

CITY OF NEWTON

IN BOARD OF ALDERMEN

PUBLIC SAFETY & TRANSPORTATION COMMITTEE REPORT

WEDNESDAY, SEPTEMBER 7, 2011

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

Also Present: Ald. Danberg

City Staff: Chief Bruce Proia, Newton Fire Department, Clint Schuckel, Traffic Engineer and David Koses, Transportation Planner

#253-11 HIS HONOR THE MAYOR requesting the confirmation of Bruce Proia as Newton's Fire Chief, effective August 1, 2011 pursuant to Section 3-3 of the City Charter. (30 days 10/6//11) [08/01/11 @ 5:25 PM]

ACTION: **APPROVED 7-0, Ald. Freedman not voting**

NOTE: Chief Proia stated to Committee members that he is pleased with his appointment and appreciates the support he has received and looks forward to working with the Board. He anticipates the Elliot Street Fire Station will open in October 2011. Ten firefighters have been hired who will begin a 10-week in-house training program on September 12, 2011, which he feels will positively reduce the department's overtime account.

Ald. Yates said it is his understanding that the Elliot Street Bridge from Newton into Needham has been determined unsafe for fire equipment. He asked who made this determination and on what basis it was made. If weight limits were involved, would this apply to large commercial vehicles and buses as well? Chief Proia answered he received correspondence from the Needham Fire Chief about the bridge and that he directed his department not to use the bridge until further notice, which has not affected the department's travel. Every two years, MassDOT conducts an inspection on the bridge setting the weight limit and notifies the City of their inspection. Currently, the weight limit is set at 15 tons. Newton's ladder # 2 weighs 39 tons. Ald. Swiston asked if the weight limit has changed significantly and suggested posting the current weight limit.

Committee members congratulated and thanked the Fire Department and Chief Proia. Without hesitation, Ald. Shapiro made the motion to confirm his appointment. Committee members agreed 7-0, Ald. Freedman not voting.

Re-appointment by His Honor the Mayor:

#235-11 JEROME GRAFE, 21 Oakland Street, Newton, re-appointed to the Traffic Council for a term of office to expire on March 31, 2014 (60 days 10/07/11). [07/20/11 @ 3:04 PM]

ACTION: **APPROVED 7-0, Ald. Freedman not voting**

NOTE: Chairman Ciccone stated Mr. Grafe's qualifications are tremendous and he is an asset to Traffic Council with his extensive experience. Mr. Grafe said he is pleased with his re-appointment and has served on the Council for three years. He is a senior regional planner with twenty-eight years' experience in the Transportation Unit of the Massachusetts Department of Environmental Protection (MassDEP) in Boston.

The Committee thanked Mr. Grafe for his continued interest in Traffic Council as he sees the citizen perspective of the City. Without hesitation Ald. Swiston made the motion to approve his appointment. Committee members agreed 7-0, Ald. Freedman not voting.

#234-11 HIS HONOR THE MAYOR, requesting a review of proposed locations for several new bus shelters, which are proposed to be installed in various locations throughout the City. [06/02/11 @ 2:31 PM]

ACTION: NO ACTION NECESSARY 8-0

NOTE: Erik Scheier, MBTA, Project Director for Operations provided Committee members with a PowerPoint presentation, attached to this report. The primary reason for participating in the bus shelter program is to make public transit more attractive and to encourage alternatives to automobile usage. He said that several years ago, the MBTA entered into a contract with CEMUSA, who is responsible for purchasing, installing and maintaining bus shelters. CEMUSA would enter into a 15-year license agreement with the City. Advertising would generate the City approximately \$1,400 (22%) revenue per shelter per year. MBTA guidelines would prohibit certain ads (tobacco, obscenity, violence, firearms, etc.). A "no alcohol" ad policy may be added into the agreement, although it may reduce revenue. Currently there are thirteen communities in the program, totaling approximately 160 shelters.

Mr. Koses and Mr. Scheier have located approximately ten locations in the City to install new bus shelters that would have to be approved by the City, abutters, CEMUSA and the MBTA. The bus shelter is 5' deep, 12' wide and 9' high, for proper installation, the sidewalk should be 10' deep with adequate clearance. Bus shelters would include posting of maps, bus routes and schedules. Bus shelters that are removed in good shape could be re-located in the City.

Mr. Scheier stated that the MBTA serves 15 bus routes with 312 bus stops in Newton in addition to the Green-Line and Commuter Rail with approximately 3,800 riders per day. There are approximately 10 City owned bus shelters. Ald. Yates asked Mr. Koses to provide the average daily boarding's at each stop, attached to this report.

Ald. Fuller asked what types of challenges have risen out of this program and if Newton qualified for additional shelters. Mr. Scheier said that approximately 50 bus stop locations out of 312 would comply with CEMUSA guidelines. At many locations, the sidewalk is not sized to accommodate shelters. He then described other Communities that have been challenged with homeless people, advertising issues, maintenance issues and vandalism. Ald. Shapiro asked if City ad events could be posted. Mr. Scheier said it would be difficult to reserve a space unless it was a standard size ad.

Mr. Koses said that he contacted Watertown and Somerville receiving only positive feedback. They said that their shelters are well maintained and quickly serviced. Watertown said their only complaint was that they are receiving less revenue than anticipated. Mr. Scheier said if ad rates decrease, revenue also decreases, unfortunately, revenue is not guaranteed.

Committee members agreed they would support new bus shelters in the City and suggested banning “no-alcohol” and offensive clothing ads, enhancing shelters are appropriate. Ald. Shapiro suggested not limiting the advertising. He asked if ads are inappropriate, how long before they are removed. Mr. Scheier answered approximately one week. Ald. Harney asked if people constantly or continue complaining about the ads what the circumstances are. Mr. Scheier said this would be worded appropriately in the license agreement.

Ald. Johnson made the motion for no action necessary suggesting Mr. Koses docket an item in the future proposing bus shelter locations and advertising restrictions. Committee members agreed 8-0.

#236-11 MARY LAWLOR, 251 Grant Avenue, filing on June 29, 2011 an appeal from the decision of the Traffic Council on June 23, 2011 to approve TC35-11c) as follows:

(c) No parking on Beacon Street westbound (north side) from Grant Avenue to Dalton Road. (Wards 6 & 7)

ACTION: APPROVED AS AMENDED 6-2, Ald. Freedman and Johnson opposed

NOTE: Ald. Ciccone stated Ms. Lawlor was contacted by telephone this evening but is unavailable to attend this discussion. Her remarks and appeal were both attached to the agenda.

Mr. Schuckel provided Committee members with a PowerPoint presentation, attached to this report. On June 23, 2011 Traffic Council approved “No parking on Beacon Street westbound (north side) from Grant Avenue to Dalton Road” eliminating eight 1-hour meter spaces on the north side of Beacon Street, typically less than 50% occupied, affecting three homes. Some parking needs to be removed to accommodate a left-turn lane to Grant Avenue and bike lanes in both directions. Eastbound bike lane will be replaced with approximately 300’ of shared lane markings if the appeal is granted. Westbound bike lane will be installed regardless of the appeals decision. The project goal is to connect Newton Centre with existing bike lanes on Beacon Street that extend into Boston and Brookline and to increase the safety for all roadway users. He described the benefits of bicycle lanes, future bicycle accommodations, the existing parking restrictions and shared lane accommodations. Mr. Schuckel described three different options for Committee members’ consideration using the following comparison graph. The modified option was not available at the June 23, 2001 Traffic Council meeting.

Comparison

	APPROVED	DENIED	MODIFIED
EB Bike Lane	Replaced with “Sharrow” markings for approximately 300’	Continuous	Continuous
WB Bike Lane	Continuous	Continuous	Continuous
Parking on north curb	Eight 1-Hour Spaces	Prohibited	Three 1-Hour Spaces
Parking on south curb	1-Hour Limit west of driveway #698. No Parking between driveway of #698 to opposite Grant Ave.	1-Hour Limit west of driveway #698. No Parking between driveway of #698 to opposite Grant Ave.	1-Hour Limit west of driveway #698. No Parking between driveway of #698 to opposite Grant Ave.
Left-turn lane to Grant Ave.	No change	No change	No change

Ald. Danberg recommended that some parking should remain on Beacon Street for short-term use for businesses and suggested implementing different parking restrictions on Dalton Road. She would be in favor of the modified option. Ald. Fuller said that due to Dalton Road and Grant Avenue parking restrictions she would be in favor of the modified option. Ald. Johnson said that the City encourages bicycling and by allowing parked cars on Beacon Street makes bicycling dangerous. She is opposed to the modified option. Ald. Shapiro asked if bicyclists could foresee any issues with the modified option. He then asked if there was an increased or decreased danger to the bicyclist if the lane shifted.

Ald. Ciccone opened the discussion for public comment.

Lois Levin, President, Bike Newton said that she would be in favor of the modified option. She suggested Dalton Road “Tow Zone” be modified to “Resident Parking Only”. Jerome Grafe, 21 Oakland Street, said he would support the modified option. He is willing to accept a lane shift opposed to a lane drop as a compromise. Helen Rittenberg, 497 Chestnut Street, said that riding by parked cars is dangerous and the least number of times riders have to shift lanes makes it is safer.

Ald. Shapiro made the motion to approve the appeal as amended by accepting the modified option. Committee members agreed 6-2, Ald. Freedman and Johnson opposed.

DISCUSSION ITEM: Chairman's Note: At the Chair's request, City staff will provide an update on the July 1, 2011 creation of a Transportation Division within DPW.

NOTE: Mr. Schuckel provided a PowerPoint presentation, attached to this report. He reviewed with Committee members the Transportation Division created within the Department of Public Works on July 1, 2011. In July, three staff members moved from City Hall to 110 Crafts Street where they created approximately 500 square feet of office space relocated the workshop and storage room, constructed 5 workspaces, a sign shop and break room. Renovations also included the installation of HVAC, electrical and data lines and new floor and paint at an estimated cost of \$5,000 from the FY11 budget. He then discussed the major expenses and their costs of contracts and miscellaneous items and anticipated FY'12 projects.

Committee members thanked Mr. Schuckel for his presentation and congratulated him in his new position as Director of Transportation.

At approximately 10:10 pm, Ald. Shapiro moved to adjourn. Committee members agreed 7-0, Ald. Freedman not voting.

Respectfully submitted,

Allan Ciccone, Jr. Chairman



SETTI D. WARREN
MAYOR

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Office of the Mayor

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17 AUG - 1 P 5:25
CITY CLERK
NEWTON, MA 02159

August 1, 2011

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

Ladies and Gentlemen:

This letter is to request your confirmation of Bruce Proia as Newton's Fire Chief effective August 1, 2011 pursuant to Section 3-3 of the City Charter. The grade/step and salary of this position H-16/Step 9 at an annual salary of \$118,733.

Through a thorough interview process and evaluation of Bruce's work in the interim months, he has received high marks for his leadership, knowledge and experience in the planning and operations of the Fire Department. Based on the recommendation of your fellow colleagues and others who served on the selection committee, his professional attributes and needs of the City, I am convinced that he is the right person for the job ahead. I look forward to your review of this important matter.

Very truly yours,

Setti D. Warren
Mayor

Encl: resume

cc David Olson, City Clerk
Bob Rooney, Chief Operating Officer
Bruce Proia, Fire Chief
Maureen Lemieux, Chief Financial Officer
Dolores Hamilton, Director of Human Resources

Bruce A. Proia
 12 Bertrand Road
 Newton, Massachusetts, 02466
 617-594-7093

bproia@newtonma.gov

TT AUG -1 P 5:25
 CITY CLERK
 NEWTON, MA. 02159

Experience

Newton Fire Department

Assistant Chief of Operations/ Administrative Aide

Responsibilities include assisting the Chief in the planning, directing, and coordination of the daily activities of each of the divisions of the department, as well as special projects. Responsible for responding to multiple alarm fires and major incidences in the city. In the absence of the Chief, assumes the responsibilities of the Chief of the Department. Responsible for fire department headquarters personnel and functions. Responsible for overseeing the department EMS system, ambulance contract with Cataldo Ambulance Company and communication between Cataldo Ambulance management and the fire department. Acts as the liaison between the fire department and combined dispatch located at Newton Police department headquarters. Responsible for the contract, budget, selection and purchasing of department uniforms for all personnel. Responsible for all new hires and promotions, including background and CORI checks, scheduling of the Physical Abilities Test, physicals, psychological evaluations, interviews, selection, hiring and assignments. Site plan and fire alarm reviews. Special projects include but are not limited to the following:

Rewrote the Rules and Regulations Handbook for the department.

Created a contract for the purchase of uniforms, saving the department thousands of dollars per year.

Implemented electronic reporting form templates for all station computers for ease and accessibility.

