

CITY OF NEWTON

IN BOARD OF ALDERMEN

JOINT MEETING

PUBLIC SAFETY & TRANSPORTATION COMMITTEE
AND PUBLIC FACILITIES COMMITTEE AGENDA

WEDNESDAY, DECEMBER 9, 2009

**7:00 PM PLEASE NOTE EARLY START
ROOM 209**

ITEMS TO BE DISCUSSED:

Public Hearing

REFERRED TO PUB. SAFETY & TRANS. AND PUB. FAC. COMMITTEE

#384-09 THOMAS KRAUS appealing approval of Traffic Council Decision TC43-09 voted on November 5, 2009 ALD. SCHNIPPER requesting the installation of a full traffic signal at the intersection of Walnut Street and Trowbridge Avenue before the opening of the new Newton North High School. (Appeal filed on 11/10/09 @8:35 AM)

Public Hearing

REFERRED TO PUB. SAFETY & TRANS. AND PUB. FAC. COMMITTEE

#385-09 THOMAS KRAUS appealing denial of Traffic Council Decision TC45-09 voted on November 5, 2009 ALD. ALBRIGHT, JOHNSON AND LINSKY requesting a) to create a mid-block pedestrian activated crossing signal (between Trowbridge Avenue and Clyde Street) and 2) to create a delta island at the opening of the NNHS ceremonial drive. 3) To place turn restrictions at the ceremonial entrance; right turn in and out only. (Appeal filed on 11/10/09 @8:35 AM)

CITY OF NEWTON

BOARD OF ALDERMEN

TRAFFIC COUNCIL REPORT

THURSDAY, NOVEMBER 5, 2009

Present: Victoria Danberg (Alderman), Jim Danila (Transportation Engineer), Jerome Grafe (Resident Member), David Koses (Transportation Planner), Jim Norcross (Police)

Also Present: Ald. Albright, Johnson, Linsky, Schnipper

Others Present: Danielle Delaney (Clerk), Captain Mintz (Police) and Clint Schuckel (Associate City Engineer)

TC43-09 ALD. SCHNIPPER requesting the installation of a full traffic signal at the intersection of Walnut Street and Trowbridge Avenue before the opening of the new Newton North High School.

ACTION: **Approve (3-2, Danberg, Grafe). This decision is subject to appeal through the end of the business day, November 25, 2009.**

TC45-09 ALD. ALBRIGHT, JOHNSON AND LINSKY requesting a) to create a mid-block pedestrian activated crossing signal (between Trowbridge Avenue and Clyde Street); 2) to create a delta island at the opening of the NNHS ceremonial drive; and 3) To place turn restrictions at the ceremonial entrance; right turn in and out only.

ACTION: **Denial (3-2, Danberg, Grafe). This decision is subject to appeal through the end of the business day, November 25, 2009.**

NOTE: These two items were discussed together. Ald. Schnipper said that when the site plan was first created, one of the conditions was to examine traffic flow around the building and whether or not a traffic signal should be installed at the ceremonial entrance, located at the intersection of Walnut Street and Trowbridge Avenue. The DPW Engineering Division and the NNHS Design Team traffic/parking consultants have recommended the installation of a full traffic signal at the intersection since the site plan was approved by voter referendum in early 2007. The purpose of the signal is to allow for a pedestrian crossing, control traffic on Walnut Street, provide gaps in traffic, and make it easier for residents of Trowbridge to turn onto Walnut Street. This item received the support of the Public Facilities Committee.

Clint Schuckel gave a detailed PowerPoint presentation. The school is oriented with the theatre along the northern portion of the building, an academic area in the middle of the building, and the athletic area along the southern portion of the building closest to Hull Street. Elm Road is proposed to be a one-way street eastbound between Lowell Avenue and the loading dock, and a two-way street further east to Walnut Street. It is anticipated that service vehicles will use Elm Road to enter the loading area as well as to egress. The bus plan indicates that buses and special education vans will be dropping-off and picking-up students via Elm Road. The buses will exit Elm Road onto Walnut Street. It is also anticipated that service vehicles will use Elm Road to enter the loading dock and also to egress. A concern is that cars exiting turning left out of Elm Road onto Walnut Street are very close to the signal at Walnut and Cabot Streets. It is possible that a road sensor could create a gap in northbound Walnut Street traffic to allow cars and buses to exit Elm Road. There will be more work on this issue in the future.

The ceremonial entrance opposite Trowbridge will likely be used by vehicles related to the Plowshares Program, visitors that come to the school for appointments, parents picking up students after practices, and athletic buses. Athletic buses will bring students from other schools to and from Newton North, and take Newton North students to and from away games.

Walnut Street is 34 feet wide and has a volume of approximately 15,000 cars per average weekday. Traffic studies show that 30% of cars are coming from the south. Mr. Schuckel noted that the usage of the Lowell Avenue parking lot for pick-up and drop-off may not be very high as experience indicates that some parents don't drop off their children that far away from the school.

Mr. Schuckel noted that approximately ten alternatives have been examined for the intersection of Walnut and the ceremonial entrance. One of the alternatives is the installation of a full traffic signal at the intersection of Walnut Street and Trowbridge Avenue; another is the mid-block pedestrian activated crossing signal between Trowbridge Avenue and Clyde Street. Also examined were advantages and disadvantages of an island at the opening of the ceremonial drive; and potential turn restrictions. Mr. Schuckel noted that when the Board approved this site plan, everything was done to narrow the driveway entrance as much as possible. It is 24 feet wide and the corners were kept as narrow as possible. The entrance is too small to create a raised island without widening the approach near Walnut Street. An option is a colored or textured island flush with the street.

The mid-block signal would not have control over the cars coming in and out of the driveway or in and out of Trowbridge. The Fire Department's concern regarding a raised island is that fire engine access from the south could be impacted when coming into the school. The rationale for the full signal is that it provides a pedestrian crossing at a more desirable location, which is closer to Trowbridge and provides controlled access to Walnut Street from Trowbridge, and stops traffic on Walnut Street. In Mr. Schuckel's view, it does have the ability to discourage use of the ceremonial driveway because the traffic signal can be programmed to favor Walnut Street. Motorists would be forced to wait before exiting the site.

Mr. William Scully spoke in support of some neighborhood residents¹. Mr. Scully said that many of his suggestions have gone unheeded. He felt other options afforded better circulation that took into account the importance of traffic flow on Walnut Street. He felt that the driveway has been located at a bad spot from a safety point of view.

Nearly all residents in attendance (about 20) agreed that a pedestrian crossing light at mid-block would be preferable because the further north the crosswalk is located from the s-curve, the safer pedestrians would be when crossing Walnut Street, and that a signal closer to the s-curve puts students at greater risk from the occasional speeding vehicle. Some residents indicated their belief that the signal has "energy of its own", and has moved forward whether or not it is the best solution. Residents note that the Engineering Division continues to recommend a full signal, despite the fact that only the school crossing warrant is likely to be met. Some residents of Trowbridge are highly concerned that a signal at the end of their street would encourage additional traffic on their street, as motorists seek a shortcut to Walnut and other streets. Immediate abutters are concerned that a full traffic signal will encourage more use of the ceremonial drive than would otherwise be the case.

¹ Mr. Scully is a professional traffic engineer. There was no indication at the meeting who Mr. Scully works for, or whether he was acting in the capacity of a paid consultant.

