

CITY OF NEWTON

IN BOARD OF ALDERMEN

PUBLIC FACILITIES COMMITTEE REPORT

WEDNESDAY, JUNE 17, 2009

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

Also present: Ald. Ciccone, Coletti, Danberg, Fischman, Harney, Linsky, Sangiolo, Swiston, and Vance

City personnel: Captain Howard Mintz (Police Department), Nick Parnell (Commissioner of Public Buildings), Mike Kruse (Planning Director), Arthur Cabral (Budget and Project Specialist; Public Buildings Department), Clint Schuckel (Traffic Engineer), and Shawna Sullivan (Committee Clerk)

#224-06(2) ALD. LINSKY, ALBRIGHT & JOHNSON, BAKER & SCHNIFFER 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.

MAIN ITEM HELD 8-0

ACTION: **A) TRAFFIC SIGNAL AT WALNUT STREET AND TROWBRIDGE AVENUE APPROVED 5-3 PER CONDITION #5 OF THE SITE PLAN APPROVAL BOARD ORDER #224-06 (Albright, Yates and Mansfield opposed)**

NOTE: The discussion of this item focused on safety improvements on Walnut Street from Mill Street to Cabot Street and Walnut Street at the school driveway signal. The Committee last met in March to discuss a variety of safety improvement options. At the March meeting, Ald. Albright requested that the Traffic Engineer investigate the feasibility of a triangular island with a raised curb at the school's driveway and a cost estimate for this alternative. In addition, the Committee took a straw vote in favor of the removal of the traffic island and extending the curb lines at Hull Street and Walnut Street. The Committee held the item until the Traffic Engineer has a chance to address Ald. Albright's request and identify the funding source for the Hull Street project.

Mr. Schuckel supplied the Committee with follow-up information requested at the March Public Facilities meeting. The funding source for the improvements at Walnut Street and Hull Street has yet to be determined by the Law Department, as there is some question as to whether it should be considered part of the high school project. The estimated cost of the project is \$35,000. The Committee also requested a reading from the Law Department regarding whether the Board needed to take a formal vote on the alterations to Hull Street at Walnut Street. The Walnut Street at Trowbridge Avenue and the Walnut Street, Elm Road, and Cabot Street improvements would be funded through the owner's construction contingency included within the guaranteed maximum price.

The Traffic Engineer, Clint Schuckel, provided the Committee with a PowerPoint presentation addressing the improvements, which is attached. There are ten alternative traffic improvements for the school driveway located at Walnut Street and Trowbridge Avenue. The alternatives range from no change to a full signal with a raised triangular island at the entrance to the driveway. At the previous meeting, the Committee suggested two new alternatives. The first new alternative was a pedestrian-activated warning signal with a raised triangular island at the driveway of the school. The second new alternative was a full signal with a raised triangular island at the driveway. Mr. Schuckel provided further details on both of the new proposals. The modified curb line to allow a triangular island at the driveway entrance to the school does not require site plan amendment. The Fire Department opposes raised islands at the opening of the ceremonial entrance driveway. The raised island would negatively impact emergency vehicle access to the school when coming from the south. The Fire Department feels that emergency vehicle access to the school is critical from all directions.

Mr. Schuckel proceeded to review each of the ten alternatives with the Committee. The first alternative is for a mid-block crosswalk, as it currently exists. The second alternative includes the mid-block crosswalk with pedestrian warning signals. The City has funded five locations within the city for pedestrian warning signals, which are less expensive than a pedestrian light. The third alternative is a warning signal with a raised triangular island. Mr. Schuckel spoke with the traffic consultants for the Newton North project; the consultants ran a turn template and determined that to accommodate the island and still allow access to school buses the entrance would need to be widened 6' on one side and 2' on the other side. Ald. Yates asked how northbound fire trucks would access the site. Mr. Schuckel responded that they would have either drive over the island or drive the wrong way into the entrance.

The fourth alternative is a mid-block pedestrian crossing signal without any other type of traffic improvement. The fifth proposal is for a mid-block pedestrian crossing with a flush triangular island at the driveway entrance. Ald. Albright inquired how the Fire Department felt about flush islands. Mr. Schuckel responded that the Fire Department prefers the flush islands to raised islands because it does not impede the time it takes to get to the doors of the school. Alternative Six is a mid-block pedestrian crossing signal with a median island on Walnut Street at the driveway entrance. The downside to the median island is that it would prevent a left turn out of and into Trowbridge Avenue. The median island would also create access issues for emergency vehicles. The seventh proposal is a full signal located at the driveway entrance. The eighth proposal is a full signal with no left in or out of the driveway and no through movement onto Trowbridge Avenue. The ninth proposal is a full signal with a flush triangular island to discourage left turns and through movements from the driveway of the school. The tenth alternative is a full signal with a raised triangular island.

Mr. Schuckel reiterated that he feels that the City should begin with the full signal located at the driveway entrance with no turn restrictions. He pointed out that a raised triangular island could be added later if it became necessary. Ald. Salvucci pointed out that the driveway entrance would need to be widened to accommodate an island. Mr. Schuckel stated that the driveway would need to be built to accommodate the island to give the flexibility for the island. Ald. Albright thought that there would be an opportunity for Committee members to see the pedestrian-activated warning signals before making a decision on the traffic improvements. Mr. Schuckel pointed out that the closest warning signal is located in front of St. John's Church on Route 16 in Wellesley, which is about a ¼ mile from the Newton border.

Ald. Albright asked what the implications would be if after a decision had been reached on the traffic improvements, the Board determined that another type of signal or traffic calming measure would be more appropriate at the school entrance. Mr. Schuckel explained that at some point, the City will need to issue instructions to the traffic consultant to do the design and the design is different depending if it is a full traffic light versus the pedestrian-activated warning signal. When you start looking at the school opening in September 2010, everything needs to be up and running by that date. It would be ideal if the Board were able to move forward sooner rather than later in order to have design work done, the equipment ordered and the construction done by the spring or summer of 2010. Ald. Schnipper pointed out that the building is going to be turned over to the City in May of 2010; therefore, the City does not have until September 2010 to install traffic improvements. The traffic signal work would need to go out to public bid and any change would need to be done before it went out to bid.

Ald. Schnipper suggested that the Committee begin to eliminate the alternatives that do not warrant more discussion. The Committee debated the merits of the alternatives. Ald. Lappin suggested eliminating the first alternative and Committee members agreed. Ald. Yates recommended eliminating all of the alternatives that include a pedestrian-activated warning signal because he does not believe that it is a safe option. Ald. Albright responded that during a Land Use Committee meeting a traffic consultant stated that research shows that a pedestrian-activated warning signal is safer than a traffic light. Ald. Gentile responded that the Marriott was never going to put a full light in because of the expense but was willing to put in the pedestrian-activated warning light because it is much less expensive. Ald. Gentile felt that there was not enough support on the Committee to approve a pedestrian-activated warning signal. Ald. Mansfield stated that he supported a pedestrian-activated warning signal.

Ald. Albright asked if there was any support of a mid-block light. Several Committee members stated that they did not support any type of signal mid-block. Ald. Albright pointed out that if there were turning restrictions at the entrance to the school, a light was not necessary at the entrance. Ald. Linsky voiced his support of the mid-block crossing with a triangular island at the school driveway. Ald. Linsky referred to a letter (attached) from Alan Mayer, 479 Walnut Street, supporting the raised island. Reenie Murphy, School Committee member and Trowbridge Avenue resident, stated that in her opinion if there is not something that prevents people from going into the school, people will come up Trowbridge Avenue to get into the site.

Ald. Gentile feels that there needs to be a full signal at the driveway entrance to allow pedestrians to cross safely. The Traffic Engineer has convinced him that it is best to start with no restrictions and then determine what restrictions are needed to address problems once the school is open. Ald. Gentile is not sure whether the driveway entrance should be built to accommodate a raised triangular island should it be determined that the island needs to be added. He asked Mr. Schuckel if there was any downside to constructing the driveway entrance large enough to accommodate an island. Mr. Schuckel responded that the only downside is additional pavement. Ald. Mansfield pointed out that a wider opening is not as safe for pedestrians and vehicles tend to go faster around a turn if the radius is wider. Ald. Lennon asked how it would be determined that further restrictions are necessary. Mr. Schuckel stated that you have to take traffic counts and place a person at the driveway entrance at the start and end of school to determine what drivers are doing. Ald. Schnipper does not support a triangular island at the driveway entrance as it impedes emergency vehicle access to the site. As a teacher, she is aware of how many times emergency vehicles respond to emergencies at schools.

