

CITY OF NEWTON

IN BOARD OF ALDERMEN

PUBLIC SAFETY & TRANSPORTATION COMMITTEE REPORT

WEDNESDAY, APRIL 6, 2011

Present: Ald. Ciccone (Chairman), Johnson, Harney, Yates, Shapiro, Fuller and Freedman

Absent: Ald. Swiston

Also Present: Ald. Lennon and Sangiolo

City Staff: Clint Schuckel (Traffic Engineer), Chief Matthew Cummings (Newton Police Department), Interim Chief Bruce Proia (Newton Fire Department) and David Koses (Transportation Planner)

#98-11 HIS HONOR THE MAYOR requesting the creation of a full time police officer position to raise the complement of officers from 139 to 140 officers from May 1, 2011 to July of 2011 to address the deployment of a police officer to Afghanistan. [03-29-11 @ 5:40 PM]

ACTION: **APPROVED 6-0 (Ald. Harney not voting)**

NOTE: Chief Cummings explained this position became available because of a police officer being deployed to Afghanistan. The department is not required to pay the officer's salary while he is deployed; they are only required to keep his position. This approval would allow him to fill a sixth position which he feels is essential to the department as they are short, increasing the complement to 140 officers. Four police recruits are currently in the process of entering the academy in May 2011. A fifth recruit could also enter the academy using this patrol officers' salary.

Ald. Fuller asked how many positions are currently filled. Chief Cummings answered there are 129. He said the Police Department is budgeted at 139. Chairman Ciccone said there is an item docketed for discussion within this Committee of the financial impact of adding Police Department personnel on the overtime account.

Ald. Johnson made the motion to approve this item. Committee members agreed 6-0, Ald. Harney not voting.

REFERRED TO PUBLIC SAFETY & TRANS. AND FINANCE COMMITTEES

#101-11 HIS HONOR THE MAYOR requesting authorization to appropriate and expend two hundred twenty-five thousand dollars (\$225,000) from Free Cash for the purpose of supplementing the Fire Department overtime account. [03-28-11 @ 1:07 PM]

ACTION: **APPROVED 6-0, SUBJECT TO 2ND CALL (Ald. Harney not voting)**

NOTE: Interim Chief Proia explained that his FY11 overtime budget was \$500,000.00. Approximately \$200,000.00 has been transferred this fiscal year to cover the overtime account from full time salaries for four winter manning months (December, January, February and

March) and the growing number of vacancies; currently the department has five vacancies. He anticipates twelve fire recruits entering the academy in October, graduating in December 2011. The department will continue to foresee an additional six months of overtime until graduation. Last year, the department spent approximately \$1,003,000 in overtime and approximately \$1,200,000, two years ago.

Ald. Johnson expressed her concerns and asked how fire fighter fatigue was managed. Interim Chief Proia answered fire fighters do not work beyond their shift without his approval. Ald. Yates asked how the process of a shift-swap was approved. He answered that the House Captain is responsible for approving and tracking shift swaps evenly - position to position.

Ald. Fuller suggested e-mailing Interim Chief Proia requesting additional information for Finance Committee's review on April 11, 2011. Therefore, Ald. Shapiro made the motion to approve this item, subject to second call pending additional information for Finance Committee's review. Committee members agreed 6-0, Ald. Harney not voting.

Committee Clerk's Note: Interim Chief Proia provided information relating to the past five years of overtime costs, both budgeted and supplemental and the reasons for the overtime, to the Finance Committee for consideration. Please refer to the April 11, 2011 Finance Committee Report for this information.

#113-08 PLANNING DEPARTMENT requesting a presentation and discussion of the Newton Corner Phase 2 Study to be conducted by the Central Transportation Planning Staff. [03/07/08 @ 3:45 PM]

HELD 4-0 on 03/23/11

ACTION: NO ACTION NECESSARY 7-0

NOTE: Mr. Schuckel provided Committee members with a PowerPoint presentation from the Central Transportation Planning Staff (CTPS), attached to this report. He reviewed the studies, findings and recommendations. Phase I study looks primarily at low cost, short-term improvements. Phase II study looks primarily at high cost, long-term improvements. City traffic has been affected since 1996 when tolls were removed and tolls increased on I-90. The Massachusetts Turnpike hired a consulting firm, URS to complete a study. In 2002, URS recommended the installation of a traffic signal at Park and Tremont Streets.

Summary of Phase 1 Recommendations:

1. Convert to full signal at Centre Street and Centre Avenue. The City and State believe this would significantly worsen delays and safety, further extending vehicles queues onto the Massachusetts Turnpike. The alternative is to restripe (or narrow) to a single lane approach.
2. Modify signals to control entry at the east side of the bridge. The City and State are looking at alternatives to improve weaving moves.
3. Improve signing at rotary. The State will be advertising a bid soon (project # 605913)
4. Install signal on southbound Centre at Washington Streets to control turns. Traffic Council denied this signal on November 19, 2009.
5. Install traffic signal at east bound off-ramp at Centre Street. This requires a Traffic Council study and further consultation with the State.

Summary of Phase II Recommendations:

1. Alternative #2 - Add an I-90 Westbound Off-Ramp to North Beacon Street (Route 20). This would be most beneficial to Newton Corner and I-90.

Chairman Ciccone opened the discussion to members of the public who were present. Richard Belkin, 149 Park Street, said the State has recommended converting the pedestrian signal at Centre Street and Centre Avenue to a full traffic signal to enhance pedestrian safety. Janet Sterman, 120 Church Street, said Worcester Poly Tech Institute recommends the following solutions: Eliminate right turn on red at the corner of Park Street and Centre Avenue and relocating the traffic signals at Centre Street and Centre Avenue heading east.

Mr. Schuckel stated both phases of the Newton Corner Study may be found on the City's Planning Department website at the following addresses.

http://www.newtonma.gov/Planning/studies_and_reports/Newton_Corner_Phase_1_Memo%20-%20final.pdf or http://www.newtonma.gov/Planning/studies_and_reports/ncorner_phase_2.pdf

Ald. Lennon asked Mr. Schuckel to provide a written update on Phase 1 recommendations with what has been implemented thus far. He then suggested docketing items that have not been completed to bring Phase 1 recommendations to fruition. He again suggested advocating the Executive Department to move forward with Phase II recommendations. Mr. Schuckel will prioritize Phase 1 and 2 recommendations prioritizing which would be the most beneficial to the City. Ald. Johnson suggested docketing an item for Traffic Council's consideration to install a traffic signal at the intersection of Centre Street and Centre Avenue and to docket an item for Alternative #2. Ald. Fuller suggested Chairman Ciccone, Ald. Lennon and Mr. Schuckel work with the Executive Department to move forward with Phase II recommendations.

Ald. Johnson made the motion for No Action Necessary on this item, recommending docketing items as recommended. Committee members agreed 7-0.

REFERRED TO PUBLIC SAFETY & TRANSPORTATION COMMITTEE on 05/04/09**REFERRED TO PUBLIC FACILITIES & FINANCE COMMITTEES on 02/17/09**

#60-09 ALD. SANGIOLO, GENTILE AND HARNEY requesting the installation of traffic islands on CONCORD STREET to be funded with the Cabot, Cabot and Forbes Traffic Mitigation Fund for Lower Falls (Ward 4). [02/03/09 @ 1:01 PM]
FINANCE NO ACTION NECESSARY 7-0 on 03/08/10

ACTION: HELD 6-0 (Ald. Freedman not voting)

NOTE: Mr. Schuckel provided Committee members with a PowerPoint presentation, attached to this report. He explained that the Riverside Center Mitigation Funds appropriated \$150,000 for three Grove Street projects (two projects have been completed; one is anticipated to be completed in the fall 2011, with additional design work to be completed). Approximately \$35,000 remains in the appropriation.

Since July 2009, Traffic Council can consider speed humps after a petition has been received, a traffic study is completed and criteria established to determine if a hearing will be held. After

Traffic Council makes a recommendation, an approval is sent to the Public Facilities Committee, an appeal is sent to Public Safety & Transportation Committee for review.

