

CITY OF NEWTON

IN BOARD OF ALDERMEN

PUBLIC SAFETY & TRANSPORTATION COMMITTEE REPORT

WEDNESDAY, SEPTEMBER 21, 2011

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

Absent: Ald. Johnson and Shapiro

Also Present: Ald. Fischman

City Staff: David Koses, Transportation Planner and Jim Danila, Transportation Engineer

#254-11 NANCY BRAUDIS, 57 Theodore Road, filing on August 15, 2011 an appeal from the decision of the Traffic Council on July 28, 2011 to deny TC30-10 as follows: *Requesting a pedestrian warning beacon with a crosswalk at Theodore Road and Parker Street. (Ward 8)*

ACTION: **APPEAL APPROVED 6-0**

NOTE: Committee members were provided with an e-mail from Ald. Lappin, Department Public Works crosswalk policy and a PowerPoint presentation, all attached to this report.

Mr. Danila reviewed with Committee members the crosswalk policy, data on Parker Street including average daily traffic counts, vehicle speeds and pedestrian counts.

Criteria for new crosswalks must meet the following guidelines: 85th percentile speed less than 40 mph, greater than 20 pedestrians crossing per hour, more than 3,000 vehicles per day on road, and less than 9,000 vehicles per day on road. If more than, 9,000 vehicles per day, additional special treatments are required and adequate stopping sight distance is required. He then said that the Board of Aldermen adopted the crosswalk policy in 2007.

Parker Street data proved the following:

Average daily traffic: 13,800 vehicles per day, 1% Trucks. Speed Limit is 30 mph, the mean speed is 33 mph. and 85th Percentile Speed is 39 mph.

Pedestrian counts proved the following in December 2010, May and September 2011- (On a school day)

Parker Street at Wheeler Road-December: 0 Adults and 10 students; May: 2 adults and 30 students; September: 0 Adults and 33 students.

Theodore Road crossing Parker Street-December: 6 adults and 3 students; May: 4 adults and 13 students; September: 4 Adults and 29 students.

Parker Street at Hagen Road-December: 0 adults and 4 students; September 0 adults and 9 students.

Conclusions:

Parker Street volume exceeds maximum for the installation of simple crosswalk setup (paint and

signage). Mr. Danila said the Department of Public Works supports and recommends a median, warning beacon and a crosswalk at this location because it now exceeds the minimum requirement of *twenty pedestrians per hour* as September 2011 pedestrian counts prove. The estimated cost \$50,000 to \$60,000 including widening the road 1-2'. He then said this Committee does not have the authority to fund a warning beacon and median suggesting to approve the crosswalk and to docket an item for Public Facilities and Finance Committees consideration for funding the median and warning beacon.

Ald. Fischman reviewed with Committee members a survey that proves 98% of respondents had concerns about crossing Parker Street. If there were a safer way to cross Parker Street, more families would walk, as a crosswalk is necessary due to the high volumes and speed. He supports the installation of a crosswalk with a warning beacon and median. He provided a photo depicting Parker Street as straight where speeding is evident, attached to this report.

Ald. Swiston made the motion to approve the appeal. Ald. Harney made a friendly amendment to approve the appeal with the recommendation of docketing an item for Public Facilities and Finance Committees consideration of a median, crosswalk and warning beacon as Mr. Danila recommends. Council members agreed 6-0.

#147-09 ALD. VANCE, HESS-MAHAN AND DANBERG requesting discussion with members of the Administration of such possible adoption by Newton's city government of a program such as Zipcar's Fast Fleet vehicle-sharing and management system as a means of reducing the costs of vehicle usage by city employees and the impact of such usage on the environment. [05/11/09 @ 9:58 AM]

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

NOTE: A request went out to the Committee to clean up the agenda eliminating old or unnecessary items. In response to this, Ald. Hess-Mahan and Danberg suggested this item be voted no action necessary with the intention they will docket a current item. Ald. Harney moved a vote of NAN, which carried unanimously.

#65-10 ALD. YATES, SHAPIRO, JOHNSON, SWISTON AND HARNEY asking the MBTA to provide safer access to bus route 52 for residents of Nahanton Woods, and employees and students of Mount Ida College. [2/17/10 @ 10:29 PM]
HELD 5-0 on 02/23/11

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

NOTE: A request went out to the Committee to clean up the agenda eliminating old or unnecessary items. In response to this, Ald. Lappin and Mr. Koses suggested this item be voted no action necessary. Ald. Freedman moved a vote of NAN, which carried unanimously.

REFERRED TO PUB. FACILITIES AND PUBLIC SAFETY & TRAN. COMMITTEES

#255-11 ALD. BAKER, GENTILE, SCHNIPPER, CICCONE, FULLER, SHAPIRO requesting discussion of preparation for, response during, and follow up after, Tropical Storm Irene by the City of Newton, including co-ordination by the Mayor's office and the various City Departments involved. [08/29/11 @ 2:09 PM]

ACTION: HELD 6-0

NOTE: Due to the length of a public hearing in the Public Facilities Committee, the Committee held the item for a joint meeting with Public Facilities tentatively scheduled for October 5, 2011.

REFERRED TO PUB. FACILITIES AND PUBLIC SAFETY & TRAN. COMMITTEES

#256-11 ALD. SHAPIRO, CICCONE, BAKER requesting a discussion how the City uses information systems as well as people to collect and process information from residents impacted by a storm or other emergency event, and ways to establish or improve the manner in which triage is performed and prioritized to increase public safety with the appropriate response. [08/29/11 @ 9:25 PM]

ACTION: HELD 6-0

NOTE: Due to the length of a public hearing in the Public Facilities Committee, the Committee held the item for a joint meeting with Public Facilities tentatively scheduled for October 5, 2011.

At approximately 9:30 pm, Ald. Harney moved to adjourn. Committee members agreed 6-0.

Respectfully submitted,

Allan Ciccone, Jr. Chairman

Danielle Delaney

To: **ddelaney@newtonma.gov**
Subject: **(Fwd) 254-11**
Date sent: **Wed, 21 Sep 2011 13:02:12**

----- Forwarded message follows -----

From: Cheryl Lappin <lappinc@verizon.net>
Subject: 254-11
Date sent: Wed, 21 Sep 2011 12:59:07 -0400
Copies to: Nancy Braudis <dbpnancy@verizon.net>, Mitch Fischman <mitch.fischman@tetrattech.com>, John Freedman <john@freedmanhealthcare.com>
To: Danielle Delaney <ddelaney@newtonma.gov>

Hi Danielle,
I am out of town this week and will not be able to attend the meeting but want to add some thoughts for the discussion on 254-11. Please distribute to committee members at the the meeting tonight.
Thanks,
Cheryl

Members of the Public Safety Committee - I am sorry that I am not able to attend the meeting tonight. Please take into consideration the following facts and thoughts on 254-11. Thank you, Cheryl

FACTS:

1. There are many children have to cross Parker Street to get to Oak Hill, Brown and Newton South.
2. We encourage children to walk to school.
3. Traffic on Parker Street has increased significantly over the years.
4. School Bus Policy has changed this year limiting bus service to children who live more than 2 miles from school as opposed to 1 mile from school. This will encourage/require even more kids to cross Parker Street.
5. The traffic counts and average speed on Parker Street prevent the City from adding a crosswalk without a light for safety reasons.
6. The petition was denied on the basis of low pedestrian counts as they relate to the recently enacted crosswalk guidelines from the Board.
7. Early pedestrian counts are skewed due to the current dangerous crossing situation. If there was a safe crossing many more children would use it.
8. The few flashing yellow pedestrian signals that have been installed in Newton have proven to create a false sense of security to pedestrians and to be ineffective in getting drivers to stop at crosswalks.

