

CITY OF NEWTON

IN BOARD OF ALDERMEN

PUBLIC SAFETY & TRANSPORTATION COMMITTEE REPORT

WEDNESDAY, DECEMBER 9, 2015

Present: Ald. Ciccone (Chair), Cote, Harney, Schwartz and Fuller

Absent: Ald. Johnson, Yates and Lipof

City Staff: Bill Paille, Director of Transportation

#240-12 RECODIFICATION COMMITTEE requesting that **Chapter 19 MOTOR VEHICLES AND TRAFFIC** be amended to determine who has jurisdiction for parking on municipal land, the owning department as described in **Sec. 19-224. Parking prohibited on city grounds.** or the Traffic Council as described in **Sec. 19-26. Authority and role of Traffic Council.**

HELD 7-0 on 03/18/15

ACTION: HELD AND REFERRED TO 2016-2017 CITY COUNCIL 5-0

NOTE: Mr. Paille joined the Committee for discussion on this item.

Mr. Paille stated that he met with David Koses, Transportation Coordinator and Marie Lawlor, Assistant City Solicitor agreeing that additional work is necessary before considering amending the City Ordinances. He said that they would consult and discuss with the Public Buildings Department, School Department, Parks & Recreation Department, Police Department, all relevant departments concerning the possibility and reasons on amending these two ordinances. It is necessary to clarify and determine who has the authority to regulate parking on any land owned or controlled by the city. Mr. Paille suggested referring this item to the 2016-2017 City Council.

Committee members asked if there has been any past conflicts regarding these two ordinances? They then asked if commuters are taking advantage and parking on City property? A suggestion was made to discuss this item in January with docket item #46-15.

Mr. Paille answered that he has not heard of conflicts regarding these ordinances and is unaware if commuters are parking on City land.

Ald. Harney made a motion to refer this item to the 2016-2017 City Council pending the results of their findings and suggested that this item be discussed with docket item #46-15 in January. Committee members agreed 5-0.

#234-12 RECODIFICATION COMMITTEE recommending that the definition of *Speed humps* in **Sec. 19-1. of Chapter 19 MOTOR VEHICLES AND TRAFFIC** be amended to make it consistent with current design/practice standards.

HELD 6-0-1 on 03/18/15, Ald. Yates abstaining

ACTION: APPROVED 4-0, Ald. Fuller not voting

NOTE: Mr. Paille joined the Committee for discussion on this item. He provided Committee members with draft Ordinance language for consideration.

Mr. Paille is recommending deleting in the City Ordinance the current definition of *Speed humps* and is proposing that it be replaced with definitions provided to Committee members. The definitions provided include *Speed bumps*, *Speed humps*, *Speed Table or Raised Intersections and Raised Pedestrian Crosswalk*. All of these definitions will assist the Department of Public Works or the City Engineer in their decision making process including if appropriate locations where they could be implemented.

Mr. Paille said that he obtained these definitions from various source locations. The Federal Highway Administration and the Manual on Uniform Traffic Control Devices (MUTCD) website defined speed humps, speed table or raised intersections. The National Safe Routes to School website defined the raised pedestrian crosswalk.

Mr. Paille briefly noted locations in the City where there are raised pedestrian crosswalks, and speed tables.

Committee members asked if the Fire Department is opposed to the installation of speed bumps or speed humps? Mr. Paille said that he understands the Fire Department uses main routes when traveling. Any vertical deflection would not be installed on a main route. Speed bumps may be necessary and could be installed on a local or private road to deter speeding. Consideration would be made on a case-by-case basis. Chair Ciccone said that speed bumps or speed humps could cause the department delays.

A Committee member suggested striking the word 'traditional' in the proposed speed hump definition and include reference notations on where definitions were obtained. Chair Ciccone suggested incorporating all of the proposed definitions in Sec. 19-1 of the City Ordinance. Mr. Paille answered that he would speak with Mr. Koses, Transportation Coordinator or Mr. Olson, City Clerk or the Law Department on their opinion.

Ald. Cote made a motion to approve this item with the suggestion of including to strike the word 'traditional' from the Speed hump definition and references are noted on where the information was obtained. Committee members agreed 4-0, Ald. Fuller not voting.

As requested, the revised language is attached to this report.

REFERRED TO PUBLIC SAFETY AND PUBLIC FACILITIES COMMITTEES

#314-15 ALD. COTE, HARNEY AND NORTON requesting a review of all public buildings with a priority on schools and the Senior Center to ensure that functioning carbon monoxide detectors, that alert the entire facility are in use.
[10/19/15 @ 1:30 PM]

ACTION: NO ACTION NECESSARY, Ald. Fuller not voting

NOTE: Committee members were provided with a memo, attached to this report from Josh Morse, Building Commissioner relating that carbon monoxide detectors have been installed

in every school in the district and that the Building Department is in the process of completing carbon monoxide detector installations at the Senior Center, Library and City Hall.