Ald. Schnipper said that ambulances would often need to come to the building and asking, at this stage of the game, for a raised triangle at the ceremonial driveway is flabbergasting. It had been made clear that the intent is to limit the width of the entrance and to limit the amount of parking in the turnaround. She asked Traffic Council not to approve a raised triangle, as it would require a change in the curb line so to allow emergency vehicles to access the school. A change in the curb line may require a reopening the whole school site plan.

Jerome Grafe noted that he did not see Trowbridge as an attractive cut through at the outset, but does not rule the possibility at a later date.

Sgt. Norcross said that a big component that needs to be considered is that the School Department has to become extremely active in educating the incoming students and parents regarding where they should park, pick-up and drop-off, including informative mailings. Sgt. Norcross also noted that if a traffic signal is installed, it would be an on-demand signal. He also stressed that the traffic signal would give school buses an opportunity to exit onto Walnut Street. Finally, Sgt. Norcross stressed that having a traffic management program in place before the school opening is of the utmost importance.

Captain Mintz said that he has looked at accident statistics on Walnut Street and did not find reports of any major accidents along this section of Walnut Street. It was noted, however, that some cars were clocked at least 50 mph on Walnut Street. Last year at Trowbridge and Walnut there were zero accidents. Hull and Walnut had one accident, Walnut and Cabot one, and Clyde Street had two.

Mr. Koses said that without a signal at this entrance, all vehicles would be forced to drive all the around the school, and that would be a significant negative impact to other streets, such as Hull Street. Hull Street is already seriously impacted by High School-related parking and traffic. By restricting turning movements into and out of the ceremonial entrance, more vehicles would be sent onto Hull Street and other streets around the school, creating more air pollution, congestion, and conflict points with pedestrians. Mr. Koses raised the issue of the impact of the proposed signal to very close neighbors, and whether it would be safe for pedestrians to cross Walnut Street at the location of the proposed signal. Mr. Danila said based on guidelines, a traffic signal at this location would be safe.

Ald. Johnson felt the biggest problem is pedestrian safety, and was concerned that the proposed signal is located too close to the s-curve. Ald. Albright said that her research has shown that lights that are green all the time can be dangerous, as motorists do not expect them to turn red. Mr. Schuckel responded that a mid-block signal would only turn red if a pedestrian pushed the button, but a full signal at Trowbridge would turn red more frequently since pedestrians as well as vehicles would trigger the green light to turn red.

Mr. Schuckel said he has to render a judgment on what he sees as the facts. If some action is not taken soon, there will be no chance for anything to be installed before school begins in September 2010 because there would not be enough time for signal design, contracting, and installation. Mr. Schuckel recommended that the Traffic Council and the Board of Aldermen make a decision soon

Jerome Grafe said he supports pedestrian safety over vehicular convenience and is troubled by the handling of the warrants and other inconsistencies. He feels that pedestrians will cross at desired points and not assigned points. He would like to see conduit laid and the necessary

utility work completed so as to not preclude an alternative option; full signal or otherwise. He would only support pedestrian crossing mid-block if it were controlled.

Alderman Danberg made a motion to approve TC45-09, which would create a mid-block pedestrian activated crossing signal between Trowbridge Avenue and Clyde Street, to create a delta island at the opening of the NNHS ceremonial drive, to place turn restrictions at the ceremonial entrance, and to allow conduit to be installed between the mid-block signal and Trowbridge Avenue, to permit easier installation of a full signal should it be subsequently be needed. The motion failed to carry with three Traffic Council members voting against (Koses, Norcross, and Schuckel). Jim Danila made a motion to approve TC43-09, which would install a full traffic signal at the intersection of Walnut Street and Trowbridge Avenue before the opening of the new Newton North High School. The motion was approved with two against (Danberg, Grafe). Mr. Koses noted that these decisions are eligible to be appealed within 20 days, by the end of the business day on Wednesday November 25, 2009. If appealed, an Aldermanic Committee of the Board of Aldermen would hear the items.

Respectfully submitted,

David Koses, Traffic Council Chair

March 18, 2009

Dear Public Facilities Committee:

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

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

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

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

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

Kind regards,

Ald. Susan Albright

Ald. Marcia Johnson

Ald. Steve Linsky

Motion

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



Newton Public Schools
100 Walnut Street
Newton, MA 02460

Telephone
(617) 559-6100

Fax
(617) 559-6101

Dr. James Marini
Interim Superintendent
of Schools

November 17, 2009

Alderman Sydra Schnipper
Chair of Public Facilities Committee
Newton Board of Aldermen

Dear Alderman Schnipper:

I am writing to express my support for the installation of a full traffic signal at the intersection of Walnut Street, Trowbridge Avenue, and the entrance to the new Newton North High School. My support for the full traffic signal is based on the following factors:

- Jennifer Price, Principal of Newton North High School, strongly supports the installation of a full traffic signal. Attached is her memo in which she states her rationale for supporting the full signal.
- At a Traffic Council meeting on Thursday, November 5, 2009, the Committee voted to approve (3-2) the installation of a full traffic signal at the intersection of Walnut Street and Trowbridge Avenue before the opening of the new Newton North High School. A copy of the *Action* is attached.
- Clint Schuckel, Associate City Engineer, submitted a report to the Board of Aldermen dated October 16, 2009 (attached) in which he provides an analysis of the issues associated with the selection of traffic controls at the intersection of Walnut Street, Trowbridge Avenue, and the proposed driveway for the new Newton North High School. His analysis is comprehensive, clear, and focused on the compelling issues, leading him to state unequivocally, "In my professional judgment and for the reasons summarized below (see his report), a full traffic signal provides the safest controls for both pedestrians crossing Walnut Street and vehicular access to the new school, and provides benefits for buses and general traffic exiting the site from Elm Road."

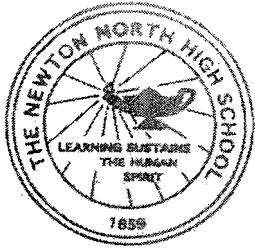
Please know that the safety and concern of our staff and students is a priority. I am confident that the School Department and the City can work cohesively to make the new North High School a safe, effective environment for all of our staff, students and community. I encourage you to vote for the full traffic signal at the Walnut and Trowbridge intersection.

Sincerely,

James Marini
Interim Superintendent of Schools

VJM/mb

cc: Board of Aldermen
School Committee



NEWTON NORTH HIGH SCHOOL

360 LOWELL AVENUE

NEWTONVILLE, MASSACHUSETTS 02460

Jennifer Price

Principal

617-559-6200

fax: 617-559-6204

email: jennifer_price@newton.k12.ma.us

November 23, 2009

To the Board of Aldermen-

I am writing to address the issue of the installation of a signal at the intersection of Walnut Street, the driveway to the new school, and Trowbridge Avenue. After reviewing the various proposals, it seems evident to me that the best option from the school's perspective is a full traffic signal.

I agree with the Clint Schuckel, the Associate City Engineer, that "there is no feasible means of preventing use of the school driveway for school pick-up and drop-off." It is clear that the cars will be exiting and entering this driveway throughout the day, including parents dropping of students for pre-school, visitors, and others less familiar with the school. Given the anticipated volume, I believe the only safe alternative is to install a traffic signal. Please understand that we will do our best to encourage the use of the Elm Road entrance next fall, but even with this encouragement people will use the driveway entrance.

