



Public Safety & Transportation Committee Report

City of Newton In City Council

Wednesday, November 8, 2017

Present: Councilors Ciccone (Chair), Norton, Lipof, Fuller, Cote, Blazar, Harney and Yates

Others Present: Councilor Barbara Brousal-Glaser

City Staff: Chief Bruce Proia and Asst. Chief Gino Lucchetti, Newton Fire Department; Steven Smith, IT Director and Sgt. Jay Babcock, Newton Police Department; David Koses, Transportation Coordinator and Nicole Freedman, Director of Transportation

Referred to Public Safety & Transportation and Finance Committees

#354-17 **Bond authorization for \$106,000 to upgrade computer equipment in police vehicles**
HIS HONOR THE MAYOR requesting authorization to appropriate and expend one hundred six thousand dollars (\$106,000) from bonded indebtedness for the purpose of upgrading the Toughbooks equipment in the Police Department's first line response vehicles. [10/30/17 @ 2:14 PM]

Action: **Public Safety & Transportation Approved 7-0, Councilor Yates not voting**

Note: Steven Smith, IT Director joined the Committee for discussion on this item.

Mr. Smith provided Committee members with backup material including the quote, attached to this report. Mr. Smith stated that this appropriation would allow the Police Department to replace thirty-six laptop units in the cruisers.

Mr. Smith stated that over the past fifteen years, the department has used different styles of laptops. The current laptops are approximately four years old and are either defunct or are not working properly. He is hopeful that the six to seven laptops that are working will be removed from the cruisers and provided to the Command Staff. The Police Department relies heavily on computers in the cruisers providing RMV information, access to dispatch and reporting systems, building floor plans, missing person photos, accident reporting, internal information, etc. The department uses Windows 7, and would like to continue using this platform. If this equipment is not purchased soon, Windows 7 will not be an option; the department will be forced to use Windows 10. All laptops will be purchased and replaced at the same time ensuring that all cruisers will have the same model providing consistency.

Mr. Smith briefly described and explained the breakdown of the quote, including materials, costs and warranty.

Without further discussion, Councilor Lipof made a motion to approve this appropriation. Committee members agreed 7-0, Councilor Yates not voting.

Referred to Public Safety & Transportation and Finance Committees

#355-17

Bond authorization for \$1.2 million to replace Fire Ladder Truck #2

HIS HONOR THE MAYOR requesting authorization to appropriate and expend one million two hundred thousand dollars (\$1,200,000) from bonded indebtedness to replace the Fire Department's Ladder Truck #2. [10/30/17 @ 2:17 PM]

Action:

Public Safety & Transportation Approved 7-0, Councilor Yates not voting

Note:

Chief Bruce Proia and Asst. Chief Gino Lucchetti joined the Committee for discussion on this item.

Chief Proia stated that this appropriation would allow the Fire Department to replace Fire Ladder Truck #2, a ten-year old plus vehicle. This apparatus is cumbersome for the City; it is too large on the side roads. The department has spent approximately \$100,000 in the past few years on repairs. Additional repairs including rebuilding a motor remains necessary if a new truck is not purchased. The department plans to trade-in or sell the current ladder truck while it still has some value; the department will go with the best option. Most recently, the department has purchased similar models as is the quote allowing firefighters consistency and familiarity. This new apparatus would allow the department to maintain its National Fire Protection Association (NFPA) standard, very important for the City to maintain its Class 1 Rating. The NFPA standards allow a first line vehicle fifteen years expectancy.

Chief Proia then said that a City policy states that when a truck is replaced all equipment is new. Equipment from older vehicles is not transferred to new apparatus.

Without further discussion, Councilor Lipof made a motion to approve this appropriation. Committee members agreed 7-0, Councilor Yates not voting.

#209-17

Appeal of Traffic Council Decision #12-17 Fairway Drive

WILLIAM DILWORTH, 34 Fairway Drive, West Newton appealing the denial of Traffic Council petition TC12-17 on June 22, 2017 for a four-way stop sign at the intersection of Fairway Drive and Bunker Lane in West Newton. (Ward 3) [06/29/17 @ 11:40 AM]

Action:

Public Safety & Transportation Approved the Appeal 3-0-2, Councilor Yates and Blazar abstaining, Councilors Lipof, Fuller and Norton not voting.

Note:

Councilor Brousal-Glaser, Sgt. Jay Babcock, David Koses and Nicole Freedman joined the Committee for discussion on this item.

Committee members were provided with the PowerPoint presentation, Traffic Council Report and a memorandum from Stephen Simoglou, Traffic Engineer from the Traffic Council meeting held on June 22, 2017. This material was attached to the agenda.

Mr. Koses briefly explained to Committee members the location map, photos, existing conditions and the Manual on Uniform Traffic Control Devices (MUTCD) guidance.

Mr. Koses stated that the existing conditions include a two-way stop control on the minor approach (Bunker Lane). Fairway Drive does not have a stop sign. A four-way stop sign at the intersection of Fairway Drive and Bunker Lane was requested at the Traffic Council meeting. During observation period, Bunker Lane had lower vehicle volumes than Fairway Drive.

