

CITY OF NEWTON  
IN BOARD OF ALDERMEN  
PUBLIC FACILITIES COMMITTEE AGENDA

WEDNESDAY, MAY 20, 2009

**7:45 p.m.**  
**ROOM 209**

Commonwealth Avenue update

**ITEMS TO BE DISCUSSED:**

#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]

**REFERRED TO PUBLIC FACILITIES AND FINANCE COMMITTEES**

#36-08(2) HIS HONOR THE MAYOR requesting to amend docket item #36-08 by appropriating an additional one hundred nine-thousand six hundred twenty-seven dollars (\$109,627) from Budget Reserve for the fuel tank replacements at the Elliot Street DPW yard. [04/28/09 @ 6:02 PM]

**REFERRED TO PUBLIC FACILITIES AND FINANCE COMMITTEES**

#131-09 HIS HONOR THE MAYOR requesting authorization to appropriate and expend from Budget Reserve the sum of eighty thousand dollars (\$80,000) for the purpose of upgrading the automatic temperature control system at the library. [04/28/2009 @ 6:04 PM]

*Note: A letter from His Honor the Mayor was received on 5/12/09 requesting that the funding source be changed from budget reserve to capital stabilization.*

#127-09 IRA KRONITZ requesting that the Board of Alderman rescind Board Order #289-03(4) dated November 20, 2006, relating to roadway modification plans for curb-line geometry changes to calm traffic at the intersection of Daniel and Jackson Streets. [04-28-09 3:48]

#289-03(5) JOHN S. MAYPOLE proposing a Resolution to the Commissioner of Public Works to install curb-line geometry at the intersection of Daniel and Jackson Streets as originally designed by the Traffic Engineer and approved by the Board of Aldermen on November 20, 2006.

**ITEMS NOT SCHEDULED FOR DISCUSSION:**

#126-09 ALD. LAPPIN requesting an update on the status of repairs and rental of the Kennard Estate. [04/17/09 @ 2:49 PM]

#112-09 ALD. YATES requesting the City seek energy conservation funds from the American Re-Investment and Recovery Act to replace the energy inefficient boiler at the Emerson Community Center.

- #111-09 ALD. ALBRIGHT AND MANSFIELD requesting discussion of recent information (made available to the Land Use Committee) from NStar related to double poles, focusing on the 350 double poles waiting only for removal of wires or streetlights by the City of Newton.
- #96-09 ALD. LENNON, CICCONE AND MERRILL requesting approval of the conceptual plan approved by the Traffic Council for the traffic improvements of PARK and VERNON STREETS and to send a resolution to the Mayor to fund the design and improvements. [03/31/09 @8:08 AM]
- #83-09 HIS HONOR THE MAYOR requesting authorization to lease space on and around Fire Station #10 and/or lease space on and around the water tank off Ober Road for wireless communication equipment.  
**Public Hearing Held April 22, 2009**
- #82-09 ALD. SANGIOLO requesting the Executive Department apply for the Massachusetts Department of Energy Resource's Energy Audit Program for any and all municipal and school building facilities. [03/03/09 @ 1:19 PM]

**REFERRED TO PUBLIC FACILITIES AND FINANCE COMMITTEES**

- #60-09 ALD. SANGIOLO, GENTILE AND HARNEY requesting the installation of traffic islands on CONCORD STREET to be funded with the Cabot, Cabot and Forbes Traffic Mitigation Fund for Lower Falls (Ward 4). [02/03/09 @ 1:01 PM]

**RECOMMITTED TO FINANCE AND PUBLIC FACILITIES ON 02-17-09**

**REFERRED TO PUBLIC FACILITIES AND FINANCE COMMITTEES**

- #13-09 HIS HONOR THE MAYOR requesting authorization to appropriate and expend three hundred eighty-five thousand dollars (\$385,000) from bonded indebtedness to the Public Works Department for the purpose of replacing both the salt shed and the Quonset hut at Crafts Street. [12-30-08 @ 5:04 PM]  
**PUBLIC FACILITIES APPROVED 4-0-2 (Ald. Gentile and Mansfield abstaining) on 01-07-09**  
**FINANCE APPROVED 2-1-3 (Ald. Gentile opposed; Ald. Parker, Lennon and Freedman abstaining)**

**REFERRED TO PUBLIC FACILITIES AND PROGRAMS & SERVICES**

- #8-09 ALD. HESS-MAHAN LINSKY, ALBRIGHT, FREEDMAN, MANSFIELD, JOHNSON, HARNEY & VANCE proposing an ordinance requiring that the installation of synthetic in-filled turf athletic fields on city-owned property shall use sustainable, recyclable, lead-free, non-toxic products to the maximum extent feasible. [12-30-08 @9:55 AM]
- #457-08 ALD. LAPPIN AND SALVUCCI requesting discussion with NStar regarding the timely repair of City streetlights and the development of a standard response timeframe. [11-20-08 @ 12:51 PM]

- #368-08 ALD. LINSKY requesting approval of the Board of Aldermen of the design for improvements affecting the area where Walnut Street, Lowell Avenue and Watertown Street intersect including a traffic island, curb extensions and the dead ending of Lowell Avenue. [10-14-08 @ 12:53 PM]
- #342-08 ALD. SANGIOLO AND HARNEY requesting raised crosswalks/intersections at Grove and Cornell Streets and Grove Street and Pine Grove Avenue as approved by the Traffic Council to be funded with the Cabot, Cabot and Forbes Traffic Mitigation Fund for Lower Falls (Ward 4). [07-28-08 @ 11:35 AM]
- #341-08 NATIONAL GRID petitioning for a grant of location to install and maintain 80 ± of 6, 12" gas main from the existing 12" gas main in Lowell Avenue at Hull Street easterly to the existing 8" gas main across from Newton North High School and to install a new regulator station in HULL STREET (Ward 2). [09-26-08 @ 11:10 AM]
- #297-08 NSTAR ELECTRIC COMPANY petitioning for a grant of location to relocate Pole #223/5 on the westerly side of IRVING STREET ± 129' north of Commonwealth Avenue (Ward 7). [07-21-08 @ 11:02 AM]

**REFERRED TO PROG. & SERV., ZONING & PLANNING, PUB. FACIL.,**

**PUB. SAFETY AND FINANCE COMMITTEES**

- #273-08 ALD. JOHNSON proposing a RESOLUTION to His Honor the Mayor requesting that the Executive and Human Resources Departments develop a comprehensive human capital strategy for the city to include: performance management, talent development, succession planning, and compensation. [07-17-08 @ 9:53 AM]
- #241-08 ALD. SCHNIPPER requesting an update on the progress of the design for the reconstruction of Needham Street. [6-13-08 @ 11:45 AM]
- #208-08 ALD. GENTILE, SALVUCCI AND SCHNIPPER requesting a discussion on establishing a permanent Building Committee in the City of Newton. [05-16-08 @ 11:47 AM]

**REFERRED TO COMMUNITY PRESERVATION & FINANCE COMMITTEES**

- #147-08 COMMUNITY PRESERVATION COMMITTEE recommending that the sum of \$359,400, including \$2,000 for legal costs, be appropriated from the FY'08 Community Preservation Fund's historic resources and general reserves, for a project to rehabilitate and expand storage space for the research library and archives at the Newton History Museum, to preserve the existing collections, and enhance public access to the collections. [04-01-08 @ 4:10 PM]
- COMMUNITY PRESERVATION APPROVED 6-0 on 4-29-08**

REFERRED TO PROG. & SERV., PUB.FAC. AND FINANCE COMMITTEES

- #89-08 ALD. PARKER requesting the following:
- A) review of the maintenance practices for buildings, parks and other properties owned by the City (including School Department facilities and grounds)
  - B) development of a comprehensive maintenance plan that includes regular schedules for preventive maintenance for each specific site or facility
  - C) a RESOLUTION requesting that implementation of said maintenance plan be funded using operating budget funds. [02-13-08 @ 12:07 PM]

Re-appointment by Board President

- #50-08 PRESIDENT BAKER recommending Joseph Michelson, 94 Park Avenue, Newton be re-appointed as an Aldermanic appointee to the DESIGNER SELECTION COMMITTEE, term of office to expire 12/31/09. [01-17-08 @ 3:48 PM]

Re-appointment by the Board President

- #48-08 ALD. BAKER recommending Lawrence Bauer, 42 Eliot Memorial Road, Newton, be re-appointed as an Aldermanic appointee to the DESIGNER SELECTION COMMITTEE, term of office to expire 12/31/09. [01-17-08 @ 3:48 PM]

Re-appointment by Board President

- #46-08 PRESIDENT BAKER recommending Robert O. Smith, P.E., 55 Chester Street, Newton Highlands be re-appointed as an Aldermanic appointee to the DESIGN REVIEW COMMITTEE, term of office to expire 12/31/09. [01-17-08 @ 3:48 PM]

REFERRED TO PUBLIC FACILITIES AND FINANCE COMMITTEES

- #31-08 ALD. COLETTI proposing a RESOLUTION to His Honor the Mayor expressing a no confidence vote pertaining to the current status of the Newton North High School Construction Project and related Financing Plan. [01-15-08 @ 11:14 AM]

ITEM RECOMMITTED TO PUBLIC FACILITIES AND FINANCE ON 6/19/08

REFERRED TO PUBLIC FACILITIES AND FINANCE COMMITTEES

- #11-08 HIS HONOR THE MAYOR requesting an appropriation in the amount of \$1,200,000 from bonded indebtedness for the purpose of funding the installation of four modular classrooms. [01-02-08 @ 4:53 P.M.]
- B) \$1,225,000 from bonded indebtedness**
- NOTE: Letter received from Mayor on 1/4/08 requesting that appropriation amount be amended to \$1.3 million. Letters received 5/7 and 5/21 requesting that the funding source to capital stabilization for costs incurred for design work and the remaining \$1,225,000 from bonded indebtedness be voted no action necessary. Part A) \$75,000 from Capital Stabilization approved on 6/19/08.*
- #352-07 ALD. SANGIOLO AND PARKER request Turner Construction, Project Manger for the Newton North High School Project and the DEP representative overlooking this project to discuss the issues and concerns raised regarding asbestos removal, transportation and disposal for the Newton North site and also information on 5,000 cubic feet of loam being removed to the Elliot Street and Rumford Avenue Yards. [10-17-07 @ 11:54 AM]

- #351-07      ALD. PARKER AND SALVUCCI requesting that the Department of Public Works create an inventory and inspection regimen of bridges and culverts less than 20' in length and develop a maintenance plan for all city-owned bridges including those over 20', as recommended by the Undersecretary of Public Works at the Executive Office of Transportation, Robert Rooney. [10-17-07 @ 12:11 PM]
- #253-07      ALD. LINSKY ALBRIGHT, JOHNSON, HARNEY, SANGIOLO, SALVUCCI, MANSFIELD, BURG, SCHNIPPER requesting (1) a review as to how provisions of applicable ordinances, specifically 5-58, were implemented during the course of the Newton North project, and (2) consider proposed revisions of 5-58 including, but not limited to:
- (a) timely provision of documentation by the public building department to the Board of Aldermen and Design Review Committee;
  - (b) establishment of liaison committees to facilitate communications and input from neighborhoods affected by projects subject to this ordinance;
  - (c) approval of final design plans by the Board of Aldermen of projects subject to this ordinance;
  - (d) oversight during the construction phase of projects subject to this ordinance by appropriate Board committee(s) both in respect to approval of change orders as well as design changes; and
  - (e) generation of a required record detailing the entire construction process by the public building department to guide present and future oversight of projects subject to this ordinance. [08-07-07 @ 3:12 PM]
- #54-07      ALD. SANGIOLO requesting discussion with the School Department and the Public Buildings Department about giving the School Department increased control over maintenance of school building facilities thereby allowing the School Department to have direct authority to deploy/hire staff to make necessary repairs to their school facilities. [2-9-07 @ 1:46 PM]
- #451-06      KEYSPAN ENERGY petitioning for a grant of location to install and maintain 450' ± of 8" gas main in HULL STREET from the existing 8" gas main in Hull street at 90 Hull Street easterly to the existing 6" gas main in Hull Street at 60 Hull Street. All of which is to replace the existing 4" gas main in Hull Street, which is to be abandoned. [11-15-06 @ 11:19 AM]
- #345-06      ALD. SCHNIPPER requesting that the contingency on smaller Public Buildings projects be increased from 5% to at least 8%.
- #294-06      ALD. SAMUELSON requesting creation of a method for the collection of parking meter receipts to ensure maximum collection.
- #280-06      ALD. SANGIOLO proposing an Ordinance to create a Building Committee made up of Finance, Construction and Building experts in addition to several Aldermen to oversee construction and renovation projects in all municipal buildings.

- #226-06 ALD. LINSKY requesting discussion of initiatives in respect to monitoring of water meter readings to better inform water and sewer users of significant increases in usage.
- #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.
- #178-06 ALD. SCHNIPPER, LINSKY AND ALBRIGHT requesting a report on the commissioning of Newton South High School.
- #159-06 PRESIDENT BAKER & ALD. SCHNIPPER presenting the City of Newton Energy Action Plan for review and such action that may be appropriate by the Board of Aldermen.
- #155-06 JAMES A. BLACKBURN, 105 Wood End Road, Newton Highlands petitioning for laying out, grading and acceptance of WOOD END ROAD as a public way from the intersection of Mountfort Road westerly to the intersection of Nantucket Road (a distance of 360'±) to be the width of 45'.
- #152-06 PS&T COMMITTEE requesting discussion re Road Classification Design Types (as outlined by the Planning and Development Department) for future use as an overall management tool for the City.
- #84-06 COMMISSIONER OF PUBLIC WORKS requesting a waiver from the Board of Aldermen of surfacing materials used on the sidewalk of a public way in front of 161 Pond Brook Road, as provided in §26-47 of the City of Newton Ordinances.
- #424-05 ALD. SANGIOLO & HARNEY requesting an update from the School Department regarding the energy audit that was begun during last year's budget review.
- #467-04 ALD. YATES AND SCHNIPPER requesting a response from the Commissioner of Public Works to the findings of the Environmental Protection Agency that pollution enters the Charles River from Newton.
- #386-04 ALD. SANGIOLO, HESS-MAHAN, JOHNSON, AND DANBERG proposing an ordinance to require that designers selected have LEED certification and include high performance/life cycle analysis for all municipal construction projects in the City of Newton.

**ITEM REFERRED BY PUBLIC SAFETY & TRANSPORTATION:**

- #321-04(2) ALD. JOHNSON requesting a RESOLUTION to His Honor the Mayor requesting that he expeditiously as possible find funding to create traffic calming measures on Mill Street as requested by the Traffic Council.

#246-04 COMMISSIONER OF PUBLIC WORKS requesting approval of the 25% design plan submittal for Walnut Street from Homer Street to Centre Street including a small section of Centre Street to Route 9.

#178-04(2) ALD. LAPPIN requesting an update on progress and implementation of the construction information database.

#104-04 ALD. YATES requesting a report from the Chief of Police as to how the ordinance prohibiting the blockage of sidewalks with snow can be more easily enforced.

**REFERRED TO PUB FAC. AND PUB SAF & TRANS. COMMITTEES**

#35-04 ALD. SAMUELSON AND DANBERG requesting an ordinance amendment to Section 26-8 of the City of Newton Revised Ordinances, 2001 to require all property owners or residents to remove snow from sidewalks abutting their property.

#522-03 ALD. PARKER AND LENNON requesting an ordinance amendment to improve enforcement related to snow removal.

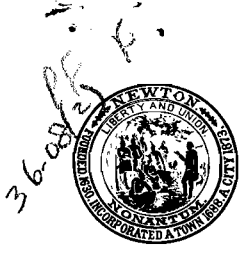
**REFERRED TO PROG. & SERV., PUB. FAC. AND FINANCE COMMITTEES**

#309-01 ALD. PARKER requesting increase in the income eligibility level of the 30% water/sewer discount for low-income senior citizens.

# 94-99 RALPH S. ROBERT 28 Richardson Road, Petition for Laying Out, Grading, and Acceptance of RICHARDSON ROAD from Route 9 northerly 180'+ to be the width of 30 feet.

Respectfully submitted,

Sydra Schnipper, Chairman



David B. Cohen  
Mayor

City of Newton, Massachusetts  
Office of the Mayor

#36-08(2)  
Telephone  
(617) 796-1100  
Telefax  
(617) 796-1113  
TDD  
(617) 796-1089  
E-mail  
dcohen@newtonma.gov

April 28, 2009

Honorable Board of Aldermen  
Newton City Hall  
1000 Commonwealth Avenue  
Newton, MA 02459

Ladies and Gentlemen:

I write to request that your Honorable Board docket for consideration a request to amend docket item #36-08, by appropriating an additional \$109,627 from budget reserve to the fuel tank replacements that are underway at the Elliot Street DPW yard.

Thank you for your consideration of this matter.

Very truly yours,

*David B. Cohen*

David B. Cohen  
Mayor

DBC: srb

09 APR 28 PM 6:02  
CITY CLERK  
NEWTON, MA 02159

From: BUDGET RESERVE  
0110498-5790 109,627

To: ELLIOT STREET YARD FUEL TANK REPLACEMENT  
0115034-5025 109,627

*(Handwritten initials)*

04/29/2009

1000 Commonwealth Avenue Newton, Massachusetts 02459

www.ci.newton.ma.us



DEDICATED TO COMMUNITY EXCELLENCE



City of Newton



PUBLIC BUILDINGS DEPARTMENT

A. NICHOLAS PARNELL, AIA, COMMISSIONER

Telephone: (617) 796-1600

Fax: (617) 796-1601

TTY: (617) 796-1089

52 ELLIOT STREET

NEWTON HIGHLANDS, MA 02461-1605

David B. Cohen  
Mayor

April 28, 2009

The Honorable David B. Cohen  
Newton City Hall  
1000 Commonwealth Avenue  
Newton Centre, MA 02459

RE Additional Funding - Fuel Tank Replacement Elliot Street DPW Yard

Dear Mayor Cohen:

The Public Buildings Department respectfully requests the sum of \$109,627.00 to cover the cost of replacing and removing two, twenty year old 10,000 gallon underground gasoline tanks, fuel dispensing island and related equipment at the Elliot Street DPW Yard. The additional cost is broken down as follows:

Dixon Inc. Original Contract	\$ 328,689.00
Upgrade of Gasboy system	+ 6,118.00
Additional Grading	+ 29,800.00
Additional Protective Bollards	+ 500.00
Engineering and Site Inspections	+ 25,000.00
Demo of Concrete Foundations	+ 4,750.00
Asphalting of Yard (materials only)	+ 77,000.00
Total Cost to Date	\$ 471,907.00
Less Original Request	- 367,500.00
<b>SUB TOTAL</b>	<b>\$ 104,407.00</b>
+ 5% Contingency	<u>5,220.00</u>
<b>Additional Request</b>	<b>\$ 109,627.00</b>

Should you have any questions regarding this request, please contact my office.

Very truly yours,

*A. Nicholas Parnell*  
Commissioner of Public Buildings

ANP:dla  
CC: Sandy Pooler, Chief Administrative Officer  
Tom Daley, Public Works Commissioner  
Susan Burstein, Chief Budget Officer

09 APR 28 PM 6:02  
CITY CLERK  
NEWTON, MA 02159

Y PF

#131-09

#131-09



City of Newton, Massachusetts  
Office of the Mayor

David B. Cohen  
Mayor

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TDD  
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E-mail  
dcohen@newtonma.gov

March 12, 2009

09 MAY 12 PM 5:01  
CITY CLERK  
NEWTON, MA. 02159

Honorable Board of Aldermen  
Newton City Hall  
1000 Commonwealth Avenue  
Newton, MA 02459

Ladies and Gentlemen:

I write to request that your Honorable Board amend item #131-09 to change the funding source from budget reserve to capital stabilization. This request for \$80,000 is for funds to replace the ATC at the library.

Thank you for your consideration of this matter.

Very truly yours,

David B. Cohen  
Mayor

DBC: srb

From: Capital Stabl.  
Fund  
39B104-5901 80,000

To: L. bray NVAC  
0115029-52407 80,000

ACW  
05/13/2009

1000 Commonwealth Avenue Newton, Massachusetts 02459

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DEDICATED TO COMMUNITY EXCELLENCE

13109 APR 28



David B. Cohen  
Mayor

City of Newton, Massachusetts  
Office of the Mayor

#131-09

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TDD  
(617) 796-1089

E-mail  
dcohen@newtonma.gov

April 28, 2009

Honorable Board of Aldermen  
Newton City Hall  
1000 Commonwealth Avenue  
Newton, MA 02459

Ladies and Gentlemen:

I write to request that your Honorable Board docket for consideration a request appropriate the sum of eighty thousand dollars (\$80,000) from budget reserve for the purpose of upgrading the automatic temperature control system at the library. The current system is causing various electrical systems (including air handling and cooling) to run continuously. This replacement will improve the efficiency of these systems resulting in cost savings.

Thank you for your consideration of this matter.

Very truly yours,

*David B Cohen srb*

David B. Cohen  
Mayor

DBC: srb

From: BUDGET RESERVE 80,000  
(0110498-5790)  
To: LIBRARY TEMP. CONTROL SYSTEM  
C115029-5240 80,000

09 APR 28 PM 6:04  
CITY CLERK  
NEWTON, MA. 02459

1000 Commonwealth Avenue Newton, Massachusetts 02459

www.ci.newton.ma.us



DEDICATED TO COMMUNITY EXCELLENCE

*AW* 04/29/2009

City of Newton



**PUBLIC BUILDINGS DEPARTMENT**

**A. NICHOLAS PARNELL, AIA, COMMISSIONER**

Telephone: (617) 796-1600

Fax: (617) 796-1601

TTY: (617) 796-1089

52 ELLIOT STREET

NEWTON HIGHLANDS, MA 02461-1605

David B. Cohen  
Mayor

April 28, 2009

The Honorable David B. Cohen  
Mayor  
Newton City Hall  
1000 Commonwealth Avenue  
Newton Centre, MA 02459

RE: Main Library ATC Upgrade

Dear Mayor Cohen:

The Public Buildings Department respectfully requests the sum of \$ 80,000.00 to design, replace and upgrade the Automatic Temperature Control System at the Main Library. This item was identified in the Capital Improvement Plan. We make this request now to address immediate concerns surrounding the costs savings that will occur during the upcoming cooling and subsequent heating season.

Should you have any questions regarding this matter, please feel free to contact my office.

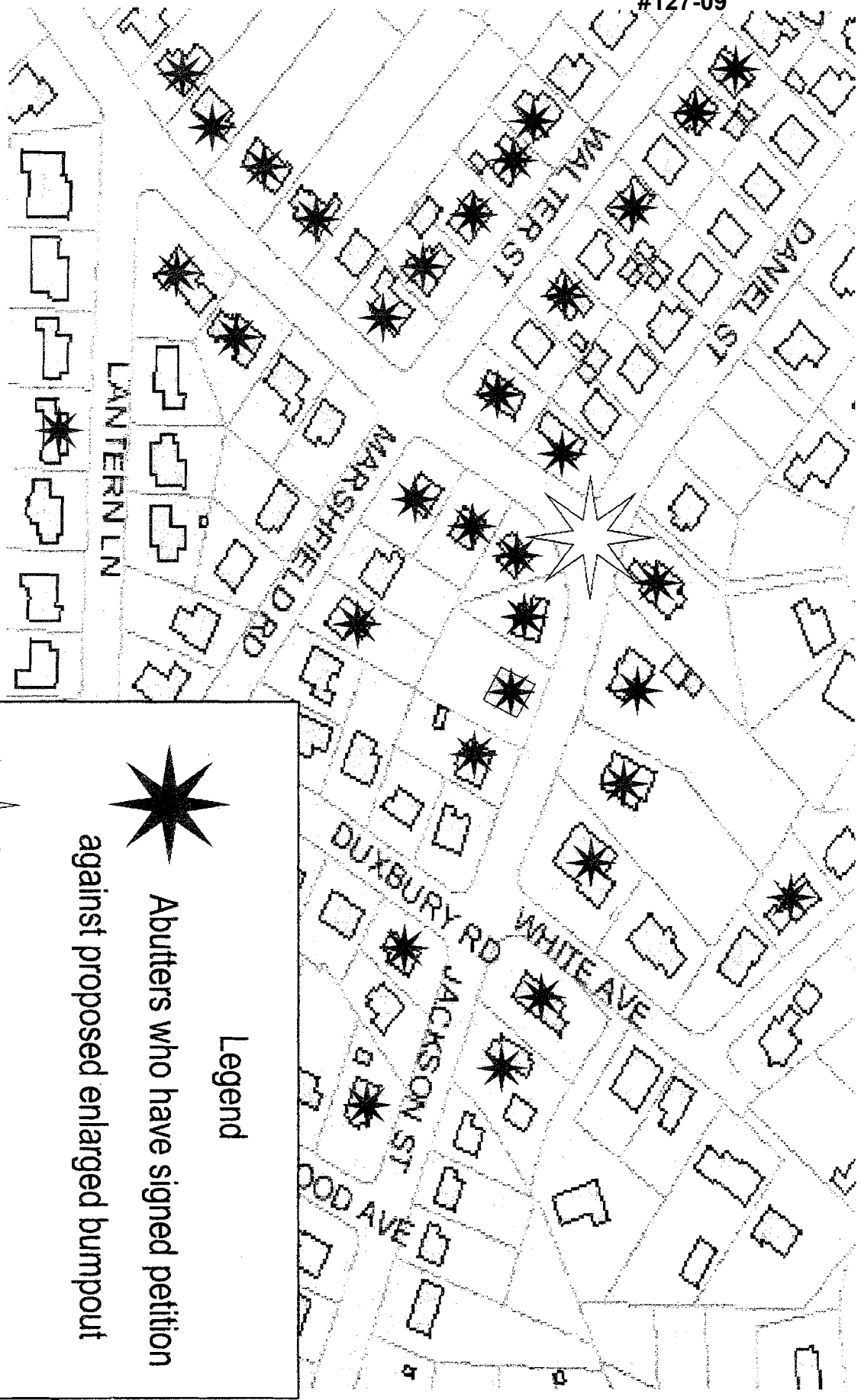
Sincerely,

A. Nicholas Parnell, AIA  
Commissioner of Public Buildings


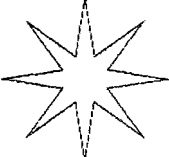
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CITY CLERK  
NEWTON, MA. 02159

ANP:dla  
CC: Sandy Pooler, Chief Administrative Officer  
Susan Burstein, Chief Budget Officer  
Arthur F. Cabral, Budget & Project Specialist  
Josh Morse, HVAC Technologist  
Jayne Colino, Senior Center Director

# MAP OF ABUTTERS




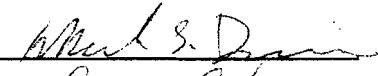
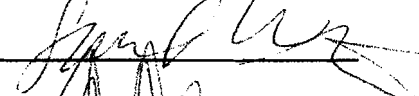
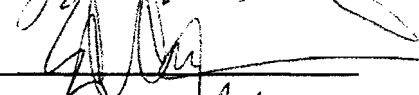

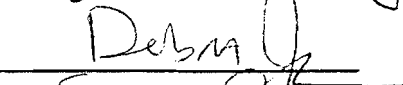

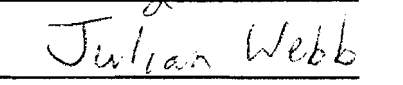
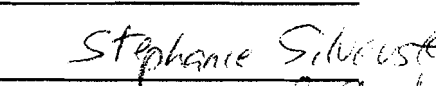
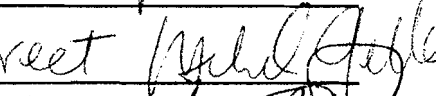
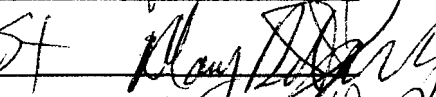
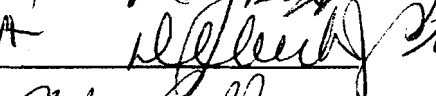
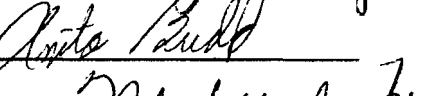
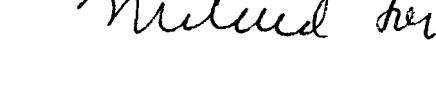
**Legend**

-  Abutters who have signed petition against proposed enlarged bumpout
-  Location of proposed bumpout

We, the residents of Jackson Street near the intersection of Jackson and Daniel Streets have read the e-mail dated Sept 5, 2008 from Thomas Daley, Commissioner of Public Works. This e-mail describes the proposed construction project that is planned for the intersection of Jackson and Daniel Street.

We are opposed to this project. We live, drive and walk in this neighborhood. We feel that this proposal will create an intersection that will be dangerous for vehicles and pedestrians traveling along Jackson Street. Cars traveling west, downhill on Jackson Street will have greater risk of losing control when trying to navigate this dangerous intersection. Especially those operators that aren't familiar with the large bump out at the proposed intersection.

Previous traffic studies for this plan, have been held during summer and spring vacation times. It would have been more appropriate to conduct traffic studies when the nearby Bowen School was in session and perhaps during inclement weather in the winter. We the residents of Jackson Street will be at greatest risk from this proposal and we ask that this plan be changed or eliminated.

NAME	ADDRESS	SIGNATURE
DON NEUWIRTH	193 Jackson St	
MARK DICONE	199 Jackson St	
Sarah Winney	216 Jackson St	
Gene Cuyler	196 JACKSON ST	
DAN MOWREY	3 DANIEL ST.	
Debra J...	171 Jackson St	
Suzanne Clarke	4 Duxbury Rd	
Julian Webb	204 Jackson St	
Stephanie Silvestri	213 Jackson St	
Rachel Geller	235 Jackson Street	
Mary Beth Johnson	255 Jackson St	
Rebecca Burt	224 Jackson St	
<sup>ANITA</sup> Anita Budd	224 Jackson St	
Mildred Touber	224 Jackson St	

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Previous traffic studies for this plan, have been held during summer and spring vacation times. It would have been more appropriate to conduct traffic studies when the nearby Bowen School was in session and perhaps during inclement weather in the winter. We the residents of Jackson Street will be at greatest risk from this proposal and we ask that this plan be changed or eliminated.

NAME	ADDRESS	SIGNATURE
B McCallum	249 Jackson St.	Newton Cent MA
D Schmitt	116 27 Jackson St	DSy
Angela Williams	244 Jackson St	Newton MA
Jeffrey	920 Jackson	Newton MA
Matt Swindell	221 Jackson St	Newton MA
Pablo Hernandez	6 White Ave	Newton MA
Daniela Vespa	5 White Ave	Newton MA
VIRGINIA MERRITT	190 Jackson	Newton MA
Julie Chanby	259 JACKSON ST	NEWTON CENTRAL, MA
Hang Chung	/ /	/ /

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NAME	ADDRESS	SIGNATURE
Susan Bergman	18 Walter St	<i>Susan Bergman</i>
Beth Polasky	26 Walter St.	<i>Beth Polasky</i>
Carron King	35 Walter St	<i>Carron King</i>
Rebecca White	29 Walter	Newton MA
Ed Murray	25 Walter St	<i>Ed Murray</i>
Michelle Murray	25 Walter St.	<i>Michelle Murray</i>
Joanne Foster	36 Walter St.	<i>Joanne Foster</i>
Jane Martin	15 Walter St	<i>Jane Martin</i>
Alfreda Piecuch	10 Walter St.	<i>Alfreda Piecuch</i>
Lisa Quattiani	12 Walter St.	<i>Lisa Quattiani</i>





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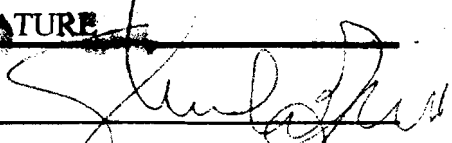
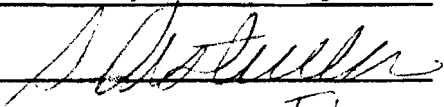

NAME	ADDRESS	SIGNATURE	
Roger Shamus	57 Ridge Ave	Newton	
Ethan Moeller	129 Parker St	Newton	Ethan Moeller
Cavan King	35 WALTERS ST	Newton	Cavan King
Elizabeth	42 Parker St	Newton	Elizabeth
Ping Gold	23 Parry Rd	Newton	Ping Gold
Ang Seyd	83 Allister Rd	Newton	Ang Seyd
Kwan King	65 Stearns St	Newton	Kwan King
Megan Gerber M. Gerber	23 Stearns St	Newton	Megan Gerber
Jennifer Acosta	100 Athelstone RD	Newton	Jennifer Acosta
ANITA RAS	130 Ridge	Newton	Anita
Paul Acosta	100 Athelstone Rd.	Newton	Paul R. Acosta
Alyson Park Foster	12th Hill St	Newton	Alyson Park Foster
Pam Frorer	1456 Centre	Newton	Pam Frorer
Jean Johnson	16 MARSHFIELD RD	Newton	Jean Johnson



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NAME	ADDRESS	SIGNATURE
Sherry Mirafzoli	6 Dudley Rd	
John J. Lovett, Jr.	497 Boylston St	John J. Lovett, Jr.
Suzanne Oesterreicher	102 Clark St	
Susan Fliecop	163 Suffolk Rd.	Susan Fliecop
Holly Howe	34 Skewis St	Holly Howe
Amy M. White	243 Jackson St	Amy M. White
Michael Winston	243 Jackson Street	
Debbie Lushan	252 Jackson St	Newton
Michael Lushan	252 Jackson St	Newton MA
Patricia Cipriano	30 Lantern Lane	Newton District

ed murray

From: IKronitz [ikronitz@comcast.net]  
 Sent: 2009-04-26 20:15  
 To: edmurray@verizon.net  
 Cc: ikronitz@comcast.net  
 Subject: first berm number analysis Daniel / Jackson bumpout



Hi Ed,  
 Here the numbers I worked up before. They never gave us any details for the second berm  
 The present berm is about the same location as the pink line. 150" from the original curb.  
 The first berm was 78" from the curb.

Numbers from the first berm:

Sept 22, 2008 email, I analyzed the numbers from the first berm trial in this way. I've asked for input, but no one has contradicted my methods.

Email Analysis:  
 Thanks for the additional details.

I'm sorry but I don't understand why you say that there is no diversion from Daniel St.  
 Looking at the numbers in the following way it appears there was a difference in traffic flow between the normal curbs and the moderate berm.

For Jackson St. North of Rte. 9:  
 before the berm: 287 cars on Jackson north of route 9  
 after the berm: 352 cars on Jackson north of route 9. *AM volume!!!*

That's 65 more cars on Jackson St. a 65/287 or 23% increase. For the AM volume it's 78 cars after the berm, 51 before, that's a more pronounced 27/51 or 53% increase.

For Walter St.:  
 before the berm: 440 cars on walter st.  
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That's only 29 more cars on Walter st, but when you look at the morning volume that's a shift of 68 to 87 which is 19/68 or 28% increase. It seems to fit exactly that the additional 28% turned in the morning.

Similarly for Jackson St. west of Cypress, after the berm there was an additional 53/185 or 29% increase in the morning traffic. Even while there was a decrease in the 24hr volume for the day.

There seemed to be comparable decreases in Daniel St. volume. The percentages are lower of course, due to the higher volume. The volume makes sense since Daniel St. is considered to be a "minor collector" according to the Newton Comprehensive Plan. Walter Street and Jackson St. north of Rte. 9 are designated as local streets. In case folks are interested, the definitions are as follows:

" - Minor Collectors: Minor collectors are similar to major collectors, but, in general, have a lower volume, generally ranging between 1,000 and 5,000 vehicles per day. 36 Newton streets or street segments have been categorized as minor collectors."

" - Local Streets: The local street system's primary function is to provide access to the land activities that front upon them. All streets in Newton that are not placed in one of the categories above and are not private streets are classified as local streets."

The times designated by the PM volume numbers from before and after the berm are so different from each other I don't see how you can draw any conclusion from them. The "before berm" numbers are around evening rush hour and the "after berm" numbers are around

school dismissal times. Could that be saying that the berm has shifted ~~#127-09~~ peak travel hour on all of these alternative roads from evening rush to school release time? Even so from the evening data, there doesn't appear to be a way to define how much of the traffic is diverted or not diverted at any particular time of day; which was the point of the study.

I'm assuming you looked at the numbers differently. I'd be interested in understanding how you arrived at your conclusions.

From Commissioner Daley, the determination of what is considered significant or not:

"Traffic Engineering studies are performed on "typical days" according to engineering

judgement. A sample count generally occurs over 24 to 48 hours. A typical day

depends on the characteristics of the study area and the purpose of the study. In this

case, a typical day is a Tuesday, Wednesday, or Thursday when area schools are in

session and weather is favorable. Daily traffic on a typical days can vary up to 15%.

Traffic volume data from Saturdays, Sundays, Mondays, and Fridays are generally

lower than during midweek days, therefore, these days are often excluded from this

kind of study. This might differ, however, if the study was for a movie theatre, for

example, where a weekend count might be more appropriate. In the "after" study, we

will again choose typical day(s) according to the same criteria as in the "before" study and wait at least one week following the change,

so that any "novelty

effect" is reduced and the expected long-term traffic patterns are measured."

I hope this helps answer your concerns.  
thank you.

Take care,  
Ira

# Labels for Owner or Resident

#127-09

Owner Name	Address	Unit			
MOWREY DANIEL G	3 DANIEL ST	NEWTON CENTRE	MA	02459	
KIM DON-SOO	9 DANIEL ST	NEWTON CENTRE	MA	02459	
DENNETT VIRGINIA W	12 DANIEL ST	NEWTON CENTRE	MA	02459	
KELER TALI & RON	16 DANIEL ST	NEWTON CENTRE	MA	02459	
GLASBERG JEANNE TR	20 DANIEL ST	NEWTON CENTRE	MA	02459	
MAYPOLE JOHN S	24 DANIEL ST	NEWTON CENTRE	MA	02459	
THAKALI SAGAR	27 DANIEL ST	NEWTON CENTRE	MA	02459	
PELLER ADAM L & JODIE R	28 DANIEL ST	NEWTON CENTRE	MA	02459	
KRICK GERALD & PAULA	31 DANIEL ST	NEWTON CENTRE	MA	02459	
CHAMBLISS WILLIAM B	32 DANIEL ST	NEWTON CENTRE	MA	02459	
XU XIAOQIANG	37 DANIEL ST	NEWTON CENTRE	MA	02459	
HASS DAVID M & MERLE R	38 DANIEL ST	NEWTON CENTRE	MA	02459	
CHARKIN SERGEY & LYUDMILA	4 DUXBURY RD	NEWTON CENTRE	MA	02459	
LEE FUAN WING & SUI CHUN	5 DUXBURY RD	NEWTON CENTRE	MA	02459	
GOODMAN JOSHUA S	9 DUXBURY RD	NEWTON CENTRE	MA	02459	
LOBELL JOHNATHAN A	10 DUXBURY RD	NEWTON CENTRE	MA	02459	
HERNANDEZ PABLO	6 WHITE AVE	NEWTON CENTRE	MA	02459	
HYLAND JO-ANNE	155 JACKSON ST	NEWTON CENTRE	MA	02459	
ST JOHN-OLCAYTO ENDER	159 JACKSON ST	NEWTON CENTRE	MA	02459	
SCHAUL-YODER RICHARD R & DAN	162 JACKSON ST	NEWTON CENTRE	MA	02459	
JOSEPH GEORGE	165 JACKSON ST	NEWTON CENTRE	MA	02459	
DISTEL ROBERT J	170 JACKSON ST	NEWTON CENTRE	MA	02459	
LENSON ROBERT	171 JACKSON ST	NEWTON CENTRE	MA	02459	
HERNANDEZ PABLO	187 JACKSON ST	NEWTON CENTRE	MA	02459	
HERNANDEZ PABLO	189 JACKSON ST	NEWTON CENTRE	MA	02459	
MERRITT VIRGINIA EMILY	190 JACKSON ST	NEWTON CENTRE	MA	02459	
NEUWIRTH DON	193 JACKSON ST	NEWTON CENTRE	MA	02459	
CUYLER JUSTIN M & SUSAN C	196 JACKSON ST	NEWTON CENTRE	MA	02459	
MASON CYNTHIA B	199 JACKSON ST	NEWTON CENTRE	MA	02459	
WEBB JULIAN	204 JACKSON ST	NEWTON CENTRE	MA	02459	
ADLER STEPHANIE	213 JACKSON ST	NEWTON CENTRE	MA	02459	
WINNAY JOHN N	216 JACKSON ST	NEWTON CENTRE	MA	02459	
TARMY ALISON & JEFFREY	220 JACKSON ST	NEWTON CENTRE	MA	02459	
SWINDELL MATT E	221 JACKSON ST	NEWTON CENTRE	MA	02459	
BUDD DEBORAH	224 JACKSON ST	NEWTON CENTRE	MA	02459	
BOOTH BEVERLY F & ALAN & WEN	234 JACKSON ST	NEWTON CENTRE	MA	02459	

<b>Owner Name</b>	<b>Address</b>	<b>Unit</b>			
KAPLAN JOEL & RACHEL	235 JACKSON ST	NEWTON CENTRE	MA	02459	
EMMANUEL RENATA P	238 JACKSON ST	NEWTON CENTRE	MA	02459	
CURRY TIMOTHY & LISA	239 JACKSON ST	NEWTON CENTRE	MA	02459	
WINSTON MICHAEL & ANGELA M	243 JACKSON ST	NEWTON CENTRE	MA	02459	
SHOLEMSON DAVID	244 JACKSON ST	NEWTON CENTRE	MA	02459	
MCCALLUM LEO T & BRENDA T	249 JACKSON ST	NEWTON CENTRE	MA	02459	
LUSHAN MICHAEL & DEBORAH	252 JACKSON ST	NEWTON CENTRE	MA	02459	
ZALESKI MARGARET A	11 MARSHFIELD RD	NEWTON CENTRE	MA	02459	
CILIBERTI JOSEPH A	12 MARSHFIELD RD	NEWTON CENTRE	MA	02459	
SETI DANNY	9 WALTER ST	NEWTON CENTRE	MA	02459	
GISH HERBERT & PIECUCH ALFRE	10 WALTER ST	NEWTON CENTRE	MA	02459	
SMITH CHRISTOPHER C	12 WALTER ST	NEWTON CENTRE	MA	02459	
MARTIN JANE E	15 WALTER ST	NEWTON CENTRE	MA	02459	
BRONSTEIN CHARLES A	17 WALTER ST	NEWTON CENTRE	MA	02459	
BERGMAN BARRY & SUSAN BIENE	18 WALTER ST	NEWTON CENTRE	MA	02459	
WILLIAMS RITA B	21 WALTER ST	NEWTON CENTRE	MA	02459	
LEDERMAN MAURY E	22 WALTER ST	NEWTON CENTRE	MA	02459	
VESPA DANIELA TR	5 WHITE AVE	NEWTON CENTRE	MA	02459	
HOCHMAN PAULA S	14 WHITE AVE	NEWTON CENTRE	MA	02459	



Thanks Sean, I appreciate the reference.

But the conclusion is predicated on the sand bag trial which was said to be "working well" That wasn't a real trial and it was wrong to say it was working well. Those bags were destroyed within days. If it wasn't agreed that those bags were useless, we wouldn't be doing this endless stream of emails now. In my opinion the only irrefutable fact that came out of that first meeting we had was that those sand bags were destroyed in a few days. That is why the berm was planned.

It seems like a non-starter to me. Any agreement that was based on those bags doing anything meaningful has got to be null and void. Now whether or not the city will listen to that as a reasonable argument is another story, but with all due respect, (and I do mean that, I respect the time and effort you have put into this), I don't see how my logic can be refuted.

I'm willing to listen, but no matter how many times I made the statement that those sand bags were useless, no one has called me on it. Adn you know I'm not the only one that said that either. Adam now seems to be off somewhere putting a pin in a voodoo doll of me, but I know I had a conversation with him on the way back from Bowen after that first meeting. And when I made the case for not being able to get any real data from that sandbag trial, he agreed with me. He looked down and said "I guess so" Maybe he didn't really, but he didn't have any counter arguments either. At the time, I think there were still broken sandbags in the street. As I said, no one has publicly called me on it.

#289-03(4) COMMISSIONER ROONEY requesting approval of roadway modification plans for curb-line geometry changes to calm traffic at the intersection of Daniel and Jackson Streets.

**ACTION: APPROVED 7-0 SUBJECT TO SECOND CALL (Yates not voting)**

**NOTE:** Commissioner Rooney presented the item to the Committee. The intersection of Daniel and Jackson Streets has been a safety concern of the neighborhood for some time. The neighborhood hired a consultant who came up with three designs. The Commissioner believes the one that has been selected is the best most affordable solution to the safety issues at the intersection. The proposal is to create an extended bump out of the curb line. The bump out would create a more definitive intersection at Daniel and Jackson Streets causing traffic to slow down when turning onto Daniel Street. **The proposed bump out has been sand bagged for a trial and it is working well.** Ald. Salvucci asked if the Fire Department has done a test run to make sure that the trucks can maneuver the corner. Commissioner Rooney responded that he would ask the Fire Department to make a test run.

**Sean Roche, 42 Daniel Street, stated that the sand bagging had an immediate, positive effect on the speed of vehicles. Many of the neighbors have noted the improvement. He would like the neighborhood to have the opportunity to comment on the details of the design before it is finalized. The Commissioner responded that the neighbors would have an opportunity to comment. Donald Neuwirth, 193 Jackson Street, questioned why there could not be stop signs. It was explained that stop signs may make the problem worse but it can be revisited in the Traffic Council.**

Ald. Salvucci asked if the family with the driveway to be extended is okay with the proposal. The Commissioner explained that the owners of that property actually make out because their driveway is very small and their car hangs over onto the sidewalk. With the extension, they will gain additional space for their driveway. Ald. Salvucci is not comfortable approving the item without a letter from the Fire Department stating that they can make the turn in their trucks. Ald. Weisbuch moved the item subject to second call in order to receive the letter from the Fire Department. The item carried unanimously.

Regards,  
Ira  
Ira Kronitz

*\*\* 3 Daniel Never on Board. Has called DPW a lot. Never even get's his calls returned. ASK YOURSELF!!*

ed murray

From: IKronitz [ikronitz@comcast.net]  
 Sent: 2009-04-26 20:15  
 To: edmurray@verizon.net  
 Cc: ikronitz@comcast.net  
 Subject: first berm number analysis Daniel / Jackson bumpout



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I hope this helps answer your concerns.  
thank you.

Take care,  
Ira

By sight alone the bumpout, as shown by the pink line, reaches the double yellow line extending down Jackson St. to Daniel St. In other words the bumpout is taking away the entire lane.

Measuring from the existing curb, the existing asphalt bumpout is 78" from the curb. The pink line is 150" from the existing curb. Double is not usually considered a "tweak" The southern part of Jackson St. has the bumpout DECREASED from 84 inches to 33 inches. Halving a measurement is also not generally considered a tweak.

The combination certainly seems to promote the idea of someone turning rather than going straight along Daniel St.  
The study is useless given the change in dimensions. As useless as the study with the trampled sand bags.

Ken, Vicki,  
I would think the bumpout needs to return to what was studied, or another evaluation is required. The meetings we all attended seemed to allow us to come to some sort of consensus given the study and how it was to be measured. This change appears to have thrown all of that out the window.  
Can you explain how you're going to rectify this?

Regards,  
Ira  
Ira Kronitz

After the trial the lines changed again. I don't think Ken ever got back to us on this.

From: Ken Parker <ken@kenparker.org>  
Subject: Re: Jackson/Daniel st - UPDATE  
Date: Fri, 15 Aug 2008 12:03:00 -0400  
To: Ira Kronitz <ikronitz@emc.com>

Ira,

Vicki was not on the Traffic Council when it rejected the application for stop signs. I have requested the other information (study results, details of plans) and that the DPW Commissioner hold a community meeting at which this information is presented. I'll let you know as soon as I hear back.

Regards,

Ken

-----  
Ken Parker  
Newton Alderman  
ken@kenparker.org  
(617) 965-3723

**A note from Mr. Daley. Several issue with this note. It has been said, many times before that those "public meetings" were not advertised, and that the abutters as well as folks on Walter and Jackson St. were not notified. Mr Daley states that he was moving cones back and forth between the less severe and alderman approved plan. Later notes seemed to imply that the first berm was the less severe distance. Very confusing. At the time there was no analysis at this distance. The term "it is the right thing to do" appears to be overused and repeated for different configurations.**

STARTS!!