Ald. Gentile asked if there would be any signage at the ceremonial entrance stating that the entrance is not to be used for a drop-off or pick-up. Mr. Schuckel responded that he does not believe that there is any plan to have that type of signage. Ald. Schnipper pointed out that different types of signage and police enforcement have been discussed and can be added if necessary after the traffic patterns have been established once the school opens. Mr. Schuckel explained that there are options in terms of the traffic signal. It can be programmed to have a green signal for the cars on Walnut Street for a long time and go green for the cars at Trowbridge and the school driveway for a very short time. It would discourage people from using the school driveway unnecessarily. Captain Mintz from the Police Department stated that they support a traffic signal with no turn restrictions at the driveway entrance. The Police Department does not support a raised island at that location.

Ald. Albright argued that there should be turn restrictions at the driveway entrance, as she believes it creates a safer environment for vehicles and pedestrians. Ald. Gentile asked if there would be a left hand turn lane included in the alternatives for the traffic signal. Mr. Schuckel replied that there would be a left turn lane in the alternative that allows a left into the site. Ald. Gentile suggested a do not enter restriction at the driveway from 7:30 a.m. to 8:30 a.m. Ald. Albright pointed out that it is the visitor's entrance to the school. Ald. Gentile did not believe that the majority of visitors would be visiting the school at that hour.

Ald. Gentile moved approval of a traffic signal at Walnut Street and Trowbridge Avenue without any type of turning restrictions. He would like to talk to the School Department before the Board of Aldermen regarding other parking for visitors coming to the school between 7:30 a.m. and 8:30 a.m. The Traffic Engineer supports this alternative and if signage is needed, it can be added after traffic patterns are established. Ald. Mansfield will not support the motion as he feels that there should be turn restrictions and that a full signal is not necessary. Ald. Mansfield believes that the pedestrian-activated warning signals are a safer alternative. Ald. Gentile wanted to make it clear that he does not support the turn restrictions. It is safe to turn left into the site for most of the day. He would urge that there be a "do not enter between 7:30 a.m. to 8:30 a.m." sign at the driveway entrance. The Committee voted approval of Ald. Gentile's motion by a vote of five in favor and three opposed.

REFERRED TO PUBLIC FACILITIES AND FINANCE COMMITTEES

#178-09 HIS HONOR THE MAYOR requesting to appropriate and expend from Capital Stabilization the sum of thirty eight thousand six hundred dollars (\$38,600) to the Building Department for the balance of the cost to replace the emergency generator at the Peirce Elementary School. [6/09/09 @ 5:08 PM]

ACTION: **APPROVED 8-0**

NOTE: Commissioner of Public Buildings Nick Parnell and Arthur Cabral, Budget and Project Specialist of the Public Buildings Department, presented the item to the Committee. The item is a request for additional funds to complete the replacement of the Peirce Elementary School generator. The Board approved a request for \$100,000 to replace the generator in January of 2006. The project recently went out to bid and the budget based on the bids needs to be increased to \$138,600. The Public Buildings Department provided a comparison of the estimated cost versus the actual bid results, which was attached to the agenda.

The current emergency generator at the school is not functioning. The replacement generator will keep the school up and running for three to four days. The unit will be located at the back of the school. The generator is encased in an acoustical suit to keep the operating noise to a bare minimum.

There was some question of the necessity of an emergency generator at the school. The Commissioner pointed out that the school can be used as an emergency shelter should there be a catastrophic event in the area. Most of the schools and City Hall have emergency generators to allow operations to continue in the event of a power outage. Ald. Albright moved approval of the item, which carried unanimously.

REFERRED TO PUBLIC FACILITIES AND FINANCE COMMITTEES

#179-09 HIS HONOR THE MAYOR requesting to appropriate and expend from bonded indebtedness the sum of four hundred five thousand dollars (\$405,000) to Department of Public Works for the purpose of replacing two underground fuel tanks at the Crafts Street DPW yard. [06-09-09 @ 5:08 PM]

ACTION: **HELD 7-0 (Yates not voting)**

NOTE: Commissioner of Public Buildings Nick Parnell and Arthur Cabral, Budget and Project Specialist of the Public Buildings Department, joined the Committee for discussion of this item. The request is for funds to replace two underground fuel tanks, the dispensing island, and related equipment at the Crafts Street Public Works Yard. The tanks are twenty–three years old; the underground piping does not meet the current code and is corroded. Therefore, Commissioner Parnell is recommending that the tanks be replaced rather than repaired. The existing fuel tanks failed inspections and must be shut down by August 1, 2009, if a replacement project has not commenced. The Public Buildings Department provided a breakdown of the project, which was attached to the agenda.

Committee members questioned why the new tanks would be placed underground. The Commissioner provided the Committee with a site plan of the yard. Mr. Parnell explained that the site is very tight and he does not believe that it will accommodate two above ground fuel tanks. Ald. Coletti suggested placing the tanks within a building used for washing heavy equipment. The Commissioner is not sure what type of impact placing the tanks within the building would have on the Public Works Department's operations. The Commissioner, Mr. Cabral, and Ald. Coletti are meeting at the site to discuss possible above ground locations for the tanks.

The Committee was concerned that there were no plans filed with the item. They requested plans for both underground tanks and above ground tanks. They also requested cost estimates associated with above ground tanks. Ald. Lappin moved hold until the plans and cost estimates were available to the Committee, which carried unanimously.

REFERRED TO PS&T, 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]
PS&T HELD 6-0 (Coletti and Ciccone not voting) on 06-17-09

ACTION: HELD 8-0

NOTE: The Public Safety and Transportation Committee joined Public Facilities for discussion of the item. The Traffic Engineer, Clint Schuckel, began with a PowerPoint presentation related to traffic calming and road reconstruction in the neighborhood of Concord Street and Grove Street in Newton Lower Falls (attached.) Concord and Hagar Streets are schedule to be repaved during the 2009 construction season. The Board of Aldermen needs to determine if conditions on Concord Street warrant a traffic calming improvement. If the Board determines that traffic calming is justified in that location, a decision on what should be constructed needs to be made.

Mr. Schuckel provided several photos of Concord Street at various vantage points and traffic data collected during the week of April 13, 2009. The average daily traffic on Concord Street is a little over 4,000 vehicles. The speed limit on the street is 30 miles per hour. The average speed of northbound traffic is 40 miles per hour and the southbound average speed is 35 miles per hour. The presentation also included accident data for Concord Street. There have been three accidents in the past three years at the intersection of Washington Street and Concord Streets and there are no other recorded accidents at any other point on Concord Street.

Mr. Schuckel reviewed the Traffic Council recommendations for Concord Street. The recommendations are to add “share the road” signage for bicyclists, striped travel lanes with striped shoulders and continued police enforcement of the speed limit. There are currently 200 directed patrols per year in the Concord Street area. The Traffic Council did not support installation of traffic islands on Concord Street, as the islands could cause problems for vehicles, plows, and bicycles, as the islands would narrow the roadway. Ald. Danberg informed the Committees that she was at the Traffic Council meeting and the Council members felt that the islands would obstruct traffic and driveways and not slow traffic. The Traffic Council did not look at any other type of traffic calming for the street.

Ald. Sangiolo stated that when the item originally came forward, she met with the City Engineer regarding a traffic study undertaken by Rizzo Associates. There were plans provided by Rizzo Associates that the Engineering Division used to draw up plans for the reconstruction of Concord Street. Both Committees were dismayed that there were no plans available for review. Mr. Schuckel responded that he would provide the plans for the traffic islands in Concord Street as long as it is clear that the Engineering Division is not in favor of installing traffic islands. The Engineering Department does not believe that the islands will have the desired effect of slowing traffic on Concord Street.

Ald. Sangiolo suggested that the Committee look at the possibility of a speed table and suggested that Norman Seaman of the Lower Falls Improvement Association speak on the use of speed tables. Mr. Seaman stated that the Lower Falls Improvement Association has been working on this project since 2001. Some of what the association was working with came out of consulting work that Rizzo Associates performed. At that time, Rizzo Associates recommended center islands as a means of possibly calming traffic. Based on preliminary sketches by Rizzo Associates, members of the association went to the City’s Engineering Division to ask how to implement the traffic islands. The Engineering Division came up with one or two sketches for the islands. The spacing for the traffic islands was not finalized. Data indicates that the spacing

between islands should be 600' to 800' apart for traffic islands. Mr. Seaman pointed out that the angle that traffic flows around the island is very gradual and does not slow traffic.