Mr. Koses then stated that at the Traffic Council meeting, Mr. Simoglou, Traffic Engineer said that this intersection does not meet any of the required criteria included in the MUTCD guidelines and the intersection does not meet vehicle volumes or accident history to warrant a multi-way stop control. On June 22, 2017, Traffic Council voted to deny this 4-way stop sign request by a unanimous vote 4-0. The intersection does not meet vehicle volumes or accident history to warrant a multi-way stop control.

Mr. Koses briefly reviewed Mr. Simoglou's memo. Mr. Koses stated that there was one reported crash in the past five years at this intersection. Mr. Koses stated that Mr. Simoglou measured sight lines recommending a stopping distance for Fairway Drive and Bunker Lane, in conjunction with the speed limit (25 mph) is 155 feet. Acceptable sight lines for each approach prevail, and sight triangles were not noted to be restricted. Mr. Koses then said that two speed studies were performed in July and September 2017, as requested during the Traffic Council meeting. The speed limit on Fairway Drive is 25 mph, the average speed was 24 mph, 85% of vehicles were 28-29 mph, this means that 85 out of every 100 vehicles was traveling no faster than 29 mph. Based on data collected, no vehicles were observed speeding.

Mr. Koses stated from the Conclusion and Recommendation section of Mr. Simoglou's memo the following. "Unwarranted stop signs can lead to non-compliance, increased noise, invoke a negative environmental impact, and can reduce effectiveness of stop sign compliance in general. The existing condition may worsen as drivers can become careless around stop signs, which are perceived to be frivolous.... MUTCD is explicit in stating stop signs are not to be used for speed control".

A Committee member stated that Fairway Drive has high traffic volumes at certain times of the day. Fairway Drive is used as a cut-through street. Some drivers have the tendency to speed. Once construction is complete, the traffic pattern may change. Safety is a concern for students walking.

Mr. Koses reiterated that the speed limit on Fairway Drive is 25 mph, the average speed was 24 mph, 85% of vehicles were travelling between 28-29 mph, this means that 85 out of every 100 vehicles was traveling no faster than 29 mph. Occasionally, drivers have the tendency to speed just as drivers do on each street.

Sgt. Babcock stated that after the Traffic Council meeting a Safety Officer was asked to review the situation. The Safety Officer agreed that this area is heavily travelled. There are many students walking and bicycling to school, the Police Department is concerned with drivers who cut through the neighborhood. A stop sign may provide additional safety measures for students, not for patrolling

speed. Data proves there are high vehicle volumes. Speed is a secondary issue. Sgt. Babcock said that he agrees that stop signs should not be used to address speeding and common sense is necessary. He then said that he would support the installation of a stop sign with a second sign alerting drivers that they are approaching a stop sign.

Mr. Koses stated that the City follows the MUTCD guidelines. Stop signs are not installed if warrants are not met. The City is opposed to installing stop signs that do not meet the MUTCD warrants because pedestrians and motorists may have a false sense of security. This intersection may be less safe if a stop sign is installed based on the guidelines.

Ms. Freedman stated that the guidelines are correct in stating that a stop sign may make the intersection more dangerous when installing a stop sign that does not meet the warrants. There is no history of speeding vehicles and crash counts at this location.

Committee members questions and suggestions:

Questions:

- Are road markings present indicating to drivers that they are approaching a stop sign?

Mr. Koses answered that a stop bar image is present.

- Could a stop sign be installed as a trial?

Mr. Koses answered that the City does not like to install stop sign as a trial, once removed drivers may expect them to be present.

- What is the harm of not installing two stop signs at this location?
- A Councilor recalled a location where a stop sign did not meet the warrants. The stop sign was approved, installed and has worked very well.
- Are other options available to make this intersection safe ensuring the safety of pedestrians?

Ms. Freedman answered that the actual issue would have to be determined.

- How do you proceed with other options, if available to improve the safety using a different technique?

Ms. Freedman answered yes; Transportation Division would review Traffic Calming including mobile feedback display sign, permanent feedback display sign, narrow travel lane, paint edge line, geometry changes, etc.

- Do speed feedback display signs prove to be effective?

Ms. Freedman and Mr. Koses answered yes.

Suggestions:

- A few Councilors said that this is a unique situation and agree that a stop sign should be approved.
- Re- visit this intersection addressing the safety and speed concerns offering other options for consideration.

Chair Ciccone opened the discussion to members of the public who were present. Residents present expressed their concerns.

William Dilworth, petitioner attended tonight's discussion. Mr. Dilworth expressed his concerns and stated that he disputed the speed data conducted on two occasions because nearby construction was observed during the July observation period and due to new home construction with vehicles parking on the street proved that it was impossible to travel over 25 mph. He then stated that 55% of drivers are not traveling under 24 mph. He feels that no driver travels under 24 mph. Mr. Dilworth stated that the photos he provided, which were attached to the agenda prove that visibility is an issue. Visibility is limited when traveling making it difficult to see the intersection. Drivers are speeding into the residential area where there are many children. He then said that at the Traffic Council meeting he requested locations where 4-way stop signs have been installed. Mr. Dilworth summarized #467-02 in a Traffic Council report dated February 19, 2004 when Traffic Council approved a stop sign although it did not meet the warrants. If the City follows the MUTCD guidelines, then why was this stop sign installed as the report reflects.?