The renovation of Station 4, which included regularly scheduled construction meetings, purchasing of all furniture, and initiated the concept of incorporating state of the art smart board technology into the new fire department training room.

Currently involved in the ongoing Station 7 renovation project, and initiated the concept of a training tower which will enable the department to train on standpipe operations, repelling, ladder rescue, ventilation and window rescue. **2003-Present**

Acting Chief of the Department

Prepared and implemented a 3.7% cut to the fiscal year 2006 budget, which included the deactivation of Engine 6. Performed a comprehensive reorganization of the department, which included the addition of a Captain and three Lieutenants into staff positions. Responsibilities included the reassignment of twelve firefighters, and a change in the response districts of the nine remaining fire companies. The response districts for each company were reassigned only after a thorough, street-by-street review of each response district. The change in response districts resulted in an equal balance in the amount of annual runs each company takes. Every Engine Company now responds to over 1000 runs a year. Also assisted the mayor with the public hearing required by the deactivation of an engine company. **February – September 2005**

Acting Chief of the Department March – May 2009

Deputy Chief/Shift Commander

Responsibilities included command of 40 firefighters and 10 fire companies, fire rescue and suppression, department hose officer, training, fire investigation, incident reports, fire prevention, emergency medical services and hazardous materials mitigation. 1998 -2003

Captain of Engine 1

Responsible for the personnel, equipment and maintenance of Station 1, Fire rescue, emergency medical services and suppression. 1994-1998

Lieutenant of Engine 2

Responsible for the personnel assigned under my command. Fire rescue and suppression 1987-1994

Lieutenant in Fire Prevention

Responsible for code compliance, inspections, plan reviews, public speaking and fire investigations. 1986-1987

Firefighter Assigned to Ladder 2/ Rescue 2

Alternated riding Ladder 2 and Rescue 2 as a Firefighter / Emergency Medical Technician. Rescue 2 was one of two Basic Life Support Ambulances run and staffed by Newton Fire Department Personnel to handle all medical emergencies in the city. 1978-1986

Proia and Sons Landscaping

Small business owner of a part-time landscaping and snow plow business. Responsibilities included regular maintenance of over 50 residential and commercial properties, equipment purchase and maintenance, scheduling, finances, billing, accounts payable and receivable. Supervised five employees. 1978 - 2003

Delivery Service of Newton

Manager. Managed the daily operations of a busy delivery service. Responsibilities included dispatching, account management, soliciting and generating new business, supervising ten employees, work scheduling accounts payable and receivable. 1973-1978

Dubois Corporation, Watertown Ma

Apprentice Electrician. 1972-1973

Education

Middlesex Community College, Bedford Ma

Associates Degree, 1998

Major: Fire Science and Technology

Relevant course work: Intro to Fire Protection, Fundamentals of Fire Protection, Building Construction, Law/Fire Science, Fire Protection Systems and Equipment, Introduction to Computer Science. Emergence Medical Technician certification

Newton High School, Newton, MA

Graduated 1972

REC-1 P 5 28
CITY CLERK
NEWTON, MA 02159

Massachusetts Fire Academy, Stowe Ma

11 AUG -1 P 5:25

**CITY CLERK
NEWTON, MA. 02159**

Relevant Course Work:

Certified Hazardous Material Technician
First Line Supervisory Training Program, Part 1 and Part 2
Firefighter Safety and Survival
Hazardous Materials First Responder
Vehicle Extraction
Flammable Gas Firefighting School
Mass Fire Incident Reporting System
Fire and Wires
Arson Awareness
Fire and Arson Investigation School
Occupied Structural Firefighting
Incident Command System
Emergency Response to Terrorism
Code of Mass Fire Regulations 527 CMR 13 Explosives and Blasting Familiarization
Code of Mass Fire Regulations 2.0 Fireworks
Explosive Recognition and Bomb Threat Procedures
Interviews and Interrogations for the Fire Investigator
Firefighting Foam for Class B fires
Fire Chiefs Orientation Seminar
Surface Ice Rescue
Rehabilitation on the Fire Ground
Legal Issues in the Fire Service
Firefighter Health and Safety
Incident Command for High-Rise Fires
School Violence Response-Lessons Learned, Rail Emergencies
Hazardous Materials Operational, FDNY Back to Basics
160 Hour Chief Fire Officer Management Training Program
Automatic Sprinkler Systems
Two In Two Out NFPA 1500, Incident Safety Officer
Juvenile Fire Setting
Homeland Security: Preparing for and Managing Terrorism/WMD
Incident Command for Structural Collapse
Radiation Awareness
Emergency Response Radiological Transportation Training
718A Radiological Meter Survey Training
Arson Code Enforcement and Legal Issues
Rapid Intervention (RIT) Team Awareness
Fire and Building Code Ticketing
Trench Regulation CMR 520 14.00
Large Fires Lessons Learned

Other Training Certificates

Prevention and Response to Suicide Bombing Incidents – New Mexico Tech
Incident Command 300 – Executive Office of Public Safety

40-Hour Field Comm Incident Dispatcher – Mass Fire Academy
3 Day EMS Conference June 2003 – IAFF Hollywood, Florida
Hazardous Materials Emergency Response by DuPont
MIAAI Fire and Arson Investigation on Propane Fires
MIAAI Fire and Arson Investigation on Juvenile Fire Setting Emerging Issues
MIAAI Fire and Arson Investigation Interviewing and Interrogation Techniques
MIAAI Fire and Arson Investigation Abandoned Buildings 921 Code Updates for Large Scale
Fire Investigations
MIAAI Fire and Arson Investigation Overview of the Washington, D.C. Sniper Shootings
MIAAI Fire and Arson Investigation Photography Digital VS. 35 Millimeter
MIAAI Fire and Arson Investigation Fire Alarm and Automatic Sprinkler Systems
MIAAI Fire and Arson Investigation Crime Scene Awareness for EMS/Fire Personnel
MIAAI Fire and Arson Investigation Case Study Everett Fire and NFPA 921 Review
MIAAI Fire and Arson Investigation An Attorney's Approach to Fire Cause and Origin
MIAAI Fire and Arson Investigation CFI Trainer Program
Fire Chiefs' Association of Massachusetts Professional Development Conference 2008
Fire Chiefs' Association of Massachusetts Professional Development Conference 2009
Fire Chiefs' Association of Massachusetts Professional Development Conference 2010

Committees and Memberships

City of Newton Emergency Medical Service Committee
City of Newton Emergency Medical Dispatch Review Committee
City of Newton Ambulance Selection Committee
City of Newton Station Renovation Sub-Committee
City of Newton Development Review Team
City of Newton Police Department Dispatch Hiring Interview Committee
Massachusetts Chapter of International Association of Arson Investigators
Massachusetts Chapter of Fire Prevention
Boston College Traffic Advisory Committee

Activities

Newton Central Little League Board of Directors 1989 - 1997
Newton Central Little League Coach 1987-1997
(Major League Champions 1992, 1993 and 1996; Minor League Champions 1990 and 1991)
Coach Newton Girls Softball Board of Directors 1998-2003
Newton Girls Softball Coach 1998-2003
(2001 Middle-Essex Summer League Champions, 2001-2 Strike One Fall Champions, 2002
Metro Boston Champions, 2002 New England Regional Runner-up, Pawtucket, RI and qualified
and participated in the 2002 14-Under Fast pitch Junior Olympic Championship in Marietta,
Georgia)
Golf - Member Maplegate CC

References will be furnished upon request.



SETTI D. WARREN
MAYOR

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July 20, 2011

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

Ladies and Gentlemen:

I am pleased to reappoint Mr. Jerome Grafe of 21 Oakland Street, Newton, to the Traffic Council. His term of office shall expire March 31, 2014 and his appointment is subject to your confirmation.

Thank you for your attention to this matter.

Sincerely yours,

Setti D. Warren
Mayor

11 JUL 20 P 3:04
CITY CLERK
NEWTON, MA. 02159

1000 Commonwealth Avenue Newton, Massachusetts 02459

www.newtonma.gov



DEDICATED TO COMMUNITY EXCELLENCE

JEROME GRAFE

21 Oakland Street
Newton, MA 02459
(617) 916-2880

Jerome.grafe@state.ma.us

I hold a Masters of Urban Affairs (Environmental Planning) from Boston University and BA in Environmental Management from Framingham State College. I am a senior regional planner with 28 years experience in the Transportation Unit of the Massachusetts Department of Environmental Protection (MassDEP) in Boston.

I serve as MassDEP's technical lead on the Central Artery/Tunnel (CA/T) Project air quality mitigation program; overseeing the High Occupancy Vehicle, Transit System Improvement and Tunnel Ventilation System Certification regulation requirements. This entails many aspects of ongoing technical and policy work internally with transportation agencies and outside stakeholders.

I am also responsible for MassDEP's review of development projects statewide that are subject to the Massachusetts Environmental Policy Act (MEPA) office. Our role in the MEPA process is to devise plans that minimize air pollution caused by traffic associated with private development. In coordination with the four regional MassDEP offices, I provide mobile source air quality/green house gas comments that recommend project specific mitigation programs. My comments generally address several transportation demand management (TDM) measures, including; parking management, public transit shuttle bus services, bicycle/pedestrian facility enhancements, rideshare requirements, transportation management (TMA) programs, employee transportation benefits as well as traffic calming and other transportation system management (TSM) and construction period mitigation. Accordingly, I am very familiar with local; parking, traffic congestion, pedestrian safety concerns and traffic control devices.

In my earlier years at MassDEP I worked on Boston, Cambridge, Massport Parking Freeze programs, served as legislative coordinator for the former Division of Air Quality, managed the Boston-area carbon monoxide attainment re-designation and provide state/regional transportation plan review/approval for conformity requirements with the Massachusetts State Implementation Plan.

I believe in transportation equity where all mobility and mode interests are considered and have endeavored to achieve this throughout my first term as Citizen Representative on Traffic Council.

My wife and our 2 children have lived in Newton Corner since 2002 where our boys attend Bigelow and too soon, will be at North where my wife works as a full time teacher.

Jerome Grafe



Setti D. Warren
Mayor

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Office of the Mayor

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swarren@nwtonma.gov

May 4, 2011

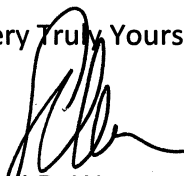
Honorable Board of Aldermen
Newton City Hall
1000 Commonwealth Avenue
Newton, MA 02459

Ladies and Gentlemen:

I respectfully request the Board's review of proposed locations for several new bus shelters, which are proposed to be installed in various locations throughout the City. This MBTA-sponsored program provides free shelters, maintenance, and revenues to the City, while encouraging transit use by providing sheltered spaced for riders. Your thoughts regarding the proposed locations will ensure that the shelters are installed where they will be of greatest benefit to the public.

Thank you for your consideration.

Very Truly Yours,



Setti D. Warren
Mayor

Cc: David Olsen, Clerk of the Board of Aldermen
Robert Rooney, COO
Maureen Lemieux, CFO

11 JUN -2 P 2:31
CITY CLERK
NEWTON, MA. 02159

1000 Commonwealth Avenue Newton, Massachusetts 02459

www.ci.newton.ma.us



Setti D. Warren
Mayor

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Department of Planning and Development
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Candace Havens
Director