Mr. Seaman researched further traffic calming measures and used information from Portland, Oregon, which has some of the most extensive work on traffic calming. Members of the Lower Falls Improvement Association looked at the device that Portland uses and is most like traffic islands is pedestrian refuges/slow points. They are typically used in the vicinity of an intersection to give pedestrians crossing a safe refuge in the middle of the street and are not really used for slowing vehicles. Portland has had great success with an asphalt speed table to reduce vehicle speeds. The device is 22' in length and 3" above the roadway. The average speed reduction associated with a speed table is 6 miles per hour. The average speed of vehicles in the immediate vicinity of the table is 30 miles per hour. The Lower Falls Improvement Association recommends two speed table devices spaced 600' apart if possible between St. Mary's Street and Pine Grove Extension.

Mr. Schuckel agreed that speed tables would work in the location. However, speed tables are essentially speed humps, which are not allowed by ordinance. If the Board opted to install speed tables, it would need to change the ordinances. Mr. Schuckel suggested that if speed humps or speed tables are to be used as traffic calming measures specific criteria for their use needs to be determined before any are constructed.

Ald. Fischman suggested that the Lower Falls Improvement Association look at other alternatives for traffic calming because the speed tables involve a policy change. Ald. Schnipper and Mansfield suggested that the Engineering Division submit a drawing showing where the speed tables would be located and what they would look like. Ald. Gentile felt that the Committee should hold the item until July 8, 2009 in order to obtain the drawings. Mr. Schuckel agreed to provide the drawings. Ald. Albright asked for comments from the Police and Fire Departments regarding the use of speed tables on Concord Street. The motion to hold carried unanimously.

#342-08 ALD. SANGIOLO, HARNEY AND GENTILE 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]

ACTION: **APPROVED 4-0-1 (Schnipper abstaining; Albright, Lappin and Salvucci not voting)**

NOTE: The Traffic Engineer, Clint Schuckel, presented the item to the Committee. Ald. Sangiolo and Ald. Harney joined the Committee for the discussion. The Public Facilities Committee previously discussed the item on October 22, 2008 and the report of that meeting was attached to the agenda. The item is a request for traffic calming on Grove Street in Lower Falls. The proposed traffic calming is for a raised intersection and a raised crosswalk at the intersections of Grove and Cornell Streets and Grove Street and Pine Grove Avenue. The item was discussed by the Traffic Council (report attached) and the Council narrowly approved a recommendation for 3" raised crosswalks at Grove and Cornell Streets and Grove Street and Pine Grove Avenue. Mr. Schuckel provided the attached PowerPoint presentation of the proposed

traffic calming measures. The presentation included photos and traffic data for Grove Street, which the Traffic Engineer reviewed.

The project would be funded with the Cabot, Cabot and Forbes Traffic Mitigation Fund for Lower Falls. Mr. Schuckel stated that at some point, the mitigation funds will be depleted and the Board needs to look at the cost of the various traffic calming measures proposed for the Lower Falls area to determine if there are enough funds to install them.

There is a city park and a childcare program at the Lower Falls Community Center on Grove Street. There is not a significant amount of pedestrian activity but there is some.

Ald. Yates moved approval of a raised intersection at Grove and Cornell Streets and a raised crosswalk at Grove Street and Pine Grove Avenue. Ald. Schnipper stated that she would abstain on the item because she is not comfortable supporting the item without a policy discussion on speed humps.

**REFERRED TO PROG. & SERV., ZONING & PLAN, PUB. FACIL., PUB. SAF.
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]

ACTION: **NO ACTION NECESSARY 5-0 (Albright, Lappin and Salvucci not voting)**

NOTE: During a discussion at the Chairmen's Meeting, it was decided that the Programs and Services and Finance Committees should only discuss the above item. Therefore, the Chair asked for a motion of no action necessary, which was made by Ald. Yates and approved by the Committee.

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

ACTION: **HELD 5-0 (Albright, Lappin and Salvucci not voting)**

NOTE: The Committee held the item with no discussion, as there was nothing pressing to report. The Chair reminded the Committee of the upcoming tour of the site on June 24, 2009 at 3:30 PM.

Respectfully submitted,

Sydra Schnipper, Chairman

NNHS Site Plan Approval: Traffic/Parking Conditions

Clint Schuckel

City Traffic Engineer

City of Newton Public Works Department
Engineering Division

#224-06(2)

Public Facilities Committee

June 17, 2009

Site Plan Board Order # 224-06

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

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

Follow-up from last meeting

- Fire Department evaluation of alternatives
- Identify funding sources (via Mayor)
 - Walnut/Trowbridge + Walnut/Elm/Cabot: owner's construction contingency, included w/in GMP
 - Walnut/Hull: to be determined by Law Dept
- Modify curb radii to allow raised delta island
 - Does not require site plan amendment
- Combine raised delta island + warning signals

Walnut St @ Hull St

#224-06(2)

Kirkstall

503

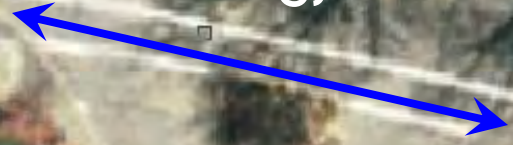
508

#224-06(2)


 we care for you and your vehicle
 our way
HULL ST. - WALNUT ST. INT.
 SCALE: 1" = 16'
 DECEMBER

Walnut St

90 feet



515



Hull St

Kirkstall

503

508

515

Walnut St

Hull St

~41 feet



#224-06(2)



 ACCURATE TO THE BEST OF OUR KNOWLEDGE
 FOR THIS PROJECT
 HULL ST. - WALNUT ST. INT.
 SCALE: 1" = 16'
 DECEMBER 2014



503

508

515

#224-06(2)



 ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED EXCEPT WHERE SHOWN OTHERWISE

 HULL ST - WALNUT ST. INT

 SCALE: 1" = 10'

 DECEMBER 2014

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

HAY BALES REQ'D

ONE-WAY

HULL ST.

Project cost estimate=
\$35,000



Walnut St @ Trowbridge / NNHS Drive

#224-06(2)

Walnut/NN driveway/Trowbridge Ave Alternatives (2/4/09)

- Alt 1: No signal, no turn restrictions
- Alt 1A: Pedestrian-activated warning signal (3/18/09)
- Alt 1B: Pedestrian-activated warning signal, w/ raised delta island (6/17/09)
- Alt 2: Mid-block pedestrian crossing signal, no turn restrictions
- Alt 3: Mid-block pedestrian crossing signal, w/ delta island
- Alt 3A: Mid-block pedestrian crossing signal w/ median island (3/18/09)
- Alt 4: Full signal, no turn restrictions
- Alt 5: Full signal, w/ no side street thru movement
- Alt 6: Full signal, w/ flush delta island
- Alt 6A: Full signal, w/ raised delta island (6/17/09)

Fire Dept Comments

- Primary response from Station 4, Crafts/Watertown
 - Southbound Walnut
- Other stations may also respond, and could arrive before Station 4, so emergency vehicle access from ALL directions is critical
- Fire Dept opposes raised islands at the Walnut/Trowbridge/School Drive because access from northbound Walnut is adversely impacted (via Asst. Chief Proia)

#224-06(2)

#224-06(2)

Alt 1

Crosswalk only



#224-06(2)



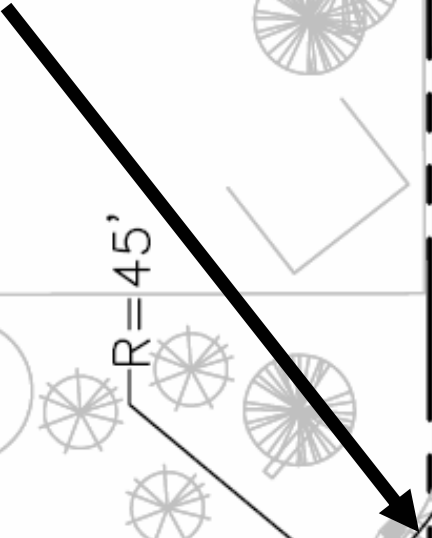
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Alt 1A