Concerns: Residents stated that they observe vehicles speeding daily with many children present. It is necessary to address safety concerns and are hopeful a stop sign will be approved to enhance safety.

Without further discussion, Councilor Cote made a motion to grant the appeal.

Chair Ciccone provided Committee members with the rules to understand the voting options for consideration. The Committee may order Traffic Council to adopt, amend or repeal regulations concerning the geographic areas that was the subject of the petition filed with Traffic Council or may remand the matter to Traffic Council for further review. The Committee may approve, deny or remand this appeal.

A Councilor asked Mr. Koses, Ms. Freedman and Sgt. Babcock if there were other street sign alternatives to consider ensuring safety. If this item is remanded to Traffic Council, could Traffic Council act swiftly? Mr. Koses answered possibly there may be other alternatives. There are many residents expressing concerns with speeding and children who desire traffic calming. Many times, speed study data proves that drivers have the tendency to travel on some streets above the speed limit, above the 85%. Ms. Freedman stated that this request could be added to Traffic Calming request list.

Chair Ciccone stated that if this stop sign request were approved, stop signs would be installed on each street corner throughout the City making travel difficult.

Without further discussion, Councilor Fuller made a friendly motion to remand the item to Traffic Council for further review. This motion was not voted or acted upon.

Councilor Cote stated that the Ward 3 Councilors support a stop sign at this location. He then made a motion to approve the appeal supporting the installation of a 4-way stop sign at this location.

Committee members agreed 3-0-2, Councilor Yates and Blazar abstaining, Councilors Lipof, Fuller and Norton not voting.

#71-17 **Amendment relative to docketing Traffic Council petitions**
PUBLIC SAFETY & TRANSPORTATION COMMITTEE, proposing to amend **Sec. 19-29. Docketing of petitions; determination of eligibility for hearing.** by deleting section (c) (3). [03/10/17 @ 4:54 PM]
Action: **Public Safety & Transportation Approved As Amended 4-0, Councilors Fuller, Lipof, Norton and Harney not voting**

Note: David Koses and Nicole Freedman joined the Committee for discussion on this item.

Chair Ciccone stated that the City's Law Department drafted Ordinance language for **Sec. 19-29. Docketing of petitions; determination of eligibility for hearing.** They also drafted language for **Sec. 19-26. Authority and role of Traffic Council, and Sec. 26-51. Public way improvements constituting specific repairs.**

Chair Ciccone read the amended docket language prepared by the City Clerk's office into the record. This amended docket language is attached to this report.

Mr. Koses reviewed with Committee members the draft ordinance language provided. He stated that section b) has been added to the draft section of **Sec. 19-26. Authority and role of Traffic Council** as follows: "The Traffic Council shall have no authority over traffic calming measures such as bump-outs, speed bumps, or other vertical deflections in the public way. Such measures shall be considered specific repairs subject to section 26-51 of these ordinances".

If approved, this ordinance would assist Traffic Council with their backlog by conducting traffic calming requests administratively. Significant changes would be referred to the Public Facilities Committee; minor changes would be referred administratively.

Ms. Freedman provided Council members with Traffic Calming Review, attached to this report. Ms. Freedman stated that Traffic Council reviews and approves enforceable items, such as stop signs and parking regulations. The City receives many traffic calming requests, approximately 1-2 per week therefore, the Transportation Division administratively has taken the task of handling administratively traffic calming requests. Once a request is received, the Jamar Radar Recorder with Trax Pro Software is placed on the road approximately for 48-hours on weekdays and if an issue includes weekends, the radar remains on the road. Data is critical in analyzing need for calming vehicle speed, volumes, crashes and location. The maximum score is 100. A high score number indicates that traffic calming is necessary requiring intervention. The software allows entries such as locations including public schools, village centers, MBTA stops and parks. The Transportation Division has completed thirty-three traffic calming measure requests to date. Each location is ranked for review by the score that location receives. A number over fifty requires additional analysis to determine the best method.

Without discussion, Councilor Blazar made a motion to approve as amended reflecting the amended docket language. Committee members agreed 4-0, Councilor Fuller, Lipof, Norton and Harney not voting.

#338-17 **Proposed Ordinance amendment to Chapter 19 Section 190 Overtime Parking**
DAVID KOSES, TRANSPORTATION COORDINATOR, requesting revision to **Sec. 19-190. Overtime parking.** To be clearer and more enforceable. [10/23/17 @ 3:50 PM]
Action: **Public Safety & Transportation Approved 4-0, Councilors Fuller, Lipof, Norton and Harney not voting**

Note: Sgt. Jay Babcock, David Koses and Nicole Freedman joined the Committee for discussion on this item.

Mr. Koses reviewed with Committee members the current and proposed ordinance language provided.

Current Ordinance

Sec. 19-190. Overtime parking. No person shall park a vehicle for a longer consecutive period than the limit specified and between the hours specified on any of the streets or parts of streets designated as parking meter zones in which parking meters and parking meter spaces are to be established pursuant to the traffic and parking regulations.

