

CITY OF NEWTON

IN BOARD OF ALDERMEN

PUBLIC SAFETY & TRANSPORTATION COMMITTEE REPORT

WEDNESDAY, APRIL 9, 2014

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

Absent: Ald. Harney and Johnson

City Staff: Captain Marc Gromada, Newton Police Department; Chief Bruce Proia and Superintendent Jeffrey Knight of Fire Alarm & Communications, Newton Fire Department; Bill Paille, Director of Transportation and David Turocy, Commissioner, Department Public Works

#302-13      ALD. FULLER, CICCONE & ALBRIGHT, requesting a presentation and discussion by the Executive Office and Chief of Police on the findings of the recently completed Newton Police Department departmental review. [08/12/13 @ 8:32 PM]

**ACTION:**      **HELD 6-0**

**NOTE:**      Chair Ciccone said that he is hopeful this item can be voted no action necessary with the intent of docketing a newer item to allow Chief Mintz the opportunity to attend future Public Safety & Transportation meetings updating members with his 45-day department report, perhaps every four to six months. Chief Mintz's report includes personnel, training and bureau structure ensuring that the department is being the most efficient. Chair Ciccone and Ald. Fuller have been requesting a staffing study be completed for three plus years, to determine if additional staffing would help alleviate some overtime funding and issues. Chair Ciccone then stated that perhaps after budget discussion, Chief Mintz would attend a meeting to update Committee members on his report.

Ald. Fuller stated that she requests this item remain on the agenda to invite Chief Mintz to answer remaining questions on his report, which is an important study and deserves discussion with the Board of Aldermen, as it has never been discussed since it was docketed in August 2013. Ald. Albright and Ald. Fuller have met with Chief Mintz to discuss his report but questions remain.

Committee members agree the report deserves discussion and suggest it be discussed prior to or during budget discussion and requested an update on the accreditation report by the National Association of Police Chiefs. Chair Ciccone stated that his report would not be discussed during budget because it would entail a very deep conversation.

Ald. Lipof stated that Chair Ciccone and the Subcommittee have met over the past three months with Bob Rooney and Maureen Lemieux to review the Police Department needs to fully understand and analyze all facets and functions of the Police Department. The intent of the Subcommittee is to bring to the Board of Aldermen recommendations as to the appropriate number of personnel necessary to staff the department while providing necessary services. Ald. Lipof then stated that the Subcommittee is nearing the end of their study and upon completion a

written report will be provided to the Board of Aldermen including recommendations. Chief Mintz agreed to discuss his report after the budget.

Committee members requested that they be provided the Subcommittee report with recommendations upon completion, a review of the accreditation report and the Chiefs 45-day departmental review report. Ald. Fuller said that it would be helpful to have working group updates along the way keeping the Board of Aldermen apprised.

Chair Ciccone completed this discussion by stating this docket item is for the Police Department to conduct their 45-day department report, attached to this report. He will invite Chief Mintz to the next meeting scheduled for April 23. It is Chair Ciccone's intent to docket a newer item allowing Chief Mintz the opportunity to attend future Public Safety & Transportation meetings updating members periodically perhaps every four to six months with a status report on his 45-day department review. He then suggested holding this item.

Ald. Yates made the motion to hold this item, as suggested. Committee members agreed 6-0.

**REFERRED TO PUBLIC SAFETY & TRANS. AND PUBLIC FACIL. COMMITTEES**

#101-14 **COMMISSIONER OF PUBLIC WORKS**, requesting discussion of proposed intersection improvements at Winchester and Boylston Streets that includes the installation of new traffic signal on westerly side of the intersection to be funded under the Mass Works Grant. [03/03/14 @ 3:03 PM]

**PUBLIC FACILITIES HELD 7-0 on 03/19/14**

**HELD 7-0 on 03/19/14**

**ACTION:** **NO ACTION NECESSARY 6-0**

**NOTE:** Commissioner Turocy joined the Committee for discussion on this item.

This item was held in March 2014, to allow the consulting engineer the opportunity to provide a simulation of how the intersection and Winchester and Centre Streets would operate with the proposed improvements in place.

Commissioner Turocy requests that this be voted no action necessary due to the negative impact of traffic travelling on Winchester Street and the eastbound exit ramp at Route 9 if the proposed traffic signal is installed. He said that he is concerned with the overall traffic flow issues. If the City went forward with the installation of this traffic signal the level of service would be reduced to a 'D', this is unsatisfactory. Accident data proves that four accidents have been reported over the past four years; including a bicyclist, a pedestrian and two vehicle accidents. He stated that he does not support this project and is unwilling to move forward. Commissioner Turocy then said that simulation would only work if all intersections are fully signalized, one will not work. It is necessary to install traffic signals eastbound, westbound and adjust the traffic signals at Needham and Winchester Streets and the Walnut and Centre Streets intersections. Additional funding and the installation of a ramp are both necessary. Unfortunately, the Mass Work Grant expires on June 30, 2014; extensions are not available to the City.

A request was made to follow up with MassDOT concerning traffic queuing up attempting to make a left hand turn onto Winchester Street from the exit ramp westbound Route 9. It is concerning and is hopeful this can be addressed with the signal at Walnut and Centre Streets.

Without discussion, Ald. Fuller made the motion for no action necessary, as the Commissioner requests. Committee members agreed 6-0.