Ald. Sangiolo said Public Facilities Committee was provided with a report from Mr. Taverna indicating the consideration of installing speed tables rather than raised crosswalks could save the City money. She asked that this item be held pending a discussion with the Law Department on the reconsideration of the Board's approval of the Grove Street at Pine Grove raised crosswalk to determine if it can be amended for the installation of a speed table.

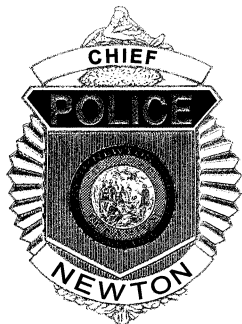
Chairman Ciccone opened the discussion to members of the public who were present. Norm Sieman, 100 Clearwater Road, feels he disagrees with the amount of funds remaining. He believes there is approximately \$50,000 remaining in the appropriation because it was his understanding the two completed projects has cost approximately \$100,000. Mr. Schuckel said he would verify the amount remaining.

Ald. Yates moved to hold this item pending the requested information from Ald. Sangiolo's discussion with the Law Department. Committee members agreed 6-0, Ald. Freedman not voting.

At approximately 9:55 pm, Ald. Yates made the motion to adjourn. Committee members agreed 6-0, Ald. Freedman not voting.

Respectfully submitted,

Allan Ciccone, Jr., Chairman



City of Newton
11 MAR 29 P 5 40
Police Department
NEWTON, MA. 02159



TELEPHONE
(617) 796-2101
FAX # (617) 796-3679
TDD/TTY: 617-796-1089

Office of the Chief of Police
HEADQUARTERS
1321 WASHINGTON STREET
NEWTON, MASSACHUSETTS 02465

MATTHEW A. CUMMINGS
CHIEF OF POLICE

March 23, 2011

Mayor Setti Warren
Newton City Hall
1000 Commonwealth Avenue
Newton Centre, MA. 02459

APPROVED
March 29 - 2011

Dear Mr. Mayor,

I respectfully request that the police complement be raised from 139 officers to 140 officer effective May 1st, 2011. I am requesting this addition officer due to the fact that Officer Ronald McNeil, who graduates from our police academy on May 1st, has been redeployed to Afganastan for the next 12 to 14 months. This will allow me to hire an additional officer while Officer McNeil is deployed.

I am expecting a retirement in July of 2011 and when this happens, we will be back to 139 police officers.

This is a cost neutral move. Deployed officers do not receive a salary; however, we are required to hold their opening.

Very truly yours,

[Signature]
Matthew A. Cummings
Chief of Police

FIRST ACCREDITED CITY POLICE DEPARTMENT IN MASSACHUSETTS





SETTI D. WARREN
MAYOR

City of Newton, Massachusetts
Office of the Mayor

#101-11

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(617) 796-1100

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swwarren@newtonma.gov

March 28, 2011

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

Ladies and Gentlemen:

I write to request that your Honorable Board docket for consideration a request to appropriate the sum of \$225,000 from Free Cash to Account # 0121002-513001 Fire Rescue Overtime.

The FY11 overtime budget for the Fire Department was \$500,000. Due to the winter manning program and a growing number of vacancies in the department an additional \$200,000 has been transferred to overtime from full time salaries. As of today, remaining funds approximate \$15,000. We believe that the department will incur an additional \$30,000 per week for the remaining 2 weeks of the winter manning period, and approximately \$10,000 to \$12,000 per week for the 13 weeks during the fourth quarter of the fiscal year. We will continue to evaluate the spend rate – and will update the Finance Committee when this item is discussed.

Thank you for your consideration of this matter.

Very truly yours,

Setti D. Warren
Mayor

Cc: Maureen Lemieux, Chief Financial Officer
Bruce Proia, Interim Fire Chief

NEWTON, MA 02459
CITY CLERK
MAR 28 P 11:01

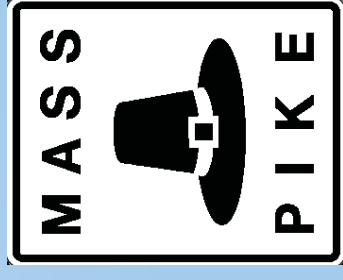
#113-08

113-08 Newton Corner Phase 2 Study by CTPS

PS&T April 6, 2011

Masspike Recent Toll History

- Tolls removed in W. Newton (1996)
- Weston/Allston tolls: 50 cents to \$1.00 (July '02)
- Weston/Allston tolls: \$1.00 to \$1.25 (January '08)



URS Study: January 2003

- Objective: Study impacts of July toll increase
- Fall 2002
 - 95,000 vehicles per day
 - 66,000 from Newton streets
 - 29,000 from I-90 (29% in CTPS study)
- AM Peak cars from Newton
 - 10% eastbound off-ramp
 - 23% westbound off-ramp
- PM Peak cars from Newton
 - 22% eastbound off-ramp
 - 42% westbound off-ramp



#113-08

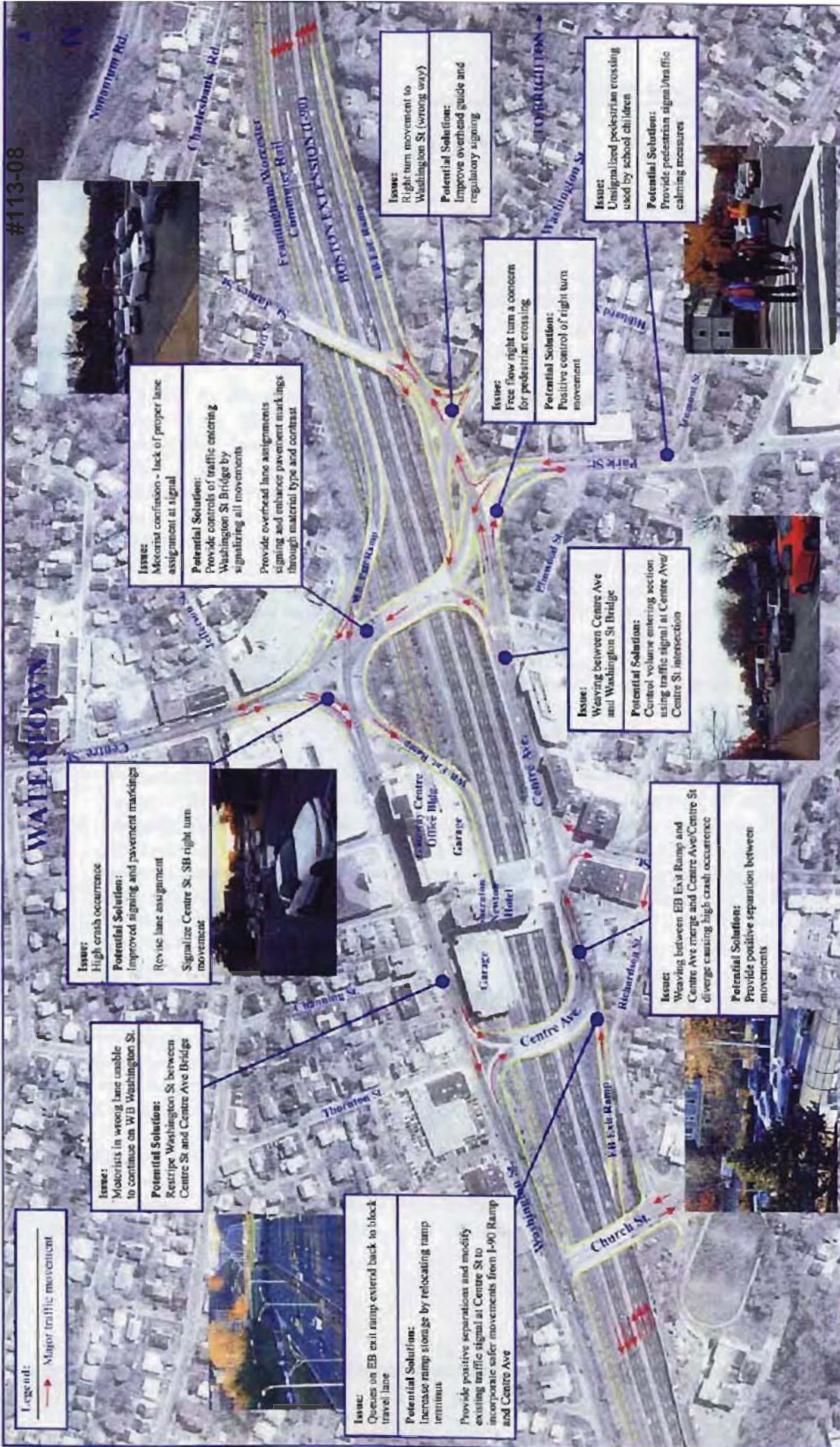


FIGURE 4
ISSUES AND POTENTIAL SOLUTIONS
Interchange 17
Boston Extension

Source: URS Corp. The Effects of the July 1, 2002 Boston Extension (I-90) Toll Increase on Newton Neighborhoods