Mr. Koses stated that the current overtime parking ordinance appears to may cause confusion. The ordinance is clear stating that drivers cannot put change into the meters. However, the ordinance is not clear when parking at short-term parking meters. How does one determine the proper distance to move their vehicle on the street without being issued a citation. This is not clear for parking patrol officers, staff and for appeals purposes. There is no mention in the current ordinance of non-metered parking spaces.

Proposed language

Sec. 19-190 Overtime Parking. No person shall park a vehicle within a designated metered parking space or in a parking space within a time-restricted area for a longer period than the time limit specified or beyond the hours specified. No person shall park a vehicle for a longer consecutive period than the time limit specified within an off-street municipal parking lot or on a street within the area between the nearest two street intersections.

Mr. Koses stated that the proposed overtime parking ordinance appears to be clear. The ordinance is clear stating that that one does not need to determine the distance to move their vehicle. A driver must remove their vehicle from a parking lot and not to another parking meter to allow turnover or remove their vehicle from the block and not to another meter to allow turnover. This would be clear to parking patrol officers, staff and for appeals purposes.

Sgt. Babcock stated that when the meter expires a driver must remove their vehicle from a parking lot and not to another parking meter or remove their vehicle from the block and not to another meter to avoid citations.

Without discussion, Councilor Cote made a motion to approve the proposed draft Ordinance. Committee members agreed 4-0, Councilor Fuller, Lipof, Norton and Harney not voting.

#339-17 **Proposed Ordinance amendment to Chapter 19 Section 196. Enforcement**
DAVID KOSES, TRANSPORTATION COORDINATOR, requesting to modify **Sec. 19-196. Enforcement.**, for the Melrose Avenue parking area, so to be consistent with Traffic and Parking Regulations **Sec. TPR-194. Time limits in municipal off-street parking areas.**, which indicates that the parking meters are in effect Monday through Saturday from 8:00 a.m. to 6:00 p.m. [10/23/17 @ 3:50 PM]

Action: **Public Safety & Transportation Approved 4-0, Councilors Fuller, Lipof, Norton and Harney not voting**

Note: Sgt. Jay Babcock, David Koses and Nicole Freedman joined the Committee for discussion on this item.

Mr. Koses reviewed with Committee members the proposed ordinance language, attached to this report.

Mr. Koses stated that this request is to modify **Sec. 19-196. Enforcement.**, for the Melrose Avenue parking area, so to be consistent with Traffic and Parking Regulations **Sec. TPR-194. Time limits in municipal off-street parking areas.**, which indicates that the parking meters are in effect Monday through Saturday from 8:00 a.m. to 6:00 p.m. The table in **Sec. TPR-194. Time limits in municipal off-street parking areas.** are hereby designated as paid parking zones. The distribution of time limits within each municipal off-street parking area, and the time periods within which payment is required.

Mr. Koses stated that in the table the span of parking hours regarding the Lexington Street lot previously was free on Saturdays, now the parking meters are enforceable on Saturdays. The Austin Street lot remains free of charge on Saturday.

Without discussion, Councilor Yates made a motion to approve the proposed draft Ordinance. Committee members agreed 4-0, Councilor Fuller, Lipof, Norton and Harney not voting.

At approximately 8:45p.m., Councilor Yates made a motion to adjourn. Committee members agreed 4-0, Councilors Fuller, Lipof, Norton and Harney not voting.

Respectfully submitted,

Allan Ciccone, Jr. Chair



Steven R. Smith
Bureau Commander

NEWTON POLICE DEPARTMENT INFORMATION SYSTEMS

1321 Washington Street
Newton, MA 02465
v (617) 796-2105
f (617) 796-3683

354-17

November 5, 2017

Cruiser Computer Replacements (\$120,000) 36 Units

Justification Regarding Importance

The Police Department relies heavily on computer system in the Officers' cruiser. These systems provide Registry of Motor Vehicle information, access to our dispatch and reporting systems, Global Positioning of Cruisers, Building Floor Plans, Self Initiated Directed Patrols, Missing Person Pictures, Accident Reporting and internal information systems. The current computers have exceeded their life expectancy, having been in service 24x7 for four years. Many are now defunct or not working properly.

Service to Residents

The ability to operate effectively and effectively throughout the City provides increased productivity by not having the Officer return to the station to complete a written report or accident information. Additionally these computers provide GPS information, missing person pictures, and critical internal information.

Ramification of Delaying

Delaying this purchase reduces the operational efficiency for the Officers, increases Officer Safety issues, as they cannot run plates and verify identification, increases the work then required by dispatchers to provide Officers information, and will require Officers to return to the station to complete reports. At this time we are required to re-image all of the working cruisers computers to meet an upgrade of our records management system, and delaying this purchase will require the department to duplicate its efforts at a later date

Additional Benefits

Several of the current cruiser laptops will be repurposed to provide the Command Staff with direct remote access from home to their respective desktops.