From: tom daley <tdaley@newtonma.gov>  
Date: Fri, Sep 5, 2008 at 7:52 PM  
Subject: Daniel / Jackson intersection  
Hello:

If you are receiving this it is because you are someone that may have interest in the new curb layout at the intersection of Daniel St. and Jackson St. I will begin by saying that several people offered to share information to anyone else interested in this project so if you would it would be greatly appreciated.

As you probably know, the Newton DPW painted a pink line several weeks ago at the intersection that represented where we were going to install the new curbing. After we painted the line in the field we received some calls / e-mails, etc. that prompted me to look into the proposed improvements and get up to speed on all of the history of this project. The history is as follows:

In May of 2001 the Traffic Council heard from residents of Daniel St. regarding the installation of a stop sign at Jackson and Daniel Streets. The request was denied by Traffic Council.

In May of 2004 the Traffic Council heard from residents of Daniel St. regarding the installation of three way stop signs at Jackson and Daniel Streets. The request was held by Traffic Council.

In November of 2004 the Traffic Council voted to take no action on the three way stop request but did vote to recommend intersection reconfiguration plans to be prepared.

In early 2005 the City hired Traffic Solutions, LLC to study and make recommendations for the intersection.

On 6/2/05 a public meeting was held at City Hall to solicit public input.

On 6/28/05 another public meeting was held and potential recommendations were presented and discussed with the public.

On 9/16/05 the final report and recommendations from Traffic Solutions was issued. The report recommended three options:

Roundabout

"T" intersection

all way stop

On 10/19/05 the Public Safety / Transportation Committee held a public meeting where the final report and recommendations were discussed with public input. The Committee voted to hold the item until a sandbag trial was performed for the roundabout.

The sandbag trial was performed in November and December of 2005.

On 5/3/06 the Public Safety / Transportation Committee held a public meeting to discuss the results of the trial. It was presented that after further review there was insufficient right-of-way area to construct the roundabout. Also in general it was deemed that the trial was not very successful. As a result the Committee held the item in order to do a sandbag trial of the "T" intersection option.

On 11/8/06, the Public Facilities Committee held a public meeting and approved the "T" intersection project.

On 11/13/06, the Finance Committee held a public meeting and approved the funding for "T" intersection project.

On 11/20/06, the Board of Alderman approved the "T" intersection project including the funding.

In the spring of 2007 the Engineering Division marked out the proposed curb line which triggered many phone calls, etc. including a meeting on 6/7/07 with interested parties, including people from Walter Street who were concerned that the improvements would divert traffic to their street.

**In the summer of 2007 the DPW installed berm as a trial in a location that was less "severe" than the plan previously approved by the Alderman. Traffic analysis was done on Walter St. before and after the berm installation in the Fall of 2007. The berm trial is continuing until this day.**

**In early Summer of 2007 the DPW Engineering Division remarked out the curb line based upon the Alderman approved plan. Immediately thereafter, similar to last year many phone calls were triggered.**

**In the couple weeks thereafter I personally visited the site several times and for several hours, moving the cones from the "Alderman" curb line to the "not as**

no evidence that the larger bump-out achieves more traffic calming results.)"

The more I think about it, why wouldn't someone just respond with "it's where the berm was before - 78" from the curb"? Why is anyone considering, or even requesting a 2ft. change, yet another dimension and something for which there is no data?

Regardless of whether I agree with the bumpout or not, I'm not following the logic of yet another change to the configuration. Can someone explain that?

If folks are busy, and they don't have time, I can understand that. When do you think you might get to it?

On Apr 17, 2009, at 3:31 PM, Ken Parker wrote:

Dear Daniel/Jackson intersection neighbors,

We are writing as your three Ward 6 Aldermen to share our thoughts on the Daniel/Jackson intersection project recommendation we all received from Public Works Commissioner Tom Daley last week. We had the opportunity to meet with Commissioner Daley and with Traffic Engineer Clint Schuckel yesterday and they were very forthright in answering our questions and helping us to understand his recommended solution.

This has been a long and difficult process and we are well aware of the level of controversy and frustration that surrounds the issue. We recognize that whatever outcome Commissioner Daley decided to pursue, some of the people in the neighborhood would be disappointed. We also recognize that there have been flaws in the process of decision-making, information-gathering, and communication, for which we apologize. We recognize that this issue could have and should have been handled better and we will strive to make sure that the City does a better job of handling issues like this in the future.

*Admitting  
Flaws in the  
Process and  
In the deci  
making  
Why would you  
go forward*

That having been said, we have decided to give Commissioner Daley our strong support for his decision. We would be happy to organize and attend a neighborhood meeting to discuss our thoughts in greater detail, but here are the answers to some of the questions we have already received.

1) Would stop signs be a better (and cheaper) solution? Traffic Engineer Schuckel confirmed again that additional stop signs at the intersection should not be installed with the current intersection configuration and he would not recommend them as a safety enhancement. However, with the reconfigured intersection, it is possible that additional stop signs could be added at some point in the future, if necessary. Please note that all three of us supported the neighborhood petition for 3-way stop signs at this intersection that was rejected by the Traffic Council several years ago.

*Smaller  
Bump-out  
reduced  
speeds.*

2) Would a larger bump-out be safer for the neighborhood? Commissioner Daley informed us that when he considered all factors, the smaller bump-out he has proposed "is the right thing to do in regards to vehicle and pedestrian safety in the neighborhood." He pointed out that according to the data collected, average speeds on Daniel St. were actually reduced more with the small bump-out than with the larger one. (It may be that these differences are not statistically meaningful, but there is no evidence that the larger bump-out

## Bullet points

- DPW Rooney letter to The Alderman addressing Alderman <sup>#127-09</sup> Salvucci's concern for the family living at 3 Daniel St. Stating "he should be on board" 3 Daniel Street has been against the bump-out from the beginning. Please read e-mails in attached document. DPW states "Extensive public input" and they never even spoke with 3 Daniel St. For the record the family living at 3 Daniel St has called City Hall repeatedly. City Hall never even returned their calls!
- There is a City Ordinance stating cars can't park at the intersection of Jackson St and Daniel St. The reason was anything blocking the intersection would be a ~~block~~ hazard and make the intersection not safe. The bump-out is a lot bigger than a parked car!
- Traffic Council hired by the city stated this option would affect surrounding streets.
- Their own studies showed a 23% traffic increase on Jackson St and a 28% traffic increase on Walter St during AM hours. This issue keeps getting ignored!!!
- DPW Daly keeps referring to "Extensive analysis thru public input." Who's input?? Never speaks with 3 Daniel St or any of the surrounding abutters. Look at the petition!!!
- 71 signatures against larger bump-out, more traffic calming with smaller bump-out. The fact there even considered larger bumpout or compromise is pathetic!!!

- Alderman, City Hall State they never received Sept 3<sup>rd</sup> 2008 Petition. Don personally delivered.
- Last meeting regarding the Bumpout was June 12, ~~2008~~ 2007. Why wasn't there a meeting to discuss after all the data received. Especially since there ~~was~~ was so much controversy.
- At the June 12, 2007 meeting we were told stop signs were not an option. They stated it was up to the state. We found out it's actually up to the city and has been for years!
- The miscommunication between the DPW and Alderman over the measurements between the smaller, larger and compromise bumpout. That's embarrassing.
- Alderman Letter April 17<sup>th</sup> 2009: Admitting flaws in the process ~~and~~ decision making, information gathering, and communication. Wouldn't you be better off starting over. Especially since there's been so much controversy. E-mail also states Alderman supported petition for stop signs. Well if the Alderman and neighbors support stop signs why isn't this happening!



## Questions For DPW

- ① Why would say the family that lives at 3 Daniel St<sup>#127-09</sup> should be on board. All These Years and DPW Never Even Spoke With the Family.
- ② Daily States in a Sept 5<sup>th</sup> 2008 e-mail "Extensive analysis thru public input. Never even spoke with 3 Daniel St or surrounding houses. Who's input did he receive
- ③ Why would the DPW want to do trials During School Vacations. How accurate is that.
- ④ Why would you build the bigger bump-out when your own studies showed more traffic calming with the smaller bump-out.
- ⑤ You never addressed the 23% traffic increase on Jackson St or the 28% traffic increase on Walter St During the Am hours.
- ⑥ Why would you tell us at the June 12 2007 meeting Stop Signs weren't an option. You stated if it was we would just install them.
- ⑦ The miscommunication with the alderman and the neighbors over the measurements between the smaller, larger and the compromise Bump-out. That's Embarrassing.

⑧ Did you take into consideration the city ordinance #127-09 before making your decision? Was it ever discussed?

#127-09

Don Neuwirth

-----Original Message-----

From: Ken Parker <ken@kenparker.org>  
To: Don Hillman <downhilman@aol.com>  
Sent: Mon, 4 May 2009 2:21 pm  
Subject: Fwd: Re: FWD: Daniel/Jackson bumpout location

Hi Don,

I just received the attached file from Lou Taverna. Please take a look and let me know what you think.

Regards,

Ken

- >
- > See attached layouts.
- >
- > The October 2006 layout is the BOA approved plan, at 12' max bumpout.
- >
- > The June 2007 layout is the Rooney compromise (aka the Taverna compromise), at 10' max bumpout.
- >
- > Both of these underwent traffic trials.
- >
- > The April 2009 plan is the Daley compromise, which is the same as the Rooney compromise. > The only difference is that we softened the radius by 18" in front of the driveway. So
- > instead of a 10' max bumpout at the driveway, we have a 8.5' max bumpout at the driveway.
- > This was at the request of the homeowner.
- >
- > Lou
- >
- >
- > Louis M. Taverna, P.E.
- > City Engineer
- > Newton Department of Public Works
- > 1000 Commonwealth Ave
- > Newton, MA 02459
- > Phone: 617-796-1020
- > Fax: 617-796-1051
- >
- > Note New E-Mail Address: [Ltaverna@newtonma.gov](mailto:Ltaverna@newtonma.gov)
- >
- > Content-type: text/plain; charset=US-ASCII
- > Content-disposition: inline
- > Content-description: Attachment information.
- >

New info! June 12, 2007 compromise was smaller bumpout  
ALSO DPW says trial with

~~Compromise~~  
Compromise Plan came from

June 12, 2007 meeting.  
More lies

more Lie's

Homeowner never contacted!!!

How could request A

1. It wasn't recognized until early 2009, but the road configuration was first publicly talked about (as far as we know) in 2004 as a remedy for the cut-through traffic on Daniel St. It's currently defined as a minor collector by the city. There has probably been an increase in traffic over the years, but it has always been a busy road. It goes between Langley and Parker St.
2. Although there were some sandbags put up in a couple of different configurations no one gave it much thought or knew much about it.
3. When people realized what was happening, they called the Aldermen.
4. Everyone I knew was told that it was essentially a done deal when they talked to the aldermen individually.
5. When folks started communicating, the aldermen agreed to have a meeting June 2006.
6. It was learned at the meeting that the configuration was being based on the sandbag trial. It was also communicated that stop signs (basically universally desired as an alternative) were not permissible due to state guidelines.
7. Since it was pointed out that the sandbags were destroyed within days, there was really no useful data collected.
8. It was also learned that the traffic council, COULD authorize stop signs if they so desired. Later on, it was also learned that the traffic consulting group contracted to study the intersection, also felt that the nature of the intersection would pass the state guidelines and was a valid option.
9. Things quieted down, the "small" berm was installed and data was collected. (July-Aug. 2007)
10. In August 2008, before even receiving any data from the trial, new "pink" lines were drawn on the road, and it was indicated this was the location of the berm.
11. These lines protruded TWICE the distance from the curb as the small berm. A change from 78" to 150"
12. It was pronounced that the data indicated no diversion
13. Analysis done by Ira Kronitz, indicated there was diversion, but no one disputed the method used or addressed the conclusions.
14. A new trial at the pink line was agreed to.
15. It was then that the proponents said that there was no "material" diversion, and it was silly of people to think that no diversion would occur.
16. When the data was announced, it was said that there was no material diversion, and that there was no advantage to having the larger berm. The DPW would build it to the smaller berm. But great pain was taken to indicate that the traffic engineer said the smaller berm was a 2ft reduction from the larger berm - pink line. That is INCORRECT.
17. At first the question was ignored, then it was said that the difference between the berms was 30-36". That is INCORRECT.
18. The citizens were asked to measure the difference between the berm and the latest green marks. These marks were also not 2ft. behind the larger berm. Only 8 1/2 to 12" behind it.
19. No response regarding the petition that the residents signed at the time of the pink line being drawn.
20. Aldermen were told the curb was being built to the small berm, and they endorsed that; but it is not true.
21. It has been pointed out that the intersection is not safer from a pedestrian point of view, but the only data that the proponents feel is acceptable is a small decrease in speed.
22. The commissioner and aldermen pointed out that the smaller berm actually decreased the speed more than the larger berm. But still, the intent is to build the largest berm possible.
23. When the question came up as to why they're bothering to build it at all, the response was "because the aldermen approved it and the money is available"
24. When you look back at the wording of the approval, we would contend that it was dependent upon the study, which the sandbag trial is not really valid, and also dependent upon the opinion of the neighbors, one of whom was mis-represented regarding his feelings about his driveway being extended.
25. Additional anecdotal information:
  - a. inability to determine how to overturn the traffic council decision regarding stop signs.
  - b. inability to determine why a study involving stop signs was not agreed to.
  - c. inability to find out what happened to the petition
  - d. inability to obtain any explanation regarding how the data was analyzed.
  - e. inability to obtain any firm dimensions for the planned bumpout.
  - f. inability to determine why the traffic council does not want stop signs
  - g. inability to even discuss the intersection in connection to neighboring intersections. Traffic council closed off all discussion of Daniel/Jackson intersection when considering Jackson/Cypress intersection. Again, not permitting a stop sign closer to the top of the hill.

Please Read First 6 Pages:  
Proves Intent to Divert Traffic From the beginning.  
#127-09

## Timeline of the Discussions regarding the Daniel/Jackson St. Bumpout

Look at  
Petition  
Pages  
2-6.

The following is the general progression of the Daniel/Jackson Street bumpout proposal and the ensuing emails. It's long and at times, information is repeated because it was felt that the entire email should be included. The purpose of putting this together is to show that not only has the process been mishandled, but for the last two years (approx.) there has been a majority of the neighborhood indicating that they feel the bumpout configuration is more dangerous now, than the original intersection. Why only the last two years? Because prior to those two years, the residents had not been properly notified. That statement has been contentious, but there have been more than a few residents who have declared that they had never received notice of the intended plans for the intersection. Only when the lines were on the road, and construction was about to begin did the residents have notice that the intersection was about to be changed. From that point on, however, due process truly seems to have fallen apart. It has been difficult to get answers to some basic questions.

The original impetus for the change appears to be a traffic calming for Daniel St. residents. Originally it was promised that no cars would be diverted to other streets. When it was shown that some cars were diverted, it was said that the overall number was not significant. When the data showed that the bumpout, even the larger one, only slows cars for about 100 ft, the Daniel St. residents indicated that it was really a safety issue for the intersection. The objective seems to be in flux.

Ultimately the majority of the neighborhood, as well as most of the abutters would prefer that the original configuration be maintained. It is believed that the proposed configuration is dangerous; both for pedestrians, as well as drivers, regardless of the 5mph decrease in speed. The safety record over the last several decades speaks for itself. If the safety of the intersection is not improved, and the speed along Daniel street is not even substantially reduced, it does not make sense to change it.

And if something is going to be built, there appears to be a huge lack of logic in regards to what should be built given the data. The city officials seem intent upon building the largest possible bumpout, although it is admitted that the smaller berm (for which there is data) shows an even better reduction in speed than the larger berm. A number of emails from Mr. Daley appears to obfuscate what the dimensions of the berm will be, although the smaller curb extension is specified.

In the following document, comments are made in bold print, in purple, and the text of the emails are in black print.

Although this is repeated below, to put this entire effort into context, this is the document that was sent to the mayor to start things off.

From the document below:

The principal benefit of the redesign will be to slow the westbound traffic before it enters Daniel Street. It is also hoped that the turn will discourage cut-through traffic. A hard left turn onto Jackson from Daniel should lessen the frequency of "rolling" stops. <?xml:namespace prefix = o ns = "urn:schemas-microsoft-com:office:office" />

Finally, the current intersection is long to walk across, discouraging pedestrian use. The redesign will shorten the sidewalk-to-sidewalk distance from Daniel to Daniel and from Daniel to Jackson, making the corner more pedestrian friendly.

Thanks Sean, I appreciate the reference.

But the conclusion is predicated on the sand bag trial which was said to be "working well" That wasn't a real trial and it was wrong to say it was working well. Those bags were destroyed within days. If it wasn't agreed that those bags were useless, we wouldn't be doing this endless stream of emails now. In my opinion the only irrefutable fact that came out of that first meeting we had was that those sand bags were destroyed in a few days. That is why the berm was planned.

It seems like a non-starter to me. Any agreement that was based on those bags doing anything meaningful has got to be null and void. Now whether or not the city will listen to that as a reasonable argument is another story, but with all due respect, (and I do mean that, I respect the time and effort you have put into this), I don't see how my logic can be refuted.

I'm willing to listen, but no matter how many times I made the statement that those sand bags were useless, no one has called me on it. Adn you know I'm not the only one that said that either. Adam now seems to be off somewhere putting a pin in a voodoo doll of me, but I know I had a conversation with him on the way back from Bowen after that first meeting. And when I made the case for not being able to get any real data from that sandbag trial, he agreed with me. He looked down and said "I guess so" Maybe he didn't really, but he didn't have any counter arguments either. At the time, I think there were still broken sandbags in the street. As I said, no one has publicly called me on it.

#289-03(4) COMMISSIONER ROONEY requesting approval of roadway modification plans for curb-line geometry changes to calm traffic at the intersection of Daniel and Jackson Streets.

**ACTION: APPROVED 7-0 SUBJECT TO SECOND CALL (Yates not voting)**

**NOTE:** Commissioner Rooney presented the item to the Committee. The intersection of Daniel and Jackson Streets has been a safety concern of the neighborhood for some time. The neighborhood hired a consultant who came up with three designs. The Commissioner believes the one that has been selected is the best most affordable solution to the safety issues at the intersection. The proposal is to create an extended bump out of the curb line. The bump out would create a more definitive intersection at Daniel and Jackson Streets causing traffic to slow down when turning onto Daniel Street. **The proposed bump out has been sand bagged for a trial and it is working well.** Ald. Salvucci asked if the Fire Department has done a test run to make sure that the trucks can maneuver the corner. Commissioner Rooney responded that he would ask the Fire Department to make a test run.

**Sean Roche, 42 Daniel Street, stated that the sand bagging had an immediate, positive effect on the speed of vehicles. Many of the neighbors have noted the improvement. He would like the neighborhood to have the opportunity to comment on the details of the design before it is finalized. The Commissioner responded that the neighbors would have an opportunity to comment. Donald Neuwirth, 193 Jackson Street, questioned why there could not be stop signs. It was explained that stop signs may make the problem worse but it can be revisited in the Traffic Council.**

Ald. Salvucci asked if the family with the driveway to be extended is okay with the proposal. The Commissioner explained that the owners of that property actually make out because their driveway is very small and their car hangs over onto the sidewalk. With the extension, they will gain additional space for their driveway. Ald. Salvucci is not comfortable approving the item without a letter from the Fire Department stating that they can make the turn in their trucks. Ald. Weisbuch moved the item subject to second call in order to receive the letter from the Fire Department. The item carried unanimously.

Regards,  
Ira  
Ira Kronitz

\* \* 3 Daniel Never on Board. Has called DPW a lot. Never even get's his calls returned. ASK YOURSELF!!

**Concerned Residents of Daniel Street  
Newton, MA 02459**

May 23, 2004

The Honorable Mayor David Cohen  
City Hall  
Newton, MA

Dear Mayor Cohen:

As you are aware, the residents of Daniel Street have been concerned for some time about the traffic situation in our neighborhood. We are writing to request that you:

- Authorize the City Traffic Engineer and the Department of Public Works to redesign and reconstruct of the intersection of Daniel and Jackson streets, such work to be paid for with money from the Terraces mitigation fund;
- Write to the Traffic Council to express your concern about our problems, encourage efforts to ameliorate the situation, and support the petitions before the Traffic Council to be heard on May 27, 2004; and
- Authorize the City Traffic Engineer and the Department of Public Works to remove the painted stripe on Daniel Street.

## **Background**

The problems on Daniel Street result from what it is and where it is. Daniel Street is a narrow, residential street. It is ill suited to the volume, speed, or behavior of traffic that uses Daniel and Jackson streets as a cut-through between Parker and Langley. It is a feeder and cut-through because the Daniel/Jackson link from Parker to Langley is the only path between a rock – Institution Hill – and a hard place – the very broken Route 9. It is an attractive alternative to those drivers looking to avoid Newton Centre congestion or the problems of Route 9, especially those traveling from the west and south to the south end of Langley. The Daniel/Jackson Streets cut-through avoids the turnaround at Hammond Pond Parkway necessary to go north on Langley from eastbound Route 9.

The overuse and misuse of Daniel Street is only going to get worse, probably dramatically worse. Occupancy has begun at the Terraces. Hebrew College is shortly going to apply for a Special Permit to expand and create an entrance from/exit to Langley. Congestion steadily increases in Newton Centre and on Route 9. These forces will combine to drive cut-through traffic through our neighborhood.

We have attached a more detailed description of the problems and our proposed solutions.

## **Intersection redesign/reconstruction**

A particular problem with Daniel Street traffic is caused by the design of the intersection with Jackson Street. Westbound traffic from Jackson has but a gentle bend to negotiate to enter Daniel. As a result, cars carry too much speed into Daniel's narrow straits. Cars routinely cross over the center line to pass parked cars, more than occasionally having to stop sharply or veer to avoid eastbound traffic.

Representatives of the neighborhood met with City Traffic Engineer Clint Schuckel to discuss the situation and potential solutions. We propose, and Mr. Schuckel endorses, a plan to build out and square the intersection to make the turn from Jackson to Daniel a ninety-degree turn. This will diminish traffic speed as cars make the transition from the wider Jackson to Daniel. The added effort may even make Daniel/Jackson less attractive as a cut-through. ✱

✱ Admission  
To Divert  
Traffic

It is our understanding that your authorization is all that is necessary for Mr. Schuckel to begin to redesign the intersection, to test the feasibility and effectiveness of a redesign with sandbags, and to plan construction. The intersection redesign project is an appropriate use of Terraces mitigation funds, as occupancy will inevitably aggravate existing traffic conditions. Would you please authorize Mr. Schuckel to begin work on this project?

## Petitions

We have two petitions before the Traffic Council, to be heard on May 27, 2004. Would you please write to the Traffic Council to express that you believe our situation merits immediate attention and action, and that you are especially concerned for the safety of the school children who walk along Daniel and Jackson to Bowen each day. We request your support not just for the two petitions, but also for additional traffic calming measures that have been suggested by Mr. Schuckel.

The two petitions are:

• #289-03 ADAM PELLER, 28 Daniel Street, requesting three way stop sign at the intersection of JACKSON STREET and DANIEL STREET. (Ward 6)

• #290-03 SEAN ROCHE, 42 Daniel Street, requesting speed limit on Jackson Street heading to Daniel Street be reduced to 25 mph (currently 30 mph). (Ward 6)

## Removal of Yellow Stripe on Daniel Street

Mr. Schuckel suggested one immediate measure the city could take. Daniel Street is currently marked with a single yellow stripe, which he believes indicates to drivers that they are on a larger thoroughfare where fast speeds are acceptable. According to Mr. Schuckel, it is not customary to stripe residential streets such as Daniel. At a meeting with Mr. Schuckel on May 19, he indicated that the yellow stripe could be removed by the Department of Public Works. Would you please



instruct Mr. Schuckel and the DPW to remove the stripe?

Thank you very much for your ongoing attention to our concerns. If you have any questions, please direct them to Jennifer Youtz Grams, Adam Peller, or Sean Roche. Ms. Grams and Messrs. Peller and Roche have been spearheading our neighborhood efforts.

Sincerely,

The residents of Daniel Street

cc: Alderman George Mansfield  
Alderman Ken Parker  
City Traffic Engineer Clint Schuckel

### Daniel Street Traffic Conditions

## Children on Daniel Street

Daniel Street is a principal route for children walking to Bowen School, particularly children who live just west of Parker Street. In addition, lots of young children live on Daniel Street. On the short street, there are 14 children under the age of 8, ten of whom are five or younger. A fifteenth is due in August.

Children are regularly on the sidewalks.

## Residential character of Daniel Street

*\*Then why would you buy a house on Daniel St. with a family*

Daniel Street is a narrow, residential street ill suited to carry the volume of traffic that travels it each day. Almost all of the driveways are short and narrow. On-street parking – which is limited to the north side of the street – is an absolute necessity for working families to handle vehicle logistics. Cars parked on the street further narrow the street.

The sight lines on the street are short because of a curve at the west end.

Not only is the street narrow, the setbacks are uniformly short. This contributes to the negative effect of traffic on the neighborhood, discussed more below.

## Daniel Street is a cut-through

Though it is not obvious from a map, Daniel and Jackson Streets combine to form a cut-through between Parker and Langley Streets. Daniel/Jackson is the only meaningful path from Parker to Jackson between Route 9 and Newton Centre. Because Route 9 and Newton Centre are so badly congested, drivers look for an alternative and use Daniel/Jackson.

The Daniel/Jackson cut-through is particularly attractive for traffic from the south and west heading to Langley Road. Taking Route 9 east to Langley means continuing over a mile past Langley, using the Hammond Pond turnaround, heading back onto Route 9 west, and exiting at the Langley jug-handle. It is not only a question of added distance. Route 9 is woefully congested at rush hour and the Langley exit is a disaster.

## Traffic behavior

*How would you feel if you lived on Jackson St*

\* Jackson Street is wider than Daniel Street, the grade from Jackson to Daniel is a pronounced downhill slope, and the "turn" onto Daniel from Jackson is barely a bend. Consider on their own, these factors mean that traffic heading west on Daniel from Jackson is generally moving at a good clip. The problem is greatly compounded by the unavoidable use of on-street parking, described above. To avoid cars parked on the north side of Daniel, westbound traffic routinely travels completely in the eastbound lane, with all four wheels over the yellow stripe. Westbound traffic often continues in the eastbound lane nearly the length of Daniel, even deep into the curve at the west end of the street.

Frequently, westbound traffic in the eastbound lane comes upon eastbound traffic. The result is either rapid braking, swerving into spots between parked cars, or traffic passing three abreast (parked car, westbound car, eastbound car) with inches to spare. While – miraculously – there have not been any collisions (though plenty of minor damage to parked cars, like rear-view mirrors shearing off), it seems unavoidable that something serious is going to happen. (One car did swerve onto the sidewalk, knocking down a "Caution: Children" sign and narrowly missing a tree.)

We don't need an actual collision to create anxiety in the neighborhood. The unending series of close calls create an inhospitable atmosphere.

## Traffic volume

*This never went through it.*

The current traffic volume is unacceptable to the nature and design of Daniel Street. The volume, however, is certain to go up. Way up.

As described above, Jackson and Daniel Streets are a particularly attractive cut-through to and from Langley. Occupancy has begun at the Terraces on Langley, which will greatly increase the use of the cut-through. And, Hebrew College is set to request a Special Permit to expand its facilities on Institution Hill.

The Hebrew College plan poses a double-whammy. Not only is the college hoping to expand, they want to build an entrance from/exit to Langley. The expansion promises higher total traffic volume and the Langley Road entrance means that Daniel Street will be an attractive cut-through to a big chunk of both existing and new traffic.

## The Jackson/Daniel intersection

The design of the intersection with Jackson Street contributes to the Daniel Street traffic problem. Westbound traffic flows into Daniel without slowing, despite the fact that Daniel Street is narrower and far more likely to have cars parked in the westbound lane. The eastbound situation is better because of the stop sign on Daniel Street, but the shape of the intersection does not discourage traffic. (In fact, much eastbound traffic treats the stop sign as a requirement to do no more than brush the brakes, if that.)

Again  
Divers  
Traffic

The proposed redesign will "square" the intersection, building out the north side of the intersection and pulling the stop sign farther into the current intersection. The effect will be to turn what is a "Y" into a "T," requiring a hard right turn for westbound traffic from Jackson to Daniel and a hard left turn for eastbound traffic from Daniel to Jackson.

The principal benefit of the redesign will be to slow the westbound traffic before it enters Daniel Street. It is also hoped that the turn will discourage cut-through traffic. A hard left turn onto Jackson from Daniel should lessen the frequency of "rolling" stops.

Finally, the current intersection is long to walk across, discouraging pedestrian use. The redesign will shorten the sidewalk-to-sidewalk distance from Daniel to Daniel and from Daniel to Jackson, making the corner more pedestrian friendly.

## Further traffic calming

Because of its unique location between Institution Hill and Route 9, we believe that Daniel and Jackson Streets will continue to be an outlet for the traffic pressures of Newton Centre and Route 9. Absent major construction to widen Daniel Street (which would necessarily involve significant takings), steps should be taken to resist those pressures. The intersection redesign is an important first step, but Daniel Street is an ideal candidate for further traffic calming, particularly a chicane or traffic table.

Traffic tables are currently forbidden by ordinance, but it is time to reconsider the ordinance. A traffic table mid-block on Daniel and a table or tables at the intersection of Cypress and Jackson are appropriate to the neighborhood and the proper use of its streets.

To: Mayor David Cohen  
May 23, 2004

From:

(signed by roughly a dozen Daniel Street residents)

Again, as you can see from the note, the intention to protect Daniel St. is the overriding factor. As well as the professed intention to not push the problem to other streets.

----- Forwarded Message: -----  
From: "Bob Lenson" <blenson@gmail.com>  
To: <ionharmony@comcast.net>  
Subject: FW: 171 Jackson St  
Date: Fri, 8 Jun 2007 02:55:01 +0000

>  
> From: Sean Roche [mailto:sean.roche@gmail.com]  
> Sent: Thursday, June 07, 2007 10:41 PM  
> To: Bob Lenson  
> Cc: Adam L. Peller  
> Subject: Re: 171 Jackson St  
>

> Sorry you weren't able to follow the link. The link is not dead. Somehow in  
> the process of it being forwarded to you, it split over multiple lines. Try  
> this:  
>  
> [http://newtonstreets.wiki-site.com/index.php/Daniel/Jackson\\_Street\\_Intersect](http://newtonstreets.wiki-site.com/index.php/Daniel/Jackson_Street_Intersect)  
> ion  
>  
>  
> While I understand that you are frustrated with the pending construction, I  
> don't think your description of the problem or our intentions are fair or  
> accurate.

>  
> Throughout this process, we have worked very hard -- and have been very  
> careful -- to come up with a solution to the speeding on Daniel Street  
> without pushing the problem onto another part of the neighborhood.

*Like  
Look at Past  
Pages.*

> It is not our intention, nor is it a reasonable expectation, that traffic  
> will avoid Daniel Street. We just want the existing traffic to travel more  
> slowly.

>  
> As for the Bowen school community, Adam Peller and I have a record of our  
> commitment to making walking to Bowen safer and more attractive for the  
> entire student body. We started a traffic committee with Dr. Kelly, Suzanne  
> Freudberg, and others. (Restarted is probably more accurate as there have  
> been previous efforts.) We submitted Bowen for enrollment in the state's  
> Safe Routes to School program, making it the first school in Newton to  
> enroll. We have been pressing the city for a roadway redesign on Langley to  
> make that crossing safer (a crossing, by the way, that neither of us ever  
> use). We are currently engaged in an effort to survey the students and  
> parents about how they get to school and why. We have all sorts of programs  
> and efforts planned for the new school year.

*These guys  
Live on  
Daniel St  
and kept anyone  
that was  
negative about  
The bump-out  
out of the  
Whole Process!!*

> If you are as concerned as we are about a safe walk to Bowen, we invite you  
> to join our committee. We can use all the help we can get.

>  
> Please feel free to call me any time to discuss the intersection redesign,  
> the process, or any other traffic-related issues.

>  
> Thank you.  
>  
> Sean Roche

City wants to do a study during school vacation. How accurate is that.

> 617 792-8998

>

>

>

> On 6/7/07, Bob Lenson <blenson@gmail.com> wrote:

>

> You are kidding. The city did another traffic study, DURING APRIL SCHOOL

> VACATION. Boy was that an accurate picture .

> Again the city is trying to help satisfy a few residents on Daniel St while

> sacrificing the peace of mind and the safety of our children on Jackson and

> Walter st. not excluding all the members of the Bowen school community who

> need to use this road.

>

> Details below pictures included.

>

> Do the right thing for everyone.

>

> Bob Lenson

> 781 831-0982

> 171 Jackson St

An initial note, indicating from the start that the sandbag trial did not work.

From: Ira Kronitz <ikronitz@emc.com>

Subject: Newton issues: Against the Jackson Street sidewalk extension

Date: Mon, 4 Jun 2007 12:52:56 -0400

Ken,

Thanks for taking the time to talk with me. Here is an email to provide some point of contact for a neighborhood meeting that you indicated you had discussed with George Mansfield for later in the week.

As you said, I realize this has gone pretty far long, however, there have been layout lines and sandbags placed in the road at least twice and it was unclear to me what the extent of the change would be. I'm also fairly certain that I did not receive a flyer concerning earlier meetings on this topic.

Now that I'm thinking about it, I realize that the first set of sand bags must of have been late fall last year. They were more like burlap bags. A number of cars just rolled over them spilling the sand, which was then swept up and the bags removed. I assumed that was a failed test to determine the effectiveness of the bags. The reason I think the timeframe was late fall or early winter is because I remembered thinking that the last pieces of bags and sand were probably picked up to allow free access for snow plows.

The latest round of sand bag testing had the sand in white (polyethylene?) bags which seemed tougher. I assumed this was to get a better idea of the effectiveness. Many of them were also split open, and then finally dragged to the side. I'm mentioning this, of course, to make a point that the trials haven't been effective and the idea that this extension would work has not been proven.

Another issue you mentioned was that the design was to allow enough width for two cars to pass each other along Jackson/Daniel St. I'm fairly certain the current lines drawn on the road do not accommodate

that. As you said, it would be worthwhile double checking the proper dimensions.

I can appreciate the fact that you ran into a stumbling block when investigating the placement of a stop sign on the west bound side of Jackson St.

As I said, though, I walk my daughter to school every morning and the basic comments from others on the street is, "Why don't they just put a stop sign there" For a meeting later in the week, it might be a good idea to be armed with the details of why the street configuration does not qualify for a stop sign. Maybe something has changed and/or the traffic volume today is such that it does qualify?

It makes sense to me that prior to trying to change the traffic pattern, it would be worth the investment to add a stop sign and trim the foliage to ensure the signs in both directions are visible far down the street. A crosswalk painted on the roadway might also be a fairly inexpensive way to alert drivers to children waiting and the proximity of an elementary school.

Given the pedestrian traffic to and from Bowen that comes from both sides of Daniel St., as well as from Walter and Jackson Streets, I'd be interested in knowing why the rules would prevent even a 3-way stop intersection and crosswalks on both sides of the street.

Please feel free to use this email or my home email address (copied on this email) to notify me of the meeting. I realize time sometimes goes too fast and that you had plans for being out of town, so I copied George Mansfield and Victoria Landberg on this note.

Thanks again for your time.

Regards,  
Ira

The now infamous basement meeting:

From: Vdanberg@aol.com  
Date: Tue, 5 Jun 2007 12:24:32 EDT  
Subject: Re: FW: Jackson street sidewalk extension  
To: ken@kenparker.org, ikronitz@emc.com, ritabeckman1@gmail.com, sweeneei@bc.edu, furgang@srbc.com, sean.roche@gmail.com, peller@gmail.com  
CC: ikronitz@comcast.net, gmansfield@newtonma.gov, daniel.krasa@verizon.net, Vdanberg@aol.com  
X-Mailer: 9.0 Security Edition for Windows sub 5365  
X-Spam-Flag: NO

\* LAST Meeting  
JUN 12, 2007  
were told there  
would be another  
one once  
Data  
Collected

A meeting has been scheduled regarding the Jackson St. traffic calming project. It is on Bob Rooney's calendar scheduled for 6:30 pm on Tuesday, June 12 in the CAFETERIA of City Hall (lower level). The meeting will start promptly at 6:30, as City officials have other meetings at 7:45 pm.

In addition too Mr. Rooney, Clint Schuckel, David Koses and Candace Havens are being notified, in addition to members of Public Safety and Transportation.

I have asked Christine Owen to notify the same list of streets that were noticed on October 5, 2005. Notice is short, but June 12 is the only date that works on the City side. Anyone receiving this email may notify

others via email. If you have any questions, please feel free to call me.

Vicki Danberg

617 969-1756

It was an effort to even ensure that a trial was done during the school year. Enough neighborhood involvement forced the issue

Date: Thu, 14 Jun 2007 10:23:03 EDT

Subject: Re: Jackson street sidewalk extension

To: ikronitz@emc.com, sean.roche@gmail.com, RachelSG@aol.com, ken@kenparker.org

CC: peller@gmail.com, ikronitz@comcast.net, ionharmony@comcast.net, edmurray@verizon.net, turtles.rule@gmail.com, sweeneei@bc.edu, luciec@comcast.net, blenson@comcast.net, mb8johnson@hotmail.com, dai@alum.mit.edu, ritabeckman1@gmail.com, furgang@srbc.com, jefftarmy@hotmail.com, carlplan@rcn.com, rrooney@newtonma.gov, chavens@rcn.com, cschuckel@newtonma.gov, dkoses@newtonma.gov, vdanberg@gmail.com

Ira,

When I spoke with Commissioner Rooney yesterday, explained that he will be able to conduct trials this summer, but needs to conclude the trials in time to resume work on previously scheduled projects due to begin in September. He indicated to me that he had enough wiggle room right now to put the project on hold and conduct the counting and trial, but he needs to hold to his fall schedule.

Public Works has had a great deal of experience with these kinds of things. I have confidence in Mr. Rooney's ability to assess this project. In a perfect world, we would wait until school opens in the fall to do anything. Public Works has agreed to work with us. We need to work with them.

Vicki

**We still (as of 5/2/2009) have not received any clear answers regarding stop signs. Given the savings and the fact that "will not disproportionately burden any streets parallel to Daniel Street"**

From: Ira Kronitz <ikronitz@emc.com>

Subject: RE: Jackson street sidewalk extension

Date: Wed, 13 Jun 2007 10:02:09 -0400

X-MS-Has-Attach:

X-MS-TNEF-Correlator:

Thread-Topic: Jackson street sidewalk extension

Thread-Index: AcetgPUNExntgo/ISkuoi8tYE+imkAAPvppQ

To: <sean.roche@gmail.com>, <ikronitz@comcast.net>, <ionharmony@comcast.net>, <edmurray@verizon.net>, <turtles.rule@gmail.com>, <sweeneei@bc.edu>, <luciec@comcast.net>, <blenson@comcast.net>, <ikronitz@emc.com>, <mb8johnson@hotmail.com>, <dai@alum.mit.edu>, <RachelSG@aol.com>, <Vdanberg@aol.com>, <ken@kenparker.org>

Cc: <peller@gmail.com>, <sweeneei@bc.edu>, <ritabeckman1@gmail.com>, <furgang@srbc.com>

Thanks. I didn't actually use a link, I searched the Newton website given the "hints" mentioned in the meeting.

We shouldn't have had to push The ISSUe!! Again wanting to do trials during vacation. Why??

Given all the talk about stop signs, I was surprised to read the following in the report. It seems to indicate that the intersection, would, in fact, meet the criteria. And, it would be a "good" thing in all respects except for the necessity of enforcement. Now that may not be a small thing, but given that all the negativity surrounding the option was that we wouldn't meet the criteria, it seems as if it should be revisited. And if refused, some cold hard facts regarding why the criteria is not met, especially given the assessment of the experts and the advantages of cost. In other words, how many accidents would be necessary, what is the traffic volume required vs. what we have, etc. I really feel as if I don't know who to trust. I was told the experts in the town said the stop signs can't be installed. And now I'm reading that the experts we hired said the configuration is a fairly good candidate for them. A trial study would seem to be in order regardless of the "possible" downside. Again, logic dictates that if there is truly going to be a downside to the pedestrians if the signs are removed, then the signs must have been working, the trial would have been a success, and that should trump any un-met criteria. In other words, if the cars weren't stopping the pedestrians would not have become accustomed to them being there. Please tell me if I'm missing something in this report? Here is the excerpt I'm referring to:

Based on our review of the conditions at this intersection, we believe that the guidance contained in the MUTCD regarding the installation of multiway stops signs is satisfied. We believe that the current substandard geometry, unexpected conflicts, and pedestrian demand meet the criteria. In addition, the fact that the two streets are of "similar design and operating characteristics" supports the installation of multiway stop control at this intersection.

The overall benefit to this plan is that it will introduce roadway elements that will increase travel time for all vehicles using the Daniel Street and Jackson Street bypasses. Properly enforced, all-way stop sign control will require vehicles to reduce speeds on all approaches in order to successfully negotiate the intersection. In addition, driver expectations will be less likely to be violated due to clearer right-of-way assignments. In contrast to Alternative 2, this plan will address evening peak hour cut through traffic using Jackson Street as a cut through in the westbound direction. **The all-way stop control will increase vehicular travel times in all directions and will not disproportionately burden any streets parallel to Daniel Street.** However, this plan relies heavily on enforcement and does not deliver the environmental benefits of Alternatives 1 and 2. Range of Capital Costs: \$500-\$1,000

Regards,  
Ira

**Another request for the aldermen to look into stop signs:**

To: ikronitz@emc.com, peller@gmail.com  
 Subject: Re: Jackson street sidewalk extension  
 Date: Wed, 13 Jun 2007 13:08:51 -0400  
 X-MB-Message-Source: WebUI  
 From: rachelsg@aol.com  
 X-MB-Message-Type: User  
 X-Mailer: AOL WebMail 27618  
 Cc: sean.roche@gmail.com, ikronitz@comcast.net, ionharmony@comcast.net, edmurray@verizon.net, tortles.rule@gmail.com, sweeneei@bc.edu, luciec@comcast.net, blenson@comcast.net, mb8johnson@hotmail.com, dai@alum.mit.edu, Vdanberg@aol.com, ken@kenparker.org, ritabeckman1@gmail.com, furgang@srbc.com, jeffarmy@hotmail.com

\* We were told  
 June 12, 2007  
 STOP Signs NOT  
 an option. ~~It~~ UP to  
 The State.  
 Lie!!!  
 It's up to  
 The City!!!



Hi,

This was my first meeting as we did not receive the notification for the other meetings. My opinion is that for every law or requirement, there can always be exceptions made. For example, zoning laws may be overruled with a variance. Therefore, I feel strongly that our elected officials should go back to the state and ask for a "variance" or "special permit" in order to have the stop signs. I don't buy the excuse that most drivers don't stop at stop signs. Apparently, they do, since it's not as if accidents are happening constantly in intersections. Perhaps people may not always come to a complete stop, but even a car coming to a rolling stop would solve a great deal of the problem. Cheaply, too. I think that stop signs, in conjunction with raised sidewalks, would be a good solution. As an aside, the city should have gone to that elderly woman for the study rather than all those so-called traffic engineers - she had a great idea, and then it would probably qualify as a real intersection, and then maybe we would meet the "warrants" for the stop signs! These are simply the musings of a first time meeting attender.

Rachel Geller, Jackson Street

**Another request for a study of stop signs that was ignored:**

From: eileen sweeney <sweeneei@bc.edu>  
Subject: Re: Jackson street sidewalk extension  
Date: Wed, 13 Jun 2007 12:36:02 -0400  
To: Vdanberg@aol.com,  
Ken Parker <ken@kenparker.org>  
X-Mailer: Apple Mail (2.622)

Dear Ken and Vikki,

I want to thank you so much for holding last night's meeting and spending so much time on this issue which has already absorbed more than it's fair share of a great number of people's times. I know that we were a difficult group but I do think that the neighborhood can work together eventually (and besides, as a philosophy professor, I cannot give up hope on a group where both Kant's categorical imperative and the notion of social constructionism were both mentioned -- Only in Newton!)

I just wanted to re-iterate what I think was wide agreement on the need to do a valid study. That means that data measuring both quantity of cars on Jackson, Walter and Daniel, and speed of cars on Daniel/Jackson needs to be measured both before and after a strong and persuasive temporary version of the bump out is used (Jersey barriers as was suggested would be good). I think it would also make sense for the residents to be notified of when and how long the trial would be (just by email).

I myself would advocate a trial also of a raised crosswalk from Daniel to Jackson as well as a stop sign trial. I know the latter is much disputed and seems hard to get passed but the full copy of the study by the traffic consultant states clearly that he did think the intersection could qualify for the new someone softened rules for stop signs (even though the report at the end argues against stop signs).

Here's that portion of the report:

Based on our review of the conditions at this intersection, we believe that the guidance contained in the *MUTCD* regarding the installation of multiway stops signs is satisfied. We believe that the current substandard geometry, unexpected conflicts, and pedestrian demand meet the criteria. In addition, the fact that the two streets are of "similar design and

operating characteristics" supports the installation of multiway stop control at this intersection.

The overall benefit to this plan is that it will introduce roadway elements that will increase travel time for all vehicles using the Daniel Street and Jackson Street bypasses. Properly enforced, all-way stop sign control will require vehicles to reduce speeds on all approaches in order to successfully negotiate the intersection. In addition, driver expectations will be less likely to be violated due to clearer right-of-way assignments.

In contrast to Alternative 2, this plan will address evening peak hour cut through traffic using Jackson Street as a cut through in the westbound direction. The all-way stop control will increase vehicular travel times in all directions and will not disproportionately burden any streets parallel to Daniel Street. However, this plan relies heavily on enforcement and does not deliver the environmental benefits of Alternatives 1 and 2.

Range of Capital Costs: \$500-\$1,000

Thank you for your time, patience and efforts on our behalf.

Yours,

Eileen Sweeney

**Although denied by the proponents, this was not about the safety of the intersection:**

Date: Wed, 13 Jun 2007 13:12:11 -0400

From: "Adam Peller" <peller@gmail.com>

To: "Ira Kronitz" <ikronitz@emc.com>

Subject: Re: Jackson street sidewalk extension

Cc: sean.roche@gmail.com, ikronitz@comcast.net, ionharmony@comcast.net, edmurray@verizon.net, turtles.rule@gmail.com, sweeneei@bc.edu, luciec@comcast.net, blenson@comcast.net, mb8johnson@hotmail.com, dai@alum.mit.edu, RachelSG@aol.com, Vdanberg@aol.com, ken@kenparker.org, ritabeckman1@gmail.com, furgang@srbc.com, jefftarmy@hotmail.com

Ira,

The traffic study showed that the vast majority of traffic goes to Daniel and does not continue on Jackson. And, given the requirement that we not displace the problem on other streets, and I think the implicit requirement that we not make things worse for Daniel, that lead to the current bump out design. I don't know if it was intentional, the other "T" design drawn on the board last night was an insult to your Daniel Street neighbors. While it would continue to protect Walter/Jackson from a problem it does not have today, it would in fact make for a straighter faster path to Daniel. I was hoping for more compassion, given our lengthy conversations.

-Adam

**Another call for stop signs, with no response from the Aldermen:**

On 6/13/07, Ira Kronitz <ikronitz@emc.com> wrote:

Another case in point: (Incidentally, it has been pointed out that the existing stop sign does not meet warrants and would probably not be approved if considered anew today.)

What are the warrants? Actually at this point, I meant that to be rhetorical.

We've had way too much email, but it seems to come down to:

- 1. The city can put stop signs wherever it deems they are needed.
- 2. The traffic council does not want to approve a 3 way stop at this intersection.

Now They admit They can put STOP SIGNS.

Victoria, Ken,

This may be rehashing things, but it appeared last night that there are enough people who think the stop signs are a good alternative and a valid study point to at least ask the traffic council to review their reasons. In light of the Traffic Solutions study, I would hope to get some details as to why they don't like the idea. What can you do to facilitate this?

Also, can you please let us know what the plans are for the trial? Start, stop, times, where the measurements will be taken, etc.

Thanks again for your time and assistance.