Figure ES-2

CTPS Phase I Study: Sept 2006

- Objectives:
 - Refine & prioritize URS study short-term findings
 - “Inform Newton’s thinking about possible long term actions”
- Methodology:
 - Nov 1, 2005: 7am-9am license plate study at 31 locations
 - 48% match rate (14,210 plates)

#113-08

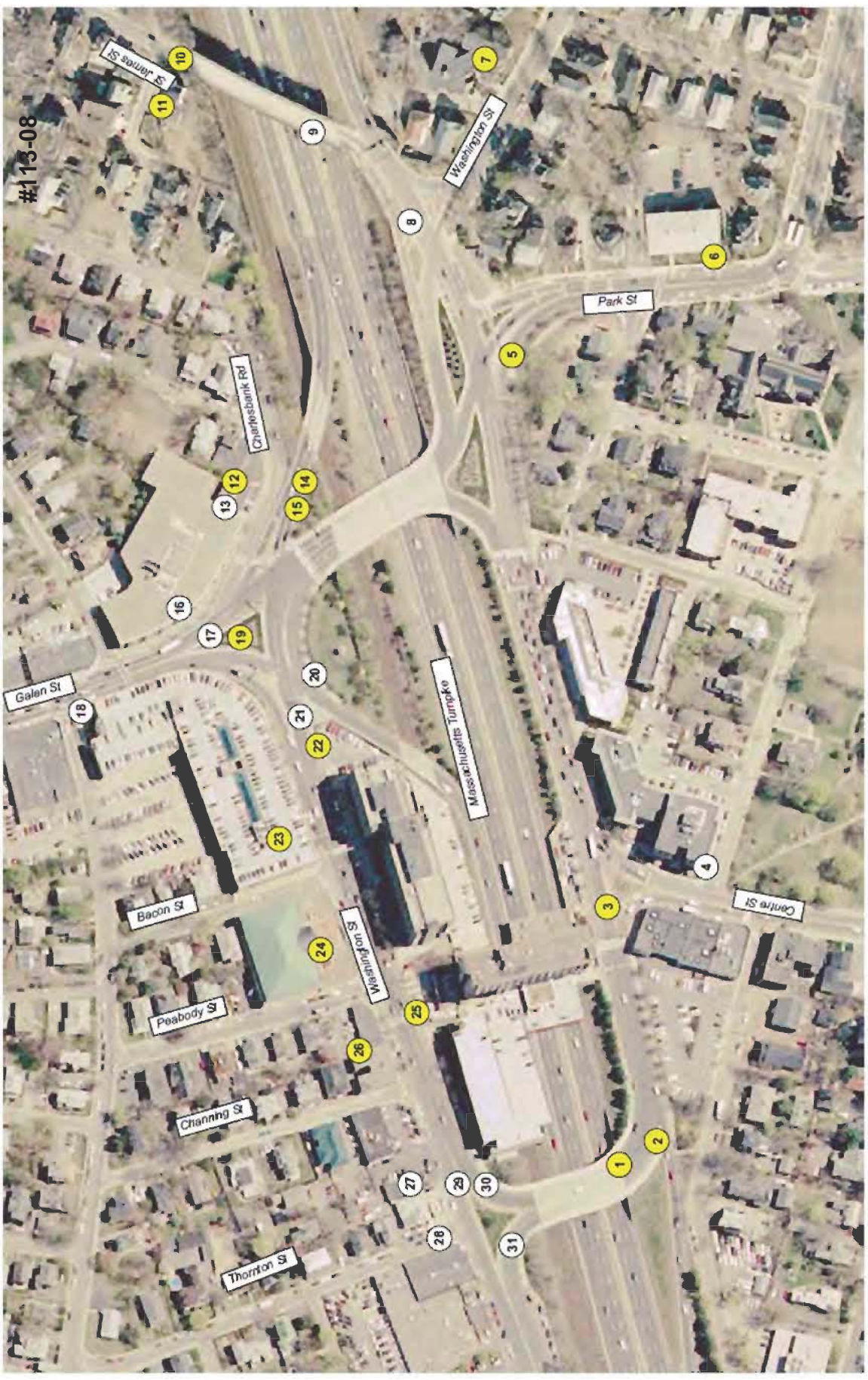


FIGURE 3
 License Plate Survey
 Recording Locations
 November 1, 2005
 (7:00 to 9:00 AM)

○ = Camera location
 ● = Voice recorder location
 ↑ N
 Aerial/photo source: MRSID Geoviewer

CTPS Phase I Findings

- Town of origin
 - Newton (19%)
 - Boston (15%)
 - Watertown (7%)







 Entrance
 Exit

FIGURE A-3
Vehicle Destinations from
Mass Pike Eastbound Off-Ramp
(7:00 to 9:00 AM)

 N

I-90 Interchange 17:
Traffic Patterns and
Operational Improvements

#1113-08

3

- Improve signing at the rotary to reduce motorist confusion, including an overhead lane-assignments sign at the east-side bridge.
- Improve pavement markings at the rotary to reduce motorist confusion.

4

- Install traffic signal to control Centre Street southbound right turns.
- Revise lane assignment at intersection to provide two right-turn lanes.

5

- Install traffic signal at the intersection of eastbound off-ramp and Centre Avenue to reduce ramp traffic delay and allow safer moves from the ramp onto Centre Avenue.