**REFERRED TO PUBLIC SAFETY & TRANS AND FINANCE COMMITTEES**

#125-14 HIS HONOR THE MAYOR requesting authorization to transfer the sum of seventy five thousand dollars (\$75,000) from the Fire Rescue Full-Time Salaries Account to the Fire Vehicle Equipment Account to purchase a Ford 350 Cutaway Van, which will serve as the replacement of both the 2004 ambulance that was donated to the City and a 1994 Box Truck. [03/31/14 @ 3:59 PM]

**ACTION:** **APPROVED 6-0**

**NOTE:** Chief Proia and Superintendent Knight joined the Committee for discussion on this appropriation.

Chief Proia stated that this appropriation would allow the department to purchase a Ford 350 Cutaway Van. This van would serve as the replacement of both the 2004 ambulance that was donated to the City and a 1994 Ford Box Truck. The box truck needs extensive repairs and cannot pass inspection. The American Medical Response (AMR) donated the ambulance, seven years ago; the ambulance has 250,000 miles and has been taken off the road.

This van would be equipped with the necessary equipment and tools for the departmental daily needs. Supt. Knight said that the van would primarily be used for cable fiber optic network and would be equipped with a generator capable of pumping out manholes, supplement power, flooding operations, medical emergencies and the ability to generate electricity to traffic signal outages.

Committee members asked if the donated ambulance would be returned to AMR. Chief Proia answered no; it would be used for spare parts, technical rescue training and extrications. Members then asked how the department has money remaining in their salaries account. Chief Proia answered that in the past the department would wait three months before filling vacancies. Most recently, they recruit immediately when positions become vacant allowing the department to hire and enroll employees into the academy. Recruits are paid while attending the academy and their hire date begins when they graduate. Committee members then asked if every municipality has back-up generators. Chief Proia answered yes; Newton also has other vehicles with generators.

Without further discussion, Ald. Lipof moved to approve this appropriation. Committee members agreed 6-0.

**DISCUSSION ITEM:** Chairman's Note: At the Chair's request, William Paille, Director of Transportation will provide the status on the results of the Citywide signalization program.

**NOTE:** Mr. Paille and Commissioner Turocy joined the Committee for discussion on this item.

Mr. Paille provided Committee members with a detailed presentation, attached to this report. Included in his presentation were the following: Goals, timelines, data collection, existing conditions analysis, recommended changes, traffic signal locations listed by village and numbered by priority, signal timing policy implementation, short term and long term signal upgrades and signal management/policy.

Mr. Paille said that in 2010, the City received a grant from Boston Regional Metropolitan Planning Organization (BRMPO) for the City's traffic signal retiming project. The City applied to BRMPO requesting a grant of \$160,000 to be used for the retiming of traffic signals. The BRMPO required a 20% match of \$40,000. The City was required to pay the initial \$200,000, later being reimbursed \$160,000 at the end of the contract. In 2011, a consultant was hired to collect necessary data to create a traffic model in order to make recommendations for traffic signals to coordinate with each other. The final report was complete in 2012. Data collected and traffic models constructed allowed the City to quantify and prioritize improvements of existing signalized intersections. The purpose of retiming these signals is that it will reduce delays, decrease accidents and improve vehicle, pedestrian and bicycle mobility.

Mr. Paille explained the goals of the project.

Goal 1: Develop an accurate database of a majority of the 95 plus signalized intersections in the City.

Goal 2: Improve management and maintenance of existing signalized intersections.

Goal 3: Address safety concerns, ADA compliance and operation deficiencies of existing signalized intersections.

Goal 4: Create a signal timing policy to maintain reliability and predictability at signalized intersections.

Goal 5: Develop a prioritized list of every signalized intersection to assist with future maintenance.

The Transportation Division staff created a database of a majority of the 95 traffic signals at 66 main intersections with approximately 7-8 volumes of data on each intersection. The remaining 30 intersections are not being considered because traffic signals are working properly. No intersection has been missed. Traffic signal locations are listed by village and are numbered by priority based on the report and study. There are three intersections in the City that have a crash rate over 'one' (Auburndale, West Newton and Nonantum) which is unsatisfactory. MassDOT and the State own some traffic signals in the City. Criteria considered are accident ratings, age and location of equipment and traffic volumes. The Newton Police Department and MassDOT (if the accident is on or near their roadway) provide accident data to the Transportation Division.

Mr. Paille described vehicle detection loops, which detect vehicles passing or approaching a traffic signal. The loop is installed in the pavement, when a vehicle passes over the loop or is

stopped within the loop it sends a pulse to the traffic signal controller signifying the presence of a vehicle, bicycle or pedestrian by video detection cameras. There are four master signal controllers in the City at key intersections. The phone and modem communicate with software notifying the Transportation Division of issues including timing, equipment functions and history in order for the department to trouble shoot. The ultimate goal is to be able to trouble shoot on the 'run' and trouble shoot before issues arise.

Committee members stated that it is necessary for the City to begin the traffic signal projects, which are prioritized one through twenty, as presented. They asked if funding for these projects could be included in the CIP or the operating budget. Commissioner Turocy answered that the department does not have the funding and funding has not been identified. Traffic signal projects are listed in the CIP and perhaps the City could request funding through Chapter 90. Committee members realize funding is necessary before projects can begin and are hopeful the projects will come to fruition. They thanked Mr. Paille for his detailed report.