MEMORANDUM

May 4, 2011

TO: Mayor Setti D. Warren

FROM: Candace Havens, Director of Planning and Development 

SUBJECT: Locations of prospective bus shelters

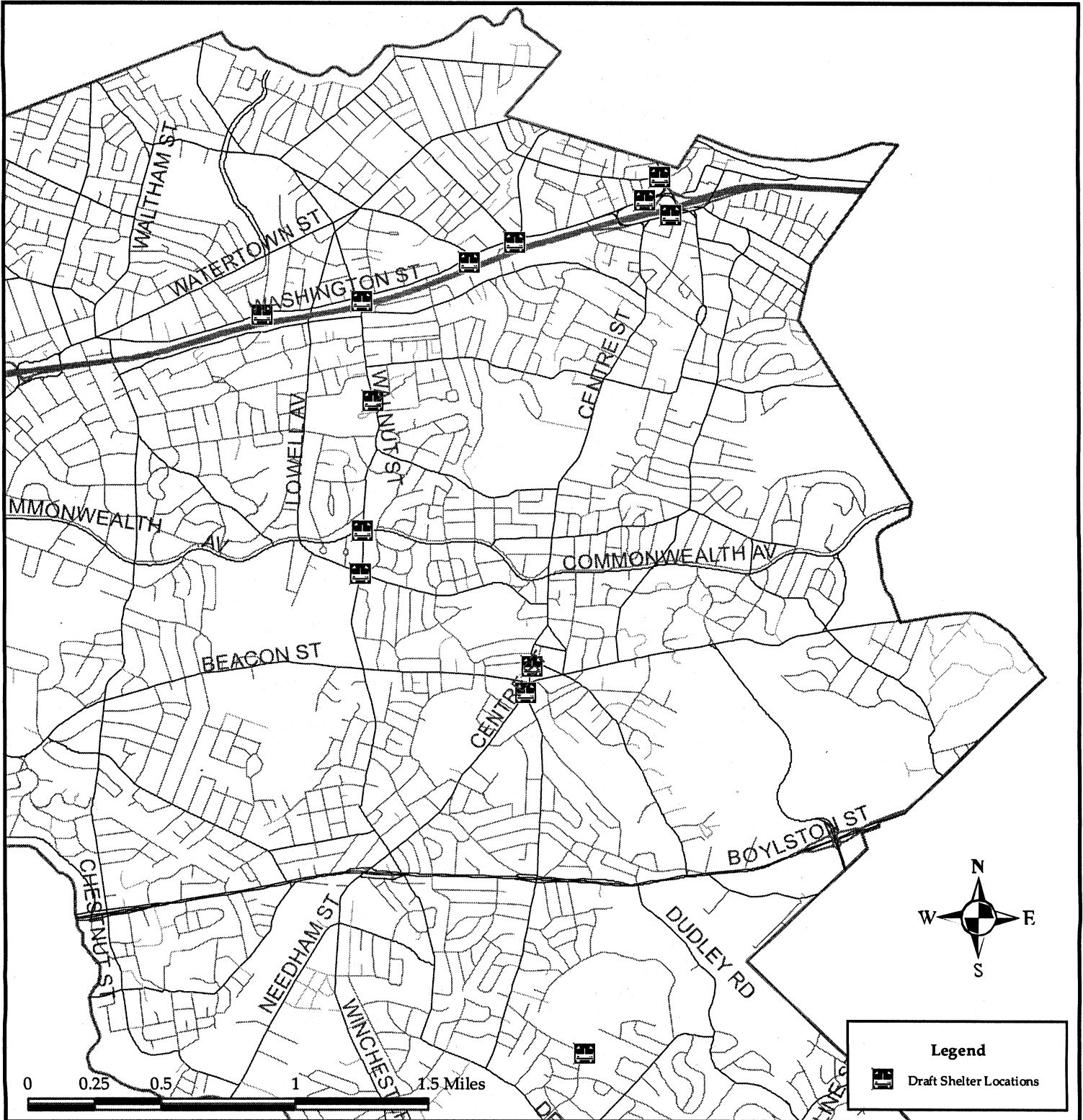
CC: Maureen Lemieux, CFO, Bob Rooney, COO

Several years ago the MBTA entered into a contract with a company named CEMUSA, which has been responsible for installing and maintaining numerous bus shelters along heavily used bus routes. Under this program, advertising on the shelters generates revenue and participating communities may receive a portion, estimated at approximately \$1,200 per shelter per year.

The MBTA guidelines prohibit ads that include tobacco, demeaning or disparaging messages, profanity, firearms or violence, obscenity or nudity, unlawful goods, services or conduct, political campaign speech, false, misleading or deceptive commercial speech. A "no alcohol" ad policy may be added into the agreement, although it may reduce revenues.

The currently available bus shelter is 5' deep, 12' wide, and 9' high. Narrower bus shelters are not yet available as part of this program, but may become available in the near future. For proper installation, the sidewalk should be at least 10' deep with adequate clearance behind the shelter. We anticipate that the City could receive at least ten new bus shelters through this program.

Consistent with our *Comprehensive Plan*, the primary reason for participating in the bus shelter program is to make public transit more attractive to residents and to encourage alternatives to private automobile usage. Given the availability of the shelters and the benefits of the program, City staff has identified several locations where shelters could be useful, as shown on the attached map. Staff welcomes the Board's feedback on the proposed locations, and welcomes suggestions for other sites where shelters would be well used.



Potential Bus Shelter Locations

City of Newton, Massachusetts



CITY OF NEWTON, MASSACHUSETTS
Mayor - Setti D. Warren
GIS Administrator - Douglas Greenfield

SOURCE: City of Newton GIS

MAP DATE: May 03, 2011

NEWTON BUS SHELTER PROGRAM

#234-11

Stop ID	Location	Average Daily Boardings	Existing shelter?	Shelter ownership	Notes
903	Washington St @ Bacon St	1103	Yes	City	Two narrow shelters-could be relocated
9031	400 Centre St	698			??
7631	Washington St @ Walnut St	208	Yes	City	Obsolete
8155	Walnut St @ Lincoln St (inbound)	149			Bank of America canopy
7633	Washington St @ Lewis Terrace	132	Yes	City	Narrow shelter-could be relocated
8203	Walnut St @ Lincoln (outbound)	115	Yes	City	Excellent condition
7645	Washington St @ Walnut St	92			
8528	Centre St @ Beacon St	86	Yes	City	Narrow shelter-questionable condition
81464	173 Oak St	86			
78218	Washington St @ Auburn St	83			
82853	Walnut St @ Austin St	68	Yes	City	Good condition
985	Tremont St @ Waverly	61			
78219	Washington St @ Prospect St	56			
7632	Washington St @ Harvard St	52			
8166	Walnut St @ Newtonville Ave	50			
19662	Hammond Pond Pkwy @ Boylston St	50			
1900	Centre St @ Pearl St	44			Key Bus route stop, Proposed by City
7625	Washington St @ Chestnut St	42			
8504	Centre St @ Beacon St	40	Yes	City	Narrow shelter-questionable condition
78211	Comm Av @ Pamella Ct	39			
8146	Chestnut St @ Oak St	38			
7643	Washington St @ Crafts St	36			Proposed by City
1965	Boylston St @ Service Rd	35			
78216	1600 Washington St	34			
7627	Washington St @ Opp. Eddy St	32			
7642	Washington St @ Adams St	28			
7742	Crafts St @ North St	28			
983	Tremont St @ Playstead	27			
7624	Washington St @ Highland St	26			
8189	Walnut St @ Watertown St	26			
8193	Walnut St @ Clyde St	25			Need school committee approval
78215	Washington St @ Commonwealth Ave	25	Yes	City	
906	Tremont St @ Waverly Ave	24			

986	Tremont St @ Hibbard Rd	24			
8522	Centre St @ #785	24			
984	Tremont St @ Marlboro St	23			
987	Park St @ Tremont Pl	21			
7634	Washington St @ Opp Jewett St	21			
8187	Watertown St @ Adams St	21			
7651	Washington St @ Cherry St	20			
8186	Watertown St @ Chapel St	20			
8197	Walnut St @ Homer St	20			Recommended by City
988	Centre St @ Jefferson St	19	Yes	City	
7858	Adams St @ Lincoln	19			
908	Tremont St @ Marlboro St	18			
7617	River St @ James St	18			
905	Tremont St @ Hibbard Rd	17			
907	Tremont St @ Pembroke St	17			
7802	Adams St @ Watertown St	17			
8185	Watertown St @ Opp. Pearl St	17			
81463	Oak St @ Chestnut St	17			
7619	River St @ Opp. Mague St	16			
7620	37 Elm St	16			
7626	Washington St @ Opp. Cross St	16			
8168	Walnut St @ Page St	16			
8170	Watertown St @ Adams St	16	Yes	MBTA	Could be relocated
8171	Watertown St @ Chapel St	16			
8505	Centre St @ Langley Rd	16			
86968	Lexington St @ Opp. Whitlowe Rd	16			
8517	Centre St @ Church St	15			
8531	Parker St @ Athelstane Rd	15			
904	Park St @ Elmwood St	14			
7640	Washington St @ Hovey St	14			
8157	Walnut St @ Beacon St	14			
78212	Comm Av @ Auburn St	13			
78572	Adams St @ Clinton St	13			
82048	Needham St @ Jaconnet St	13			
7616	River St @ Lexington St	12			
7618	River St @ Pine St	12			
8496	Parker St @ Roosevelt Rd	12			
8529	Cypress St @ Braeland St	12			
81681	Walnut St @ Watertown St	12	Yes	MBTA	Could be relocated

8167	Walnut St @ Wshngton St	11			
8192	Walnut St @ Otis St	11			
8511	Centre St @ #790	11			
78205	Lexington St @ Freeman St	11			
1966	Boylston St	10			
7623	Washington St @ Shaw St	10			
7630	Washington St @ Lowell Ave	10			
7635	Washington St @ Church St	10			
7641	Washington St @ Jewett St	10			
8164	Walnut St @ Clyde St	10			
8521	Centre St @ Cabot St	10			
8145	Chestnut St @ Elliot St	9			
8160	Walnut St @ Homer St	9			
78203	181 Lexington St	9			
7650	Washington St @ Watertown St	8			
7652	Elm St @ Wshngton St	8			
7655	River St @ Mague Ave	8			
7738	Waltham St @ Borita St	8			
7739	Waltham St @ Lodge St	8			
7740	Crafts St @ Waltham St	8			
8477	Sawmill Brook Pkwy @ Keller Path	8			
8508	Centre St @ Ward St	8			
8549	Wiswall Rd @ M Roadway	8			
76171	River St @ Opp. Williams St	8			
76251	Wshngtn St @ Opp. Armory St	8			
7828	Commonweath Av @ Marriott	7			
7834	Lexington St @ Auburndale St	7			
8501	Parker St @ Glenwood Ave	7			
84881	677 Winchester St	7	Yes	MBTA	Could be relocated
7628	Washington St @ Brookside St	6			
7743	Crafts St @ California St	6			
8196	Walnut St @ Commonwealth Ave	6			
78204	Lexington St @ Orris St	6			
82132	Chestnut St @ Elliot St	6			
8479	Sawmill Brook Pkwy @ Van Roosen Rd	5			
8497	Parker St @ Hagen Rd	5			
8520	Centre St @ Lombard	5			
19661	Boylston St @ Bloomingdales - Service	5			
81561	Walnut St @ Berwick Rd	5			

7629	Washington St @ Opp. Walker St	4			
7654	Elm St @ River St	4			
7657	River St @ James St	4			
7744	Walnut St @ Linwood Ave	4			
7832	Commonweath Av @ Melrose St	4			
8147	Elliot St @ Oak St	4			
8165	Walnut St @ Otis St	4			
8169	Watertown St @ Crafts St	4			
8478	Sawmill Brook Pkwy @ Spiers Rd	4			
8483	Wiswall Rd @ McCarthy Rd	4			
8492	Dedham St @ Meadowbrook Rd	4			
8512	Centre St @ Sargent St	4			
8518	Centre St @ Newtonville St	4			
78201	Lexington Av @ Rumford St	4			
78214	Comm Av @ Windermere Rd	4			
81562	940 Walnut St	4			
82047	Needham St @ Charlemont St	4			
7801	Adams St @ Middle St	3			
7806	California St @ Bridge St	3			
7854	California St @ Bridge St	3			
8163	Walnut St @ Mill St	3			
8172	Watertown St @ Pearl St	3			
8285	Watertown St @ Crafts St	3			
8486	Dedham St @ Wiswall Rd	3			
8487	Dedham St @ Brookline St	3			
8507	Centre St @ Commonwealth Ave	3			
8509	Centre St @ Alderwood Rd	3			
78213	Comm Av @ Cheswick Rd	3			
82050	Needham St opp Easy St	3			
84921	Wheeler St @ Meadowbrook Rd	3			
7622	Washington St @ Elm St	2			
7644	Washington St @ Harvard St	2			
7646	Washington St @ Walker St	2			
7648	Washington St @ Cross St	2			
7653	Elm St @ Webster St	2			
7656	River St @ Sheridan St	2			
7659	Lexington St @ Whitlowe Rd	2			
7741	Crafts St @ Albemarle St	2			
7804	Chapel St @ Watertown St	2			

7830	Commonweath Av @ Islington St	2			
7831	Commonweath Av @ Ash St	2			
7837	Lexington St @ Roberta Road	2			
7856	Chapel St @ Watertown St	2			
8148	Elliot St @ Linden St	2			
8158	Walnut St @ Brentwood Ave	2			
8198	Walnut St @ Op#791	2			
8212	Oak St @ Elliot St	2			
8476	Sawmill Brook Pkwy @ McCarthy Rd	2			
8481	Wiswall Rd @ Chinian Path	2			
8484	Wiswall Rd @ Indian Ridge Rd	2			
8485	Wiswall Rd @ Dedham St	2			
8494	Parker St @ Dedham St	2			
8500	200 Parker St opp Stearns St	2			
8506	Centre St @ Gibbs St	2			
8515	Centre St @ Newtonville Ave	2			
8524	Centre St @ Mill St	2			
65544	Washington St @ Commonwealth Ave	2			
65545	Riverside Parking Area Entrance	2			
81687	Waltham St @ Lodge St	2			
81688	Waltham St @ Hazelnut Rd	2			
85283	Centre St @ Walnut	2			
85288	Opp 677 Winchester St	2			
85371	Wheeler St @ Meadowbrook Rd	2			
7836	Lexington St @ #180	1			
7838	Lexington St @ River St	1			
7855	Chapel St	1			
8149	Elliot St @ Wetherell St	1			
8150	Elliot St @ Columbia St	1			
8156	Walnut St @ Dunklee St	1			
8161	Walnut St @ Commonwealth Ave	1			
8194	Walnut St @ Mill St	1			
8195	Walnut St @ Prospect St	1			
8200	Walnut St @ Beacon St	1			
8204	Lincoln St @ #69	1			
8207	Woodward St @ Boylston	1	Yes	City	
8208	Elliot St @ Charles St	1			
8213	Oak St @ Chestnut St	1			
8474	Spiers Rd @ June Lane	1			