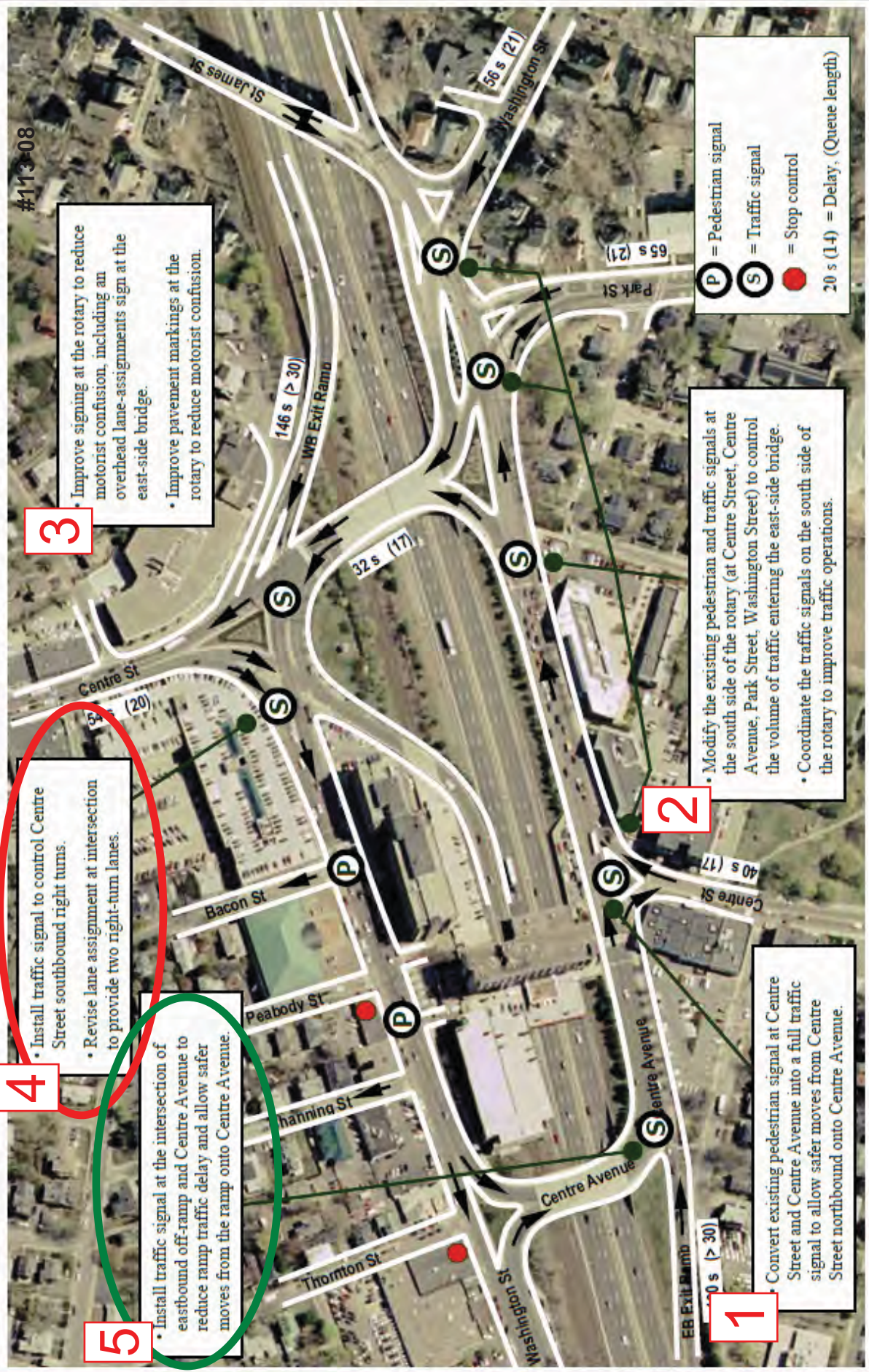
2

- Modify the existing pedestrian and traffic signals at the south side of the rotary (at Centre Street, Centre Avenue, Park Street, Washington Street) to control the volume of traffic entering the east-side bridge.
- Coordinate the traffic signals on the south side of the rotary to improve traffic operations.

1

- Convert existing pedestrian signal at Centre Street and Centre Avenue into a full traffic signal to allow safer moves from Centre Street northbound onto Centre Avenue.

P = Pedestrian signal
 S = Traffic signal
 ● = Stop control
 20 s (14) = Delay, (Queue length)



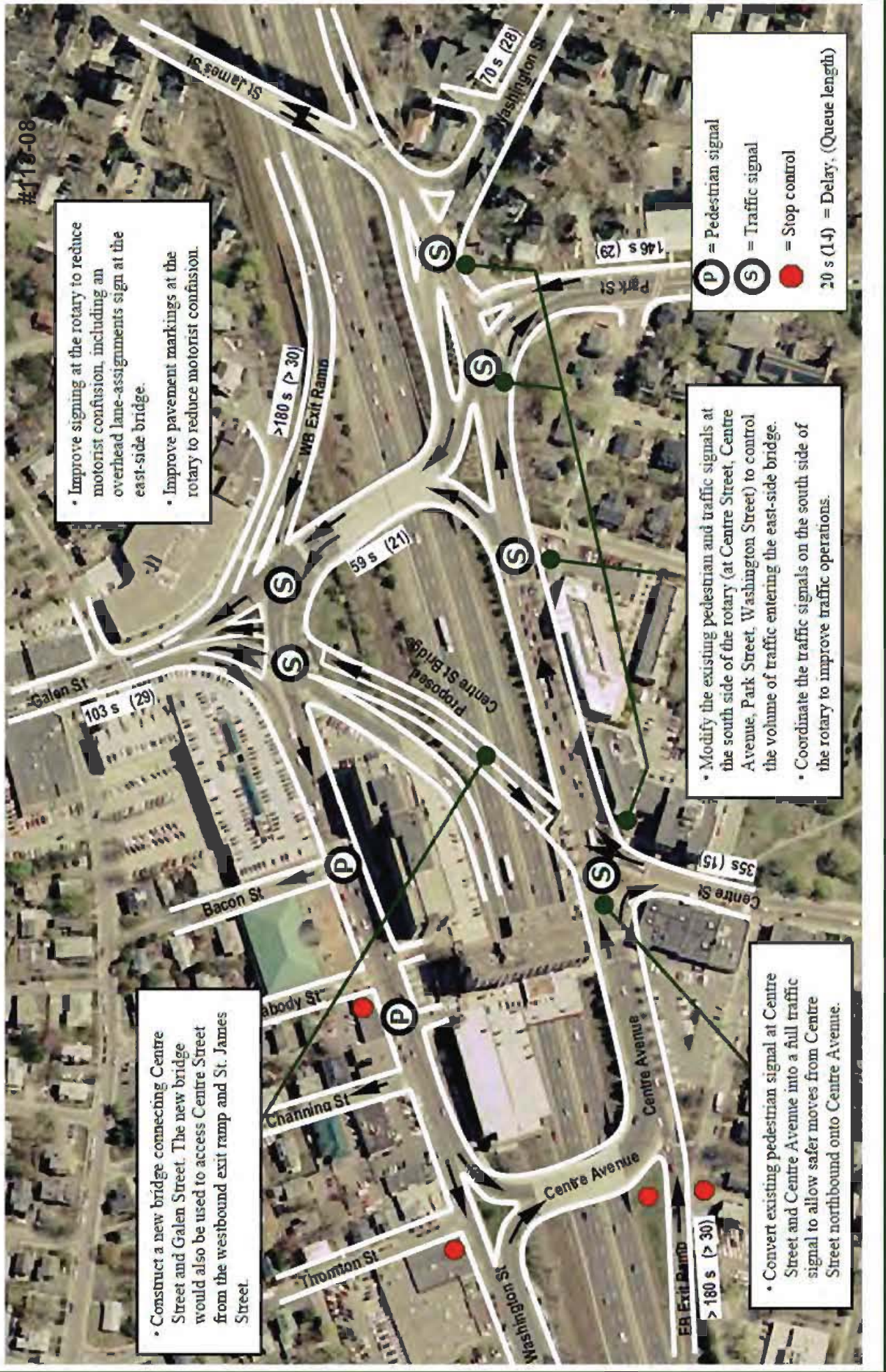
I-90 Interchange 17:
Traffic Patterns and
Operational Improvements

FIGURE 7
Improvements Tested in Alternative 3

Summary of Phase 1 Recommendations

1. Convert to full signal @ Centre St/Centre Ave
 - City and State believe this would significantly worsen delays and safety, further extending vehicles queues onto the Masspike
 - Alternative: restripe (or narrow) to a single lane approach
2. Modify signals to control entry @ east side bridge
 - City and State looking at alternatives to improve weaving moves
3. Improve Signing
 - State advertising bid soon (MassDOT project # 605913, 3/30/11)
4. Install signal on SB Centre @ Washington St to control turns
 - Traffic Council denied 11/19/09
5. Install traffic signal at EB Off-Ramp @ Centre St
 - Requires Traffic Council study, further consultation w/ State

#113-08



- Improve signing at the rotary to reduce motorist confusion, including an overhead lane-assignments sign at the east-side bridge.
- Improve pavement markings at the rotary to reduce motorist confusion.

- Construct a new bridge connecting Centre Street and Galen Street. The new bridge would also be used to access Centre Street from the westbound exit ramp and St. James Street.

- Modify the existing pedestrian and traffic signals at the south side of the rotary (at Centre Street, Centre Avenue, Park Street, Washington Street) to control the volume of traffic entering the east-side bridge.
- Coordinate the traffic signals on the south side of the rotary to improve traffic operations.

- Convert existing pedestrian signal at Centre Street and Centre Avenue into a full traffic signal to allow safer moves from Centre Street northbound onto Centre Avenue.