THOUGHTS:

1. The appeal of the Traffic Council's decision should be approved.
2. A crosswalk and light that turns red upon request should be installed at the proposed intersection.
3. The crosswalk guidelines should be reviewed.

----- End of forwarded message -----

Danielle Delaney
Committee Clerk
Board of Aldermen
617-796-1211
ddelaney@newtonma.gov

City of Newton



DEPARTMENT OF PUBLIC WORKS

OFFICE OF THE COMMISSIONER

1000 Commonwealth Avenue
Newton Centre, MA 02459-1449

David B. Cohen
Mayor

December 13, 2006

TO: All Department Personnel and City Interests

SUBJECT: Policy Memo #06-01, Standards and Procedures Pertaining to the Installation & Maintenance of Crosswalks

1.0 INTRODUCTION

1.1 Statement of Policy

This policy describes the evaluation criteria, design standards, and the process employed for evaluating requests to add, move, or remove marked crosswalks in the City of Newton. A marked crosswalk is any crosswalk that is delineated by painted markings and signage. It is the policy of the City to provide for the safest possible and accessible pedestrian crossings on public streets by installing and maintaining marked crosswalks at locations where there is substantial conflict between vehicle and pedestrian movements, where significant pedestrian concentrations occur, where pedestrians would not otherwise recognize the proper place to cross, or where traffic movements are controlled by traffic signals, stop signs, or yield signs.

1.2 Purpose

These guidelines articulate the considerations and process which allow for the effective management of pavement markings and signs associated with safe pedestrian crossings across the City. Through the understanding of these sections, some degree of standardization and consistency is realized with respect to their choice of location, design, installation, and maintenance.

Note: These guidelines incorporate the guidance and standards contained in the Manual on Uniform Traffic Control Devices (MUTCD)¹, the Massachusetts Highway Department (MassHighway) Highway Design Manual and Engineering Directives² concerning the standardization of crosswalk markings, the Americans with Disabilities Act (ADA) Accessibility Guidelines for Buildings and Facilities, and applicable Massachusetts state law.³ References to street functional classification are based on the most current version of the City of Newton function road classification map (dated April 3, 2006).

1.3 General

Marked crosswalks are viewed widely as “safety devices,” and State Laws give the pedestrian the right-of-way when within them. However, there is strong evidence that these facts prompt many pedestrians to feel overly secure when using a marked crosswalk. As a result, pedestrians may place themselves in a hazardous position by believing that motorists can and will stop in all cases, even when it may be impossible to do so given changing environmental conditions. This behavior may contribute to a higher incidence of pedestrian accidents and causes a greater number of rear-end collisions⁴. In contrast, a pedestrian using an unmarked crosswalk may feel less secure and less certain that the motorist will stop and thereby exercises more caution and waits for safe gaps in the traffic stream before crossing.

Crosswalk Policy

In general, the installation of crosswalks across the throat of driveways or minor side roads (both uncontrolled and stop/yield controlled) is not recommended unless there is a high potential for vehicle/pedestrian conflicts that will be mitigated by a marked crosswalk.

Despite the above safety issues, a marked crosswalk is a useful traffic engineering device for helping pedestrians across intersections, channeling pedestrians to safe crossing locations, and minimizing their exposure to vehicular conflicts, as long as sound engineering judgment is exercised in their location and design. Crosswalks may be marked at mid-block locations if it is necessary to concentrate pedestrian crossing activity at a specific location. However an engineering study may be desirable to explore safety considerations. A mid-block crosswalk is less likely to be effective if pedestrian crossings occur at random locations within a block or if vehicle volumes are low or moderate (less than 3,000 cars per day).

1.4 Traffic Engineering Study

Subject to determination by the Commissioner of Public Works, a traffic engineering study may be directed to evaluate some or all of several criteria to gain insight into the specific location and markings proposed for a crosswalk. The components of a study will vary by location, but may include consideration of:

- Speed and volume on the street(s) involved;
- Pedestrian volume, age, and level of mobility;
- Location of pedestrian origins and destinations and crossing patterns;
- Existing sidewalk network and sidewalk ramps;
- Adequacy of sight distances (absence of sight obstructions);
- Street characteristics including grade, curvature, pavement widths, vehicle and bicycle lanes;
- Location of adjacent driveways;
- On-street parking;
- Street lighting;
- Location of drainage structures;
- Distance to nearest marked crossing or school crossing guard;
- Traffic signal progression;
- Potential for rear-end accidents.

1.5 Crosswalk Maintenance

Crosswalk markings and signs should be maintained in a high state of visibility and meet reflectivity standards. All crosswalk markings and signs should be inspected annually and replaced as needed. Crosswalk markings and signs located in school zones should be inspected prior to the beginning of the school year.

2.0 DESIGN STANDARDS

2.1 Pavement Marking Pattern and Layout

Crosswalk lines shall extend across the full width of the pavement, or to the edge of an intersecting crosswalk. Marked crosswalks shall be installed in either a “Standard” or “Ladder” pattern as shown in Figure 1. The Standard pattern should be used at crossing locations where approaching vehicles are controlled by a traffic signal or stop sign. The Ladder pattern should be used at locations where traffic is uncontrolled or at school crossing guard posts. (Note: school crossing guard posts are determined by the School Department and the Newton Police Department, which is beyond the scope of this policy.) If a Ladder pattern is warranted on one approach, it should generally be used at all approaches of the same intersection, i.e. only one pattern should be used at an intersection.

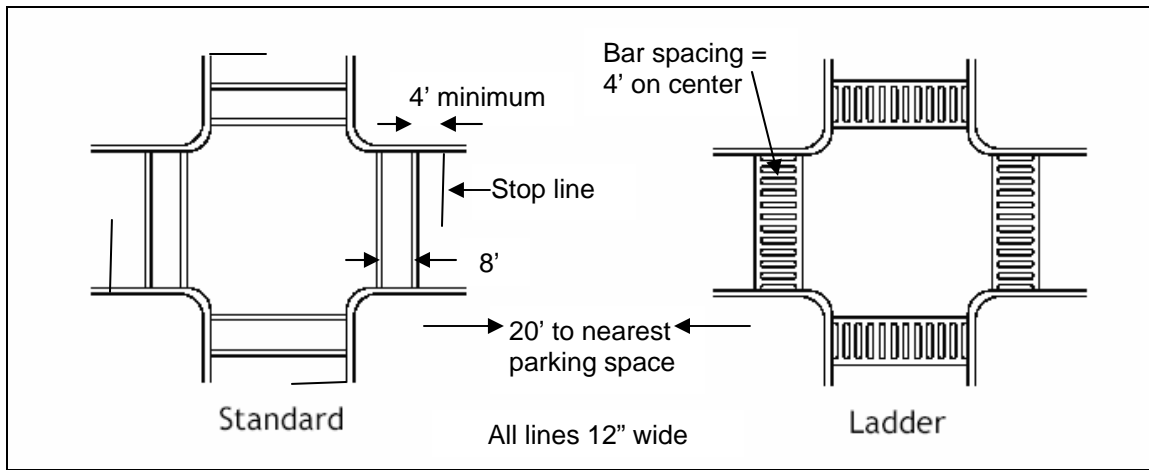


Figure 1: Crosswalk Marking Patterns

The standard width (distance between transverse lines) for all marked crosswalks should be 8 feet on center. In accordance with the MUTCD, all transverse lines, regardless of their marking material, shall be solid white in color with a width of 12 inches. Where a traffic signal or stop sign is located on the same approach, the stop line (also a 12 inch white line) shall be located a minimum of 4 feet behind the crosswalk.