I also anticipate that students will be consistently crossing Walnut Street. As you may know, we have an open campus policy that allows students in good academic standing to leave school when they have a 'free.' This means that throughout the day students are leaving our school to go to their car, to their house or to Newtonville. Although I assume that most students will exit through the Elm Rd. exit to go to Newtonville, many students will cross Walnut to return home or go to their car.

As the attached accident report details, on Thursday, November 19th one of our students was hit while trying to cross Walnut Street. Furthermore, we have had a police officer at this location for the last year to help trucks leave the site. I cannot imagine we would not want to take similar precautions to protect our students crossing the street. I feel that a signal at this location is the best and safest way to ensure our students' safety.

I understand that this is a difficult issue that involves a myriad of constituencies. As the principal of North, my responsibility is to advocate for the safety of North students, parents and visitors. From my perspective, the answer is clear that full traffic signal at the intersection of Walnut Street, the new driveway, and Trowbridge Avenue is the alternative that best protects our school community.

Thank you for allowing me to voice my opinion on this important issue.

Sincerely,


Jennifer Price
Principal

→ Direction Vehicle 1 Vehicle 2 Pedestrian

ie: → 1 → 2 → Pedestrian

Crash Diagram:

650

WALNUT ST

← N →

If Crash Did Not Occur on a Public Way:

Off-Street Parking Lot

Garage

Mall/Shopping Center

Other Private Way

Indicate North by Arrow

Crash Narrative:

On November 19th at approx. 0715 hours I was notified by dispatch of a M.V.A. / PED with serious injury at 515 Walnut St. I then notified Sgt. Norcross of the incident and responded to the scene. As I arrived on scene Sgt. Walsh already had the scene secured with other units who were on scene. I was informed on scene that the pedestrian was already transported by EMS to Newton - Wellesley hospital prior to my arrival. Sgt. Norcross, Officers Devine, Gourdeau, and Lavalle were on scene. Officer Gourdeau started taking pictures of the scene, and then went to Newton- Wellesley Hospital to check on the status of Julian and if possible to get a statement. Officer Lavalle then took additional pictures of the scene. Officer Devine interviewed the operator/ lessee of the involved vehicle [REDACTED]

(Continued on next page)

Witnesses:

Name (Last, First, Middle)	Address	Phone #	Statement
[REDACTED]	[REDACTED]		N

Property Damage:

Owner (Last, First, Middle)	Address	Phone #	34 Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code 35

Address _____ City _____ St _____ Zip _____

US DOT # _____ State Number _____ Issuing State _____ ICC # _____ Interstate 36

Cargo Body Type Code 37 Gross Vehicle Weight 38

Trailer Reg # _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39

Hazmat Information:

Placard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42

ROCCO D MARINI 19963 NEWTON POLICE DEPT 11/19/2009

Police Officer Name (Please Print) Signature ID/Badge # Department Precinct/Barracks Date

CDP 11-2400

→ Direction Vehicle 1 Vehicle 2 Pedestrian

Crash Diagram: ie: → → →

If Crash Did Not Occur on a Public Way:

Off-Street Parking Lot

Garage

Mall/Shopping Center

Other Private Way

Indicate North by Arrow

Crash Narrative:

██████████ Officer Devine also interviewed the passenger ██████████ who was seated in the right front of the vehicle, ██████████ of the same address. There was also a witness ██████████

Sgt. Norcross and myself started taking measurements/ field notes of the scene. Once the measurements/field notes/ interviews were done, we opened the scene and left without other incident.

The operator ██████████ stated that ██████████ was traveling north on Walnut St. at a normal rate of speed when all of a sudden someone was in front /right side of her vehicle, she was unsure if ██████████ braked before or after the impact, it all happened so fast. ██████████ further stated that the pedestrian was struck by the front of ██████████

(Continued on next page)

Witnesses:

Name (Last, First, Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last, First, Middle)	Address	Phone #	34-Type	Description of Damaged Property

Truck and Bus Information: Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code 35

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ ICC# _____ Interstate 96

Cargo Body Type Code 37 Gross Vehicle Weight 38

Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39

Hazmat Information:

Placard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42

ROCCO D. MARINI 13963 NEWTON POLICE DEPT 11/19/2009

Police Officer Name (Please Print) Signature ID/Badge # Department Precinct/Barracks Date

→ Direction Vehicle 1 Vehicle 2 Pedestrian
 ie: → 1 → 2 → Pedestrian

Crash Diagram:

If Crash Did Not Occur on a Public Way:


Off-Street Parking Lot

Garage

Mall/Shopping Center

Other Private Way

Indicate North by Arrow



Crash Narrative:

vehicle and fell down on his back or side. He then got up and walked across Walnut St on the westbound side. [redacted] stated that Julian then said "I'm afraid I am going to die", and "It is not your fault I went in front of your car"

The Passenger [redacted] stated that the pedestrian just ran in front of the vehicle.

The witness [redacted] stated that she was on the 59 bus with Julian, and they got off at the bus stop at the intersection of Walnut St. & Mill St.. She stated [redacted] that they got off the bus and started walking northbound on Walnut St. crossed over Mill St. continuing on Walnut St. and she was walking a few feet

(Continued on next page)

Witnesses:

Name (Last, First, Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last, First, Middle)	Address	Phone #	34-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code 35

Address _____ City _____ St _____ Zip _____

US DOT # _____ State Number _____ Issuing State _____ ICC # _____ Interstate 36

Cargo Body Type Code 37 Gross Vehicle Weight 38

Trailer Reg # _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39

Hazmat Information:

Hazard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42

ROCCO D MARINI 13963 NEWTON POLICE DEPT 11/19/2009

Police Officer Name (Please Print) Signature ID/Badge # Department Precinct/Barracks Date

→ Direction Vehicle 1 Vehicle 2 Pedestrian
 ie: → 1 → 2 → X

Crash Diagram:

If Crash Did Not Occur on a Public Way:


Off-Street Parking Lot

Garage

Mall/Shopping Center

Other Private Way

Indicate North by Arrow



Crash Narrative:

behind him. She stated that Julian was walking on the sidewalk about at the middle of stairway at 550 Walnut St. when he ran right out into the street. She didn't think he even looked. She stated that the vehicle was traveling at a normal speed, after impact she saw Julian land on his back, he then got up and walked across Walnut St. to the other side crying/ upset.

Pedestrian Julian Lawrence stated that he was walking north on Walnut St. on the eastside sidewalk with headphones on. He stated that he was going to cross Walnut St from east to west, stepped into the street and was struck on his left hip. He thought there were no cars. The impact knocked his shoes off, and dragged him down on the street.

(Continued on next page)

Witnesses:

Name (Last, First, Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last, First, Middle)	Address	Phone #	34-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code 35

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ ICC #: _____ Interstate 36

Cargo Dolly Type Code 37 Gross Vehicle Weight 38

Trailer Reg # _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39

Hazmat Information:

Placard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42

ROCCO D MARINI 13983 www.pottsvillepa.gov 11/19/2009

Police Officer Name (Please Print) Signature ID/Badge # Department Precinct/Barracks Date

→ Direction Vehicle 1 Vehicle 2 Pedestrian
 ie: → 1 → 2 →

Crash Diagram:

If Crash Did Not Occur on a Public Way:


Off-Street Parking Lot

Garage

Mall/Shopping Center

Other Private Way

Indicate North by Arrow



Crash Narrative:

His injuries are minor abrasions on left side, back soar, and laceration to right thumb.

The reference point that I used was a drain manhole cover on Walnut St. near the southeast corner of 550 Walnut St. on the northbound lane of travel. The base line was run from the reference point going north, to 119 and 7 ft 7 in west of another drain manhole cover.