At approximately 9:50 pm, Ald. Yates motioned to adjourn. Committee members agreed 5-0, Ald. Lipof not voting.

Respectfully submitted,

Allan Ciccone, Jr. Chairman

# **NEWTON POLICE DEPARTMENT** **CHIEF OF POLICE DEPARTMENTAL REVIEW**

## *Introduction*

The Newton Police Department is a complex, suburban, service-oriented agency that serves a population of approximately 84,000 residents, located 7 miles west of the City of Boston. Currently, the department is budgeted for 144 sworn officers and 45 full-time civilian personnel. The members of the Newton Police Department are committed to providing quality public service with professionalism, fairness, and compassion, working twenty-four hours a day, seven days a week to ensure the safety and security of the people of the City of Newton.

Consistently, the department has enjoyed a good relationship with the community. The latest satisfaction survey indicated an 81% favorability rating.<sup>1</sup> In addition, the city has the lowest crime rate of any major Massachusetts city<sup>2</sup> and one of the lowest crime rates of equivalent size cities nationally.<sup>3</sup>

As good as any department is, there is always room for introspection and thoughtful analysis to determine where improvements can and should be made. During my first few months as Chief, I pledged to conduct a thorough review of “Personnel, Policies and Procedures” of the Department. I have taken this opportunity to assess these issues in each of the following key areas: Culture/Gender, Discipline, Training, Equipment, and Departmental Bureaus.

This report is the beginning of a process of review, reflection, change and intradepartmental discussion. The review of the Department is not finite. A continual look at our mission and success is necessary. In addition, management, policies and procedures, personnel issues and service to the community will need periodic review. The processes will hopefully be met with effective action and satisfaction.

## **Culture/Gender**

Studies indicate that a particular police department can have more than one culture. Culture is a product of training, discipline, education, selection process of personnel, the community served, and morale.

### ***Observations/Factual Background***

- There are 15 female sworn personnel comprising 12% of the Newton Police Department compared to the national average of 13% of female sworn personnel on a municipal force.<sup>4</sup>
- 40% of the Newton female sworn personnel hold specialist positions.
- 1 woman is currently a Sergeant.
- All Dispatch supervisors are female while 50% of Dispatch staff is female.

- Newton Police hiring and promotional processes are restricted by civil service laws, rules and criteria, and require preference to Newton residents and veterans.
- Massachusetts state law allowed women to become patrol officers in the 1970s.
- Newton's first female officers were hired in the 1970s.
- Special Civil Service candidate lists restricted to minority or gender-based certifications are available.
- In 1998, Newton received a gender-based list "to be reflective of the population it serves."<sup>5</sup> Four women were hired from this list.
- A past elected Union president was female.
- Workplace harassment training was recently provided to all members in the Department in 2012.
- City harassment policies are issued annually to all employees.
- Code of conduct adopted by each police officer and dispatcher prohibits gender discrimination.
- The Department recognizes an officer's right to address grievances and the sanctity of the Collective Bargaining Agreements.
- Six female officers recently completed a Women's Leadership Institute program sponsored by the International Association of Chiefs of Police and the Boston Police Department. The course was held during a week in April 2013 and feedback received indicated that it was a valuable experience.
- All female officers have been invited to join the Massachusetts Association of Women in Law Enforcement (MAWLE).

### ***Conclusion***

Although women have made great strides engaging in police work, police departments nationwide remain predominantly male. Issues of culture/gender are often difficult to address. They are often intertwined with the complexities of working relationships and subjective and objective feelings. However, working professionally and effectively in this environment is not insurmountable. While I acknowledge that there are outstanding legal gender discrimination cases by staff and members, I will not be commenting on them as they are in various stages of legal process. My goal is to make the Newton Police Department a welcoming workplace where all employees, regardless of cultural background or gender, can succeed. Employees are encouraged to maintain an open dialogue concerning issues before they reach a critical level. I intend to do this by focusing on discipline, training, education and merit.

### ***Action Items***

- 1) I have consulted and will continue to consult with Acting Superintendent Deborah Friedl of the Lowell Police Department about issues relating to police culture and gender, as well as the advancement of female officers.
- 2) A focus group will be formed to review gender relations within the department.

- 3) The Special Operations Bureau will continue to conduct college, high school and internet recruiting to reach a diverse group of potential new officers.
- 4) As Chief, I will participate in ride-alongs with Patrol Officers to view day to day operations and provide a venue for dialogue about culture.
- 5) Women in the Department will be offered a membership in the Mass Association of Women in Law Enforcement (MAWLE).
- 6) Female officers recently attended a Women's Leadership Institute program sponsored by the International Association of Chiefs of Police and the Boston Police Department.

## **Discipline**

### ***Observations/Factual Background***

- There are less than 10 civilian complaints per year against department personnel that merit Internal Affairs scrutiny.
- Most complaints are handled by supervisors at the mid-manager level.
- The Early Intervention System tracks symptoms of potential personnel problems. The System, however, requires further implementation and training.
- Law enforcement officers depend on each other for both safety and emotional support.
- Civil rights claims against police officers in Newton are rare.
- The written compliments-to-complaints ratio received at the Chief's Office since August of 2012 are 24 to 4.
- Many letters are received complimenting both superior and line officers for the compassion that they show citizens in need.