NEWTON POLICE DEPARTMENT INFORMATION SYSTEMS

1321 Washington Street
Newton, MA 02465
v (617) 796-2105
f (617) 796-3683

Steven R. Smith
Bureau Commander

What are we purchasing

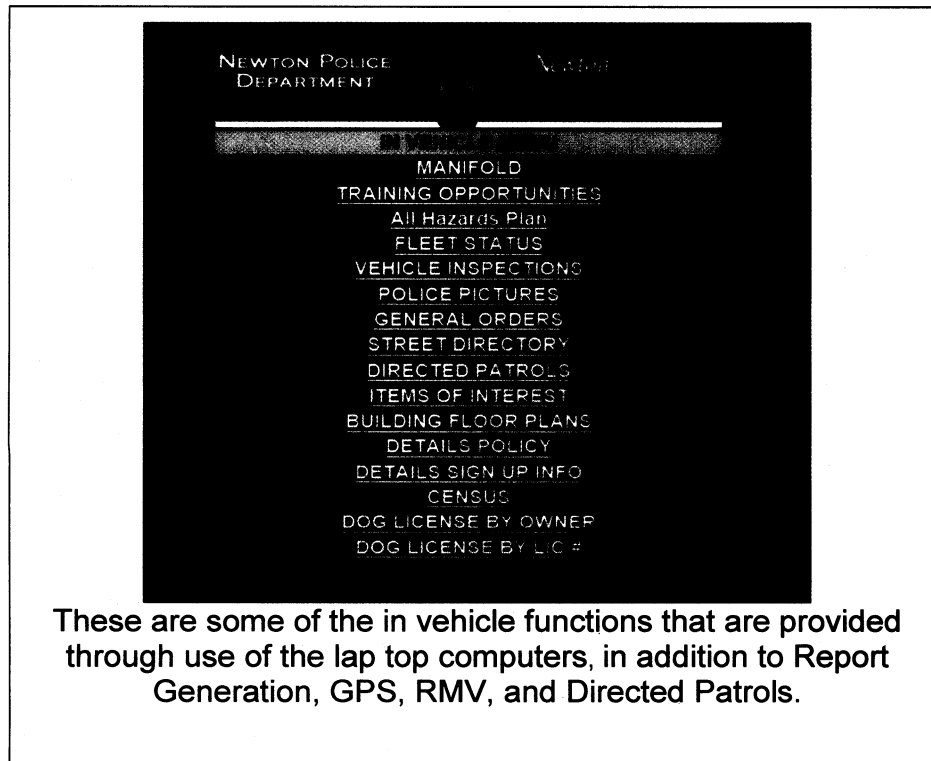
- The cruisers are currently equipped with laptop computers that are over four years old. They are utilized 24 hours a day and are in need of replacement.
- We are requesting funds for a hardware purchase. This is to replace the current laptop computers that are in the cruisers.

Why a particular vendor

- The laptop computers are fitted into a custom stand in the cruisers. We intend to reuse those hardware stands.

Why buy all now

- We would like to maintain the current Windows 7 platform. Soon that will not be a purchase option and we will be forced to Windows 10.
- Computers are imaged in maximize deployment and uptime. Maintaining hardware consistency insures interchanging of hardware.





**NEWTON POLICE DEPARTMENT
INFORMATION SYSTEMS**

1321 Washington Street
Newton, MA 02465
v (617) 796-2105
f (617) 796-3683

Steven R. Smith
Bureau Commander

Brite

7647 Main Street Fishers Victor NY 14564
Telephone: (585) 758-0200
FAX: (585) 758-0222
Toll Free: (800)-333-0498
salesinfo@britecomputers.com
NYS OGS: Fujitsu America, Inc. - PM21110

Quote

Page 1 of 2

Date of Quote

12/23/2016

Quote #

Q69713

Bill To	Ship To
NEWTON POLICE DEPARTMENT 1321 WASHINGTON ST NEWTON MA 2465	NEWTON POLICE DEPARTMENT 1321 WASHINGTON ST NEWTON MA 2465

Quote Expirati...	Terms	PO #	Sales Rep	Shipping Via	FOB
3/31/2017	NET 30		James M Foos		Brite Whse

Part Number	Description	Qty	Unit Price	Extension
FUJ-BQJAD30000PAABBN	STYLISTIC Q736,CORE I5-6200U,8GB,13.3FHD AG TOUCH&PEN,128GB SSD,NO WWAN,INTEL (AGN)WLAN,BT,NO NFC,CAM,TPM(2.0),STSHIELD,FP,19V/65W(3-Pin),WIN10PRO(64-BIT),3YR,ES,WIN10PRO(64-BIT)REC	36	1,463.00	52,668.00
FUJ-FUJ38-1633-01	Covers accidental damage for a period of three years from the date of unit purchase. Covers up to one qualified incident per year whether major or minor part. If unit needs to be sent out for repair, Fujitsu pays for the return shipment to the customer. If unit is beyond repair, Fujitsu offers one replacement within the warranty period. Once a unit is replaced, the remaining ADP warranty contract will be exhausted. The Standard International Limited Warranty is also included in this program.	36	158.00	5,688.00
FUJ-FPOC0184AP	Fujitsu Protective TPU Cover w/ Handstrap (Q736 or Q775)	36	98.00	3,528.00
	Vehicle Dock, Power adapter and Hand strap Dock to be used on existing swing away mounts.			
BR-FUJQ-DOCK	Q-Series Active Dock for swing away mount and complete electronics - 3yr	36	705.00	25,380.00
LUN-LI-FUJ-Q775/Q736DCSA-3	Fujitsu Q775/Q736 Active Dock for Swing Away Mount- 3 Yr Warranty	36	0.00	0.00
LIN-CBLOP-F02736	LIND 6' RT Angle Cable for Q775/Q736 Active Dock- cable only	36	0.00	0.00
ELE-509559	Elegant X-Handle for Q736 TPU Case	36	0.00	0.00
	***Replacement keyboard and keyboard tray**			