The line of sight was 200 feet from the bus stop (northbound) to where the pedestrian stepped off the sidewalk. The position of where the pedestrian was pri or to stepping off the curb was N 45 ft E 11 ft 10 in from R.P. The possible POI and final rest position of the pedestrian was undetermined because there was no

(Continued on next page)

Witnesses:

Name (Last, First, Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last, First, Middle)	Address	Phone #	34-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code 35

Address _____ City _____ St _____ Zip _____

US DOT # _____ State Number _____ Issuing State _____ ICC # _____ Interstate 36

Cargo Body Type Code 37 Gross Vehicle Weight 38

Trailer Reg # _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39

Hazmat Information:

Placard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42

ROCCO D MARINI 13965 11/19/2009
 Police Officer Name (Please Print) Signature ID/Badge # Department Precinct/Barracks Date
 DPH 11-2400

→ Direction Vehicle 1 Vehicle 2 Pedestrian
 ie: → 1 → 2 →

Crash Diagram

If Crash Did Not Occur on a Public Way:

Off-Street Parking Lot

Garage

Mall/Shopping Center

Other Private Way

Indicate North by Arrow

Crash Narrative:

markings on the road/sidewalk, and the statements made from people were unsure, and after impact the pedestrian walked across the street. The possible area from impact to final rest was between N 45 ft to N 78 ft from R.P. was based on one statement by the witness. The final rest of the vehicle was N 99 ft 5 in E 2 ft 11 in from R.P. to LR tire. N 99 ft E 10 ft 1 in from R.P. to RR tire. N 109 ft to E 3 ft 5 in from R.P. to LF tire. N 109 ft E 10 ft 4 in from R.P. to RF tire.

The width of the street from 550 Walnut St curb to curb is 31 ft 11 in, the middle of the road width is 15 ft 9 in. The width of the road where the front of the vehicle was at final rest from curb to curb is 32 ft 2 in. The middle of the road width is 16 ft.

(Continued on next page)

Witnesses:

Name (Last, First, Middle)	Address	Phone #	Statement

Property Damage:

Owner (Last, First, Middle)	Address	Phone #	34-Type	Description of Damaged Property

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Carrier Issuing Authority Code 35

Address _____ City _____ St _____ Zip _____

USDOT #: _____ State Number _____ Issuing State _____ ICC #: _____ Interstate 36

Cargo Body Type Code 57 Gross Vehicle Weight 38

Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 39

Hazmat Information:

Placard 40 Material 1 digit # 41 Material Name _____ Material 4 digit # _____ Release code 42

ROCCO D MARINI 13963 NEWTON POLICE DEPT 11/19/2009

Police Officer Name (Please Print) Signature ID/Badge # Department Precinct/Barracks Date

COPY 11-2400

**CITY OF NEWTON
TRAFFIC COUNCIL ACTIONS
THURSDAY, NOVEMBER 5, 2009**

Note: Below is a summary of Traffic Council actions only. A full meeting report summarizing the Council's discussion and public testimony regarding each agenda item will be posted on the City website within two weeks following the above meeting date.

Present: Jim Danila (Transportation Engineer), Victoria Danberg (Alderman), Jerome Grafe (Resident Member), David Koses (Transportation Planner), Jim Norcross (Police). Also present: Danielle Delaney (Clerk), Clint Schuckel (Associate City Engineer), Ald. Albright, Johnson, Linsky, Schnipper.

TC43-09 ALD. SCHNIPPER requesting the installation of a full traffic signal at the intersection of Walnut Street and Trowbridge Avenue before the opening of the new Newton North High School.

Approve (3-2, Danberg, Grafe). This decision is subject to appeal through the end of the business day, November 25, 2009.

TC45-09 ALD. ALBRIGHT, JOHNSON AND LINSKY requesting a) to create a midblock pedestrian activated crossing signal (between Trowbridge Avenue and Clyde Street) and 2) to create a delta island at the opening of the NNHS ceremonial drive. 3) To place turn restrictions at the ceremonial entrance; right turn in and out only.

Denial (3-2, Danberg, Grafe). This decision is subject to appeal through the end of the business day, November 25, 2009.

City of Newton



David B. Cohen
Mayor

DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION - TRANSPORTATION
1000 Commonwealth Avenue
Newton Centre, MA 02459-1449

DATE: October 16, 2009
TO: Honorable Board of Aldermen
FROM: Clint Schuckel, Associate City Engineer
RE: Traffic controls at the Walnut St/Trowbridge Ave/NNHS driveway intersection
CC: Tom Daley – DPW Commissioner
File

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I would summarize the primary questions before the Board on October 21 as follows:

1. Could infrastructure be placed BEFORE the new school opens such that a pedestrian crossing signal OR a full traffic signal can be constructed AFTER the school opens?

By infrastructure, it is assumed that conduits would be installed by next summer such that trenching in streets or sidewalks would not be required at a later date (i.e., post school opening). The Manual on Uniform Traffic Control Devices (MUTCD) states that a pedestrian crossing signal should be located at least 100 feet from an intersection so that drivers are not confused by a combination of stop signs and signals in close proximity. A full traffic signal would be located at the intersection, therefore, the two types of signals would need to be constructed in separate locations. Therefore, it is not possible, to install a single set of conduits and decide at a later date if the signal should be a pedestrian crossing signal or a full traffic signal.

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In my opinion, turn restrictions should only be placed if conditions warrant. The Traffic Council should be charged with reviewing the observed traffic patterns in September 2010 and to hold a public meeting before the end of September where changes could be proposed and implemented. Turn restrictions should not be placed unless absolutely needed as they would increase confusion for unfamiliar drivers trying to find the new school, add approximately 60 cars during the morning peak hour onto Hull Street, and increase the number of vehicle miles traveled by forcing vehicles and athletic buses to circulate from Walnut to Hull to Lowell to return to points north. The ability of the Newton Police to enforce such restrictions should also receive consideration. If turn restrictions are added later, some signal modifications, pavement striping, and signage would be needed and as noted above, the intersection must be widened from the existing site plan if a raised island were later added.

3. Should a traffic signal control the movement of pedestrians only (Alt. 3) or both vehicles and pedestrians (Alt. 4)?

In my professional judgment and for the reasons summarized below, a full traffic signal provides the safest controls for both pedestrians crossing Walnut Street and vehicular access to the new school, and provides benefits for buses and general traffic exiting the site from Elm Road. I do not believe this form of control is out of scale based on the approved site plan with access points on Walnut Street. A full signal can be configured to discourage use of the driveway during pick-up and drop-off times by imposing delays on vehicles exiting onto Walnut Street and allow vehicles from the NNHS driveway and Trowbridge Avenue to enter Walnut Street safely by creating a controlled gap in through traffic.

Given that 10 different alternatives have been studied and presented, I think it is appropriate to define three types of traffic control devices, and provide some examples for reference. Note: Alternative 1 included warning signs and a striped crosswalk only, and lacked any support among committee members.

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2009). Note: none of the 5 pedestrian warning signals recommended by Traffic Council and funded by the Mayor/Board of Aldermen include lights with a "red" signal display; each contains flashing yellow warning lights only.

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The "HAWK" light is a pedestrian-activated signal that is activated by a pedestrian who is about to cross at a marked crosswalk. In contrast to a pedestrian activated signal which changes from green to yellow to red, a "HAWK" signal changes from completely off to flashing yellow to solid yellow to solid red to flashing red and then completely off again. The HAWK signal has not yet been formally approved for use, but it is presently allowed on an experimental basis.