Committee members stated that it is troublesome to hear that carbon monoxide detectors are not required by code in City buildings as the memo reflected.

Without further discussion, Ald. Harney made the motion for no action necessary with the understanding that if the carbon monoxide detector installations are not complete at the Senior Center, Library and City Hall, he will request this Committee meet with Mr. Morse to address their concerns. Committee members agreed 4-0, Ald. Fuller not voting.

The following four (4) items were briefly discussed, held and referred to the 2016-2017 City Council.

REFERRED TO PUB FACIL, PROG & SERV, AND PS&T COMMITTEES

#46-15 ALD. JOHNSON & CICCONE, requesting a discussion with the Commissioner of Department of Public Works and the School Department to determine and discuss parking options including use of school properties based on the current municipal parking lot programs including the issuance of permits. [02/11/15 @ 1:35 PM]

PUBLIC FACILITIES HELD 7-0 on 10/21/15

PROGRAMS & SERVICES HELD 6-0, Ald. Norton not voting on 10/21/15

ACTION: HELD AND REFERRED TO 2016-2017 CITY COUNCIL 4-0, Ald. Fuller not voting.

NOTE: Chair Ciccone stated that the School Department has a program in place offering overnight parking to residents in all school lots. The resident provides the School Department with appropriate contact and vehicle information when reviewed the school issues a permit that allows the resident to park at a specific school parking lot.

Without further discussion, Ald. Harney made a motion to refer this item to the 2016-2017 City Council suggesting that it be discussed with docket item #240-12 in January. Committee members agreed 4-0, Ald. Fuller not voting.

REFERRED TO PROGRAMS & SERVICES AND PUBLIC SAFETY COMMITTEES

#312-15 ALD. COTE, HARNEY AND NORTON, requesting a review and discussion of the opiate overdose epidemic including an update from the Health Department appraising the board on the current situation to include comparative statistics from previous years as to the number of opiate overdoses handled by first responders. In addition, what is being done immediately to take this on and what support can the Board provide. [10/19/15 @ 1:30 PM]

PROGRAMS & SERVICES HELD 8-0 on 11/18/15

ACTION: HELD AND REFERRED TO 2016-2017 CITY COUNCIL 4-0, Ald. Fuller not voting.

NOTE: Chair Ciccone stated that the Newton Police and Fire Departments are not currently carrying Narcan due to union issues. The departments are hopeful that issues will soon be resolved.

Ald. Harney stated that he accepted Mayor Warren's request to be the Aldermanic Representative on an Opioid Task Force. The task force is in the process of being developed. He recommends holding this item for future discussions and suggests that it be referred to the 2016-2017 City Council on progress made.

Without further discussion, Ald. Harney made a motion to refer this item to the 2016-2017 City Council. Committee members agreed 4-0, Ald. Fuller not voting.

#197-15 ALD. ALBRIGHT, on behalf of a constituent requesting a discussion with the Chief of Police and the Commissioner of Parks and Recreation on the use of drones in the City of Newton to discuss what means and methods could become policy or ordinances to deal with an increase of privacy complaints as well as uses of more serious consequences. [08/14/15 @ 11:51 AM]

ACTION: **HELD AND REFERRED TO 2016-2017 CITY COUNCIL 4-0, Ald. Fuller not voting.**

NOTE: Committee members agreed and stated that the Federal Aviation Administration (FAA) regulates air space. The City does not have any responsibility to create a policy or City Ordinance.

Committee members suggested a specific item be docketed. Chair Ciccone suggested referring this item to the 2016-2017 City Council because Ald. Albright was not contacted as to her desire of this item.

Without further discussion, Ald. Harney made the motion to refer this item to the 2016-2017 City Council as suggested. Committee members agreed 4-0, Ald. Fuller not voting.

#28-14 ALD. CICCONE AND FULLER on behalf of the Health Department and the Emergency Medical Services (EMS) requesting a discussion on duplicate street names. [01/09/14 @ 10:57 AM]

HELD 8-0 on 01/22/14

HELD 8-0 on 05/07/14

ACTION: **HELD AND REFERRED TO 2016-2017 CITY COUNCIL 4-0, Ald. Fuller not voting.**

NOTE: Chair Ciccone stated that the E-911 program would be changing; Verizon will no longer, be the carrier.

Without discussion, Ald. Harney made the motion to refer to the 2016-2017 City Council. Committee members agreed 4-0, Ald. Fuller not voting.

The following three (3) items were referred without discussion to the 2016-2017 City Council. Committee members agreed 4-0, Ald. Fuller not voting.