### ***Conclusion***

The Department goal is to mete out discipline commensurate with infractions in a timely manner so that inappropriate conduct and behavior at work and outside the workplace is discouraged. Discipline must be handled in a timely, fair, uniform and equitable manner. The parameters of proscribed conduct and the process for handling disciplinary matters must be clear and concise. The tone of expectations for the Department begins from the top through example of the actions of the Chief and senior officers.

### ***Action Items***

- 1) Form a Committee to review discipline and make recommendations to enhance uniformity and effectiveness.
- 2) Re-examine the channel of communication for complaints.
- 3) Discuss with Superior officers the expectations of disciplinary responsibility and accountability for supervision of subordinates.



- 4) Implement and train in the use of the Early Intervention System.
- 5) Seek additional avenues of positive reinforcement for the rank and file.
- 6) Hire independent investigators to investigate disciplinary matters for transparency when needed.
- 7) Document less serious complaints to highlight potential patterns that may be developing for an employee.

## **Training**

### ***Observations/Factual Background***

- Massachusetts is 47<sup>th</sup> of the 50 states in per capita expenditure in police training per officer.
- Training is imperative for morale and professionalism.
- Investment in officers is a vote of confidence and helps demonstrate that they are a valuable resource.

### ***Action Items***

- 1) Explore the addition of more tabletop and actual drills to enhance anti-terrorism and officer safety demands.
- 2) Provide “Respect in the workplace” training.
- 3) Continue constitutional and criminal law classes.
- 4) Seek outside resources, conferences, and contractors for staff development opportunities.
- 5) Training Committee, which meets annually, is scheduled to meet in August.

## **Equipment**

### ***Observations/Factual Background***

- Replacement of laptop computers is critically needed as few work properly.
- Physical fitness equipment is in disrepair and requires service.

### ***Action Items***

- 1) Acquire new laptops for all cruisers by October 1, 2013.
- 2) Service, repair, or replace all physical fitness exercise equipment by September 1, 2013.

- 3) Re-evaluate the uniform supply function.

## **Departmental Bureaus**

### ***Observations/Factual Background***

#### **A. Chief's Office**

- The leadership in the Executive Office, Lieutenant Downing and Lieutenant Aucoin, stepped down after 7 & 11 years of service, respectively.
- Lieutenant David MacDonald is the new Executive Officer.
- Sergeant Kevin Cupoli is the new Internal Affairs Commander.

#### **B. Special Operations Bureau**

- The Bureau has recently expanded to include hiring and training, in addition to tactical operations and government liaison.

#### **C. Accreditation**

- The accreditation process has leadership in preparation for a Re-Accreditation audit anticipated in December.
- The Accreditation Bureau also manages a Crime Analysis Unit.

#### **D. Community Services**

- Explore feasibility of adding a social worker to police staff for problem solving/referrals and community policing.

#### **E. Crime Analysis**

- Crime Analysis accurately measures crime and traffic safety.
- Crime Analysis also assists with research on agency efficiency and measuring productivity.

#### **F. Information Technology and Support Services**

- After review of the various functions, a further analysis will evaluate the feasibility of combining information technology and crime analysis functions.
- Another possibility is for the Support Services Division to combine with the Accreditation Bureau.

#### **G. Patrol Bureau**

- This is the largest Bureau and is the backbone of the Department.
- A "Park and Walk" program would enhance the Community needs.
- Expansion of straight shifts for the night platoons will be further evaluated.

#### **H. Detective Bureau**

- Review of informal sharing practices with other bureaus.
- Further develop cyber crime investigation capability.

- Review of Newton's participation in drug enforcement task forces should occur.

**I. Traffic Bureau**

- Enforce distracted driving infractions with new unmarked cruiser.
- Enhance bicycle and pedestrian safety with directed patrols.
- Continue to seek grant funding and other opportunities to improve traffic safety.

**J. Dispatch Bureau**

- Address the high turnover rate (a common problem for several years) which continues to be an issue.
- Upgrade and implement state of the art emergency dispatch procedures.

***Conclusion***

My goal, consistent with the vision of the Mayor, is to ensure that the Newton Police Department is a place where:

- 1) Rights of citizens and employees are scrupulously protected.
- 2) Community policing is enhanced.
- 3) All employees, regardless of cultural background or gender, have the opportunity to lead and succeed.<sup>6</sup>
- 4) Professionalism of employees is paramount.
- 5) Discipline is swift and fair.
- 6) Accountability is emphasized.
- 7) Police equipment meets the demands of the department.
- 8) The Department maintains a challenging and rewarding environment for all employees.

After several weeks of interviewing the various bureau chiefs and meeting a number of patrol officers in the field, it is my assertion that the Police Department remains strong and fully capable to perform its mission. However, there are areas where minor changes or reorganizations could promote the services of the impacted bureaus in a more efficient and productive manner. Further, additional recurring training and inspections would advance the positive trends of the department. Staff meetings and open personnel interactions will facilitate the goals of achieving the highest level of professional service.

***Action Items***

In order to address issues of advancement and equal opportunities for all employees across the department, I plan to focus on merit based processes. Union input on these processes will be critical. Some examples are:

**1) Performance Evaluations**

- Re-evaluate the measurement of productivity of personnel.
- Document self-initiation and proactive work in addition to required tasks.
- Re-examine performance evaluation for consistency and accuracy.