Regards,  
Ira

**Even Sean indicated that he knew where the lines were going to be, yet the study wasn't done that way. Instead we got a berm that was six feet from the curb (78").**

**And I clearly remember that "reaching out" effort. The attempt included trying to wordsmith a statement down to the word. Sean would say: "Well, Ira, what's wrong this word, do you agree with this word?" My response was that their statement was one sided and that I didn't like it. So, I wasn't going to put my name on it.**

**It mentions a thorough process, but we have since come to know that the neighborhood did not have the opportunity to have their opinions aired. And the bait and switch began regarding the various dimensions of the berm:**

**From:** Sean Roche [mailto:sean.roche@gmail.com]  
**Sent:** Wednesday, June 13, 2007 3:29 PM  
**To:** George Mansfield; Ken Parker; Vicki Danberg; Rooney Robert; Lou Taverna; Clint Schuckel; David Koses  
**Cc:** kronitz, ira; Eileen Sweeney; Rita Beckman  
**Subject:** Daniel/Jackson Street trial

After last night's discussion, it is clear that there are two needs to be identified and balanced.

On the one hand, **there is the proposed solution to an identified traffic problem on Daniel Street.** There has been a thorough process that has identified the problems on Daniel Street as substantial and worth addressing. Through the process, Traffic Council, a traffic consultant, and the Board of Alderman identified a reconfigured curb line as a responsible and appropriate response to the problem.

Traffic Calming Problem or Traffic Problem  
Again want to divert Traffic!!

On the other hand, there are concerns with the validity of the sand bag trials to test the collateral effects of the redesign.

These 2 People Live on ~~But~~ Daniel St || #127-09  
E

To move forward on the City's commitment to solve the problem on Daniel Street and, at the same time, respond to the recently raised concerns of neighbors, Adam Peller and I propose the following:

Contrary to suggestions last night, do *not* put up a new trial right away.

Instead, get new baseline traffic counts as soon as possible.

Once there are baseline traffic counts, install a trial that is both non-permanent and not degradable. We suggest concrete curbs secured to the pavement. Behind the curbs (on the non-roadway side) place chevrons or similar warning signs.

Set up the trial near the original design line (14' at its widest extension, not the suggested 10').

Make sure that the trial includes appropriate restriping.

Run a trial for a substantial period, perhaps 90 days.

Get new traffic counts early in the test and later in the test (to see if traffic behaviors changed over time).

Review the trial.

Some may request that the trial be postponed until school in the fall. In light of the extended process to date, that would not be a reasonable request. However, it may make for better data to wait a few weeks until after school gets out to do the baseline counts and then test again against numbers while school is still out, so that there is an apples (non-school traffic) to apples comparison. If there is time, it may be possible to count for one week of school traffic and one week of post-school traffic, so that we have baselines for both conditions.

While we should start the trial as soon as possible, it may be valuable to extend the trial into the school year, too.

As for the starting curb line, if we are going to have an extended trial, the trial should start with the most aggressive extension that the professionals feel is safe. Clearly, the most aggressive extension will have the greatest slowing effect on Daniel Street. If the extent of the extension causes collateral negative impacts, we can always move the curb line in by increments and renew the trial.

I should note that Adam and I reached out to Mr. Kronitz to see if he would join us in this recommendation. He was unwilling to.

Sean Roche  
617 792-8998

Again this was a Daniel St. problem, only when it became hard to sell to the neighborhood was it an intersection problem:

Date: Thu, 14 Jun 2007 14:13:49 -0400

From: "Sean Roche" <sean.roche@gmail.com>

To: Vdanberg@aol.com, ken@kenparker.org, RachelSG@aol.com,

"Ira Kronitz" <ikronitz@emc.com>, peller@gmail.com,

"David Iwatsuki" <diwatsuki@gmail.com>, ikronitz@comcast.net,

ionharmony@comcast.net, edmurray@verizon.net, turtles.rule@gmail.com,

sweeneei@bc.edu, luciec@comcast.net, blenson@comcast.net,

mb8johnson@hotmail.com, ritabeckman1@gmail.com, furgang@srbc.com,

jefftarmy@hotmail.com, carlplan@rcn.com

Subject: Understanding the Daniel Street problem

I appreciate that many of you are most aware that parents driving to Bowen are a source of problems on Daniel Street. But, school traffic is by no means the only problem. (To the extent that you believe school traffic is a problem, I urge you to get involved with Adam and me with Bowen School's Safe Routes to School program and try to encourage children to walk to school, which will have a collateral benefit of reducing traffic on everyone's streets.)

Speaking for myself, cut-through traffic is a much larger problem than school traffic. At least the school volume is limited to certain relatively short periods during the day. I urge you to look at the traffic study and how it describes the problem.

I am not convinced that there is anything special about the school-bound traffic that necessitates postponing a trial until fall. If you must, go ahead and ask that the trial be postponed. I will respectfully disagree.

But, please don't diminish our problem by suggesting that it is limited to an hour in the morning and an hour in the afternoon, Monday through Friday, September through June. It's a day-long, all-week, year-round problem.

I don't mean to pick on David, especially because he has been an active and engaged participant in the process over the years (and others have made similar comments). **But, we don't experience summer as a lull. If anything, it's a time when we like to be outside, which makes the traffic problem that much more frustrating.**

Thank you.

Sean Roche

**First sighting of the bait and switch, with the changed configuration:**

From: Ken Parker <ken@kenparker.org>  
Subject: Re: Jacson/Daniel st - UPDATE  
Date: Tue, 5 Aug 2008 16:49:03 -0400  
To: Ira Kronitz <ikronitz@emc.com>  
X-Mailer: Apple Mail (2.753.1)  
X-Junkmail-Status: score=10/50, host=mr02.lnh.mail.rcn.net  
X-Junkmail-SD-Raw: score=unknown,  
    refid=str=0001.0A010208.4898BC78.009F,ss=1,fgs=0,  
    ip=207.172.4.11,  
    so=2007-10-30 19:00:17,  
    dmn=5.4.3/2008-02-01  
X-Junkmail-IWF: false

Hi Ira,

Thanks for the update. I'll be right over to have a look. I will also invite DPW Commissioner Tom Daley.

Regards,

Ken

-----  
Ken Parker  
Newton Alderman  
ken@kenparker.org  
(617) 965-3723

On Aug 5, 2008, at 4:43 PM, Ira Kronitz wrote:

Thanks for following up on this Barry.  
I just took a walk down to look at it with tape measure in hand.

By sight alone the bumpout, as shown by the pink line, reaches the double yellow line extending down Jackson St. to Daniel St. In other words the bumpout is taking away the entire lane.

Measuring from the existing curb, the existing asphalt bumpout is 78" from the curb. The pink line is 150" from the existing curb. Double is not usually considered a "tweak" The southern part of Jackson St. has the bumpout DECREASED from 84 inches to 33 inches. Halving a measurement is also not generally considered a tweak.

The combination certainly seems to promote the idea of someone turning rather than going straight along Daniel St.  
The study is useless given the change in dimensions. As useless as the study with the trampled sand bags.

Ken, Vicki,  
I would think the bumpout needs to return to what was studied, or another evaluation is required. The meetings we all attended seemed to allow us to come to some sort of consensus given the study and how it was to be measured. This change appears to have thrown all of that out the window.  
Can you explain how you're going to rectify this?

Regards,  
Ira  
Ira Kronitz

After the trial the lines changed again. I don't think Ken ever got back to us on this.

From: Ken Parker <ken@kenparker.org>  
Subject: Re: Jackson/Daniel st - UPDATE  
Date: Fri, 15 Aug 2008 12:03:00 -0400  
To: Ira Kronitz <ikronitz@emc.com>

Ira,

Vicki was not on the Traffic Council when it rejected the application for stop signs. I have requested the other information (study results, details of plans) and that the DPW Commissioner hold a community meeting at which this information is presented. I'll let you know as soon as I hear back.

Regards,

Ken

-----  
Ken Parker  
Newton Alderman  
ken@kenparker.org  
(617) 965-3723

**A note from Mr. Daley. Several issue with this note. It has been said, many times before that those "public meetings" were not advertised, and that the abutters as well as folks on Walter and Jackson St. were not notified. Mr Daley states that he was moving cones back and forth between the less severe and alderman approved plan. Later notes seemed to imply that the first berm was the less severe distance. Very confusing. At the time there was no analysis at this distance. The term "it is the right thing to do" appears to be overused and repeated for different configurations.**

STARTS!!

X  
X

From: tom daley <tdaley@newtonma.gov>  
Date: Fri, Sep 5, 2008 at 7:52 PM  
Subject: Daniel / Jackson intersection  
Hello:

If you are receiving this it is because you are someone that may have interest in the new curb layout at the intersection of Daniel St. and Jackson St. I will begin by saying that several people offered to share information to anyone else interested in this project so if you would it would be greatly appreciated.

As you probably know, the Newton DPW painted a pink line several weeks ago at the intersection that represented where we were going to install the new curbing. After we painted the line in the field we received some calls / e-mails, etc. that prompted me to look into the proposed improvements and get up to speed on all of the history of this project. The history is as follows:

In May of 2001 the Traffic Council heard from residents of Daniel St. regarding the installation of a stop sign at Jackson and Daniel Streets. The request was denied by Traffic Council.

In May of 2004 the Traffic Council heard from residents of Daniel St. regarding the installation of three way stop signs at Jackson and Daniel Streets. The request was held by Traffic Council.

In November of 2004 the Traffic Council voted to take no action on the three way stop request but did vote to recommend intersection reconfiguration plans to be prepared.

In early 2005 the City hired Traffic Solutions, LLC to study and make recommendations for the intersection.

On 6/2/05 a public meeting was held at City Hall to solicit public input.

On 6/28/05 another public meeting was held and potential recommendations were presented and discussed with the public.

On 9/16/05 the final report and recommendations from Traffic Solutions was issued. The report recommended three options:

Roundabout

"T" intersection

all way stop

On 10/19/05 the Public Safety / Transportation Committee held a public meeting where the final report and recommendations were discussed with public input. The Committee voted to hold the item until a sandbag trial was performed for the roundabout.

The sandbag trial was performed in November and December of 2005.

On 5/3/06 the Public Safety / Transportation Committee held a public meeting to discuss the results of the trial. It was presented that after further review there was insufficient right-of-way area to construct the roundabout. Also in general it was deemed that the trial was not very successful. As a result the Committee held the item in order to do a sandbag trial of the "T" intersection option.

On 11/8/06, the Public Facilities Committee held a public meeting and approved the "T" intersection project.

On 11/13/06, the Finance Committee held a public meeting and approved the funding for "T" intersection project.

On 11/20/06, the Board of Alderman approved the "T" intersection project including the funding.

In the spring of 2007 the Engineering Division marked out the proposed curb line which triggered many phone calls, etc. including a meeting on 6/7/07 with interested parties, including people from Walter Street who were concerned that the improvements would divert traffic to their street.

**In the summer of 2007 the DPW installed berm as a trial in a location that was less "severe" than the plan previously approved by the Alderman. Traffic analysis was done on Walter St. before and after the berm installation in the Fall of 2007. The berm trial is continuing until this day.**

**In early Summer of 2007 the DPW Engineering Division remarked out the curb line based upon the Alderman approved plan. Immediately thereafter, similar to last year many phone calls were triggered.**

**In the couple weeks thereafter I personally visited the site several times and for several hours, moving the cones from the "Alderman" curb line to the "not as**

severe" line and observed traffic flow.

I wrote the above history because I have heard from a few people that there hasn't been enough public involvement and/or insufficient study of this intersection. It is mine and the opinion of the Dept. of Public Works that this intersection improvement project has received extensive analysis, thought, study, public input, time and effort. The City and residents have been studying this intersection for seven years or maybe even longer. With that being said and considering the amount of input, analysis and effort that has gone into this project I have decided to implement and construct the plan that was adopted by the Board of Alderman, which is the "pink" line that is marked in the field. **I base this decision on engineering analysis, engineering traffic standards and accepted design practices regarding traffic calming. In my professional opinion it is the right thing to do.**

The proposed plan will safely slow traffic in the area of the intersection. Based upon our traffic analysis and our professional opinions traffic will not be diverted down Walter Street. The proposed project will be a benefit to all in the neighborhood including pedestrians. Work will begin on the project this construction season. I thank everyone for their input, energy and professionalism regarding this project.

Thank you.  
 Thomas E. Daley, P.E.  
 Commissioner of Public Works  
 Newton City Hall  
 1000 Commonwealth Avenue  
 Newton, MA 02459  
 Phone: (617) 796-1000  
 Fax: (617) 796-1050

**Another letter asking for more clarification, as well as stating that most of the residents are opposed. None was received, that I know of.**

Date: Mon, 8 Sep 2008 00:03:03 -0400  
 From: "Bob Lenson" <blenson@gmail.com>  
 To: tdaley@newtonma.gov  
 Subject: Jackson St. / Daniel St.  
 Cc: gmansfield@newtonma.gov, vdanberg@aol.com, ken@kenparker.org, dcohen@newtonma.gov, "circle realty" <circlerealty@aol.com>, sweeneei@bc.edu, luciec@comcast.net, Cbronstein@hotmail.com, blenson@comcast.net, furgang@srbc.com, RachelSG@aol.com, joelAK@aol.com, edmurray@verizon.net, tortles.rule@gmail.com, mb8johnson@hotmail.com, jefftarmy@hotmail.com, IONHARMONY@comcast.net, CommAve@aol.com, diwatsuki@gmail.com, ikronitz@comcast.net, "Conrad Warre" <conradw@gmail.com>, barrysbergman@yahoo.com, "jodi riseberg" <jriseberg@yahoo.com>, "Rira Beckman" <rbeckman@mountida.edu>

An open letter to Commissioner Thomas E. Daily

From Robert Lenson, a lifelong Newton Resident with 20 years in the Bowen Thompsonville neighborhood.

Commissioner;

In June of 2007 I was very active in the discussion of the bump out. I was particularly amazed that your department contrived its "professional opinion" during the April School Vacation, Not

extensive Analysis  
 Thru Public input.

Look at  
 The  
 Petition  
 No one  
 Wants it  
 Who Lives  
 There.  
 His input  
 Came from  
 2 people  
 ON Daniels

Again  
 If it  
 IS Traffic  
 Calming  
 Why wouldn't  
 You put  
 UP the Smaller  
 Bump-out. His  
 own data stated  
 The Smaller  
 Bump-out slowed  
 Traffic more!!



More ~~At~~ People Not Wanting  
Bump-out =

#127-09

what many of our neighbors agreed was a good model of traffic on this intersection. It was during this meeting that many of our aldermen agreed and set up the Berm trial with the agreement that it would actually be conducted while school is in session.

For this reason I am very surprised that in the Dog Days of August, you direct a School bus down Jackson St. without the benefit of a normal school day's traffic and any inclement weather.

While you admitted that your department has been studying this for 7 years allot has changed.

7 years ago while traveling east bound on rte 9 you could get by the Langley light in a turn to a turn and a half, today rush hour traffic is backed up to parker St. causing many motorists to take Parker to Daniel to Jackson to get up to the light. We have added a major condo complex on Langley rd and one on Boylston St. This has been complicated by the new Apartment complex at the old Susse Chalet, and soon the new Chestnut Hill Square. Their Impact has been great at Bowen school it just seems that some of the earlier studies are obsolete in today's world and studies done today need to take the impact of futures projects into consideration. Further just because seven years of study have been conducted lets no just do this project to get it done.

I do not have your Professional experience and I am not entitled to make a professional opinion. I do have 20 years of experience in the Neighborhood; I know the people and the pulse of the neighborhood and common sense. With the exception of the Walter St residents (**should be Daniel St.**) who will benefit from this, the rest of the residents are opposed. Don't watch and move cones around during the summer! Do it during the school year, do it when it is raining hard or with Snow and Ice and extra cars are on the road trying to get their kids at school. Most of all Do it during the 2 daily school rushes.

Please Commissioner, Share with us your Engineering analysis, show us the scientific studies, and help us believe in our hearts that a school bus on an inclement day at school rush hour is going to negotiate that turn. Prove to us that the residents on Walter St will not feel any increase in their traffic load.

Would you do this if you lived on Walter St?

Please use your professional opinion to come up with something that works for all of this. And Please, Please, Please Do not put your children on a bus leaving Bowen.  
Thank you

Bob Lenson  
617-233-5111

**And the data from the first berm (78" from the curb) trial:**

	A	E	C	D	E	F	G	H	I
1	DATE								
2	DATE	STREET	VOLUME	AMPEAK	AMVOL	PMPEAK	PMVOL	FILE	OTHER DATA
4	BEFORE CURB EXTENSION								
5	9/20/2007	Jackson St North of Fours 9	207	7:00 8:00	51	2:00 8:50	20	jacksonspeed2	speed 200
6	9/10/07	Jackson St West of Cypress St	198	7:00 8:00	50	1:00 4:00	20	jacksonspeed1	speed 198
7	9/10/07	Daniel St East of Parker St	170	7:00 8:00	40	3:00 4:00	17	danielssped	speed 170
8	9/27/2007	Water St East of Parker St	440	8:00 8:30	65	2:00 8:50	48	waterspeed	speed 36
9									
10	AFTER CURB EXTENSION								
11	11/7/2007	Jackson St North of Fours 9	352	8:00 10:00	75	12:20 2:00	51	jacksonspeed3	speed 200
12	20/20/2007	Jackson St West of Cypress St	1875	8:00 9:00	236	3:00 4:00	200	jacksonspeed4	speed 198
13	11/7/2007	Daniel St East of Parker St	1702	8:00 9:00	177	3:00 4:00	170	danielssped1	speed 170
14	11/7/07	Water St East of Parker St	314	7:00 8:00	117	1:00 4:00	31	waterspeed1	speed 36
15									

Vehicles counted (both directions) over 24 hours

Highest hour (am/pm) based on # vehicles counted, and # vehicles counted during that hour (both directions)

Vehicle cc

Two locations were recounted at a later date due to missing data from initial count (could be a car parked on tube, broken tube, etc.)

Mr. Daley indicated there was no diversion, but I analyzed the data as follows. There was never any explanation as to why he disagreed.

Sept 22, 2008 email, I analyzed the numbers from the first berm trial in this way. I've asked for input, but no one has contradicted my methods.

Email Analysis:

Thanks for the additional details.

I'm sorry but I don't understand why you say that there is no diversion from Daniel St.

Looking at the numbers in the following way it appears there was a difference in traffic flow between the normal curbs and the moderate berm.

For Jackson St. North of Rte. 9:

before the berm: 287 cars on Jackson north of route 9

after the berm: 352 cars on Jackson north of route 9.

That's 65 more cars on Jackson St. a 65/287 or 23% increase.

For the AM volume it's 78 cars after the berm, 51 before, that's a more pronounced 27/51 or 53% increase.

For Walter St.:

before the berm: 440 cars on walter st.

after the berm: 469 cars on walter st.

That's only 29 more cars on Walter st, but when you look at the morning volume that's a shift of 68 to 87 which is 19/68 or 28% increase. It seems to fit exactly that the additional 28% turned in the morning.

Similarly for Jackson St. west of Cypress, after the berm there was an additional 53/185 or 29% increase in the morning traffic. Even while there was a decrease in the 24hr volume for the day.

There seemed to be comparable decreases in Daniel St. volume. The percentages are lower, of course, due to the higher volume. The volume makes sense since Daniel St. is considered to be a "minor collector" according to the Newton Comprehensive Plan. Walter Street and Jackson St. north of Rte. 9 are designated as local streets. In case folks are interested, the definitions are as follows:

" - Minor Collectors: Minor collectors are similar to major collectors, but, in general, have a lower volume, generally ranging between 1,000 and 5,000 vehicles per day. 36 Newton streets or street segments have been categorized as minor collectors."

" - Local Streets: The local street system's primary function is to provide access to the land activities that front upon them. All streets in Newton that are not placed in one of the categories above and are not private streets are classified as local streets."

The times designated by the PM volume numbers from before and after the berm are so different from each other I don't see how you can draw any conclusion from them. The "before berm" numbers are around evening rush hour and the "after berm" numbers are around school dismissal times. Could that be saying that the berm has shifted the peak travel hour on

*\*\* Increase in Traffic in AM Hours !!!*

all of these alternative roads from evening rush to school release time?  
Even so, from the evening data, there doesn't appear to be a way to define how much of the traffic is diverted or not diverted at any particular time of day; which was the point of the study.

I'm assuming you looked at the numbers differently. I'd be interested in understanding how you arrived at your conclusions.

From Commissioner Daley, the determination of what is considered significant or not: "Traffic Engineering studies are performed on "typical days" according to engineering judgement. A sample count generally occurs over 24 to 48 hours. A typical day depends on the characteristics of the study area and the purpose of the study. In this case, a typical day is a Tuesday, Wednesday, or Thursday when area schools are in session and weather is favorable. Daily traffic on a typical days can vary up to 15%. Traffic volume data from Saturdays, Sundays, Mondays, and Fridays are generally lower than during midweek days, therefore, these days are often excluded from this kind of study. This might differ, however, if the study was for a movie theatre, for example, where a weekend count might be more appropriate. In the "after" study, we will again choose typical day(s) according to the same criteria as in the "before" study, and wait at least one week following the change, so that any "novelty effect" is reduced and the expected long-term traffic patterns are measured."

I hope this helps answer your concerns.  
thank you.

**Calling for a response to the petition that Ken indicated just recently (April, 2009) that he couldn't find:**

*\* Now City Hall  
Can't Find  
Petition. \* \**

From: Ira Kronitz <ikronitz@emc.com>  
Subject: RE: Daniel / Jackson Intersection neighborhood petition  
Date: Mon, 10 Nov 2008 13:58:02 -0500  
X-MS-Has-Attach:  
X-MS-TNEF-Correlator:  
Thread-Topic: Daniel / Jackson Intersection neighborhood petition  
thread-index: AcIDW1i98NvQvtqUSQ6HXeBc0rEhUwAAMHyw  
To: <ken@kenparker.org>  
X-OriginalArrivalTime: 10 Nov 2008 18:58:03.0300 (UTC) FILETIME=[4230F640:01C94366]  
X-RSA-Inspected: yes  
X-RSA-Classifications:  
X-RSA-Action: allow

Ken,  
I'm really trying to understand this. This is stupidly aggravating, and it's over a ridiculous bumpout.

Without all the extra email if you want it that way, please tell me what your thoughts are/.  
Seriously, aren't you my insight into what is going on in City Hall?

I'm challenging a conclusion made by the Commissioner. Since we are going ahead with a second study with an even larger bumpout, his feeling must be that it doesn't divert any cars away from Daniel St. and the bumpout is safe. I'm challenging his conclusion about the diversion of cars. Others have challenged his conclusion regarding safety, and have sent in a petition requesting that the bumpout not be built.

The commissioner is not responding. Your replies Ken, indicate that he is not responding to you either, and that you have no control over that.

It's my understanding that the board of aldermen approved this bumpout depending upon the outcome of a

study. If you're not challenging my conclusion, then the study indicates there is a problem. If you can't get an answer, why isn't the board of aldermen stopping any further expense on performing another study?

To tell you the truth, I don't understand why this process isn't working. A whole bunch of neighborhood people sat down and agreed to do a study, the city agreed. Then the data went missing for months, then the bumpout lines changed, then it was agreed to do another study with the new bumpout lines, then the data showed something that wasn't expected.

Now people are accusing others of this getting personal.

There's nothing personal. Why can't the DPW explain the numbers?

*\* DPW can't explain numbers!*

I still think it's the aldermen's job to do the following:

1. Find out what happened to the petition and tell us if it has any bearing on the issue. And if it doesn't, why not?
2. How did the DPW use the data collected to say the criteria for building the bumpout is not violated i.e. no traffic diversion.

And if the aldermen can't answer number two, then they should at least be able to present us with the proper steps to be taken to somehow receive an answer.

Why did this suddenly become such a black box?

Regards,

Ira

Ira Kronitz

**From:** Ken Parker [mailto:ken@kenparker.org]

**Sent:** Monday, November 10, 2008 12:40 PM

**To:** kronitz, ira

**Cc:** tdaley@newtonma.gov; tkropf@aol.com; downhilman@aol.com; gmansfield@newtonma.gov; VDANBERG@aol.com; lrothstein@comcast.net; catcost@aol.com; jlvacca@hotmail.com; merlehass@gmail.com; MCOSTELLO@partners.org; markjfield@hotmail.com; sean.roche@gmail.com; jackmaypole@yahoo.com; kasdavidson@hotmail.com; RachelSG@aol.com; Edailey@bromsun.com; blenson@gmail.com; jefftarmy@hotmail.com; luciec@comcast.net; barrysbergman@yahoo.com; peller@gmail.com; gspector@cnc.com; ionharmony@comcast.net; commave@aol.com; edmurray@verizon.net

**Subject:** Re: Daniel / Jackson Intersection neighborhood petition

Hi Ira,

I am not challenging your analysis of the data from the old trial, simply waiting for the data from the new trial. Commissioner Daley is a recipient of this email. I hope that he will clarify the time frame to let us know when the current trial will conclude and new data will be released.

Regards,

Ken

-----  
Ken Parker  
Newton Alderman  
ken@kenparker.org  
(617) 965-3723

On Nov 10, 2008, at 11:51 AM, Ira Kronitz wrote:

Thanks Ken.

I'd like to understand what the dates are for the trial.

And I'd like someone to explain how their analysis differs from the one in the attached email I sent out Sept.

22nd.

An additional 29 cars as compared to 1500 on Daniel St. doesn't mean much. But the whole reason the measurements were taken on Walter St. and the south end of Jackson St. was to see if cars were being diverted. The criteria for building the bumpout was that it was not going to divert any traffic. Tell me if I have that wrong.

I looked at the numbers, and it seems to be doing that. I didn't make up the numbers, and I think I laid them out in a fairly transparent manner.

If you don't agree with the conclusion, tell me how you reached a different one. Everyone has the same numbers.

What am I looking at incorrectly?

Regards,

Ira

Ira Kronitz

EMC Cambridge Software Center

11 Cambridge Center

Cambridge, MA 02142-1405

Ph: 617-679-1115

kronitz\_ira@emc.com

**From:** Ken Parker [mailto:ken@kenparker.org]

**Sent:** Monday, November 10, 2008 11:20 AM

**To:** kronitz, ira

**Cc:** tkropf@aol.com; downhilman@aol.com; tdaley@newtonma.gov; gmansfield@newtonma.gov; VDANBERG@aol.com; lrothstein@comcast.net; catcost@aol.com; jlvacca@hotmail.com; merlehass@gmail.com; MCOSTELLO@partners.org; markjfield@hotmail.com; sean.roche@gmail.com; jackmaypole@yahoo.com; kasdavidson@hotmail.com; RachelSG@aol.com; Edailey@bromsun.com; blenson@gmail.com; jefftarmy@hotmail.com; luciec@comcast.net; barrysbergman@yahoo.com; peller@gmail.com; gspector@cnc.com; ionharmony@comcast.net; commave@aol.com; edmurray@verizon.net

**Subject:** Re: Daniel / Jackson Intersection neighborhood petition

Ira,

My understanding is that the trial is still underway and that before and permanent solution is built, the findings of the trial will be released to the neighborhood. I also understand that some neighbors are working on organizing a neighborhood meeting, which I have promised to attend. I'm not sure what else you want from me at this stage. I'll be happy to weigh in with an informed judgment when I have seen the data from the trial.

Regards,

Ken

-----  
Ken Parker  
Newton Alderman  
ken@kenparker.org  
(617) 965-3723

On Nov 10, 2008, at 10:22 AM, Ira Kronitz wrote:

Maybe I'm not on some email lists, but after 6 weeks, there doesn't seem to have been any response to the petition, or my request as to how the data was viewed. As far as I can see, it shows more cars turning down Walter St. even with the smaller bumpout and the criteria Mr. Daley specified. I think we are all open to seeing how someone else analyzed the data, but the silence seems to speak volumes.

Long after the proposed schedule, the larger bumpout was finally built.

This seems to be the pattern. Wait awhile, go ahead without responding and then act surprised when people are taken aback and become vocal again as you move ahead without ever answering the questions.

Ken, if that's the way you're going to operate, I don't think your mayoral campaign will go very far when this pattern is noticed by the general populace.

At any rate, I was walking my daughter to school today and I hear the Bowen School crossing guard at Jackson and Cypress Streets tell Adam Peller that there was almost an accident down at the bumpout. She had said that one of the parents indicated it was almost a head on collision. This is without any snow and ice on the roads, when people can actually stop if they want to. I suggest an impartial observer find out what really happened. Some people may get over excited and some may try to brush it off. If accidents start occurring, as all the 20 year residents seem to think they will, there is going to be a long hard look at the dismissed opinions and the process that was used (or wasn't used) to get to this point.

Given the petition, the analysis of the data showing that it has already failed the criteria for the project moving ahead, and a rather quick indication that accidents are likely, can someone please explain what the city's plan is to move on? And what the decision criteria is now supposed to be. Since the usual, "we'll have a week in this configuration and a week in that configuration" doesn't seem to ring true, I, for one, would like calendar dates put on the schedule.

Other thoughts, comments?

Regards,  
Ira  
Ira Kronitz

**From:** tkropf@aol.com [mailto:tkropf@aol.com]  
**Sent:** Wednesday, September 24, 2008 6:45 PM  
**To:** downhillman@aol.com; tdaley@newtonma.gov  
**Cc:** ken@kenparker.org; gmansfield@newtonma.gov; VDANBERG@aol.com; lrothstein@comcast.net; catcost@aol.com; jlvacca@hotmail.com; merlehass@gmail.com; kronitz, ira; MCOSTELLO@partners.org; markjfield@hotmail.com; sean.roche@gmail.com; jackmaypole@yahoo.com; kasdavidson@hotmail.com; RachelSG@aol.com; Edailey@bromsun.com; blenson@gmail.com; jefftarmy@hotmail.com; luciec@comcast.net; barrysbergman@yahoo.com; peller@gmail.com; gspector@cnc.com  
**Subject:** Re: Daniel / Jackson Intersection neighborhood petition

*More Negative  
Feedback Ignored!!!*

I agree. The proposed alterations make the intersection more dangerous for both pedestrians and drivers, not only for westbound drivers but also eastbound Daniel St. drivers who are stopped at the stop sign facing the westbound cars coming downhill having to make a sharp right turn to continue onto Daniel.

Terry Kropf

**Ken did respond with some information about the petition, but it wasn't a status, just some general information about where the petition goes. I don't think I received any feedback about what the aldermen approved regarding the trial or not.**

From: Ira Kronitz <ikronitz@emc.com>  
Subject: RE: Daniel / Jackson Intersection neighborhood petition  
Date: Mon, 10 Nov 2008 16:29:55 -0500  
X-MS-Has-Attach: yes  
X-MS-TNEF-Correlator:  
Thread-Topic: Daniel / Jackson Intersection neighborhood petition  
thread-index: AcIDW1i98NvQvtvqUSQ6HXeBc0rEhUwAAMHywAAbsOTA=  
To: <ken@kenparker.org>

*Crossing  
Guard  
at  
Bowen  
Opinion  
Σ*

Ken,

Thanks for the call. I understand your position. I think you could make it clearer about the petition being in the executive branch, and what they could do about it with the right data but I understand that more comprehensive data should be available in the near future.

Regarding your comment about the aldermen already approving the bumpout, I found an email from June, 2007 that included the minutes of a couple of the meetings regarding this issue.

From the may-2006 report, the discussion centered around the fact that the traffic circle wasn't going to work. Alternative #2 was to be tried, and the committee was holding this item until the new survey and sand bag trial info was available.

If you're talking about the approval in March, 2007, that approval is based on the sand bag trial. Everyone, and I mean everyone, including those folks on Daniel St. agreed that the sand bag trial was useless from the start. SUVs ran over them within hours, and at the latest, they were disintegrated within 3 days. People are not going to feel they have been treated fairly if it's pointed out that the Aldermen approved this measure based on that trial. The minutes from May 2006 clearly state that the committee voted to hold the item until new survey information and a sandbag trial with the new proposed design was carried out.

If I'm reading this incorrectly, please let me know how..

So, the question is, why, or how can you say it has already been approved given the minutes of these meetings?

You mentioned that you could look up the approval. I'd be interested in knowing if it did or did not reference these item numbers indicating a trial was to be held.

Thanks again for the call  
Ira.

From May, 2006:

Since there was a need for further technical information before moving forward with a new design, the Committee voted 8-0 to hold this item until the new survey information can be compiled, and the DPW has a chance to put out sand bags as a trial with the new proposed design

From March 2007:

#289-03(3) PLANNING DEPARTMENT submitting a Recommendation Memo from Traffic Solutions, contracted per Board Order #250-01(4) to recommend roadway modifications in the JACKSON STREET and DANIEL STREET area. (sand bag trial)

**Regards,**  
Ira  
Ira Kronitz



CITY-HALL

Study showed smaller  
Bumpout Diverted traffic  
in AM Hours. So they build  
a bigger  
one!!

**From:** kronitz, ira  
**Sent:** Monday, November 10, 2008 1:58 PM  
**To:** Ken Parker  
**Subject:** RE: Daniel / Jackson Intersection neighborhood petition

Ken,  
I'm really trying to understand this. This is stupidly aggravating, and it's over a ridiculous bumpout.

Without all the extra email if you want it that way, please tell me what your thoughts are/.  
Seriously, aren't you my insight into what is going on in City Hall?

I'm challenging a conclusion made by the Commissioner. Since we are going ahead with a second study with an even larger bumpout, his feeling must be that it doesn't divert any cars away from Daniel St. and the bumpout is safe. I'm challenging his conclusion about the diversion of cars. Others have challenged his conclusion regarding safety, and have sent in a petition requesting that the bumpout not be built.

The commissioner is not responding. Your replies Ken, indicate that he is not responding to you either, and that you have no control over that.

It's my understanding that the board of aldermen approved this bumpout depending upon the outcome of a study. If you're not challenging my conclusion, then the study indicates there is a problem. If you can't get an answer, why isn't the board of aldermen stopping any further expense on performing another study?

To tell you the truth, I don't understand why this process isn't working. A whole bunch of neighborhood people sat down and agreed to do a study, the city agreed. Then the data went missing for months, then the bumpout lines changed, then it was agreed to do another study with the new bumpout lines, then the data showed something that wasn't expected.

Now people are accusing others of this getting personal.  
There's nothing personal. Why can't the DPW explain the numbers?

I still think it's the aldermen's job to do the following:

1. Find out what happened to the petition and tell us if it has any bearing on the issue. And if it doesn't, why not?
2. How did the DPW use the data collected to say the criteria for building the bumpout is not violated i.e. no traffic diversion.

And if the aldermen can't answer number two, then they should at least be able to present us with the proper steps to be taken to somehow receive an answer.

Why did this suddenly become such a black box?

Regards,  
Ira

**A note I received from Sean about when the board approved the bumpout. As stated, it appears it's predicated on the results of the sand bag trial. Everyone still seems to be resisting stop signs, and it has been universally recognized that the sand bag trial had no useful data. We don't know who the many neighbors were, but we do know that this meeting was not well attended, and the neighborhood as a whole did not have a chance to weigh in.**

**From:** kronitz, ira  
**Sent:** Friday, November 14, 2008 2:05 PM  
**To:** 'Sean Roche'  
**Subject:** RE: Daniel / Jackson Intersection neighborhood petition

EMC Cambridge Software Center  
 11 Cambridge Center  
 Cambridge, MA 02142-1405  
 Ph: 617-679-1115  
 kronitz\_ira@emc.com

**From:** Sean Roche [mailto:sean.roche@gmail.com]  
**Sent:** Friday, November 14, 2008 1:25 PM  
**To:** kronitz, ira  
**Subject:** Re: Daniel / Jackson Intersection neighborhood petition

There was a subsequent, 11/08/06 meeting of the Public Facilities committee, during the course of the sandbag trial, at which then-Commissioner Rooney reported the results of the trial and recommended construction of the intersection. The minutes are here. The committee approved the design subject to Fire Department approval. Commissioner submitted a letter from the Fire Department in December, the condition was removed and it was moved to the Finance Committee.

I can't remember when it was finally approved by the full board, but I can try and find it.

Sean

**Again a call for some comprehensive plan that has gone unanswered. And some clarification as to the fact that other options have not been reviewed or considered.**

From: Jeff Tarmy <jefftarmy@hotmail.com>  
 To: <sean.roche@gmail.com>, <blenson@gmail.com>, <downhilman@aol.com>, <commave@aol.com>  
 CC: <rachelsg@aol.com>, <ejengelman@gmail.com>, <diwatsuki@gmail.com>, <clong@cnc.com>, <adam@peller.org>, <markjfield@hotmail.com>, <ikronitz@comcast.net>, <edmurray@verizon.net>, <ionharmony@comcast.net>, <gspector@cnc.com>, <barrysbergman@yahoo.com>, <luciec@comcast.net>, <edailey@bromsun.com>, <kasdavidson@hotmail.com>, <jackmaypole@yahoo.com>, <mcostello@partners.org>, <merlehass@gmail.com>, <jlvacca@hotmail.com>, <catcost@aol.com>, <lrothstein@comcast.net>, <vdanberg@aol.com>, <gmansfield@newtonma.gov>, <ken@kenparker.org>, <tdaley@newtonma.gov>

Subject: RE: Daniel/Jackson

Date: Mon, 9 Feb 2009 13:10:19 -0500

X-OriginalArrivalTime: 09 Feb 2009 18:10:19.0490 (UTC) FILETIME=[AAD17C20:01C98AE1]

Sean,

*\* Another Option getting Ignored !!!*

Thanks for the email. Just a quick point because you brought up my name and an idea that I shared with you. To my knowledge, my idea has not been rejected by the City of Newton. I shared it with Clint Schuckel who said that plans to study and review the current option (bumb-out) was his first and only priority. He did not comment on my idea at that time (last spring, I think). So if my idea was rejected, it was presented by someone else, and thus not my idea.

It is a shame that this issue has become so universally emotional when our collective goals are the same. If we all step back, I think we can all agree that we want a safe neighborhood.

However, as you and I have discussed Sean, our approaches to this issue differ. You seek sequential solutions; first the Jackson/Daniel intersection, then the Jackson/Cypress intersection, so on a so forth (as you suggested in today's email). My preference is to find a more comprehensive solution to Jackson/Daniel intersection. I hope I am not misrepresenting your words from the last time we spoke/emailed about this topic when you agreed with me that the

benefits of the current bump-out design primarily serve Daniel street residents.

For the record, I admit that my concerns are selfish. I live two doors down from the intersection. I am selfishly concerned about traffic coming down Jackson from Langley street, who then turn left because the traffic flow directs them to lower Jackson without stopping. This scenario, which I beleive is currently playing out, potentially increases traffic and speed in-front of my house. With two small children, I have the same concerns of traffic and speed as the families on Daniel. I would rather not change this intersection, only to have change the next one.

So while my concerns are selfish, I hope we can find a solution that is not. For those who have been following this intersection debate for sometime, at one point there was a plan for a traffic circle recommended by a consulting group hired by the city. That idea was later rejected by the city (I think because emergency vehicles could not fit - but I am not exactly sure - feel free to correct me). What I liked about this idea was that it provided an equitable flow/calming of traffic to and from Daniel, lower Jackson and upper Jackson. An equitable solution/annoyance for everyone.

So why have we not found more comprehensive solutions? Perhaps it is becasue the original challenged was focused on this intersection. Or perhaps the three options put forth by the consultants all had flaws. I am not sure why the best solution has not been developed, but I feel confident from what I see with the current design and what I am hearing from this neighborhood that we have not found the answer yet.

In summation, I beleive we should strive to find a comprehensive approach. The current sequential approach seem ineffiecient and divisive. I am writing becuase my name was used and I felt misrepresented. I am happy to share my design ideas with a larger group and/or the City at any time. Sean, you and Adam have seen my rough layouts, and I believe were accepting of the concept.

Again, it is a shame that this issue has become so universally emotional and divisive when our collective goals are the same.

Best regards,

Jeff

Date: Mon, 9 Feb 2009 11:31:34 -0500

Subject: Daniel/Jackson

From: sean.roche@gmail.com

To: blenson@gmail.com; downhilman@aol.com; commave@aol.com

CC: RachelSG@aol.com; ejengelman@gmail.com; diwatsuki@gmail.com; clong@cnc.com;

adam@peller.org; markjfield@hotmail.com; ikronitz@comcast.net; edmurray@verizon.net;

ionharmony@comcast.net; gspector@cnc.com; barrysbergman@yahoo.com;

luciec@comcast.net; jefftarmy@hotmail.com; Edailey@bromsun.com;

kasdavidson@hotmail.com; jackmaypole@yahoo.com; MCOSTELLO@partners.org;

merlehass@gmail.com; jlvacca@hotmail.com; catcost@aol.com; irothstein@comcast.net;

Vdanberg@aol.com; gmansfield@newtonma.gov; ken@kenparker.org; tdaley@newtonma.gov

Don, Bill, Steve (and anyone else),

Is it possible that the proponents of the bumpout aren't "selfish" (twice in one e-mail), aren't "too emotionally involved," and, in fact, do "care one iota about their neighbors"? Is it possible that we have legitimate disagreements about the scope and nature of the problem, the best way to solve it, and what the trial is demonstrating?

\* More Lies!!! Look at 2 Sept 3rd 2008 Retition.  
No Meetry Since June 12, 2007! #127-09

A few facts:

The current design is the result of a very public process during which numerous options were considered. There has been no shortage of outreach to the neighborhood for input. There have been numerous meetings at which neighborhood feedback was solicited, including at least one meeting of an aldermanic committee at which Don himself stated the same objections he continues to make now.

Those of us who took steps to address the dangers of the intersection did not start with a solution. We started with a description of a problem and professionals reviewed and ranked potential solutions. Technically, we had to start with a solution, because Traffic Council required that a petition request a particular change. Inconveniently for Don's narrative, we first asked for stop signs. It was because we have open minds and have listened to expert explanations of what would be safest that we have come around to supporting the bumpout.

There have been all sorts of counter solutions proposed by opponents to the project, including the evergreen stop-sign solution and Jeff Tarmy's chicane solution. They have been evaluated by the city and rejected as unsafe or less safe.

Crossing into the other lane has been a problem in the intersection for years. The difference now? Cars that cross over into the opposite lane are traveling much slower.

As I have written in various places, 50,000 cars go through the intersection each month. Slowing those cars makes the intersection safer. Is it possible that a car driving too fast for the intersection would have an accident? Sure. That's a true statement of any intersection. But, the evidence is overwhelming: cars are slowing down ... hundreds of thousands since the latest trial began. That motorists feel that they need to drive slower to avoid an accident is not a flaw of the design ... it's what's causing people to slow down.

I'm not sure I'm 100% with Bob in predicting that slowing cars down at Jackson and Cypress would result in cars slowing down on lower Jackson. But, it doesn't matter. Cars should be slowed at Jackson/Cypress simply to make that intersection safer. I'm 110% with him that the Jackson/Cypress intersection also needs a redesign. I know that Adam Peller has been working very hard with town and state officials to see what can be done.

Sean Roche  
617 792-8998

**The discussions have become more heated. We can see from a number of notes, as well as the initial note to the mayor that the motivation of the bumpout was to limit the speed on Daniel St. There was never any real polling of what the other neighborhood residents thought about the bumpout.**

To: sean.roche@gmail.com

Subject: Re: Daniel / Jackson Intersection neighborhood petition

Date: Mon, 09 Feb 2009 12:20:00 -0500

From: downhilman@aol.com

X-MB-Message-Type: User

X-Mailer: AOL Webmail 41421-STANDARD

Cc: edmurray@verizon.net, ionharmony@comcast.net, gspector@cnc.com, barrysbergman@yahoo.com, luciec@comcast.net, jefftarmy@hotmail.com, blenson@gmail.com, Edailey@bromsun.com, kasdavidson@hotmail.com, jackmaypole@yahoo.com, sean.roche@gmail.com, MCOSTELLO@partners.org, merlehass@gmail.com, jlvacca@hotmail.com, catcost@aol.com, lrothstein@comcast.net, Vdanberg@aol.com, gmansfield@newtonma.gov, ken@kenparker.org, tdaley@newtonma.gov, CommAve@aol.com,

ejengelman@gmail.com, diwatsuki@gmail.com, clong@cnc.com,  
adam@peller.org, markjfield@hotmail.com, ikronitz@comcast.net

Sean,

I did receive your e-mail and I found it far too patronizing to respond civilly back then.

Now I will respond since you have pushed for a response.

"I was initially very surprised to learn that you were opposed to the project. As I understand the impact of the design, there are four homes that will see the most direct improvement: yours and your three neighbors to the west"

This statement showed that you don't have a clue or care at all about your neighbors on Jackson Street. If you did, you'd welcome further public discussions and meetings to address the concerns of your neighbors. Instead you continually respond how the process has already run its course and the rest of the community should suck it up and accept this flawed design which many people feel will lead to a serious accident.

Please don't pretend to represent anyone's good interests except your neighbors on Daniel Street. THERE IS NO OTHER PERSON IN THIS NEIGHBORHOOD WHO SUPPORTS YOUR PLAN!

Doesn't that tell you something?

*\* @ This Family Where there House is Located should be 100% on Board. Call Home owner Yourself for feedback*

Don Neuwirth

-----Original Message-----

From: Sean Roche <sean.roche@gmail.com>

To: downhilman@aol.com

Cc: tdaley@newtonma.gov; ken@kenparker.org; gmansfield@newtonma.gov;

VDANBERG@aol.com

Sent: Mon, 9 Feb 2009 11:36 am

Subject: Re: Daniel / Jackson Intersection neighborhood petition

Don,

Based on your recent e-mails and the fact that you did not respond to this last fall, I suspect that you may not have received or read this. So, I'm resending.

Sean

On Thu, Sep 25, 2008 at 5:33 AM, Sean Roche <sean.roche@gmail.com> wrote:

Don,

I've chosen to send this e-mail to you and the public officials, only. Please feel free to distribute to whomever you wish. I just feel that a more personal approach is called for.

One thing is abundantly clear. You and I share the same objective. We want traffic to be safer through the Daniel/Jackson intersection. We just disagree on our vision of the consequences of various actions (and non-actions).



I was initially very surprised to learn that you were opposed to the project. As I understand the impact of the design, there are four homes that will see the most direct improvement:

*None of the 4 Homes are on Board, Nor Contacted by DPW!!! Ever!!!*

yours and your three neighbors to the west. The greater the extent of the bumpout, the slower traffic will be on the approach to the intersection, through the intersection, and just past the intersection. I don't think that there is much debate that drivers will have to slow down to negotiate the turn. And, I think it's safe to assume that most of them will slow down before your property.

Your objection, as I understand it, is that the same obstacle that's going to slow traffic will also create the potential for an incident, such as someone going too fast and running over the curb. (The Walter Street folks have a separate concern.) The safety philosophy reflected by your objection has a long and distinguished history. For years, safety types as legitimate as Ralph Nader and Daniel Patrick Moynihan subscribed to and promoted a theory of passive safety: the safest streets (and highways) were those that had the fewest obstacles. The unintended direct consequence of the passive safety theory was that speeds rose. Without obstacles motorists feel -- not unreasonably -- safer and more comfortable driving at higher speeds. The secondary consequence was that high speeds along the roads made them less safe and less friendly for pedestrians and bicyclists. (In fact, the higher speeds made the roads less safe for motorists, too.)

The whole traffic calming movement is based on the premise (and research) that speed is the biggest safety factor. The way to bring down speeds is to make motorists less comfortable driving at high speeds. (This is called lowering the design speed of a street.) Speed bumps, bumpouts, chicanes, &c. It's somewhat counterintuitive. You put something in the way of motorists that would be dangerous (or at least uncomfortable to them), *if they go faster than is prudent*. The practical result is that, relying on motorists' good judgment, speeds slow and they don't have those crashes.

Is there the possibility of someone driving too fast down Jackson Street and launching themselves over the curb? I guess that's a possibility. But, the day-to-day, hour-by-hour consequence will be that speeds will be lowered through the intersection. And, speed is the greatest threat to pedestrians, not the hypothetical one-off incident. A person who is struck by a car at 20 mph has a 5% chance of dying. A person struck by a car going 30 mph has a 45% chance of dying. (And, the likelihood of serious injury rises as well.)

I'm not surprised that you feel the way you do. I've spent the last few years reading about traffic calming and how to make safe streets for everyone. I didn't get to my position on this overnight.

I will also note that the issue of traffic calming was thoroughly reviewed and discussed during the lengthy approval process.

I have every confidence that, once the bumpout is built to the approved specification, that you and other traffic calming skeptics will experience and appreciate a calmer and safer intersection.