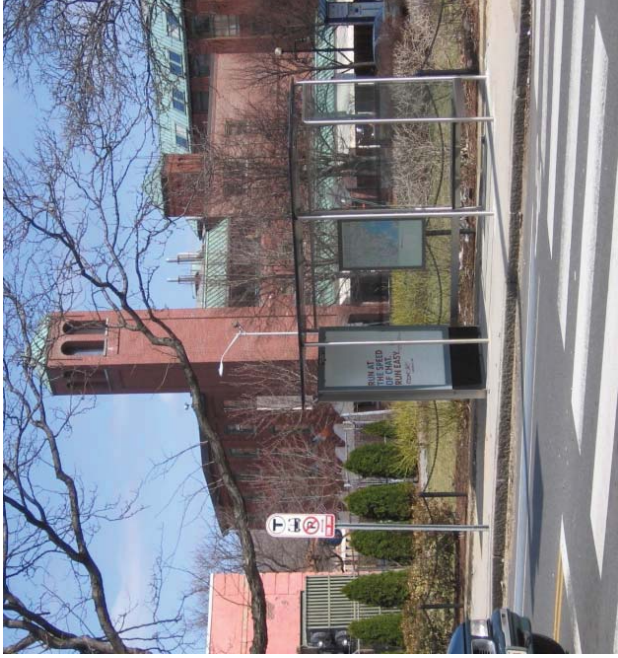
8482	Wiswall Rd @ Shumaker Path	1			
8491	Dedham St @ Greenwood St	1			
8493	Dedham St @ Country Club Rd	1			
8495	Parker St @ Wheeler Rd	1			
8502	Parker St @ Cypress St	1			
8503	Cypress St @ Braeland St	1			
8514	Centre St @ Hyde St	1			
8516	Centre St @ Church St	1			
8526	Centre St @ Commonwealth Ave	1			
8527	Centre St @ Bowen St	1			
8538	Parker St @ Dedham St	1			
8544	Dedham St @ Carlson Ave	1			
8545	Dedham St @ Wiswall Rd	1			
8548	Wiswall Rd @ O Roadway	1			
8551	Sawmill Brook Pkwy @ Van Roosen Rd	1			
8556	Spiers Rd @ Dedham St	1			
9492	498 Watertown St	1			
82031	Needham St @ Jaconett Rd	1			
82131	Chestnut St @ Pennsylvania St	1			
84882	Winchester @ Rachael St	1			
84883	Winchester @ Rockland St	1			
84884	Winchester @ Dedham St	1			
85281	Centre St @ Locksley St	1			
85285	Winchester @ Needham St	1			
7621	Elm St @ Webster St	0			
7647	Washington St @ Eddy St	0			
7649	Washington St @ Armory St	0			
7658	River St @ Lexington St.	0			
7800	Adams St @ Wshngton St	0			
7805	Chapel St	0			
7825	Commonweath Av @ Melrose St	0			
7826	Commonweath Av @ Ash St	0			
7827	Commonweath Av @ Islington St	0			
7833	Commonwealth Ave @ Auburn St	0			
7835	Lexington St @ Orris St	0			
8151	Elliot St @ Opp. Charles St	0			
8152	Woodward @ Boylston	0			
8153	Lincoln St @ Woodward	0			
8154	Lincoln St @ Bowdoin St	0			

8159	Walnut St @ #796	0			
8162	Walnut St @ Prospect Ave	0			
8188	Watertown St @ #503	0			
8199	Walnut St @ Brentwood Ave	0			
8202	Walnut St @ Dunklee St	0			
8205	Lincoln St @ Bowdoin St	0			
8206	Lincoln St @ Woodward	0			
8209	Elliot St @ Columbia Ave	0			
8210	Elliot St @ Cottage St	0			
8211	Elliot St @ Linden St	0			
8475	Fredetta Rd @ Sawmill Brook Pky	0			
8480	Wiswall Rd @ Walsh Road	0			
8488	Dedham St @ Nahanton St	0			
8489	Dedham St @ Rosalie St	0			
8490	Dedham St @ Arnold St	0			
8498	Parker St @ #288 Opp. Parker Ave	0			
8499	Parker St @ Boylston St	0			
8510	Centre St @ Cotton St	0			
8513	Centre St @ George St	0			
8519	Centre St @ Bellevue St	0			
8523	Centre St @ Cotton St	0			
8525	Centre St @ Ward St	0			
8530	Parker St @ Cypress St	0			
8532	Parker St @ Stearns St	0			
8533	Parker St @ Boylston St	0			
8534	Parker St @ Parker Ave	0			
8535	Parker St @ Hagen Road	0			
8536	Parker St @ Parker Rd	0			
8537	Parker St @ Wheeler Rd	0			
8539	Dedham St opp Country Club Rd	0			
8540	Dedham St @ Meadowbrook Rd	0			
8541	Dedham St @ Greenwood St	0			
8542	Dedham St @ Arnold Rd	0			
8543	Dedham St @ Nahanton St	0			
8546	Wiswall Rd @ Indian Ridge Rd	0			
8547	Wiswall Rd @ McCarthy Rd	0			
8550	Wiswall Rd @ Walsh Road	0			
8552	Sawmill Brook Pkwy @ Walsh Rd	0			
8553	Sawmill Brook Pkwy @ Keller Path	0			

8554	Sawmill Brook Pkwy @ McCarthy Rd	0			
8555	Fredetta Rd @ Sawmill Brook Pkwy	0			
34505	Woodland Station Loop - NT OWL	0			
34506	Beacon St @ Waban Station - NT OWL	0			
34512	Beacon St @ Opp Waban Station - NT OWL	0			
65541	Washington St @ Prospect St	0			
65542	Washington St @ Auburn St	0			
65543	Washington St @ Greendough St	0			
65546	Riverside Parking Area Exit	0			
65547	Comm Av @ Pamella Court	0			
76561	River St @ William St	0			
78202	161 Lexington St	0			
78571	Adams St @ Quirk St	0			
81451	Chestnut St @ Pennsylvania Ave	0			
81682	Walnut St @ Linwood St	0			
81683	Crafts St @ California St	0			
81684	Crafts St @ North St	0			
81685	Crafts St @ Albemarle St	0			
81686	Crafts St @ Harding	0			
82011	Walnut St @ Fisher St	0			
82032	Needham St opp Charlemont St	0			
82033	156 Oak St	0			
82039	Needham St opp Columbia Ave	0			
82049	Needham St @ Columbia St	0			
84741	Fredetta Rd @ Spiers Rd	0			
84791	Sawmill Brook Pkwy @ Walsh Rd	0			
84885	Winchester St @ Centre St	0			
84886	Centre St @ Walnut	0			
84887	Centre St @ Clark St	0			
84888	Centre St @ Locksley St	0			
85282	Centre St @ Cushing St	0			
85284	Winchester St @ Centre St	0			
85286	Winchester @ Rockland St	0			
85287	Winchester St @ Goddard St	0			
85511	Sawmill Brook Pkwy @ Spiers Rd	0			
85551	Fredetta Rd @ Spiers Rd	0			



MBTA BUS SHELTER PROGRAM



A Proposed Partnership:

**City of Newton
MBTA
CEMUSA**

September 7, 2011



Our Goal....



#234-11

- **Provide more shelters for our patrons & promote public transit usage**
- **Clean, well maintained and community-friendly shelters**





Newton and the MBTA

#234-11



- **15 Bus Routes serve the city, in addition to Green Line and Commuter Rail**
- **Over 3,800 riders board T buses in Newton daily**
- **312 bus stops in Newton-only
10 have shelters**





Bus Shelters-A Brief History



- **Renewed focus on bus service and customer enhancements**
 - **Title VI / Environmental Justice Compliance**
 - **Budget constraints**
 - **A strategy for the future**
-



Ongoing Shelter Challenges



- **Uninviting**
- **Poor visibility**
- **Dangerously close to the curb line**
- **Not accessible to persons with disabilities**



Maintenance Headaches

- **Graffiti & Vandalism**
- **Broken panels**
- **Difficult to clean**



The Shelter Partnership

#234-11



- Introducing CEMUSA shelters
- CEMUSA installs and maintains in return for advertising revenue
- Revenue shared with the Town
- Locations are approved jointly by the Town, the MBTA and CEMUSA





The Partnership Proposal



- **Since 2004, CEMUSA shelters in 13 MBTA communities**
 - **Newton, MBTA and CEMUSA would enter into a license agreement**
 - **Shelter sites are proposed and approved jointly by the City, the MBTA and CEMUSA**
-



Current CEMUSA Communities



Municipality	# Of CEMUSA Bus Shelters
Cambridge	36
Everett	19
Chelsea	16
Watertown	11
Somerville	29
Salem	4
Lynn	19
Boston	12
Revere	19



CEMUSA



- **1,000 employees worldwide, over 160,000 shelters in 160 cities.**
- **Worldwide experience combined with local commitment , by partnering with Municipalities and local organizations, and generating local jobs.**
- **Brighton Massachusetts office with full time staff**
- **Shelters remain in like-new condition for the term of the contract**
- **Shelters are inspected and cleaned twice a week and repairs are made within 24 hours of notice**





License Agreement Features



- **15-year duration, after which, city has option to own all shelters or have CEMUSA remove them.**
 - **Inspection and cleaning twice per week, repairs within 24 hours of notice**
 - **Compliance with MBTA Shelter policy and criteria**
 - **MBTA has right to reject location and advertising**
-



Revenue Sharing with Newton



- **Each complete shelter will provide Newton with approximately \$1,400 in annual revenue**
 - **A 10-shelter program would result in an annual payment to the city of approximately \$14,000**
 - **All shelter install, maintenance and cleaning costs responsibility of CEMUSA**
-



MBTA Advertising Policy



- **CEMUSA must conform to MBTA's current advertising policy**
 - **MBTA has right to reject any advertisement**
 - **Advertisements on public ways subject to approval of the State Outdoor Advertising Board**
 - **Location-specific restrictions are negotiable**
-



Potential New Bus Shelters



- **3 in Newton Corner (North Side stop, South Side stop, Centre Street at Bertucci's stop)**
 - **Washington Street & Lewis Terrace (SW corner)**
 - **Washington & Crafts (SW corner - old Frost – new Sovereign Bank)**
 - **Washington & Walnut (SE corner - replace old green shelter)**
 - **Washington & Eddy Street (south side)**
 - **Walnut Street at Newton North High School (need approval of School Committee)**
 - **Walnut at Commonwealth Avenue, NW corner**
 - **Walnut at Homer, NW Corner**
 - **2 at Centre at Beacon, both sides**
 - **Oak Hill Middle School**
 - **Walnut at Watertown**
-



Shelter Enhancements

#234-11



CAMBRIDGE



BEFORE

MBTA SHELTER



AFTER

CEMUSA SHELTER



Shelter Enhancements

#234-11



CAMBRIDGE



BEFORE

MBTA SHELTER



AFTER

CEMUSA SHELTER



Shelter Enhancements

#234-11



CHELSEA



BEFORE

MBTA SHELTER



AFTER

CEMUSA SHELTER



Contact Information

#234-11



MBTA

Erik Scheier, P.E.
Project Director
Massachusetts Bay
Transportation Authority
45 High Street
Boston MA 02110

Phone: 617-222-3214
EScheier@mbta.com

CEMUSA

David Yagnesak
CEMUSA Boston, LLC
86 Lincoln Street
Brighton MA 02135

Phone: 347-592-1002
Dyagnesak@cemusainc.com

APPEAL OF TRAFFIC COUNCIL DECISION
CITY OF NEWTON TRAFFIC COUNCIL, ROOM 101A
1000 COMMONWEALTH AVENUE
NEWTON CENTRE, MA 02459

#236-11

This form shall be completed by residents or an alderman who wish to appeal a Traffic Council decision. This form must be completed and filed with the clerk of the board within twenty (20) calendar days of the Traffic Council vote. Requirements for signatures in the matter of appeals are described in Sec. 19-33 and 19-34 of the Revised Ordinances of the City of Newton, 2007, as amended by Ordinance Z-12. The Appellant and other parties who may in the Council's judgment be substantially affected by such petition will be notified with the first date the petition will be discussed by the Board of Aldermen. NOTE: There are additional appeal requirements for Resident Only Permit Areas; see Sec. 19-201 of the City of Newton Ordinances. If you have further questions, please call the Clerk of the Board's Office at (617) 796-1210.