When a ladder-type crosswalk is installed, the longitudinal lines or bars shall be solid white in color, have a width of 12 inches, and be spaced 4 feet apart on center. The marking location of the longitudinal lines should avoid the vehicle wheel paths whenever possible to maximize the useful life and visibility of the markings.

The installation of a new mid-block crosswalk should not occur within 300 feet of an existing marked crosswalk. In accordance with the MUTCD (Section 3B.18), parking spaces should not be marked within 20 feet of a marked crosswalk at an intersection, as measured by the gap between the parking space and the closest crosswalk.

2.2 Crosswalk Marking Materials

It is important that crosswalk markings be visible to motorists (especially at night), not be slippery or create tripping hazards, and not be difficult to traverse by those with diminished mobility or visual capabilities. All crosswalk markings should therefore be installed using either: (a) a chlorinated paint (1 year life) suitable for application on asphalt surfaces, (b) a thermoplastic (3-5 year life) marking material, or (c) an inlay polymer marking tape (3-5 year life). All crosswalk markings shall also consist of high reflectivity materials.

Thermoplastic and inlay tapes may cost on the order of 5 times that of paint per lineal foot. The City will use thermoplastic or tape at high-traffic locations and on newly resurfaced pavements as the annual maintenance budget allows. The City most often uses specifications developed by the Massachusetts Highway department for the purchase and installation of all marking materials.

2.4 ADA Compliance

Where a crosswalk provides access between sidewalks, curb ramps that meet ADA Accessibility Guidelines (ADAAG), MassHighway Construction Standards, and all requirements of the Massachusetts Architectural Board (521 CMR) will be provided at both ends of the crosswalk. If a crosswalk leads to a paved shoulder, it should meet ADAAG regarding width and cross-slope (maximum 2%) to the extent feasible. For new crosswalks, ADA-compliant ramps and connecting sidewalks on both sides will be constructed, beforehand if resources permit, or as soon as feasible after the crosswalk is installed.

2.5 Use of Colored and Textured Pavement

In commercial areas or school zones, colored and textured pavement may be used to enhance the aesthetics of the crosswalks. The most common treatment is a terra cotta colored, brick pattern that is stamped into newly laid asphalt. In accordance with the MUTCD, the colors white, yellow, blue, or red shall not be used for this purpose. Transverse white crosswalk markings (standard crosswalk pattern) must be used in addition to the colored or texture pavement in order to legally establish a crosswalk location when textured pavement is used.

Granite and cobblestones are examples of materials that while aesthetically attractive, may become slippery when wet and be difficult to cross by pedestrians who are blind or use wheelchairs. The use of these materials at pedestrian crossings is not recommended.

The use of colored and textured pavement has not been proven to substantially improve the safety, or enhance the visibility to the driver, of a crosswalk. It is therefore recommended that colored and textured pavement not be used at uncontrolled mid-block locations, or on approaches to intersections that are not signalized or controlled by a stop or yield sign. Colored pavement located between crosswalk lines to emphasize the presence of the crosswalk is not considered a traffic control device.

2.6 Crosswalk Warning Signs

In accordance with the MUTCD (Section 2C.41), pedestrian, bicycle, and school signs and their related supplemental plaques may have a fluorescent yellow-green background with a black legend and border. However, when a fluorescent yellow-green background is used, a systematic approach featuring one background color within a zone or area should be used. The mixing of standard yellow and fluorescent yellow-green within a selected site area should be avoided. Crosswalk warning signs shall be limited to use on uncontrolled crossings on streets with a classification of minor collector or higher with additional consideration given to designated “walk to school” routes or other locations which generate increased pedestrian volumes (e.g., City parks, libraries). In general, the crosswalk warning sign should be located on the right side of the roadway, however, in some cases an additional sign may be located on the left side of the roadway to improve conspicuity.

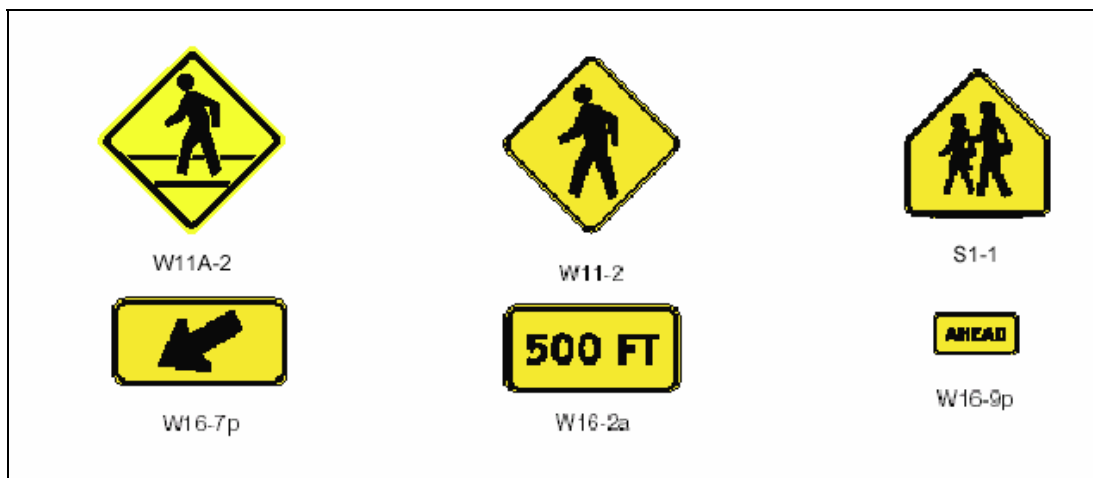


Figure 2: Crosswalk Warning Signs

Crosswalk Policy

For crosswalks located within school zones, a School Crossing Warning Assembly (SCWA) consisting of a School Crossing Sign (S1-1) shall be installed on each side of the crosswalk location. The SCWA shall not be used at marked crosswalks other than those adjacent to schools or within established school zones. The SCWA shall not be installed on intersection approaches controlled by a traffic signal or stop sign. Crosswalks may be marked at locations on established walk to school routes (as designated by a school) where there exists a conflict between vehicles and school children, or where students would not otherwise know the proper place to cross the street.

2.7 In-street Pedestrian Crossing Signs

The In-street Pedestrian Crossing (R1-6) sign may be used to remind road users of the state law that a driver must yield to a pedestrian in a crosswalk at an uncontrolled pedestrian crossing. Items normally considered at proposed locations include:

- a. Streets classified as a minor collector or higher with at least 9,000 average daily traffic;
- b. At least 20 pedestrians per hour in the peak hour;
- c. Street width of 26 feet or greater; and
- d. Designated walk to school routes.



Guidelines for placement of In-Street Pedestrian Crossing signs include:

- a. One In-street Pedestrian Crossing sign per crosswalk location;
- b. The In-street Pedestrian Crossing sign not normally used on approaches controlled by a traffic signal, yield sign, or stop sign;
- c. The In-street Pedestrian Crossing sign should be placed at the roadway centerline adjacent to the crosswalk to avoid turning movements from adjacent streets or driveways and not within the crosswalk itself;
- d. If a central island is present in the street, sign placement on the island should be considered;
- e. The In-Street Pedestrian Crossing sign shall have a black legend (except for the red YIELD sign symbol) and border on a florescent yellow-green background.
- f. The sign support shall comply with the breakaway requirements of the latest edition of AASHTO's "Specification for Structural Supports for Highways Signs, Luminaries, and Traffic Signals";
- g. The In-Street Pedestrian Crossing sign shall be used seasonally (approximately April 15 to November 15) to prevent sign damage and potential safety conflicts in a narrowed roadway in winter due to plowing operations.