Sean Roche  
617 792-8998

Date: Wed, 25 Feb 2009 11:41:10 -0500

Subject: Re: Daniel/Jackson bumpout - possible consequences for Duxbury /  
Marshfield Streets as well

From: Sean Roche <sean.roche@gmail.com>

To: downhilman@aol.com

Cc: vdanberg@gmail.com, blenson@gmail.com, ikronitz@comcast.net,  
btna-announce@googlegroups.com, RachelSG@aol.com, ejengelman@gmail.com,  
diwatsuki@gmail.com, clong@cnc.com, adam@peller.org, markjfield@hotmail.com,  
edmurray@verizon.net, ionharmony@comcast.net, gspector@cnc.com,  
barrysbergman@yahoo.com, luciec@comcast.net, jefftarmy@hotmail.com,  
Edailey@bromsun.com, kasdavidson@hotmail.com, jackmaypole@yahoo.com,

MCOSTELLO@partners.org, merlehass@gmail.com, jlvacca@hotmail.com, catcost@aol.com, lrothstein@comcast.net, Vdanberg@aol.com, gmansfield@newtonma.gov, ken@kenparker.org, tdaley@newtonma.gov, commave@aol.com, sweeneei@bc.edu

For a more complete discussion of my so-called concession, I refer you to this longish post: <http://newtonstreets.blogspot.com/2009/01/who-you-calling-loud.html>

Sean

On Wed, Feb 25, 2009 at 11:26 AM, <downhilman@aol.com> wrote:

Dear Vicki,

I would like to answer for my neighbor Bob, and I welcome him to correct me if I misspeak in his behalf.

There is a general frustration from the people in this neighborhood over the lack of representation that we are receiving. Somehow despite the unanimous opposition of every household (15 houses) who live on Jackson Street within one block of Daniel Street, the proposed bumpout is apparently going to be shoved down our throat, without the opportunity to speak out against this folly before our elected representatives.

54 Households in this neighborhood have expressed opposition, and there has not been one vote in support of the plan, outside of those residents who live on the street that will benefit, at the cost of the rest of the neighborhood.

We, the residents who live right at the intersection have seen how dangerous this intersection has been since the temporary barriers have been installed. We have seen the close calls, heard the skidding sounds, seen the tire marks on the bumpout curb, seen the temporary warning cones knocked away, and hear the incessant sounds of car horns warning oncoming cars of another close call. Worst of all is the increased danger to bicyclists and pedestrians. Even lead proponent Sean Roche has conceded according to the Newton Tab **"Taken too fast, the intersection could cause an accident, Roche acknowledged"**

The residents of this street and neighborhood are disgusted that no one is willing to listen to what they want on their own street and in their own neighborhood. Some of us have other ideas to seek a compromise but heal this neighborhood. Unfortunately neither you nor the promoters of this plan have any interest in seeking a solution that may address the concerns of everyone.

Maybe now you might understand some of the concerns and frustration of my neighbor Mr Lenson and the rest of our neighborhood..

Sincerely,  
Don Neuwirth.

**Announcement of the latest data, and an indication that the bumpout will be built at the location of the "smaller" berm, for which the data is listed. Mr. Daley specifically states " I have decided that the best way to move forward is with the original "compromise plan" or "smaller curb extension" plan" Reading carefully, there are discrepancies in what is being specified. One thing is sure, however, the data available, is for the smaller berm, and Mr. Daley indicates that the data for the larger berm does not show any improvement. The detailed data has not been provided.**

More Frustration From People Who Live Right There Reaches Out to Alderman

----- Forwarded message -----  
From: **tom daley** <tdaley@newtonma.gov>  
Date: Fri, Apr 10, 2009 at 3:37 PM  
Subject: Daniel / Jackson Intersection  
To: [deleted]

Hello:

As I stated in my previous e-mail please forward this to anyone else who may be interested. First, I would like to say, "thank you" for everyone's patience. We have been quite busy with a number of big issues over the past few months, but I have finally had a chance to review the Daniel / Jackson traffic information counts from last Fall. The following write up I received from our Traffic Engineer, Clint Schuckel along with the attached map and count information. I was going to paraphrase what Clint said, but I decided I couldn't do any better than he, so here we go:

"Please find the Daniel/Jackson study results attached. Figure 1 is a map showing the count locations and directions. Table 1 provides the vehicle volume and speed data collected over the course of the following three trials:

1. Trial # 1= Smaller curb extension
2. Trial # 2= No curb extension (original conditions)
3. Trial # 3= Board-approved design curb extension

The rows in bold text indicate the key measurements of vehicle speed just prior to entering (location # 2 westbound) the intersection, and just after exiting (location # 3 northbound) the intersection for the travel lane adjacent to the changes in the curb line.

In each study, the weekday average volumes were given a weight of 5 and the weekend average volumes a weight of 2, to calculate a 7-day average (5 weekdays, 2 weekend days). Only days with a full 4 hours of data were used for the volume counts, while all data were used for speed counts. Each trial count was conducted for 4 to 7 days, including at least one weekend, which exceeds the typical 8-hour weekday duration for this type of traffic study.

The following conclusions can be drawn from the before/after traffic study data:

1. Following the placement of the Board-approved design (trial # 3), there was no significant diversion of traffic to parallel streets. This is based on the volume counts from Jackson St south of Daniel St (location # 1) and on Walter St (location # 4). The observed variation was within the expected daily fluctuation of traffic volumes. The daily vehicle volumes at locations 1 and 4 remained a fraction of those observed on Daniel St (location # 3) and Jackson St east of Daniel St (location # 2). There was no change in vehicle speeds for locations 1 and 4.
2. The westbound direction for Jackson Street at location # 2 is the critical location for speed reduction since it is located just prior to the curb extension and there is no stop sign for that approach. For westbound vehicles only, there was a 3-4 mph reduction in the 85th percentile speed from no curb extension (trial # 2) to the Board-approved design (trial # 3).
3. For cars exiting the curb extension area, the northbound direction for Daniel Street (location # 3) experienced no reduction in the 85th percentile speed from trial # 2 to trial # 3. The likely explanation is that drivers generally returned to their original speed by the time they reached the counter after slowing down to pass through the intersection. Therefore, it is estimated that the curb extension reduces speeds for less than a 100 feet on northbound (downstream) Daniel Street leaving the intersection.



4. The Newton Police have no reported accidents since September 1, 2008.

5. In summary, the above information provides no new evidence that indicates the Board-approved design creates unsafe conditions, nor is there evidence that the design diverts traffic to parallel streets."

Quite honestly I have languished over this decision. I have never seen such an issue cause such turmoil in a neighborhood. I do agree with Clint's observations and summary. However, due to the severe turmoil I have observed from the neighborhood over this issue, I have decided that the best way to move forward is with the original "compromise plan" or "smaller curb extension" plan that is

mentioned in the attachment. It is my understanding from the City Engineer that the initial compromise plan was a 2' radius reduction from what the Alderman approved and what is out there now. That is what we will construct. I totally agree with Mr. Schuckel's statement that "...the above information provides no new evidence that indicates the Board-approved design creates unsafe conditions, nor is there evidence that the design diverts traffic to parallel streets." In addition I also intend not to construct the curbing on the southerly side of the intersection.

I hope the reduction satisfies some of the abutters, but I also trust that the new curbing will have some positive affect and it is a compromise. I sincerely hope that this decision helps with the relations within the neighborhood.

Work will most likely begin fairly soon. Thank you all again for your patience and thoughtful concerns.

Thank you.

Thomas E. Daley, P.E.  
Commissioner of Public Works  
Newton City Hall  
1000 Commonwealth Avenue  
Newton, MA 02459  
Phone: (617) 796-1000  
Fax: (617) 796-1050

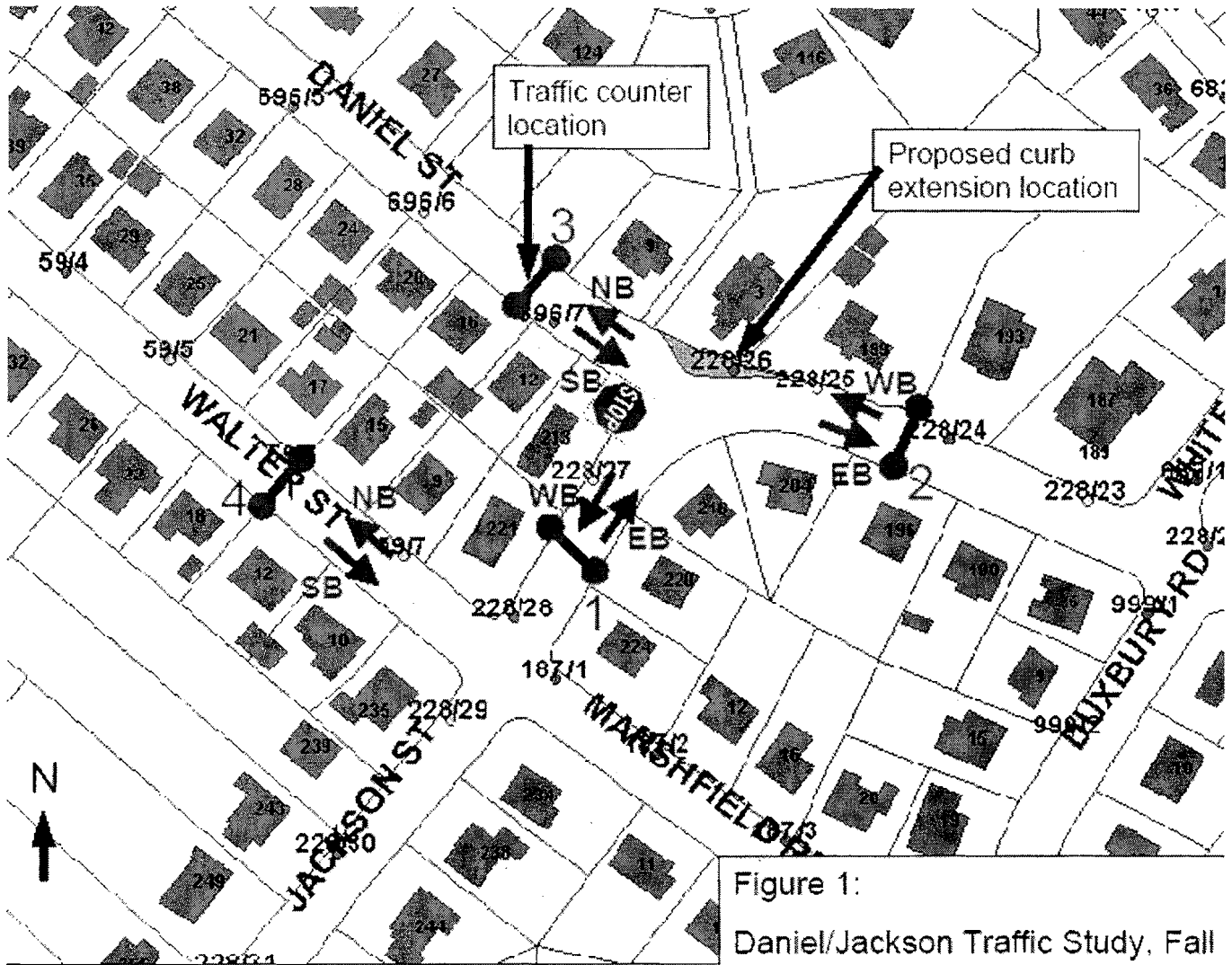


Figure 1:  
Daniel/Jackson Traffic Study, Fall

TABLE 1: Jackson Street at Daniel Street Before/After Traffic Counts			TRIAL # 1		TRIAL # 2		TRIAL # 3		Comm
			SMALLER CURB EXTENSION		NO CURB EXTENSION		BOA PLAN CURB EXTENSION		
			Volume Count Dates:		Volume Count Dates:		Volume Count Dates:		
			Speed Data Dates:		Speed Data Dates:		Speed Data Dates:		
			Wed 10/14/08 to Thu 10/23/08 (days with 24 hours of counts)		Wed 10/15/08 to Mon 10/20/08 (days with 24 hours of counts)		Thurs 11/5/08 to Sun 11/9/08 (days with 24 hours of counts)		
			Tue 9/30/08 to Wed 10/8/08 (all data points)		Tue 10/14/08 to Tue 10/20/08 (all data points)		Wed 11/5/08 to Wed 11/12/08 (all data points)		
#	Location	Direction	Volume (vehicles per day)	85th %tile speed (mph)	Volume (vehicles per day)	85th %tile speed (mph)	Volume (vehicles per day)	85th %tile speed (mph)	
1	Jackson St near # 220 (west of intersection)	Westbound Eastbound Both Directions	113 124 234	23 23 23	99 127 226	23 23 23	129 135 264	22 22 23	Speed & volume unchang About 50:50 split of daily t
2	Jackson St b/w # 198 and # 199 (east of intersection)	Eastbound Westbound Both Directions	877 665 1642	23 26 26	1019 802 1620	23 29 28	1005 667 1875	22 25 24	Volume unchanged 3-4 mph reduction in we About 60% of daily traffic
3	Daniel St near # 15 (north of intersection)	Northbound Southbound Both Directions	809 553 1366	30 27 28	536 949 1545	31 32 31	539 947 1546	31 30 30	Speed & volume unchang Southbound direction is ap About 60% of daily traffic
4	Walter St b/w # 15 and # 17 (parallel to Daniel St)	Northbound Southbound Both Directions	134 295 429	28 27 27	132 296 426	28 27 27	163 293 446	28 28 28	Speed & volume unchang About 57% of daily traffic

\* Weighted average = (weekday average x 5 + weekend average x 2) / divided by 7

**One assessment of this bumpout:**

-----Original Message-----

From: kronitz, ira

Sent: Monday, April 13, 2009 10:37 AM

To: kronitz, ira; tom daley; kparker@newtonma.gov;

gmansfield@newtonma.gov; vdanberg@newtonma.gov; lrothstein@comcast.net;

catcost@aol.com; jlvacca@hotmail.com; merlehass@gmail.com;

MCOSTELLO@PARTNERS.ORG; markjfield@hotmail.com; sean.roche@gmail.com;

jackmaypole@yahoo.com; kasdavidson@hotmail.com; tkropf@aol.com;

RachelSG@aol.com; Edailey@bromsun.com; blenson@gmail.com;

jefftarmy@hotmail.com; luciec@comcast.net; barrysbergman@yahoo.com;

peller@gmail.com; ionharmony@comcast.net; commave@aol.com; Edmund

Engelman; Edmund Engelman

Cc: dturocy@newtonma.gov; cschuckel@newtonma.gov; ltaverna@newtonma.gov;

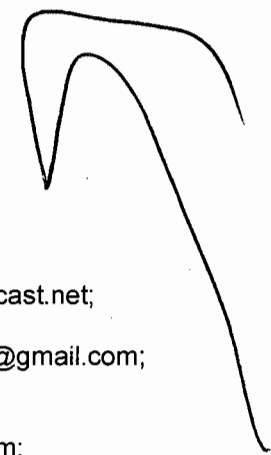
stocci@newtonma.gov; pooler Sanford

Subject: RE: Daniel / Jackson Intersection

Th points I got out of this was:

1. There has been no change to the speed or volume of cars on Daniel St. (except for the 20 diverted).
2. Whether significant or not (depending upon when and for what duration it's calculated), there's at least 20 more cars travelling on Walter St. than there used to be.
3. Cars were slowed 4MPH for a distance of 100ft. on Jackson St.

Not that decreasing speed for any distance is a bad thing, but I don't know of anyone on Jackson street that wanted this installed. Especially



Look at Their Own # Why would they put this up!!

the residents that complained of honking late at night.  
I thought I read that the mitigation funds were being used at another location in the city for a flashing pedestrian walkway.

Why is the city bothering to build this?

Regards,  
Ira  
Ira Kronitz

**The ambiguity is noted, and clarification is requested:**

To: <tdaley@newtonma.gov>, <sean.roche@gmail.com>  
Cc: <tdaley@newtonma.gov>, <kparker@newtonma.gov>, <gmansfield@newtonma.gov>, <vdanberg@newtonma.gov>, <lrothstein@comcast.net>, <catcost@aol.com>, <jlvacca@hotmail.com>, <merlehass@gmail.com>, <MCOSTELLO@partners.org>, <markjfield@hotmail.com>, <jackmaypole@yahoo.com>, <kasdavidson@hotmail.com>, <tkropf@aol.com>, <RachelSG@aol.com>, <Edailey@bromsun.com>, <blenson@gmail.com>, <jefftarmy@hotmail.com>, <luciec@comcast.net>, <barrysbergman@yahoo.com>, <peller@gmail.com>, <ionharmony@comcast.net>, <commave@aol.com>, <ejengelman@gmail.com>, <sweeneei@bc.edu>, <ikronitz@comcast.net>, <diwatsuki@gmail.com>, <edmurray@verizon.net>, <dturocy@newtonma.gov>, <cschuckel@newtonma.gov>, <ltaverna@newtonma.gov>, <stocci@newtonma.gov>, <spooler@newtonma.gov>, <edmurray@verizon.net>

Is there a way to nail down the definition of where the compromise is actually going to be?

The memo references "smaller curb extension" and indicates it is the compromise plan. It then states that the plan will reduce the present berm by 2 feet.

The actual location of the previous berm location, from which the earlier numbers were taken, is 6 feet behind the present berm.

The previous berm extended 78" from the curb, and the pink line, where the present berm is said to be located is 105" from the original curb.

Even a casual observer should remember that the previous berm extended about halfway from the curb to the yellow line in the road. The present berm extends all the way to the yellow line.

I believe the following statement is rather misleading. Mr. Daley's understanding is either incorrect or the city engineer is mistaken. Or the compromise plan does not match the previous berm. In either case, there is no clear definition of what is being considered.

"It is my understanding from the City Engineer that the initial compromise plan was a 2' radius reduction from what the Alderman approved and what is out there now".

I'd appreciate it if this information is posted to the BTNA group so everyone understands the ambiguity.

Regards,  
Ira

**Looking more towards why this bumpout was first investigated, it was seen as a traffic calming influence on Daniel St. The intersection itself seemed only to be a side factor:**

From: Ira Kronitz <ikronitz@emc.com>  
 Subject: RE: Daniel/Jackson Intersection  
 Date: Mon, 20 Apr 2009 16:19:33 -0400  
 X-MS-Has-Attach:  
 X-MS-TNEF-Correlator:  
 Thread-Topic: Daniel/Jackson Intersection  
 Thread-Index: AcnAMgzTskIkV14NTcqMLJ2IE8sDugBkIAXwAAprJLA=  
 To: <ken@kenparker.org>, <commave@aol.com>  
 Cc: <gmansfield@carlisle.mec.edu>, <vdanberg@gmail.com>, <tdaley@newtonma.gov>, <cschuckel@newtonma.gov>, <EJEngelman@gmail.com>, <edmurray@verizon.net>, <diwatsuki@gmail.com>, <rachelsg@aol.com>, <barrysbergman@yahoo.com>, <ikronitz@emc.com>

Not to put too fine a line on it, but I really don't like making statements that don't appear to be backed up by some sort of documentation. Before I receive any emails on how none of my previous statements are supported, I thought I would send a full copy of a May 23, 2004 document which I think was mentioned earlier in one of the emails. Ken, you were copied on this, as was George Mansfield. There is not a whole lot in this that talks about making the intersection safer. It seems to delve pretty deeply into how to keep cars off of Daniel St. though.

I don't really need anyone cursing me while I walk my daughter to school, so I've been reluctant to send this out. My kids often ride around the block and I don't like the idea of them being hassled either. But Sean's comment in his previous note, quoted below, does not ring true. I would have hoped that the aldermen could work through this situation, knowing the facts and history, and move towards a solution acceptable to everyone. That has been requested several times. Also, given the current configuration, the redesign does not appear to actually shorten the sidewalk to sidewalk distance.

If I'm misreading this, please tell me how. Other thoughts, comments?

As Sean stated in his note on April 14, 2009, 5 years after the letter below:  
**"First, the primary objective of the change is to make the intersection itself safer. I think Ira and others have assumed that proponents of the change only want to slow traffic in front of their respective homes. While slowing traffic along the length of the street would be nice, the primary objective is to slow the traffic in the intersection itself."**

From the document below:

The principal benefit of the redesign will be to slow the westbound traffic before it enters Daniel Street. It is also hoped that the turn will discourage cut-through traffic. A hard left turn onto Jackson from Daniel should lessen the frequency of "rolling" stops. <?xml:namespace prefix = o ns = "urn:schemas-microsoft-com:office:office" />

Finally, the current intersection is long to walk across, discouraging pedestrian use. The redesign will shorten the sidewalk-to-sidewalk distance from Daniel to Daniel and from Daniel to Jackson, making the corner more pedestrian friendly.

Concerned Residents of Daniel Street  
 Newton, MA 02459

May 23, 2004

The Honorable Mayor David Cohen  
 City Hall  
 Newton, MA

Dear Mayor Cohen:

As you are aware, the residents of Daniel Street have been concerned for some time about the

*Another Lie Look at the Original Petition to the Mayor!!! They don't WANT STOP Signs because Stop Signs Don't Divert Traffic*

*Original Petition Again*

traffic situation in our neighborhood. We are writing to request that you:

- Authorize the City Traffic Engineer and the Department of Public Works to redesign and reconstruct of the intersection of Daniel and Jackson streets, such work to be paid for with money from the Terraces mitigation fund;

- Write to the Traffic Council to express your concern about our problems, encourage efforts to ameliorate the situation, and support the petitions before the Traffic Council to be heard on May 27, 2004; and

- Authorize the City Traffic Engineer and the Department of Public Works to remove the painted stripe on Daniel Street.

## Background

The problems on Daniel Street result from what it is and where it is. Daniel Street is a narrow, residential street. It is ill suited to the volume, speed, or behavior of traffic that uses Daniel and Jackson streets as a cut-through between Parker and Langley. It is a feeder and cut-through because the Daniel/Jackson link from Parker to Langley is the only path between a rock – Institution Hill – and a hard place – the very broken Route 9. It is an attractive alternative to those drivers looking to avoid Newton Centre congestion or the problems of Route 9, especially those traveling from the west and south to the south end of Langley. The Daniel/Jackson Streets cut-through avoids the turnaround at Hammond Pond Parkway necessary to go north on Langley from eastbound Route 9.

The overuse and misuse of Daniel Street is only going to get worse, probably dramatically worse. Occupancy has begun at the Terraces. Hebrew College is shortly going to apply for a Special Permit to expand and create an entrance from/exit to Langley. Congestion steadily increases in Newton Centre and on Route 9. These forces will combine to drive cut-through traffic through our neighborhood.

We have attached a more detailed description of the problems and our proposed solutions.

## Intersection redesign/reconstruction

A particular problem with Daniel Street traffic is caused by the design of the intersection with Jackson Street. Westbound traffic from Jackson has but a gentle bend to negotiate to enter Daniel. As a result, cars carry too much speed into Daniel's narrow straits. Cars routinely cross over the center line to pass parked cars, more than occasionally having to stop sharply or veer to avoid eastbound traffic.

Representatives of the neighborhood met with City Traffic Engineer Clint Schuckel to discuss the situation and potential solutions. We propose, and Mr. Schuckel endorses, a plan to build out and square the intersection to make the turn from Jackson to Daniel a ninety-degree turn. This will diminish traffic speed as cars make the transition from the wider Jackson to Daniel. The added effort may even make Daniel/Jackson less attractive as a cut-through.

It is our understanding that your authorization is all that is necessary for Mr. Schuckel to begin to redesign the intersection, to test the feasibility and effectiveness of a redesign with sandbags, and to plan construction. The intersection redesign project is an appropriate use of Terraces mitigation funds, as occupancy will inevitably aggravate existing traffic conditions. Would you please authorize Mr. Schuckel to begin work on this project?

## Petitions

We have two petitions before the Traffic Council, to be heard on May 27, 2004. Would you please write to the Traffic Council to express that you believe our situation merits immediate attention and action, and that you are especially concerned for the safety of the school children who walk along Daniel and Jackson to Bowen each day. We request your support not just for the two petitions, but also for additional traffic calming measures that have been suggested by Mr. Schuckel.

The two petitions are:

· #289-03 ADAM PELLER, 28 Daniel Street, requesting three way stop sign at the intersection of JACKSON STREET and DANIEL STREET. (Ward 6)

· #290-03 SEAN ROCHE, 42 Daniel Street, requesting speed limit on Jackson Street heading to Daniel Street be reduced to 25 mph (currently 30 mph). (Ward 6)

## Removal of Yellow Stripe on Daniel Street

Mr. Schuckel suggested one immediate measure the city could take. Daniel Street is currently marked with a single yellow stripe, which he believes indicates to drivers that they are on a larger thoroughfare where fast speeds are acceptable. According to Mr. Schuckel, it is not customary to stripe residential streets such as Daniel. At a meeting with Mr. Schuckel on May 19, he indicated that the yellow stripe could be removed by the Department of Public Works. Would you please instruct Mr. Schuckel and the DPW to remove the stripe?

Thank you very much for your ongoing attention to our concerns. If you have any questions, please direct them to Jennifer Youtz Grams, Adam Peller, or Sean Roche. Ms. Grams and Messrs. Peller and Roche have been spearheading our neighborhood efforts.

Sincerely,

The residents of Daniel Street

cc: Alderman George Mansfield  
Alderman Ken Parker  
City Traffic Engineer Clint Schuckel

## Daniel Street Traffic Conditions

# Children on Daniel Street

Daniel Street is a principal route for children walking to Bowen School, particularly children who live just west of Parker Street. In addition, lots of young children live on Daniel Street. On the short street, there are 14 children under the age of 8, ten of whom are five or younger. A fifteenth is due in August.

Children are regularly on the sidewalks.

# Residential character of Daniel Street

Daniel Street is a narrow, residential street ill suited to carry the volume of traffic that travels it each day. Almost all of the driveways are short and narrow. On-street parking – which is limited to the north side of the street – is an absolute necessity for working families to handle vehicle logistics. Cars parked on the street further narrow the street.

The sight lines on the street are short because of a curve at the west end.

Not only is the street narrow, the setbacks are uniformly short. This contributes to the negative effect of traffic on the neighborhood, discussed more below.

# Daniel Street is a cut-through

Though it is not obvious from a map, Daniel and Jackson Streets combine to form a cut-through between Parker and Langley Streets. Daniel/Jackson is the only meaningful path from Parker to Jackson between Route 9 and Newton Centre. Because Route 9 and Newton Centre are so badly congested, drivers look for an alternative and use Daniel/Jackson.

The Daniel/Jackson cut-through is particularly attractive for traffic from the south and west heading to Langley Road. Taking Route 9 east to Langley means continuing over a mile past Langley, using the Hammond Pond turnaround, heading back onto Route 9 west, and exiting at the Langley jug-handle. It is not only a question of added distance. Route 9 is woefully congested at rush hour and the Langley exit is a disaster.

# Traffic behavior



Jackson Street is wider than Daniel Street, the grade from Jackson to Daniel is a pronounced downhill slope, and the "turn" onto Daniel from Jackson is barely a bend. Consider on their own, these factors mean that traffic heading west on Daniel from Jackson is generally moving at a good clip. The problem is greatly compounded by the unavoidable use of on-street parking, described above. To avoid cars parked on the north side of Daniel, westbound traffic routinely travels completely in the eastbound lane, with all four wheels over the yellow stripe. Westbound traffic often continues in the eastbound lane nearly the length of Daniel, even deep into the curve at the west end of the street.

Frequently, westbound traffic in the eastbound lane comes upon eastbound traffic. The result is either rapid braking, swerving into spots between parked cars, or traffic passing three abreast (parked car, westbound car, eastbound car) with inches to spare. While – miraculously – there have not been any collisions (though plenty of minor damage to parked cars, like rear-view mirrors shearing off), it seems unavoidable that something serious is going to happen. (One car did swerve onto the sidewalk, knocking down a "Caution: Children" sign and narrowly missing a tree.)

We don't need an actual collision to create anxiety in the neighborhood. The unending series of close calls create an inhospitable atmosphere.

## Traffic volume

The current traffic volume is unacceptable to the nature and design of Daniel Street. The volume, however, is certain to go up. Way up.

As described above, Jackson and Daniel Streets are a particularly attractive cut-through to and from Langley. Occupancy has begun at the Terraces on Langley, which will greatly increase the use of the cut-through. And, Hebrew College is set to request a Special Permit to expand its facilities on Institution Hill.

The Hebrew College plan poses a double-whammy. Not only is the college hoping to expand, they want to build an entrance from/exit to Langley. The expansion promises higher total traffic volume and the Langley Road entrance means that Daniel Street will be an attractive cut-through to a big chunk of both existing and new traffic.

## The Jackson/Daniel intersection

The design of the intersection with Jackson Street contributes to the Daniel Street traffic problem. Westbound traffic flows into Daniel without slowing, despite the fact that Daniel Street is narrower and far more likely to have cars parked in the westbound lane. The eastbound situation is better because of the stop sign on Daniel Street, but the shape of the intersection does not discourage traffic. (In fact, much eastbound traffic treats the stop sign as a requirement to do no more than brush the brakes, if that.)

The proposed redesign will "square" the intersection, building out the north side of the intersection and pulling the stop sign farther into the current intersection. The effect will be to turn what is a

"Y" into a "T," requiring a hard right turn for westbound traffic from Jackson to Daniel and a hard left turn for eastbound traffic from Daniel to Jackson.

The principal benefit of the redesign will be to slow the westbound traffic before it enters Daniel Street. It is also hoped that the turn will discourage cut-through traffic. A hard left turn onto Jackson from Daniel should lessen the frequency of "rolling" stops.

Finally, the current intersection is long to walk across, discouraging pedestrian use. The redesign will shorten the sidewalk-to-sidewalk distance from Daniel to Daniel and from Daniel to Jackson, making the corner more pedestrian friendly.

## Further traffic calming

Because of its unique location between Institution Hill and Route 9, we believe that Daniel and Jackson Streets will continue to be an outlet for the traffic pressures of Newton Centre and Route 9. Absent major construction to widen Daniel Street (which would necessarily involve significant takings), steps should be taken to resist those pressures. The intersection redesign is an important first step, but Daniel Street is an ideal candidate for further traffic calming, particularly a chicane or traffic table.

Traffic tables are currently forbidden by ordinance, but it is time to reconsider the ordinance. A traffic table mid-block on Daniel and a table or tables at the intersection of Cypress and Jackson are appropriate to the neighborhood and the proper use of its streets.

To: Mayor David Cohen  
May 23, 2004

From:

(signed by roughly a dozen Daniel Street residents)

Regards,  
Ira  
Ira Kronitz

**From:** kronitz, ira  
**Sent:** Monday, April 20, 2009 12:23 PM  
**To:** 'Ken Parker'; Stephen Wojnar  
**Cc:** George Mansfield; Vicki Danberg; tom daley; Clint Schuckel; Ejenelman@gmail.com; edmurray@verizon.net; diwatsuki@gmail.com; rachelsg@aol.com  
**Subject:** RE: Daniel/Jackson Intersection

Despite my sarcasm surrounding the name calling, as well as the motives of some people, I think I've been pretty open about how I looked at the data and the effect I see at the intersection.

Do you really think I would tell my daughter to cross at a different intersection if this one was made safer? I would not. And before it was ingrained in her, there was hardly a day that she left the house that I did not remind her to NOT cross at Daniel and Jackson.

The kid is in the 5th grade and wants to walk by herself. I have to let her out on her own at some point. And

if she is crossing by herself, she is better off doing it at a different corner.

What the cars now do at that intersection is a bit dodgy. Some slow down, some whip around and seem to come right at you, some see you at the corner and instead of stopping, they race to cut off the oncoming car's access to Daniel St. so they don't have to wait.

When I drive through there, (every morning on my way back from the gym - about 8:10AM), the car at the stop sign, often seems to think it has the right of way, (maybe because it's going straight and the other car has to basically turn) so it usually jumps the gun and tries to beat out the car travelling westbound.

I find it hard to believe it's technically safer.

I walked there with my younger daughter when there was snow because she isn't big enough to tramp through the unshovelled snow on the south side of Jackson on the way to Bowen.

And when I'm at the corner, quite often, I'll see one of the major proponents of this bumpout, crossing, in the middle of the block taking his kids across the street without coming to the corner. Because it's easier, and basically safer if you can see there are no cars coming. And the other proponent thinks I'm commenting about his kids. Obviously they must cross in the middle too, otherwise he would have said I was mistaken. And still, they're pushing the change, first as a traffic calming for the street, and now as something specifically safer for the intersection.

That intersection has a safety history of many, many years. The only accident I know of was supposedly due to a girl trying to put a cupcake or doughnut into her boyfriend's mouth and that caused him to veer off the road. Ed Murray grew up on Walter St. and can speak to the safety of the intersection going back decades.

And this change is supposed to improve on that record. It seems unlikely at this point. You're telling me it's a done deal, fine. I really do think you're doing a disservice to the community. And that's pretty sad. Take 20 minutes or a half-hour, walk down the lower part of Jackson, and come back up to the intersection and cross over a few times at about 8:20-8:40 when school is starting. You'll see what I mean. You'll also see the cars racing down Walter St. that never used to be there, but I'd be happy if you just took note of the intersection.

I think it's clear that I was told that I'd "do anything to deny my neighbors peace and safety" because it was a function of what the bumpout was going to do for the residents of Daniel St. in limiting the speed and the number of cars on their street. You seemed to think so as well, when you told me that one of the proponents complained that he couldn't teach his kid to ride a bicycle on Daniel St. because it was too busy. Since the data showed it didn't really help them, I didn't think people would keep pushing for it. Now, suddenly, it's the safety of the pedestrian that is all important. It's an interesting tidbit to know how much more likely I am to live if I'm hit by a car going 30 as opposed to 40MPH, but I prefer not to be hit at all.

It's just not safer. And obviously, the people avoiding the intersection feel the same. In short, Ken, I don't actually think you or the other aldermen would think the same way if you lived in the neighborhood. The experts are saying, given the data and their expertise, it is safer, regardless of how we feel. I don't think we ever would have gotten to this point if it wasn't for some dubious motives. Hopefully no one will be hurt in the years to come. Time will tell.

Regards,  
Ira

**The following email stream indicates that Sean Roche is refusing to send out a notice to the BTNA, as well as insinuating I was seeing conspiracies. In fact, he changed the website and has refused to send out information that he does not agree with.**

-----Original Message-----  
From: kronitz, ira

Sent: Tuesday, April 21, 2009 4:50 PM  
To: 'Sean Roche'  
Subject: RE: Daniel/Jackson Intersection

Good for you. I hope you enjoy yourself.

You still didn't answer any of the questions. I think that slides the scenario back into the passive aggressive category. Along with tickie marks in the omission and obfuscation columns.

Regards,  
Ira  
Ira Kronitz  
EMC Cambridge Software Center  
11 Cambridge Center  
Cambridge, MA 02142-1405  
Ph: 617-679-1115  
kronitz\_ira@emc.com

-----Original Message-----

From: Sean Roche [mailto:sean.roche@gmail.com]  
Sent: Tuesday, April 21, 2009 4:08 PM  
To: kronitz, ira  
Subject: Re: Daniel/Jackson Intersection

Ira,

I'm on vacation.

Take a deep breathe and don't attribute everything to a conspiracy against you.

Sean

On 4/21/09, Ira Kronitz <ikronitz@emc.com> wrote:

> Sean,  
> Did you change the BTNA website so members can no longer add or edit  
> pages?  
> That function no longer seems to be available to me.  
> Neither can I reply to a discussion.  
>  
> I take it your lack of response means that you don't intend to  
> announce  
> the possible confusion over the placement of the berm.  
>  
> In case folks would like to tell others, or point them to the web  
> site,  
> I was able to upload a text file with the information. It's listed  
> under files on the home page for the group. Although the viewing  
> appears to take a very long time the download appears to work fine.  
It  
> simply has the information listed further down in this thread on the  
> berm locations.  
> <http://groups.google.com/group/btna-announce?hl=en>  
>  
> Regards,

> Ira  
> Ira Kronitz  
> EMC Cambridge Software Center  
> 11 Cambridge Center  
> Cambridge, MA 02142-1405  
> Ph: 617-679-1115  
> kronitz\_ira@emc.com

**More recently, we have not been able to receive a response even as simple as how far the bumpout will extend:**

From: Ken Parker <ken@kenparker.org>  
Subject: FWD: Daniel/Jackson bumpout location  
Date: Thu, 30 Apr 2009 13:10:12 -0400  
To: Lou Taverna <ltaverna@newtonma.gov>  
X-Mailer: Apple Mail (2.753.1)

Hi Lou,

Could you please answer Ira's question (below).

Thanks,

Ken

-----  
Ken Parker  
Newton Alderman  
kpark@newtonma.gov  
(617) 965-3723

*City Hall  
Can't even give  
the measurements for  
the smaller bump-out  
with the trial !!*

On Apr 30, 2009, at 1:04 PM, Ira Kronitz wrote:

Ken Parker told me that he was going to follow up with folks to determine exactly where Mr. Daley had intentions of building the bumpout.

Either the original berm (78 inches from the original curb), for which we had data, or 2ft in from the present berm (150 inches from the original curb).

I realize Mr. Daley has been on vacation, but shouldn't this be just a quick two minute conversation?

From his email below, Ken wrote: "He pointed out that according to the data collected, average speeds on Daniel St. were actually reduced more with the small bump-out than with the larger one. (It may be that these differences are not statistically meaningful, but there is no evidence that the larger bump-out achieves more traffic calming results.)"

The more I think about it, why wouldn't someone just respond with "it's where the berm was before - 78" from the curb"? Why is anyone considering, or even requesting a 2ft. change, yet another dimension and something for which there is no data?

Regardless of whether I agree with the bumpout or not, I'm not following the logic of yet another change to the configuration. Can someone explain that?

If folks are busy, and they don't have time, I can understand that. When do you think you might get to it?

**At this late date, Commissioner Daley is questioning the months of emails that have indicated where the original berm was built. His initial email**

indicating that he was going to build the berm at the compromise position, referenced the data collected at the smaller berm. If the data is valid for the smaller berm, and it proves just as effective for the intersection as well as Daniel St., why is it necessary to build to either the pink line, or some other line that is 8.5 or 24 inches behind the pink line? As stated above, "One thing is sure, however, the data available, is for the smaller berm, and Mr. Daley indicates that the data for the larger berm does not show any improvement."

*More Frustration everyone including Alderman thought smaller Bump-out going up!!*

From: Ira Kronitz <ikronitz@emc.com>  
Subject: RE: Daniel/Jackson bumpout location  
Date: Fri, 1 May 2009 11:11:15 -0400  
X-MS-Has-Attach:  
X-MS-TNEF-Correlator:  
Thread-Topic: Daniel/Jackson bumpout location  
Thread-Index: AcnKUnnRR0UxG2n4SzmAekH/PeV+8QAD/GdwAAJ5e3A=  
To: <tdaley@newtonma.gov>, <ikronitz@emc.com>  
Cc: <kparker@newtonma.gov>, <gmansfield@newtonma.gov>, <vdanberg@newtonma.gov>, <lrothstein@comcast.net>, <catcost@aol.com>, <jlvacca@hotmail.com>, <merlehass@gmail.com>, <MCOSTELLO@partners.org>, <markjfield@hotmail.com>, <jackmaypole@yahoo.com>, <kasdavidson@hotmail.com>, <tkropf@aol.com>, <RachelSG@aol.com>, <Edailey@bromsun.com>, <blenson@gmail.com>, <jefftarmy@hotmail.com>, <luciec@comcast.net>, <barrysbergman@yahoo.com>, <ionharmony@comcast.net>, <commave@aol.com>, <ejengelman@gmail.com>, <sweeneei@bc.edu>, <diwatsuki@gmail.com>, <dturocy@newtonma.gov>, <cschuckel@newtonma.gov>, <ltaverna@newtonma.gov>, <spooler@newtonma.gov>, <stocci@newtonma.gov>, <edmurray@verizon.net>, <sschnipper@newtonma.gov>  
X-OriginalArrivalTime: 01 May 2009 15:11:22.0891 (UTC) FILETIME=[16C43DB0:01C9CA6F]  
X-EMM-EM: Active

Let's look at it this way....

I obviously correctly placed the pink line, since my measurements indicate that the present berm is on the line and that's where you said it was, and still is, approximately, within a few inches.

How could I have gotten the pink line correct, and mis-measured by THREE FEET, the berm that was still physically there, sticking out of the ground several inches?

If anything, I would have misplaced or misunderstood the pink line.

I'm sorry you feel that my measurement is wrong, but I couldn't have been that far off, not even if I had just been water-boarded.

I don't know what measurement you took, but it wasn't to that previous berm; it couldn't have been.

Regards,  
Ira  
Ira Kronitz  
EMC Cambridge Software Center  
11 Cambridge Center

Cambridge, MA 02142-1405  
 Ph: 617-679-1115  
 kronitz\_ira@emc.com

Trying to  
 correct city Hall

-----Original Message-----

From: kronitz, ira  
 Sent: Friday, May 01, 2009 10:14 AM  
 To: 'tom daley'

Cc: kparker@newtonma.gov; gmansfield@newtonma.gov; vdanberg@newtonma.gov;  
 lrothstein@comcast.net; catcost@aol.com; jlvacca@hotmail.com; merlehass@gmail.com;  
 MCOSTELLO@partners.org; markjfield@hotmail.com; jackmaypole@yahoo.com;  
 kasdavidson@hotmail.com; tkropf@aol.com; RachelSG@aol.com; Edailey@bromsun.com;  
 blenson@gmail.com; jefftarmy@hotmail.com; luciec@comcast.net; barrysbergman@yahoo.com;  
 ionharmony@comcast.net; commave@aol.com; ejengelman@gmail.com; sweeneei@bc.edu;  
 diwatsuki@gmail.com; dturocy@newtonma.gov; cschuckel@newtonma.gov;  
 ltaverna@newtonma.gov; spooler@newtonma.gov; stocci@newtonma.gov;  
 edmurray@verizon.net; sschnipper@newtonma.gov  
 Subject: RE: Daniel/Jackson bumpout location

Tom,

I respectfully and strongly disagree. If you consider the pink line the approved plan, there are emails going back months and months that indicate that the new layout was TWICE as large as the original berm.

That is what got everyone calling for another study. At no time did you indicate the measurements or the 100% increase of the bumpout was in question. And you agreed to another study.

That previous berm came to about the midpoint of the travel lane. The present berm, (built to the pink line) came all the way to the midpoint of the road.

That is not a distance of three feet. No one has disputed this earlier.

I'm sorry, but I'm absolutely adamant that you could not have measured from the previous berm to the pink line and gotten 30-36" If I was three feet off the mark, I'm sure the proponents of the bumpout would have noticed and made mention of it.

Unfortunately, I can't consider myself a fine woodworker, but I've built cabinets, tables, bookcases, etc. and I can routinely measure to 16ths and 32nds of an inch. And years ago, I worked summers in a machine shop and measured to 10thousandths of an inch. My second job in the summer was as a draftsman for a sheet metal worker. I also graduated as an engineer. Although it was in chemical engineering; so I know I can measure liquids as well. Once again, I'm sorry, but I did NOT measure that distance, incorrectly, let alone 3 feet off. I walk by there every day, and if I was three feet off, I would have been able to see it, just looking at it.

That said, I measured the green dots last night. And even allowing for various edge measurements and such, the furthest you might be able to say the dots are from the present berm is about 16 inches. That is not even the two feet that has been discussed as a compromise, let alone the fact that all the recent notes alluded to the issue of you referencing the previous berm.

I would be happy to meet with you and review the measurements onsite if you'd like.

Even before that, however, as I stated before:

I personally think it should be possible for a city engineer to look at their project drawings and tell us that the curb will be, at the widest part, some number of inches from the existing granite curb. And, after it's built, if it's built, it can be measured to see if the as-built is correct.

With one minor change, we need measurements to the far end of the sidewalk rather than the existing curb, since the existing curb will no longer be there, if this is to be built.

Regards,

Ira

Ira Kronitz

EMC Cambridge Software Center

11 Cambridge Center

Cambridge, MA 02142-1405

Ph: 617-679-1115

kronitz\_ira@emc.com

-----Original Message-----

From: tom daley [mailto:tdaley@newtonma.gov]

Sent: Friday, May 01, 2009 7:45 AM

To: kronitz, ira

Cc: kparker@newtonma.gov; gmansfield@newtonma.gov; vdanberg@newtonma.gov; lrothstein@comcast.net; catcost@aol.com; jlvacca@hotmail.com; merlehass@gmail.com; MCOSTELLO@partners.org; markjfield@hotmail.com; jackmaypole@yahoo.com; kasdavidson@hotmail.com; tkropf@aol.com; RachelSG@aol.com; Edailey@bromsun.com; blenson@gmail.com; jefftarmy@hotmail.com; luciec@comcast.net; barrysbergman@yahoo.com; ionharmony@comcast.net; commave@aol.com; ejengelman@gmail.com; sweeneei@bc.edu; diwatsuki@gmail.com; dturocy@newtonma.gov; cschuckel@newtonma.gov; ltaverna@newtonma.gov; spooler@newtonma.gov; stocci@newtonma.gov; edmurray@verizon.net; sschnipper@newtonma.gov  
Subject: RE: Daniel/Jackson bumpout location

Hi Ira:

Sorry but I do not know where you are getting that the previous berm was 6' from the approved plan. I personally measured it and it was about 30" to 36".

thx

From: Ira Kronitz <ikronitz@emc.com>  
Subject: RE: Daniel/Jackson bumpout location  
Date sent: Thu, 30 Apr 2009 14:16:31 -0400  
To: <tdaley@newtonma.gov>  
Copies to: <kparker@newtonma.gov>,  
<gmansfield@newtonma.gov>,  
<vdanberg@newtonma.gov>,  
<lrothstein@comcast.net>,  
<catcost@aol.com>,  
<jlvacca@hotmail.com>,  
<merlehass@gmail.com>,  
<MCOSTELLO@partners.org>,  
<markjfield@hotmail.com>,  
<jackmaypole@yahoo.com>,  
<kasdavidson@hotmail.com>,  
<tkropf@aol.com>,  
<RachelSG@aol.com>,  
<Edailey@bromsun.com>,  
<blenson@gmail.com>,  
<jefftarmy@hotmail.com>,  
<luciec@comcast.net>,  
<barrysbergman@yahoo.com>,



<ionharmony@comcast.net>,  
<commave@aol.com>,  
<ejengelman@gmail.com>,  
<sweeneei@bc.edu>,  
<diwatsuki@gmail.com>,  
<dturocy@newtonma.gov>,  
<cschuckel@newtonma.gov>,  
<ltaverna@newtonma.gov>,  
<spooler@newtonma.gov>,  
<stocci@newtonma.gov>,  
<edmurray@verizon.net>,  
<sschnipper@newtonma.gov>

Hi Tom,  
I hope you had a nice vacation.  
Thank-you, that's clear. I will take a look, as well as others, I'm sure.

However, you realize that there could still be a remaining question.

If that green line is two feet away from the present berm, wouldn't you be inclined to say that it's in the wrong place? The aldermen seem to be under the impression that it's going to be built where the previous berm was located, that's about 6 feet away from where it is now.

Anyone working from home today that would like to walk over and take a look? Two ft. vs. 6ft from the present berm should be pretty easy to recognize. Hopefully, there isn't an additional misunderstanding.

Regards,  
Ira  
Ira Kronitz  
EMC Cambridge Software Center  
11 Cambridge Center  
Cambridge, MA 02142-1405  
Ph: 617-679-1115  
kronitz\_ira@emc.com

-----Original Message-----

From: tom daley [mailto:tdaley@newtonma.gov]  
Sent: Thursday, April 30, 2009 1:53 PM  
To: kronitz, ira  
Cc: kparker@newtonma.gov; gmansfield@newtonma.gov; vdanberg@newtonma.gov; lrothstein@comcast.net; catcost@aol.com; jlvacca@hotmail.com; merlehass@gmail.com; MCOSTELLO@partners.org; markjfield@hotmail.com; jackmaypole@yahoo.com; kasdavidson@hotmail.com; tkropf@aol.com; RachelSG@aol.com; Edailey@bromsun.com; blenson@gmail.com; jefftarmy@hotmail.com; luciec@comcast.net; barrysbergman@yahoo.com; peller@gmail.com; ionharmony@comcast.net; commave@aol.com; ejengelman@gmail.com; sweeneei@bc.edu; diwatsuki@gmail.com; dturocy@newtonma.gov; cschuckel@newtonma.gov; ltaverna@newtonma.gov; spooler@newtonma.gov; stocci@newtonma.gov; edmurray@verizon.net; sean.roche@gmail.com; sschnipper@newtonma.gov  
Subject: RE: Daniel/Jackson bumpout location

Hi Ira:  
I am now confused with all of the discussion of how many inches from where we're going to build the berm. In short the City licensed land surveyor last year staked out the plan that was

approved by the Alderman (it was a pink line). The most current trial had the temporary berm installed as close as we could to that pink line. Yesterday the City's licensed land surveyor staked out the line we intend to build in green. Please take a look. Thanks.