NEWTON POLICE DEPARTMENT INFORMATION SYSTEMS

1321 Washington Street
Newton, MA 02465
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Steven R. Smith
Bureau Commander

Brite

7647 Main Street Fishers Victor NY 14564
Telephone: (585) 758-0200
FAX: (585) 758-0222
Toll Free: (800)-333-0498
salesinfo@britecomputers.com

Quote

Page 2 of 2

Date of Quote

12/23/2016

Quote #

Q69713

Part Number	Description	Qty	Unit Price	Extended
LUN-IKEY-THN	Keyboard Tray for I-Key Thin SB-87-TP with glide point - needs TS-60 or TS-1	36	84.00	3,024.00
IKE-FT-88-911-TP	iKey Backlit Keyboard with Integrated Touchpad	36	250.00	9,000.00
	Accessories- Included at no cost assuming quantities of 36 are purchased			
FUJ-FPCKE432AP	Power Keyboard Docking Station	1	0.00	0.00
FUJ-FPCPR294AQ	Performance Docking Cradle	1	0.00	0.00

Total \$99,288.00

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Q69713

Amendment Language

#71-17 Public Safety & Transportation Committee proposing ordinance amendments to the following Sections: **19-29(c)(3), 19-26, and 26-51** to eliminate all Traffic Council authority over traffic calming measures such as bump-outs, speed bumps, or other vertical deflection in the public way and clarify that the commissioner of public works shall provide a recommendation to the City Council when a petition is received for traffic calming.