Full traffic signal (Alt 4, 5, 6 and 6A). A green/yellow/red signal that is activated by EITHER a pedestrian who is about to cross at a marked crosswalk OR a vehicle entering the intersection. In this case, the traffic signal would remain green on Walnut Street unless a pedestrian pushes a crossing button OR the signal is triggered by a vehicle entering from the Trowbridge Avenue or school driveway. The amount of time that the signal gives to Trowbridge Ave/school driveway can be programmed to any value of approximately 10 seconds or more. The design of a full traffic signal would include one mast arm pole on the northwest (school) corner with overhead signals above the middle of Walnut Street, and a traffic signal post on each of the other 3 corners. Newton examples (with comparable design based on the type and amount of signals): Cherry/River, Chestnut/Woodward, and Beacon/Beethoven/Evelyn.

The reasons I have supported Alternative 4, a full traffic signal, include the following:

1. Alternative 4 includes a signal-controlled pedestrian crossing of Walnut Street at the furthest point south possible, which is the most attractive location that fulfills safe stopping distance requirements. A pedestrian-crossing signal would need to be located approximately 75-100 feet north of the intersection and would require extra walking to the north then back south, which reduces the likelihood that it will be used by students walking to destinations across Walnut Street and south of the school.
2. There is no feasible means of preventing use of the school driveway for school pick-up and drop-off; this behavior can only be discouraged. The most effective way to discourage use is to increase the time it takes to get back out onto Walnut Street by programming the signal to favor Walnut Street. For example, the traffic signal can be configured to remain green to Walnut Street for 60 seconds during pick-up/drop-off times, while only giving a minimum amount of time to Trowbridge Ave/school driveway. Different signal timings can be programmed to take effect automatically at various times of day. Thus, a full traffic signal can be designed to help discourage use of the driveway for pick-up and drop-off trips by increasing the delay for vehicles

attempting to return to Walnut Street during certain hours. Therefore, access is maintained while access for pick-up/drop-off can be discouraged (but again, not prevented). This will also reduce queuing and delays to Walnut Street.