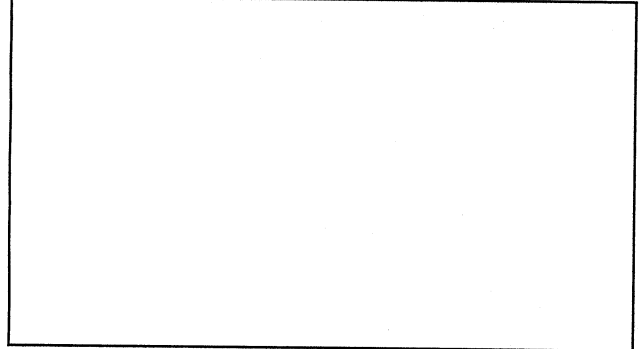
Complete both sides and submit to the Clerk of the Board's Office (PLEASE PRINT):

APPELLANT'S NAME Mary Lawlor SIGNATURE: Mary Lawlor
ADDRESS: 251 Grant Avenue Unit # _____
TELEPHONE (DAY): 617-835-3767 (EVENING): 617-835-3767

PETITION #: TC - 35-11 (c)

REASON FOR APPEAL: The Beacon / Grant intersection and the
Beacon / Dalton intersection are both very dangerous.
Creating a bike path in these areas would increase the
danger.

THIS SECTION FOR OFFICE USE ONLY:



11 JUN 29 P 12:13
CITY CLERK
NEWTON, MA 02159

Last Revised November 16, 2009

REQUIRED SIGNATURES (Please Print)

♦ Appeals for intersectional controls/regulations (traffic signals, stop signs, no turn on red, etc.) require a total of six (6) signatures (including appellant's) from owners or tenants whose building or lot of land is located within five-hundred (500) feet of the affected intersection (one signature per household or business).

♦ Appeals for parking restrictions, truck exclusions, speed limits, and all other traffic regulations must be signed by one (1) owner or tenant of at least half of the residential, commercial and/or non-profit units which abut the affected street or way, provided that in no event shall more than ten (10) signatures (including appellant's) be required (one signature per household or business).

NAME: PANKAJ BHARGAVA SIGNATURE: [Signature]
ADDRESS: 692 BEACON ST., NEWTON, MA UNIT#
TELEPHONE (DAY): (617) 916-9040 (EVENING): (617) 916-9040

NAME: Yvonne Leung SIGNATURE: [Signature]
ADDRESS: 686 BEACON STREET UNIT#
TELEPHONE (DAY): 617-877-6379 (EVENING):

NAME: David Benaim SIGNATURE: [Signature]
ADDRESS: 680 BEACON ST UNIT#
TELEPHONE (DAY): 617-968-6869 (EVENING): 617-879-0612

NAME: JAMES KILROY SIGNATURE: [Signature]
ADDRESS: 701 BEACON ST. UNIT#
TELEPHONE (DAY): 617 841 2383 (EVENING):

NAME: Rusu Kilroy SIGNATURE:
ADDRESS: 701 Beacon St. UNIT#
TELEPHONE (DAY): 617-641-2383 (EVENING):

NAME: DAVID MACK SIGNATURE: [Signature]
ADDRESS: 693 BEACON STREET UNIT#
TELEPHONE (DAY): 617-332-6384 (EVENING):

NAME: SIGNATURE:
ADDRESS: UNIT#
TELEPHONE (DAY): (EVENING):

NAME: SIGNATURE:
ADDRESS: UNIT#
TELEPHONE (DAY): (EVENING):

NAME: SIGNATURE:
ADDRESS: UNIT#
TELEPHONE (DAY): (EVENING):

The Beacon/Grant intersection is very busy & very dangerous. There have been numerous accidents at this intersection. Creating a bike path that would cross this intersection would:

1. Give bike riders a false sense of safety since they would be on a bike path, and
2. Draw more bike riders to this intersection than there already are, once more bikers become aware of the bike path.

Taking away the street parking along Beacon Street would create an unfair burden on the homeowners who purchased homes on a busy street, many with small driveways, knowing that their visitors, workmen, etc. would be able to park on the street. Taking away this parking would create a major hardship while they own the house and would make it very difficult to sell the house, most definitely decreasing the value of their home.



PUBLIC SAFETY & TRANSPORTATION COMMITTEE
MEETING NOTICE

Dear Resident:

The Public Safety & Transportation Committee of the Board of Aldermen will be discussing the following item, which may be of interest to you, at its next meeting on Wednesday, September 7, 2011 at 7:45 pm in Room 202, Second Floor, City Hall. The meeting is open to the public and if you would like further information on the item, you are encouraged to attend.

#236-11 MARY LAWLOR, 251 Grant Avenue, filing on June 29, 2011 an appeal from the decision of the Traffic Council on June 23, 2011 to approve TC35-11c) as follows:
(c) No parking on Beacon Street westbound (north side) from Grant Avenue to Dalton Road. (Wards 6 & 7)

This is not a public hearing, but written opinions will be accepted. If you would like to offer an opinion in writing, please send to the following address: Clerk of the Board, 1000 Commonwealth Avenue, Newton Centre, 02459 or e-mail to Danielle Delaney at ddelaney@newtonma.gov by August 31, 2011.

Sincerely,

Danielle Delaney
Committee Clerk
Public Safety & Transportation Committee

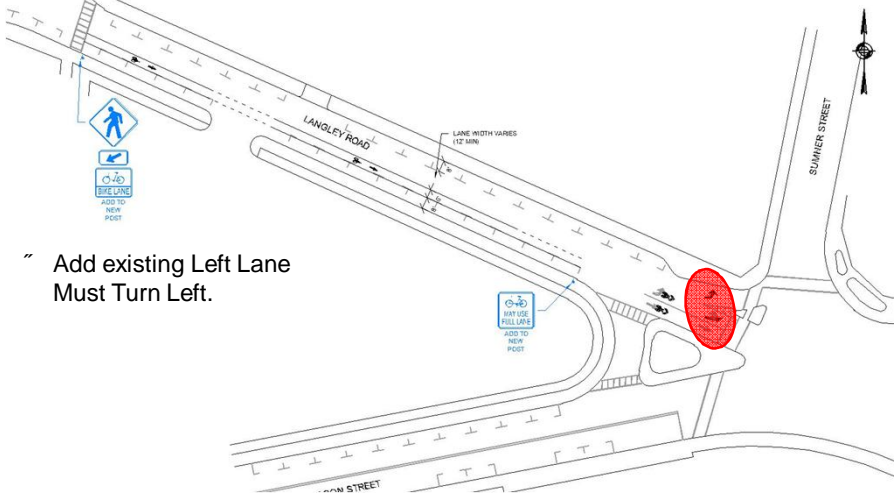
TC35-11

Requesting additional changes to parking regulations to accommodate bicycle lanes on Beacon St.
(Wards 6 & 7)

Objectives

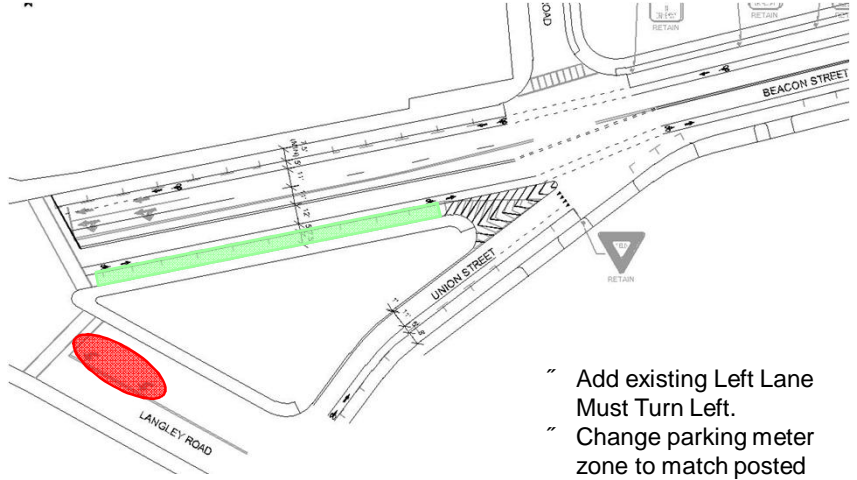
- Extend existing bike lanes on Beacon Street that terminate at Hammond Street.
- Re-stripe Beacon Street/Hammond Pond Parkway to more clearly define turn lanes.
- Clean up TPR to match existing conditions.

Proposed Changes (a)



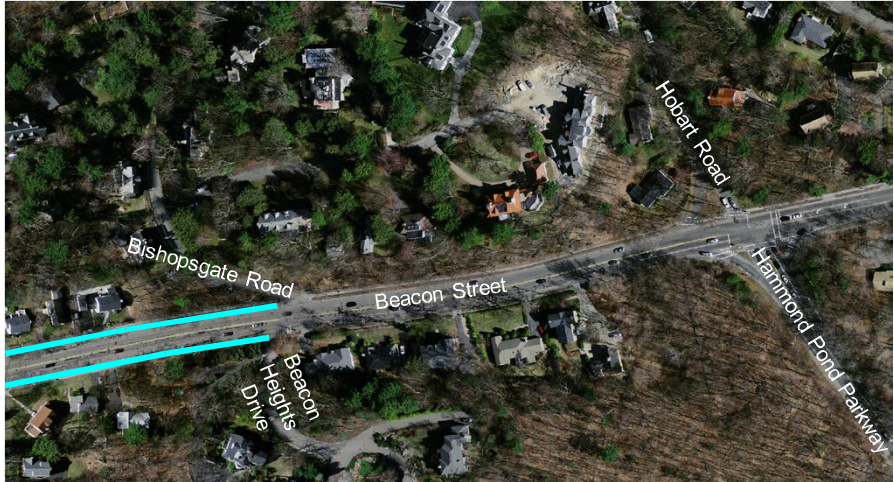
~ Add existing Left Lane Must Turn Left.

Proposed Changes (b) & (i)



~ Add existing Left Lane Must Turn Left.
~ Change parking meter zone to match posted regulations.

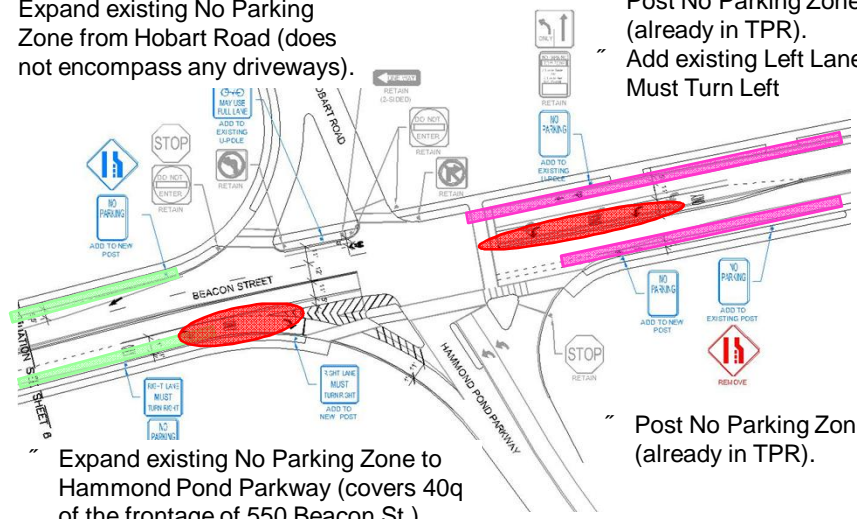
Aerial Photo near Hobart & Bishopsgate



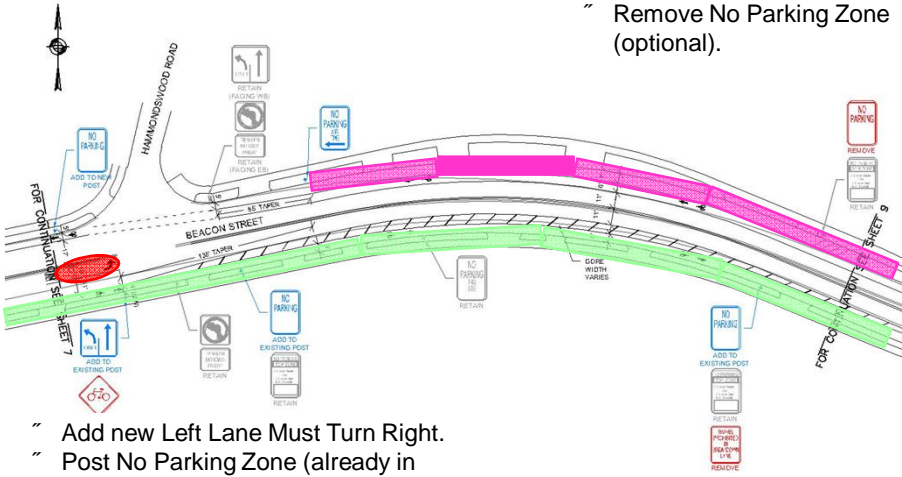
2-Hr 8-6, Mon-Fri

Proposed Changes (d), (e), (k), & (l)