3.0 Criteria For Installation of New Marked Crosswalks

Crosswalk installation at intersections not regulated by a traffic signal, a stop sign, or a yield sign may be evaluated as determined by the Commissioner of Public Works on one or all of the following criteria:

- 1) The 85th percentile speed of traffic at the marked crosswalk location less than 40 mph;
- 2) Typically 20 or more pedestrians using the crossing per hour during the peak AM and PM periods of vehicular traffic (lesser volumes may be considered if a large percentage of the pedestrian population consists of young, elderly, or disabled pedestrians);

Crosswalk Policy

- 3) The ADT (average daily traffic) for the roadway (both directions combined) > 3,000 vehicles per day. Crosswalks generally should not be marked on 2-lane roadways with average daily traffic (ADT) greater than 9,000 vehicles per day, or 4-lane roadways with ADT greater than 12,000 vehicles per day, unless other special treatments - such as raised median refuges, curb extensions, overhead lighting, pedestrian-activated signals or warning lights – are provided. An engineering study may assist in design of special treatments;
- 4) A sidewalk or adequate shoulder for use by pedestrians (as determined by traffic volumes, adjacent land uses and other site specific considerations) normally exists on both sides of the roadway and accessible curb cuts constructed at each end of the marked crosswalk;
- 5) Crosswalks are routinely greater than 300 ft from each other and from another intersection;
- 6) Adequate street lighting in the vicinity of the crosswalk;
- 7) Adequate stopping sight distance (normally equal to or exceeding that for the 85th percentile speed) available in both directions. Because a driver must be able to see either the crosswalk or the pedestrian warning sign, the sight distance should be measured from the driver's perspective to the outer edges of the travel lane so that an approaching driver can see a pedestrian at any point on the crosswalk. Assistance in determining the adequacy of stopping sight distances may be found in the AASHTO "Green Book" – A Policy on the Design of Highways and Streets (2001).

4.0 Process For Adding, Removing, or Relocating A Marked Crosswalk

The process for the addition or deletion of a crosswalk may be initiated by written request to the Commissioner of Public Works from neighborhood representatives, elected officials, or the Traffic Council.

This policy is promulgated by the Commissioner of Public Works, as the authority for the installation of marked crosswalks as described in City Ordinance Section 19-1: "*Street marking, official*: Any painted line, legend, marking or marker of any description painted or placed upon any way which purports to direct or regulate traffic and which has been approved by the commissioner of public works." Also, Section 19-139 states: "...it shall be his [Commissioner's] duty, to place and maintain or cause to be placed and maintained all official traffic signs, signals, markings and safety zones. All signs, signals, markings and safety zones shall conform to the standards as prescribed by the department of public works of the commonwealth."

The Commissioner of Public Works will confer with the City Traffic Engineer, School Safety Officer, and School Transportation Coordinator as needed regarding requests to add, move, or remove a crosswalk. A written record of staff comments and recommendations will be filed with the City Engineer. (An example of a "Staff Review and Comment Sheet" is provided at Enclosure A.) Installation of a new or relocated crosswalk may be conditioned upon prior construction of accessible curb cuts meeting current standards, street lighting modifications, or handicapped parking space installation, to the satisfaction of the Commissioner of Public Works.

In situations where it is evident that several stakeholders hold differing views pertaining to the crosswalk request, the Commissioner will consider referring the item to Traffic Council where the interested parties will have a formal public forum at which to articulate what they believe to be the needs of the community. The Traffic Council would then make a recommendation back to the Commissioner of Public Works based on the outcome of the vote on the request.

A file will be maintained on each crosswalk which is the subject of requested action (to add, delete, or move) by the City Engineer. This file would include the written request, the staff review and comment, and any disposition or resolution on the request.

Crosswalk Policy

The City's Department of Public Works, shall perform the associated crosswalk marking, maintenance, and/or removal work as weather conditions and resources allow. If a street is scheduled to be resurfaced within the near future, crosswalk installation may be postponed until after repaving, at the Commissioner's discretion.



Robert R. Rooney
Commissioner

5.0 REFERENCES

- 1 Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD), U.S. Department of Transportation, Federal Highway Administration, 2003.
- 2 MassHighway Engineering Directive E-96-001, "Standardization of Crosswalk Markings," dated 3/26/96.
- 3 Massachusetts state law, M.G.L. Chapter 89, Section 11 (yield to pedestrians), 14A (blind pedestrians), and 18A (grants local authority).
- 4 Zegeer, C., H. Huang, R. Stewart and P. Lagerway. Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Crossing Locations. Chapel Hill, NC: Highway Safety Research Center, University of North Carolina, May 2001.

6.0 REFERENCES TO "CROSSWALK" IN CHAPTER 19 OF NEWTON CITY ORDINANCE

Sec. 19-1. Definitions.

Crosswalk: That portion of a roadway ordinarily included within the prolongation or connection of curblines and property lines at intersections, or at any portion of a roadway clearly indicated for pedestrian.

Sec. 19-9. Penalty for parking violations.

(2) The following offenses shall be punished by a fine of twenty five dollars (\$25.00): Parking ...upon a crosswalk (section 19-166(c))

Sec. 19-74. Obstructing traffic.

(b) No driver shall enter an intersection or a marked crosswalk unless there is sufficient space on the other side of the intersection or crosswalk and on the right half of the roadway to accommodate the vehicle he is operating without obstructing the passage of other vehicles or pedestrians, notwithstanding any traffic-control signal indication to proceed. (Rev. Ords. 1973, § 3-62)

Sec. 19-96. No Turn on Red signs.

(a) Traffic facing a steady circular red signal alone shall stop at the clearly marked stop line or, if none, before entering the crosswalk on the near side of the intersection, or if none, then before entering the intersection and shall remain standing until an indication to proceed is shown, except as allowed by chapter 89, section 8 of the General Laws.

Sec. 19-113. Pedestrians crossing ways or roadways.

Crosswalk Policy

Pedestrians shall obey the directions of police officers directing traffic and whenever there is an officer directing traffic or a traffic-control signal within three hundred (300) feet of a pedestrian, no such pedestrian shall cross a way or roadway except within the limits of the marked crosswalk at the signalized location and as hereinafter provided in this article. For the purpose of this article, a "marked crosswalk" shall only be construed to be that area of a roadway reserved for pedestrian crossing located between two (2) solid white reflectorized twelve-inch pavement markings in rural areas or markings not less than six (6) inches wide in urban areas, such markings or lines being no less than six (6) feet apart. (Rev. Ords. 1973, § 13-94)

Sec. 19-115. Obedience to traffic-control signals.

(3) *Green alone.* At traffic-control signal locations where no pedestrian indication is given or provided, pedestrians facing the signal may proceed across the roadway within any marked crosswalk in the direction of the green indication.

(5) *Flashing red, yellow or green.* At any traffic-control signal location where a flashing red, flashing yellow or flashing green indication is being given facing a crosswalk, pedestrians shall actuate, where provided, the pedestrian signal indication and cross the roadway only on the red-yellow or walk indication when such indication is in operation. If no pedestrian signal is provided, pedestrians shall cross within crosswalks with due care. (Rev. Ords. 1973, § 13-96)

Sec. 19-116. Vehicle operation at crosswalks.