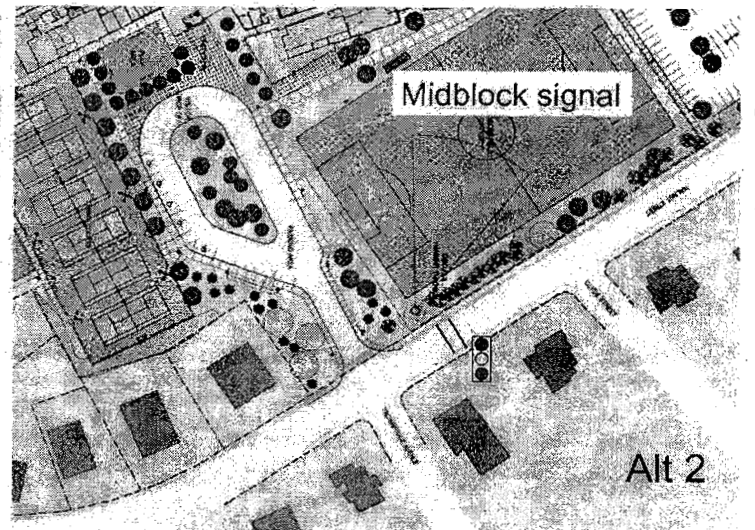
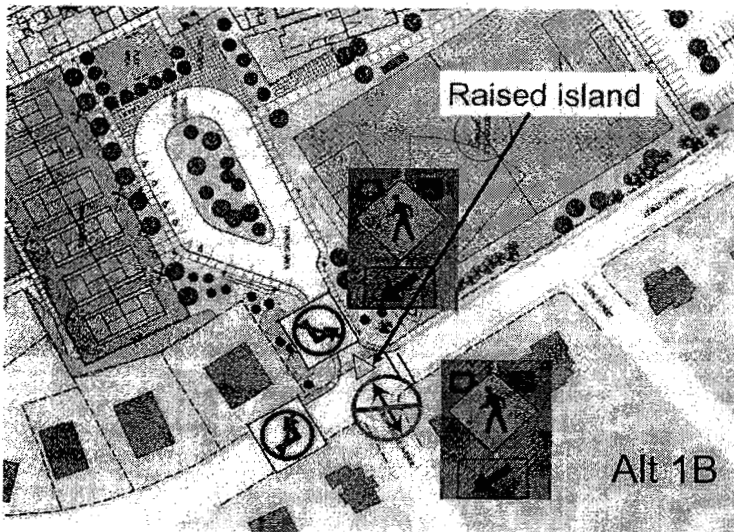
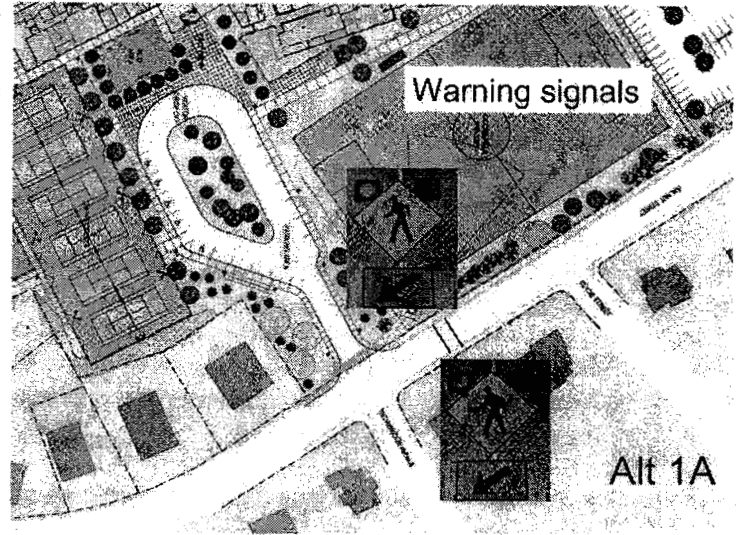
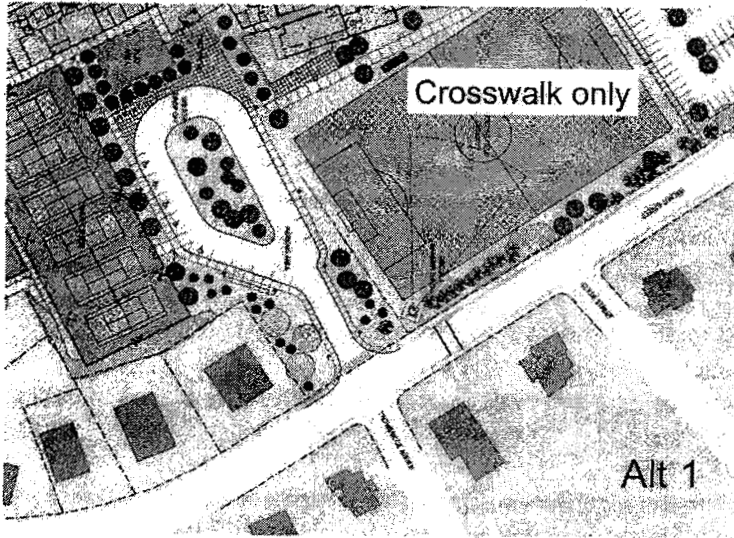
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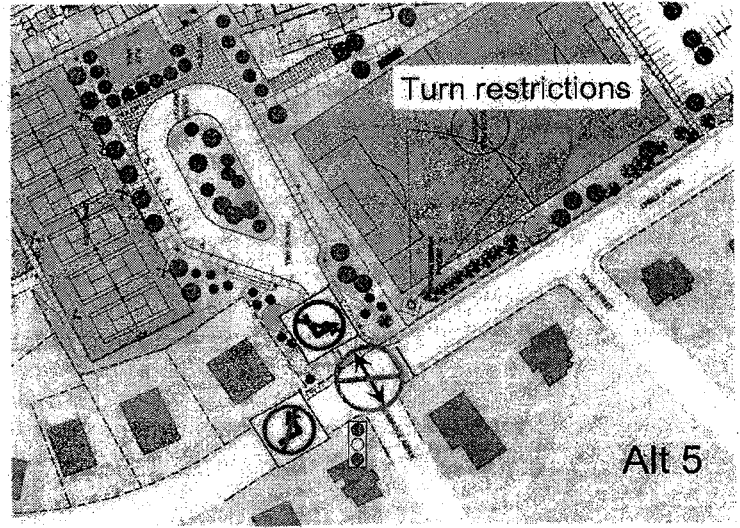
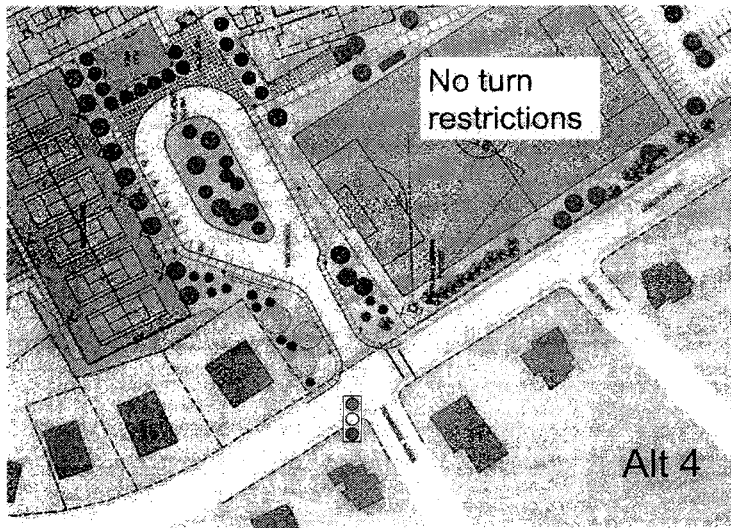
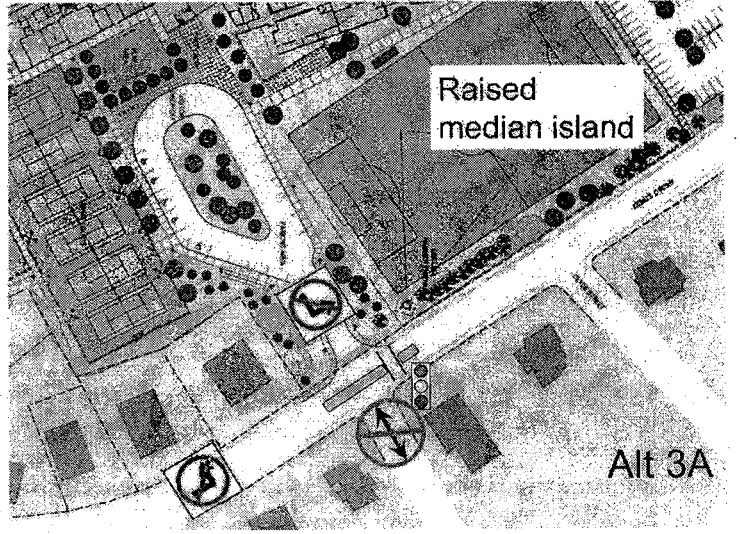
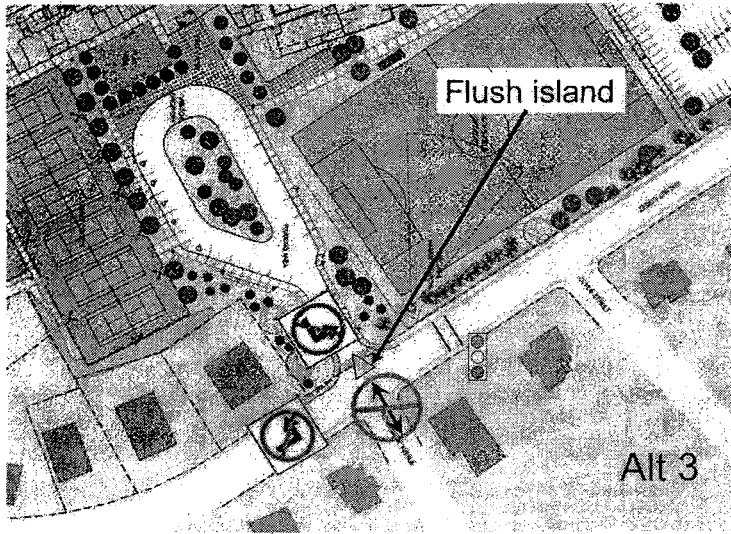
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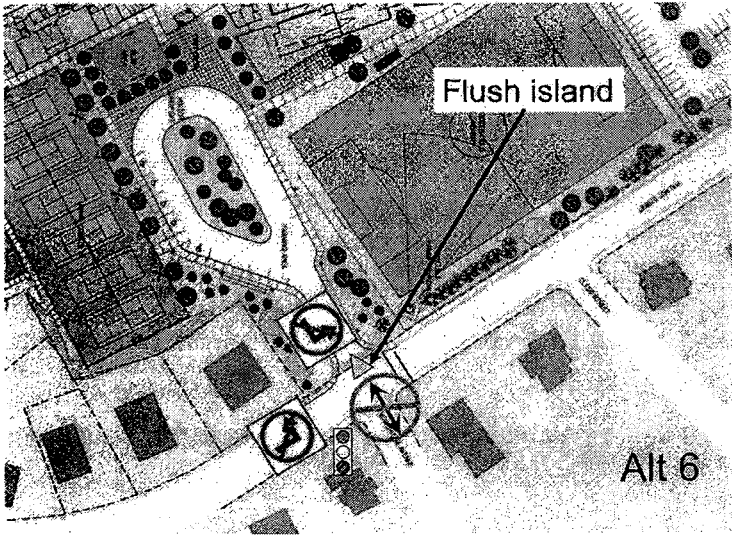
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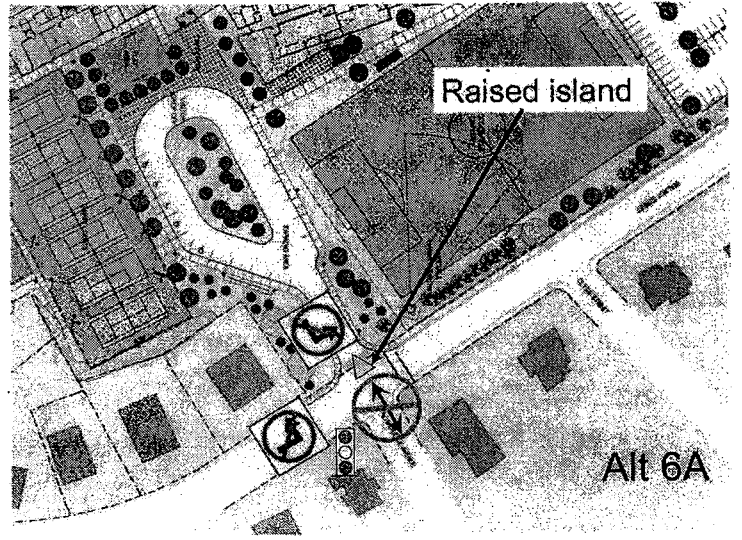
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Alt 6