- Study on-line performance evaluation systems that can measure performance on an on-going basis.

**2) Selection of Specialist Positions**

- Include the addition of Human Resources personnel to the interview process.
- Develop standard questions and rating scales for interviews.

**3) Selection of Promotional Positions**

- Develop an objective committee process to screen promotional candidates.
- Adopt standard questions with rating scales applied to each candidate in the next promotional round.
- At the conclusion of interviews, provide a recommendation to the Chief of Police.

References

1. City of Newton Clerk's Office, "Citizen's Self-Survey" (Survey Monkey)
2. Massachusetts Major City Chiefs (MMCC) survey of 2013
3. Safest City in America Survey by Morgan Quinto Press
4. International Association of Chiefs of Police, *The Police Chief*, "Police Women: Their First Century and The New Era," Peter Holmes, Ph.D.
5. Commonwealth of Massachusetts Department of Personnel Administration Public Safety Civil Service Requisition, February 17, 1998
6. Arlington Police Department, Arlington, MA. Leadership Development Framework. Policies and Procedures #041 (Draft issued by Frederick Ryan, Chief of Police)



SETTI D. WARREN  
MAYOR

City of Newton, Massachusetts  
Office of the Mayor

#125-14  
Telephone  
(617) 796-1100  
Facsimile  
(617) 796-1113  
TDD/TTY  
(617) 796-1089  
E-mail  
swarren@newtonma.gov

March 31, 2014

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

Ladies and Gentlemen:

I write to request that your Honorable Board docket for consideration a request to transfer the sum of \$75,000 from Acct# 0121002-511001 Fire Rescue Full Time Salaries to Acct # C58506 Fire Vehicle Equipment to purchase a Ford 350 Cutaway Van which will serve as the replacement of both the 2004 ambulance that was donated to the City and a 1994 Box Truck.

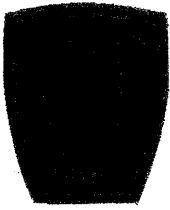
Thank you for your consideration of this matter.

Sincerely,

Setti D. Warren  
Mayor

RECEIVED  
Newton City Clerk  
2014 MAR 31 PM 3:59  
David A. Olson, CMC  
Newton, MA 02459





Bruce A. Proia  
Chief

**CITY OF NEWTON, MASSACHUSETTS  
FIRE DEPARTMENT HEADQUARTERS**

**1164 Centre Street, Newton Center, MA 02459-1584  
Chief: (617) 796-2210 Fire Prevention: (617) 796-2230  
FAX: (617) 796-2211 EMERGENCY: 911**



Setti D. Warren  
Mayor

March 21, 2014

Maureen Lemieux  
Chief Financial Officer  
City of Newton  
1164 Centre St  
Newton, MA 02459

Maureen,

The Newton Fire Department is requesting to purchase one vehicle for the Wires Division. We have a need to replace a 2004 ambulance that was donated to us by AMR which is our W-6 vehicle, and a 1994 Ford Box Truck which is our W-4 vehicle.

The Box Truck (W-4) has been out of service since 2013 and it was my #3 priority in the CIP from last year. This vehicle has 83,000 miles and is in poor shape needs extensive repairs. The ambulance (W-6) has been recently taken off the road.

Attached, please find a quote from MHQ for the purchase of a Ford E-350 Cutaway Van that will be equipped with storage racks, work bench, 6.3 kw generators for pumps in manholes, re-inforced body compartment for storage of generator, fiber equipment, flooring and lights. You will find the cost of \$74,461.00 which we can purchase through the Plymouth County Commissioners Contract.

Thank you for considering this request, if you have further questions please don't hesitate to contact me.

Sincerely,

Bruce A. Proia  
Chief of Department

Enclosure



March 17, 2014

Newton Fire Dept.  
Attn : Chief Bruce Proia

617.796.2210 ph  
fax

[bproia@newtonma.gov](mailto:bproia@newtonma.gov) e-mail  
[jeff\\_knight@newton.k12.ma.us](mailto:jeff_knight@newton.k12.ma.us)

Please find below a quote for a **Ford E-350 Cutaway Van with 12' Walk In Body** per the Plymouth County Commissioner's Contract PCC121314. M.G.L. c.30B applies to the procurement of all commodities quoted. Plymouth County contract items have been collectively purchased pursuant to M.G.L. c.30B sec. 1c and M.G.L. c.7 sec 22B. The governmental body is responsible to determine the applicability of M.G.L. c.30B to off contract items, including but not limited to, off contract items that have already been properly procured under M.G.L. c.30B sec. 1c and M.G.L. c.7 sec. 22A (purchases from a vendor on contract with the Commonwealth), other contracts procured under M.G.L. c.30B sec. 1c and M.G.L. c.7 sec. 22B or any M.G.L. c. 30B contract between the vendor and the jurisdiction. All off contract items must be procured under M.G.L. c. 30B.