From: Ira Kronitz <ikronitz@emc.com>  
Subject: RE: Daniel/Jackson bumpout location  
Date sent: Thu, 30 Apr 2009 13:04:29 -0400  
To: <kparker@newtonma.gov>, <ikronitz@emc.com>  
Copies to: <tdaley@newtonma.gov>, <gmansfield@newtonma.gov>, <vdanberg@newtonma.gov>, <lrothstein@comcast.net>, <catcost@aol.com>, <jlvacca@hotmail.com>, <merlehass@gmail.com>, <MCOSTELLO@partners.org>, <markjfield@hotmail.com>, <jackmaypole@yahoo.com>, <kasdavidson@hotmail.com>, <tkropf@aol.com>, <RachelSG@aol.com>, <Edailey@bromsun.com>, <blenson@gmail.com>, <jefftarmy@hotmail.com>, <luciec@comcast.net>, <barrysbergman@yahoo.com>, <peller@gmail.com>, <ionharmony@comcast.net>, <commave@aol.com>, <ejengelman@gmail.com>, <sweeneei@bc.edu>, <ikronitz@comcast.net>, <diwatsuki@gmail.com>, <dturocy@newtonma.gov>, <cschuckel@newtonma.gov>, <ltaverna@newtonma.gov>, <stocci@newtonma.gov>, <spooler@newtonma.gov>, <edmurray@verizon.net>, <sean.roche@gmail.com>

\* more about  
the Lines the Alderman  
Approved, JULY 12, 2007  
We were told there  
was a Compromis test  
~~with~~ Trial with  
Smaller Bump-out -  
Now They go back  
to the Alderman approach  
Lines!!!  
Makes No Sense!!!

Ken Parkertold methat he was going to follow up with folks to determine exactly where Mr. Daley had intentions of building the bumpout.

Either the original berm (78 inches from the original curb), for which we had data, or 2ft from the present berm (150 inches from the original curb).

I realize Mr. Daley has been on vacation, but shouldn't this be just a quick two minute conversation?

From his email below, Ken wrote: "He pointed out that according to the data collected, average speeds on Daniel St. were actually reduced more with the small bump-out than with the larger one. (It may be that these differences are not statistically meaningful, but there is

no evidence that the larger bump-out achieves more traffic calming results.)"

The more I think about it, why wouldn't someone just respond with "it's where the berm was before - 78" from the curb"? Why is anyone considering, or even requesting a 2ft. change, yet another dimension and something for which there is no data?

Regardless of whether I agree with the bumpout or not, I'm not following the logic of yet another change to the configuration. Can someone explain that?

If folks are busy, and they don't have time, I can understand that. When do you think you might get to it?

On Apr 17, 2009, at 3:31 PM, Ken Parker wrote:

Dear Daniel/Jackson intersection neighbors,

We are writing as your three Ward 6 Aldermen to share our thoughts on the Daniel/Jackson intersection project recommendation we all received from Public Works Commissioner Tom Daley last week. We had the opportunity to meet with Commissioner Daley and with Traffic Engineer Clint Schuckel yesterday and they were very forthright in answering our questions and helping us to understand his recommended solution.

This has been a long and difficult process and we are well aware of the level of controversy and frustration that surrounds the issue. We recognize that whatever outcome Commissioner Daley decided to pursue, some of the people in the neighborhood would be disappointed. We also recognize that there have been flaws in the process of decision-making, information-gathering, and communication, for which we apologize. We recognize that this issue could have and should have been handled better and we will strive to make sure that the City does a better job of handling issues like this in the future.

*Admitting  
Flaws in the  
Process and  
In the decision  
making  
Why would you  
go forward!!*

That having been said, we are have decided to give Commissioner Daley our strong support for his decision. We would be happy to organize and attend a neighborhood meeting to discuss our thoughts in greater detail, but here are the answers to some of the questions we have already received.

1) Would stop signs be a better (and cheaper) solution? Traffic Engineer Schuckel confirmed again that additional stop signs at the intersection should not be installed with the current intersection configuration and he would not recommend them as a safety enhancement. However, with the reconfigured intersection, it is possible that additional stop signs could be added at some point in the future, if necessary. Please note that all three of us supported the neighborhood petition for 3-way stop signs at this intersection that was rejected by the Traffic Council several years ago.

2) Would a larger bump-out be safer for the neighborhood? Commissioner Daley informed us that when he considered all factors, the smaller bump-out he has proposed "is the right thing to do in regards to vehicle and pedestrian safety in the neighborhood." He pointed out that according to the data collected, average speeds on Daniel St. were actually reduced more with the small bump-out than with the larger one. (It may be that these differences are not statistically meaningful, but there is no evidence that the larger bump-out

*Smaller  
Bump-out  
Reduced  
Speed!!*

achieves more traffic calming results.)

3) Does the proposed design divert traffic to other streets? No. Commissioner Daley and Traffic Engineer Schuckel said that the data show no statistically-meaningful diversion to other streets.

4) Could this money be better spent on something else? No, since this project is being funded by mitigation funds given to the City by a developer and those funds have already been encumbered for this purpose, if we do not spend them on the bump-out, we will have to return them to the developer.

Please also note that Commissioner Daley informed us that the constructed version of the bump-out will be smoother and more professional in its appearance than the trial version, so that neighbors should not expect it to look identical. It will incorporate proper handicapped curb cuts and placement of the current Daniel St. stop sign, and will configure the sidewalk to allow more room for a car in the driveway at 3 Daniel St.

Thank you again for your patience with this process. We expect that they City will be sending out surveyors to the site soon and that construction will begin within a few weeks.

Sincerely,

George Mansfield - Ken Parker - Victoria Danberg  
Ward 6 Aldermen

Regards,  
Ira  
Ira Kronitz  
EMC Cambridge Software Center  
11 Cambridge Center  
Cambridge, MA 02142-1405  
Ph: 617-679-1115  
kronitz\_ira@emc.com

From: kronitz, ira  
Sent: Tuesday, April 21, 2009 11:07 AM  
To: kronitz, ira; Thomas Daley; Sean Roche  
Cc: tdaley@newtonma.gov; kparker@newtonma.gov; gmansfield@newtonma.gov; vdanberg@newtonma.gov; lrothstein@comcast.net; catcost@aol.com; jlvacca@hotmail.com; merlehass@gmail.com; MCOSTELLO@partners.org; markjfield@hotmail.com; jackmaypole@yahoo.com; kasdavidson@hotmail.com; tkropf@aol.com; RachelSG@aol.com; Edailey@bromsun.com; blenson@gmail.com; jefftarmy@hotmail.com; luciec@comcast.net; barrysbergman@yahoo.com; peller@gmail.com; ionharmony@comcast.net; commave@aol.com; ejengelman@gmail.com; sweeneei@bc.edu; ikronitz@comcast.net; diwatsuki@gmail.com; edmurray@verizon.net; dturocy@newtonma.gov; cschuckel@newtonma.gov; ltaverna@newtonma.gov; stocci@newtonma.gov; spooler@newtonma.gov; ed murray

Look at  
Their own  
Data Dmgy  
School +  
Am Hours.

Again  
3 Daniel St  
ISNT  
Even  
on  
Bandy

Subject: RE: Daniel/Jackson Intersection

Sean wrote:

Ira, I agree that Tom's e-mail was not clear. It's my understanding that it will be 2'. I'd be happy to post a clarification to the BTNA list if we get one.

Sean

Thanks Sean, but the point is that I think people are walking away with a visual impression of the compromise being the previous berm. Being told that the berm is 2ft. less, doesn't really explain the fact that the compromise is probably not the berm, but a 4 foot extension of the previous berm.

In other words, people are walking away with the wrong impression and are not being given ample time to voice their opinions.

What if the clarification doesn't become available until after they start building?

No, the ambiguity should be posted, as well as the clarification when it becomes available. That would be the equitable thing to do.

By the way, who did you speak to about the 2ft. change that lead to your understanding? It looks like a 50/50 toss up from this write-up.

Regards,

Ira

Ira Kronitz

EMC Cambridge Software Center

11 Cambridge Center

Cambridge, MA 02142-1405

Ph: 617-679-1115

kronitz\_ira@emc.com

From: kronitz, ira

Sent: Tuesday, April 21, 2009 10:19 AM

To: Thomas Daley; 'Sean Roche'

Cc: tdaley@newtonma.gov; kparker@newtonma.gov; gmansfield@newtonma.gov;

vdanberg@newtonma.gov; lrothstein@comcast.net; catcost@aol.com;

jlvacca@hotmail.com;

merlehass@gmail.com; MCOSTELLO@partners.org; markjfield@hotmail.com;

jackmaypole@yahoo.com; kasdavidson@hotmail.com; tkropf@aol.com;

RachelSG@aol.com;

Edailey@bromsun.com; blenson@gmail.com; jefftarmy@hotmail.com; luciec@comcast.net;

barrysbergman@yahoo.com; peller@gmail.com; ionharmony@comcast.net;

commave@aol.com; ejengelman@gmail.com; sweeneei@bc.edu; ikronitz@comcast.net;

diwatsuki@gmail.com; edmurray@verizon.net; dturocy@newtonma.gov;

cschuckel@newtonma.gov; ltaverna@newtonma.gov; stocci@newtonma.gov;

spooler@newtonma.gov; 'ed murray'

Subject: RE: Daniel/Jackson Intersection

Is there a way to nail down the definition of where the compromise is actually going to be?

The memo references "smaller curb extension" and indicates it is the compromise plan. It then states that the plan will reduce the present berm by 2 feet.

The actual location of the previous berm location, from which the earlier numbers were

taken, is 6 feet behind the present berm.

The previous berm extended 78" from the curb, and the pink line, where the present berm is said to be located is 105" from the original curb.

Even a casual observer should remember that the previous berm extended about halfway from the curb to the yellow line in the road. The present berm extends all the way to the yellow line.

I believe the following statement is rather misleading. Mr. Daley's understanding is either incorrect or the city engineer is mistaken. Or the compromise plan does not match the previous berm. In either case, there is no clear definition of what is being considered. "It is my understanding from the City Engineer that the initial compromise plan was a 2' radius reduction from what the Alderman approved and what is out there now".

I'd appreciate it if this information is posted to the BTNA group so everyone understands the ambiguity.

Regards,

Ira

Ira Kronitz

EMC Cambridge Software Center

11 Cambridge Center

Cambridge, MA 02142-1405

Ph: 617-679-1115

kronitz\_ira@emc.com

From: btna-announce@googlegroups.com [mailto:btna-announce@googlegroups.com] On Behalf Of BTNA -- Bowen Thompsonville Neighborhood Association

Sent: Tuesday, April 21, 2009 9:43 AM

To: btna-announce@googlegroups.com

Cc: Thomas Daley

Subject: Daniel/Jackson Intersection

I've been asked what the recommendation is that our ward aldermen referred to in their letter I forwarded. Below is the e-mail from DPW Commissioner Tom Daley announcing his decision/recommendation. Also, another plug for the topically related Transportation Forum on Thursday at 7 at the City Hall War Memorial Auditorium.

Sean Roche

617 792-8998

----- Forwarded message -----

From: tom daley <tdaley@newtonma.gov>

Date: Fri, Apr 10, 2009 at 3:37 PM

Subject: Daniel / Jackson Intersection

To: [deleted]

Hello:

As I stated in my previous e-mail please forward this to anyone else who may be interested. First, I would like to say, "thank you" for everyone's patience. We have been quite busy with a number of big issues over the past few months, but I have finally had a chance to review the Daniel / Jackson traffic information counts from last Fall. The following write up I received from our Traffic Engineer, Clint Schuckel along with the attached map and count

information. I was going to paraphrase what Clint said, but I decided I couldn't do any better than he, so here we go:

"Please find the Daniel/Jackson study results attached. Figure 1 is a map showing the count locations and directions. Table 1 provides the vehicle volume and speed data collected over the course of the following three trials:

1. Trial # 1= Smaller curb extension
2. Trial # 2= No curb extension (original conditions)
3. Trial # 3= Board-approved design curb extension

The rows in bold text indicate the key measurements of vehicle speed just prior to entering (location # 2 westbound) the intersection, and just after exiting (location # 3 northbound) the intersection for the travel lane adjacent to the changes in the curbline.

In each study, the weekday average volumes were given a weight of 5 and the weekend average volumes a weight of 2, to calculate a 7-day average (5 weekdays, 2 weekend days). Only days with a full 4 hours of data were used for the volume counts, while all data were used for speed counts. Each trial count was conducted for 4 to 7 days, including at least one weekend, which exceeds the typical 8-hour weekday duration for this type of traffic study.

The following conclusions can be drawn from the before/after traffic study data:

1. Following the placement of the Board-approved design (trial # 3), there was no significant diversion of traffic to parallel streets. This is based on the volume counts from Jackson St south of Daniel St (location # 1) and on Walter St (location # 4). The observed variation was within the expected daily fluctuation of traffic volumes. The daily vehicle volumes at locations 1 and 4 remained a fraction of those observed on Daniel St (location # 3) and Jackson St east of Daniel St (location # 2). There was no change in vehicle speeds for locations 1 and 4.
2. The westbound direction for Jackson Street at location # 2 is the critical location for speed reduction since it is located just prior to the curb extension and there is no stop sign for that approach. For westbound vehicles only, there was a 3-4 mph reduction in the 85th percentile speed from no curb extension (trial # 2) to the Board-approved design (trial # 3).
3. For cars exiting the curb extension area, the northbound direction for Daniel Street (location # 3) experienced no reduction in the 85th percentile speed from trial # 2 to trial # 3. The likely explanation is that drivers generally returned to their original speed by the time they reached the counter after slowing down to pass through the intersection. Therefore, it is estimated that the curb extension reduces speeds for less than a 100 feet on northbound (downstream) Daniel Street leaving the intersection.
4. The Newton Police have no reported accidents since September 1, 2008.
5. In summary, the above information provides no new evidence that indicates the Board-approved design creates unsafe conditions, nor is there evidence that the design diverts traffic to parallel streets."

Quite honestly I have languished over this decision. I have never seen such an issue cause such turmoil in a neighborhood. I do agree with Clint's observations and summary. However, due to the severe turmoil I have observed from the neighborhood over this issue, I have decided that the best way to move forward is with the original "compromise plan" or "smaller curb extension" plan that is

mentioned in the attachment. It is my understanding from the City Engineer that the initial compromise plan was a 2' radius reduction from what the Alderman approved and what is out there now. That is what we will construct. I totally agree with Mr. Schuckel's statement that "...the above information provides no new evidence that indicates the Board-approved design creates unsafe conditions, nor is there evidence that the design diverts traffic to parallel streets." In addition I also intend not to construct the curbing on the southerly side of the intersection.

I hope the reduction satisfies some of the abutters, but I also trust that the new curbing will have some positive affect and it is a compromise. I sincerely hope that this decision helps with the relations within the neighborhood.

Work will most likely begin fairly soon. Thank you all again for your patience and thoughtful concerns.

Thank you.

Thomas E. Daley, P.E.  
Commissioner of Public Works  
Newton City Hall  
1000 Commonwealth Avenue  
Newton, MA 02459  
Phone: (617) 796-1000  
Fax: (617) 796-1050

-----  
You received this message because you are subscribed to the "Bowen-Thompsonville Neighborhood Association" announce list.  
To unsubscribe from this list, send email to [btna-announce-unsubscribe@googlegroups.com](mailto:btna-announce-unsubscribe@googlegroups.com)  
For more options, visit this group at <http://groups.google.com/group/btna-announce?hl=en>  
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Thanks Sean, I appreciate the reference.

But the conclusion is predicated on the sand bag trial which was said to be "working well" That wasn't a real trial and it was wrong to say it was working well. Those bags were destroyed within days. If it wasn't agreed that those bags were useless, we wouldn't be doing this endless stream of emails now. In my opinion the only irrefutable fact that came out of that first meeting we had was that those sand bags were destroyed in a few days. That is why the berm was planned.

It seems like a non-starter to me. Any agreement that was based on those bags doing anything meaningful has got to be null and void. Now whether or not the city will listen to that as a reasonable argument is another story, but with all due respect, (and I do mean that, I respect the time and effort you have put into this), I don't see how my logic can be refuted.

I'm willing to listen, but no matter how many times I made the statement that those sand bags were useless, no one has called me on it. Adn you know I'm not the only one that said that either. Adam now seems to be off somewhere putting a pin in a voodoo doll of me, but I know I had a conversation with him on the way back from Bowen after that first meeting. And when I made the case for not being able to get any real data from that sandbag trial, he agreed with me. He looked down and said "I guess so" Maybe he didn't really, but he didn't have any counter arguments either. At the time, I think there were still broken sandbags in the street. As I said, no one has publicly called me on it.

#289-03(4) COMMISSIONER ROONEY requesting approval of roadway modification plans for curb-line geometry changes to calm traffic at the intersection of Daniel and Jackson Streets.

**ACTION: APPROVED 7-0 SUBJECT TO SECOND CALL (Yates not voting)**

**NOTE:** Commissioner Rooney presented the item to the Committee. The intersection of Daniel and Jackson Streets has been a safety concern of the neighborhood for some time. The neighborhood hired a consultant who came up with three designs. The Commissioner believes the one that has been selected is the best most affordable solution to the safety issues at the intersection. The proposal is to create an extended bump out of the curb line. The bump out would create a more definitive intersection at Daniel and Jackson Streets causing traffic to slow down when turning onto Daniel Street. **The proposed bump out has been sand bagged for a trial and it is working well.** Ald. Salvucci asked if the Fire Department has done a test run to make sure that the trucks can maneuver the corner. Commissioner Rooney responded that he would ask the Fire Department to make a test run.

**Sean Roche, 42 Daniel Street, stated that the sand bagging had an immediate, positive effect on the speed of vehicles. Many of the neighbors have noted the improvement. He would like the neighborhood to have the opportunity to comment on the details of the design before it is finalized. The Commissioner responded that the neighbors would have an opportunity to comment. Donald Neuwirth, 193 Jackson Street, questioned why there could not be stop signs. It was explained that stop signs may make the problem worse but it can be revisited in the Traffic Council.**

Ald. Salvucci asked if the family with the driveway to be extended is okay with the proposal. The Commissioner explained that the owners of that property actually make out because their driveway is very small and their car hangs over onto the sidewalk. With the extension, they will gain additional space for their driveway. Ald. Salvucci is not comfortable approving the item without a letter from the Fire Department stating that they can make the turn in their trucks. Ald. Weisbuch moved the item subject to second call in order to receive the letter from the Fire Department. The item carried unanimously.

Regards,  
Ira  
Ira Kronitz

*\*\* 3 Daniel Never on Board. Has called DPW a lot. Never even get's his calls returned. ASK YOURSELF!!*

ed murray

From: IKronitz [ikronitz@comcast.net]  
 Sent: 2009-04-26 20:15  
 To: edmurray@verizon.net  
 Cc: ikronitz@comcast.net  
 Subject: first berm number analysis Daniel / Jackson bumpout



Hi Ed,  
 Here the numbers I worked up before. They never gave us any details for the second berm  
 The present berm is about the same location as the pink line. 150" from the original curb.  
 The first berm was 78" from the curb.

Numbers from the first berm:

Sept 22, 2008 email, I analyzed the numbers from the first berm trial in this way. I've asked for input, but no one has contradicted my methods.

Email Analysis:  
 Thanks for the additional details.

I'm sorry but I don't understand why you say that there is no diversion from Daniel St.

Looking at the numbers in the following way it appears there was a difference in traffic flow between the normal curbs and the moderate berm.

For Jackson St. North of Rte. 9:

before the berm: 287 cars on Jackson north of route 9  
 after the berm: 352 cars on Jackson north of route 9.

*AM Volume!!!*

That's 65 more cars on Jackson St. a 65/287 or 23% increase. For the AM volume it's 78 cars after the berm, 51 before, that's a more pronounced 27/51 or 53% increase.

For Walter St.:

before the berm: 440 cars on walter st.  
 after the berm: 469 cars on walter st.

*AM Volume!!!*

That's only 29 more cars on Walter st, but when you look at the morning volume that's a shift of 68 to 87 which is 19/68 or 28% increase. It seems to fit exactly that the additional 28% turned in the morning.

Similarly for Jackson St. west of Cypress, after the berm there was an additional 53/185 or 29% increase in the morning traffic. Even while there was a decrease in the 24hr volu for the day.

There seemed to be comparable decreases in Daniel St. volume. The percentages are lower of course, due to the higher volume. The volume makes sense since Daniel St. is considered to be a "minor collector" according to the Newton Comprehensive Plan. Walter Street and Jackson St. north of Rte. 9 are designated as local streets. In case folks a interested, the definitions are as follows:

" - Minor Collectors: Minor collectors are similar to major collectors, but, in general, have a lower volume, generally ranging between 1,000 and 5,000 vehicles per day. 36 Newt streets or street segments have been categorized as minor collectors."

" - Local Streets: The local street system's primary function is to provide access to th land activities that front upon them. All streets in Newton that are not placed in one o the categories above and are not private streets are classified as local streets."

The times designated by the PM volume numbers from before and after the berm are so different from each other I don't see how you can draw any conclusion from them. The "before berm" numbers are around evening rush hour and the "after berm" numbers are arou

school dismissal times. Could that be saying that the berm has shifted ~~#127-09~~ peak travel hour on all of these alternative roads from evening rush to school release time? Even so from the evening data, there doesn't appear to be a way to define how much of the traffic is diverted or not diverted at any particular time of day; which was the point of the study.

I'm assuming you looked at the numbers differently. I'd be interested in understanding how you arrived at your conclusions.

From Commissioner Daley, the determination of what is considered significant or not:

"Traffic Engineering studies are performed on "typical days" according to engineering

judgement. A sample count generally occurs over 24 to 48 hours. A typical day

depends on the characteristics of the study area and the purpose of the study. In this

case, a typical day is a Tuesday, Wednesday, or Thursday when area schools are in

session and weather is favorable. Daily traffic on a typical days can vary up to 15%.

Traffic volume data from Saturdays, Sundays, Mondays, and Fridays are generally

lower than during midweek days, therefore, these days are often excluded from this

kind of study. This might differ, however, if the study was for a movie theatre, for

example, where a weekend count might be more appropriate. In the "after" study, we

will again choose typical day(s) according to the same criteria as in the "before" study and wait at least one week following the change,

so that any "novelty

effect" is reduced and the expected long-term traffic patterns are measured."

I hope this helps answer your concerns.  
thank you.

Take care,  
Ira

By sight alone the bumpout, as shown by the pink line, reaches the double yellow line extending down Jackson St. to Daniel St. In other words the bumpout is taking away the entire lane.

Measuring from the existing curb, the existing asphalt bumpout is 78" from the curb. The pink line is 150" from the existing curb. Double is not usually considered a "tweak" The southern part of Jackson St. has the bumpout DECREASED from 84 inches to 33 inches. Halving a measurement is also not generally considered a tweak.

The combination certainly seems to promote the idea of someone turning rather than going straight along Daniel St.  
The study is useless given the change in dimensions. As useless as the study with the trampled sand bags.

Ken, Vicki,  
I would think the bumpout needs to return to what was studied, or another evaluation is required. The meetings we all attended seemed to allow us to come to some sort of consensus given the study and how it was to be measured. This change appears to have thrown all of that out the window.  
Can you explain how you're going to rectify this?

Regards,  
Ira  
Ira Kronitz

After the trial the lines changed again. I don't think Ken ever got back to us on this.

From: Ken Parker <ken@kenparker.org>  
Subject: Re: Jackson/Daniel st - UPDATE  
Date: Fri, 15 Aug 2008 12:03:00 -0400  
To: Ira Kronitz <ikronitz@emc.com>

Ira,

Vicki was not on the Traffic Council when it rejected the application for stop signs. I have requested the other information (study results, details of plans) and that the DPW Commissioner hold a community meeting at which this information is presented. I'll let you know as soon as I hear back.

Regards,

Ken

-----  
Ken Parker  
Newton Alderman  
ken@kenparker.org  
(617) 965-3723

**A note from Mr. Daley. Several issue with this note. It has been said, many times before that those "public meetings" were not advertised, and that the abutters as well as folks on Walter and Jackson St. were not notified. Mr Daley states that he was moving cones back and forth between the less severe and alderman approved plan. Later notes seemed to imply that the first berm was the less severe distance. Very confusing. At the time there was no analysis at this distance. The term "it is the right thing to do" appears to be overused and repeated for different configurations.**

STARTS!!

From: tom daley <tdaley@newtonma.gov>  
Date: Fri, Sep 5, 2008 at 7:52 PM  
Subject: Daniel / Jackson intersection  
Hello:

If you are receiving this it is because you are someone that may have interest in the new curb layout at the intersection of Daniel St. and Jackson St. I will begin by saying that several people offered to share information to anyone else interested in this project so if you would it would be greatly appreciated.

As you probably know, the Newton DPW painted a pink line several weeks ago at the intersection that represented where we were going to install the new curbing. After we painted the line in the field we received some calls / e-mails, etc. that prompted me to look into the proposed improvements and get up to speed on all of the history of this project. The history is as follows:

In May of 2001 the Traffic Council heard from residents of Daniel St. regarding the installation of a stop sign at Jackson and Daniel Streets. The request was denied by Traffic Council.

In May of 2004 the Traffic Council heard from residents of Daniel St. regarding the installation of three way stop signs at Jackson and Daniel Streets. The request was held by Traffic Council.

In November of 2004 the Traffic Council voted to take no action on the three way stop request but did vote to recommend intersection reconfiguration plans to be prepared.

In early 2005 the City hired Traffic Solutions, LLC to study and make recommendations for the intersection.

On 6/2/05 a public meeting was held at City Hall to solicit public input.

On 6/28/05 another public meeting was held and potential recommendations were presented and discussed with the public.

On 9/16/05 the final report and recommendations from Traffic Solutions was issued.

The report recommended three options:

Roundabout

"T" intersection

all way stop

On 10/19/05 the Public Safety / Transportation Committee held a public meeting where the final report and recommendations were discussed with public input. The Committee voted to hold the item until a sandbag trial was performed for the roundabout.

The sandbag trial was performed in November and December of 2005.

On 5/3/06 the Public Safety / Transportation Committee held a public meeting to discuss the results of the trial. It was presented that after further review there was insufficient right-of-way area to construct the roundabout. Also in general it was deemed that the trial was not very successful. As a result the Committee held the item in order to do a sandbag trial of the "T" intersection option.

On 11/8/06, the Public Facilities Committee held a public meeting and approved the "T" intersection project.

On 11/13/06, the Finance Committee held a public meeting and approved the funding for "T" intersection project.

On 11/20/06, the Board of Alderman approved the "T" intersection project including the funding.

In the spring of 2007 the Engineering Division marked out the proposed curb line which triggered many phone calls, etc. including a meeting on 6/7/07 with interested parties, including people from Walter Street who were concerned that the improvements would divert traffic to their street.

**In the summer of 2007 the DPW installed berm as a trial in a location that was less "severe" than the plan previously approved by the Alderman. Traffic analysis was done on Walter St. before and after the berm installation in the Fall of 2007. The berm trial is continuing until this day.**

**In early Summer of 2007 the DPW Engineering Division remarked out the curb line based upon the Alderman approved plan. Immediately thereafter, similar to last year many phone calls were triggered.**

**In the couple weeks thereafter I personally visited the site several times and for several hours, moving the cones from the "Alderman" curb line to the "not as**

no evidence that the larger bump-out achieves more traffic calming results.)"

The more I think about it, why wouldn't someone just respond with "it's where the berm was before - 78" from the curb"? Why is anyone considering, or even requesting a 2ft. change, yet another dimension and something for which there is no data?

Regardless of whether I agree with the bumpout or not, I'm not following the logic of yet another change to the configuration. Can someone explain that?

If folks are busy, and they don't have time, I can understand that. When do you think you might get to it?

On Apr 17, 2009, at 3:31 PM, Ken Parker wrote:

Dear Daniel/Jackson intersection neighbors,

We are writing as your three Ward 6 Aldermen to share our thoughts on the Daniel/Jackson intersection project recommendation we all received from Public Works Commissioner Tom Daley last week. We had the opportunity to meet with Commissioner Daley and with Traffic Engineer Clint Schuckel yesterday and they were very forthright in answering our questions and helping us to understand his recommended solution.

This has been a long and difficult process and we are well aware of the level of controversy and frustration that surrounds the issue. We recognize that whatever outcome Commissioner Daley decided to pursue, some of the people in the neighborhood would be disappointed. We also recognize that there have been flaws in the process of decision-making, information-gathering, and communication, for which we apologize. We recognize that this issue could have and should have been handled better and we will strive to make sure that the City does a better job of handling issues like this in the future.

Admitting  
Flaws in the  
Process and  
In the deci  
making  
Why would you  
go forward

That having been said, we have decided to give Commissioner Daley our strong support for his decision. We would be happy to organize and attend a neighborhood meeting to discuss our thoughts in greater detail, but here are the answers to some of the questions we have already received.

1) Would stop signs be a better (and cheaper) solution? Traffic Engineer Schuckel confirmed again that additional stop signs at the intersection should not be installed with the current intersection configuration and he would not recommend them as a safety enhancement. However, with the reconfigured intersection, it is possible that additional stop signs could be added at some point in the future, if necessary. Please note that all three of us supported the neighborhood petition for 3-way stop signs at this intersection that was rejected by the Traffic Council several years ago.

Smaller  
Bump-out  
Reduced  
Speeds

2) Would a larger bump-out be safer for the neighborhood? Commissioner Daley informed us that when he considered all factors, the smaller bump-out he has proposed "is the right thing to do in regards to vehicle and pedestrian safety in the neighborhood." He pointed out that according to the data collected, average speeds on Daniel St. were actually reduced more with the small bump-out than with the larger one. (It may be that these differences are not statistically meaningful, but there is no evidence that the larger bump-out

## Bullet points

- DPW Rooney letter to The Alderman addressing Alderman <sup>#127-09</sup> Salvucci's concern for the family living at 3 Daniel St. Stating "he should be on board" 3 Daniel Street has been against the bump-out from the beginning. Please read e-mails in attached document. DPW states "Extensive public input" and they never even spoke with 3 Daniel St. For the record the family living at 3 Daniel St has called City Hall repeatedly. City Hall never even returned their calls!
- There is a City Ordinance stating cars can't park at the intersection of Jackson St and Daniel St. The reason was anything blocking the intersection would be a ~~block~~ hazard and make the intersection not safe. The bump-out is a lot bigger than a parked car!
- Traffic Council hired by the city stated this option would affect surrounding streets.
- Their own studies showed a 23% traffic increase on Jackson St and a 28% traffic increase on Walter St during AM hours. This issue keeps getting ignored!!!
- DPW Daly keeps referring to "Extensive analysis thru public input." Who's input?? Never speaks with 3 Daniel St or any of the surrounding abutters. Look at the Petition!!!
- 71 Signatures against larger bump-out, more traffic calming with smaller bump-out. The fact there even considered larger bump-out or compromise is pathetic!!!

- Alderman, City Hall State they never received Sept 3<sup>rd</sup> 2008 Petition. Don personally delivered.
- Last meeting regarding the Bumpout was June 12, ~~2008~~<sup>2007</sup>. Why wasn't there a meeting to discuss after all the data received. Especially since there ~~was~~ was so much controversy.
- At the June 12, 2007 meeting we were told stop signs were not an option. They stated it was up to the state. We found out it's actually up to the city and has been for years!
- The miscommunication between the DPW and Alderman over the measurements between the smaller, larger and compromise bumpout. That's embarrassing.
- Alderman Letter April 17<sup>th</sup> 2009: Admitting flaws in the process ~~and~~ decision making, information gathering, and communication. Wouldn't you be better off starting over. Especially since there's been so much controversy. E-mail also states Alderman supported petition for stop signs. Well if the Alderman and neighbors support stop signs why isn't this happening!



## Questions For DPW

- ① Why would say the family that lives at 3 Daniel St<sup>#127-09</sup> should be on board. All These Years and DPW Never Even Spoke With the Family.
- ② Daily States in a Sept 5<sup>th</sup> 2008 e-mail "Extensive analysis thru public input. Never even spoke with 3 Daniel St or surrounding houses. Who's input did he receive
- ③ Why would the DPW want to do trials During School Vacations. How accurate is that.
- ④ Why would you build the bigger bump-out when your own studies showed more traffic calming with the smaller bump-out.
- ⑤ You never addressed the 23% traffic increase on Jackson St or the 28% traffic increase on Walter St During the Am hours.
- ⑥ Why would you tell us at the June 12 2007 meeting Stop Signs weren't an option. You stated if it was we would just install them.
- ⑦ The miscommunication with the alderman and the neighbors over the measurements between the smaller, larger and the compromise Bump-out. That's Embarrassing.

⑧ Did you take into consideration the city ordinance #127-09 before making your decision? Was it ever discussed?

#127-09

Don Neuwirth

-----Original Message-----

From: Ken Parker <ken@kenparker.org>  
To: Don Hillman <downhilman@aol.com>  
Sent: Mon, 4 May 2009 2:21 pm  
Subject: Fwd: Re: FWD: Daniel/Jackson bumpout location

Hi Don,

I just received the attached file from Lou Taverna. Please take a look and let me know what you think.

Regards,

Ken

- >
- > See attached layouts.
- >
- > The October 2006 layout is the BOA approved plan, at 12' max bumpout.
- >
- > The June 2007 layout is the Rooney compromise (aka the Taverna compromise), at 10' max bumpout.
- >
- > Both of these underwent traffic trials.
- >
- > The April 2009 plan is the Daley compromise, which is the same as the Rooney compromise. > The only difference is that we softened the radius by 18" in front of the driveway. So > instead of a 10' max bumpout at the driveway, > we have a 8.5' max bumpout at the driveway. > This was at the request of the homeowner.
- >
- > Lou
- >
- >
- > Louis M. Taverna, P.E.
- > City Engineer
- > Newton Department of Public Works
- > 1000 Commonwealth Ave
- > Newton, MA 02459
- > Phone: 617-796-1020
- > Fax: 617-796-1051
- >
- > Note New E-Mail Address: [Ltaverna@newtonma.gov](mailto:Ltaverna@newtonma.gov)
- >
- > Content-type: text/plain; charset=US-ASCII
- > Content-disposition: inline
- > Content-description: Attachment information.
- >

New info! June 12, 2007  
Compromise was smaller bumpout  
ALSO DPW says trial with

~~Compromise~~  
Compromise Plan came from

June 12, 2007 meeting.  
More lies

more lies

Homeowner never contacted!!!

How could request A

1. It wasn't recognized until early 2009, but the road configuration was first publicly talked about (as far as we know) in 2004 as a remedy for the cut-through traffic on Daniel St. It's currently defined as a minor collector by the city. There has probably been an increase in traffic over the years, but it has always been a busy road. It goes between Langley and Parker St.
2. Although there were some sandbags put up in a couple of different configurations no one gave it much thought or knew much about it.
3. When people realized what was happening, they called the Aldermen.
4. Everyone I knew was told that it was essentially a done deal when they talked to the aldermen individually.
5. When folks started communicating, the aldermen agreed to have a meeting June 2006.
6. It was learned at the meeting that the configuration was being based on the sandbag trial. It was also communicated that stop signs (basically universally desired as an alternative) were not permissible due to state guidelines.
7. Since it was pointed out that the sandbags were destroyed within days, there was really no useful data collected.
8. It was also learned that the traffic council, COULD authorize stop signs if they so desired. Later on, it was also learned that the traffic consulting group contracted to study the intersection, also felt that the nature of the intersection would pass the state guidelines and was a valid option.
9. Things quieted down, the "small" berm was installed and data was collected. (July-Aug. 2007)
10. In August 2008, before even receiving any data from the trial, new "pink" lines were drawn on the road, and it was indicated this was the location of the berm.
11. These lines protruded TWICE the distance from the curb as the small berm. A change from 78" to 150"
12. It was pronounced that the data indicated no diversion
13. Analysis done by Ira Kronitz, indicated there was diversion, but no one disputed the method used or addressed the conclusions.
14. A new trial at the pink line was agreed to.
15. It was then that the proponents said that there was no "material" diversion, and it was silly of people to think that no diversion would occur.
16. When the data was announced, it was said that there was no material diversion, and that there was no advantage to having the larger berm. The DPW would build it to the smaller berm. But great pain was taken to indicate that the traffic engineer said the smaller berm was a 2ft reduction from the larger berm - pink line. That is INCORRECT.
17. At first the question was ignored, then it was said that the difference between the berms was 30-36". That is INCORRECT.
18. The citizens were asked to measure the difference between the berm and the latest green marks. These marks were also not 2ft. behind the larger berm. Only 8 1/2 to 12" behind it.
19. No response regarding the petition that the residents signed at the time of the pink line being drawn.
20. Aldermen were told the curb was being built to the small berm, and they endorsed that; but it is not true.
21. It has been pointed out that the intersection is not safer from a pedestrian point of view, but the only data that the proponents feel is acceptable is a small decrease in speed.
22. The commissioner and aldermen pointed out that the smaller berm actually decreased the speed more than the larger berm. But still, the intent is to build the largest berm possible.
23. When the question came up as to why they're bothering to build it at all, the response was "because the aldermen approved it and the money is available"
24. When you look back at the wording of the approval, we would contend that it was dependent upon the study, which the sandbag trial is not really valid, and also dependent upon the opinion of the neighbors, one of whom was mis-represented regarding his feelings about his driveway being extended.
25. Additional anecdotal information:
  - a. inability to determine how to overturn the traffic council decision regarding stop signs.
  - b. inability to determine why a study involving stop signs was not agreed to.
  - c. inability to find out what happened to the petition
  - d. inability to obtain any explanation regarding how the data was analyzed.
  - e. inability to obtain any firm dimensions for the planned bumpout.
  - f. inability to determine why the traffic council does not want stop signs
  - g. inability to even discuss the intersection in connection to neighboring intersections. Traffic council closed off all discussion of Daniel/Jackson intersection when considering Jackson/Cypress intersection. Again, not permitting a stop sign closer to the top of the hill.

Please Read First 6 Pages:  
Proves Intent to Divert Traffic From the beginning.  
#127-09

## Timeline of the Discussions regarding the Daniel/Jackson St. Bumpout

Look at  
Petition  
Pages  
2-6.

The following is the general progression of the Daniel/Jackson Street bumpout proposal and the ensuing emails. It's long and at times, information is repeated because it was felt that the entire email should be included. The purpose of putting this together is to show that not only has the process been mishandled, but for the last two years (approx.) there has been a majority of the neighborhood indicating that they feel the bumpout configuration is more dangerous now, than the original intersection. Why only the last two years? Because prior to those two years, the residents had not been properly notified. That statement has been contentious, but there have been more than a few residents who have declared that they had never received notice of the intended plans for the intersection. Only when the lines were on the road, and construction was about to begin did the residents have notice that the intersection was about to be changed. From that point on, however, due process truly seems to have fallen apart. It has been difficult to get answers to some basic questions.

The original impetus for the change appears to be a traffic calming for Daniel St. residents. Originally it was promised that no cars would be diverted to other streets. When it was shown that some cars were diverted, it was said that the overall number was not significant. When the data showed that the bumpout, even the larger one, only slows cars for about 100 ft, the Daniel St. residents indicated that it was really a safety issue for the intersection. The objective seems to be in flux.

Ultimately the majority of the neighborhood, as well as most of the abutters would prefer that the original configuration be maintained. It is believed that the proposed configuration is dangerous; both for pedestrians, as well as drivers, regardless of the 5mph decrease in speed. The safety record over the last several decades speaks for itself. If the safety of the intersection is not improved, and the speed along Daniel street is not even substantially reduced, it does not make sense to change it.

And if something is going to be built, there appears to be a huge lack of logic in regards to what should be built given the data. The city officials seem intent upon building the largest possible bumpout, although it is admitted that the smaller berm (for which there is data) shows an even better reduction in speed than the larger berm. A number of emails from Mr. Daley appears to obfuscate what the dimensions of the berm will be, although the smaller curb extension is specified.

In the following document, comments are made in bold print, in purple, and the text of the emails are in black print.

Although this is repeated below, to put this entire effort into context, this is the document that was sent to the mayor to start things off.

From the document below:

The principal benefit of the redesign will be to slow the westbound traffic before it enters Daniel Street. It is also hoped that the turn will discourage cut-through traffic. A hard left turn onto Jackson from Daniel should lessen the frequency of "rolling" stops. <?xml:namespace prefix = o ns = "urn:schemas-microsoft-com:office:office" />

Finally, the current intersection is long to walk across, discouraging pedestrian use. The redesign will shorten the sidewalk-to-sidewalk distance from Daniel to Daniel and from Daniel to Jackson, making the corner more pedestrian friendly.

Thanks Sean, I appreciate the reference.

But the conclusion is predicated on the sand bag trial which was said to be "working well" That wasn't a real trial and it was wrong to say it was working well. Those bags were destroyed within days. If it wasn't agreed that those bags were useless, we wouldn't be doing this endless stream of emails now. In my opinion the only irrefutable fact that came out of that first meeting we had was that those sand bags were destroyed in a few days. That is why the berm was planned.

It seems like a non-starter to me. Any agreement that was based on those bags doing anything meaningful has got to be null and void. Now whether or not the city will listen to that as a reasonable argument is another story, but with all due respect, (and I do mean that, I respect the time and effort you have put into this), I don't see how my logic can be refuted.

I'm willing to listen, but no matter how many times I made the statement that those sand bags were useless, no one has called me on it. Adn you know I'm not the only one that said that either. Adam now seems to be off somewhere putting a pin in a voodoo doll of me, but I know I had a conversation with him on the way back from Bowen after that first meeting. And when I made the case for not being able to get any real data from that sandbag trial, he agreed with me. He looked down and said "I guess so" Maybe he didn't really, but he didn't have any counter arguments either. At the time, I think there were still broken sandbags in the street. As I said, no one has publicly called me on it.

#289-03(4) COMMISSIONER ROONEY requesting approval of roadway modification plans for curb-line geometry changes to calm traffic at the intersection of Daniel and Jackson Streets.

**ACTION: APPROVED 7-0 SUBJECT TO SECOND CALL (Yates not voting)**

**NOTE:** Commissioner Rooney presented the item to the Committee. The intersection of Daniel and Jackson Streets has been a safety concern of the neighborhood for some time. The neighborhood hired a consultant who came up with three designs. The Commissioner believes the one that has been selected is the best most affordable solution to the safety issues at the intersection. The proposal is to create an extended bump out of the curb line. The bump out would create a more definitive intersection at Daniel and Jackson Streets causing traffic to slow down when turning onto Daniel Street. **The proposed bump out has been sand bagged for a trial and it is working well.** Ald. Salvucci asked if the Fire Department has done a test run to make sure that the trucks can maneuver the corner. Commissioner Rooney responded that he would ask the Fire Department to make a test run.

**Sean Roche, 42 Daniel Street, stated that the sand bagging had an immediate, positive effect on the speed of vehicles. Many of the neighbors have noted the improvement. He would like the neighborhood to have the opportunity to comment on the details of the design before it is finalized. The Commissioner responded that the neighbors would have an opportunity to comment. Donald Neuwirth, 193 Jackson Street, questioned why there could not be stop signs. It was explained that stop signs may make the problem worse but it can be revisited in the Traffic Council.**

Ald. Salvucci asked if the family with the driveway to be extended is okay with the proposal. The Commissioner explained that the owners of that property actually make out because their driveway is very small and their car hangs over onto the sidewalk. With the extension, they will gain additional space for their driveway. Ald. Salvucci is not comfortable approving the item without a letter from the Fire Department stating that they can make the turn in their trucks. Ald. Weisbuch moved the item subject to second call in order to receive the letter from the Fire Department. The item carried unanimously.

Regards,  
Ira  
Ira Kronitz

\* \* 3 Daniel Never on Board. Has called DPW a lot. Never even get's his calls returned. ASK YOURSELF!!

**Concerned Residents of Daniel Street  
Newton, MA 02459**

May 23, 2004

The Honorable Mayor David Cohen  
City Hall  
Newton, MA

Dear Mayor Cohen:

As you are aware, the residents of Daniel Street have been concerned for some time about the traffic situation in our neighborhood. We are writing to request that you:

- Authorize the City Traffic Engineer and the Department of Public Works to redesign and reconstruct of the intersection of Daniel and Jackson streets, such work to be paid for with money from the Terraces mitigation fund;
- Write to the Traffic Council to express your concern about our problems, encourage efforts to ameliorate the situation, and support the petitions before the Traffic Council to be heard on May 27, 2004; and
- Authorize the City Traffic Engineer and the Department of Public Works to remove the painted stripe on Daniel Street.

## **Background**

The problems on Daniel Street result from what it is and where it is. Daniel Street is a narrow, residential street. It is ill suited to the volume, speed, or behavior of traffic that uses Daniel and Jackson streets as a cut-through between Parker and Langley. It is a feeder and cut-through because the Daniel/Jackson link from Parker to Langley is the only path between a rock – Institution Hill – and a hard place – the very broken Route 9. It is an attractive alternative to those drivers looking to avoid Newton Centre congestion or the problems of Route 9, especially those traveling from the west and south to the south end of Langley. The Daniel/Jackson Streets cut-through avoids the turnaround at Hammond Pond Parkway necessary to go north on Langley from eastbound Route 9.

The overuse and misuse of Daniel Street is only going to get worse, probably dramatically worse. Occupancy has begun at the Terraces. Hebrew College is shortly going to apply for a Special Permit to expand and create an entrance from/exit to Langley. Congestion steadily increases in Newton Centre and on Route 9. These forces will combine to drive cut-through traffic through our neighborhood.

We have attached a more detailed description of the problems and our proposed solutions.

## **Intersection redesign/reconstruction**

A particular problem with Daniel Street traffic is caused by the design of the intersection with Jackson Street. Westbound traffic from Jackson has but a gentle bend to negotiate to enter Daniel. As a result, cars carry too much speed into Daniel's narrow straits. Cars routinely cross over the center line to pass parked cars, more than occasionally having to stop sharply or veer to avoid eastbound traffic.

Representatives of the neighborhood met with City Traffic Engineer Clint Schuckel to discuss the situation and potential solutions. We propose, and Mr. Schuckel endorses, a plan to build out and square the intersection to make the turn from Jackson to Daniel a ninety-degree turn. This will diminish traffic speed as cars make the transition from the wider Jackson to Daniel. The added effort may even make Daniel/Jackson less attractive as a cut-through. ✱

✱ Admission  
To Divert  
Traffic

It is our understanding that your authorization is all that is necessary for Mr. Schuckel to begin to redesign the intersection, to test the feasibility and effectiveness of a redesign with sandbags, and to plan construction. The intersection redesign project is an appropriate use of Terraces mitigation funds, as occupancy will inevitably aggravate existing traffic conditions. Would you please authorize Mr. Schuckel to begin work on this project?

## Petitions

We have two petitions before the Traffic Council, to be heard on May 27, 2004. Would you please write to the Traffic Council to express that you believe our situation merits immediate attention and action, and that you are especially concerned for the safety of the school children who walk along Daniel and Jackson to Bowen each day. We request your support not just for the two petitions, but also for additional traffic calming measures that have been suggested by Mr. Schuckel.

The two petitions are:

• #289-03 ADAM PELLER, 28 Daniel Street, requesting three way stop sign at the intersection of JACKSON STREET and DANIEL STREET. (Ward 6)

• #290-03 SEAN ROCHE, 42 Daniel Street, requesting speed limit on Jackson Street heading to Daniel Street be reduced to 25 mph (currently 30 mph). (Ward 6)

## Removal of Yellow Stripe on Daniel Street

Mr. Schuckel suggested one immediate measure the city could take. Daniel Street is currently marked with a single yellow stripe, which he believes indicates to drivers that they are on a larger thoroughfare where fast speeds are acceptable. According to Mr. Schuckel, it is not customary to stripe residential streets such as Daniel. At a meeting with Mr. Schuckel on May 19, he indicated that the yellow stripe could be removed by the Department of Public Works. Would you please



instruct Mr. Schuckel and the DPW to remove the stripe?

Thank you very much for your ongoing attention to our concerns. If you have any questions, please direct them to Jennifer Youtz Grams, Adam Peller, or Sean Roche. Ms. Grams and Messrs. Peller and Roche have been spearheading our neighborhood efforts.

Sincerely,

The residents of Daniel Street

cc: Alderman George Mansfield  
Alderman Ken Parker  
City Traffic Engineer Clint Schuckel

### Daniel Street Traffic Conditions

## Children on Daniel Street

Daniel Street is a principal route for children walking to Bowen School, particularly children who live just west of Parker Street. In addition, lots of young children live on Daniel Street. On the short street, there are 14 children under the age of 8, ten of whom are five or younger. A fifteenth is due in August.