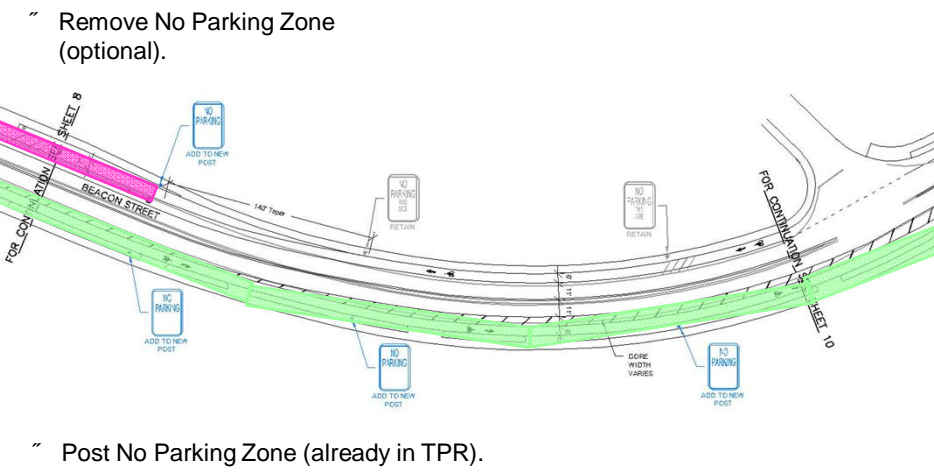
- ~ Expand existing No Parking Zone from Hobart Road (does not encompass any driveways).
- ~ Post No Parking Zone (already in TPR).
- ~ Add existing Left Lane Must Turn Left
- ~ Expand existing No Parking Zone to Hammond Pond Parkway (covers 40q of the frontage of 550 Beacon St.).
- ~ Add new Right Lane Must Turn Right.
- ~ Post No Parking Zone (already in TPR).



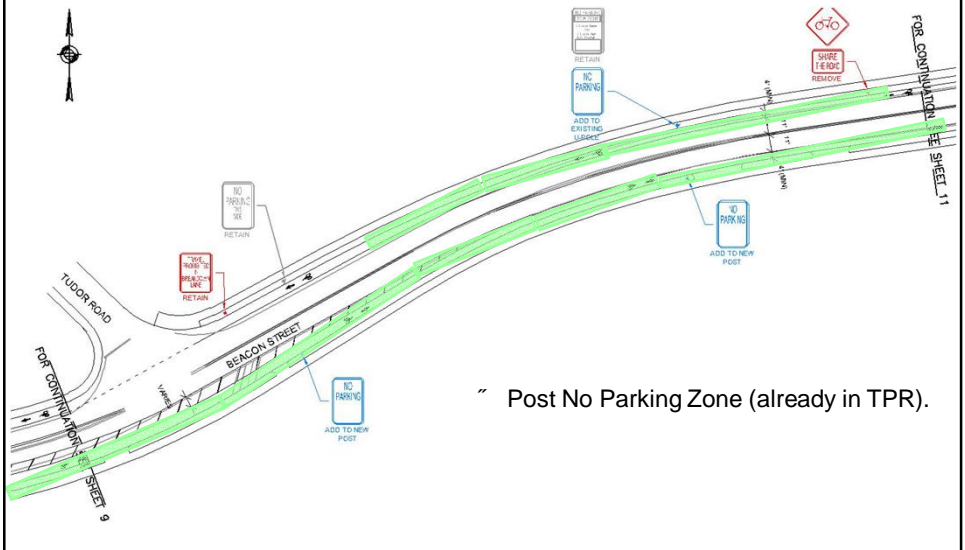
Proposed Changes (f) & (m)



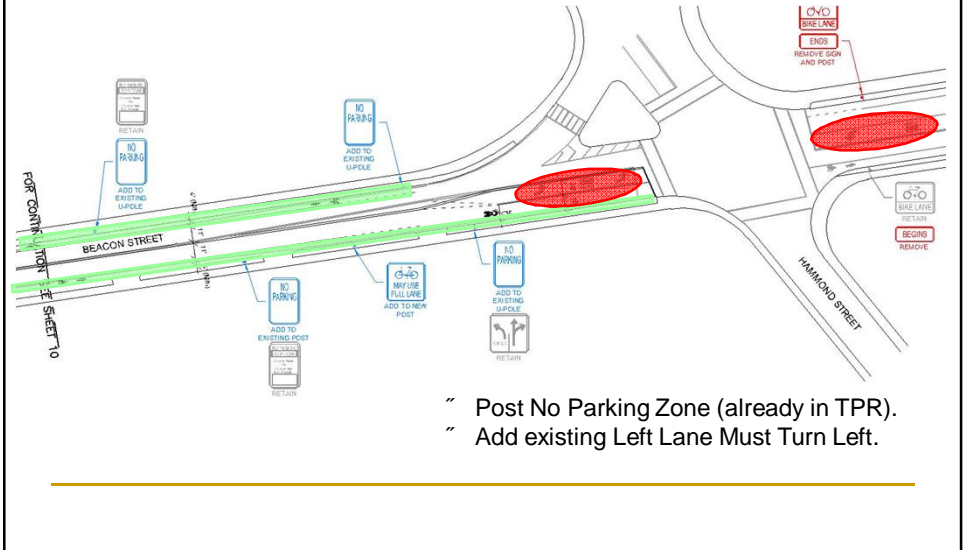
Proposed Changes (m) & (n)



Proposed Changes (n)



Proposed Changes (g), (h), & (n)



CITY OF NEWTON
BOARD OF ALDERMEN
TRAFFIC COUNCIL REPORT

THURSDAY, JUNE 23, 2011

Present: James Danila (Transportation Engineer), Jerome Grafe (Resident member), Jay Harney (Alderman), David Koses (Transportation Planner) and Sgt. James Norcross (Police Department)
Also Present: Danielle Delaney (Clerk), Ald. Albright, Blazar, Fuller, Linsky and Shapiro

Jim Danila provided a PowerPoint presentation on these items, attached to this report.

TC32-11 PLANNING DEPARTMENT, requesting consideration of changes to the parking restrictions on Hull Street, to include TIGER Permit Parking. (Ward 2)
[06/07/11 @ 1:55 PM]

ACTION: APPROVE (5-0) TIGER Permit Parking zone on the north side of Hull Street between Walnut Street and Lowell Avenue, except for the pick-up/drop-off zone. No parking on the south side of Hull Street. This item may be appealed through the close of business July 13, 2011.

NOTE: TC32-11, TC31-11 and TC30-11 were discussed together. See TC30-11 summary below.

TC31-11 PLANNING DEPARTMENT, requesting consideration of changes to the parking restrictions on Lowell Avenue between Austin Street and Arden Road, to include TIGER Permit Parking. (Wards 2 & 3) [06/07/11 @ 1:55 PM]

ACTION: APPROVE (5-0) TIGER Permit Parking zone on the east side of Lowell Avenue between Hull Street and Elm Road. No parking on the west side of Lowell Avenue between Hull Street and Elm Road. This item may be appealed through the close of business July 13, 2011.

NOTE: TC32-11, TC31-11 and TC30-11 were discussed together. See TC30-11 summary below.

TC30-11 PLANNING DEPARTMENT, requesting consideration of changes to the parking restrictions and directionality of the public section of Elm Road to include TIGER Permit Parking. (Ward 2) [06/07/11 @ 1:55 PM]

ACTION: APPROVE (5-0) TIGER Permit Parking zone on the south side of the public section of Elm Road. No parking on the north side of the public section of Elm Road. After construction is complete, Elm Road will be made a two way street between Lowell Avenue and the first bend. This item may be appealed through the close of business July 13, 2011.

NOTE: Mr. Danila said that the school parking lot would not be ready when school begins in the fall. The TIGER Permit Parking Program will remain in effect until all anticipated

parking is available. He reviewed the current parking situation, restrictions and on-site available spaces for teachers, handicap and visitor parking. Currently there are 231 on-site spaces. 425 parking spaces are necessary for faculty and 150 parking spaces are being requested by the school for student parking. At a future meeting, the parking 150 student parking spaces will be discussed. Mr. Koses stated that tonight's discussion would focus on faculty parking needs.

Mr. Danila proposed the following TIGER Permits for school staff: Elm Road - 24 spaces; Hull Street - 50 spaces; and Lowell Avenue adjacent to NNHS - 22 spaces. He suggested that diagonal parking be instituted for teachers on Elm Road, and the allowance of two-way traffic along a portion of Elm Road.

Mr. Koses read into the record, the four e-mails received on this item, attached to this report. Mr. Koses opened the discussion for public comment. Newton North Vice-Principal Deborah Holman said that she understands the hardship that TIGER Permits pose for residents. She feels that the TIGER parking program enables the school to oversee students and their parking habits. Approximately six residents were present for this discussion. The discussion stressed safety issues, parking too close to corners, pickup/drop-off locations, handicap parking spaces, number of driving students and speeding, as well as large volumes of traffic. NNHS will determine the number of TIGER permits that will be issued to students.

Elm Road

A resident of Elm Road said that he prefers that Elm Road return to a two-way road, even if drivers use his driveway to turn around. He feels that it is a "good trade-off". Mr. Koses asked Council members if they would prefer a section of Elm Road return to a two-way road and if they support diagonal parking. Mr. Danila stated he supports both. Sgt. Norcross agreed. Mr. Grafe said that he was concerned the road would become a large pickup/drop-off area.

Lowell Avenue

Ald. Linsky said that constituents have related to him that they prefer the TIGER Permit Parking be implemented on the east side of Lowell Avenue. Mr. Koses stated that residents of Lowell Avenue would be eligible for the program. Mr. Danila said an item would have to be docketed describing the limits of the program. Mr. Grafe asked if a certain number of resident permits would be issued. Mr. Koses answered yes, approximately 22-24 spaces.

Hull Street

Mr. Danila proposed that the TIGER Permit Parking be implemented on the north side of Hull Street between Walnut Street and Lowell Avenue, except for the pick-up/drop-off zone. Mr. Grafe asked if the number of parking spaces would decrease or increase when construction was complete. Mr. Danila said that parking would increase. Sgt. Norcross asked if a certain number of resident permits would be issued. Mr. Koses answered yes. As a response to a question, Mr. Koses said that the location of handicap parking spaces on Hull Street still need to be reviewed.

TC33-11 ALD DANBERG, BLAZAR AND SHAPIRO, requesting (a) a No Stopping or Standing zone along the southern curb of Homer Street in the vicinity of 72 and 64 Homer Street and the Newton Centre Playground to accommodate a new bump-out and crosswalk across Homer Street and (b) changing the eastern leg of Grafton Street to one-way northbound (towards Commonwealth Avenue), matching the one-way southbound (towards Homer Street) western leg. (Ward 6) [06/09/11 @ 1:17PM]

ACTION: (a) **APPROVE (5-0) Tow Zone (No Stopping, No Standing) on the south side of Homer Street in the vicinity of 64 and 72 Homer Street. This item may be appealed through the close of business July 13, 2011.**

(b) **NO ACTION NECESSARY (4-1, Grafe)**

NOTE: Mr. Danila reviewed with Council members the new crosswalk requirements, data collection, sight distance problems and possible solutions. Mr. Danila stated that construction will begin on Homer Street late summer/early fall. The Ward 6 Aldermen docketed this item after inquiring with the Commissioner of Public Works requesting prior to construction if Homer Street could be modified, allowing pedestrians easy access to cross. Sgt. Norcross asked if it would be beneficial to make the island smaller.

Ald. Blazar stated that the intersection is dangerous because of the limited sight distance and that the area becomes crowded with game parking. He suggested a bump out with parking restrictions and perhaps making a portion of Grafton Street a one-way street.