12-24	2013+ E350 Cargo Van, 9,500# GVWR	\$ 22,595.00
	Color : White	no charge
	5.4L V8 FFV Gasoline Engine	included
	Automatic Transmission	included
	Auxiliary Transmission Cooler	included
	Power Steering, Tilt, Intermittent Wipers	included
1.18	High Series Exterior Upgrade Package, included Chrome Front Bumper	415.00
1.14	Limited Slip Rear Axle	265.00
1.01	Dual Cloth Front Bucket Seats	95.00
	HD Front Vinyl Flooring	included
	(5) All Season Tires	included
	Factory Air Conditioning	included
	AM/FM Radio	included
4.09	Upgrade E350 van to a 11,500# GVWR Cutaway Chassis	1,595.00
H2.19	Back Up Alarm	88.00
4.21	Walk In Utility Body for DRW Cutaway Van (White body) - DRW	19,995.00
	to include rooftop HVAC Unit - 25,000 BTU cooling & 45,000 BTU Heating,	
	48" wide "double narrow" rear doorway, FRP reinforced roof,	
	"Crawl Through" Cab Access Doorway & Steel Diamond Plate Flooring	
	(2) "Pipe Doors" on rear, 6' 6" interior Height, 12 feet long, Windows on Rear Doors	
L3.02 (2)	Interior Shelving Package on roadside interior	3,790.00
L3.03 (3)	Interior Workbench (3 x 4' lengths) on curbside interior	2,085.00
L4.31b	6.3 kw Generator with re-inforced body compartment (vented)	9,450.00
H10.12	Class III Receiver Hitch	495.00
H10.13	Slide In Removable Pintle/Ball Combo Hitch	135.00
H10.15	Trailer Wiring - 7 way RV Blade Style Plug	175.00

\*\*\* Continued On Page 2 \*\*\*

401 Elm Street Marlborough, MA 01752  
Phone: 508-573-2625 Fax: 508-573-2725  
[sdaoust@mhq.com](mailto:sdaoust@mhq.com)

Newton Fire E350 DRW Cutaway w-12' walk in 3.17.14 PCC





\*\*\* Continued from Page 1 \*\*\*

H2.19	Electronic Back Up Alarm	88.00	
C5.11	Whelen 295SLSA6 Siren/Switch Combo Unit	425.00	
C6.07	Whelen SA315p Composite Siren Speaker, 100w/123dB	180.00	
C2.25	Whelen ION LED Warning Lights (1 pair) Grille	295.00	red
C4.06	Whelen Super LED Linear TANF85/TADCTL1 Traffic Advisor	695.00	TBD
H2.32	Whelen M4RC Super LED Warning Lights (1 pair) - fender	350.00	
H2.32	Whelen M4RC Super LED Warning Lights (1 pair) - rear wheel	350.00	
H2.33	Whelen M6 Super LED Warning Lights (1 pair) - roadside	395.00	
H2.33	Whelen M6 Super LED Warning Lights (1 pair) - curbside	395.00	
H2.33 (3)	Whelen M6 Super LED Warning Lights (3 pair) - front attic	1,185.00	
H2.33 (2)	Whelen M6 Super LED Warning Lights (2 pair) - rear body	790.00	
H2.42 (2)	Whelen M6 LED Scene Lights (1 pair) - roadside	650.00	
H2.42 (2)	Whelen M6 LED Scene Lights (1 pair) - curbside	650.00	
H2.42 (2)	Whelen M6 LED Scene Lights (1 pair) - rear body	650.00	
non-contract	Whelen M6P15C 15 degree angle Chrome Flanges for scene lights	300.00	6
	Install (1) Customer Supplied Two-Way Radio	included	
L4.35	Graphics Package "C" Deluxe (no Chevron)	595.00	
<b>Total Contract Price:</b>		<b>\$ 69,171.00</b>	

**Additional Options :**

L4.32c	Paint Van Body Red	3,095.00
H13.05c & d	Paint Cab Only Red	1,500.00
non-contract	Reflective Vinyl "Chevron" on body rear (two color)	695.00
<b>Total with Options :</b>		<b>\$ 74,461.00</b>