P = Pedestrian signal
S = Traffic signal
 ● = Stop control
 20 s (1.4) = Delay, (Queue length)

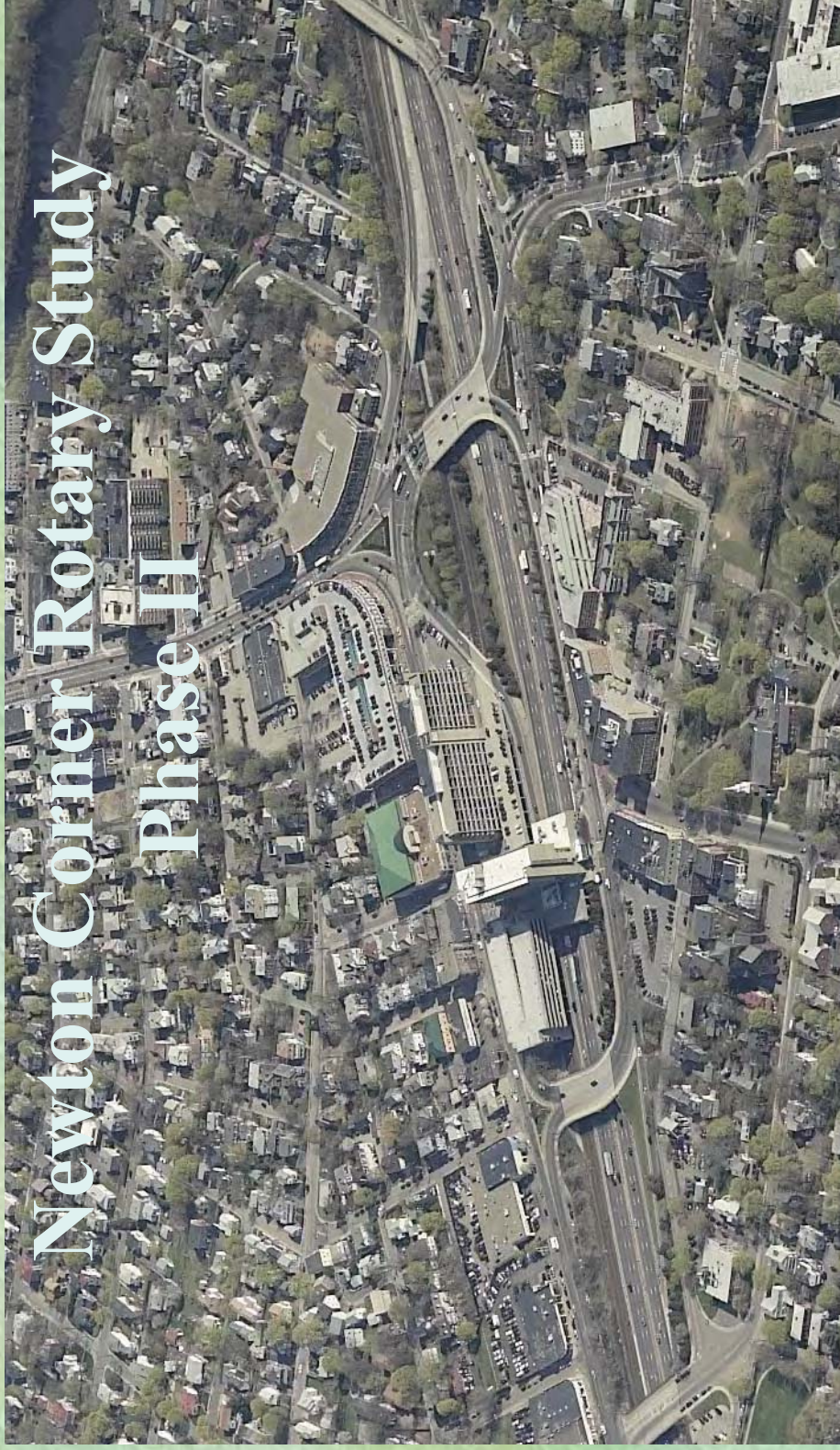
I-90 Interchange 17:
Traffic Patterns and
Operational Improvements

FIGURE 8
Improvements Tested in Alternative 4

CTPS Phase 2 Study

- Conducted in Fall 2008
- Using data collected in Phase 1 study, develop long-term improvement concepts

Newton Corner Rotary Study Phase II



Presented at Public Safety & Transportation Committee Meeting
Newton City Hall, January 7, 2009

Study Background

- Newton Corner Rotary (I-90 Interchange 17) is congested with regional and local traffic in peak hours.
- Phase I Study performed a license plate survey, simulated traffic conditions, and suggested short-term operational and safety improvements.
- Phase II Study examined long-term improvement alternatives.

Study Objectives

- To develop long-term improvement alternatives
- To develop a transportation planning model set for testing alternatives
- To analyze and evaluate improvement alternatives
- To present evaluation results to the Study Advisory Committee

Study Advisory Committee

- Boston Transportation Department
- Executive Office of Transportation and Public Works
- Massachusetts Turnpike Authority
- Newton Aldermen
- Newton Planning and Public Works Staff
- Watertown Planning Department

Study Process

- First SAC Meeting (October 2007): developed improvement concepts
- Second SAC Meeting (November 2007): developed additional concepts and selected modeling alternatives
- Developed a transportation planning model set
- Analyzed and summarized model results
- Third SAC Meeting (March 2008): evaluated alternatives

Study Area



CTPS

Transportation Planning Model

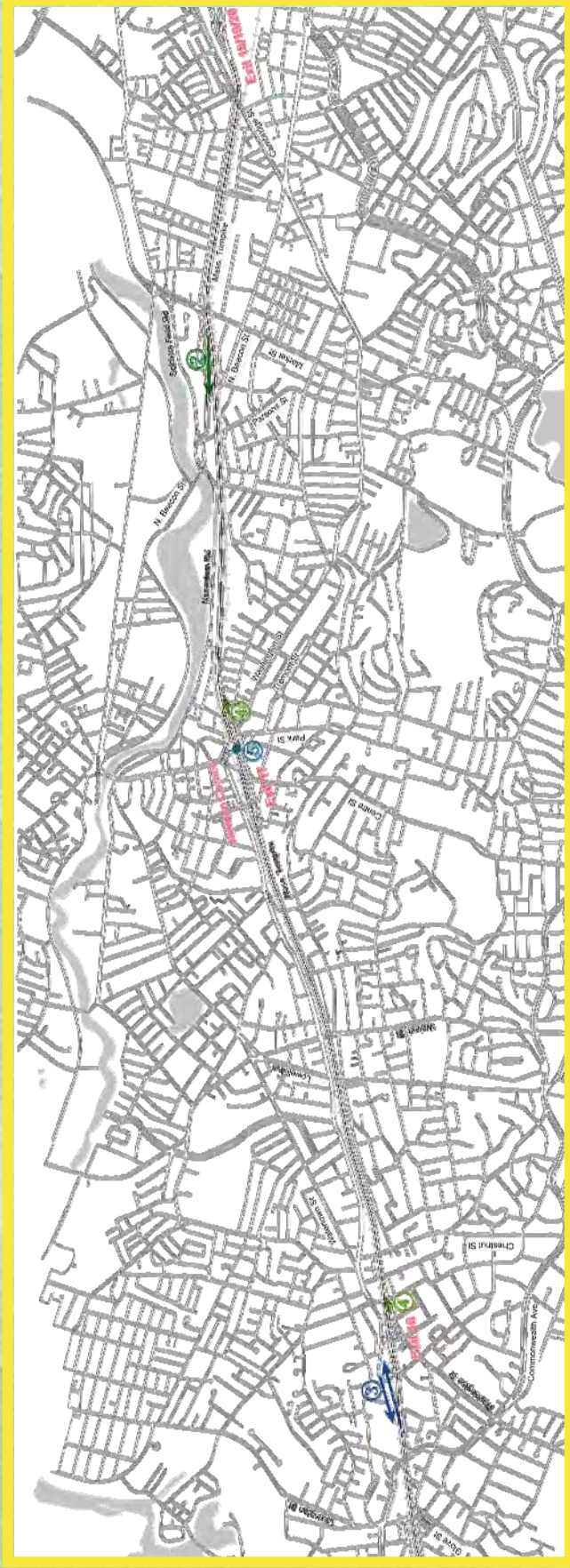
- Derived from Boston Region MPO Transportation Planning Model
- Covered the entire Eastern Massachusetts Region
- Focused on the study area
- Base Year 2006 and Future Year 2030
- AM and PM Peak Periods
- Future Year assumptions based on Boston Region MPO's *Journey to 2030* Transportation Plan