Children are regularly on the sidewalks.

## Residential character of Daniel Street

*\*Then why would you buy a house on Daniel St. with a family*

Daniel Street is a narrow, residential street ill suited to carry the volume of traffic that travels it each day. Almost all of the driveways are short and narrow. On-street parking – which is limited to the north side of the street – is an absolute necessity for working families to handle vehicle logistics. Cars parked on the street further narrow the street.

The sight lines on the street are short because of a curve at the west end.

Not only is the street narrow, the setbacks are uniformly short. This contributes to the negative effect of traffic on the neighborhood, discussed more below.

## Daniel Street is a cut-through

Though it is not obvious from a map, Daniel and Jackson Streets combine to form a cut-through between Parker and Langley Streets. Daniel/Jackson is the only meaningful path from Parker to Jackson between Route 9 and Newton Centre. Because Route 9 and Newton Centre are so badly congested, drivers look for an alternative and use Daniel/Jackson.

The Daniel/Jackson cut-through is particularly attractive for traffic from the south and west heading to Langley Road. Taking Route 9 east to Langley means continuing over a mile past Langley, using the Hammond Pond turnaround, heading back onto Route 9 west, and exiting at the Langley jug-handle. It is not only a question of added distance. Route 9 is woefully congested at rush hour and the Langley exit is a disaster.

## Traffic behavior

*How would you feel if you lived on Jackson St*

\* Jackson Street is wider than Daniel Street, the grade from Jackson to Daniel is a pronounced downhill slope, and the "turn" onto Daniel from Jackson is barely a bend. Consider on their own, these factors mean that traffic heading west on Daniel from Jackson is generally moving at a good clip. The problem is greatly compounded by the unavoidable use of on-street parking, described above. To avoid cars parked on the north side of Daniel, westbound traffic routinely travels completely in the eastbound lane, with all four wheels over the yellow stripe. Westbound traffic often continues in the eastbound lane nearly the length of Daniel, even deep into the curve at the west end of the street.

Frequently, westbound traffic in the eastbound lane comes upon eastbound traffic. The result is either rapid braking, swerving into spots between parked cars, or traffic passing three abreast (parked car, westbound car, eastbound car) with inches to spare. While – miraculously – there have not been any collisions (though plenty of minor damage to parked cars, like rear-view mirrors shearing off), it seems unavoidable that something serious is going to happen. (One car did swerve onto the sidewalk, knocking down a "Caution: Children" sign and narrowly missing a tree.)

We don't need an actual collision to create anxiety in the neighborhood. The unending series of close calls create an inhospitable atmosphere.

## Traffic volume

*This never went through it.*

The current traffic volume is unacceptable to the nature and design of Daniel Street. The volume, however, is certain to go up. Way up.

As described above, Jackson and Daniel Streets are a particularly attractive cut-through to and from Langley. Occupancy has begun at the Terraces on Langley, which will greatly increase the use of the cut-through. And, Hebrew College is set to request a Special Permit to expand its facilities on Institution Hill.

The Hebrew College plan poses a double-whammy. Not only is the college hoping to expand, they want to build an entrance from/exit to Langley. The expansion promises higher total traffic volume and the Langley Road entrance means that Daniel Street will be an attractive cut-through to a big chunk of both existing and new traffic.

## The Jackson/Daniel intersection

The design of the intersection with Jackson Street contributes to the Daniel Street traffic problem. Westbound traffic flows into Daniel without slowing, despite the fact that Daniel Street is narrower and far more likely to have cars parked in the westbound lane. The eastbound situation is better because of the stop sign on Daniel Street, but the shape of the intersection does not discourage traffic. (In fact, much eastbound traffic treats the stop sign as a requirement to do no more than brush the brakes, if that.)

Again  
Divert  
Traffic

The proposed redesign will "square" the intersection, building out the north side of the intersection and pulling the stop sign farther into the current intersection. The effect will be to turn what is a "Y" into a "T," requiring a hard right turn for westbound traffic from Jackson to Daniel and a hard left turn for eastbound traffic from Daniel to Jackson.

The principal benefit of the redesign will be to slow the westbound traffic before it enters Daniel Street. It is also hoped that the turn will discourage cut-through traffic. A hard left turn onto Jackson from Daniel should lessen the frequency of "rolling" stops.

Finally, the current intersection is long to walk across, discouraging pedestrian use. The redesign will shorten the sidewalk-to-sidewalk distance from Daniel to Daniel and from Daniel to Jackson, making the corner more pedestrian friendly.

## Further traffic calming

Because of its unique location between Institution Hill and Route 9, we believe that Daniel and Jackson Streets will continue to be an outlet for the traffic pressures of Newton Centre and Route 9. Absent major construction to widen Daniel Street (which would necessarily involve significant takings), steps should be taken to resist those pressures. The intersection redesign is an important first step, but Daniel Street is an ideal candidate for further traffic calming, particularly a chicane or traffic table.

Traffic tables are currently forbidden by ordinance, but it is time to reconsider the ordinance. A traffic table mid-block on Daniel and a table or tables at the intersection of Cypress and Jackson are appropriate to the neighborhood and the proper use of its streets.

To: Mayor David Cohen  
May 23, 2004

From:

(signed by roughly a dozen Daniel Street residents)

Again, as you can see from the note, the intention to protect Daniel St. is the overriding factor. As well as the professed intention to not push the problem to other streets.

----- Forwarded Message: -----  
From: "Bob Lenson" <blenson@gmail.com>  
To: <ionharmony@comcast.net>  
Subject: FW: 171 Jackson St  
Date: Fri, 8 Jun 2007 02:55:01 +0000

>  
> From: Sean Roche [mailto:sean.roche@gmail.com]  
> Sent: Thursday, June 07, 2007 10:41 PM  
> To: Bob Lenson  
> Cc: Adam L. Peller  
> Subject: Re: 171 Jackson St  
>

> Sorry you weren't able to follow the link. The link is not dead. Somehow in  
> the process of it being forwarded to you, it split over multiple lines. Try  
> this:  
>  
> [http://newtonstreets.wiki-site.com/index.php/Daniel/Jackson\\_Street\\_Intersect](http://newtonstreets.wiki-site.com/index.php/Daniel/Jackson_Street_Intersect)  
> ion  
>  
>  
> While I understand that you are frustrated with the pending construction, I  
> don't think your description of the problem or our intentions are fair or  
> accurate.

>  
> Throughout this process, we have worked very hard -- and have been very  
> careful -- to come up with a solution to the speeding on Daniel Street  
> without pushing the problem onto another part of the neighborhood.

*Like  
Look at Past  
Pages.*

> It is not our intention, nor is it a reasonable expectation, that traffic  
> will avoid Daniel Street. We just want the existing traffic to travel more  
> slowly.

>  
> As for the Bowen school community, Adam Peller and I have a record of our  
> commitment to making walking to Bowen safer and more attractive for the  
> entire student body. We started a traffic committee with Dr. Kelly, Suzanne  
> Freudberg, and others. (Restarted is probably more accurate as there have  
> been previous efforts.) We submitted Bowen for enrollment in the state's  
> Safe Routes to School program, making it the first school in Newton to  
> enroll. We have been pressing the city for a roadway redesign on Langley to  
> make that crossing safer (a crossing, by the way, that neither of us ever  
> use). We are currently engaged in an effort to survey the students and  
> parents about how they get to school and why. We have all sorts of programs  
> and efforts planned for the new school year.

*These guys  
Live on  
Daniel St  
and kept anyone  
that was  
negative about  
The bump-out  
out of the  
Whole Process!!*

> If you are as concerned as we are about a safe walk to Bowen, we invite you  
> to join our committee. We can use all the help we can get.

>  
> Please feel free to call me any time to discuss the intersection redesign,  
> the process, or any other traffic-related issues.

>  
> Thank you.  
>  
> Sean Roche

City wants to do a study during school vacation. How accurate is that.

> 617 792-8998

>

>

>

> On 6/7/07, Bob Lenson <blenson@gmail.com> wrote:

>

> You are kidding. The city did another traffic study, DURING APRIL SCHOOL

> VACATION. Boy was that an accurate picture .

> Again the city is trying to help satisfy a few residents on Daniel St while

> sacrificing the peace of mind and the safety of our children on Jackson and

> Walter st. not excluding all the members of the Bowen school community who

> need to use this road.

>

> Details below pictures included.

>

> Do the right thing for everyone.

>

> Bob Lenson

> 781 831-0982

> 171 Jackson St

An initial note, indicating from the start that the sandbag trial did not work.

From: Ira Kronitz <ikronitz@emc.com>

Subject: Newton issues: Against the Jackson Street sidewalk extension

Date: Mon, 4 Jun 2007 12:52:56 -0400

Ken,

Thanks for taking the time to talk with me. Here is an email to provide some point of contact for a neighborhood meeting that you indicated you had discussed with George Mansfield for later in the week.

As you said, I realize this has gone pretty far long, however, there have been layout lines and sandbags placed in the road at least twice and it was unclear to me what the extent of the change would be. I'm also fairly certain that I did not receive a flyer concerning earlier meetings on this topic.

Now that I'm thinking about it, I realize that the first set of sand bags must of have been late fall last year. They were more like burlap bags. A number of cars just rolled over them spilling the sand, which was then swept up and the bags removed. I assumed that was a failed test to determine the effectiveness of the bags. The reason I think the timeframe was late fall or early winter is because I remembered thinking that the last pieces of bags and sand were probably picked up to allow free access for snow plows.

The latest round of sand bag testing had the sand in white (polyethylene?) bags which seemed tougher. I assumed this was to get a better idea of the effectiveness. Many of them were also split open, and then finally dragged to the side. I'm mentioning this, of course, to make a point that the trials haven't been effective and the idea that this extension would work has not been proven.

Another issue you mentioned was that the design was to allow enough width for two cars to pass each other along Jackson/Daniel St. I'm fairly certain the current lines drawn on the road do not accommodate

that. As you said, it would be worthwhile double checking the proper dimensions.

I can appreciate the fact that you ran into a stumbling block when investigating the placement of a stop sign on the west bound side of Jackson St.

As I said, though, I walk my daughter to school every morning and the basic comments from others on the street is, "Why don't they just put a stop sign there" For a meeting later in the week, it might be a good idea to be armed with the details of why the street configuration does not qualify for a stop sign. Maybe something has changed and/or the traffic volume today is such that it does qualify?

It makes sense to me that prior to trying to change the traffic pattern, it would be worth the investment to add a stop sign and trim the foliage to ensure the signs in both directions are visible far down the street. A crosswalk painted on the roadway might also be a fairly inexpensive way to alert drivers to children waiting and the proximity of an elementary school.

Given the pedestrian traffic to and from Bowen that comes from both sides of Daniel St., as well as from Walter and Jackson Streets, I'd be interested in knowing why the rules would prevent even a 3-way stop intersection and crosswalks on both sides of the street.

Please feel free to use this email or my home email address (copied on this email) to notify me of the meeting. I realize time sometimes goes too fast and that you had plans for being out of town, so I copied George Mansfield and Victoria Landberg on this note.

Thanks again for your time.

Regards,  
Ira

The now infamous basement meeting:

From: Vdanberg@aol.com  
Date: Tue, 5 Jun 2007 12:24:32 EDT  
Subject: Re: FW: Jackson street sidewalk extension  
To: ken@kenparker.org, ikronitz@emc.com, ritabeckman1@gmail.com, sweeneei@bc.edu, furgang@srbc.com, sean.roche@gmail.com, peller@gmail.com  
CC: ikronitz@comcast.net, gmansfield@newtonma.gov, daniel.krasa@verizon.net, Vdanberg@aol.com  
X-Mailer: 9.0 Security Edition for Windows sub 5365  
X-Spam-Flag: NO

\* LAST Meeting  
JUN 12, 2007  
were told there  
would be another  
one once  
data  
collected

A meeting has been scheduled regarding the Jackson St. traffic calming project. It is on Bob Rooney's calendar scheduled for 6:30 pm on Tuesday, June 12 in the CAFETERIA of City Hall (lower level). The meeting will start promptly at 6:30, as City officials have other meetings at 7:45 pm.

In addition too Mr. Rooney, Clint Schuckel, David Koses and Candace Havens are being notified, in addition to members of Public Safety and Transportation.

I have asked Christine Owen to notify the same list of streets that were noticed on October 5, 2005. Notice is short, but June 12 is the only date that works on the City side. Anyone receiving this email may notify

others via email. If you have any questions, please feel free to call me.

Vicki Danberg

617 969-1756

It was an effort to even ensure that a trial was done during the school year. Enough neighborhood involvement forced the issue

Date: Thu, 14 Jun 2007 10:23:03 EDT

Subject: Re: Jackson street sidewalk extension

To: ikronitz@emc.com, sean.roche@gmail.com, RachelSG@aol.com, ken@kenparker.org

CC: peller@gmail.com, ikronitz@comcast.net, ionharmony@comcast.net, edmurray@verizon.net, turtles.rule@gmail.com, sweeneei@bc.edu, luciec@comcast.net, blenson@comcast.net, mb8johnson@hotmail.com, dai@alum.mit.edu, ritabeckman1@gmail.com, furgang@srbc.com, jefftarmy@hotmail.com, carlplan@rcn.com, rrooney@newtonma.gov, chavens@rcn.com, cschuckel@newtonma.gov, dkoses@newtonma.gov, vdanberg@gmail.com

Ira,

When I spoke with Commissioner Rooney yesterday, explained that he will be able to conduct trials this summer, but needs to conclude the trials in time to resume work on previously scheduled projects due to begin in September. He indicated to me that he had enough wiggle room right now to put the project on hold and conduct the counting and trial, but he needs to hold to his fall schedule.

Public Works has had a great deal of experience with these kinds of things. I have confidence in Mr. Rooney's ability to assess this project. In a perfect world, we would wait until school opens in the fall to do anything. Public Works has agreed to work with us. We need to work with them.

Vicki

**We still (as of 5/2/2009) have not received any clear answers regarding stop signs. Given the savings and the fact that "will not disproportionately burden any streets parallel to Daniel Street"**

From: Ira Kronitz <ikronitz@emc.com>

Subject: RE: Jackson street sidewalk extension

Date: Wed, 13 Jun 2007 10:02:09 -0400

X-MS-Has-Attach:

X-MS-TNEF-Correlator:

Thread-Topic: Jackson street sidewalk extension

Thread-Index: AcetgPUNExntgo/ISkuoi8tYE+imkAAPvppQ

To: <sean.roche@gmail.com>, <ikronitz@comcast.net>, <ionharmony@comcast.net>, <edmurray@verizon.net>, <turtles.rule@gmail.com>, <sweeneei@bc.edu>, <luciec@comcast.net>, <blenson@comcast.net>, <ikronitz@emc.com>, <mb8johnson@hotmail.com>, <dai@alum.mit.edu>, <RachelSG@aol.com>, <Vdanberg@aol.com>, <ken@kenparker.org>

Cc: <peller@gmail.com>, <sweeneei@bc.edu>, <ritabeckman1@gmail.com>, <furgang@srbc.com>

Thanks. I didn't actually use a link, I searched the Newton website given the "hints" mentioned in the meeting.

We shouldn't have had to push The ISSUe!! Again wanting to do trials during vacation. Why??

Given all the talk about stop signs, I was surprised to read the following in the report. It seems to indicate that the intersection, would, in fact, meet the criteria. And, it would be a "good" thing in all respects except for the necessity of enforcement. Now that may not be a small thing, but given that all the negativity surrounding the option was that we wouldn't meet the criteria, it seems as if it should be revisited. And if refused, some cold hard facts regarding why the criteria is not met, especially given the assessment of the experts and the advantages of cost. In other words, how many accidents would be necessary, what is the traffic volume required vs. what we have, etc. I really feel as if I don't know who to trust. I was told the experts in the town said the stop signs can't be installed. And now I'm reading that the experts we hired said the configuration is a fairly good candidate for them. A trial study would seem to be in order regardless of the "possible" downside. Again, logic dictates that if there is truly going to be a downside to the pedestrians if the signs are removed, then the signs must have been working, the trial would have been a success, and that should trump any un-met criteria. In other words, if the cars weren't stopping the pedestrians would not have become accustomed to them being there. Please tell me if I'm missing something in this report? Here is the excerpt I'm referring to:

Based on our review of the conditions at this intersection, we believe that the guidance contained in the MUTCD regarding the installation of multiway stops signs is satisfied. We believe that the current substandard geometry, unexpected conflicts, and pedestrian demand meet the criteria. In addition, the fact that the two streets are of "similar design and operating characteristics" supports the installation of multiway stop control at this intersection.

The overall benefit to this plan is that it will introduce roadway elements that will increase travel time for all vehicles using the Daniel Street and Jackson Street bypasses. Properly enforced, all-way stop sign control will require vehicles to reduce speeds on all approaches in order to successfully negotiate the intersection. In addition, driver expectations will be less likely to be violated due to clearer right-of-way assignments. In contrast to Alternative 2, this plan will address evening peak hour cut through traffic using Jackson Street as a cut through in the westbound direction. **The all-way stop control will increase vehicular travel times in all directions and will not disproportionately burden any streets parallel to Daniel Street.** However, this plan relies heavily on enforcement and does not deliver the environmental benefits of Alternatives 1 and 2. Range of Capital Costs: \$500-\$1,000

Regards,  
Ira

**Another request for the aldermen to look into stop signs:**

To: ikronitz@emc.com, peller@gmail.com  
 Subject: Re: Jackson street sidewalk extension  
 Date: Wed, 13 Jun 2007 13:08:51 -0400  
 X-MB-Message-Source: WebUI  
 From: rachelsg@aol.com  
 X-MB-Message-Type: User  
 X-Mailer: AOL WebMail 27618  
 Cc: sean.roche@gmail.com, ikronitz@comcast.net, ionharmony@comcast.net, edmurray@verizon.net, tortles.rule@gmail.com, sweeneei@bc.edu, luciec@comcast.net, blenson@comcast.net, mb8johnson@hotmail.com, dai@alum.mit.edu, Vdanberg@aol.com, ken@kenparker.org, ritabeckman1@gmail.com, furgang@srbc.com, jeffarmy@hotmail.com

\* We were told  
 June 12, 2007  
 STOP Signs NOT  
 an option. ~~It~~ UP to  
 The State.  
 Lie!!!  
 It's up to  
 The City!!!



Hi,

This was my first meeting as we did not receive the notification for the other meetings. My opinion is that for every law or requirement, there can always be exceptions made. For example, zoning laws may be overruled with a variance. Therefore, I feel strongly that our elected officials should go back to the state and ask for a "variance" or "special permit" in order to have the stop signs. I don't buy the excuse that most drivers don't stop at stop signs. Apparently, they do, since it's not as if accidents are happening constantly in intersections. Perhaps people may not always come to a complete stop, but even a car coming to a rolling stop would solve a great deal of the problem. Cheaply, too. I think that stop signs, in conjunction with raised sidewalks, would be a good solution. As an aside, the city should have gone to that elderly woman for the study rather than all those so-called traffic engineers - she had a great idea, and then it would probably qualify as a real intersection, and then maybe we would meet the "warrants" for the stop signs! These are simply the musings of a first time meeting attender.

Rachel Geller, Jackson Street

**Another request for a study of stop signs that was ignored:**

From: eileen sweeney <sweeneei@bc.edu>  
Subject: Re: Jackson street sidewalk extension  
Date: Wed, 13 Jun 2007 12:36:02 -0400  
To: Vdanberg@aol.com,  
Ken Parker <ken@kenparker.org>  
X-Mailer: Apple Mail (2.622)

Dear Ken and Vikki,

I want to thank you so much for holding last night's meeting and spending so much time on this issue which has already absorbed more than it's fair share of a great number of people's times. I know that we were a difficult group but I do think that the neighborhood can work together eventually (and besides, as a philosophy professor, I cannot give up hope on a group where both Kant's categorical imperative and the notion of social constructionism were both mentioned -- Only in Newton!)

I just wanted to re-iterate what I think was wide agreement on the need to do a valid study. That means that data measuring both quantity of cars on Jackson, Walter and Daniel, and speed of cars on Daniel/Jackson needs to be measured both before and after a strong and persuasive temporary version of the bump out is used (Jersey barriers as was suggested would be good). I think it would also make sense for the residents to be notified of when and how long the trial would be (just by email).

I myself would advocate a trial also of a raised crosswalk from Daniel to Jackson as well as a stop sign trial. I know the latter is much disputed and seems hard to get passed but the full copy of the study by the traffic consultant states clearly that he did think the intersection could qualify for the new someone softened rules for stop signs (even though the report at the end argues against stop signs).

Here's that portion of the report:

Based on our review of the conditions at this intersection, we believe that the guidance contained in the *MUTCD* regarding the installation of multiway stops signs is satisfied. We believe that the current substandard geometry, unexpected conflicts, and pedestrian demand meet the criteria. In addition, the fact that the two streets are of "similar design and

operating characteristics" supports the installation of multiway stop control at this intersection.

The overall benefit to this plan is that it will introduce roadway elements that will increase travel time for all vehicles using the Daniel Street and Jackson Street bypasses. Properly enforced, all-way stop sign control will require vehicles to reduce speeds on all approaches in order to successfully negotiate the intersection. In addition, driver expectations will be less likely to be violated due to clearer right-of-way assignments.

In contrast to Alternative 2, this plan will address evening peak hour cut through traffic using Jackson Street as a cut through in the westbound direction. The all-way stop control will increase vehicular travel times in all directions and will not disproportionately burden any streets parallel to Daniel Street. However, this plan relies heavily on enforcement and does not deliver the environmental benefits of Alternatives 1 and 2.

Range of Capital Costs: \$500-\$1,000

Thank you for your time, patience and efforts on our behalf.

Yours,

Eileen Sweeney

**Although denied by the proponents, this was not about the safety of the intersection:**

Date: Wed, 13 Jun 2007 13:12:11 -0400

From: "Adam Peller" <peller@gmail.com>

To: "Ira Kronitz" <ikronitz@emc.com>

Subject: Re: Jackson street sidewalk extension

Cc: sean.roche@gmail.com, ikronitz@comcast.net, ionharmony@comcast.net, edmurray@verizon.net, turtles.rule@gmail.com, sweeneei@bc.edu, luciec@comcast.net, blenson@comcast.net, mb8johnson@hotmail.com, dai@alum.mit.edu, RachelSG@aol.com, Vdanberg@aol.com, ken@kenparker.org, ritabeckman1@gmail.com, furgang@srbc.com, jefftarmy@hotmail.com

Ira,

The traffic study showed that the vast majority of traffic goes to Daniel and does not continue on Jackson. And, given the requirement that we not displace the problem on other streets, and I think the implicit requirement that we not make things worse for Daniel, that lead to the current bump out design. I don't know if it was intentional, the other "T" design drawn on the board last night was an insult to your Daniel Street neighbors. While it would continue to protect Walter/Jackson from a problem it does not have today, it would in fact make for a straighter faster path to Daniel. I was hoping for more compassion, given our lengthy conversations.

-Adam

**Another call for stop signs, with no response from the Aldermen:**

On 6/13/07, Ira Kronitz <ikronitz@emc.com> wrote:

Another case in point: (Incidentally, it has been pointed out that the existing stop sign does not meet warrants and would probably not be approved if considered anew today.)

What are the warrants? Actually at this point, I meant that to be rhetorical.

We've had way too much email, but it seems to come down to:

- 1. The city can put stop signs wherever it deems they are needed.
- 2. The traffic council does not want to approve a 3 way stop at this intersection.

Now They admit They can put STOP SIGNS.

Victoria, Ken,

This may be rehashing things, but it appeared last night that there are enough people who think the stop signs are a good alternative and a valid study point to at least ask the traffic council to review their reasons. In light of the Traffic Solutions study, I would hope to get some details as to why they don't like the idea. What can you do to facilitate this?

Also, can you please let us know what the plans are for the trial? Start, stop, times, where the measurements will be taken, etc.

Thanks again for your time and assistance.

Regards,  
Ira

**Even Sean indicated that he knew where the lines were going to be, yet the study wasn't done that way. Instead we got a berm that was six feet from the curb (78").**

**And I clearly remember that "reaching out" effort. The attempt included trying to wordsmith a statement down to the word. Sean would say: "Well, Ira, what's wrong this word, do you agree with this word?" My response was that their statement was one sided and that I didn't like it. So, I wasn't going to put my name on it.**

**It mentions a thorough process, but we have since come to know that the neighborhood did not have the opportunity to have their opinions aired. And the bait and switch began regarding the various dimensions of the berm:**

**From:** Sean Roche [mailto:sean.roche@gmail.com]  
**Sent:** Wednesday, June 13, 2007 3:29 PM  
**To:** George Mansfield; Ken Parker; Vicki Danberg; Rooney Robert; Lou Taverna; Clint Schuckel; David Koses  
**Cc:** kronitz, ira; Eileen Sweeney; Rita Beckman  
**Subject:** Daniel/Jackson Street trial

After last night's discussion, it is clear that there are two needs to be identified and balanced.

On the one hand, **there is the proposed solution to an identified traffic problem on Daniel Street.** There has been a thorough process that has identified the problems on Daniel Street as substantial and worth addressing. Through the process, Traffic Council, a traffic consultant, and the Board of Alderman identified a reconfigured curb line as a responsible and appropriate response to the problem.

Traffic Calming Problem or Traffic Problem  
Again want to divert Traffic!!

On the other hand, there are concerns with the validity of the sand bag trials to test the collateral effects of the redesign.

These 2 People Live on ~~But~~ Daniel St || #127-09  
E

To move forward on the City's commitment to solve the problem on Daniel Street and, at the same time, respond to the recently raised concerns of neighbors, Adam Peller and I propose the following:

Contrary to suggestions last night, do *not* put up a new trial right away.

Instead, get new baseline traffic counts as soon as possible.

Once there are baseline traffic counts, install a trial that is both non-permanent and not degradable. We suggest concrete curbs secured to the pavement. Behind the curbs (on the non-roadway side) place chevrons or similar warning signs.

Set up the trial near the original design line (14' at its widest extension, not the suggested 10').

Make sure that the trial includes appropriate restriping.

Run a trial for a substantial period, perhaps 90 days.

Get new traffic counts early in the test and later in the test (to see if traffic behaviors changed over time).

Review the trial.

Some may request that the trial be postponed until school in the fall. In light of the extended process to date, that would not be a reasonable request. However, it may make for better data to wait a few weeks until after school gets out to do the baseline counts and then test again against numbers while school is still out, so that there is an apples (non-school traffic) to apples comparison. If there is time, it may be possible to count for one week of school traffic and one week of post-school traffic, so that we have baselines for both conditions.

While we should start the trial as soon as possible, it may be valuable to extend the trial into the school year, too.

As for the starting curb line, if we are going to have an extended trial, the trial should start with the most aggressive extension that the professionals feel is safe. Clearly, the most aggressive extension will have the greatest slowing effect on Daniel Street. If the extent of the extension causes collateral negative impacts, we can always move the curb line in by increments and renew the trial.

I should note that Adam and I reached out to Mr. Kronitz to see if he would join us in this recommendation. He was unwilling to.

Sean Roche  
617 792-8998

Again this was a Daniel St. problem, only when it became hard to sell to the neighborhood was it an intersection problem:

Date: Thu, 14 Jun 2007 14:13:49 -0400

From: "Sean Roche" <sean.roche@gmail.com>

To: Vdanberg@aol.com, ken@kenparker.org, RachelSG@aol.com,

"Ira Kronitz" <ikronitz@emc.com>, peller@gmail.com,

"David Iwatsuki" <diwatsuki@gmail.com>, ikronitz@comcast.net,

ionharmony@comcast.net, edmurray@verizon.net, turtles.rule@gmail.com,

sweeneei@bc.edu, luciec@comcast.net, blenson@comcast.net,

mb8johnson@hotmail.com, ritabeckman1@gmail.com, furgang@srbc.com,

jefftarmy@hotmail.com, carlplan@rcn.com

Subject: Understanding the Daniel Street problem

I appreciate that many of you are most aware that parents driving to Bowen are a source of problems on Daniel Street. But, school traffic is by no means the only problem. (To the extent that you believe school traffic is a problem, I urge you to get involved with Adam and me with Bowen School's Safe Routes to School program and try to encourage children to walk to school, which will have a collateral benefit of reducing traffic on everyone's streets.)

Speaking for myself, cut-through traffic is a much larger problem than school traffic. At least the school volume is limited to certain relatively short periods during the day. I urge you to look at the traffic study and how it describes the problem.

I am not convinced that there is anything special about the school-bound traffic that necessitates postponing a trial until fall. If you must, go ahead and ask that the trial be postponed. I will respectfully disagree.

But, please don't diminish our problem by suggesting that it is limited to an hour in the morning and an hour in the afternoon, Monday through Friday, September through June. It's a day-long, all-week, year-round problem.

I don't mean to pick on David, especially because he has been an active and engaged participant in the process over the years (and others have made similar comments). **But, we don't experience summer as a lull. If anything, it's a time when we like to be outside, which makes the traffic problem that much more frustrating.**

Thank you.

Sean Roche

**First sighting of the bait and switch, with the changed configuration:**

From: Ken Parker <ken@kenparker.org>  
Subject: Re: Jacson/Daniel st - UPDATE  
Date: Tue, 5 Aug 2008 16:49:03 -0400  
To: Ira Kronitz <ikronitz@emc.com>  
X-Mailer: Apple Mail (2.753.1)  
X-Junkmail-Status: score=10/50, host=mr02.lnh.mail.rcn.net  
X-Junkmail-SD-Raw: score=unknown,  
    refid=str=0001.0A010208.4898BC78.009F,ss=1,fgs=0,  
    ip=207.172.4.11,  
    so=2007-10-30 19:00:17,  
    dmn=5.4.3/2008-02-01  
X-Junkmail-IWF: false

Hi Ira,

Thanks for the update. I'll be right over to have a look. I will also invite DPW Commissioner Tom Daley.

Regards,

Ken

-----  
Ken Parker  
Newton Alderman  
ken@kenparker.org  
(617) 965-3723

On Aug 5, 2008, at 4:43 PM, Ira Kronitz wrote:

Thanks for following up on this Barry.  
I just took a walk down to look at it with tape measure in hand.

By sight alone the bumpout, as shown by the pink line, reaches the double yellow line extending down Jackson St. to Daniel St. In other words the bumpout is taking away the entire lane.

Measuring from the existing curb, the existing asphalt bumpout is 78" from the curb. The pink line is 150" from the existing curb. Double is not usually considered a "tweak" The southern part of Jackson St. has the bumpout DECREASED from 84 inches to 33 inches. Halving a measurement is also not generally considered a tweak.

The combination certainly seems to promote the idea of someone turning rather than going straight along Daniel St.  
The study is useless given the change in dimensions. As useless as the study with the trampled sand bags.

Ken, Vicki,  
I would think the bumpout needs to return to what was studied, or another evaluation is required. The meetings we all attended seemed to allow us to come to some sort of consensus given the study and how it was to be measured. This change appears to have thrown all of that out the window.  
Can you explain how you're going to rectify this?

Regards,  
Ira  
Ira Kronitz

After the trial the lines changed again. I don't think Ken ever got back to us on this.

From: Ken Parker <ken@kenparker.org>  
Subject: Re: Jackson/Daniel st - UPDATE  
Date: Fri, 15 Aug 2008 12:03:00 -0400  
To: Ira Kronitz <ikronitz@emc.com>

Ira,

Vicki was not on the Traffic Council when it rejected the application for stop signs. I have requested the other information (study results, details of plans) and that the DPW Commissioner hold a community meeting at which this information is presented. I'll let you know as soon as I hear back.

Regards,

Ken

-----  
Ken Parker  
Newton Alderman  
ken@kenparker.org  
(617) 965-3723

**A note from Mr. Daley. Several issue with this note. It has been said, many times before that those "public meetings" were not advertised, and that the abutters as well as folks on Walter and Jackson St. were not notified. Mr Daley states that he was moving cones back and forth between the less severe and alderman approved plan. Later notes seemed to imply that the first berm was the less severe distance. Very confusing. At the time there was no analysis at this distance. The term "it is the right thing to do" appears to be overused and repeated for different configurations.**

STARTS!!

X  
X

From: tom daley <tdaley@newtonma.gov>  
Date: Fri, Sep 5, 2008 at 7:52 PM  
Subject: Daniel / Jackson intersection  
Hello:

If you are receiving this it is because you are someone that may have interest in the new curb layout at the intersection of Daniel St. and Jackson St. I will begin by saying that several people offered to share information to anyone else interested in this project so if you would it would be greatly appreciated.

As you probably know, the Newton DPW painted a pink line several weeks ago at the intersection that represented where we were going to install the new curbing. After we painted the line in the field we received some calls / e-mails, etc. that prompted me to look into the proposed improvements and get up to speed on all of the history of this project. The history is as follows:

In May of 2001 the Traffic Council heard from residents of Daniel St. regarding the installation of a stop sign at Jackson and Daniel Streets. The request was denied by Traffic Council.

In May of 2004 the Traffic Council heard from residents of Daniel St. regarding the installation of three way stop signs at Jackson and Daniel Streets. The request was held by Traffic Council.

In November of 2004 the Traffic Council voted to take no action on the three way stop request but did vote to recommend intersection reconfiguration plans to be prepared.

In early 2005 the City hired Traffic Solutions, LLC to study and make recommendations for the intersection.

On 6/2/05 a public meeting was held at City Hall to solicit public input.

On 6/28/05 another public meeting was held and potential recommendations were presented and discussed with the public.

On 9/16/05 the final report and recommendations from Traffic Solutions was issued. The report recommended three options:

Roundabout

"T" intersection

all way stop

On 10/19/05 the Public Safety / Transportation Committee held a public meeting where the final report and recommendations were discussed with public input. The Committee voted to hold the item until a sandbag trial was performed for the roundabout.

The sandbag trial was performed in November and December of 2005.

On 5/3/06 the Public Safety / Transportation Committee held a public meeting to discuss the results of the trial. It was presented that after further review there was insufficient right-of-way area to construct the roundabout. Also in general it was deemed that the trial was not very successful. As a result the Committee held the item in order to do a sandbag trial of the "T" intersection option.

On 11/8/06, the Public Facilities Committee held a public meeting and approved the "T" intersection project.

On 11/13/06, the Finance Committee held a public meeting and approved the funding for "T" intersection project.

On 11/20/06, the Board of Alderman approved the "T" intersection project including the funding.

In the spring of 2007 the Engineering Division marked out the proposed curb line which triggered many phone calls, etc. including a meeting on 6/7/07 with interested parties, including people from Walter Street who were concerned that the improvements would divert traffic to their street.

**In the summer of 2007 the DPW installed berm as a trial in a location that was less "severe" than the plan previously approved by the Alderman. Traffic analysis was done on Walter St. before and after the berm installation in the Fall of 2007. The berm trial is continuing until this day.**

**In early Summer of 2007 the DPW Engineering Division remarked out the curb line based upon the Alderman approved plan. Immediately thereafter, similar to last year many phone calls were triggered.**

**In the couple weeks thereafter I personally visited the site several times and for several hours, moving the cones from the "Alderman" curb line to the "not as**

severe" line and observed traffic flow.

I wrote the above history because I have heard from a few people that there hasn't been enough public involvement and/or insufficient study of this intersection. It is mine and the opinion of the Dept. of Public Works that this intersection improvement project has received extensive analysis, thought, study, public input, time and effort. The City and residents have been studying this intersection for seven years or maybe even longer. With that being said and considering the amount of input, analysis and effort that has gone into this project I have decided to implement and construct the plan that was adopted by the Board of Alderman, which is the "pink" line that is marked in the field. **I base this decision on engineering analysis, engineering traffic standards and accepted design practices regarding traffic calming. In my professional opinion it is the right thing to do.**

The proposed plan will safely slow traffic in the area of the intersection. Based upon our traffic analysis and our professional opinions traffic will not be diverted down Walter Street. The proposed project will be a benefit to all in the neighborhood including pedestrians. Work will begin on the project this construction season. I thank everyone for their input, energy and professionalism regarding this project.

Thank you.  
 Thomas E. Daley, P.E.  
 Commissioner of Public Works  
 Newton City Hall  
 1000 Commonwealth Avenue  
 Newton, MA 02459  
 Phone: (617) 796-1000  
 Fax: (617) 796-1050

**Another letter asking for more clarification, as well as stating that most of the residents are opposed. None was received, that I know of.**

Date: Mon, 8 Sep 2008 00:03:03 -0400  
 From: "Bob Lenson" <blenson@gmail.com>  
 To: tdaley@newtonma.gov  
 Subject: Jackson St. / Daniel St.  
 Cc: gmansfield@newtonma.gov, vdanberg@aol.com, ken@kenparker.org, dcohen@newtonma.gov, "circle realty" <circlerealty@aol.com>, sweeneei@bc.edu, luciec@comcast.net, Cbronstein@hotmail.com, blenson@comcast.net, furgang@srbc.com, RachelSG@aol.com, joelAK@aol.com, edmurray@verizon.net, tortles.rule@gmail.com, mb8johnson@hotmail.com, jefftarmy@hotmail.com, IONHARMONY@comcast.net, CommAve@aol.com, diwatsuki@gmail.com, ikronitz@comcast.net, "Conrad Warre" <conradw@gmail.com>, barrysbergman@yahoo.com, "jodi riseberg" <jriseberg@yahoo.com>, "Rira Beckman" <rbeckman@mountida.edu>

An open letter to Commissioner Thomas E. Daily

From Robert Lenson, a lifelong Newton Resident with 20 years in the Bowen Thompsonville neighborhood.

Commissioner;

In June of 2007 I was very active in the discussion of the bump out. I was particularly amazed that your department contrived its "professional opinion" during the April School Vacation, Not

extensive Analysis  
 Thru Public input.

Look at  
 The  
 Petition!!  
 No one  
 Wants it  
 Who Lives  
 There.  
 His input  
 Came from  
 2 people  
 ON Daniels

Again  
 If it  
 IS Traffic  
 Calming  
 Why wouldn't  
 You put  
 UP the Smaller  
 Bump-out. His  
 own data stated  
 The Smaller  
 Bump-out slowed  
 Traffic more!!



More ~~the~~ People Not Wanting  
Bump-out =

#127-09

what many of our neighbors agreed was a good model of traffic on this intersection. It was during this meeting that many of our aldermen agreed and set up the Berm trial with the agreement that it would actually be conducted while school is in session.

For this reason I am very surprised that in the Dog Days of August, you direct a School bus down Jackson St. without the benefit of a normal school day's traffic and any inclement weather.

While you admitted that your department has been studying this for 7 years allot has changed.

7 years ago while traveling east bound on rte 9 you could get by the Langley light in a turn to a turn and a half, today rush hour traffic is backed up to parker St. causing many motorists to take Parker to Daniel to Jackson to get up to the light. We have added a major condo complex on Langley rd and one on Boylston St. This has been complicated by the new Apartment complex at the old Susse Chalet, and soon the new Chestnut Hill Square. Their Impact has been great at Bowen school it just seems that some of the earlier studies are obsolete in today's world and studies done today need to take the impact of futures projects into consideration. Further just because seven years of study have been conducted lets no just do this project to get it done.

I do not have your Professional experience and I am not entitled to make a professional opinion. I do have 20 years of experience in the Neighborhood; I know the people and the pulse of the neighborhood and common sense. With the exception of the Walter St residents (**should be Daniel St.**) who will benefit from this, the rest of the residents are opposed. Don't watch and move cones around during the summer! Do it during the school year, do it when it is raining hard or with Snow and Ice and extra cars are on the road trying to get their kids at school. Most of all Do it during the 2 daily school rushes.

Please Commissioner, Share with us your Engineering analysis, show us the scientific studies, and help us believe in our hearts that a school bus on an inclement day at school rush hour is going to negotiate that turn. Prove to us that the residents on Walter St will not feel any increase in their traffic load.

Would you do this if you lived on Walter St?

Please use your professional opinion to come up with something that works for all of this. And Please, Please, Please Do not put your children on a bus leaving Bowen.  
Thank you

Bob Lenson  
617-233-5111

**And the data from the first berm (78" from the curb) trial:**

	A	E	C	D	E	F	G	H	I
1	DATE								
2	DATE	STREET	VOLUME	AMPEAK	AMVOL	PMPEAK	PMVOL	FILE	OTHER DATA
4	BEFORE CURB EXTENSION								
5	9/20/2007	Jackson St North of Fours 9	207	7:00 8:00	51	2:00 8:50	20	jacksonspeed2	speed 200
6	9/10/07	Jackson St West of Cypress St	198	7:00 8:00	50	1:00 4:00	20	jacksonspeed1	speed 198
7	9/10/07	Daniel St East of Parker St	170	7:00 8:00	40	3:00 4:00	17	danielssped	speed 170
8	9/27/2007	Water St East of Parker St	440	8:00 8:30	65	2:00 8:50	45	waterspeed	speed 36
9									
10	AFTER CURB EXTENSION								
11	11/7/2007	Jackson St North of Fours 9	352	8:00 10:00	75	12:20 2:00	51	jacksonspeed3	speed 200
12	20/2/2007	Jackson St West of Cypress St	1875	8:00 9:00	236	3:00 4:00	200	jacksonspeed4	speed 198
13	11/7/2007	Daniel St East of Parker St	1702	8:00 9:00	177	3:00 4:00	170	danielssped1	speed 170
14	11/7/07	Water St East of Parker St	314	7:00 8:00	117	1:00 4:00	31	waterspeed1	speed 36
15									

Vehicles counted (both directions) over 24 hours

Highest hour (am/pm) based on # vehicles counted, and # vehicles counted during that hour (both directions)

Vehicle cc

Two locations were recounted at a later date due to missing data from initial count (could be a car parked on tube, broken tube, etc.)

Mr. Daley indicated there was no diversion, but I analyzed the data as follows. There was never any explanation as to why he disagreed.

Sept 22, 2008 email, I analyzed the numbers from the first berm trial in this way. I've asked for input, but no one has contradicted my methods.

Email Analysis:

Thanks for the additional details.

I'm sorry but I don't understand why you say that there is no diversion from Daniel St.

Looking at the numbers in the following way it appears there was a difference in traffic flow between the normal curbs and the moderate berm.

For Jackson St. North of Rte. 9:

before the berm: 287 cars on Jackson north of route 9

after the berm: 352 cars on Jackson north of route 9.

That's 65 more cars on Jackson St. a 65/287 or 23% increase.

For the AM volume it's 78 cars after the berm, 51 before, that's a more pronounced 27/51 or 53% increase.

For Walter St.:

before the berm: 440 cars on walter st.

after the berm: 469 cars on walter st.

That's only 29 more cars on Walter st, but when you look at the morning volume that's a shift of 68 to 87 which is 19/68 or 28% increase. It seems to fit exactly that the additional 28% turned in the morning.

Similarly for Jackson St. west of Cypress, after the berm there was an additional 53/185 or 29% increase in the morning traffic. Even while there was a decrease in the 24hr volume for the day.

There seemed to be comparable decreases in Daniel St. volume. The percentages are lower, of course, due to the higher volume. The volume makes sense since Daniel St. is considered to be a "minor collector" according to the Newton Comprehensive Plan. Walter Street and Jackson St. north of Rte. 9 are designated as local streets. In case folks are interested, the definitions are as follows:

" - Minor Collectors: Minor collectors are similar to major collectors, but, in general, have a lower volume, generally ranging between 1,000 and 5,000 vehicles per day. 36 Newton streets or street segments have been categorized as minor collectors."

" - Local Streets: The local street system's primary function is to provide access to the land activities that front upon them. All streets in Newton that are not placed in one of the categories above and are not private streets are classified as local streets."

The times designated by the PM volume numbers from before and after the berm are so different from each other I don't see how you can draw any conclusion from them. The "before berm" numbers are around evening rush hour and the "after berm" numbers are around school dismissal times. Could that be saying that the berm has shifted the peak travel hour on

*\*\* Increase in Traffic in AM Hours !!!*

all of these alternative roads from evening rush to school release time?  
Even so, from the evening data, there doesn't appear to be a way to define how much of the traffic is diverted or not diverted at any particular time of day; which was the point of the study.

I'm assuming you looked at the numbers differently. I'd be interested in understanding how you arrived at your conclusions.

From Commissioner Daley, the determination of what is considered significant or not: "Traffic Engineering studies are performed on "typical days" according to engineering judgement. A sample count generally occurs over 24 to 48 hours. A typical day depends on the characteristics of the study area and the purpose of the study. In this case, a typical day is a Tuesday, Wednesday, or Thursday when area schools are in session and weather is favorable. Daily traffic on a typical days can vary up to 15%. Traffic volume data from Saturdays, Sundays, Mondays, and Fridays are generally lower than during midweek days, therefore, these days are often excluded from this kind of study. This might differ, however, if the study was for a movie theatre, for example, where a weekend count might be more appropriate. In the "after" study, we will again choose typical day(s) according to the same criteria as in the "before" study, and wait at least one week following the change, so that any "novelty effect" is reduced and the expected long-term traffic patterns are measured."

I hope this helps answer your concerns.  
thank you.

**Calling for a response to the petition that Ken indicated just recently (April, 2009) that he couldn't find:**

\* Now City Hall  
Can't Find  
Petition. \* \*

From: Ira Kronitz <ikronitz@emc.com>  
Subject: RE: Daniel / Jackson Intersection neighborhood petition  
Date: Mon, 10 Nov 2008 13:58:02 -0500  
X-MS-Has-Attach:  
X-MS-TNEF-Correlator:  
Thread-Topic: Daniel / Jackson Intersection neighborhood petition  
thread-index: AcIDW1i98NvQvtqUSQ6HXeBc0rEhUwAAMHyw  
To: <ken@kenparker.org>  
X-OriginalArrivalTime: 10 Nov 2008 18:58:03.0300 (UTC) FILETIME=[4230F640:01C94366]  
X-RSA-Inspected: yes  
X-RSA-Classifications:  
X-RSA-Action: allow

Ken,  
I'm really trying to understand this. This is stupidly aggravating, and it's over a ridiculous bumpout.

Without all the extra email if you want it that way, please tell me what your thoughts are/.  
Seriously, aren't you my insight into what is going on in City Hall?

I'm challenging a conclusion made by the Commissioner. Since we are going ahead with a second study with an even larger bumpout, his feeling must be that it doesn't divert any cars away from Daniel St. and the bumpout is safe. I'm challenging his conclusion about the diversion of cars. Others have challenged his conclusion regarding safety, and have sent in a petition requesting that the bumpout not be built.

The commissioner is not responding. Your replies Ken, indicate that he is not responding to you either, and that you have no control over that.

It's my understanding that the board of aldermen approved this bumpout depending upon the outcome of a

study. If you're not challenging my conclusion, then the study indicates there is a problem. If you can't get an answer, why isn't the board of aldermen stopping any further expense on performing another study?

To tell you the truth, I don't understand why this process isn't working. A whole bunch of neighborhood people sat down and agreed to do a study, the city agreed. Then the data went missing for months, then the bumpout lines changed, then it was agreed to do another study with the new bumpout lines, then the data showed something that wasn't expected.

Now people are accusing others of this getting personal.

There's nothing personal. Why can't the DPW explain the numbers?

*\* DPW can't explain numbers!*

I still think it's the aldermen's job to do the following:

1. Find out what happened to the petition and tell us if it has any bearing on the issue. And if it doesn't, why not?
2. How did the DPW use the data collected to say the criteria for building the bumpout is not violated i.e. no traffic diversion.

And if the aldermen can't answer number two, then they should at least be able to present us with the proper steps to be taken to somehow receive an answer.

Why did this suddenly become such a black box?

Regards,

Ira

Ira Kronitz

**From:** Ken Parker [mailto:ken@kenparker.org]

**Sent:** Monday, November 10, 2008 12:40 PM

**To:** kronitz, ira

**Cc:** tdaley@newtonma.gov; tkropf@aol.com; downhilman@aol.com; gmansfield@newtonma.gov; VDANBERG@aol.com; lrothstein@comcast.net; catcost@aol.com; jlvacca@hotmail.com; merlehass@gmail.com; MCOSTELLO@partners.org; markjfield@hotmail.com; sean.roche@gmail.com; jackmaypole@yahoo.com; kasdavidson@hotmail.com; RachelSG@aol.com; Edailey@bromsun.com; blenson@gmail.com; jefftarmy@hotmail.com; luciec@comcast.net; barrysbergman@yahoo.com; peller@gmail.com; gspector@cnc.com; ionharmony@comcast.net; commave@aol.com; edmurray@verizon.net

**Subject:** Re: Daniel / Jackson Intersection neighborhood petition

Hi Ira,

I am not challenging your analysis of the data from the old trial, simply waiting for the data from the new trial. Commissioner Daley is a recipient of this email. I hope that he will clarify the time frame to let us know when the current trial will conclude and new data will be released.