Sincerely,

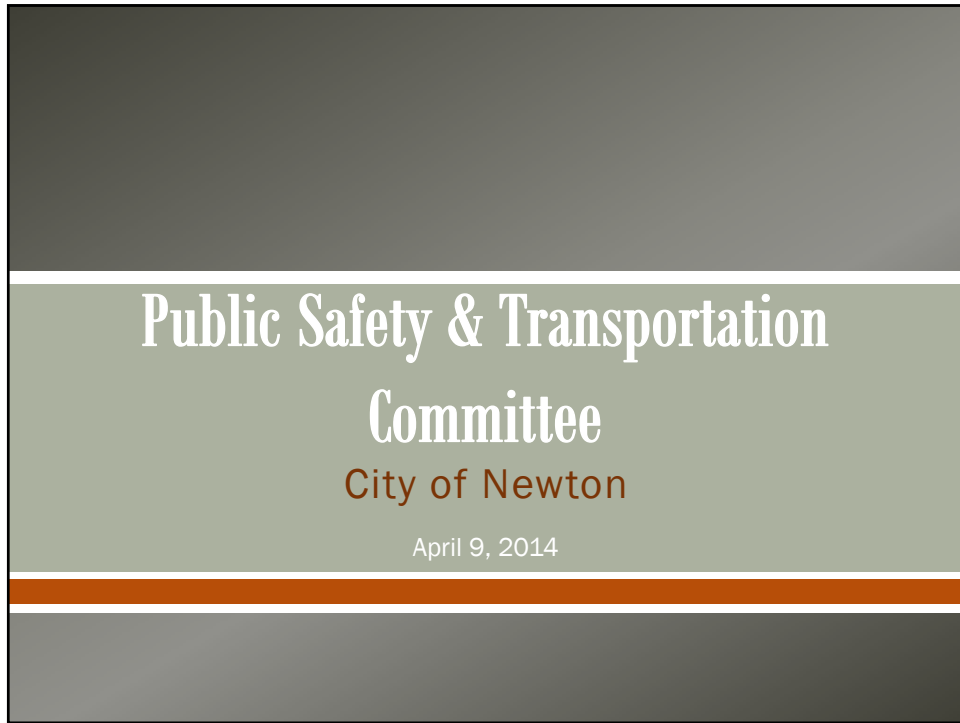
Shawn Daoust  
Truck Sales

401 Elm Street Marlborough, MA 01752

Phone: 508-573-2625 Fax: 508-573-2725

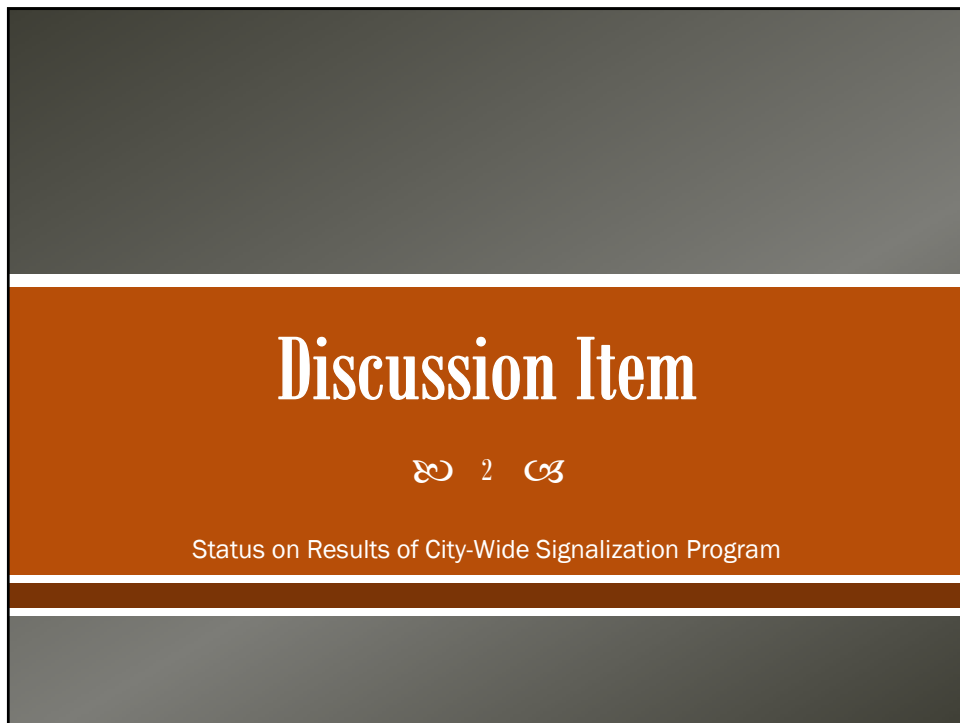
sdaoust@mhq.com

Newton Fire E350 DRW Cutaway w-12' walk in 3.17.14 PCC



Public Safety & Transportation  
Committee  
City of Newton  
April 9, 2014

This slide features a dark grey header and footer. The central content is on a light olive green background, which is separated from the header and footer by thin white horizontal lines. A thin orange horizontal line is positioned below the text area.



Discussion Item

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Status on Results of City-Wide Signalization Program

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## Project History

- Goals
  - Develop an accurate database of a majority of the 95+ signalized intersection in the City
  - Improve management/maintenance of existing signalized intersections
  - Address safety, ADA compliance & operation deficiencies of existing signalized intersections.
  - Create a signal timing policy to maintain reliability/predictability at signalized intersections
  - Develop a prioritized list of every signalized intersection to assist with future maintenance
- Timeline
  - RFP issued in August 2011
  - VHB, Inc. selected – contract signed in October 2011
  - Data collection began in November 2011 and completed June 2012.
  - Final report completed fall 2012
  - Implementation began spring 2013 and continues thru current budget, CIP, maintenance

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## Project Scope

- Task 1 – Data Collection
  - Consultant met with Transportation Division staff to gather available information
  - Reviewed historic data to develop understanding of known deficiencies (traffic, geometric, etc)
  - Performed complete field inventory of signal equipment, existing timing/phasing/event history, plans
  - Documented each location (equipment, approaches, lane assignments, crash data, etc) with photos/log
- Task 2 – Existing Conditions Analysis
  - Consultant created existing traffic conditions model using design software
  - Model accounted for field observations, emissions/fuel consumption factors
- Task 3 – Recommended Changes
  - Prepared recommended signal timing policy (min./max. green time, passage time, veh/ped clearance, cycle length, split times, protected phasing, exclusive/concurrent pedestrian phasing, time of day plans, volume density settings, recall modes, actuation, phase memory, programmed/trouble flash mode, preventive maintenance and scheduled updates.
  - Proposed changes to existing signals to reduce delays, improve veh/ped/bicycle mobility, decrease crash rates (included two groups/phases – initial timing/phasing & equipment upgrades)
  - Capital Improvement including a order-of-magnitude cost to upgrade (short/long) and priority

