from Station 4, Crafts/Watertown
  - Southbound Walnut
- Other stations may also respond, and could arrive before Station 4, so emergency vehicle access from ALL directions is critical
- Alt. 1A with a raised island is the least favorable alternative (via Asst. Chief Proia)

# Alternatives Cost Summary

- Alt 1: No signal, no turn restrictions = \$10,000
- Alt 1A: Ped-activated warning signal w/ median island = \$55,000
- Alt 1B: Mid-block pedestrian activated warning signal = \$30,000
- Alt 2: Mid-block pedestrian crossing signal, no turn restrictions= \$80,000
- Alt 3: Mid-block pedestrian crossing signal, w/ delta island= \$90,000
- Alt 4: Full signal, no turn restrictions= \$160,000
- Alt 5: Full signal, w/ no side street thru movement= \$160,000
- Alt 6: Full signal, w/ delta island= \$170,000

#224-06(2)

OTIS ST

WALNUT ST

CABOT ST

RUSSELL CT

ELM RD





1. Full signal @  
**Walnut/Cabot/Elm**



“Stop Here  
on Red”



2. Full signal @ Walnut/Cabot/Elm



OTIS ST

WALNUT ST

CABOT ST

RUSSELL CT

ELM RD

"Stop Here on Red"



3. Full signal @  
Walnut/Cabot/Elm



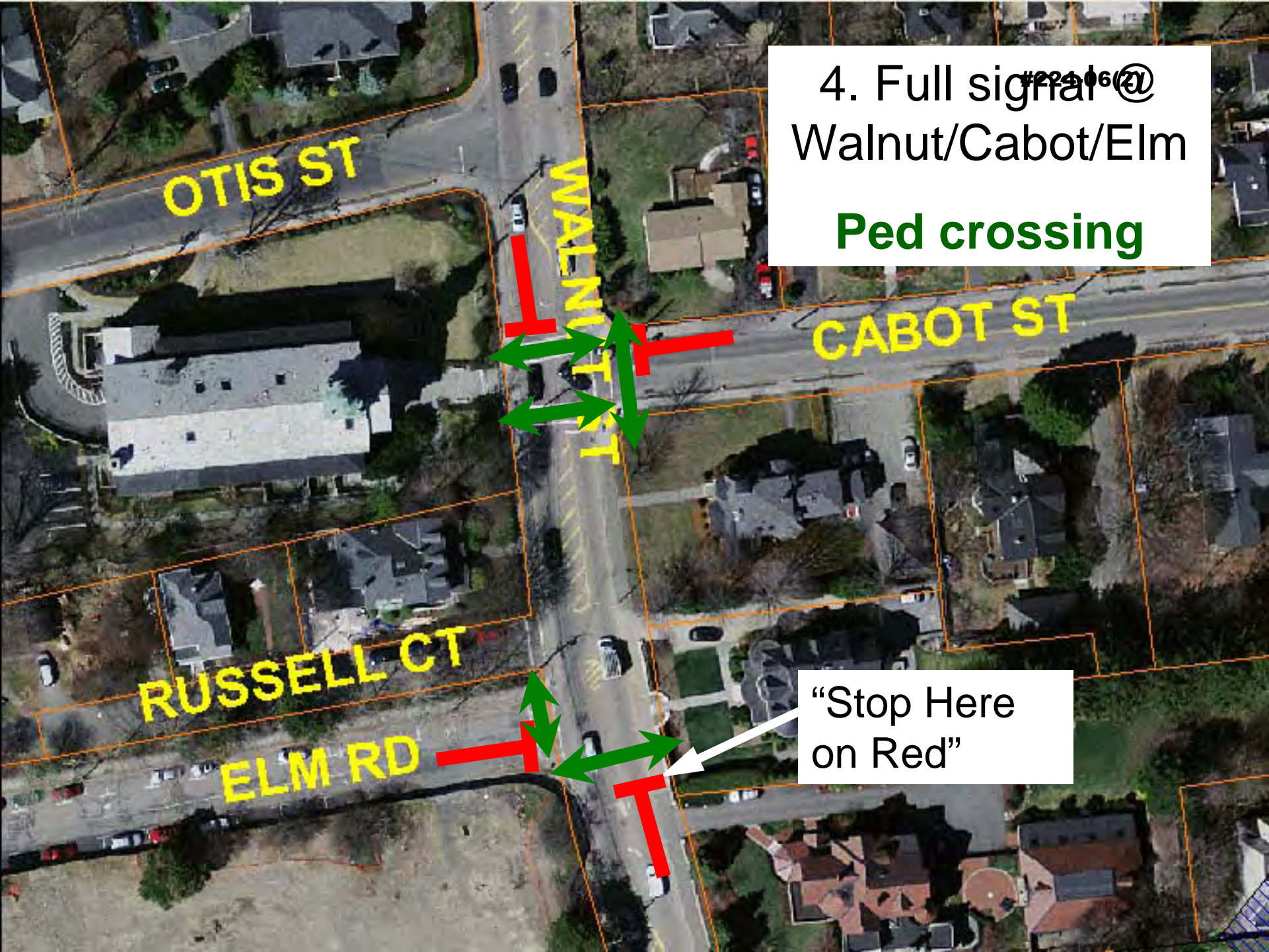
“Stop Here  
on Red”