Regards,

Ken

-----  
Ken Parker  
Newton Alderman  
ken@kenparker.org  
(617) 965-3723

On Nov 10, 2008, at 11:51 AM, Ira Kronitz wrote:

Thanks Ken.

I'd like to understand what the dates are for the trial.

And I'd like someone to explain how their analysis differs from the one in the attached email I sent out Sept.

22nd.

An additional 29 cars as compared to 1500 on Daniel St. doesn't mean much. But the whole reason the measurements were taken on Walter St. and the south end of Jackson St. was to see if cars were being diverted. The criteria for building the bumpout was that it was not going to divert any traffic. Tell me if I have that wrong.

I looked at the numbers, and it seems to be doing that. I didn't make up the numbers, and I think I laid them out in a fairly transparent manner.

If you don't agree with the conclusion, tell me how you reached a different one. Everyone has the same numbers.

What am I looking at incorrectly?

Regards,

Ira

Ira Kronitz

EMC Cambridge Software Center

11 Cambridge Center

Cambridge, MA 02142-1405

Ph: 617-679-1115

kronitz\_ira@emc.com

**From:** Ken Parker [mailto:ken@kenparker.org]

**Sent:** Monday, November 10, 2008 11:20 AM

**To:** kronitz, ira

**Cc:** tkropf@aol.com; downhilman@aol.com; tdaley@newtonma.gov; gmansfield@newtonma.gov; VDANBERG@aol.com; lrothstein@comcast.net; catcost@aol.com; jlvacca@hotmail.com; merlehass@gmail.com; MCOSTELLO@partners.org; markjfield@hotmail.com; sean.roche@gmail.com; jackmaypole@yahoo.com; kasdavidson@hotmail.com; RachelSG@aol.com; Edailey@bromsun.com; blenson@gmail.com; jefftarmy@hotmail.com; luciec@comcast.net; barrysbergman@yahoo.com; peller@gmail.com; gspector@cnc.com; ionharmony@comcast.net; commave@aol.com; edmurray@verizon.net

**Subject:** Re: Daniel / Jackson Intersection neighborhood petition

Ira,

My understanding is that the trial is still underway and that before and permanent solution is built, the findings of the trial will be released to the neighborhood. I also understand that some neighbors are working on organizing a neighborhood meeting, which I have promised to attend. I'm not sure what else you want from me at this stage. I'll be happy to weigh in with an informed judgment when I have seen the data from the trial.

Regards,

Ken

-----  
Ken Parker  
Newton Alderman  
ken@kenparker.org  
(617) 965-3723

On Nov 10, 2008, at 10:22 AM, Ira Kronitz wrote:

Maybe I'm not on some email lists, but after 6 weeks, there doesn't seem to have been any response to the petition, or my request as to how the data was viewed. As far as I can see, it shows more cars turning down Walter St. even with the smaller bumpout and the criteria Mr. Daley specified. I think we are all open to seeing how someone else analyzed the data, but the silence seems to speak volumes.

Long after the proposed schedule, the larger bumpout was finally built.

This seems to be the pattern. Wait awhile, go ahead without responding and then act surprised when people are taken aback and become vocal again as you move ahead without ever answering the questions.

Ken, if that's the way you're going to operate, I don't think your mayoral campaign will go very far when this pattern is noticed by the general populace.

Crossing  
Guard  
at  
Bowen  
Opinion  
Σ

At any rate, I was walking my daughter to school today and I hear the Bowen School crossing guard at Jackson and Cypress Streets tell Adam Peller that there was almost an accident down at the bumpout. She had said that one of the parents indicated it was almost a head on collision. This is without any snow and ice on the roads, when people can actually stop if they want to. I suggest an impartial observer find out what really happened. Some people may get over excited and some may try to brush it off. If accidents start occurring, as all the 20 year residents seem to think they will, there is going to be a long hard look at the dismissed opinions and the process that was used (or wasn't used) to get to this point.

Given the petition, the analysis of the data showing that it has already failed the criteria for the project moving ahead, and a rather quick indication that accidents are likely, can someone please explain what the city's plan is to move on? And what the decision criteria is now supposed to be. Since the usual, "we'll have a week in this configuration and a week in that configuration" doesn't seem to ring true, I, for one, would like calendar dates put on the schedule.

Other thoughts, comments?

Regards,  
Ira  
Ira Kronitz

More Negative  
Feedback Ignored!!!

**From:** tkropf@aol.com [mailto:tkropf@aol.com]  
**Sent:** Wednesday, September 24, 2008 6:45 PM  
**To:** downhillman@aol.com; tdaley@newtonma.gov  
**Cc:** ken@kenparker.org; gmansfield@newtonma.gov; VDANBERG@aol.com; lrothstein@comcast.net; catcost@aol.com; jlvacca@hotmail.com; merlehass@gmail.com; kronitz, ira; MCOSTELLO@partners.org; markjfield@hotmail.com; sean.roche@gmail.com; jackmaypole@yahoo.com; kasdavidson@hotmail.com; RachelSG@aol.com; Edailey@bromsun.com; blenson@gmail.com; jefftarmy@hotmail.com; luciec@comcast.net; barrysbergman@yahoo.com; peller@gmail.com; gspector@cnc.com  
**Subject:** Re: Daniel / Jackson Intersection neighborhood petition

I agree. The proposed alterations make the intersection more dangerous for both pedestrians and drivers, not only for westbound drivers but also eastbound Daniel St. drivers who are stopped at the stop sign facing the westbound cars coming downhill having to make a sharp right turn to continue onto Daniel.

Terry Kropf

**Ken did respond with some information about the petition, but it wasn't a status, just some general information about where the petition goes. I don't think I received any feedback about what the aldermen approved regarding the trial or not.**

From: Ira Kronitz <ikronitz@emc.com>  
Subject: RE: Daniel / Jackson Intersection neighborhood petition  
Date: Mon, 10 Nov 2008 16:29:55 -0500  
X-MS-Has-Attach: yes  
X-MS-TNEF-Correlator:  
Thread-Topic: Daniel / Jackson Intersection neighborhood petition  
thread-index: AclDW1i98NvQvtvqUSQ6HXeBc0rEhUwAAMHywAAbsOTA=  
To: <ken@kenparker.org>

Ken,

Thanks for the call. I understand your position. I think you could make it clearer about the petition being in the executive branch, and what they could do about it with the right data but I understand that more comprehensive data should be available in the near future.

Regarding your comment about the aldermen already approving the bumpout, I found an email from June, 2007 that included the minutes of a couple of the meetings regarding this issue.

From the may-2006 report, the discussion centered around the fact that the traffic circle wasn't going to work. Alternative #2 was to be tried, and the committee was holding this item until the new survey and sand bag trial info was available.

If you're talking about the approval in March, 2007, that approval is based on the sand bag trial. Everyone, and I mean everyone, including those folks on Daniel St. agreed that the sand bag trial was useless from the start. SUVs ran over them within hours, and at the latest, they were disintegrated within 3 days. People are not going to feel they have been treated fairly if it's pointed out that the Aldermen approved this measure based on that trial. The minutes from May 2006 clearly state that the committee voted to hold the item until new survey information and a sandbag trial with the new proposed design was carried out.

If I'm reading this incorrectly, please let me know how..

So, the question is, why, or how can you say it has already been approved given the minutes of these meetings?

You mentioned that you could look up the approval. I'd be interested in knowing if it did or did not reference these item numbers indicating a trial was to be held.

Thanks again for the call  
Ira.

From May, 2006:

Since there was a need for further technical information before moving forward with a new design, the Committee voted 8-0 to hold this item until the new survey information can be compiled, and the DPW has a chance to put out sand bags as a trial with the new proposed design

From March 2007:

#289-03(3) PLANNING DEPARTMENT submitting a Recommendation Memo from Traffic Solutions, contracted per Board Order #250-01(4) to recommend roadway modifications in the JACKSON STREET and DANIEL STREET area. (sand bag trial)

**Regards,**  
Ira  
Ira Kronitz



CITY-HALL

Study showed smaller  
Bumpout Diverted traffic  
in AM Hours. So they build  
a bigger  
one!!

**From:** kronitz, ira  
**Sent:** Monday, November 10, 2008 1:58 PM  
**To:** Ken Parker  
**Subject:** RE: Daniel / Jackson Intersection neighborhood petition

Ken,  
I'm really trying to understand this. This is stupidly aggravating, and it's over a ridiculous bumpout.

Without all the extra email if you want it that way, please tell me what your thoughts are/.  
Seriously, aren't you my insight into what is going on in City Hall?

I'm challenging a conclusion made by the Commissioner. Since we are going ahead with a second study with an even larger bumpout, his feeling must be that it doesn't divert any cars away from Daniel St. and the bumpout is safe. I'm challenging his conclusion about the diversion of cars. Others have challenged his conclusion regarding safety, and have sent in a petition requesting that the bumpout not be built.

The commissioner is not responding. Your replies Ken, indicate that he is not responding to you either, and that you have no control over that.

It's my understanding that the board of aldermen approved this bumpout depending upon the outcome of a study. If you're not challenging my conclusion, then the study indicates there is a problem. If you can't get an answer, why isn't the board of aldermen stopping any further expense on performing another study?

To tell you the truth, I don't understand why this process isn't working. A whole bunch of neighborhood people sat down and agreed to do a study, the city agreed. Then the data went missing for months, then the bumpout lines changed, then it was agreed to do another study with the new bumpout lines, then the data showed something that wasn't expected.

Now people are accusing others of this getting personal.  
There's nothing personal. Why can't the DPW explain the numbers?

I still think it's the aldermen's job to do the following:

1. Find out what happened to the petition and tell us if it has any bearing on the issue. And if it doesn't, why not?
2. How did the DPW use the data collected to say the criteria for building the bumpout is not violated i.e. no traffic diversion.

And if the aldermen can't answer number two, then they should at least be able to present us with the proper steps to be taken to somehow receive an answer.

Why did this suddenly become such a black box?

Regards,  
Ira

**A note I received from Sean about when the board approved the bumpout. As stated, it appears it's predicated on the results of the sand bag trial. Everyone still seems to be resisting stop signs, and it has been universally recognized that the sand bag trial had no useful data. We don't know who the many neighbors were, but we do know that this meeting was not well attended, and the neighborhood as a whole did not have a chance to weigh in.**

**From:** kronitz, ira  
**Sent:** Friday, November 14, 2008 2:05 PM  
**To:** 'Sean Roche'  
**Subject:** RE: Daniel / Jackson Intersection neighborhood petition

EMC Cambridge Software Center  
 11 Cambridge Center  
 Cambridge, MA 02142-1405  
 Ph: 617-679-1115  
 kronitz\_ira@emc.com

**From:** Sean Roche [mailto:sean.roche@gmail.com]  
**Sent:** Friday, November 14, 2008 1:25 PM  
**To:** kronitz, ira  
**Subject:** Re: Daniel / Jackson Intersection neighborhood petition

There was a subsequent, 11/08/06 meeting of the Public Facilities committee, during the course of the sandbag trial, at which then-Commissioner Rooney reported the results of the trial and recommended construction of the intersection. The minutes are here. The committee approved the design subject to Fire Department approval. Commissioner submitted a letter from the Fire Department in December, the condition was removed and it was moved to the Finance Committee.

I can't remember when it was finally approved by the full board, but I can try and find it.

Sean

**Again a call for some comprehensive plan that has gone unanswered. And some clarification as to the fact that other options have not been reviewed or considered.**

From: Jeff Tarmy <jefftarmy@hotmail.com>  
 To: <sean.roche@gmail.com>, <blenson@gmail.com>, <downhilman@aol.com>, <commave@aol.com>  
 CC: <rachelsg@aol.com>, <ejengelman@gmail.com>, <diwatsuki@gmail.com>, <clong@cnc.com>, <adam@peller.org>, <markjfield@hotmail.com>, <ikronitz@comcast.net>, <edmurray@verizon.net>, <ionharmony@comcast.net>, <gspector@cnc.com>, <barrysbergman@yahoo.com>, <luciec@comcast.net>, <edailey@bromsun.com>, <kasdavidson@hotmail.com>, <jackmaypole@yahoo.com>, <mcostello@partners.org>, <merlehass@gmail.com>, <jlvacca@hotmail.com>, <catcost@aol.com>, <lrothstein@comcast.net>, <vdanberg@aol.com>, <gmansfield@newtonma.gov>, <ken@kenparker.org>, <tdaley@newtonma.gov>

Subject: RE: Daniel/Jackson

Date: Mon, 9 Feb 2009 13:10:19 -0500

X-OriginalArrivalTime: 09 Feb 2009 18:10:19.0490 (UTC) FILETIME=[AAD17C20:01C98AE1]

Sean,

*\* Another Option getting Ignored !!!*

Thanks for the email. Just a quick point because you brought up my name and an idea that I shared with you. To my knowledge, my idea has not been rejected by the City of Newton. I shared it with Clint Schuckel who said that plans to study and review the current option (bumb-out) was his first and only priority. He did not comment on my idea at that time (last spring, I think). So if my idea was rejected, it was presented by someone else, and thus not my idea.

It is a shame that this issue has become so universally emotional when our collective goals are the same. If we all step back, I think we can all agree that we want a safe neighborhood.

However, as you and I have discussed Sean, our approaches to this issue differ. You seek sequential solutions; first the Jackson/Daniel intersection, then the Jackson/Cypress intersection, so on a so forth (as you suggested in today's email). My preference is to find a more comprehensive solution to Jackson/Daniel intersection. I hope I am not misrepresenting your words from the last time we spoke/emailed about this topic when you agreed with me that the

benefits of the current bump-out design primarily serve Daniel street residents.

For the record, I admit that my concerns are selfish. I live two doors down from the intersection. I am selfishly concerned about traffic coming down Jackson from Langley street, who then turn left because the traffic flow directs them to lower Jackson without stopping. This scenario, which I beleive is currently playing out, potentially increases traffic and speed in-front of my house. With two small children, I have the same concerns of traffic and speed as the families on Daniel. I would rather not change this intersection, only to have change the next one.

So while my concerns are selfish, I hope we can find a solution that is not. For those who have been following this intersection debate for sometime, at one point there was a plan for a traffic circle recommended by a consulting group hired by the city. That idea was later rejected by the city (I think because emergency vehicles could not fit - but I am not exactly sure - feel free to correct me). What I liked about this idea was that it provided an equitable flow/calming of traffic to and from Daniel, lower Jackson and upper Jackson. An equitable solution/annoyance for everyone.

So why have we not found more comprehensive solutions? Perhaps it is becasue the original challenged was focused on this intersection. Or perhaps the three options put forth by the consultants all had flaws. I am not sure why the best solution has not been developed, but I feel confident from what I see with the current design and what I am hearing from this neighborhood that we have not found the answer yet.

In summation, I beleive we should strive to find a comprehensive approach. The current sequential approach seem ineffiecient and divisive. I am writing becuase my name was used and I felt misrepresented. I am happy to share my design ideas with a larger group and/or the City at any time. Sean, you and Adam have seen my rough layouts, and I believe were accepting of the concept.

Again, it is a shame that this issue has become so universally emotional and divisive when our collective goals are the same.

Best regards,

Jeff

Date: Mon, 9 Feb 2009 11:31:34 -0500

Subject: Daniel/Jackson

From: sean.roche@gmail.com

To: blenson@gmail.com; downhilman@aol.com; commave@aol.com

CC: RachelSG@aol.com; ejengelman@gmail.com; diwatsuki@gmail.com; clong@cnc.com;

adam@peller.org; markjfield@hotmail.com; ikronitz@comcast.net; edmurray@verizon.net;

ionharmony@comcast.net; gspector@cnc.com; barrysbergman@yahoo.com;

luciec@comcast.net; jefftarmy@hotmail.com; Edailey@bromsun.com;

kasdavidson@hotmail.com; jackmaypole@yahoo.com; MCOSTELLO@partners.org;

merlehass@gmail.com; jlvacca@hotmail.com; catcost@aol.com; Irothstein@comcast.net;

Vdanberg@aol.com; gmansfield@newtonma.gov; ken@kenparker.org; tdaley@newtonma.gov

Don, Bill, Steve (and anyone else),

Is it possible that the proponents of the bumpout aren't "selfish" (twice in one e-mail), aren't "too emotionally involved," and, in fact, do "care one iota about their neighbors"? Is it possible that we have legitimate disagreements about the scope and nature of the problem, the best way to solve it, and what the trial is demonstrating?

\* More Lies!!! Look at 2 Sept 3rd 2008 Retition.  
No Meetry Since June 12, 2007! #127-09

A few facts:

The current design is the result of a very public process during which numerous options were considered. There has been no shortage of outreach to the neighborhood for input. There have been numerous meetings at which neighborhood feedback was solicited, including at least one meeting of an aldermanic committee at which Don himself stated the same objections he continues to make now.

Those of us who took steps to address the dangers of the intersection did not start with a solution. We started with a description of a problem and professionals reviewed and ranked potential solutions. Technically, we had to start with a solution, because Traffic Council required that a petition request a particular change. Inconveniently for Don's narrative, we first asked for stop signs. It was because we have open minds and have listened to expert explanations of what would be safest that we have come around to supporting the bumpout.

There have been all sorts of counter solutions proposed by opponents to the project, including the evergreen stop-sign solution and Jeff Tarmy's chicane solution. They have been evaluated by the city and rejected as unsafe or less safe.

Crossing into the other lane has been a problem in the intersection for years. The difference now? Cars that cross over into the opposite lane are traveling much slower.

As I have written in various places, 50,000 cars go through the intersection each month. Slowing those cars makes the intersection safer. Is it possible that a car driving too fast for the intersection would have an accident? Sure. That's a true statement of any intersection. But, the evidence is overwhelming: cars are slowing down ... hundreds of thousands since the latest trial began. That motorists feel that they need to drive slower to avoid an accident is not a flaw of the design ... it's what's causing people to slow down.

I'm not sure I'm 100% with Bob in predicting that slowing cars down at Jackson and Cypress would result in cars slowing down on lower Jackson. But, it doesn't matter. Cars should be slowed at Jackson/Cypress simply to make that intersection safer. I'm 110% with him that the Jackson/Cypress intersection also needs a redesign. I know that Adam Peller has been working very hard with town and state officials to see what can be done.

Sean Roche  
617 792-8998

**The discussions have become more heated. We can see from a number of notes, as well as the initial note to the mayor that the motivation of the bumpout was to limit the speed on Daniel St. There was never any real polling of what the other neighborhood residents thought about the bumpout.**

To: sean.roche@gmail.com

Subject: Re: Daniel / Jackson Intersection neighborhood petition

Date: Mon, 09 Feb 2009 12:20:00 -0500

From: downhilman@aol.com

X-MB-Message-Type: User

X-Mailer: AOL Webmail 41421-STANDARD

Cc: edmurray@verizon.net, ionharmony@comcast.net, gspector@cnc.com, barrysbergman@yahoo.com, luciec@comcast.net, jefftarmy@hotmail.com, blenson@gmail.com, Edailey@bromsun.com, kasdavidson@hotmail.com, jackmaypole@yahoo.com, sean.roche@gmail.com, MCOSTELLO@partners.org, merlehass@gmail.com, jlvacca@hotmail.com, catcost@aol.com, lrothstein@comcast.net, Vdanberg@aol.com, gmansfield@newtonma.gov, ken@kenparker.org, tdaley@newtonma.gov, CommAve@aol.com,

ejengelman@gmail.com, diwatsuki@gmail.com, clong@cnc.com,  
adam@peller.org, markjfield@hotmail.com, ikronitz@comcast.net

Sean,

I did receive your e-mail and I found it far too patronizing to respond civilly back then.

Now I will respond since you have pushed for a response.

"I was initially very surprised to learn that you were opposed to the project. As I understand the impact of the design, there are four homes that will see the most direct improvement: yours and your three neighbors to the west"

This statement showed that you don't have a clue or care at all about your neighbors on Jackson Street. If you did, you'd welcome further public discussions and meetings to address the concerns of your neighbors. Instead you continually respond how the process has already run it's course and the rest of the community should suck it up and accept this flawed design which many people feel will lead to a serious accident.

Please don't pretend to represent anyone's good interests except your neighbors on Daniel Street. THERE IS NO OTHER PERSON IN THIS NEIGHBORHOOD WHO SUPPORTS YOUR PLAN!

Doesn't that tell you something?

*\* @ This Family Where there House is Located should be 100% on Board. Call Home owner Yourself for feedback*

Don Neuwirth

-----Original Message-----

From: Sean Roche <sean.roche@gmail.com>

To: downhilman@aol.com

Cc: tdaley@newtonma.gov; ken@kenparker.org; gmansfield@newtonma.gov;

VDANBERG@aol.com

Sent: Mon, 9 Feb 2009 11:36 am

Subject: Re: Daniel / Jackson Intersection neighborhood petition

Don,

Based on your recent e-mails and the fact that you did not respond to this last fall, I suspect that you may not have received or read this. So, I'm resending.

Sean

On Thu, Sep 25, 2008 at 5:33 AM, Sean Roche <sean.roche@gmail.com> wrote:

Don,

I've chosen to send this e-mail to you and the public officials, only. Please feel free to distribute to whomever you wish. I just feel that a more personal approach is called for.

One thing is abundantly clear. You and I share the same objective. We want traffic to be safer through the Daniel/Jackson intersection. We just disagree on our vision of the consequences of various actions (and non-actions).



I was initially very surprised to learn that you were opposed to the project. As I understand the impact of the design, there are four homes that will see the most direct improvement:

*None of the 4 Homes are on Board, Nor Contacted by DPW!!! Ever!!!*

yours and your three neighbors to the west. The greater the extent of the bumpout, the slower traffic will be on the approach to the intersection, through the intersection, and just past the intersection. I don't think that there is much debate that drivers will have to slow down to negotiate the turn. And, I think it's safe to assume that most of them will slow down before your property.

Your objection, as I understand it, is that the same obstacle that's going to slow traffic will also create the potential for an incident, such as someone going too fast and running over the curb. (The Walter Street folks have a separate concern.) The safety philosophy reflected by your objection has a long and distinguished history. For years, safety types as legitimate as Ralph Nader and Daniel Patrick Moynihan subscribed to and promoted a theory of passive safety: the safest streets (and highways) were those that had the fewest obstacles. The unintended direct consequence of the passive safety theory was that speeds rose. Without obstacles motorists feel -- not unreasonably -- safer and more comfortable driving at higher speeds. The secondary consequence was that high speeds along the roads made them less safe and less friendly for pedestrians and bicyclists. (In fact, the higher speeds made the roads less safe for motorists, too.)

The whole traffic calming movement is based on the premise (and research) that speed is the biggest safety factor. The way to bring down speeds is to make motorists less comfortable driving at high speeds. (This is called lowering the design speed of a street.) Speed bumps, bumpouts, chicanes, &c. It's somewhat counterintuitive. You put something in the way of motorists that would be dangerous (or at least uncomfortable to them), *if they go faster than is prudent*. The practical result is that, relying on motorists' good judgment, speeds slow and they don't have those crashes.

Is there the possibility of someone driving too fast down Jackson Street and launching themselves over the curb? I guess that's a possibility. But, the day-to-day, hour-by-hour consequence will be that speeds will be lowered through the intersection. And, speed is the greatest threat to pedestrians, not the hypothetical one-off incident. A person who is struck by a car at 20 mph has a 5% chance of dying. A person struck by a car going 30 mph has a 45% chance of dying. (And, the likelihood of serious injury rises as well.)

I'm not surprised that you feel the way you do. I've spent the last few years reading about traffic calming and how to make safe streets for everyone. I didn't get to my position on this overnight.

I will also note that the issue of traffic calming was thoroughly reviewed and discussed during the lengthy approval process.

I have every confidence that, once the bumpout is built to the approved specification, that you and other traffic calming skeptics will experience and appreciate a calmer and safer intersection.

Sean Roche  
617 792-8998

Date: Wed, 25 Feb 2009 11:41:10 -0500

Subject: Re: Daniel/Jackson bumpout - possible consequences for Duxbury /  
Marshfield Streets as well

From: Sean Roche <sean.roche@gmail.com>

To: downhilman@aol.com

Cc: vdanberg@gmail.com, blenson@gmail.com, ikronitz@comcast.net,  
btna-announce@googlegroups.com, RachelSG@aol.com, ejengelman@gmail.com,  
diwatsuki@gmail.com, clong@cnc.com, adam@peller.org, markjfield@hotmail.com,  
edmurray@verizon.net, ionharmony@comcast.net, gspector@cnc.com,  
barrysbergman@yahoo.com, luciec@comcast.net, jefftarmy@hotmail.com,  
Edailey@bromsun.com, kasdavidson@hotmail.com, jackmaypole@yahoo.com,

MCOSTELLO@partners.org, merlehass@gmail.com, jlvacca@hotmail.com, catcost@aol.com, lrothstein@comcast.net, Vdanberg@aol.com, gmansfield@newtonma.gov, ken@kenparker.org, tdaley@newtonma.gov, commave@aol.com, sweeneei@bc.edu

For a more complete discussion of my so-called concession, I refer you to this longish post: <http://newtonstreets.blogspot.com/2009/01/who-you-calling-loud.html>

Sean

On Wed, Feb 25, 2009 at 11:26 AM, <downhilman@aol.com> wrote:

Dear Vicki,

I would like to answer for my neighbor Bob, and I welcome him to correct me if I misspeak in his behalf.

There is a general frustration from the people in this neighborhood over the lack of representation that we are receiving. Somehow despite the unanimous opposition of every household (15 houses) who live on Jackson Street within one block of Daniel Street, the proposed bumpout is apparently going to be shoved down our throat, without the opportunity to speak out against this folly before our elected representatives.

54 Households in this neighborhood have expressed opposition, and there has not been one vote in support of the plan, outside of those residents who live on the street that will benefit, at the cost of the rest of the neighborhood.

We, the residents who live right at the intersection have seen how dangerous this intersection has been since the temporary barriers have been installed. We have seen the close calls, heard the skidding sounds, seen the tire marks on the bumpout curb, seen the temporary warning cones knocked away, and hear the incessant sounds of car horns warning oncoming cars of another close call. Worst of all is the increased danger to bicyclists and pedestrians. Even lead proponent Sean Roche has conceded according to the Newton Tab **"Taken too fast, the intersection could cause an accident, Roche acknowledged"**

The residents of this street and neighborhood are disgusted that no one is willing to listen to what they want on their own street and in their own neighborhood. Some of us have other ideas to seek a compromise but heal this neighborhood. Unfortunately neither you nor the promoters of this plan have any interest in seeking a solution that may address the concerns of everyone.

Maybe now you might understand some of the concerns and frustration of my neighbor Mr Lenson and the rest of our neighborhood..

Sincerely,  
Don Neuwirth.

**Announcement of the latest data, and an indication that the bumpout will be built at the location of the "smaller" berm, for which the data is listed. Mr. Daley specifically states " I have decided that the best way to move forward is with the original "compromise plan" or "smaller curb extension" plan" Reading carefully, there are discrepancies in what is being specified. One thing is sure, however, the data available, is for the smaller berm, and Mr. Daley indicates that the data for the larger berm does not show any improvement. The detailed data has not been provided.**

More Frustration From People Who Live Right There Reaches Out to Alderman

----- Forwarded message -----  
From: **tom daley** <tdaley@newtonma.gov>  
Date: Fri, Apr 10, 2009 at 3:37 PM  
Subject: Daniel / Jackson Intersection  
To: [deleted]

Hello:

As I stated in my previous e-mail please forward this to anyone else who may be interested. First, I would like to say, "thank you" for everyone's patience. We have been quite busy with a number of big issues over the past few months, but I have finally had a chance to review the Daniel / Jackson traffic information counts from last Fall. The following write up I received from our Traffic Engineer, Clint Schuckel along with the attached map and count information. I was going to paraphrase what Clint said, but I decided I couldn't do any better than he, so here we go:

"Please find the Daniel/Jackson study results attached. Figure 1 is a map showing the count locations and directions. Table 1 provides the vehicle volume and speed data collected over the course of the following three trials:

1. Trial # 1= Smaller curb extension
2. Trial # 2= No curb extension (original conditions)
3. Trial # 3= Board-approved design curb extension

The rows in bold text indicate the key measurements of vehicle speed just prior to entering (location # 2 westbound) the intersection, and just after exiting (location # 3 northbound) the intersection for the travel lane adjacent to the changes in the curb line.

In each study, the weekday average volumes were given a weight of 5 and the weekend average volumes a weight of 2, to calculate a 7-day average (5 weekdays, 2 weekend days). Only days with a full 4 hours of data were used for the volume counts, while all data were used for speed counts. Each trial count was conducted for 4 to 7 days, including at least one weekend, which exceeds the typical 8-hour weekday duration for this type of traffic study.

The following conclusions can be drawn from the before/after traffic study data:

1. Following the placement of the Board-approved design (trial # 3), there was no significant diversion of traffic to parallel streets. This is based on the volume counts from Jackson St south of Daniel St (location # 1) and on Walter St (location # 4). The observed variation was within the expected daily fluctuation of traffic volumes. The daily vehicle volumes at locations 1 and 4 remained a fraction of those observed on Daniel St (location # 3) and Jackson St east of Daniel St (location # 2). There was no change in vehicle speeds for locations 1 and 4.
2. The westbound direction for Jackson Street at location # 2 is the critical location for speed reduction since it is located just prior to the curb extension and there is no stop sign for that approach. For westbound vehicles only, there was a 3-4 mph reduction in the 85th percentile speed from no curb extension (trial # 2) to the Board-approved design (trial # 3).
3. For cars exiting the curb extension area, the northbound direction for Daniel Street (location # 3) experienced no reduction in the 85th percentile speed from trial # 2 to trial # 3. The likely explanation is that drivers generally returned to their original speed by the time they reached the counter after slowing down to pass through the intersection. Therefore, it is estimated that the curb extension reduces speeds for less than a 100 feet on northbound (downstream) Daniel Street leaving the intersection.



4. The Newton Police have no reported accidents since September 1, 2008.

5. In summary, the above information provides no new evidence that indicates the Board-approved design creates unsafe conditions, nor is there evidence that the design diverts traffic to parallel streets."

Quite honestly I have languished over this decision. I have never seen such an issue cause such turmoil in a neighborhood. I do agree with Clint's observations and summary. However, due to the severe turmoil I have observed from the neighborhood over this issue, I have decided that the best way to move forward is with the original "compromise plan" or "smaller curb extension" plan that is

mentioned in the attachment. It is my understanding from the City Engineer that the initial compromise plan was a 2' radius reduction from what the Alderman approved and what is out there now. That is what we will construct. I totally agree with Mr. Schuckel's statement that "...the above information provides no new evidence that indicates the Board-approved design creates unsafe conditions, nor is there evidence that the design diverts traffic to parallel streets." In addition I also intend not to construct the curbing on the southerly side of the intersection.

I hope the reduction satisfies some of the abutters, but I also trust that the new curbing will have some positive affect and it is a compromise. I sincerely hope that this decision helps with the relations within the neighborhood.

Work will most likely begin fairly soon. Thank you all again for your patience and thoughtful concerns.

Thank you.

Thomas E. Daley, P.E.  
Commissioner of Public Works  
Newton City Hall  
1000 Commonwealth Avenue  
Newton, MA 02459  
Phone: (617) 796-1000  
Fax: (617) 796-1050

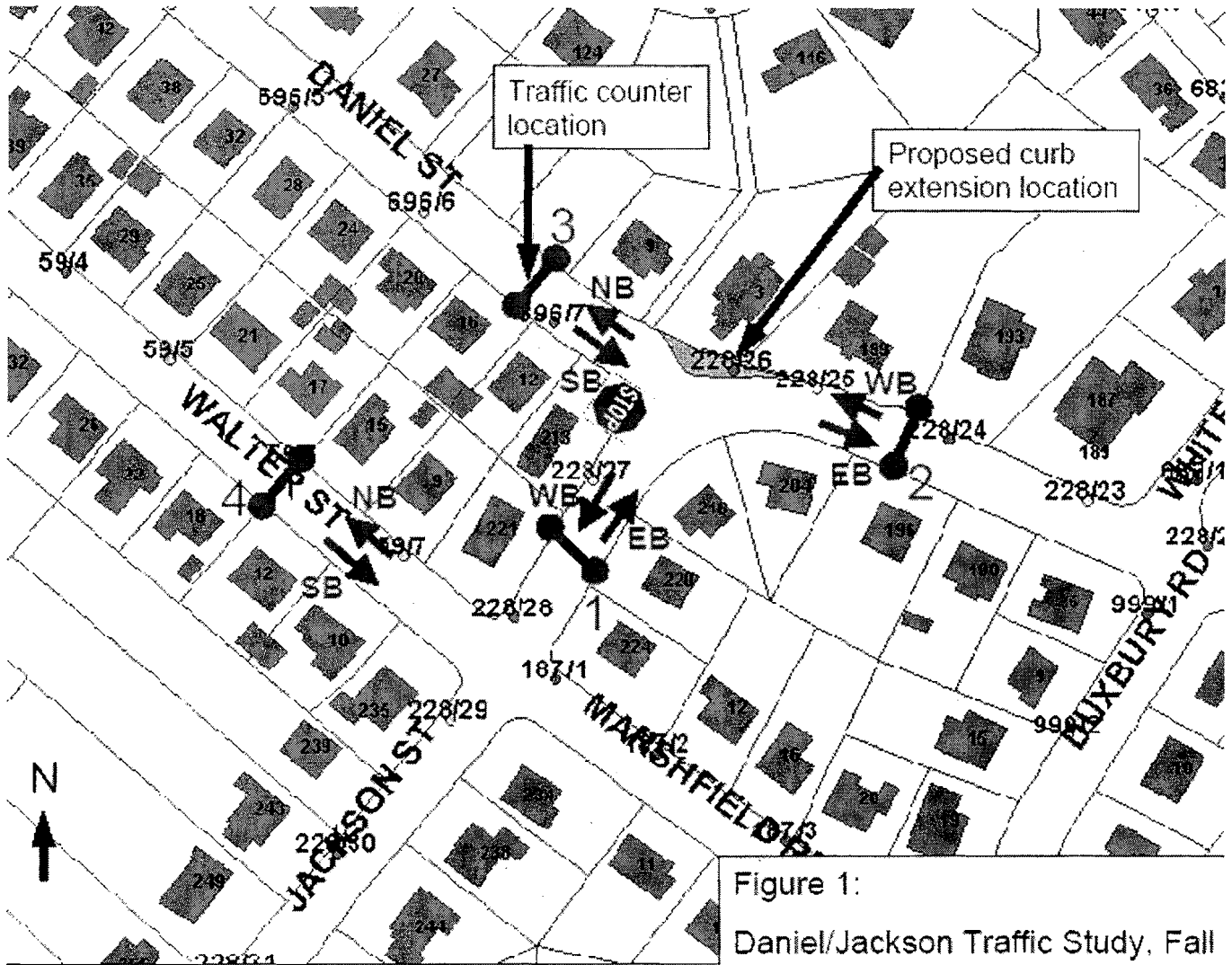


Figure 1:  
Daniel/Jackson Traffic Study, Fall

TABLE 1: Jackson Street at Daniel Street Before/After Traffic Counts			TRIAL # 1		TRIAL # 2		TRIAL # 3		Comm
			SMALLER CURB EXTENSION		NO CURB EXTENSION		BOA PLAN CURB EXTENSION		
			Volume Count Dates:		Volume Count Dates:		Volume Count Dates:		
			Speed Data Dates:		Speed Data Dates:		Speed Data Dates:		
			Wed 10/14/08 to Thu 10/23/08 (days with 24 hours of counts)		Wed 10/15/08 to Mon 10/20/08 (days with 24 hours of counts)		Thurs 11/5/08 to Sun 11/9/08 (days with 24 hours of counts)		
			Tue 9/30/08 to Wed 10/8/08 (all data points)		Tue 10/14/08 to Tue 10/20/08 (all data points)		Wed 11/5/08 to Wed 11/12/08 (all data points)		
#	Location	Direction	Volume (vehicles per day)	85th %tile speed (mph)	Volume (vehicles per day)	85th %tile speed (mph)	Volume (vehicles per day)	85th %tile speed (mph)	
1	Jackson St near # 220 (west of intersection)	Westbound Eastbound Both Directions	113 124 234	23 23 23	99 127 226	23 23 23	129 135 264	22 22 23	Speed & volume unchang About 50:50 split of daily t
2	Jackson St b/w # 198 and # 199 (east of intersection)	Eastbound Westbound Both Directions	877 665 1642	23 26 26	1019 802 1620	23 29 28	1005 667 1875	22 25 24	Volume unchanged 3-4 mph reduction in we About 60% of daily traffic
3	Daniel St near # 15 (north of intersection)	Northbound Southbound Both Directions	809 593 1566	30 27 28	536 949 1545	31 32 31	539 947 1546	31 30 30	Speed & volume unchang Southbound direction is ap About 60% of daily traffic
4	Walter St b/w # 15 and # 17 (parallel to Daniel St)	Northbound Southbound Both Directions	134 295 429	28 27 27	132 296 426	28 27 27	163 293 446	28 28 28	Speed & volume unchang About 57% of daily traffic

\* Weighted average = (weekday average x 5 + weekend average x 2) / divided by 7

**One assessment of this bumpout:**

-----Original Message-----

From: kronitz, ira

Sent: Monday, April 13, 2009 10:37 AM

To: kronitz, ira; tom daley; kparker@newtonma.gov;

gmansfield@newtonma.gov; vdanberg@newtonma.gov; lrothstein@comcast.net;

catcost@aol.com; jlvacca@hotmail.com; merlehass@gmail.com;

MCOSTELLO@PARTNERS.ORG; markjfield@hotmail.com; sean.roche@gmail.com;

jackmaypole@yahoo.com; kasdavidson@hotmail.com; tkropf@aol.com;

RachelSG@aol.com; Edailey@bromsun.com; blenson@gmail.com;

jefftarmy@hotmail.com; luciec@comcast.net; barrysbergman@yahoo.com;

peller@gmail.com; ionharmony@comcast.net; commave@aol.com; Edmund

Engelman; Edmund Engelman

Cc: dturocy@newtonma.gov; cschuckel@newtonma.gov; ltaverna@newtonma.gov;

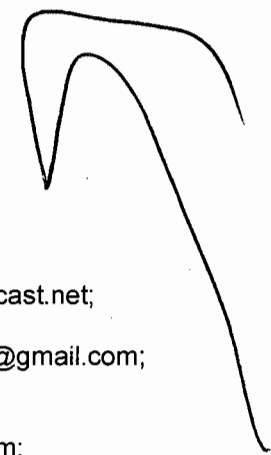
stocci@newtonma.gov; pooler Sanford

Subject: RE: Daniel / Jackson Intersection

Th points I got out of this was:

1. There has been no change to the speed or volume of cars on Daniel St. (except for the 20 diverted).
2. Whether significant or not (depending upon when and for what duration it's calculated), there's at least 20 more cars travelling on Walter St. than there used to be.
3. Cars were slowed 4MPH for a distance of 100ft. on Jackson St.

Not that decreasing speed for any distance is a bad thing, but I don't know of anyone on Jackson street that wanted this installed. Especially



Look at Their Own # Why would they put this up!!

the residents that complained of honking late at night.  
I thought I read that the mitigation funds were being used at another location in the city for a flashing pedestrian walkway.

Why is the city bothering to build this?

Regards,  
Ira  
Ira Kronitz

**The ambiguity is noted, and clarification is requested:**

To: <tdaley@newtonma.gov>, <sean.roche@gmail.com>  
Cc: <tdaley@newtonma.gov>, <kparker@newtonma.gov>, <gmansfield@newtonma.gov>, <vdanberg@newtonma.gov>, <lrothstein@comcast.net>, <catcost@aol.com>, <jlvacca@hotmail.com>, <merlehass@gmail.com>, <MCOSTELLO@partners.org>, <markjfield@hotmail.com>, <jackmaypole@yahoo.com>, <kasdavidson@hotmail.com>, <tkropf@aol.com>, <RachelSG@aol.com>, <Edailey@bromsun.com>, <blenson@gmail.com>, <jefftarmy@hotmail.com>, <luciec@comcast.net>, <barrysbergman@yahoo.com>, <peller@gmail.com>, <ionharmony@comcast.net>, <commave@aol.com>, <ejengelman@gmail.com>, <sweeneei@bc.edu>, <ikronitz@comcast.net>, <diwatsuki@gmail.com>, <edmurray@verizon.net>, <dturocy@newtonma.gov>, <cschuckel@newtonma.gov>, <ltaverna@newtonma.gov>, <stocci@newtonma.gov>, <spooler@newtonma.gov>, <edmurray@verizon.net>

Is there a way to nail down the definition of where the compromise is actually going to be?

The memo references "smaller curb extension" and indicates it is the compromise plan. It then states that the plan will reduce the present berm by 2 feet.

The actual location of the previous berm location, from which the earlier numbers were taken, is 6 feet behind the present berm.

The previous berm extended 78" from the curb, and the pink line, where the present berm is said to be located is 105" from the original curb.

Even a casual observer should remember that the previous berm extended about halfway from the curb to the yellow line in the road. The present berm extends all the way to the yellow line.

I believe the following statement is rather misleading. Mr. Daley's understanding is either incorrect or the city engineer is mistaken. Or the compromise plan does not match the previous berm. In either case, there is no clear definition of what is being considered.

"It is my understanding from the City Engineer that the initial compromise plan was a 2' radius reduction from what the Alderman approved and what is out there now".

I'd appreciate it if this information is posted to the BTNA group so everyone understands the ambiguity.

Regards,  
Ira

**Looking more towards why this bumpout was first investigated, it was seen as a traffic calming influence on Daniel St. The intersection itself seemed only to be a side factor:**

From: Ira Kronitz <ikronitz@emc.com>  
 Subject: RE: Daniel/Jackson Intersection  
 Date: Mon, 20 Apr 2009 16:19:33 -0400  
 X-MS-Has-Attach:  
 X-MS-TNEF-Correlator:  
 Thread-Topic: Daniel/Jackson Intersection  
 Thread-Index: AcnAMgzTskIkV14NTcqMLJ2IE8sDugBkIAXwAAprJLA=  
 To: <ken@kenparker.org>, <commave@aol.com>  
 Cc: <gmansfield@carlisle.mec.edu>, <vdanberg@gmail.com>, <tdaley@newtonma.gov>, <cschuckel@newtonma.gov>, <EJEngelman@gmail.com>, <edmurray@verizon.net>, <diwatsuki@gmail.com>, <rachelsg@aol.com>, <barrysbergman@yahoo.com>, <ikronitz@emc.com>

Not to put too fine a line on it, but I really don't like making statements that don't appear to be backed up by some sort of documentation. Before I receive any emails on how none of my previous statements are supported, I thought I would send a full copy of a May 23, 2004 document which I think was mentioned earlier in one of the emails. Ken, you were copied on this, as was George Mansfield. There is not a whole lot in this that talks about making the intersection safer. It seems to delve pretty deeply into how to keep cars off of Daniel St. though.

I don't really need anyone cursing me while I walk my daughter to school, so I've been reluctant to send this out. My kids often ride around the block and I don't like the idea of them being hassled either. But Sean's comment in his previous note, quoted below, does not ring true. I would have hoped that the aldermen could work through this situation, knowing the facts and history, and move towards a solution acceptable to everyone. That has been requested several times. Also, given the current configuration, the redesign does not appear to actually shorten the sidewalk to sidewalk distance.

If I'm misreading this, please tell me how. Other thoughts, comments?

As Sean stated in his note on April 14, 2009, 5 years after the letter below:  
**"First, the primary objective of the change is to make the intersection itself safer. I think Ira and others have assumed that proponents of the change only want to slow traffic in front of their respective homes. While slowing traffic along the length of the street would be nice, the primary objective is to slow the traffic in the intersection itself."**

From the document below:

The principal benefit of the redesign will be to slow the westbound traffic before it enters Daniel Street. It is also hoped that the turn will discourage cut-through traffic. A hard left turn onto Jackson from Daniel should lessen the frequency of "rolling" stops. <?xml:namespace prefix = o ns = "urn:schemas-microsoft-com:office:office" />

Finally, the current intersection is long to walk across, discouraging pedestrian use. The redesign will shorten the sidewalk-to-sidewalk distance from Daniel to Daniel and from Daniel to Jackson, making the corner more pedestrian friendly.

Concerned Residents of Daniel Street  
 Newton, MA 02459

May 23, 2004

The Honorable Mayor David Cohen  
 City Hall  
 Newton, MA

Dear Mayor Cohen:

As you are aware, the residents of Daniel Street have been concerned for some time about the

Another Lie Look at the  
 Original Petition to the  
 Mayor!!!  
 They don't  
 WANT  
 STOP Signs  
 because  
 Stop Signs  
 Don't  
 Divert  
 Traffic

Original Petition Again

traffic situation in our neighborhood. We are writing to request that you:

- Authorize the City Traffic Engineer and the Department of Public Works to redesign and reconstruct of the intersection of Daniel and Jackson streets, such work to be paid for with money from the Terraces mitigation fund;

- Write to the Traffic Council to express your concern about our problems, encourage efforts to ameliorate the situation, and support the petitions before the Traffic Council to be heard on May 27, 2004; and

- Authorize the City Traffic Engineer and the Department of Public Works to remove the painted stripe on Daniel Street.

## Background

The problems on Daniel Street result from what it is and where it is. Daniel Street is a narrow, residential street. It is ill suited to the volume, speed, or behavior of traffic that uses Daniel and Jackson streets as a cut-through between Parker and Langley. It is a feeder and cut-through because the Daniel/Jackson link from Parker to Langley is the only path between a rock – Institution Hill – and a hard place – the very broken Route 9. It is an attractive alternative to those drivers looking to avoid Newton Centre congestion or the problems of Route 9, especially those traveling from the west and south to the south end of Langley. The Daniel/Jackson Streets cut-through avoids the turnaround at Hammond Pond Parkway necessary to go north on Langley from eastbound Route 9.

The overuse and misuse of Daniel Street is only going to get worse, probably dramatically worse. Occupancy has begun at the Terraces. Hebrew College is shortly going to apply for a Special Permit to expand and create an entrance from/exit to Langley. Congestion steadily increases in Newton Centre and on Route 9. These forces will combine to drive cut-through traffic through our neighborhood.

We have attached a more detailed description of the problems and our proposed solutions.

## Intersection redesign/reconstruction

A particular problem with Daniel Street traffic is caused by the design of the intersection with Jackson Street. Westbound traffic from Jackson has but a gentle bend to negotiate to enter Daniel. As a result, cars carry too much speed into Daniel's narrow straits. Cars routinely cross over the center line to pass parked cars, more than occasionally having to stop sharply or veer to avoid eastbound traffic.

Representatives of the neighborhood met with City Traffic Engineer Clint Schuckel to discuss the situation and potential solutions. We propose, and Mr. Schuckel endorses, a plan to build out and square the intersection to make the turn from Jackson to Daniel a ninety-degree turn. This will diminish traffic speed as cars make the transition from the wider Jackson to Daniel. The added effort may even make Daniel/Jackson less attractive as a cut-through.

It is our understanding that your authorization is all that is necessary for Mr. Schuckel to begin to redesign the intersection, to test the feasibility and effectiveness of a redesign with sandbags, and to plan construction. The intersection redesign project is an appropriate use of Terraces mitigation funds, as occupancy will inevitably aggravate existing traffic conditions. Would you please authorize Mr. Schuckel to begin work on this project?

## Petitions

We have two petitions before the Traffic Council, to be heard on May 27, 2004. Would you please write to the Traffic Council to express that you believe our situation merits immediate attention and action, and that you are especially concerned for the safety of the school children who walk along Daniel and Jackson to Bowen each day. We request your support not just for the two petitions, but also for additional traffic calming measures that have been suggested by Mr. Schuckel.

The two petitions are:

· #289-03 ADAM PELLER, 28 Daniel Street, requesting three way stop sign at the intersection of JACKSON STREET and DANIEL STREET. (Ward 6)

· #290-03 SEAN ROCHE, 42 Daniel Street, requesting speed limit on Jackson Street heading to Daniel Street be reduced to 25 mph (currently 30 mph). (Ward 6)

## Removal of Yellow Stripe on Daniel Street

Mr. Schuckel suggested one immediate measure the city could take. Daniel Street is currently marked with a single yellow stripe, which he believes indicates to drivers that they are on a larger thoroughfare where fast speeds are acceptable. According to Mr. Schuckel, it is not customary to stripe residential streets such as Daniel. At a meeting with Mr. Schuckel on May 19, he indicated that the yellow stripe could be removed by the Department of Public Works. Would you please instruct Mr. Schuckel and the DPW to remove the stripe?