Alt 6A

City of Newton



David B. Cohen
Mayor

DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION - TRANSPORTATION
1000 Commonwealth Avenue
Newton Centre, MA 02459-1449

DATE: October 16, 2009
TO: Honorable Board of Aldermen
FROM: Clint Schuckel, Associate City Engineer
RE: Traffic controls at the Walnut St/Trowbridge Ave/NNHS driveway intersection
CC: Tom Daley – DPW Commissioner
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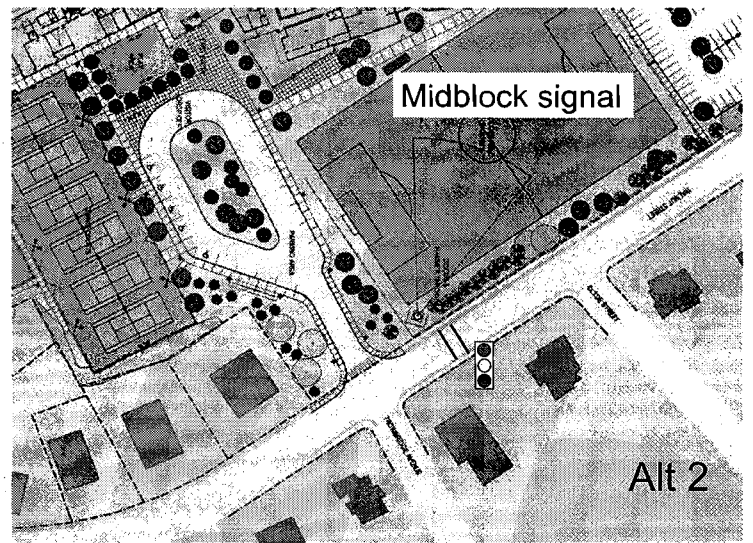
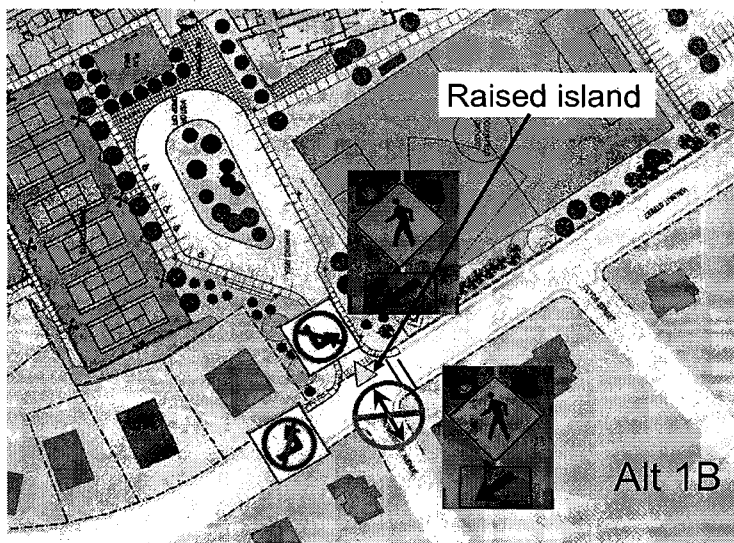
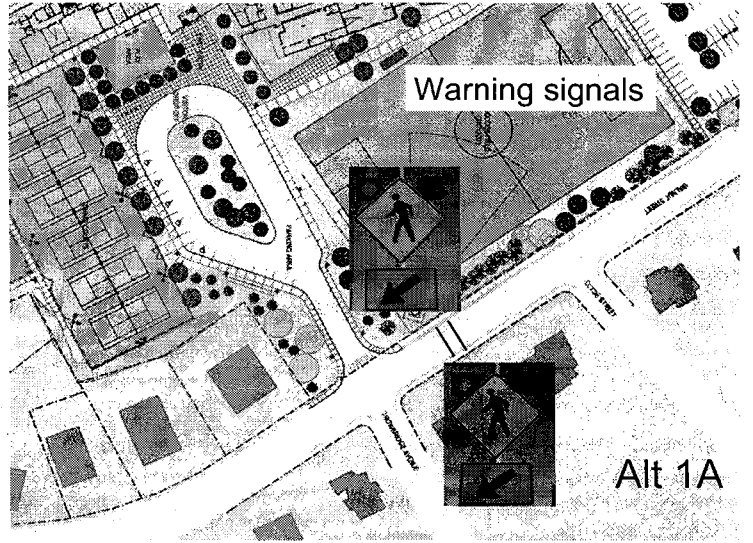
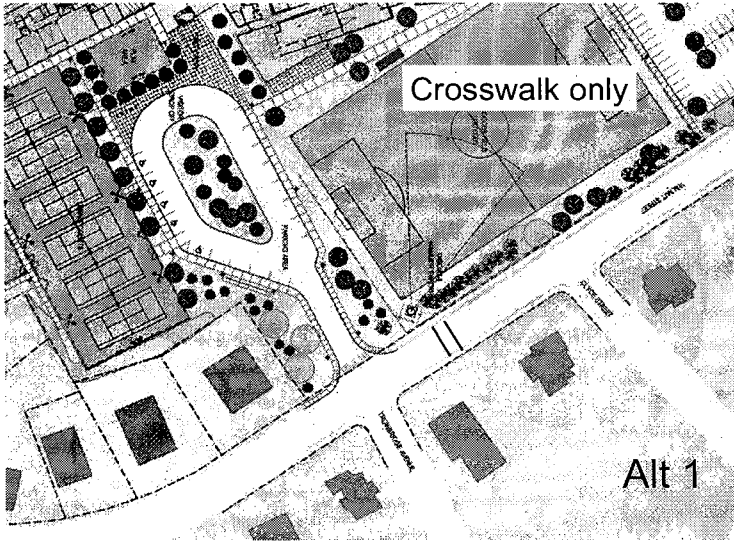
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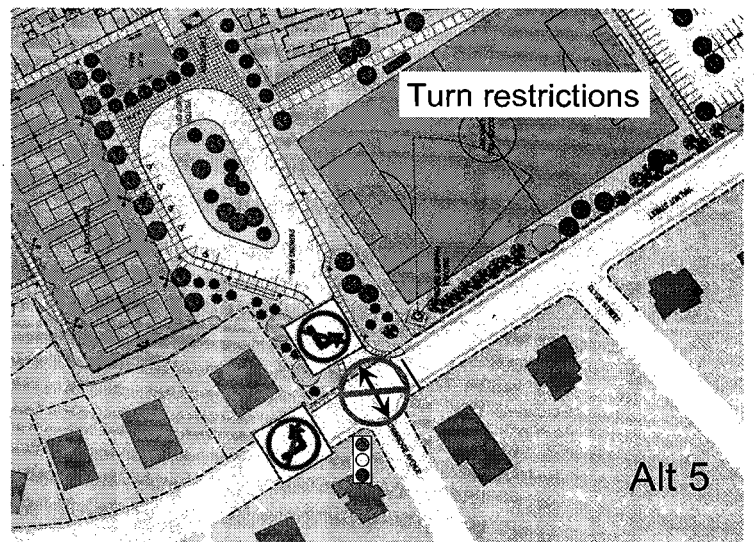
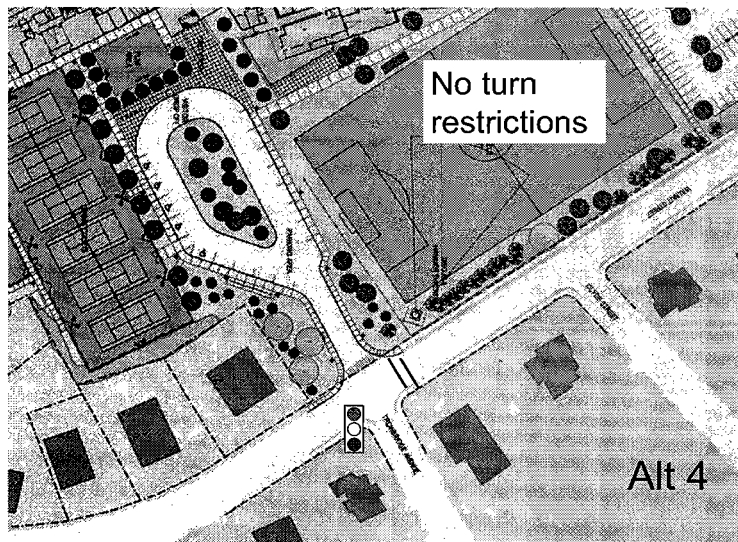