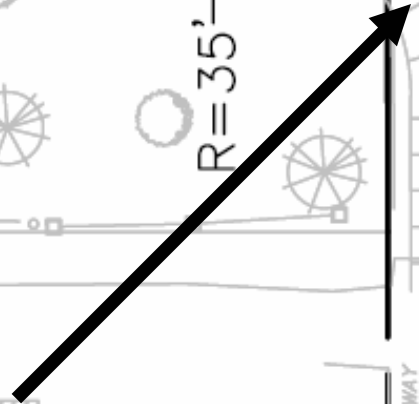
Warning signals



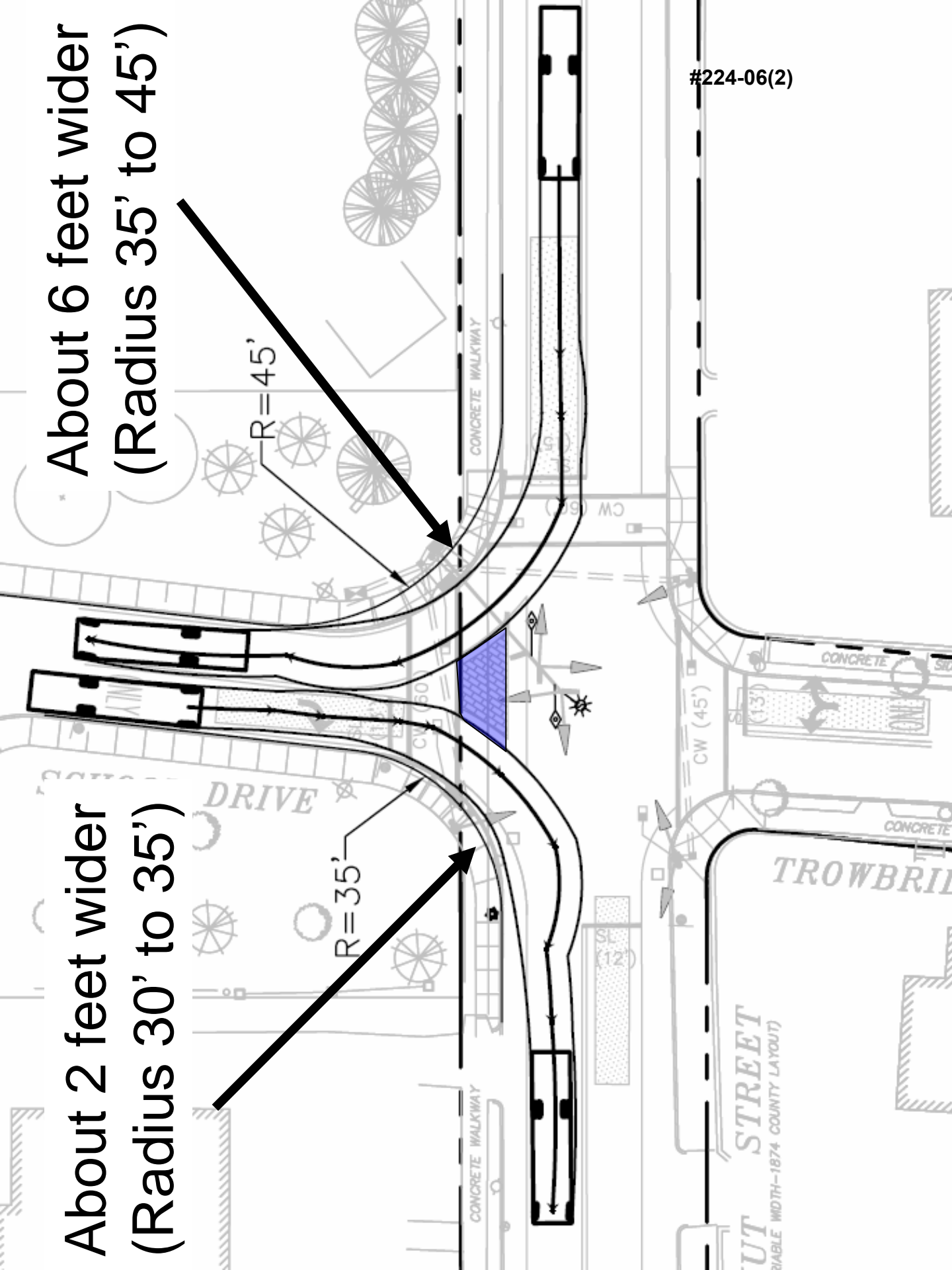
About 6 feet wider
(Radius 35' to 45')



About 2 feet wider
(Radius 30' to 35')



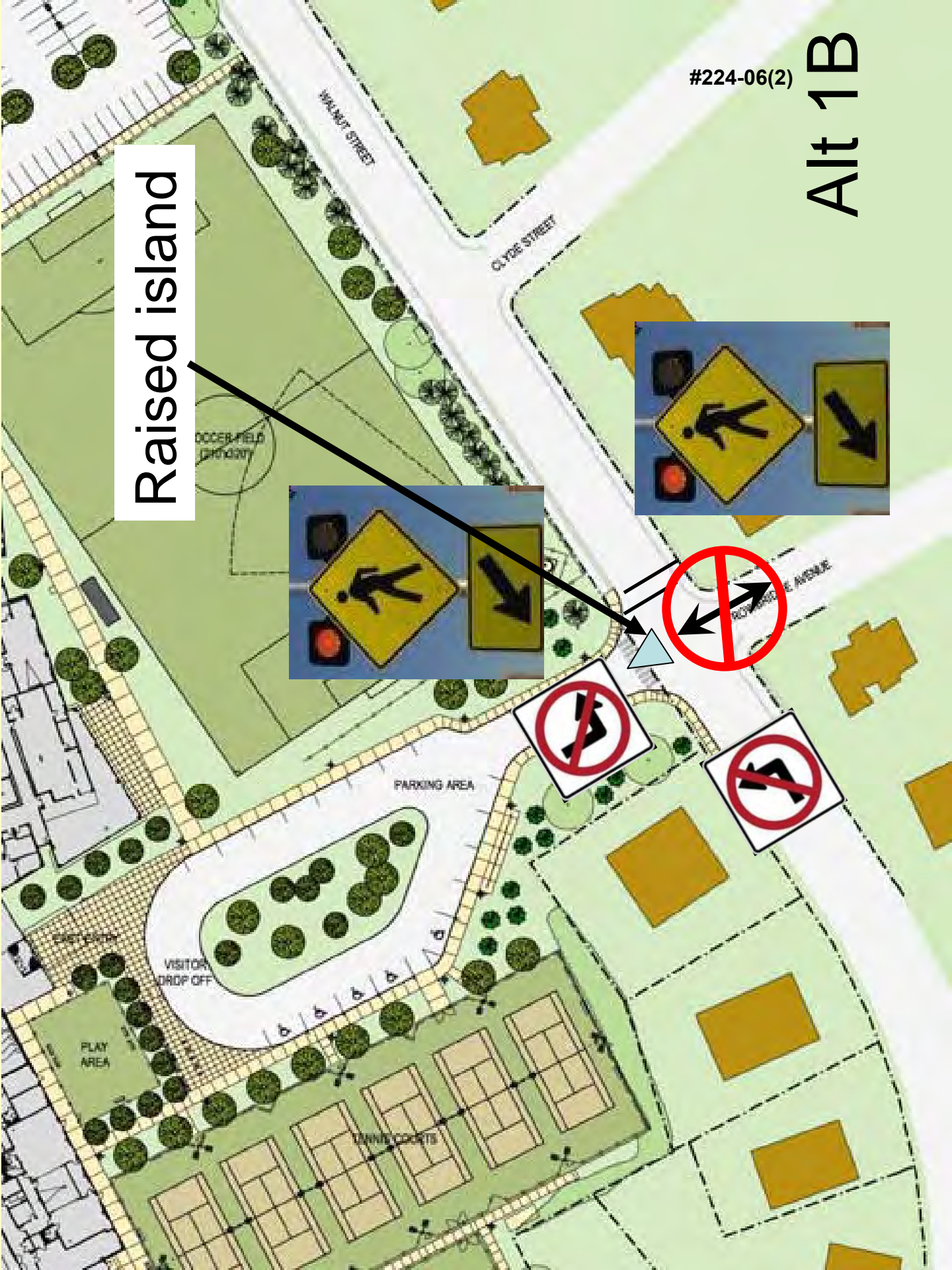
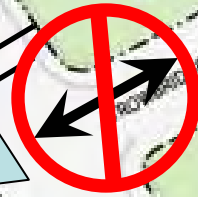
#224-06(2)



#224-06(2)