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## Intersections

- **Auburndale**
  - Comm. Ave./Lexington - #1 (4/1)
  - Lexington/Wolcott - #2 (4/1)
  - Comm. /Auburn (East) - #34 (4/1)
  - Comm. /Ash - #46 (4/1)
  - Comm. /Auburn (West) - #48 (4/1)
  - Comm./Melrose - #50 (4/1)
  - Grove/Auburn/Central - #53 (4/1)
  - Grove/Riverside Ctr - #54 (4/2)
  - Washington/Woodland T - #82 (4/2)
- **Chestnut Hill**
  - Beacon/Hammond - #28 (7/1)
- **Newton Centre**
  - Comm. /Homer/Lowell - #24 (2/3)
  - Beacon/Walnut - #25 (6/4)
  - Comm./Centre - #33 (6/4)
  - Centre/Ward - #38 (2/4)
  - Comm./Walnut - #51 (2/3)
- **Newton Centre Cont.**
  - Walnut/Fenno/Homer - #62 (2/3)
- **Newton Corner**
  - Centre/Centre Ave - #18 (1/2)
  - Centre/Sargent/Cabot - #36 (2/2)
  - Centre/Church - #37 (1/2)
  - Tremont/Waverly - #67 (1/3)
  - Waverly/Sargent/Farlow/Kendrick - #73 (7/2)
  - Park/Tremont - #74 (1/3)
- **Newton Highlands**
  - Centre/Walnut - #22 (6/3)
  - Walnut/Lincoln - #79 (6/3)
- **Newtonville**
  - Watertown/Albermarle - #20 (3/1)
  - Watertown/Walnut - #21 (2/1)
  - Watertown/Edinboro - #78 (2/1)
- **Newtonville Cont.**
  - Washington/Walnut - #12 (2/1)
  - Washington/Lowell - #15 (2/1)
  - Harvard/Newtonville - #16 (2/1)
  - Lowell/Otis - #57 (2/3)
- **Nonantum**
  - Watertown/Adams - #7 (1/4)
  - Watertown/Chapel - #8 (1/1)
  - Jackson/Pearl - #15 (1/1)
  - California/Bridge - #30 (1/4)
  - Crafts/North - #47 (2/1)
  - Watertown/Capital - #69 (1/1)
- **Upper Falls**
  - Chestnut/Elliott - #29 (5/1)
  - Chestnut/Oak - #44 (5/1)
  - Nahant/Wells - #19 (8/4)
  - Brookline/Oak Hill - #40 (8/2)
  - Parker/Wheeler - #60 (8/1)

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## Intersections

- **Waban**
  - Beacon/Collins - #26 (5/4)
  - Beacon/Chestnut - #27 (5/3)
  - Beacon/Beethoven/Evelyn - #43 (5/3)
  - Chestnut/Woodward - #45 (5/2)
  - Washington/Beacon - #64 (5/4)
  - Washington/NW Hosp - #83 (5/4)
- **West Newton**
  - Washington/Chestnut - #3 (3/2)
  - Washington/Cherry/Highland - #4 (3/2)
  - Washington/Waltham/Watertown - #5 (3/2)
  - Washington/Elm - #6 (3/2)
  - Washington/Perkins - #9 (3/2)
  - Washington/Turnpike Exit 16 - #17 (3/2)
  - Comm./Chestnut - #23 (3/2)
  - Chestnut/Berkley/Hampshire - #42 (3/2)
  - Washington/Auburn - #63 (4/1)
  - Washington/Prospect - #65 (3/2)
- **West Newton Cont.**
  - Cherry/Webster - #13 (3/3)
  - Cherry/Derby - #14 (3/3)
  - Cherry/River - #41 (3/3)
  - Waltham/Crafts/Harding - #52 (3/1)
  - Lexington/River/Rumford - #56 (4/4)

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## Outcomes & Next Steps

- **Signal Timing Policy Implementation**
  - Washington/Comm. Ave. (Dynamic Max.)
  - Washington/Crafts – Complete Replacement
  - Washington/Concord – Complete Replacement
  - Rte 9/Parker – New Signals
  - Rte 9/Eliot – Complete Replacement
  - Rte 9/Hammond Pond Parkway – Complete Replacement
  - Beacon/Centre – Complete Replacement
  - Centre/Walnut – New Fire Preemption
  - Pedestrian Activated Signals – HAWK (Daniels, Parker)
- **Short Term Upgrades**
  - Washington/Chestnut/Watertown – Revised timing, new countdown timers
  - Washington/Prospect – Revised timing
  - Comm. Ave./Lexington – Revised timing
  - Chestnut/Eliot – Revised timing
  - Parker/Wheeler – Revised timing
  - Washington/Beacon – Revised timing
- **Long Term Signal Upgrades**
  - 2014: New Signals at Beacon/Grant
  - 2014: Signal upgrades in Auburndale Square
  - 2015: Signal upgrades in West Newton Square
- **Signal Management/Policy**
  - “Looping” Software - Real time monitoring
  - Video Detection Cameras (Veh, Ped, Bicycle)
  - Countdown Timers
  - Fire Preemption System
  - Audible Pushbuttons
  - Design Standards (1990 AASHTO, color, style)
  - Priority List/Capital Improvement Program
  - Education (Webpage, flyers, community outreach, public notification of changes)
  - Eliminate need to place signals on flash during night time hours