(a) When traffic-control signals are not in place or not in operation, the driver of a vehicle, which for the purposes of this article shall include bicycles, shall yield the right-of-way, slowing down or stopping if need be to so yield, to a pedestrian crossing the roadway within a marked crosswalk when the pedestrian is upon the half of the roadway upon which the vehicle is traveling or when the pedestrian approaches from the opposite half of the roadway to within five (5) feet of that half of the roadway upon which the vehicle is traveling.

(b) No operator of a vehicle shall pass any other vehicle which has been stopped at a marked crosswalk to permit a pedestrian to cross a way, nor shall any operator enter a marked crosswalk until there is sufficient space on the other side of the crosswalk to accommodate the vehicle he is operating, notwithstanding any traffic-control signal indication to proceed. (Rev. Ords. 1973, § 13-97)

Sec. 19-117. Pedestrian crossings and use of roadways.

(b) Pedestrians shall at all times attempt to cross a roadway using the right half of a crosswalk.

(f) It shall be unlawful for any person to actuate a pedestrian-control signal or to enter a marked crosswalk unless a crossing of the roadway is intended. (Rev. Ords. 1973, § 13-98)

Sec. 19-118. Crossing not at crosswalk.

Every pedestrian crossing a roadway at any point other than within a marked crosswalk shall yield the right-of-way to all vehicles upon the roadway. At a point where a pedestrian tunnel or overpass has been provided, pedestrians shall cross the roadway only by the proper use of the tunnel or overpass. (Rev. Ords. 1973, § 13-99)

Sec. 19-144. Traffic-control signal legend.

(1) *Flashing green.* A flashing green lens shall indicate an intersection or pedestrian crosswalk in use or subject to use by entering or crossing traffic. Drivers may proceed only with caution and shall be prepared to comply with a change in the signal to red and/or yellow indication.

(2) *Flashing red.* When a red lens is illuminated in a traffic-control signal by rapid intermittent flashes, and its use has been specifically authorized by the department of public works of the commonwealth, drivers shall stop before entering the nearer line of a crosswalk of the street intersection, or at a stop line when marked, and the right to proceed shall then be governed by the provisions of chapter 89, section 8 of the General Laws.

Crosswalk Policy

(4) *Green*. While the green lens is illuminated, drivers facing the signal may proceed through the intersection, but shall yield the right-of-way to pedestrians and vehicles lawfully within a crosswalk or the intersection at the time such signal was exhibited. Drivers of vehicles making a right or left turn shall yield the right-of-way to pedestrians crossing with the flow of traffic.

Sec. 19-166. General provisions.

Except as provided in section 26-16 no person shall allow, permit or suffer any vehicle registered in his name to stand or park in any street, way, highway, road, parkway or private way dedicated to the use of the public in violation of any of the provisions of this code and in particular in any of the following places except when necessary to avoid conflict with other traffic or in compliance with the direction of any police officer, traffic sign or signal:

(c) Upon any crosswalk.

Sec. 19-188. Establishment of spaces and installation of parking meters; type of meters; operation and maintenance.

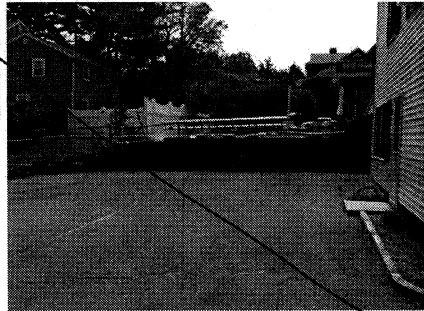
(b) Parking meter spaces shall be so arranged as to conform to the provisions of this chapter regarding parking at or near street intersections, crosswalks...

Sec. 19-219. General prohibitions for tow zones.

(a) No person shall stand or park or allow, permit or suffer any vehicle registered in his name to stand or park in any of the following places:

(2) upon any crosswalk.

Barrieau Court Photos



TC30-10

Requesting a pedestrian warning
beacon with a crosswalk at Theodore
Road and Parker Street. (Ward 8)
Held on 12/16/2010

Aerial Photo



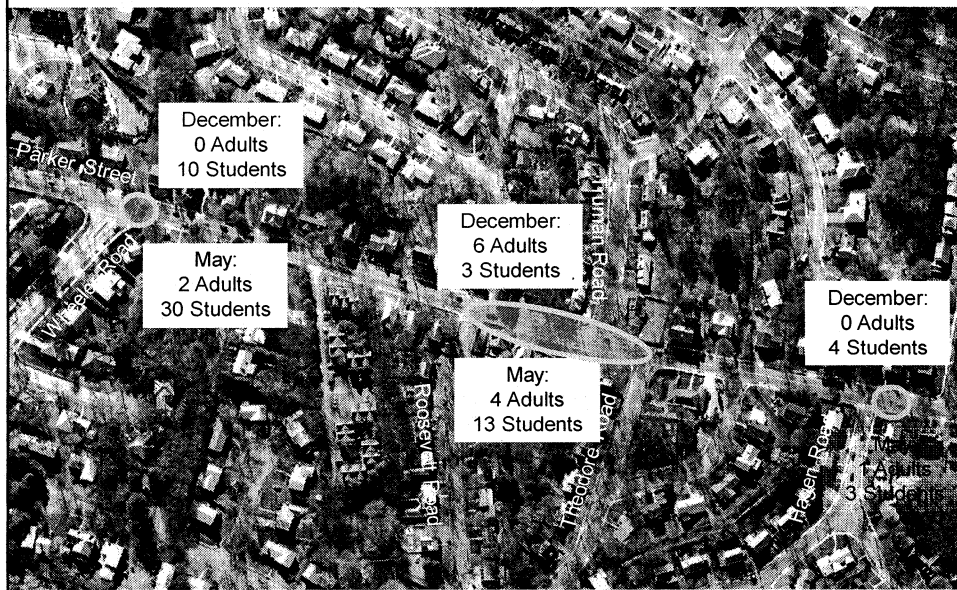
Newton DPW Crosswalk Policy

- Adopted by Board of Aldermen: 2007.
- Criteria for new crosswalks:
 - 85th Percentile Speed < 40 mph.
 - ≥ 20 pedestrians crossing per hour.
 - > 3,000 vehicles per day on road.
 - < 9,000 vehicles per day on road.
 - If > 9,000 vpd, additional special treatments are required.
 - > 300' from existing crosswalks.
 - Adequate Stopping Sight Distance required.

Parker St. Data

- Average Daily Traffic: 13,800 vpd.
 - 1% Trucks.
- Speed Limit: 30 mph.
 - Mean Speed: 33 mph.
 - 85th Percentile Speed: 39 mph.

Morning Pedestrian Counts



Conclusions

- Parker St. volume exceeds maximum for the installation of simple crosswalk setup (paint & signage).
- Parker St. speeds at maximum for installation of any crosswalk.
- Pedestrian volumes do not meet minimum requirements for crosswalk installation.

TC9-11

Requesting a review of traffic and pedestrian safety in the area of Memorial-Spaulling School, including parking, traffic signals, street markings, blue zones, student walking routes and any other considerations relevant to safety and traffic flow. (Ward 8)

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

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.