Alt 1B

Raised island



Midblock signal



WALNUT STREET

CLYDE STREET

TROWBRIDGE AVENUE

SOCCER FIELD

DISCOURAGED HAMMER THROUGH

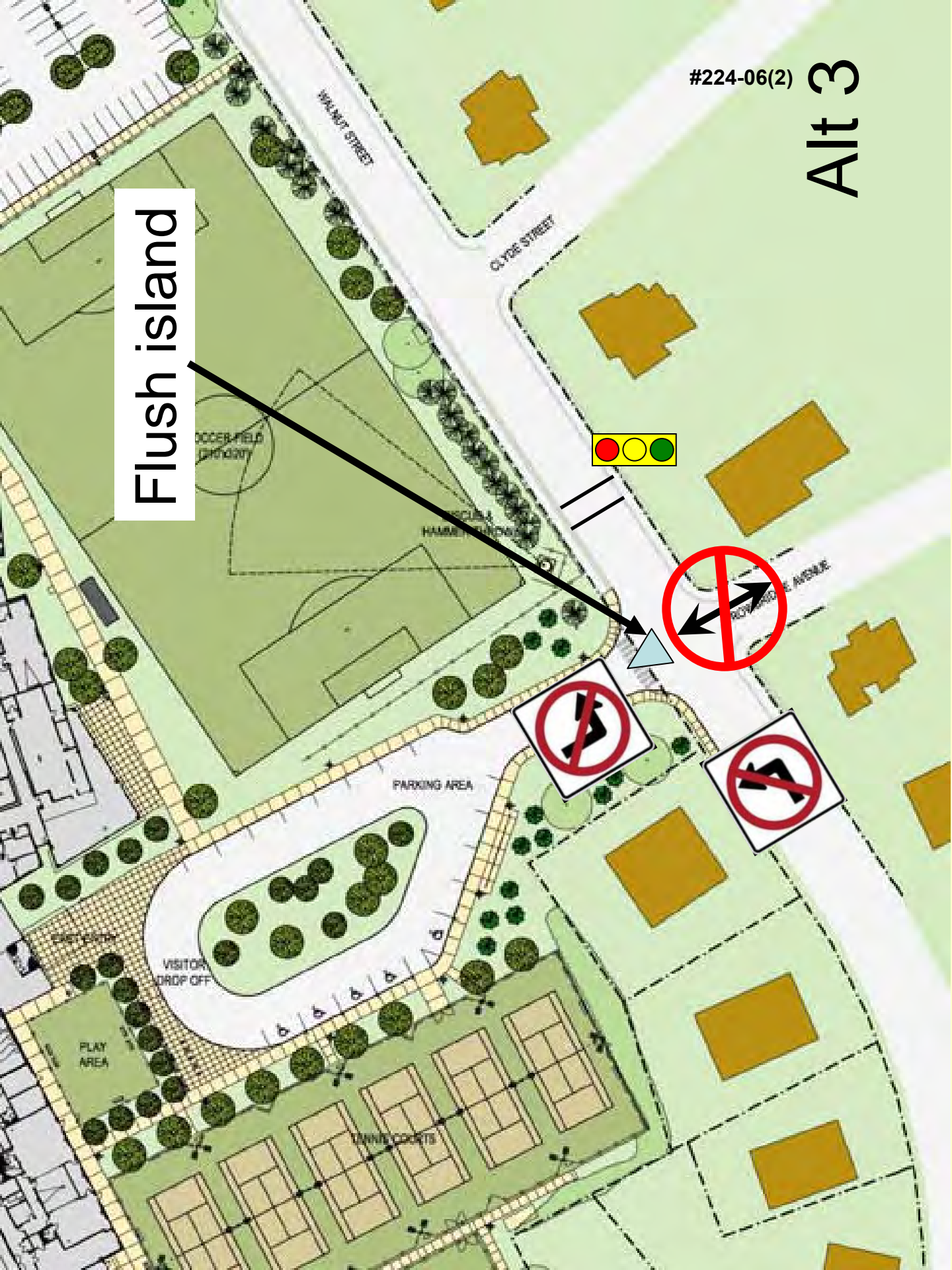
PARKING AREA

VISITOR DROP OFF

PLAY AREA

TENNIS COURTS

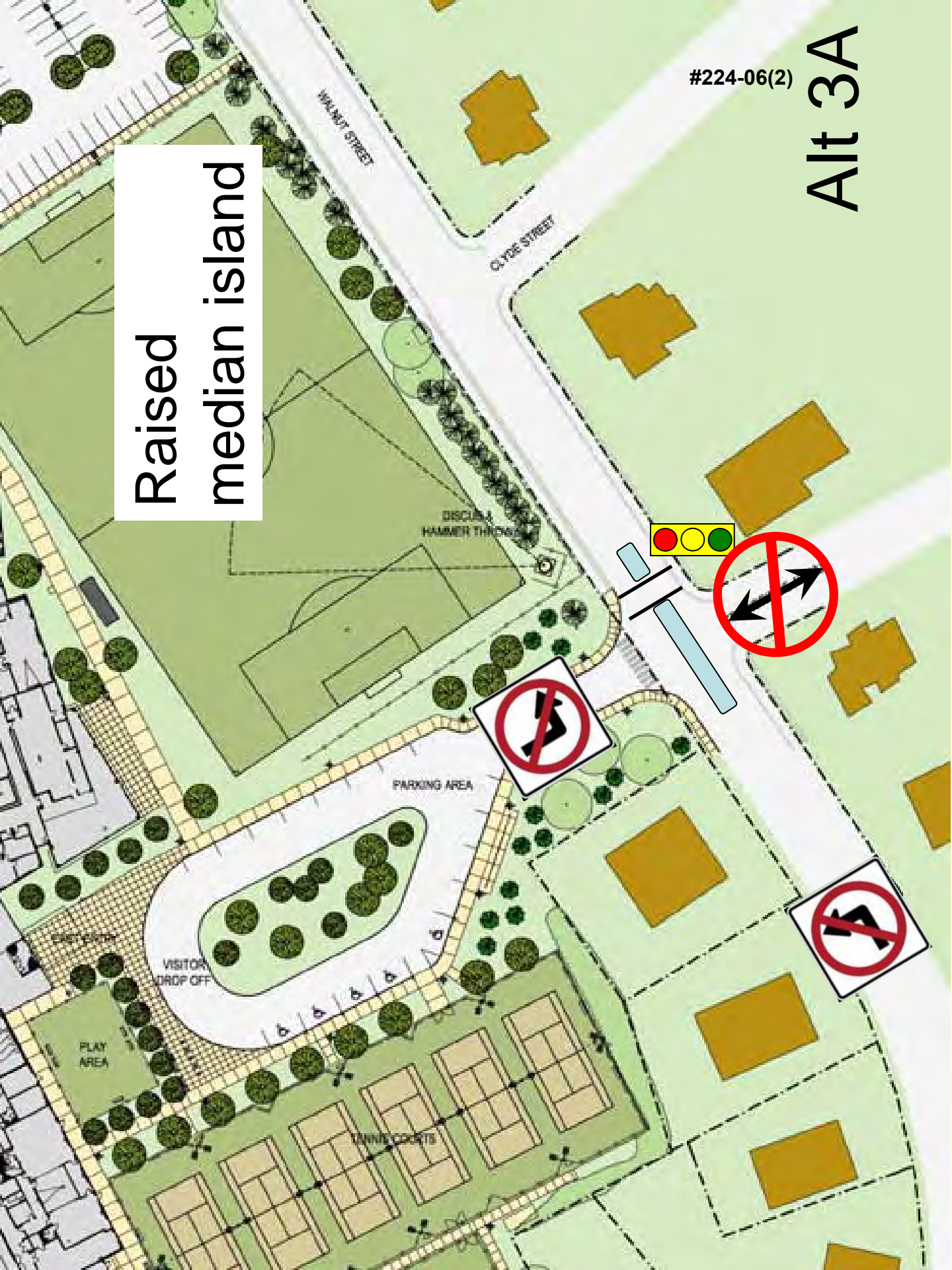
Flush island



#224-06(2)