Thank you very much for your ongoing attention to our concerns. If you have any questions, please direct them to Jennifer Youtz Grams, Adam Peller, or Sean Roche. Ms. Grams and Messrs. Peller and Roche have been spearheading our neighborhood efforts.

Sincerely,

The residents of Daniel Street

cc: Alderman George Mansfield  
Alderman Ken Parker  
City Traffic Engineer Clint Schuckel

## Daniel Street Traffic Conditions

# Children on Daniel Street

Daniel Street is a principal route for children walking to Bowen School, particularly children who live just west of Parker Street. In addition, lots of young children live on Daniel Street. On the short street, there are 14 children under the age of 8, ten of whom are five or younger. A fifteenth is due in August.

Children are regularly on the sidewalks.

# Residential character of Daniel Street

Daniel Street is a narrow, residential street ill suited to carry the volume of traffic that travels it each day. Almost all of the driveways are short and narrow. On-street parking – which is limited to the north side of the street – is an absolute necessity for working families to handle vehicle logistics. Cars parked on the street further narrow the street.

The sight lines on the street are short because of a curve at the west end.

Not only is the street narrow, the setbacks are uniformly short. This contributes to the negative effect of traffic on the neighborhood, discussed more below.

# Daniel Street is a cut-through

Though it is not obvious from a map, Daniel and Jackson Streets combine to form a cut-through between Parker and Langley Streets. Daniel/Jackson is the only meaningful path from Parker to Jackson between Route 9 and Newton Centre. Because Route 9 and Newton Centre are so badly congested, drivers look for an alternative and use Daniel/Jackson.

The Daniel/Jackson cut-through is particularly attractive for traffic from the south and west heading to Langley Road. Taking Route 9 east to Langley means continuing over a mile past Langley, using the Hammond Pond turnaround, heading back onto Route 9 west, and exiting at the Langley jug-handle. It is not only a question of added distance. Route 9 is woefully congested at rush hour and the Langley exit is a disaster.

# Traffic behavior



Jackson Street is wider than Daniel Street, the grade from Jackson to Daniel is a pronounced downhill slope, and the "turn" onto Daniel from Jackson is barely a bend. Consider on their own, these factors mean that traffic heading west on Daniel from Jackson is generally moving at a good clip. The problem is greatly compounded by the unavoidable use of on-street parking, described above. To avoid cars parked on the north side of Daniel, westbound traffic routinely travels completely in the eastbound lane, with all four wheels over the yellow stripe. Westbound traffic often continues in the eastbound lane nearly the length of Daniel, even deep into the curve at the west end of the street.

Frequently, westbound traffic in the eastbound lane comes upon eastbound traffic. The result is either rapid braking, swerving into spots between parked cars, or traffic passing three abreast (parked car, westbound car, eastbound car) with inches to spare. While – miraculously – there have not been any collisions (though plenty of minor damage to parked cars, like rear-view mirrors shearing off), it seems unavoidable that something serious is going to happen. (One car did swerve onto the sidewalk, knocking down a "Caution: Children" sign and narrowly missing a tree.)

We don't need an actual collision to create anxiety in the neighborhood. The unending series of close calls create an inhospitable atmosphere.

## Traffic volume

The current traffic volume is unacceptable to the nature and design of Daniel Street. The volume, however, is certain to go up. Way up.

As described above, Jackson and Daniel Streets are a particularly attractive cut-through to and from Langley. Occupancy has begun at the Terraces on Langley, which will greatly increase the use of the cut-through. And, Hebrew College is set to request a Special Permit to expand its facilities on Institution Hill.

The Hebrew College plan poses a double-whammy. Not only is the college hoping to expand, they want to build an entrance from/exit to Langley. The expansion promises higher total traffic volume and the Langley Road entrance means that Daniel Street will be an attractive cut-through to a big chunk of both existing and new traffic.

## The Jackson/Daniel intersection

The design of the intersection with Jackson Street contributes to the Daniel Street traffic problem. Westbound traffic flows into Daniel without slowing, despite the fact that Daniel Street is narrower and far more likely to have cars parked in the westbound lane. The eastbound situation is better because of the stop sign on Daniel Street, but the shape of the intersection does not discourage traffic. (In fact, much eastbound traffic treats the stop sign as a requirement to do no more than brush the brakes, if that.)

The proposed redesign will "square" the intersection, building out the north side of the intersection and pulling the stop sign farther into the current intersection. The effect will be to turn what is a

"Y" into a "T," requiring a hard right turn for westbound traffic from Jackson to Daniel and a hard left turn for eastbound traffic from Daniel to Jackson.

The principal benefit of the redesign will be to slow the westbound traffic before it enters Daniel Street. It is also hoped that the turn will discourage cut-through traffic. A hard left turn onto Jackson from Daniel should lessen the frequency of "rolling" stops.

Finally, the current intersection is long to walk across, discouraging pedestrian use. The redesign will shorten the sidewalk-to-sidewalk distance from Daniel to Daniel and from Daniel to Jackson, making the corner more pedestrian friendly.

## Further traffic calming

Because of its unique location between Institution Hill and Route 9, we believe that Daniel and Jackson Streets will continue to be an outlet for the traffic pressures of Newton Centre and Route 9. Absent major construction to widen Daniel Street (which would necessarily involve significant takings), steps should be taken to resist those pressures. The intersection redesign is an important first step, but Daniel Street is an ideal candidate for further traffic calming, particularly a chicane or traffic table.

Traffic tables are currently forbidden by ordinance, but it is time to reconsider the ordinance. A traffic table mid-block on Daniel and a table or tables at the intersection of Cypress and Jackson are appropriate to the neighborhood and the proper use of its streets.

To: Mayor David Cohen  
May 23, 2004

From:

(signed by roughly a dozen Daniel Street residents)

Regards,  
Ira  
Ira Kronitz

**From:** kronitz, ira  
**Sent:** Monday, April 20, 2009 12:23 PM  
**To:** 'Ken Parker'; Stephen Wojnar  
**Cc:** George Mansfield; Vicki Danberg; tom daley; Clint Schuckel; Ejenelman@gmail.com; edmurray@verizon.net; diwatsuki@gmail.com; rachelsg@aol.com  
**Subject:** RE: Daniel/Jackson Intersection

Despite my sarcasm surrounding the name calling, as well as the motives of some people, I think I've been pretty open about how I looked at the data and the effect I see at the intersection.

Do you really think I would tell my daughter to cross at a different intersection if this one was made safer? I would not. And before it was ingrained in her, there was hardly a day that she left the house that I did not remind her to NOT cross at Daniel and Jackson.

The kid is in the 5th grade and wants to walk by herself. I have to let her out on her own at some point. And

if she is crossing by herself, she is better off doing it at a different corner.

What the cars now do at that intersection is a bit dodgy. Some slow down, some whip around and seem to come right at you, some see you at the corner and instead of stopping, they race to cut off the oncoming car's access to Daniel St. so they don't have to wait.

When I drive through there, (every morning on my way back from the gym - about 8:10AM), the car at the stop sign, often seems to think it has the right of way, (maybe because it's going straight and the other car has to basically turn) so it usually jumps the gun and tries to beat out the car travelling westbound.

I find it hard to believe it's technically safer.

I walked there with my younger daughter when there was snow because she isn't big enough to tramp through the unshovelled snow on the south side of Jackson on the way to Bowen.

And when I'm at the corner, quite often, I'll see one of the major proponents of this bumpout, crossing, in the middle of the block taking his kids across the street without coming to the corner. Because it's easier, and basically safer if you can see there are no cars coming. And the other proponent thinks I'm commenting about his kids. Obviously they must cross in the middle too, otherwise he would have said I was mistaken. And still, they're pushing the change, first as a traffic calming for the street, and now as something specifically safer for the intersection.

That intersection has a safety history of many, many years. The only accident I know of was supposedly due to a girl trying to put a cupcake or doughnut into her boyfriend's mouth and that caused him to veer off the road. Ed Murray grew up on Walter St. and can speak to the safety of the intersection going back decades.

And this change is supposed to improve on that record. It seems unlikely at this point. You're telling me it's a done deal, fine. I really do think you're doing a disservice to the community. And that's pretty sad. Take 20 minutes or a half-hour, walk down the lower part of Jackson, and come back up to the intersection and cross over a few times at about 8:20-8:40 when school is starting. You'll see what I mean. You'll also see the cars racing down Walter St. that never used to be there, but I'd be happy if you just took note of the intersection.

I think it's clear that I was told that I'd "do anything to deny my neighbors peace and safety" because it was a function of what the bumpout was going to do for the residents of Daniel St. in limiting the speed and the number of cars on their street. You seemed to think so as well, when you told me that one of the proponents complained that he couldn't teach his kid to ride a bicycle on Daniel St. because it was too busy. Since the data showed it didn't really help them, I didn't think people would keep pushing for it. Now, suddenly, it's the safety of the pedestrian that is all important. It's an interesting tidbit to know how much more likely I am to live if I'm hit by a car going 30 as opposed to 40MPH, but I prefer not to be hit at all.

It's just not safer. And obviously, the people avoiding the intersection feel the same. In short, Ken, I don't actually think you or the other aldermen would think the same way if you lived in the neighborhood. The experts are saying, given the data and their expertise, it is safer, regardless of how we feel. I don't think we ever would have gotten to this point if it wasn't for some dubious motives. Hopefully no one will be hurt in the years to come. Time will tell.

Regards,  
Ira

**The following email stream indicates that Sean Roche is refusing to send out a notice to the BTNA, as well as insinuating I was seeing conspiracies. In fact, he changed the website and has refused to send out information that he does not agree with.**

-----Original Message-----  
From: kronitz, ira

Sent: Tuesday, April 21, 2009 4:50 PM  
To: 'Sean Roche'  
Subject: RE: Daniel/Jackson Intersection

Good for you. I hope you enjoy yourself.

You still didn't answer any of the questions. I think that slides the scenario back into the passive aggressive category. Along with tickie marks in the omission and obfuscation columns.

Regards,  
Ira  
Ira Kronitz  
EMC Cambridge Software Center  
11 Cambridge Center  
Cambridge, MA 02142-1405  
Ph: 617-679-1115  
kronitz\_ira@emc.com

-----Original Message-----

From: Sean Roche [mailto:sean.roche@gmail.com]  
Sent: Tuesday, April 21, 2009 4:08 PM  
To: kronitz, ira  
Subject: Re: Daniel/Jackson Intersection

Ira,

I'm on vacation.

Take a deep breathe and don't attribute everything to a conspiracy against you.

Sean

On 4/21/09, Ira Kronitz <ikronitz@emc.com> wrote:

> Sean,  
> Did you change the BTNA website so members can no longer add or edit  
> pages?  
> That function no longer seems to be available to me.  
> Neither can I reply to a discussion.  
>  
> I take it your lack of response means that you don't intend to  
> announce  
> the possible confusion over the placement of the berm.  
>  
> In case folks would like to tell others, or point them to the web  
> site,  
> I was able to upload a text file with the information. It's listed  
> under files on the home page for the group. Although the viewing  
> appears to take a very long time the download appears to work fine.  
It  
> simply has the information listed further down in this thread on the  
> berm locations.  
> <http://groups.google.com/group/btna-announce?hl=en>  
>  
> Regards,

> Ira  
> Ira Kronitz  
> EMC Cambridge Software Center  
> 11 Cambridge Center  
> Cambridge, MA 02142-1405  
> Ph: 617-679-1115  
> kronitz\_ira@emc.com

**More recently, we have not been able to receive a response even as simple as how far the bumpout will extend:**

From: Ken Parker <ken@kenparker.org>  
Subject: FWD: Daniel/Jackson bumpout location  
Date: Thu, 30 Apr 2009 13:10:12 -0400  
To: Lou Taverna <ltaverna@newtonma.gov>  
X-Mailer: Apple Mail (2.753.1)

Hi Lou,

Could you please answer Ira's question (below).

Thanks,

Ken

-----  
Ken Parker  
Newton Alderman  
kpark@newtonma.gov  
(617) 965-3723

*City Hall  
Can't even give  
the measurements for  
the smaller bump-out  
with the trial !!*

On Apr 30, 2009, at 1:04 PM, Ira Kronitz wrote:

Ken Parker told me that he was going to follow up with folks to determine exactly where Mr. Daley had intentions of building the bumpout.

Either the original berm (78 inches from the original curb), for which we had data, or 2ft in from the present berm (150 inches from the original curb).

I realize Mr. Daley has been on vacation, but shouldn't this be just a quick two minute conversation?

From his email below, Ken wrote: "He pointed out that according to the data collected, average speeds on Daniel St. were actually reduced more with the small bump-out than with the larger one. (It may be that these differences are not statistically meaningful, but there is no evidence that the larger bump-out achieves more traffic calming results.)"

The more I think about it, why wouldn't someone just respond with "it's where the berm was before - 78" from the curb"? Why is anyone considering, or even requesting a 2ft. change, yet another dimension and something for which there is no data?

Regardless of whether I agree with the bumpout or not, I'm not following the logic of yet another change to the configuration. Can someone explain that?

If folks are busy, and they don't have time, I can understand that. When do you think you might get to it?

**At this late date, Commissioner Daley is questioning the months of emails that have indicated where the original berm was built. His initial email**

indicating that he was going to build the berm at the compromise position, referenced the data collected at the smaller berm. If the data is valid for the smaller berm, and it proves just as effective for the intersection as well as Daniel St., why is it necessary to build to either the pink line, or some other line that is 8.5 or 24 inches behind the pink line? As stated above, "One thing is sure, however, the data available, is for the smaller berm, and Mr. Daley indicates that the data for the larger berm does not show any improvement."

*More Frustration everyone including Alderman thought smaller Bump-out going up!!*

From: Ira Kronitz <ikronitz@emc.com>  
Subject: RE: Daniel/Jackson bumpout location  
Date: Fri, 1 May 2009 11:11:15 -0400  
X-MS-Has-Attach:  
X-MS-TNEF-Correlator:  
Thread-Topic: Daniel/Jackson bumpout location  
Thread-Index: AcnKUnnRR0UxG2n4SzmAekH/PeV+8QAD/GdwAAJ5e3A=  
To: <tdaley@newtonma.gov>, <ikronitz@emc.com>  
Cc: <kparker@newtonma.gov>, <gmansfield@newtonma.gov>, <vdanberg@newtonma.gov>, <lrothstein@comcast.net>, <catcost@aol.com>, <jlvacca@hotmail.com>, <merlehass@gmail.com>, <MCOSTELLO@partners.org>, <markjfield@hotmail.com>, <jackmaypole@yahoo.com>, <kasdavidson@hotmail.com>, <tkropf@aol.com>, <RachelSG@aol.com>, <Edailey@bromsun.com>, <blenson@gmail.com>, <jefftarmy@hotmail.com>, <luciec@comcast.net>, <barrysbergman@yahoo.com>, <ionharmony@comcast.net>, <commave@aol.com>, <ejengelman@gmail.com>, <sweeneei@bc.edu>, <diwatsuki@gmail.com>, <dturocy@newtonma.gov>, <cschuckel@newtonma.gov>, <ltaverna@newtonma.gov>, <spooler@newtonma.gov>, <stocci@newtonma.gov>, <edmurray@verizon.net>, <sschnipper@newtonma.gov>  
X-OriginalArrivalTime: 01 May 2009 15:11:22.0891 (UTC) FILETIME=[16C43DB0:01C9CA6F]  
X-EMM-EM: Active

Let's look at it this way....

I obviously correctly placed the pink line, since my measurements indicate that the present berm is on the line and that's where you said it was, and still is, approximately, within a few inches.

How could I have gotten the pink line correct, and mis-measured by THREE FEET, the berm that was still physically there, sticking out of the ground several inches?

If anything, I would have misplaced or misunderstood the pink line.

I'm sorry you feel that my measurement is wrong, but I couldn't have been that far off, not even if I had just been water-boarded.

I don't know what measurement you took, but it wasn't to that previous berm; it couldn't have been.

Regards,  
Ira  
Ira Kronitz  
EMC Cambridge Software Center  
11 Cambridge Center

Cambridge, MA 02142-1405  
 Ph: 617-679-1115  
 kronitz\_ira@emc.com

Trying to  
 correct city Hall

-----Original Message-----

From: kronitz, ira  
 Sent: Friday, May 01, 2009 10:14 AM  
 To: 'tom daley'

Cc: kparker@newtonma.gov; gmansfield@newtonma.gov; vdanberg@newtonma.gov;  
 lrothstein@comcast.net; catcost@aol.com; jlvacca@hotmail.com; merlehass@gmail.com;  
 MCOSTELLO@partners.org; markjfield@hotmail.com; jackmaypole@yahoo.com;  
 kasdavidson@hotmail.com; tkropf@aol.com; RachelSG@aol.com; Edailey@bromsun.com;  
 blenson@gmail.com; jefftarmy@hotmail.com; luciec@comcast.net; barrysbergman@yahoo.com;  
 ionharmony@comcast.net; commave@aol.com; ejengelman@gmail.com; sweeneei@bc.edu;  
 diwatsuki@gmail.com; dturocy@newtonma.gov; cschuckel@newtonma.gov;  
 ltaverna@newtonma.gov; spooler@newtonma.gov; stocci@newtonma.gov;  
 edmurray@verizon.net; sschnipper@newtonma.gov  
 Subject: RE: Daniel/Jackson bumpout location

Tom,

I respectfully and strongly disagree. If you consider the pink line the approved plan, there are emails going back months and months that indicate that the new layout was TWICE as large as the original berm.

That is what got everyone calling for another study. At no time did you indicate the measurements or the 100% increase of the bumpout was in question. And you agreed to another study.

That previous berm came to about the midpoint of the travel lane. The present berm, (built to the pink line) came all the way to the midpoint of the road.

That is not a distance of three feet. No one has disputed this earlier.

I'm sorry, but I'm absolutely adamant that you could not have measured from the previous berm to the pink line and gotten 30-36" If I was three feet off the mark, I'm sure the proponents of the bumpout would have noticed and made mention of it.

Unfortunately, I can't consider myself a fine woodworker, but I've built cabinets, tables, bookcases, etc. and I can routinely measure to 16ths and 32nds of an inch. And years ago, I worked summers in a machine shop and measured to 10thousandths of an inch. My second job in the summer was as a draftsman for a sheet metal worker. I also graduated as an engineer. Although it was in chemical engineering; so I know I can measure liquids as well. Once again, I'm sorry, but I did NOT measure that distance, incorrectly, let alone 3 feet off. I walk by there every day, and if I was three feet off, I would have been able to see it, just looking at it.

That said, I measured the green dots last night. And even allowing for various edge measurements and such, the furthest you might be able to say the dots are from the present berm is about 16 inches. That is not even the two feet that has been discussed as a compromise, let alone the fact that all the recent notes alluded to the issue of you referencing the previous berm.

I would be happy to meet with you and review the measurements onsite if you'd like.

Even before that, however, as I stated before:

I personally think it should be possible for a city engineer to look at their project drawings and tell us that the curb will be, at the widest part, some number of inches from the existing granite curb. And, after it's built, if it's built, it can be measured to see if the as-built is correct.

With one minor change, we need measurements to the far end of the sidewalk rather than the existing curb, since the existing curb will no longer be there, if this is to be built.

Regards,

Ira

Ira Kronitz

EMC Cambridge Software Center

11 Cambridge Center

Cambridge, MA 02142-1405

Ph: 617-679-1115

kronitz\_ira@emc.com

-----Original Message-----

From: tom daley [mailto:tdaley@newtonma.gov]

Sent: Friday, May 01, 2009 7:45 AM

To: kronitz, ira

Cc: kparker@newtonma.gov; gmansfield@newtonma.gov; vdanberg@newtonma.gov; lrothstein@comcast.net; catcost@aol.com; jlvacca@hotmail.com; merlehass@gmail.com; MCOSTELLO@partners.org; markjfield@hotmail.com; jackmaypole@yahoo.com; kasdavidson@hotmail.com; tkropf@aol.com; RachelSG@aol.com; Edailey@bromsun.com; blenson@gmail.com; jefftarmy@hotmail.com; luciec@comcast.net; barrysbergman@yahoo.com; ionharmony@comcast.net; commave@aol.com; ejengelman@gmail.com; sweeneei@bc.edu; diwatsuki@gmail.com; dturocy@newtonma.gov; cschuckel@newtonma.gov; ltaverna@newtonma.gov; spooler@newtonma.gov; stocci@newtonma.gov; edmurray@verizon.net; sschnipper@newtonma.gov  
Subject: RE: Daniel/Jackson bumpout location

Hi Ira:

Sorry but I do not know where you are getting that the previous berm was 6' from the approved plan. I personally measured it and it was about 30" to 36".

thx

From: Ira Kronitz <ikronitz@emc.com>  
Subject: RE: Daniel/Jackson bumpout location  
Date sent: Thu, 30 Apr 2009 14:16:31 -0400  
To: <tdaley@newtonma.gov>  
Copies to: <kparker@newtonma.gov>, <gmansfield@newtonma.gov>, <vdanberg@newtonma.gov>, <lrothstein@comcast.net>, <catcost@aol.com>, <jlvacca@hotmail.com>, <merlehass@gmail.com>, <MCOSTELLO@partners.org>, <markjfield@hotmail.com>, <jackmaypole@yahoo.com>, <kasdavidson@hotmail.com>, <tkropf@aol.com>, <RachelSG@aol.com>, <Edailey@bromsun.com>, <blenson@gmail.com>, <jefftarmy@hotmail.com>, <luciec@comcast.net>, <barrysbergman@yahoo.com>.



<ionharmony@comcast.net>,  
<commave@aol.com>,  
<ejengelman@gmail.com>,  
<sweeneei@bc.edu>,  
<diwatsuki@gmail.com>,  
<dturocy@newtonma.gov>,  
<cschuckel@newtonma.gov>,  
<ltaverna@newtonma.gov>,  
<spooler@newtonma.gov>,  
<stocci@newtonma.gov>,  
<edmurray@verizon.net>,  
<sschnipper@newtonma.gov>

Hi Tom,  
I hope you had a nice vacation.  
Thank-you, that's clear. I will take a look, as well as others, I'm sure.

However, you realize that there could still be a remaining question.

If that green line is two feet away from the present berm, wouldn't you be inclined to say that it's in the wrong place? The aldermen seem to be under the impression that it's going to be built where the previous berm was located, that's about 6 feet away from where it is now.

Anyone working from home today that would like to walk over and take a look? Two ft. vs. 6ft from the present berm should be pretty easy to recognize. Hopefully, there isn't an additional misunderstanding.

Regards,  
Ira  
Ira Kronitz  
EMC Cambridge Software Center  
11 Cambridge Center  
Cambridge, MA 02142-1405  
Ph: 617-679-1115  
kronitz\_ira@emc.com

-----Original Message-----

From: tom daley [mailto:tdaley@newtonma.gov]  
Sent: Thursday, April 30, 2009 1:53 PM  
To: kronitz, ira  
Cc: kparker@newtonma.gov; gmansfield@newtonma.gov; vdanberg@newtonma.gov; lrothstein@comcast.net; catcost@aol.com; jlvacca@hotmail.com; merlehass@gmail.com; MCOSTELLO@partners.org; markjfield@hotmail.com; jackmaypole@yahoo.com; kasdavidson@hotmail.com; tkropf@aol.com; RachelSG@aol.com; Edailey@bromsun.com; blenson@gmail.com; jefftarmy@hotmail.com; luciec@comcast.net; barrysbergman@yahoo.com; peller@gmail.com; ionharmony@comcast.net; commave@aol.com; ejengelman@gmail.com; sweeneei@bc.edu; diwatsuki@gmail.com; dturocy@newtonma.gov; cschuckel@newtonma.gov; ltaverna@newtonma.gov; spooler@newtonma.gov; stocci@newtonma.gov; edmurray@verizon.net; sean.roche@gmail.com; sschnipper@newtonma.gov  
Subject: RE: Daniel/Jackson bumpout location

Hi Ira:  
I am now confused with all of the discussion of how many inches from where we're going to build the berm. In short the City licensed land surveyor last year staked out the plan that was

approved by the Alderman (it was a pink line). The most current trial had the temporary berm installed as close as we could to that pink line. Yesterday the City's licensed land surveyor staked out the line we intend to build in green. Please take a look. Thanks.

From: Ira Kronitz <ikronitz@emc.com>  
Subject: RE: Daniel/Jackson bumpout location  
Date sent: Thu, 30 Apr 2009 13:04:29 -0400  
To: <kparker@newtonma.gov>, <ikronitz@emc.com>  
Copies to: <tdaley@newtonma.gov>, <gmansfield@newtonma.gov>, <vdanberg@newtonma.gov>, <lrothstein@comcast.net>, <catcost@aol.com>, <jlvacca@hotmail.com>, <merlehass@gmail.com>, <MCOSTELLO@partners.org>, <markjfield@hotmail.com>, <jackmaypole@yahoo.com>, <kasdavidson@hotmail.com>, <tkropf@aol.com>, <RachelSG@aol.com>, <Edailey@bromsun.com>, <blenson@gmail.com>, <jefftarmy@hotmail.com>, <luciec@comcast.net>, <barrysbergman@yahoo.com>, <peller@gmail.com>, <ionharmony@comcast.net>, <commave@aol.com>, <ejengelman@gmail.com>, <sweeneei@bc.edu>, <ikronitz@comcast.net>, <diwatsuki@gmail.com>, <dturocy@newtonma.gov>, <cschuckel@newtonma.gov>, <ltaverna@newtonma.gov>, <stocci@newtonma.gov>, <spooler@newtonma.gov>, <edmurray@verizon.net>, <sean.roche@gmail.com>

\* more about  
the Lines the Alderman  
Approved, JULY 12, 2007  
We were told there  
was a Compromis test  
~~with~~ Trial with  
Smaller Bump-out -  
Now They go back  
to the Alderman approach  
Lines!!!  
Makes No Sense!!!

Ken Parkertold methat he was going to follow up with folks to determine exactly where Mr. Daley had intentions of building the bumpout.

Either the original berm (78 inches from the original curb), for which we had data, or 2ft from the present berm (150 inches from the original curb).

I realize Mr. Daley has been on vacation, but shouldn't this be just a quick two minute conversation?

From his email below, Ken wrote: "He pointed out that according to the data collected, average speeds on Daniel St. were actually reduced more with the small bump-out than with the larger one. (It may be that these differences are not statistically meaningful, but there is

no evidence that the larger bump-out achieves more traffic calming results.)"

The more I think about it, why wouldn't someone just respond with "it's where the berm was before - 78" from the curb"? Why is anyone considering, or even requesting a 2ft. change, yet another dimension and something for which there is no data?

Regardless of whether I agree with the bumpout or not, I'm not following the logic of yet another change to the configuration. Can someone explain that?

If folks are busy, and they don't have time, I can understand that. When do you think you might get to it?

On Apr 17, 2009, at 3:31 PM, Ken Parker wrote:

Dear Daniel/Jackson intersection neighbors,

We are writing as your three Ward 6 Aldermen to share our thoughts on the Daniel/Jackson intersection project recommendation we all received from Public Works Commissioner Tom Daley last week. We had the opportunity to meet with Commissioner Daley and with Traffic Engineer Clint Schuckel yesterday and they were very forthright in answering our questions and helping us to understand his recommended solution.

This has been a long and difficult process and we are well aware of the level of controversy and frustration that surrounds the issue. We recognize that whatever outcome Commissioner Daley decided to pursue, some of the people in the neighborhood would be disappointed. We also recognize that there have been flaws in the process of decision-making, information-gathering, and communication, for which we apologize. We recognize that this issue could have and should have been handled better and we will strive to make sure that the City does a better job of handling issues like this in the future.

*Admitting Flaws in the Process and In the decision making*

That having been said, we are have decided to give Commissioner Daley our strong support for his decision. We would be happy to organize and attend a neighborhood meeting to discuss our thoughts in greater detail, but here are the answers to some of the questions we have already received.

*Why would you go forward??*

1) Would stop signs be a better (and cheaper) solution? Traffic Engineer Schuckel confirmed again that additional stop signs at the intersection should not be installed with the current intersection configuration and he would not recommend them as a safety enhancement. However, with the reconfigured intersection, it is possible that additional stop signs could be added at some point in the future, if necessary. Please note that all three of us supported the neighborhood petition for 3-way stop signs at this intersection that was rejected by the Traffic Council several years ago.

2) Would a larger bump-out be safer for the neighborhood? Commissioner Daley informed us that when he considered all factors, the smaller bump-out he has proposed "is the right thing to do in regards to vehicle and pedestrian safety in the neighborhood." He pointed out that according to the data collected, average speeds on Daniel St. were actually reduced more with the small bump-out than with the larger one. (It may be that these differences are not statistically meaningful, but there is no evidence that the larger bump-out

*Smaller Bump-out reduced Speeds!*

achieves more traffic calming results.)

3) Does the proposed design divert traffic to other streets? No. Commissioner Daley and Traffic Engineer Schuckel said that the data show no statistically-meaningful diversion to other streets.

4) Could this money be better spent on something else? No, since this project is being funded by mitigation funds given to the City by a developer and those funds have already been encumbered for this purpose, if we do not spend them on the bump-out, we will have to return them to the developer.

Please also note that Commissioner Daley informed us that the constructed version of the bump-out will be smoother and more professional in its appearance than the trial version, so that neighbors should not expect it to look identical. It will incorporate proper handicapped curb cuts and placement of the current Daniel St. stop sign, and will configure the sidewalk to allow more room for a car in the driveway at 3 Daniel St.

Thank you again for your patience with this process. We expect that they City will be sending out surveyors to the site soon and that construction will begin within a few weeks.

Sincerely,

George Mansfield - Ken Parker - Victoria Danberg  
Ward 6 Aldermen

Regards,  
Ira  
Ira Kronitz  
EMC Cambridge Software Center  
11 Cambridge Center  
Cambridge, MA 02142-1405  
Ph: 617-679-1115  
kronitz\_ira@emc.com

From: kronitz, ira  
Sent: Tuesday, April 21, 2009 11:07 AM  
To: kronitz, ira; Thomas Daley; Sean Roche  
Cc: tdaley@newtonma.gov; kparker@newtonma.gov; gmansfield@newtonma.gov; vdanberg@newtonma.gov; lrothstein@comcast.net; catcost@aol.com; jlvacca@hotmail.com; merlehass@gmail.com; MCOSTELLO@partners.org; markjfield@hotmail.com; jackmaypole@yahoo.com; kasdavidson@hotmail.com; tkropf@aol.com; RachelSG@aol.com; Edailey@bromsun.com; blenson@gmail.com; jefftarmy@hotmail.com; luciec@comcast.net; barrysbergman@yahoo.com; peller@gmail.com; ionharmony@comcast.net; commave@aol.com; ejengelman@gmail.com; sweeneei@bc.edu; ikronitz@comcast.net; diwatsuki@gmail.com; edmurray@verizon.net; dturocy@newtonma.gov; cschuckel@newtonma.gov; ltaverna@newtonma.gov; stocci@newtonma.gov; spooler@newtonma.gov; ed murray

Look at  
Their own  
Data Dmgy  
School +  
Am Hours.

Again  
3 Daniel St  
isn't  
Even  
on  
Bandy

Subject: RE: Daniel/Jackson Intersection

Sean wrote:

Ira, I agree that Tom's e-mail was not clear. It's my understanding that it will be 2'. I'd be happy to post a clarification to the BTNA list if we get one.

Sean

Thanks Sean, but the point is that I think people are walking away with a visual impression of the compromise being the previous berm. Being told that the berm is 2ft. less, doesn't really explain the fact that the compromise is probably not the berm, but a 4 foot extension of the previous berm.

In other words, people are walking away with the wrong impression and are not being given ample time to voice their opinions.

What if the clarification doesn't become available until after they start building?

No, the ambiguity should be posted, as well as the clarification when it becomes available. That would be the equitable thing to do.

By the way, who did you speak to about the 2ft. change that lead to your understanding? It looks like a 50/50 toss up from this write-up.

Regards,

Ira

Ira Kronitz

EMC Cambridge Software Center

11 Cambridge Center

Cambridge, MA 02142-1405

Ph: 617-679-1115

kronitz\_ira@emc.com

From: kronitz, ira

Sent: Tuesday, April 21, 2009 10:19 AM

To: Thomas Daley; 'Sean Roche'

Cc: tdaley@newtonma.gov; kparker@newtonma.gov; gmansfield@newtonma.gov;

vdanberg@newtonma.gov; lrothstein@comcast.net; catcost@aol.com;

jlvacca@hotmail.com;

merlehass@gmail.com; MCOSTELLO@partners.org; markjfield@hotmail.com;

jackmaypole@yahoo.com; kasdavidson@hotmail.com; tkropf@aol.com;

RachelSG@aol.com;

Edailey@bromsun.com; blenson@gmail.com; jefftarmy@hotmail.com; luciec@comcast.net;

barrysbergman@yahoo.com; peller@gmail.com; ionharmony@comcast.net;

commave@aol.com; ejengelman@gmail.com; sweeneei@bc.edu; ikronitz@comcast.net;

diwatsuki@gmail.com; edmurray@verizon.net; dturocy@newtonma.gov;

cschuckel@newtonma.gov; ltaverna@newtonma.gov; stocci@newtonma.gov;

spooler@newtonma.gov; 'ed murray'

Subject: RE: Daniel/Jackson Intersection

Is there a way to nail down the definition of where the compromise is actually going to be?

The memo references "smaller curb extension" and indicates it is the compromise plan. It then states that the plan will reduce the present berm by 2 feet.

The actual location of the previous berm location, from which the earlier numbers were

taken, is 6 feet behind the present berm.

The previous berm extended 78" from the curb, and the pink line, where the present berm is said to be located is 105" from the original curb.

Even a casual observer should remember that the previous berm extended about halfway from the curb to the yellow line in the road. The present berm extends all the way to the yellow line.

I believe the following statement is rather misleading. Mr. Daley's understanding is either incorrect or the city engineer is mistaken. Or the compromise plan does not match the previous berm. In either case, there is no clear definition of what is being considered. "It is my understanding from the City Engineer that the initial compromise plan was a 2' radius reduction from what the Alderman approved and what is out there now".

I'd appreciate it if this information is posted to the BTNA group so everyone understands the ambiguity.

Regards,

Ira

Ira Kronitz

EMC Cambridge Software Center

11 Cambridge Center

Cambridge, MA 02142-1405

Ph: 617-679-1115

kronitz\_ira@emc.com

From: btna-announce@googlegroups.com [mailto:btna-announce@googlegroups.com] On Behalf Of BTNA -- Bowen Thompsonville Neighborhood Association

Sent: Tuesday, April 21, 2009 9:43 AM

To: btna-announce@googlegroups.com

Cc: Thomas Daley

Subject: Daniel/Jackson Intersection

I've been asked what the recommendation is that our ward aldermen referred to in their letter I forwarded. Below is the e-mail from DPW Commissioner Tom Daley announcing his decision/recommendation. Also, another plug for the topically related Transportation Forum on Thursday at 7 at the City Hall War Memorial Auditorium.

Sean Roche

617 792-8998

----- Forwarded message -----

From: tom daley <tdaley@newtonma.gov>

Date: Fri, Apr 10, 2009 at 3:37 PM

Subject: Daniel / Jackson Intersection

To: [deleted]

Hello:

As I stated in my previous e-mail please forward this to anyone else who may be interested. First, I would like to say, "thank you" for everyone's patience. We have been quite busy with a number of big issues over the past few months, but I have finally had a chance to review the Daniel / Jackson traffic information counts from last Fall. The following write up I received from our Traffic Engineer, Clint Schuckel along with the attached map and count

information. I was going to paraphrase what Clint said, but I decided I couldn't do any better than he, so here we go:

"Please find the Daniel/Jackson study results attached. Figure 1 is a map showing the count locations and directions. Table 1 provides the vehicle volume and speed data collected over the course of the following three trials:

1. Trial # 1= Smaller curb extension
2. Trial # 2= No curb extension (original conditions)
3. Trial # 3= Board-approved design curb extension

The rows in bold text indicate the key measurements of vehicle speed just prior to entering (location # 2 westbound) the intersection, and just after exiting (location # 3 northbound) the intersection for the travel lane adjacent to the changes in the curbline.

In each study, the weekday average volumes were given a weight of 5 and the weekend average volumes a weight of 2, to calculate a 7-day average (5 weekdays, 2 weekend days). Only days with a full 4 hours of data were used for the volume counts, while all data were used for speed counts. Each trial count was conducted for 4 to 7 days, including at least one weekend, which exceeds the typical 8-hour weekday duration for this type of traffic study.

The following conclusions can be drawn from the before/after traffic study data:

1. Following the placement of the Board-approved design (trial # 3), there was no significant diversion of traffic to parallel streets. This is based on the volume counts from Jackson St south of Daniel St (location # 1) and on Walter St (location # 4). The observed variation was within the expected daily fluctuation of traffic volumes. The daily vehicle volumes at locations 1 and 4 remained a fraction of those observed on Daniel St (location # 3) and Jackson St east of Daniel St (location # 2). There was no change in vehicle speeds for locations 1 and 4.
2. The westbound direction for Jackson Street at location # 2 is the critical location for speed reduction since it is located just prior to the curb extension and there is no stop sign for that approach. For westbound vehicles only, there was a 3-4 mph reduction in the 85th percentile speed from no curb extension (trial # 2) to the Board-approved design (trial # 3).
3. For cars exiting the curb extension area, the northbound direction for Daniel Street (location # 3) experienced no reduction in the 85th percentile speed from trial # 2 to trial # 3. The likely explanation is that drivers generally returned to their original speed by the time they reached the counter after slowing down to pass through the intersection. Therefore, it is estimated that the curb extension reduces speeds for less than a 100 feet on northbound (downstream) Daniel Street leaving the intersection.
4. The Newton Police have no reported accidents since September 1, 2008.
5. In summary, the above information provides no new evidence that indicates the Board-approved design creates unsafe conditions, nor is there evidence that the design diverts traffic to parallel streets."

Quite honestly I have languished over this decision. I have never seen such an issue cause such turmoil in a neighborhood. I do agree with Clint's observations and summary. However, due to the severe turmoil I have observed from the neighborhood over this issue, I have decided that the best way to move forward is with the original "compromise plan" or "smaller curb extension" plan that is

mentioned in the attachment. It is my understanding from the City Engineer that the initial compromise plan was a 2' radius reduction from what the Alderman approved and what is out there now. That is what we will construct. I totally agree with Mr. Schuckel's statement that "...the above information provides no new evidence that indicates the Board-approved design creates unsafe conditions, nor is there evidence that the design diverts traffic to parallel streets." In addition I also intend not to construct the curbing on the southerly side of the intersection.

I hope the reduction satisfies some of the abutters, but I also trust that the new curbing will have some positive affect and it is a compromise. I sincerely hope that this decision helps with the relations within the neighborhood.

Work will most likely begin fairly soon. Thank you all again for your patience and thoughtful concerns.

Thank you.

Thomas E. Daley, P.E.  
Commissioner of Public Works  
Newton City Hall  
1000 Commonwealth Avenue  
Newton, MA 02459  
Phone: (617) 796-1000  
Fax: (617) 796-1050

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You received this message because you are subscribed to the "Bowen-Thompsonville Neighborhood Association" announce list.  
To unsubscribe from this list, send email to [btna-announce-unsubscribe@googlegroups.com](mailto:btna-announce-unsubscribe@googlegroups.com)  
For more options, visit this group at <http://groups.google.com/group/btna-announce?hl=en>  
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## A History of Docket Item #289-03

#289-03 - Originally docketed through Citizen Request petition to the Traffic council for additional stop signs at Daniel and Jackson in June of 2003. Taken up by Traffic Council and voted No Action Necessary on December 6, 2004.

### Traffic Council Report of November 18, 2004

#289-03 ADAM PELLER, 28 Daniel Street, requesting three-way stop sign at the intersection of JACKSON STREET and DANIEL STREET (Ward 6). **HELD 5/25/04**

**ACTION:** **NAN (5-0); APPROVE AS AMENDED #289-04(2) (5-0)**

**NOTE:** The Traffic Council previously held this item so City staff could explore the potential for street redesign. Clint Schuckel and David Koses indicated that funding is currently available and the RFP process is underway to hire a consultant to do the design work.

Adam Peller asked whether stop signs could be installed in the interim. Candace Havens indicated this was considered at the previous review and the majority of the Council did not support stop signs there.

The Traffic Council supported the concept of redesign and acknowledged that review of street redesign is not within their purview or part of the original proposal. As such, the Traffic Council voted (5-0) to recommend intersection reconfiguration be studied and referred by the Board to the appropriate committee. **#289-03(2)TRAFFIC COUNCIL** requesting use of The Terraces traffic mitigation funds to hire a consultant to examine a redesign of the intersection of Jackson Street and Daniel Street. (Ward 6)

#289-03(3) In 2006 The Planning Department Submitted a docket request to Public Safety recommending roadway improvements to Jackson and Daniel Streets. Neighborhood was notified

### Public Safety Report of May 3, 2006

#289-03(3) PLANNING DEPARTMENT submitting a Recommendation Memo from Traffic Solutions, contracted per Board Order #250-01(4) to recommend roadway modifications in the JACKSON STREET and DANIEL STREET area. (sand bag trial)

**ACTION:** **HELD 8-0 PENDING MODIFICATION OF ROADWAY TRIAL (DPW)**

**NOTE:** The Committee was joined by Clint Schuckel, Traffic Engineer, Candace Havens, Traffic Council Chair, and David Koses, Transportation Planner, for its discussion of this item. Mr. Schuckel provided aerial photos of this area as well as a brief history of the item. Approximately two years ago, the Traffic Council heard a number of proposals for traffic control in this area, including stop signs, speed limit reduction, etc. The issues were held in May of 2004, and in November of 2004, the Traffic Council recommended redesign of this intersection (because it was determined that an all-way stop would not provide the desired traffic calming effects).

From that point, Mr. Koses worked on retaining the consultant, Traffic Solutions, to perform the traffic study (using traffic mitigation funds received from the Terraces project). There was a neighborhood meeting to gather information on concerns and then another to present the findings of the traffic study. Subsequently, item #289-03(3) was discussed by the Public Safety/Transportation Committee last fall, at which time the Committee showed its support for the roundabout option and requested that a sandbag trial be performed to determine whether this roadway change would provide the expected results.

Mr. Schuckel informed the Committee that the sand bag trial was performed from November to December of 2005; the sand bags were removed in advance of the first snowstorm (as is common practice to avoid damage to personal vehicles as well as to snow plows). He explained that this location was surveyed over the winter in

order to determine where property lines meet the public way. He then provided further views of what the road signage would be (as was used during the trial period), taking into consideration the stop sign currently located on Daniel and the keep right signs to be posted at the roundabout.

Mr. Schuckel indicated concern about this intersection due to its close proximity to the Bowen school. He stated that one of the concerns or criticisms of the trial was that the roundabout (as it was set up by the sandbags) was not to scale of the actual structure that would be put into place as a permanent measure; therefore, it did not seem to actually slow westbound traffic (coming downhill from the school), as there was no change to the intersection causing motorists to reduce speed in that direction. He indicated that, depending on what happens with curbing, there is the potential for two driveway openings to be affected.

He indicated that the traffic volumes at this location were well below the number needed to meet the warrants for stop sign installation. He also explained that the options for this design that were presented by the consultant (Traffic Solutions), were formulated based upon aerial views, and not actual survey plans. The reality is that, based on the Engineering Dept survey, the amount of available right of way at this location is not as large as it appeared in an aerial view. The proposal was for a 12-foot circle surrounded by granite curbing. In addition, there was an area of an extra 10-foot area around that structure in which some material such as cobblestone or possibly rumble strip would be installed (in order to channel the traffic better and slow the pace of the cars maneuvering within this intersection). However, the survey showed that there is not ample room for that installation (to the original intended distance around the curbing).

Mr. Schuckel informed the Committee that the sand bag structure that was put in place for this trial was as close to “alternative #1” (which was the widely supported alternative for the redesign for this intersection) as it could be, given current curb locations and the need for school bus turning radius with this setup. He also indicated concern over the proposed crosswalk location (it seemed unrealistic to expect pedestrians to walk that far out of their way to cross the street, particularly with the low vehicle volume recorded on Jackson).

Mr. Schuckel went on to state that the proposed “alternative #2” (as contained in the consultant report) would be much more “doable” at this location. This plan includes bump-outs of curbing and creating a T-shape; it would involve extension of one existing driveway and installation of one crosswalk. He indicated that this would create a safer environment for pedestrians (particularly those walking to the elementary school). Mr. Schuckel seemed to think that this option would slow the downhill traffic entering the intersection, thereby increasing safety.

Mr. Schuckel also pointed out that there is an existing catchbasin in this location which would not need to be relocated if the roundabout was installed, but if alternative 2 (the t-shape intersection) was implemented, then it would definitely need to be moved to ensure proper drainage. He also indicated that, at this location, there are still some funds available (from the traffic mitigation fund that was used for the study) to help with the financing of this project.

There was a question as to how long the traffic mitigation funds would be available. Mr. Koses indicated that he would check to find out whether there was an established timeframe for the availability of those funds.

Ald. Fischman asked whether a trial period for stop signs had been attempted at this location.

Mr. Schuckel indicated that there were 3 members of the Traffic Council who were opposed to the original request for stop signs. He also stated that he was not in favor of performing a trial for an all way stop here because it can actually cause more confusion (because the right of way is a question, therefore, if there are cars at all entry points, motorists get confused as to who has the right of way). He stated that if the trial fails, and during the trial period pedestrians had become used to them being there, this increases the likelihood of an incident when the stop signs are removed.

Chair Samuelson indicated that she understood the support that neighbors showed for slowing traffic on Jackson Street, but she also agreed with Mr. Schuckel's support of the alternative #2 plan to narrow this intersection.

At this point, Mr. Schuckel indicated that it would be necessary to gather more survey information in order to give accurate geometric descriptions for the t-shaped approach. Committee members indicated their desire to have these final measurements and to have residents present (since they had shown their support for the roundabout approach, but that this recommendation was different than the one supported by the Committee at its meeting last fall).

Since there was a need for further technical information before moving forward with a new design, the Committee voted 8-0 to hold this item until the new survey information can be compiled, and the DPW has a chance to put out sand bags as a trial with the new proposed design.

**This item was superceded by the following item.**

### **Filed on November 6, 2006**

#289-03(4) COMMISSIONER ROONEY requesting approval of roadway modification plans for curb-line geometry changes to calm traffic at the intersection of Daniel and Jackson Streets.

### **Public Facilities Report for November 8, 2006**

#289-03(4) COMMISSIONER ROONEY requesting approval of roadway modification plans for curb-line geometry changes to calm traffic at the intersection of Daniel and Jackson Streets.

**ACTION: APPROVED 7-0 SUBJECT TO SECOND CALL (Yates not voting)**

**NOTE:** Commissioner Rooney presented the item to the Committee. The intersection of Daniel and Jackson Streets has been a safety concern of the neighborhood for some time. The neighborhood hired a consultant who came up with three designs. The Commissioner believes the one that has been selected is the best most affordable solution to the safety issues at the intersection. The proposal is to create an extended bump out of the curb line. The bump out would create a more definitive intersection at Daniel and Jackson Streets causing traffic to slow down when turning onto Daniel Street. The proposed bump out has been sand bagged for a trial and it is working well. Ald. Salvucci asked if the Fire Department has done a test run to make sure that the trucks can maneuver the corner. Commissioner Rooney responded that he would ask the Fire Department to make a test run.

Sean Roche, 42 Daniel Street, stated that the sand bagging had an immediate, positive effect on the speed of vehicles. Many of the neighbors have noted the improvement. He would like the neighborhood to have the opportunity to comment on the details of the design before it is finalized. The Commissioner responded that the neighbors would have an opportunity to comment. Donald Neuwirth, 193 Jackson Street, questioned why there could not be stop signs. It was explained that stop signs may make the problem worse but it can be revisited in the Traffic Council.

Ald. Salvucci asked if the family with the driveway to be extended is okay with the proposal. The Commissioner explained that the owners of that property actually make out because their driveway is very small and their car hangs over onto the sidewalk. With the extension, they will gain additional space for their driveway. Ald. Salvucci is not comfortable approving the item without a letter from the Fire Department stating that they can make the turn in their trucks. Ald. Weisbuch moved the item subject to second call in order to receive the letter from the Fire Department. The item carried unanimously.

**Approved by the Board on November 20, 2006 by a vote of 22 yeas with 2 absent (Albright & Gentile).**