Developed Improvement Concepts

- Concept 1: Move the existing Interchange 17 westbound on-ramp to a new location off Washington Street, just west of Church Street
- Concept 2: Add a westbound on-ramp at Interchange 16
- Concept 3: Convert St. James Street operations to one-way southbound
- Concept 4: Add an I-90 westbound off-ramp to North Beacon Street (Rt. 20)
- Concept 5: Add a slip-ramp next to the east-side bridge from Centre Avenue to I-90 Westbound
- Concept 6: Construct a new two-lane, two-way bridge over I-90 connecting Centre Street on both sides of the rotary
- Concept 7: Expand the rotary beyond the east- and west-side bridges
- Concept 8: Add an eastbound off-ramp at Interchange 16
- Concept 9: Install tolls at the I-90 eastbound on-ramps at Interchanges 16 and 17
- Concept 10: Modify traffic operations at the east-side bridge approach

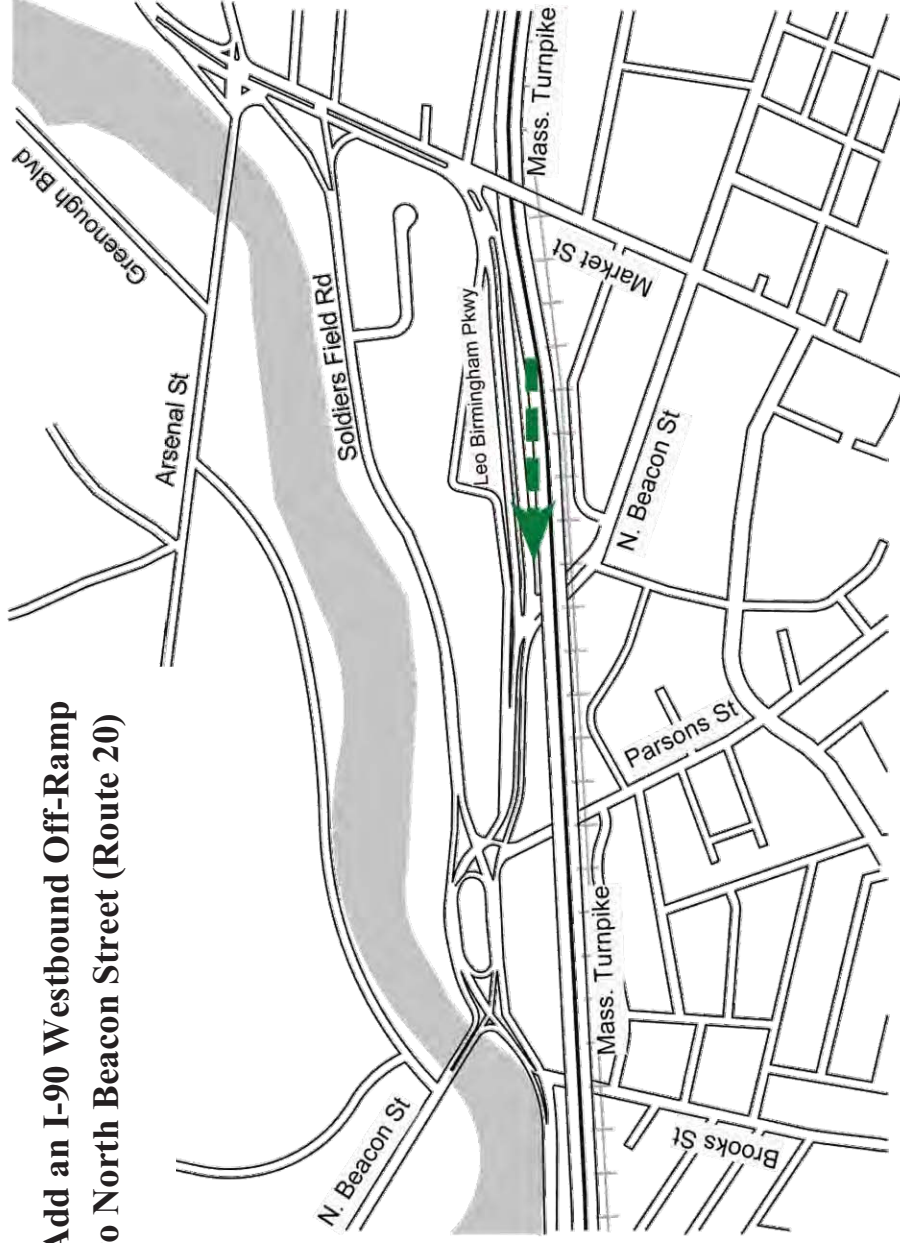
Selected Alternatives, 2030

- Alternative 1: Future 2030 No-Build
- Alternative 2: Add an I-90 westbound off-Ramp to North Beacon Street (Rt. 20)
- Alternative 3: Add a westbound on-ramp and an eastbound off-ramp at Exit 16
- Alternative 4: Install tolls at I-90 eastbound on-ramps at Exits 16 and 17
- Alternative 5: Modify traffic operations at the east-side bridge approach



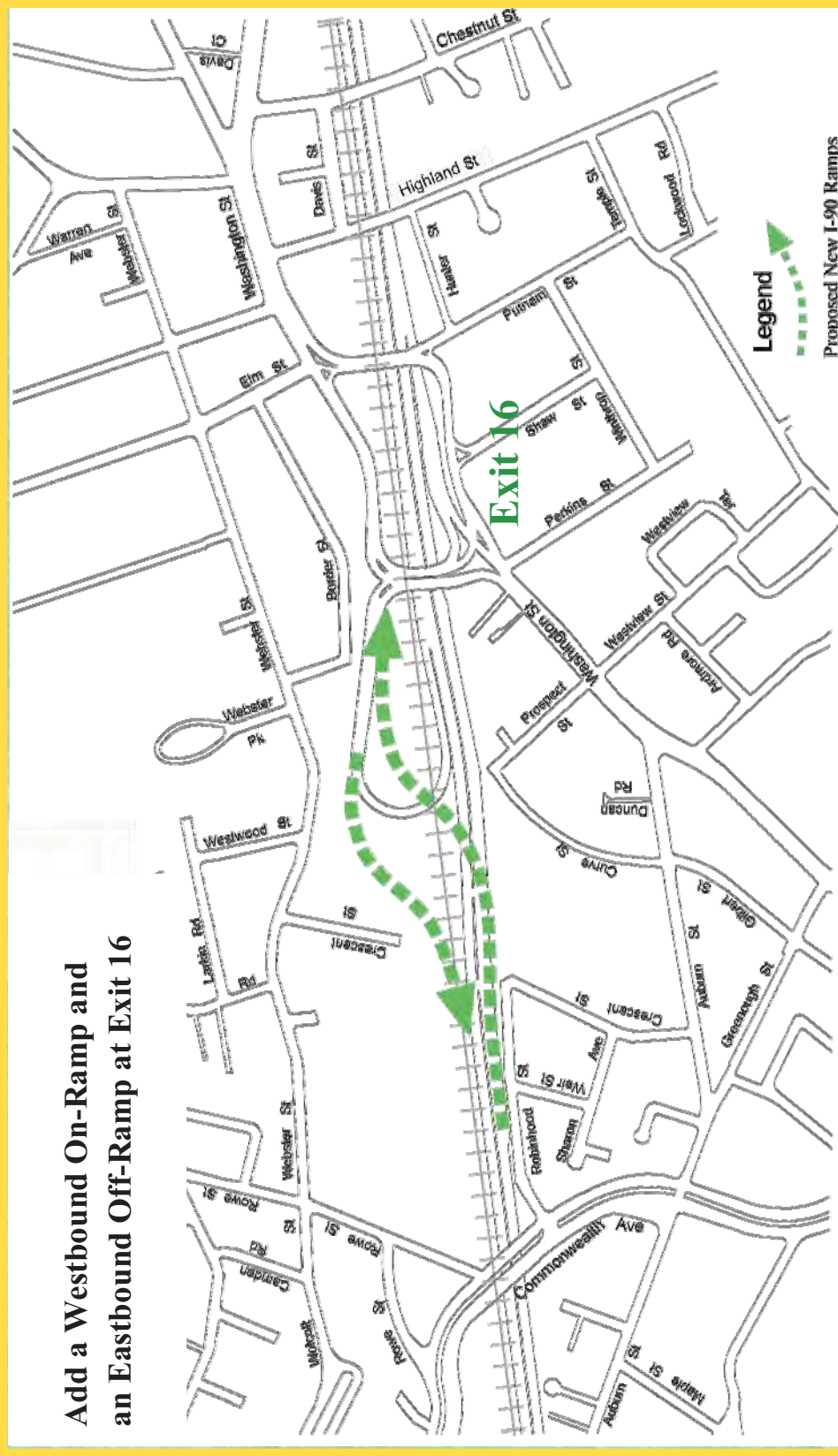
Alternative 2

Add an I-90 Westbound Off-Ramp to North Beacon Street (Route 20)