Alt 3A

Raised
median island



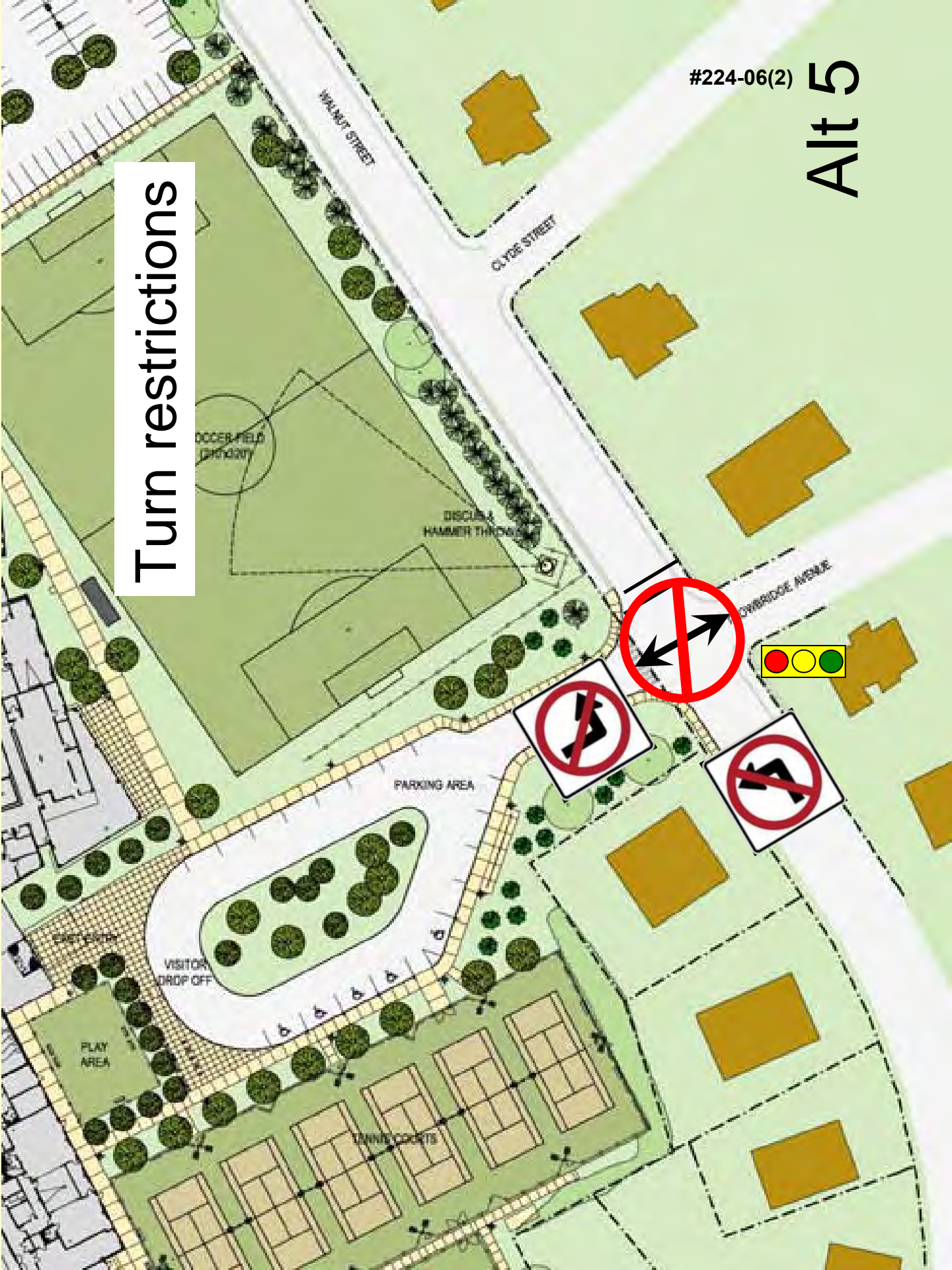
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Alt 4