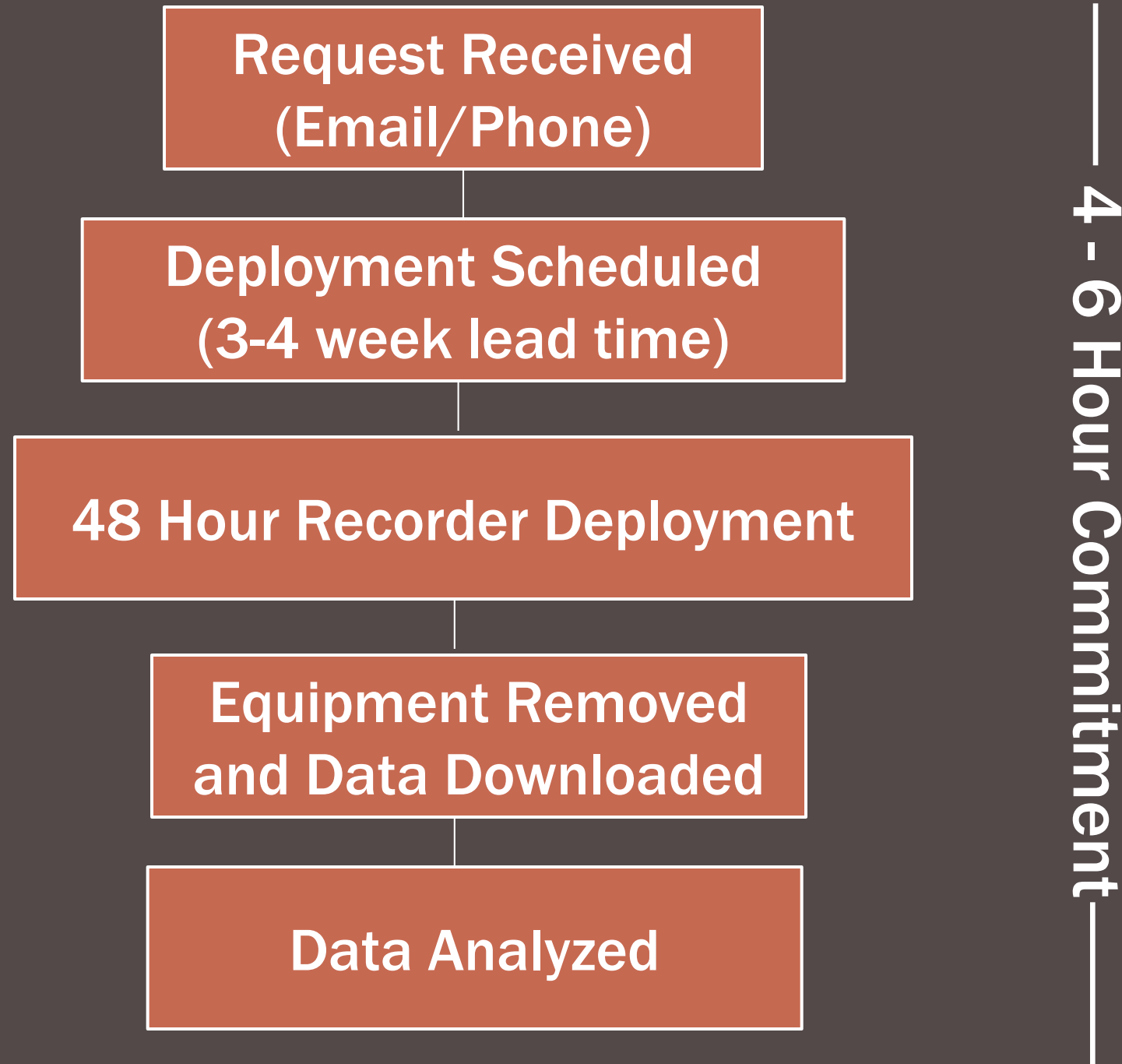
TRAFFIC CALMING REVIEW

DATA COLLECTION

- Frequently receive requests for Traffic Calming
- Data is critical in analyzing need for calming
 - Vehicle Speed, Volume, Crashes, Location
- Tool required to collect data:
 - Jamar Radar Recorder with TraxPro Software



DEPLOYMENT PROCESS



DATA REVIEW

City of Newton - Public Works

1000 Commonwealth Ave
Newton, MA 02459

(Grant Ave - Between Commonwealth Ave and Ward St)

COMBINED

Report for 5/31/2017 1:00:00 PM to 6/2/2017 1:59:59 PM

SPEED STATISTICS - 15 to 70+ by 5 MPH

Speed in MPH	1 - 15	16 - 20	21 - 25	26 - 30	31 - 35	36 - 40	41 - 45	46 - 50	51 - 55	56 - 60	61 - 65	66 - 70	71 - 75	76 - 999
Count	233	874	3193	6393	2534	256	21	4	1	0	0	0	0	0
Percent	1.7	6.5	23.6	47.3	18.8	1.9	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Over Speed	15	20	25	30	35	40	45	50	55	60	65	70	75	999
Count	13276	12402	9209	2816	282	26	5	1	0	0	0	0	0	0
Percent	98.3	91.8	68.2	20.8	2.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile	5%	10%	15%	45%	50%	55%	85%	90%	95%					
Speed	19	21	23	27	27	28	31	32	34					

Average 27
(Mean)

Pace Speed 23-32
Number in 10277
Pace
Percent in 76.1
Pace

DATA REVIEW

City of Newton - Public Works

1000 Commonwealth Ave
Newton, MA 02459

(Grant Ave - Between Commonwealth Ave and Ward St)

COMBINED

Speed	Volume
7	2
8	3
9	7
10	14
11	24
12	30
13	27
14	52
15	74
16	93
17	117
18	165
19	203
20	296
21	375
22	462
23	621
24	812
25	923
26	1181
27	1310
28	1408
29	1325
30	1169
31	852
32	676
33	495
34	328
35	183
36	121
37	72
38	39
39	15
40	9
41	10
42	4
43	1
44	4
45	2
46	0
47	2
48	1
49	0
50	1
51	1

DATA REVIEW

Traffic Calming Prioritization Worksheet - City of Newton

Requested Location:

Grant Ave

Date:

Prepared By:

REGIONAL LOCATION -

Is the traffic calming location within a 1/8 mile radius of:

- Public School
- Village Center
- Municipal Park
- MBTA Trolley Stop

VOLUME -

Measured Vehicle ADT:

- 0-1,000
- 1,001-2,000
- 2,001-3,000
- 3,001-4,000
- 4,001-5,000
- 5,001-7,500
- 7,501-10,000
- 10,001-12,500
- 12,501-15,000

2-YEAR CRASH HISTORY -

- 0 Crashes
- 1 Crash
- 2 Crashes
- 3 Crashes
- 4 Crashes
- 5 Crashes
- 6 Crashes
- 7 Crashes
- 8+ Crashes

ROAD CHARACTERISTICS -

Speed Limit (MPH):

- 20
- 25
- 30
- 35
- 40
- 45+

Summary Tab

ROAD DATA

Regional Location	0
Vehicle Volume	10
2-Year Crash History	4
Total	14

SPEED DATA

Speed Limit (MPH)	25
Measured 85th Percentile Speed (MPH)	31
Difference (MPH)	6 Over