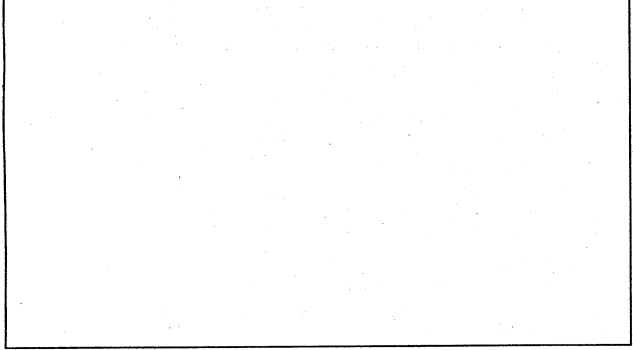
Complete both sides and submit to the Clerk of the Board's Office (PLEASE PRINT):

APPELLANT'S NAME Nancy Braueris SIGNATURE: [Signature]
ADDRESS: 57 Theodore Rd, Newton, MA, 02459 Unit # _____
TELEPHONE (DAY): 617-650-0725 (EVENING): same

PETITION #: TC - 30 - 10

REASON FOR APPEAL: ① 4 SCHOOLS WITHIN 1/2 MILE OF PARKER ST
(MAIN ACCESS STREET) ② HIGH VOLUME + HIGH SPEED —
SPEED LIMIT 30MPH, AVERAGE SPEED 39MPH (PER TRAFFIC
COUNCIL)
③ inexperienced high school drivers ④ FAMILIES VERY
RELUCTANT TO CROSS
PARKER TO ACCESS
SCHOOLS → LEADS TO
INCREASE IN CAR
CONGESTION

THIS SECTION FOR OFFICE USE ONLY:



11 AUG 15 A 9 11
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: Nancy Braouis SIGNATURE: [Signature]
ADDRESS: 57 Theodore Rd, Newton, MA 02459 UNIT# -
TELEPHONE (DAY): 617-650-0745 (EVENING): 617-332-2248

NAME: Chris Myers SIGNATURE: [Signature]
ADDRESS: 52 Theodore Rd, Newton, MA 02459 UNIT# -
TELEPHONE (DAY): 617-374-8065 (EVENING): 617-527-1776

NAME: Orit Dalal SIGNATURE: [Signature]
ADDRESS: 48 Theodore Rd, Newton, MA 02459 UNIT# -
TELEPHONE (DAY): 617-699-2187 (EVENING): 617-699-2187

NAME: Abigail Schwartz SIGNATURE: [Signature]
ADDRESS: 56 Roosevelt Rd UNIT# -
TELEPHONE (DAY): 617 429 0019 (EVENING): 617 969 1769

NAME: Howard Goldberg SIGNATURE: [Signature]
ADDRESS: 27 Theodore Rd UNIT# -
TELEPHONE (DAY): 617-332-3588 (EVENING): 617-332-3588

NAME: Mendel Zou SIGNATURE: [Signature]
ADDRESS: 28 David Road UNIT# -
TELEPHONE (DAY): (617) 384-9529 (EVENING): 617-969-6629

NAME: Chih Ying Cheng SIGNATURE: [Signature]
ADDRESS: 51 Theodore Rd UNIT# -
TELEPHONE (DAY): 617-969-8951 (EVENING): 617-969-8951

NAME: Nechama Prus SIGNATURE: [Signature]
ADDRESS: 380 Parker St UNIT# -
TELEPHONE (DAY): 617 872-6993 (EVENING): 617-969-1170

NAME: Heather Wolensky SIGNATURE: [Signature]
ADDRESS: 39 Theodore Rd @ Newton, MA 02459 UNIT# -
TELEPHONE (DAY): 617-332-7621 (EVENING): -



Countryside School Survey

March 2011

11 AUG 15 A 9 12
CITY CLERK
NEWTON, MA. 02459

To be included in the survey the participant had to answer yes to the following questions:

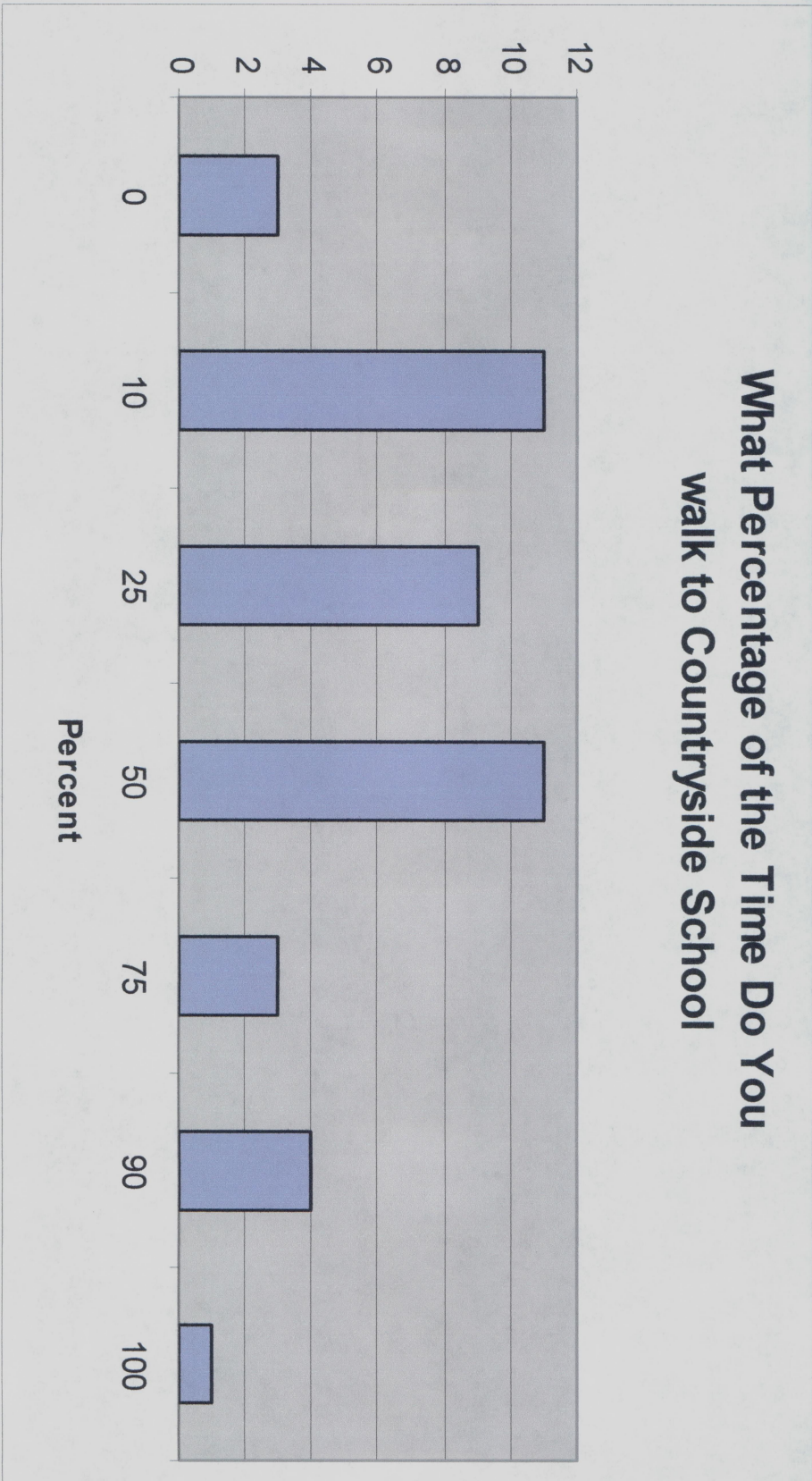
- Do you live within walking distance to Countryside School?
- Do you have to cross Parker Street to get to Countryside School?