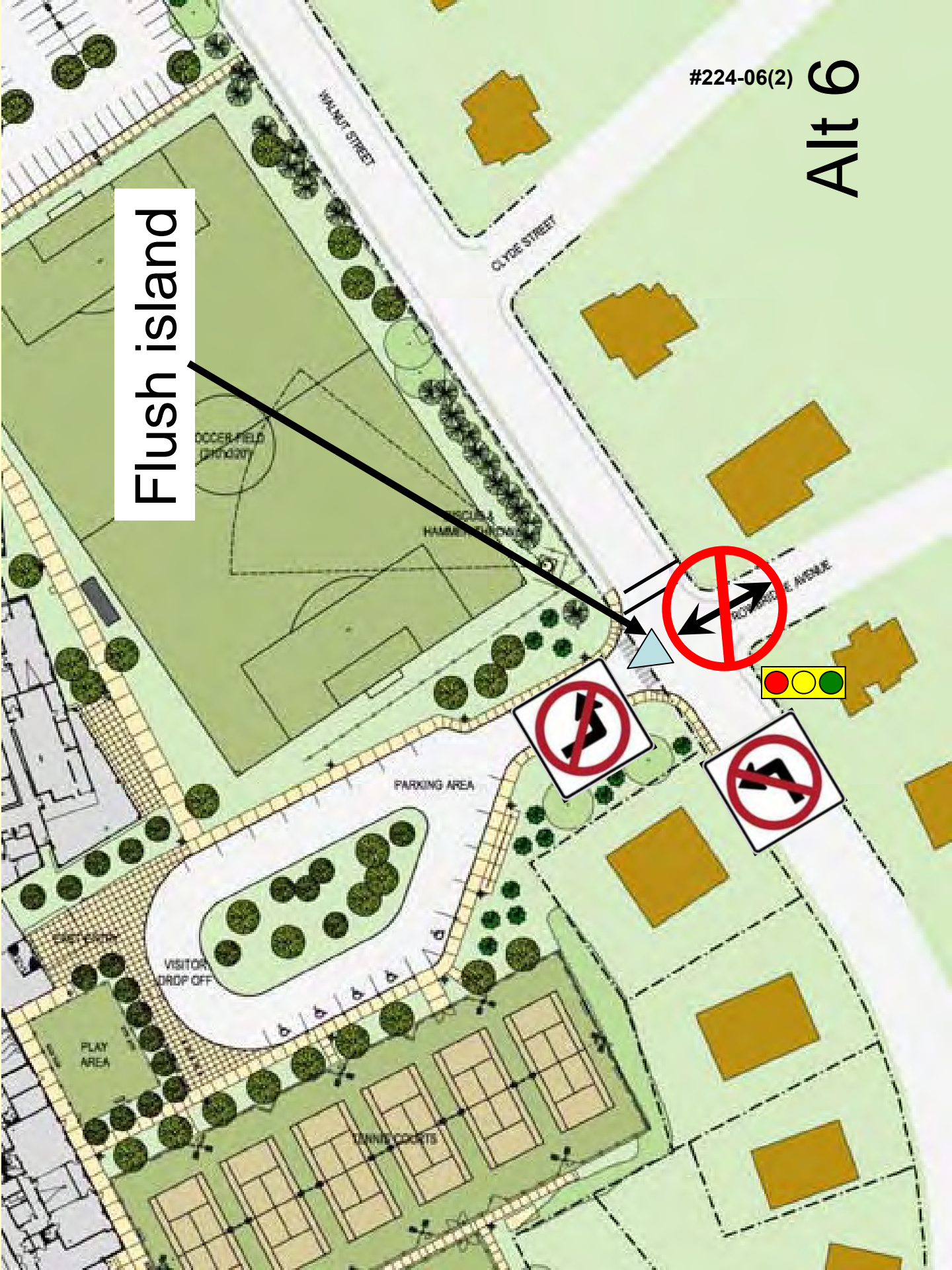
No turn
restrictions



Turn restrictions



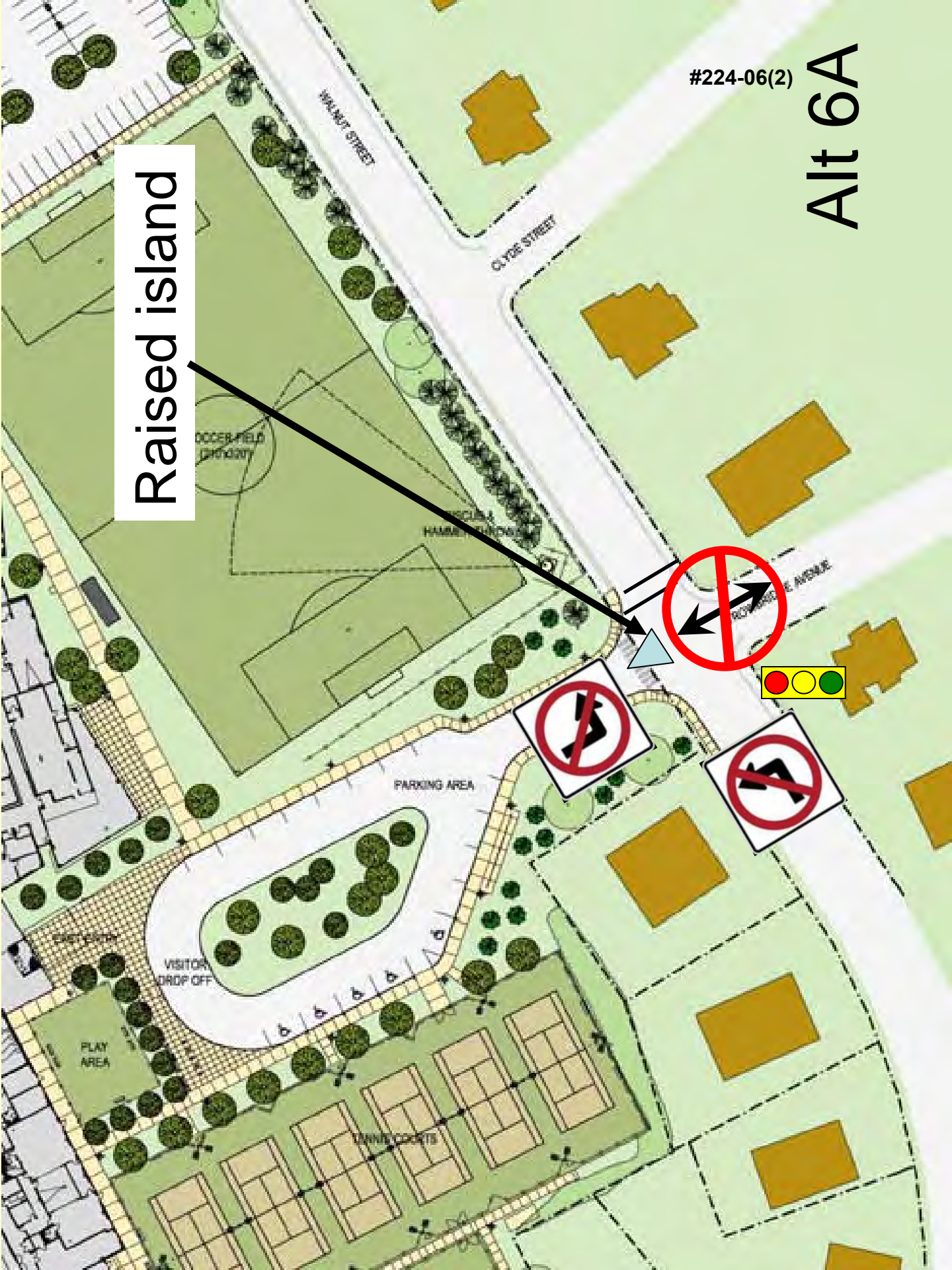
Flush island



#224-06(2)

Alt 6A

Raised island



17 JUNE 2009

CITY OF NEWTON
BOARD OF ALDERMEN
PUBLIC FACILITIES COMMITTEE

DEAR CHAIRPERSON AND MEMBERS OF THE COMMITTEE,

I LIVE AT 479 WALNUT STREET, DIRECTLY ADJACENT TO THE CEREMONIAL ENTRANCE TO THE NEWTON NORTH HIGH SCHOOL. WE ARE OBVIOUSLY VERY CONCERNED WITH THE OUTCOME OF YOUR DISCUSSION REGARDING THE MEASURES PROPOSED TO CONTROL TRAFFIC AT THIS LOCATION.

WE ARE IN COMPLETE AGREEMENT WITH THE OTHER RESIDENTS ALONG THE WALNUT STREET CORRIDOR THAT THE ONLY EFFECTIVE WAY OF MODERATING THE EFFECTS ON TRAFFIC IS TO ONLY ALLOW A RIGHT IN AND RIGHT OUT OF THE CEREMONIAL ENTRANCE. AS AN ARCHITECT WITH EXTENSIVE MASTER PLANNING EXPERIENCE I KNOW THAT THE ONLY WAY TO ENSURE THIS IS TO USE A RAISED TRIANGULAR ISLAND AT THE MOUTH OF THE ENTRANCE. ANYTHING SHORT OF THAT WILL JUST LEAD TO ADDITIONAL TRAFFIC ON TROWBRIDGE STREET WITH PEOPLE DRIVING STRAIGHT IN, AS WELL AS NUMEROUS TRAFFIC VIOLATIONS AS PEOPLE TURN LEFT. THE BACKUP WILL MAKE IT IMPOSSIBLE FOR US TO EXIT OUR DRIVEWAY IN THE MORNING.

WE UNDERSTAND THAT IN ORDER TO ACCOMMODATE THIS ISLAND THAT THE MOUTH OF THE DRIVEWAY WILL HAVE TO BE ENLARGED AND THAT THIS WILL END UP CLOSER TO OUR EXISTING DRIVEWAY. AFTER CAREFULLY CONSIDERING THE DIRECT IMPACT ON OUR OWN ACCESS TO WALNUT STREET WE VERY FIRMLY BELIEVE THAT THE EXPANDED MOUTH AND THE RAISED ISLAND IS THE ONLY ACCEPTABLE OPTION ON THE TABLE, AND THAT THE BENEFITS PROVIDED BY THIS OPTION FAR OUTWEIGH ANY POSSIBLE INCONVENIENCE TO US BY MOVING THE MOUTH A BIT CLOSER TO OUR PROPERTY.

WE STRONGLY URGE YOU TO SUPPORT THIS PROPOSAL THAT ALREADY HAS SUCH STRONG SUPPORT FROM THE NEIGHBORS AND COMMUNITY.

SINCERELY YOURS,

ALAN MAYER

Public Facilities Committee

Wednesday, June 17, 2009

#60-09

City Ordinance 26-51

- Construction work...requires approval by the Board of Aldermen for:
 - Design changes that change the flow of vehicular traffic
 - adding or deleting a traffic island; or
 - changing the width of a roadway to delete or add one or thru/turn lanes
 - Work privately funded w/ cost estimate > \$100k
- Exceptions: Board Orders, Special Permits, Funding

Does the project “change traffic flow?”

- Public Facilities “PF”/Finance approval required?
 - Hull + Walnut: PF (island), Finance? (if \$ needed)
 - Daniel + Jackson: Finance only (mitigation)
 - Raised crosswalks: Finance only (if \$ needed)
 - Speed humps: PF/Finance? (amend Ord 19-99)
 - Lowell Park: PF (street closure) Finance?
 - Concord St: PF (islands), Finance (mitigation)
 - Grove St: Finance (mitigation)

Docket Item History

- 21-05(3): Grove @ I-95
 - Restriping with permission of MassHighway done
- 21-05(4) Grove @ Hagar traffic calming
 - 3/21/07: PF recommended trial without stop signs
- 21-05(5): Concord @ Hagar traffic calming
 - PF recommended redesign with traffic islands
- 210-07: Grove @ Hagar request for stop signs
 - 6/28/07: Traffic Council denied 4-0, Board overturns
- TC 26-08: Grove St request for raised intersections^{#60}
 - 5/22/08: Traffic Council approved raised crosswalks 2-~~3~~-1
- TC 61-08: Concord St request for traffic island
 - 4/30/09: Traffic Council votes NAN 3-1

Lower Falls Road Repairs

- Concord & Hagar
 - Paving 2009
- Grove St
 - Water line rehab 2009
 - Paving 2010

Traffic Calming: Definition

“Traffic calming involves changes in street alignment, installation of barriers, and other **physical measures** to reduce traffic speeds and/or cut-through volumes, in the interest of street safety, livability, and other public purposes.”

#60-09

Source: Institute of Transportation Engineers

Questions

- Do conditions on Concord St and/or Grove St justify a traffic calming improvement?
- If so, what should be constructed, and how is the City going to pay for it?