Mr. Koses read into the record, the one e-mail received on this item, attached to this report. Mr. Koses opened the discussion for public comment. Approximately six residents were present for this discussion. The discussion stressed their concerns regarding inadequate site distance, limited parking, speeding, island parking and the number of accidents. They stated that Grafton Street is difficult to enter especially when it snows. Suggestions were made to restrict parking on Grafton Street during games, install curbs on the island to deter parking and install a pedestrian activated crosswalk. A resident felt that if Homer Street is repaved, speed would only increase. They all agreed that some safety measures have to be taken. Mr. Koses said that an item would have to be docketed for parking restrictions on Grafton Street and the area of the island. Mr. Danila said that certain warrants have to be met for a pedestrian activated crosswalk. This area would not be eligible for a hawk signal or yellow warning signal.

Ald. Harney asked what could be done to address the issues of speeding from Commonwealth Avenue, pedestrian safety and parking. He supports road modifications and a crosswalk but does not support changing the eastern leg of Grafton Street to one-way northbound. Sgt. Norcross agreed. Mr. Koses suggested informing the Little League of how parking inhibits visibility. He asked if a raised crosswalk would meet the requirements. Mr. Danila felt it would not meet the guidelines because Homer Street is a major collector road and serves as the primary response route for the Fire Department.

Sgt. Norcross recommended a Tow Zone. He said a Tow Zone is easier to enforce than a no parking, no standing sign and people typically do not ignore Tow Zones. Mr. Grafe suggested the installation of a bulb out, a physically raised crosswalk or a bolted down road stanchion. Mr.

Danila suggested adding a bump out, adding a no stopping, no standing zone along the bump out which would improve sight distance. He also suggested making Grafton Street a half one-way, half two-way street to improve safety by making all sections around the island one-way. Ald. Blazar and Shapiro agreed not to change Grafton Street to a one-way street. Sgt. Norcross suggested informing the Little League of this item's action to educate parents. Mr. Danila said that he would draft a letter to inform Little League of Traffic Council's action. Mr. Koses briefly described the appeals process to residents.

TC37-10 NEWTON HIGHLANDS NEIGHBORHOOD, Newton recommending the implementation of a pedestrian-activated blinking warning sign on a mast-arm above Walnut Street (at either Hyde or Duncklee Streets), similar to those recently implemented at other locations in Newton, and any other necessary measures to allow for a safe pedestrian crossing area in this corridor of Walnut Street (currently lacking). (Ward 6) [10/13/10 @ 11:44 AM]

ACTION: **APPROVE (5-0) Traffic Council recommends that the Board of Aldermen examine and potentially approve and fund a crosswalk along with additional enhancements, such as a pedestrian beacon and/or a pedestrian island on Walnut Street in the vicinity of Hyde Street or Duncklee Street.**

NOTE: Mr. Danila reviewed with Council members the new crosswalk requirements, data collection, safety benefits of a medial refuge island and potential improvements. He stated a new crosswalk could be installed at this location because vehicle data collection proves that the average daily traffic is greater than 9,000 vehicles per day and pedestrian data collection proved that 42 pedestrians cross Walnut Street between Hillside & Hyde Streets in a 2-hour period. Mr. Danila stated that a median refuge island could be implemented in this area because it reduces pedestrian crashes at crossings with marked crosswalks, reduces pedestrian crashes at unmarked crosswalk locations and reduces the number of all fatal crashes. The median refuge allows for simplified crossing, safer nighttime crossing and increased opportunity for gaps in traffic. A median refuge island would require the Board of Aldermen's approval and would require permanent removal of parking on both sides of Walnut Street. The median refuge island may also require moving curbs to add up to 2' of width also impacting bicyclists. The impact would be less by increasing the road width. Mr. Danila proposed the installation of a center median, rapid flash beacon or standard beacons as potential improvements. He said the State is in the 25% design comment period for Walnut Street.

Mr. Koses read into the record, the one e-mail received on this item from thirteen residents, attached to this report. Mr. Koses opened the discussion for public comment. Approximately five residents were present for this discussion. The discussion stressed safety issues, difficulty crossing Walnut Street, difficulty exiting and entering their driveways, number of accidents, inadequate sight distance, parking in a bus lane, speeding and commuters use Walnut Street for parking. The residents recommended implementing a safe pedestrian crossing and asked for solutions. Residents suggested installing a traffic signal closer to Hyde Street rather than Duncklee Street because it is well lit; this is where most pedestrians cross and perhaps may allow a safer sight distance.

Mr. Koses said that he anticipates the discussion will continue in Traffic Council regarding the removal of parking on a section of Walnut Street to accommodate bike lanes. He then said that an item would have to be docketed requesting "No Parking on Walnut Street". The Transportation Advisory Sub-Committee is completing a proposal to establish shared parking by residents, commuters and employees allowing access to override posted signs. Mr. Grafe said that he looks forward to hearing TAC's recommendation and asked where the safest location is to install a pedestrian beacon. He is hopeful that the removal of parking on Walnut Street will be docketed. He then recommended the implementation of a median refuge island and asked if two could be considered. Mr. Koses said the determination on where, when and how to fund this proposal is necessary. He suggested adding a pedestrian-activated blinking warning into the state's design. Mr. Danila said the Department Public Works would determine the safest location to install a crosswalk and the island, which would have to be approved by the Board of Aldermen, if recommended. Mr. Koses said that if Traffic Council recommends the median refuge island and crosswalk, an item would have to be docketed for the Public Facilities and Finance Committees consideration. Mr. Danila said that the City could make recommendations to the state requesting to include this installation. If the Board of Aldermen finds the money then the City could begin a design plan. Sgt. Norcross and Ald. Blazar agreed recommending docketing an item rather than waiting for the State to complete their design. Ald. Blazar said he would docket a request to remove parking on sections of Walnut Street.

TC34-11 ALD. DANBERG, FULLER, BAKER, BLAZAR AND SHAPIRO, requesting the following changes to accommodate bicycle lanes on Beacon Street.
(Wards 6 and 7) [06/09/11 @ 1:17 PM]

(a) Left lane must turn left, Langley Road southbound at Beacon and Sumner Streets (matches posted signage).

ACTION: **APPROVE (5-0). This item may be appealed through the close of business July 13, 2011.**

(b) Left lane must turn left, Langley Road northbound at Beacon and Sumner Streets (matches posted signage).

ACTION: **APPROVE (5-0). This item may be appealed through the close of business July 13, 2011.**

(c) Left lane must turn left, Beacon Street eastbound at Grant Avenue (matches posted signage).

ACTION: **APPROVE (5-0). This item may be appealed through the close of business July 13, 2011.**

(d) Right lane must turn right, Beacon Street eastbound at Hammond Pond Parkway.

ACTION: **APPROVE (5-0). This item may be appealed through the close of business July 13, 2011.**

(e) Left lane must turn left, Beacon Street westbound at Hammond Pond Parkway (matches posted signage).

ACTION: **APPROVE (5-0). This item may be appealed through the close of business July 13, 2011.**

(f) Left lane must turn left, Beacon Street eastbound at Hammondswood Road subject to pre-existing turning restrictions or related measures, consideration of lane striping, or limitations on lane use to improve safety for traffic going eastbound on Beacon at Hammondswood Road.

ACTION: **NO ACTION NECESSARY (5-0).**

(g) Left lane must turn left, Beacon Street eastbound at Hammond Street (matches posted signage).

ACTION: **APPROVE (5-0). This item may be appealed through the close of business July 13, 2011.**

(h) Left lane must turn left, Beacon Street westbound at Hammond Street (matches posted signage).

ACTION: **APPROVE (5-0). This item may be appealed through the close of business July 13, 2011.**

(i) Parking meter zone, one-hour limit, 8 a.m. to 6 p.m., Beacon Street, south side between Langley Road and Union Street (matches posted regulation).

ACTION: **APPROVE (5-0). This item may be appealed through the close of business July 13, 2011.**

(j) No Parking zone, Beacon Street, south side from approximately the driveway of 698 Beacon Street to approximately the property line of 680 and 672 Beacon Street.

ACTION: **APPROVE (5-0). This item may be appealed through the close of business July 13, 2011.**

(k) No Parking zone, Beacon Street, south side from approximately the driveway of 550 Beacon Street to Hammond Pond Parkway.

ACTION: **APPROVE (4-0-1, Harney abstaining). This item may be appealed through the close of business July 13, 2011.**

(l) No Parking zone, Beacon Street, north side from Hobart Road to a point approximately 200' west of Bishopsgate Road.

ACTION: **APPROVE (5-0). This item may be appealed through the close of business July 13, 2011.**

(m) Remove No Parking regulations, Beacon Street, north side from approximately the driveway of 455 Beacon Street to Hammondswood Road.

ACTION: **APPROVE (3-1-1, Grafe opposed, Harney abstaining). This item may be appealed through the close of business July 13, 2011.**

(n) Post No Parking signs to match the existing City Traffic and Parking Regulations at the following locations: (1) Beacon Street, south side from Hammond Pond Parkway to Hammond Street, (2) Beacon Street, north side, from Hammond Street to approximately the driveway of 455 Beacon.

ACTION: **NO ACTION NECESSARY (5-0).**

NOTE: TC34-11 and TC35-11 were discussed together. See TC35-11 summary below.

TC35-11 ALD. DANBERG, requesting discussion and possible action on the following:
a) No parking on Beacon Street eastbound (south side) from Beacon Heights to Hammond Pond Parkway, b) No parking on Beacon Street westbound (north side) from Hammondswood to the driveway at 609 Beacon Street and c) No parking on Beacon Street westbound (north side) from Grant Avenue to Dalton Street. (Wards 6 & 7) [06/10/11 @ 9:58 AM]

ACTION: (a) **DENIED (4-1, Grafe). This item may be appealed through the close of business July 13, 2011.**

(b) **DENIED (4-1, Grafe). This item may be appealed through the close of business July 13, 2011.**

(c) **APPROVE (4-1, Harney). This item may be appealed through the close of business July 13, 2011.**

NOTE: TC 35-11 (c) should read Dalton Road.

Mr. Danila reviewed with Council members the proposed changes and parking restrictions on these items. He said that the objective of these items is to extend the existing bike lanes on Beacon Street that currently terminate at Hammond Street, re-stripe Beacon Street and Hammond Pond Parkway to clearly define turn lanes and match the Traffic Parking Regulations to existing conditions.

Ald. Fuller said she co-docketed item TC34-11 to enable bicyclists to travel to and from Boston by extending bike lanes. Sections 'f and j through l' will reduce some parking for safety reasons. Section 'm' will add parking. Mr. Grafe said this item also enhances safety benefits for both bicyclists and motorists.

Mr. Koses read into the record, the four e-mails received on this item, attached to this report. Mr. Koses opened the discussion for public comment. Approximately 18 residents were present for the discussion that primarily focused around TC35-11. Residents stressed their concerns, advantages, suggestions and questions.

TC35-11

Concerns

Some residents felt this was an incredible and dangerous proposal because it affects homeowners' and pedestrian safety issues, the difficulty of entering and exiting driveways, the number of vehicle and bicyclist accidents, limited side-street parking, and speed. The elimination of parking on Beacon Street would impact visitors, contractors and deliveries, and removing parking is unfair to tax payers. Others said that the proposal promotes a false sense of security, traffic will back-up on Beacon Street if travel lanes are removed, resident parking will shift further down on Beacon Street, the intersection at Grant Avenue is dangerous and unsafe, and the sense that bicyclists do not stop for vehicles or pedestrians.

Advantages

Some residents felt that bike lanes were a great proposal because of the amount of vehicle traffic in the City. Bicyclists are more responsible in bike lanes, bike lanes tend to calm traffic, bike lanes are necessary and important and surrounding communities have them.

Suggestions

Residents suggested the installation of a traffic signal at the very busy intersection of Grant Avenue and Beacon Street, bike lanes need to continue without lane breaks, perhaps allow weekend parking on Beacon Street, contractors could perhaps obtain an on-street parking permit from the Police Department. Mr. Koses said these items do not refer to the installation of a traffic signal.

Questions

Residents asked the following questions. What is the speed limit on Beacon Street, how can bike lanes be installed to accommodate both drivers and bicyclists, what would happen where there are no bike lanes proposed, if parking is restricted on Beacon Street would it make it safer for bicyclists, are there any other options, would additional bicyclists mean additional accidents. Sgt. Norcross said that there different speed limits on different sections of Beacon Street.

Sean Roche presented a PowerPoint video indicating how vehicles tend to travel in bike lanes to avoid vehicles. He said that it is disappointing to hear residents' priorities focus around the necessity of on street parking rather than bike lane accommodations. There are sections of Beacon Street where parking is already restricted. He agreed that the intersection at Grant Avenue and Beacon Street is very dangerous and unsafe for bicyclists, especially the less experienced bicyclists. By eliminating parking, travel lanes could be shifted to accommodate bike lanes. He then said that the traffic signal suggestion at Grant Avenue and Beacon Street is waiting funds on the Capital Improvement Plan.