4. Full signal @  
Walnut/Cabot/Elm

**Ped crossing**

“Stop Here  
on Red”





#224-06(2)



March 18, 2009

Dear Public Facilities Committee:

As we once again consider some of the conditions to the new NNHS site plan relating to circulation, we think that many of us can agree on the following six points:

1. Safety with regard to both pedestrian and vehicular traffic
2. Avoiding the use of Trowbridge as an extension to the Ceremonial Drive
3. Discouraging the use of neighborhood streets abutting the site as primary drop-off locations
4. Avoiding causing traffic to back up on Walnut Street so as to negatively impact Walnut Street residents access to their properties and further exacerbate the traffic problems on the street.
5. Avoiding adding to the volume of traffic on Walnut Street and impeding a smooth circulation around the NNHS site.
6. Determining the appropriate traffic control based on need and financial considerations

Since the approval of the present site plan, and even before, we have explored ways to meet these goals. We particularly appreciate the effort that has been extended by Clint Schuckel to develop various options for us to consider. We believe that of the options presented, option 3 provides the safest pedestrian crossing point while promoting the preferred clockwise circulation flow.

As many of us know Newton is going to pilot a new pedestrian light in five locations. An alternative that could meet the six goals while being fiscally prudent would be to wait and determine if this type of warning signal in conjunction with Option 3 would be a safe and cost effective solution.

We, the NNHS neighbors and the City-at-Large, appreciate your consideration of this very important matter. Ald. Albright will make the attached motion at the appropriate time and we hope we will have your support.

Kind regards,

Ald. Susan Albright

Ald. Marcia Johnson

Ald. Steve Linsky

Motion

- To provide a safe crossing for current and future NNHS students, make modifications to Hull St as proposed by the traffic engineer. This work should be done this summer.
- Restrict travel at the ceremonial drive so that there are no left turns in and no left turns out
- To create a delta island at the ceremonial drive that prohibits travel straight out to Trowbridge or straight in from Trowbridge. This should be a raised delta island and if necessary, the mouth of the ceremonial drive should be modified to accommodate safe travel of fire trucks and athletic busses around the delta island.
- To refrain from putting any light at the ceremonial entrance until the success of the new pedestrian warning lights are assessed for efficacy at protecting safe crossing across a busy street.



**REFERRED TO PROG. & SERV., PUB. FAC., AND LAND USE COMMITTEES**

#329-08 ALD. JOHNSON, ALBRIGHT & LINSKY requesting amendment to §20-13, *Noise Ordinance*, of the City of Newton Ordinances to prohibit the City from exceeding the parameters of time and decibel restrictions unless it receives approval from the Land Use Committee of the Board of Aldermen. [09-02-08 @ 12:00 PM]

**PROGRAMS & SERVICES HELD 8-0 on 10/15/08**

**ACTION: HELD 7-0**

**NOTE:** The Programs and Services Committee joined the Committee for discussion of this item. Ald. Johnson provided the Committees with some background on the docket item. Ald. Johnson, Albright and Linsky receive numerous calls regarding the noise generated due to the construction of the new Newton North High School. Currently, the noise ordinance gives the Mayor the authority to grant a permit for the waiver of the ordinance's time restrictions. There have been issues regarding waivers that have been granted to Dimeo Construction for construction of the new high school.

Ald. Johnson pointed out that the section of the noise ordinance giving the Mayor the authority to grant waivers also states that appropriate procedures for processing the requests must be established. There are no procedures currently in place. The Board of Aldermen is not informed about the waivers until after they are granted.

Ald. Johnson would like Ald. Linsky, Albright and herself to work with the administration to establish procedures. She asked that the item be held in the Committees in case they cannot reach consensus regarding the procedures.

Ald. Albright feels that part of the problem is that the neighbors do not know what to expect on any given day in terms of construction. If they knew what to expect in the short-term and long-term, they would be a happier group of people. She understands that at the last neighborhood liaison meeting the Commissioner provided a projection of noise over a period of time that was to be posted on the web site. The Commissioner stated that the document was posted to the web site in the past few days.

Ald. Gentile pointed out that notification regarding noise has improved recently. Dimeo Construction has prohibited the use of machinery with a back-up sensor that beeps after 7 PM. Dimeo has also reduced the size of the concrete pours to have the concrete cured earlier in the day. They are limiting the time of day in which the concrete can be delivered, because the sooner it is poured the more time it has to cure.

Ald. Brandel stated that the Newton North High School project is not the only public construction that has taken place in the City. There have been other problems with construction taking place after hours. The MBTA often does repairs at night and does not inform the neighbors. He would like to see a process that includes a requirement of at least a 48-hour notification that there is a permit being granted for a noise ordinance waiver. Most people are willing to go along with the waiver as long as they know about it in advance. Ald. Gentile would

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like to see a mailing to the neighbors of a brief weekly construction report. It will provide the neighborhood with a sense of what will be going on with the project.

Ald. Yates moved hold in the Public Facilities Committee, which carried unanimously and Ald. Merrill moved hold in Programs and Services Committee, which carried unanimously.