#319-15 ACTING DIRECTOR OF PLANNING & DEVELOPMENT, requesting a discussion and presentation of the draft Newton Centre Parking strategy. [11/9/15 @ 4:16 PM]

REFERRED TO PUBLIC SAFETY & TRANS AND FINANCE COMMITTEES

#465-14 ALD. SANGIOLO, GENTILE AND HARNEY, requesting a discussion regarding reducing the fee charged to residents for permit parking programs. [11/17/14 @ 12:40 PM]
HELD 6-0 on 01/07/15
HELD 6-0 on 06/03/15, Ald. Lipof not voting
FINANCE HELD 7-0 on 11/09/15

REFERRED TO PS&T AND PUBLIC FACILITIES COMMITTEES

#413-11 ALD. CICCONE, SALVUCCI, GENTILE & LENNON updating the Public Facilities and Public Safety & Transportation Committees on the progress of renovations to the city's fire stations. [11/17/11 @ 11:07 AM]
HELD 6-0 on 09/09/15, Ald. Harney not voting
PUBLIC FACILITIES HELD 7-0 on 09/09/15

At approximately 8:30 pm, the Committee adjourned.

Respectfully submitted,

Allan Ciccone, Jr. Chairman

Under Chapter 19 of the City Ordinance (Dated 2012), Section 19-1. Definitions, the current definition of ‘Speed Humps’ reads:

Speed humps: A street surface condition consisting of gradual elevations 3 inches to 4 inches high at the midpoint and running 10 feet to 14 feet along the length of the street at the base with the one foot sections at each end tapered flush with the street surface to facilitate street drainage, positioned 200 to 400 feet apart subject to such further design criteria as may be determined by the City Engineer.

It is proposed this definition be deleted and the following definitions added to the City Ordinance:

Speed Bump:

A raised section of pavement (typical height 2 to 6 inches and 1 to 3 feet front to back) placed across the roadway surface that can be set at regular intervals in order to force motorists to travel at reduced speed in order to cross over the feature and along a designated length of traveled way. The maximum comfortable speed for crossing a speed bump is approximately five miles per hour so they are usually only appropriate for parking lots, private roads, and select low speed residential streets. Implementation of a speed bump shall be based upon the recommendation of an experienced licensed professional with guidance taken from the Manual on Uniform Traffic Control Devices (Source: U.S. Department of Transportation Federal Highway Administration, MUTCD 2009 Edition)

Speed Hump:

A raised section of pavement (typical height less than 4 inches and 10 to 12 feet front to back) placed across the roadway surface that can be set at regular intervals in order to force motorists to travel at reduced speed in order to cross over the feature and along a designated length of traveled way. Speed humps have a more gradual slope than speed bumps and are often used in parking lots or along residential streets where speed limits do not exceed 25 miles per hour. Implementation of a speed hump shall be based upon the recommendation of an experienced licensed professional with guidance taken from the Manual on Uniform Traffic Control Devices (Source: U.S. Department of Transportation Federal Highway Administration, MUTCD 2009 Edition)

Speed Table or Raised Intersection:

A raised section of pavement (typical height of less than 4 inches, 10 feet long top and 6 feet long ramps at either end) to force motorists to travel at reduced speed to cross over the feature. Although speed tables are designed for relatively low speed roads, they are appropriate for roads with travel speeds slightly higher than 25 miles per hour but not higher than 30 miles per hour. Implementation of a speed table or raised intersection shall be based upon the recommendation of an experienced licensed professional with guidance taken from the Manual on Uniform Traffic Control Devices (Source: U.S. Department of Transportation Federal Highway Administration, MUTCD 2009 Edition)

Raised Pedestrian Crosswalk:

A raised section of pavement (typical height of less than 4 inches, 8 to 10 feet long) to direct motorists to the pedestrian level but more importantly force motorists to travel at reduced speed in order to cross over the feature. Raised crosswalks also improve accessibility by allowing a pedestrian to cross at nearly a constant grade without the need for a curb ramp and visibility to approaching motorists. This feature has a trapezoid-shaped cross-section to slow motorists at the pedestrian crossing where slowing will be most effective. Implementation of a raised pedestrian crosswalk shall be based upon the recommendation of an experienced licensed professional with guidance taken from the Manual on Uniform Traffic Control Devices (Source: National Center for Safe Routes to School, SRTS Guide).

Shawna Sullivan

From: Joshua R. Morse
Sent: Thursday, December 03, 2015 11:38 AM
To: Shawna Sullivan
Subject: CO Detectors

Shawna,

I understand the Board was looking for an update on the CO detectors. Although these detectors are not required by code in our buildings, after the event that occurred at the Franklin School, we felt it was in the best interest of occupant safety to install CO detectors as rapidly as possible. This effort started the day of the event at Franklin School, and at this point CO detectors have been installed in every school in the district. These detectors are tied in the fire alarm panel and will not only set the alarm off to alert occupants, but emergency dispatch will also be immediately notified. Over the next two weeks will be wrapping up the CO detector installations at the Senior Center, Library, and City Hall.

Regards,

Josh Morse
Building Commissioner
Public Buildings Department
City of Newton