Concord Street



#60-09

Counter

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Map data courtesy of USGS

Concord St (Wash-Hagar)



#60-09

Concord St (Hagar-Baker)

#60-09



Concord St (Baker – St. Mary)



#60-09

Concord St (St.Mary-City line)



Concord St Traffic Data

- Traffic counts conducted week of April 13, 2009
- Average daily traffic:
 - Northbound 2,030
 - Southbound 2,190
- 85th percentile speed:
 - Northbound 40 mph
 - Southbound 35 mph
- Three accidents in the past three year occurred ^{#60-09} at Washington St/ Concord St and no accident at the rest part of Concord Street

Traffic Council 4/30/09

Recommendations

- Add “share the road” bicycle signage
- Stripe travel lanes at 10’ with striped shoulders
- Continued Police enforcement of speed limit (current 200 directed patrols per year)

Grove Street

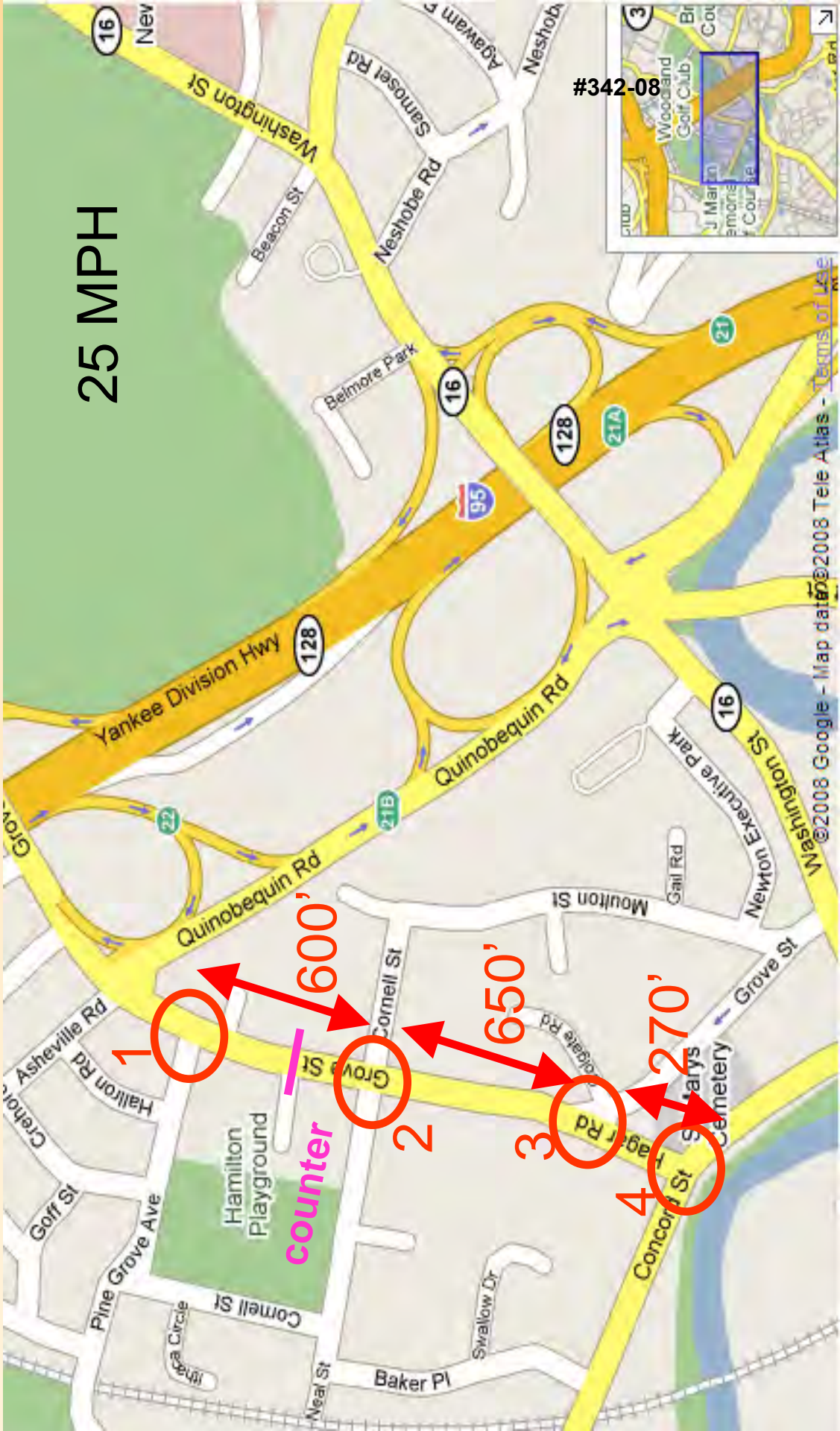
Docket # 342-08

Request for speed tables
at Cornell Street and Pine Grove Avenue

#342-08

Grove Street

25 MPH



#342-08

counter



1. Grove St at Pine Grove Ave



#342-08

1. Grove St at Pine Grove Ave



#342-08

2. Grove St NB at Cornell St



#342-08

2. Grove St SB at Cornell St



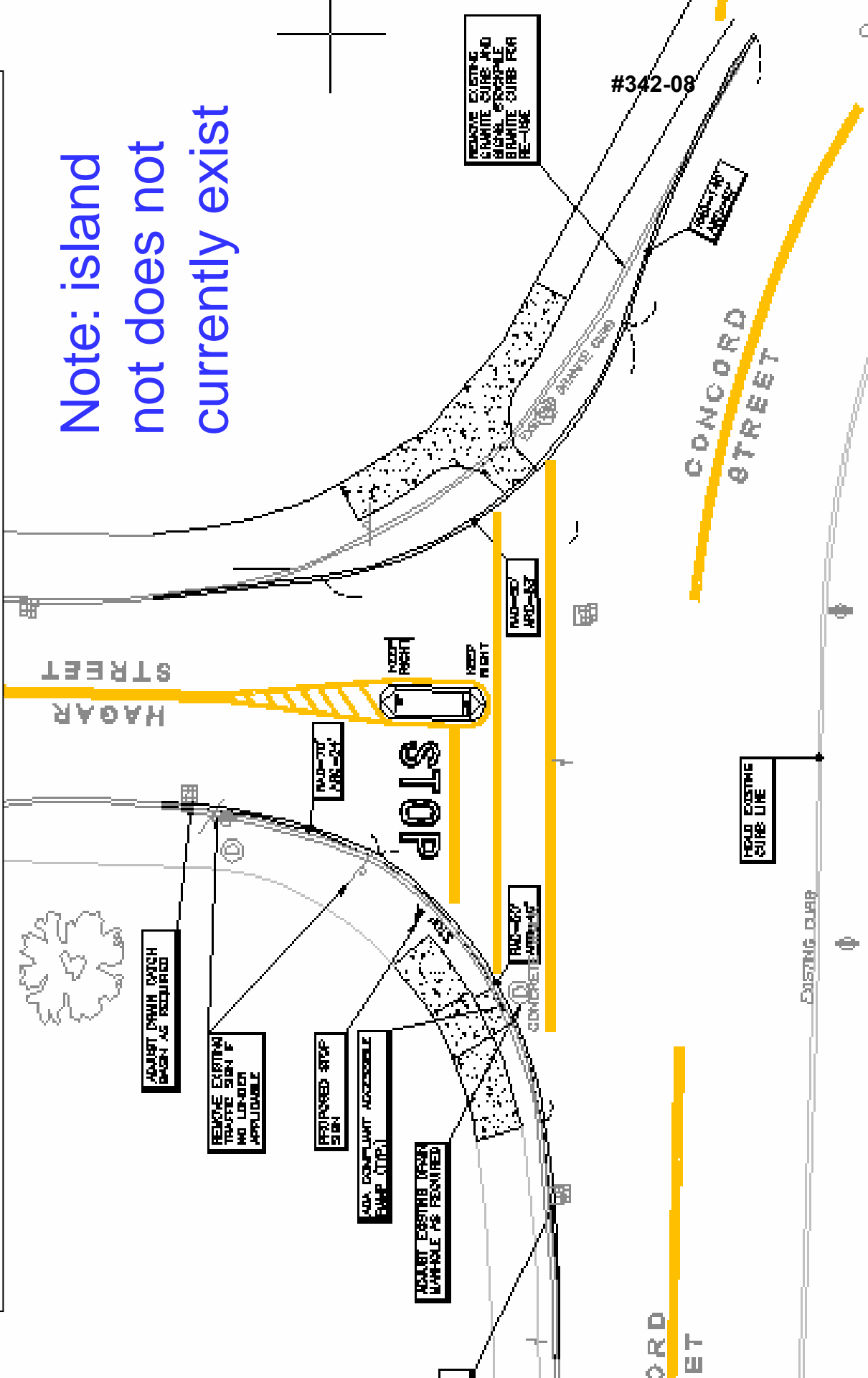
#342-08

3. Grove St at Hagar St



4. Grove St SB at Concord St

Note: island
not does not
currently exist



Grove St Traffic Data

- SB/NB volume= 4400 (1800/2600)veh/day
- SB/NB 85%th percentile speed = 35 MPH
- Accident history = 5/ 5yrs (between Rt.128 to Hagar St)
- 3 of the 5 accidents occurred at Grove St / Pierrepoint Rd)
- Pedestrian crossing count (5/20/08 7AM-8AM)
 - @ Grove St/ Cornell St = 5 persons/hr
 - @ Grove St/Pine Grove = 0 person/hr

Traffic Council 5/22/08

Recommendations

- Approved 3" raised crosswalks at Pine Grove & Cornell (vote of 2-1-1)