Traffic Calming Scorecard

Score 32

GRADE: D

A = High Priority

D = Low Priority

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DATA REVIEW

Rank	Score	Study Location	Cross Street	School	Village	Park	Trolley	Vehicle Volume	Crashes	Spd Limit	Mph Over
1	87	Lowell Ave	Austin/ Highland	PS	VC	x	TS	10001-12500	17	25	9
2	72	Hammond St	Rt 9/Beacon	PS	VC	x	TS	7501-10000	5	25	9
3	68	Elliot St	Linden/Mechanic	x	VC	MP	TS	5001-7500	7	25	6
4	68	Lowell Ave - 2	Hull St	PS	x	x	x	7501-10000	9	30	6
5	67	Waltham St - 2	Fairway	PS	x	x	x	10001-12500+	11	30	4
6	61	Langley Rd	Madoc	PS	VC	x	TS	5001-7500	5	30	6
7	60	Waverly Ave	Franklin	x	x	MP	x	10001-12500	8	30	3
8	57	Auburn St	Woodland	PS	VC	MP	TS	5001-7500	3	25	6
9	56	Allen Ave	Pine Ridge Rd	PS	x	MP	TS	1001 - 2000	2	25	11
10	56	Beethoven Ave	Puritan	PS	x	MP	x	1001-2000	3	25	11
11	54	Florence St	Rt 9	x	VC	x	x	5001-7500	7	30	4
12	46	Christina St	Roland	x	x	MP	x	4001-5000	3	25	6
13	46	Waltham St	Keyes	x	x	x	x	10001-12500	5	30	4
14	46	Ward St	Nobscot	PS	x	x	x	5001-7500	1	25	9
15	45	Watertown St	Adella	x	x	x	x	7501-10000	14	35	0
16	43	Hobart Rd	Ward/Commonwea	PS	x	MP	x	4001-5000	2	25	6
17	43	Vine St	Botsford	PS	x	x	x	4001-5000	0	25	10
18	42	Mill St	Cedar	PS	VC	x	TS	1001-2000	3	25	5
19	41	Eddy St	Albemarle	PS	VC	MP	TS	1001-2000	1	25	6
20	40	Valentine St	Highland	x	x	x	x	3001-4000	1	25	10
21	39	Nevada St	Wyoming Rd	PS	x	MP	x	1001-2000	1	25	8
22	38	Hartman Rd	Drumlin Rd	x	x	x	x	1001-2000	3	25	8
23	33	Central Ave	Prescott	x	x	MP	TS	0-1000	2	25	5
24	32	Grant Ave	Ward	x	x	x	x	5001-7500	1	25	6
25	26	Walnut St	Woodcliff	PS	x	x	x	3001-4000	3	25	1
26	20	Fairway Dr - 2	Bunker	PS	x	MP	x	1001-2000	0	25	3
27	20	Cherry Pl	Sheridan	PS	x	x	x	0-1000	0	25	5
28	16	Upland Ave	Heatherland	x	VC	x	x	0-1000	0	25	4
29	10	Marshall St	Devon Rd	x	VC	x	x	0-1000	0	25	2
30	9	Whittemore Rd	Waverley	PS	x	x	x	0-1000	1	25	0
31	6	Ellis Rd	Wauwinet Rd	x	x	x	x	0-1000	0	25	2
32	5	George St	Hyde Ave	PS	x	x	x	0-1000	0	25	0
33	4	Tamworth Rd	Kewadin Rd	x	x	x	TS	0-1000	0	25	0

339-17 Draft for Discussion Purposes 11/8/17

Delete Melrose Avenue Parking Area, as shown below

Sec. 19-196. Enforcement.

It shall be the duty of the police department to take the parking meter number and the registration number of all vehicles whose operators violate the provisions pertaining to parking meters and to prosecute such violations under applicable law.

(a) Parking meters shall be in operation for the regulation of parking in parking meter zones Monday through Saturday from 8:00 a.m. to 6:00 p.m., except Sundays and legal holidays, during which time no time limits or fees shall be in effect, except for locations designated in section 19-196(b), where alternative enforcement times are specified.

(b) Parking meters shall be in operation for the regulation of parking meter zones Monday through Friday from 8:00 a.m. to 6:00 p.m. except Sundays and legal holidays, during which no time limits or fees shall be in effect, at the following locations:

Austin Street Parking Area

~~Melrose Avenue Parking Area~~

(Rev. Ords. 1973, § 13-162; Ord. No. Z-31, 07-14-08)

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Newton City Clerk
2017 NOV -8 AM 11:55
David A. Olson, CMC
Newton, MA 02459

Sec. TPR-194. Time limits in municipal off-street parking areas.

The following municipal off-street parking areas are hereby designated as paid parking zones. The distribution of time limits within each municipal off-street parking area, and the time periods within which payment is required, is shown in the following table.

Parking Lot	Distribution of Time Limit						Span of Parking Hours	
	1 hr	2 hrs	3 hrs	6 hrs	No Time Limit	Accessible or Other	8AM to 6PM Mon-Sat	8AM to 6PM Mon-Fri
Auburndale								
Lexington Street Lot	0%	43%	0%	0%	49%	9%	100%	0%
Newton Centre								
Cypress Lot	0%	0%	33%	17%	47%	3%	100%	0%
Langley Lot	0%	95%	0%	0%	0%	5%	100%	0%
Pelham Lot	0%	0%	72%	0%	24%	4%	100%	0%
Pleasant Lot	0%	0%	40%	0%	56%	4%	100%	0%
Newton Corner								
Pearl Street Lot	13%	0%	32%	0%	51%	4%	100%	0%
Richardson Street Lot	16%	0%	21%	0%	56%	7%	100%	0%
Newton Highlands								
Hartford Street Lot	0%	0%	82%	0%	8%	10%	100%	0%
Newtonville								
Austin Street Lot	0%	0%	56%	0%	41%	3%	0%	100%
West Newton								
Cherry Street Lot	0%	0%	80%	0%	16%	4%	100%	0%
Waltham Street Lot	0%	0%	87%	0%	0%	13%	100%	0%

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 Newton, MA 02459