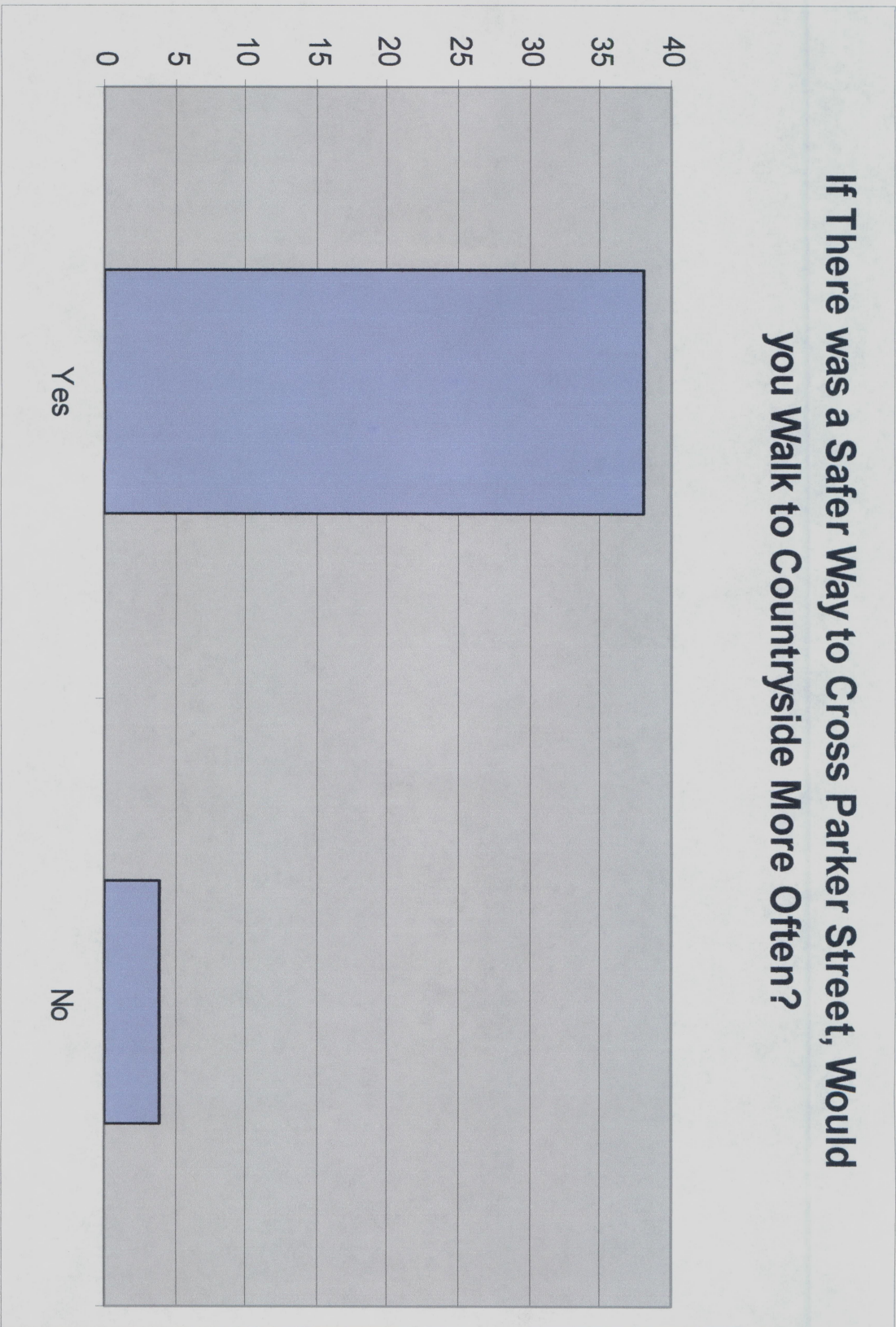
Results

- 42 families responded
- 62 children were represented
- 98% of respondents had concerns about crossing Parker Street

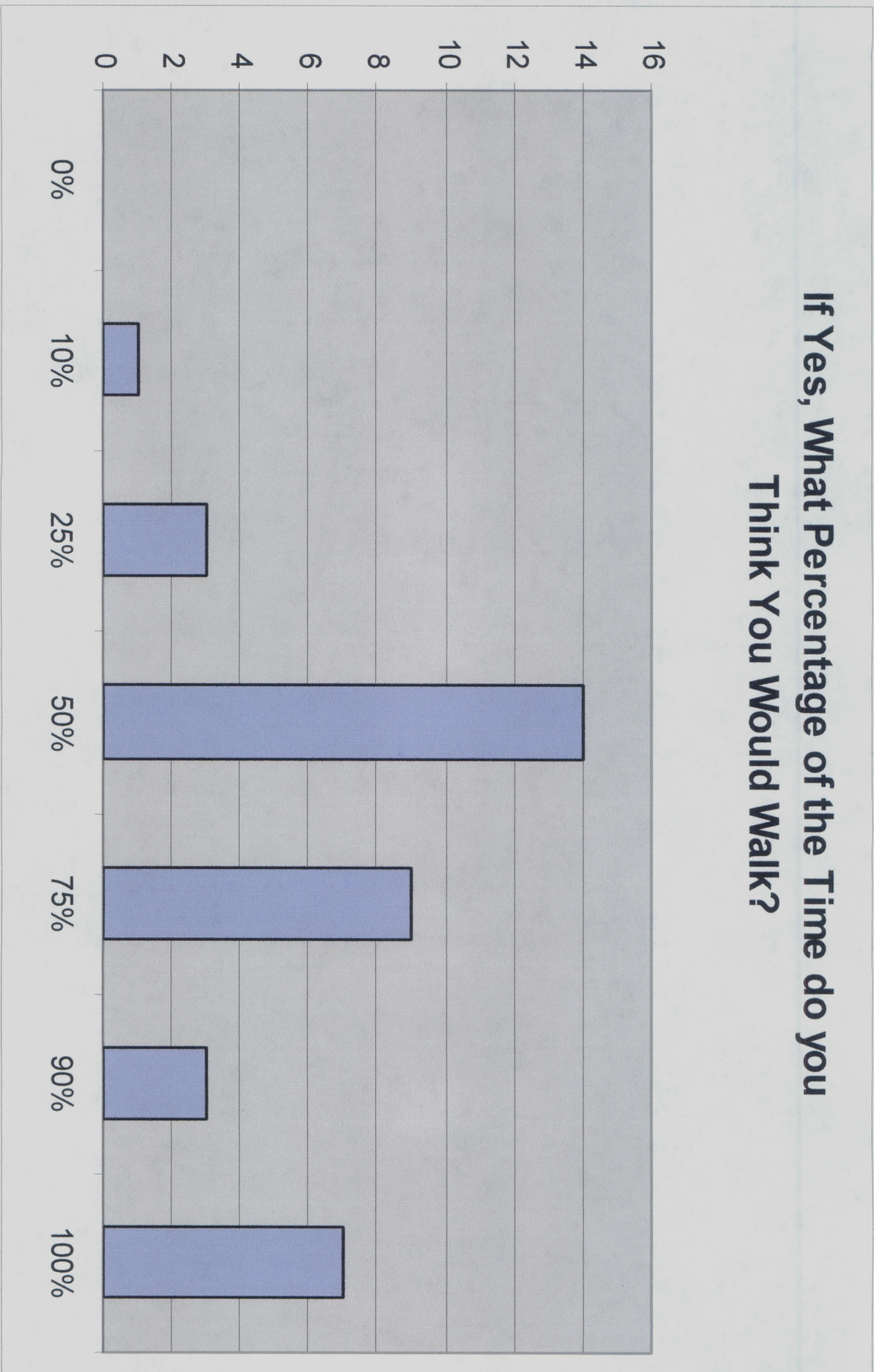
What Percentage of the Time Do You walk to Countryside School