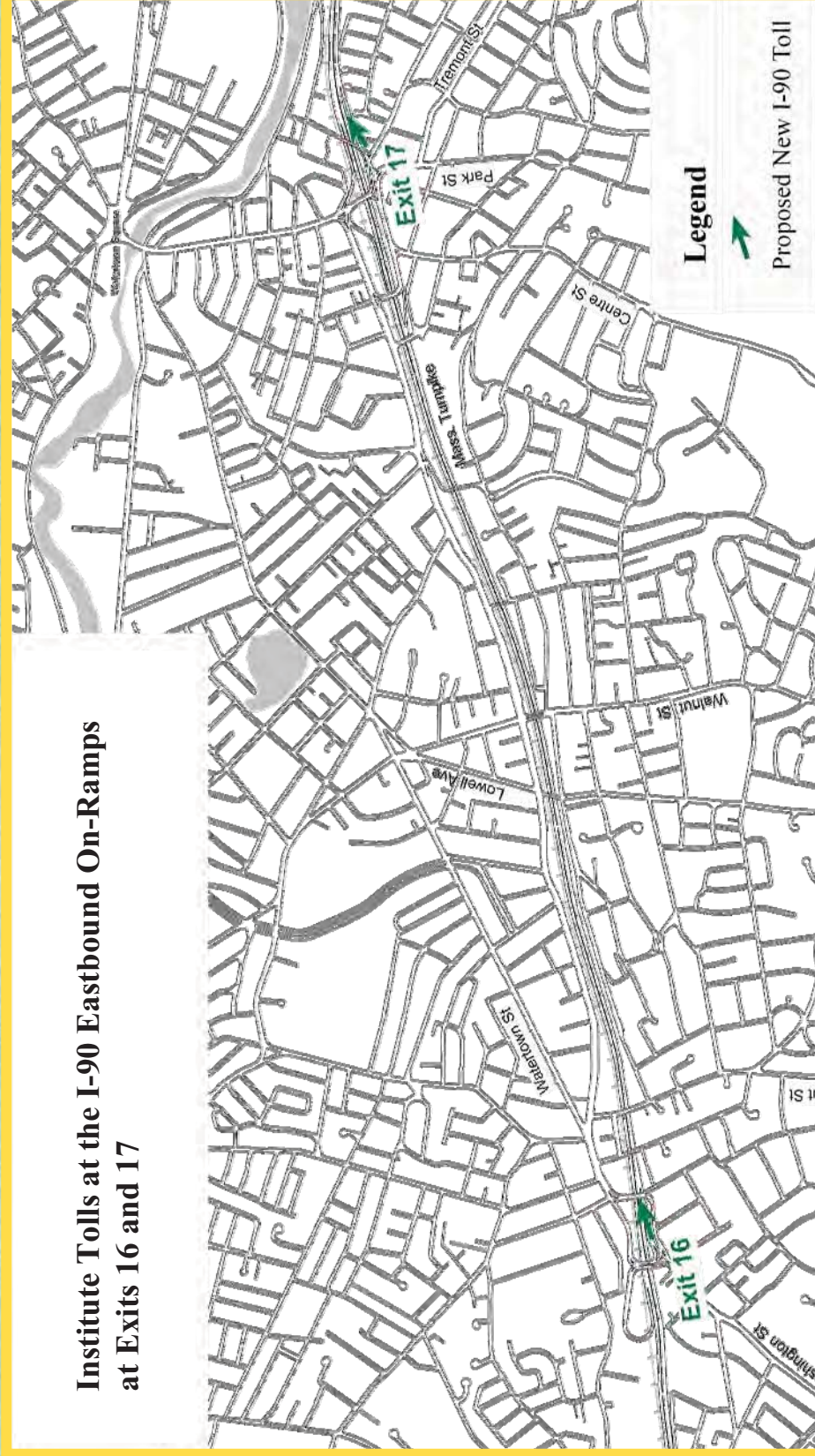
Alternative 3

Add a Westbound On-Ramp and an Eastbound Off-Ramp at Exit 16

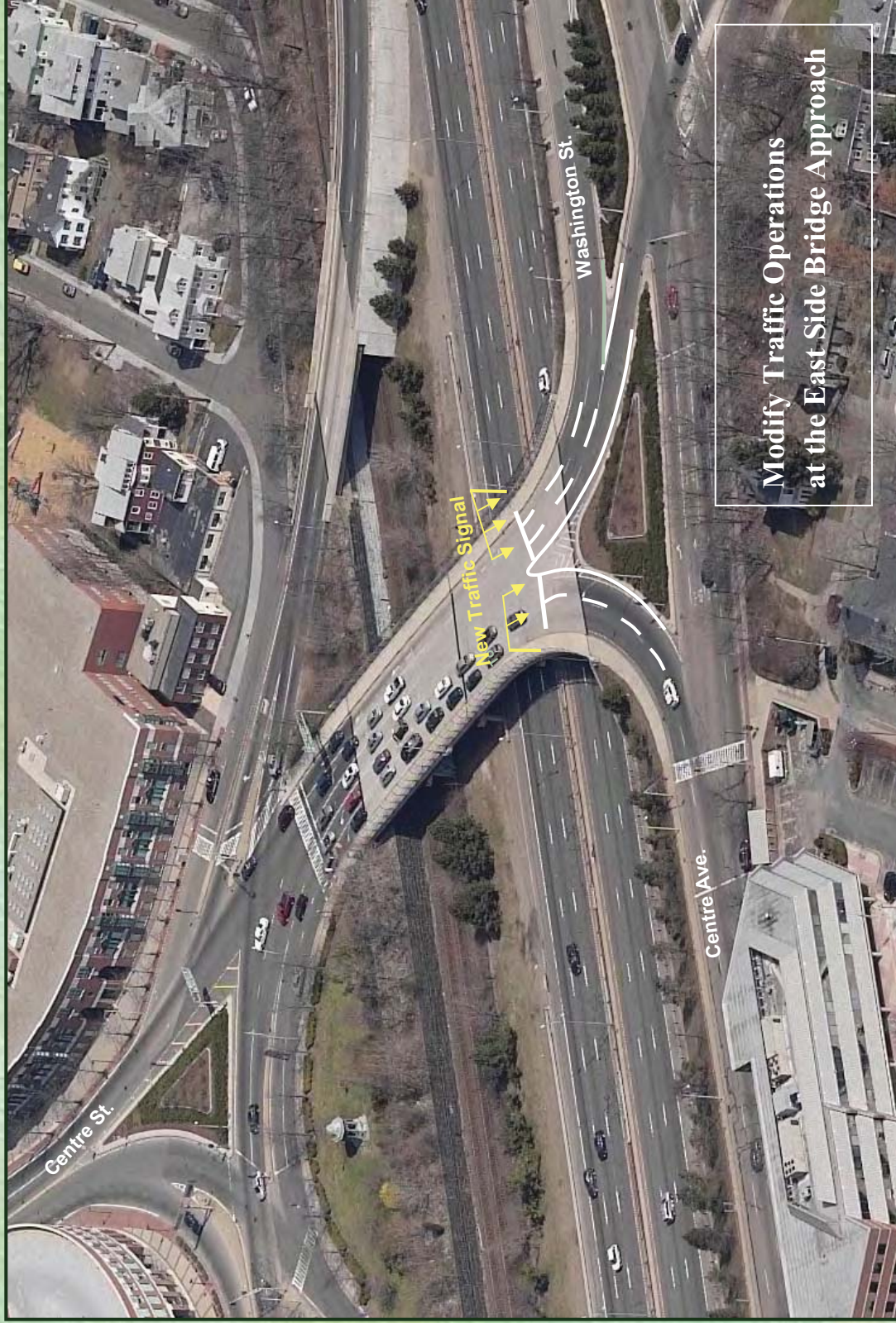


Alternative 4

**Institute Tolls at the I-90 Eastbound On-Ramps
at Exits 16 and 17**



Alternative 5



Modify Traffic Operations
at the East Side Bridge Approach

Evaluation of Alternatives

Objectives	Alt. 2 Add a I-90 WB Off-Ramp to Rt. 20	Alt. 3 Add I-90 WB On- and EB Off-Ramps at Int. 16	Alt. 4 Add I-90 EB Tolls at Ints. 16 and 17	Alt. 5 Operational Improvements at East-Side Bridge
Reduce Traffic Congestion at Newton Corner	●	○	●	◇
Reduce Traffic Congestion at Interchange 16	◇	●	○	◇
Reduce Traffic Congestion at Interchange 18/19/20	●	◇	◇	◇
Divert Traffic from Local Streets to I-90	●	◐	◇	◇
Improve Traffic Operations and Safety at Newton Corner	◐	○	◐	○
Improve Traffic Operations and Safety on I-90	●	○	○	◇
Improve Traffic Operations and Safety at Other Locations	○	●	○	◇
Minimize Right-of-Way Impacts	◐	●	○	◇
Minimize Construction Costs	◐	●	○	◇

Legend

Benefits

- Significant
- ◐ Moderate
- Some
- ◇ Negligible

Impacts

- Significant
- ◐ Moderate
- Some
- ◇ Negligible

Conclusion

- Alternative 2: Most Beneficial to Newton Corner and I-90
- Alternative 3: Not Beneficial to Interchange 16, Local Streets, and I-90
- Alternative 4: Some Benefits to Newton Corner and I-90
- Alternative 5: Slight Benefits to Newton Corner

Next Steps

- Coordination Among Stakeholders
- Public Participation
- Further Study
- Securing Funding

Next Steps

- Coordination Among Stakeholders
- Public Participation
- Further Study
- Securing Funding

60-09 Concord St Traffic Islands

PS&T April 6, 2011

Questions

- Should the City put traffic islands on Concord St?
- Should the City construct traffic calming (e.g., speed humps) on Concord St?