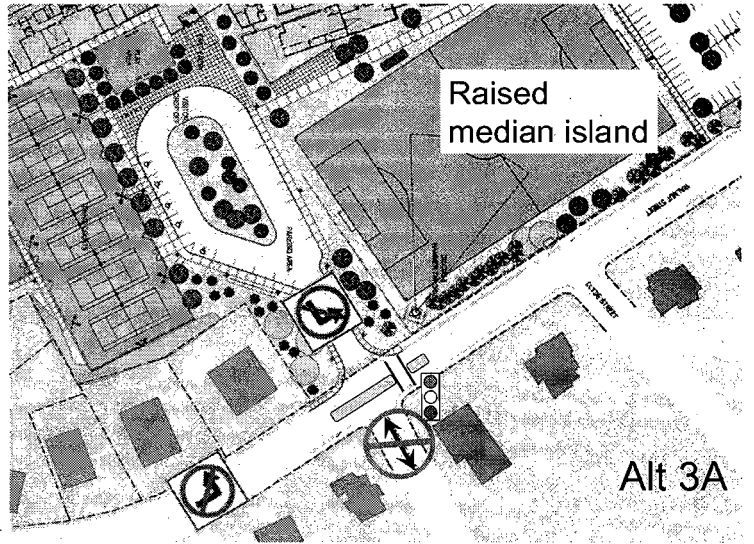
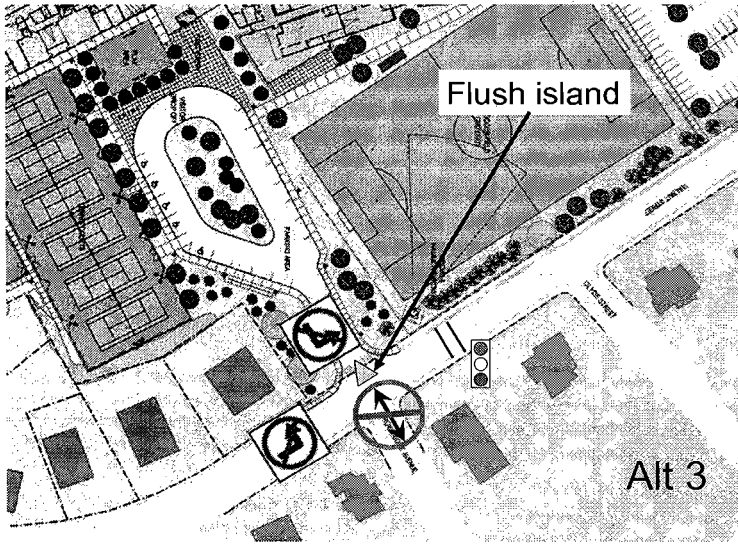
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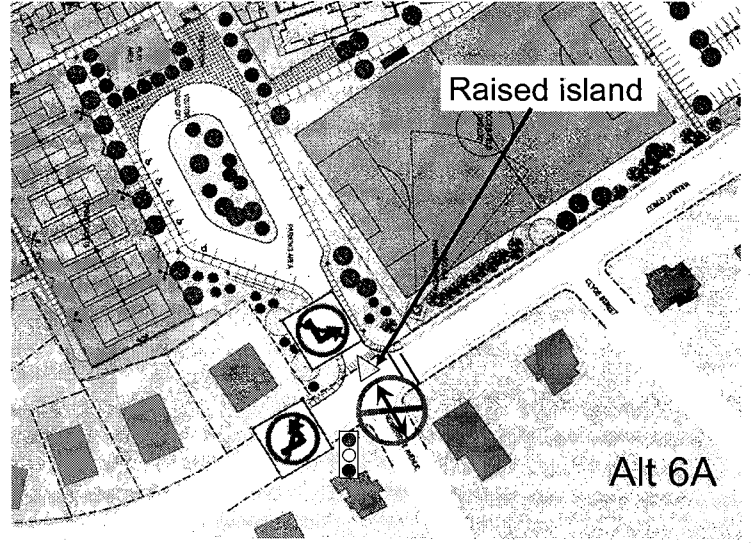
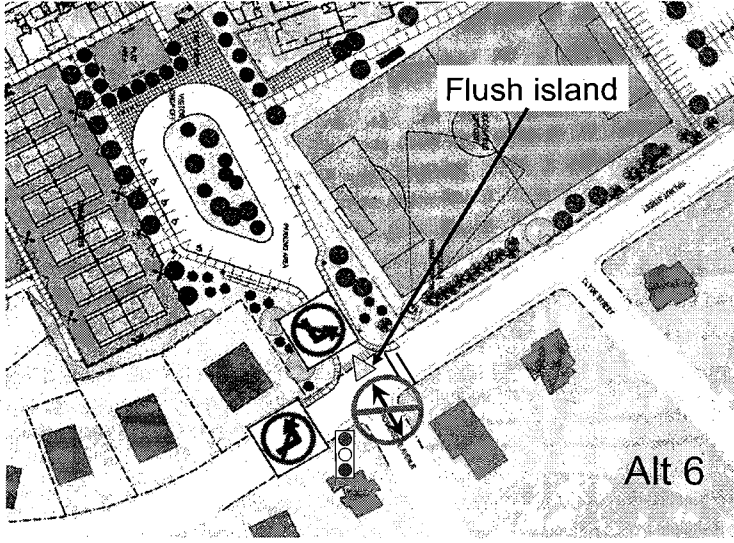
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For further information and past discussions on the proposed traffic signal at Newton North High School refer to the following reports available on the City of Newton Board of Aldermen Website:

Public Facilities Committee Report of September 23, 2009

Board of Aldermen Audio of July 13, 2009

Public Facilities Committee Report of June 17, 2009

Public Facilities Committee Report of March 18, 2009

Public Facilities Committee Report of February 4, 2009