Ald. Fuller asked if the signal was on the Capital Improvement Plan and if the proposed installation of bike lanes would make bicycling safer. Mr. Koses answered yes; the signal is waiting funds on the Capital Improvement Plan. Mr. Danila answered yes; the Department of Public Works supports bike lanes. The design would not have been completed if DPW felt differently. Studies prove that installing bike lanes reduce the number of accidents and fatalities.

Mr. Koses asked if the right hand exclusive lane being proposed on Beacon Street would cause a traffic backup. Mr. Danila said there are two through lanes and two receiving lanes that merge after the intersection that do not provide the same capacity as two continuous lanes. In the past, Traffic Engineers used to follow this pattern as a way to allow more vehicles at intersections. The pattern used tends to cause safety problems because the merge is directly after an intersection where vehicular volumes are high.

TC34-11

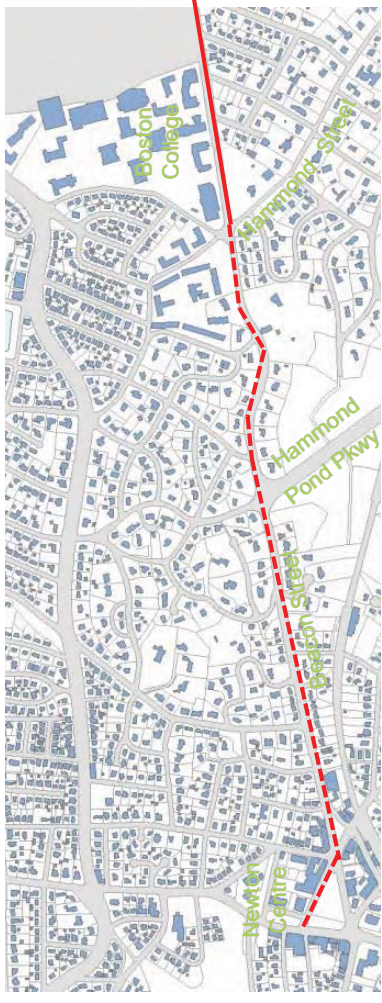
Mr. Koses asked if residents disagreed or opposed to any section of item TC34-11. No resident opposed.

Mr. Koses briefly described the appeals process to the residents.

Respectfully submitted,

David Koses, Traffic Council Chair

Project Goals



- Connect Newton Centre with existing bike lanes on Beacon St. that extend into Boston & Brookline.
- Increase safety for all roadway users.

#236-11

Appeal of Traffic Council decision to approve TC35-11c): No parking on Beacon Street westbound (north side) from Grant Avenue to Dalton Road.

Benefits of Bicycle Lanes

- Support and encourage bicycling as a means of transportation.
- Reduce likelihood of cars staying into cyclists' path of travel.
- Make it less likely that passing motorists will swerve towards opposing traffic.
- Remind motorists to look for bicyclists when turning or opening car doors.



Benefits of Bicycle Lanes, cont.

- Help define road space.
- Promote a more orderly flow of traffic.
- Signal to motorists that cyclists have a right to the road.
- **Decrease the likelihood of crashes.**
- Decrease the stress level of bicyclists riding in traffic.



Other Planned Bicycle Accommodations



- Centre St: Newton Centre to Newton Corner.
- Commonwealth Ave: Boston City Line to Weston Town Line.
- Hammond Pond Pkwy: Beacon St. to Brookline Town Line.
- College Rd. & Hammond St: Commonwealth Ave. to Beacon St. (one-way pairs).

Traffic Council Actions on 6/23/11

- Traffic Council approved several items in TC34-11 and TC35-11 in order to legally install bike lanes on Beacon St. between Hammond St. and Newton Centre.
- TC35-11c), No Parking on the north side of Beacon St. between Grant Ave. & Dalton St., was appealed.

Existing Parking Restrictions



No Parking | Tow Zone 8-5, Mon-Sat | 1-Hr Meter | 1-Hr Meter | 1-Hr 8-6, Mon-Sat | 2-Hr 8-6, Mon-Fri

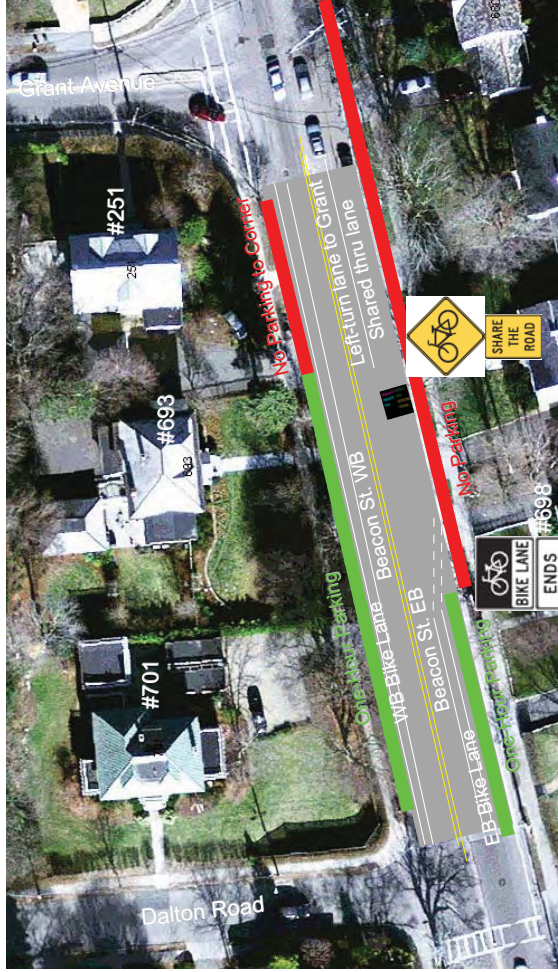
TC35-11c)

- Removes approximately 8 parking spaces on the north side of Beacon St.
 - Spaces typically <50% occupied.
- Some parking needs to be removed to accommodate left-turn lane to Grant Ave. and bike lanes in both directions.
 - Eastbound bike lane will be replaced with approximately 300' of Shared Lane markings if appeal is granted.
 - Westbound bike lane will be installed regardless of appeal decision.

If appeal is denied:



If appeal is granted:



What are Shared Lane Accommodations?



- Used when traveled way is too narrow to accommodate full bike lanes.
- Alert road users of the lateral location bicyclists are most likely to occupy.
- Encourage safe passing of bicyclists by motorists.

If appeal is modified:



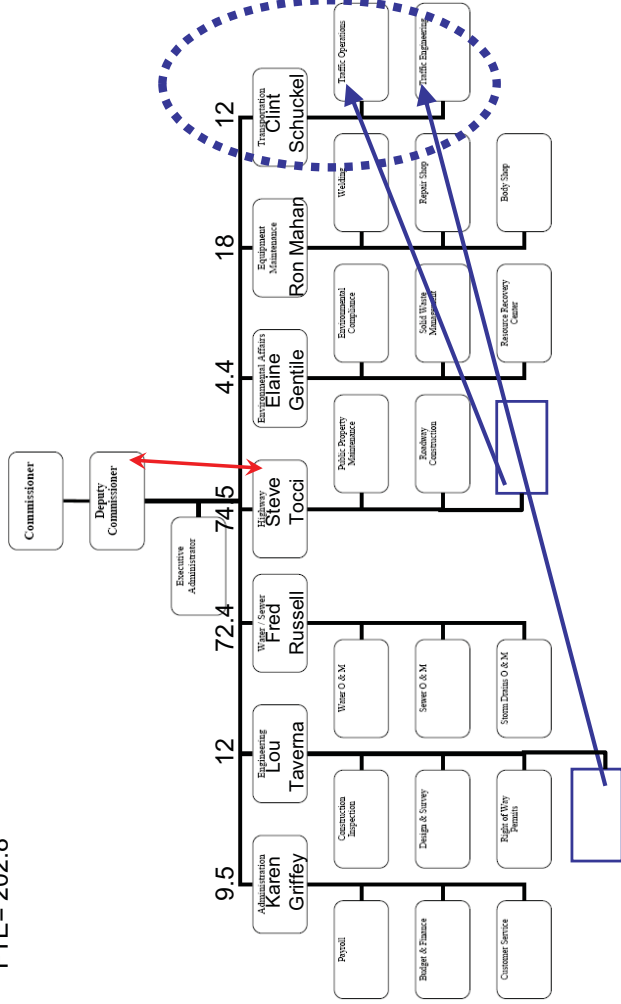
Comparison

	Appeal Approved	Appeal Denied	Appeal Modified
EB Bike Lane	Replaced with "Sharrow" markings for approximately 300'	Continuous	Continuous
WB Bike Lane	Continuous	Continuous	Continuous
Parking on north curb	Eight 1-Hour Spaces	Prohibited	Three 1-Hour Spaces
Parking on south curb	1-Hour Limit west of driveway of #698. No Parking between driveway of #698 to opposite Grant Ave.	1-Hour Limit west of driveway of #698. No Parking between driveway of #698 to opposite Grant Ave.	1-Hour Limit west of driveway of #698. No Parking between driveway of #698 to opposite Grant Ave.
Left-turn lane to Grant	No change	No change	No change.

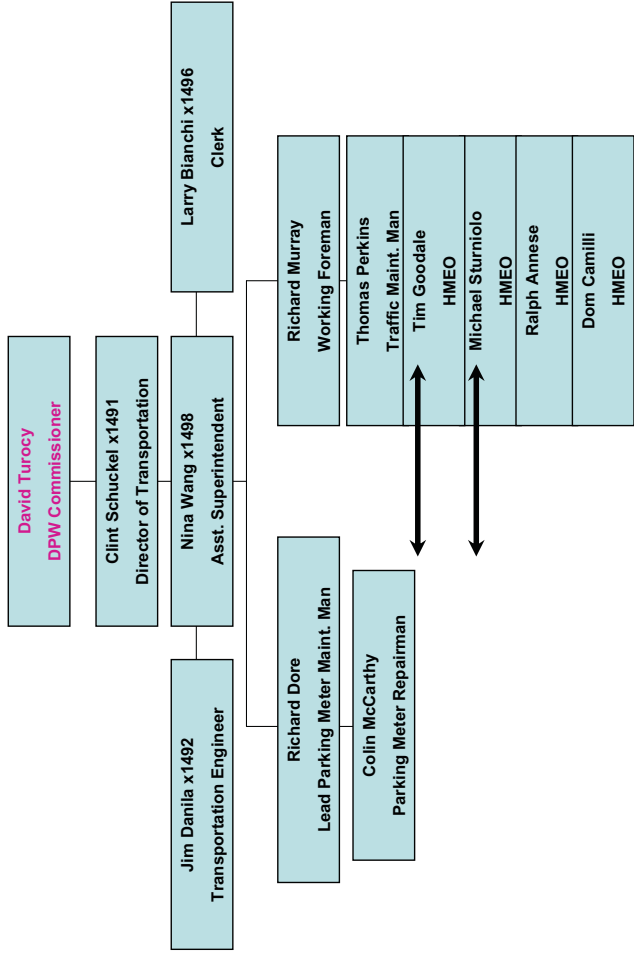
City of Newton Department of Public Works
 July 1, 2011

FUND: 01 - GENERAL FUND
 DEPARTMENT: 401 - PUBLIC WORKS

FTE= 202.8



City of Newton Department of Public Works
 Transportation Division (617) 796-1490
 July 1, 2011



Since July 1....

- Moved 3 staff from City Hall to 110 Crafts St
 - Create ~500 square feet of office space
 - Relocate workshop & storage to 1st floor garage
 - 5 work spaces + sign shop + break room
 - Add HVAC, electrical, & data lines, printer/scanner
 - New tile floor & paint
 - Cost of ~ \$5,000 from FY11 budget

Major Expenses

CONTRACTS:

- Signal/streetlight maintenance: \$ 460,000
- Line painting: \$ 135,000
- Gaslight maintenance: \$ 30,000
- Traffic signal re-timing: \$ 160,000

MISC PO's:

- Signs/posts/meter parts: \$ 100,000
- Barricades/cones/paint

FY 12 Projects

- **Traffic Signals**
 - Retiming project (\$160k grant)
 - Capital Improvement Plan
- **Traffic Calming**
 - Road “diets”, curb extension, raised devices?
- **Parking**
 - Redesign parking meter collection schedule to reduce OT
 - More multi-space meters?
- **Signage/stripping**
 - Bike lanes & “share the road” striping
 - Federal compliance
 - TPR rewrite
- **Streetlights**
 - Removal of selected gaslights
 - Removal of selected streetlights
 - LED pilot project