- How should traffic calming on Concord St be paid for?
- Should this docket item be “NAN’d?”

What's changed since July 2009

- Speed humps can now be considered by Traffic Council
- Following petition receipt, a traffic study is done and criteria are established to determine if a hearing will be held
- Traffic Council recommendation
 - Approval goes to PF
 - Appeal goes PS&T
- Mayor/Board determine if funded



Riverside Center Mitigation Funds

- \$150,000 appropriated for
 - Grove St @ Hagar intersection redesign (built 2010)
 - Grove St @ Cornell raised intersection (built 2010)
 - Grove St @ Pine Grove raised ? (Fall 2011)
- ~\$35,000 remaining in appropriation
- ~\$15,000 for “Lower Falls”
- ~\$135,000 for “Auburndale”



Public Facilities Committee

Wednesday, June 17, 2009

City Ordinance 26-51

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

Does the project “change traffic flow?”

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

Docket Item History

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

Lower Falls Road Repairs

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

Traffic Calming: Definition

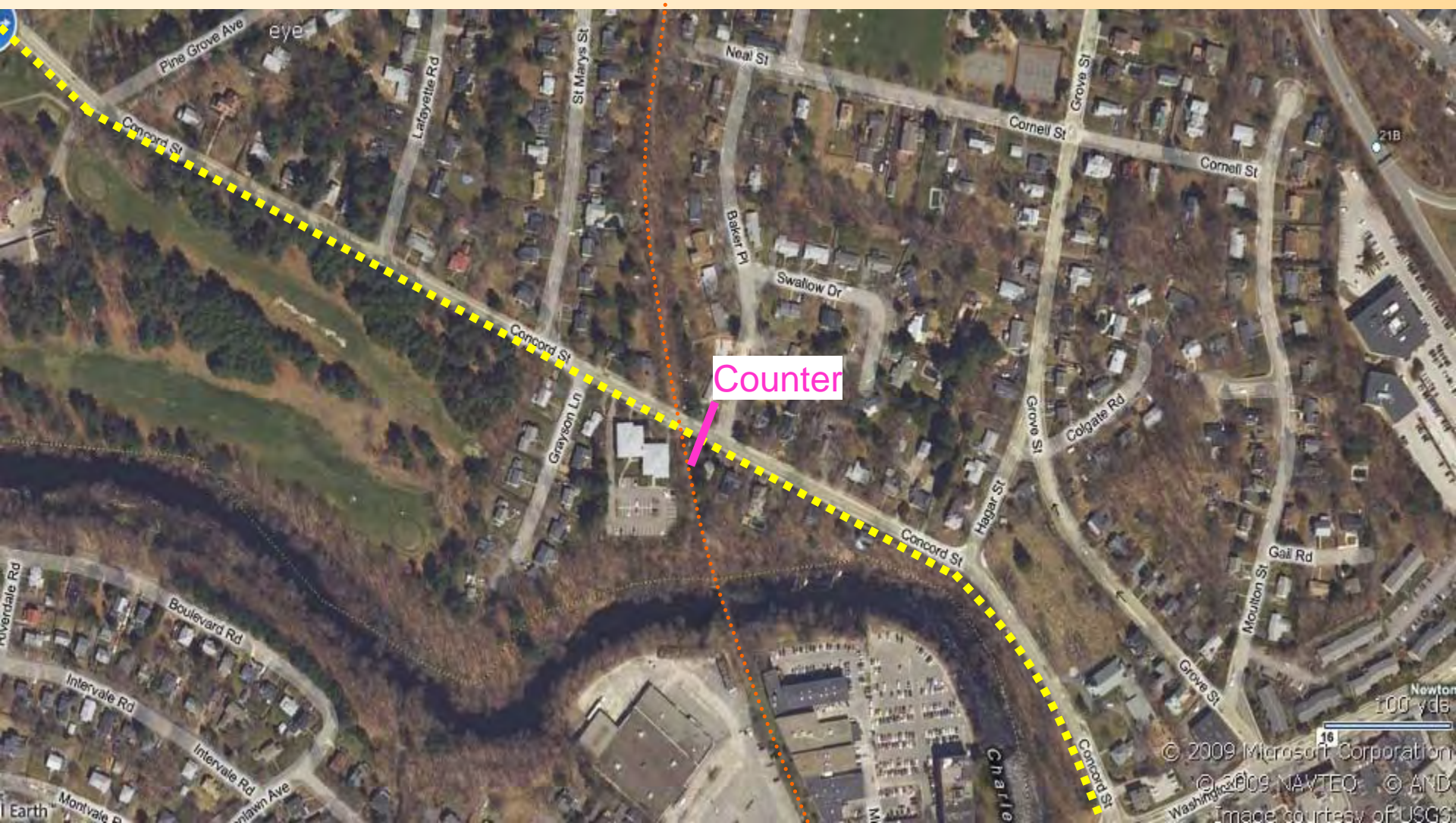
“Traffic calming involves changes in street alignment, installation of barriers, and other **physical measures** to reduce traffic speeds and/or cut-through volumes, in the interest of street safety, livability, and other public purposes.”

Source: Institute of Transportation Engineers

Questions

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

Concord Street



Concord St (Wash-Hagar)



Concord St (Hagar-Baker)



Concord St (Baker – St. Mary)



Concord St (St.Mary-City line)



Concord St Traffic Data

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

Traffic Council 4/30/09

Recommendations

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