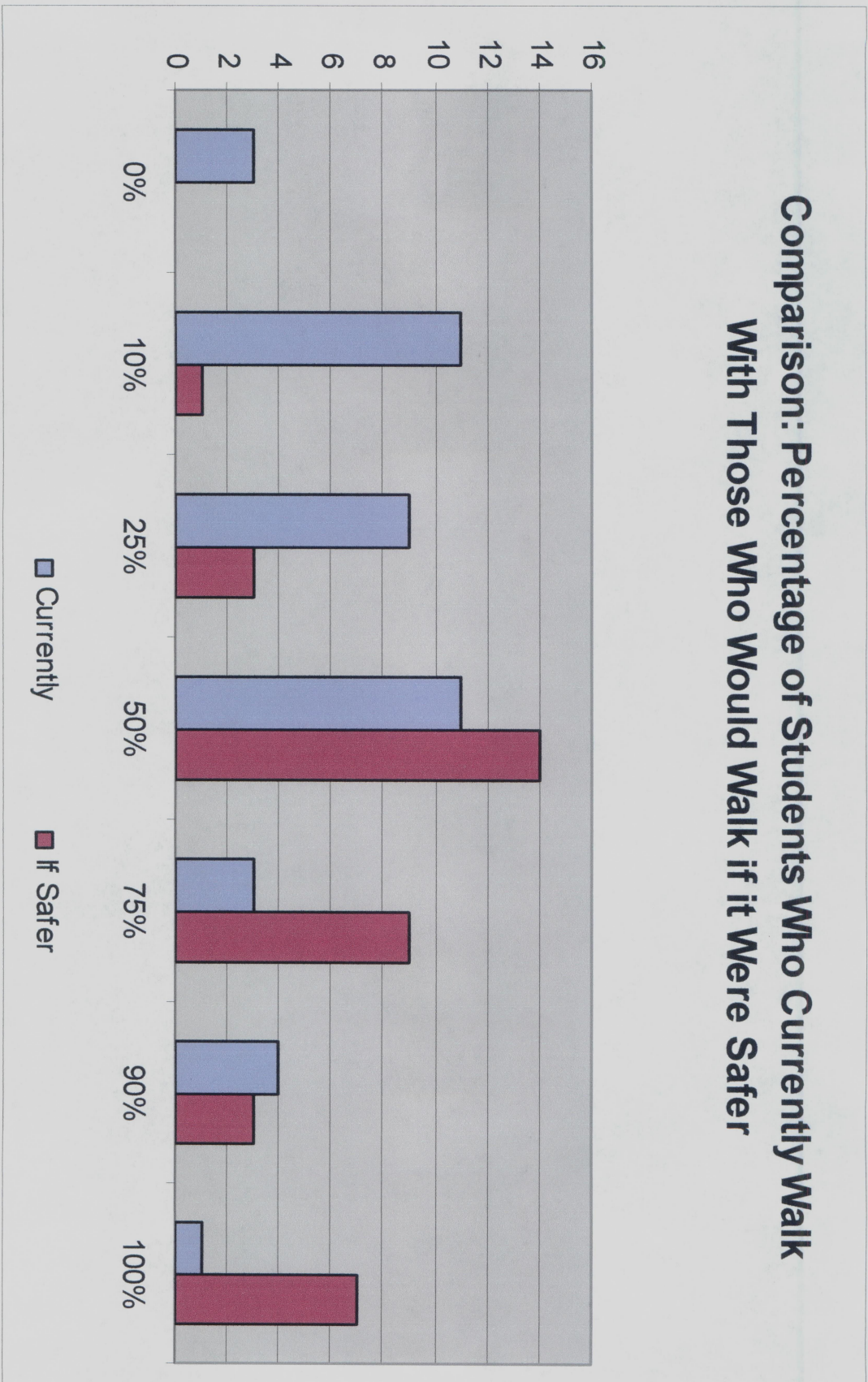
If There was a Safer Way to Cross Parker Street, Would you Walk to Countryside More Often?



If Yes, What Percentage of the Time do you Think You Would Walk?



Comparison: Percentage of Students Who Currently Walk With Those Who Would Walk if it Were Safer



Countryside Elementary School

What are your concerns about crossing Parker Street?

- We tried to cross couple of time, often needed to wait for more than 3 minutes. Traffic hardly stops for pedestrians.
3/15/11 11:03AM
- speed of traffic
3/7/11 11:41AM
- Traffic does not stop during morning rush hour Traffic speeds during morning rush hour
3/6/11 10:35AM
- Cars drive way too fast and often don't stop at the crosswalk.
3/5/11 11:46AM
- Cars don't slow down or yield right of way. Crosswalk is not painted or marked on the street
3/4/11 8:14PM
- Getting hit by a car trying to cross,because nobody will stop.
3/4/11 8:07PM
- The nearest way to go to school for us, we take Truman road, but there is no safe way to cross near Truman road.
3/4/11 6:29PM
- The crosswalk at Hagen Rd. is not visible enough and the volume and speed of the traffic is high during to school and home from school times.
3/4/11 5:13PM
- Cars are going too fast and won't let children cross. No cross walk, etc at Theodore Rd where many children cross.
3/4/11 3:41PM
- safety
3/4/11 12:43AM
- Risking my life! Whether it be walking my kids to school (in the warmer weather) or crossing as I get off the bus from work, it is a real risk! Newton should consider this proposal strongly as there have been numerous children hit near schools. Drivers today are distracted and in a hurry and they need to slow down where children and ANY pedestrian in this case are involved in crossing a busy street.
3/4/11 12:26AM
- Traffic is too busy. There are need a traffic light.
3/4/11 11:15AM
- I am crossing with 5 children and the cars don't stop for us. Often have to wave frantically or step into the street to get someone to stop and let us cross.
3/4/11 10:41AM
- The light over by the middle schools doesnt work most of the time.
3/4/11 10:38AM

- Traffic is very heavy and crossing can be difficult with morning commute.
3/4/11 10:36AM
- The traffic (especially in the morning) is very heavy on Parker Street. Even at the crosswalk at Hagen Road, cars often do not stop for children. It is difficult for the kids to know when it is safe to cross as drivers do not seem to be aware of their responsibility to stop at the crosswalk.
3/4/11 9:39AM
- We always have an adult be with the kids when they cross Parker St. Our 5th grader can walk to school on her own, but we never let her cross Parker St without supervision. It's much too dangerous. Cars go too fast. They turn the corner on Hagen Road too quickly. They often do not stop at the crosswalk.
3/4/11 8:58AM
- very busy at that time in the morning
3/4/11 8:51AM
- Traffic does not pay attention or stop for pedestrians. There should be a crosswalk light
3/4/11 8:19AM
- Heavy traffic and sometimes high speed
3/4/11 6:55AM
- I am concerned for the safety of my son crossing the street on his own. He does not prefer to walk up to Wheeler to cross at the light. You not only have traffic on Parker but also traffic of parents and students getting out of the side routes from the high school onto Parker to be concerned with.
3/3/11 11:03PM
- there are limited crosswalk locations that are close. 2. cars travel faster than the speed limit and will not see and stop for kids in the crosswalk
3/3/11 9:14PM
- That people in their cars will be rushing to work or school or using their phone and not paying attention to stopping for the children.
3/3/11 8:56PM
- Heavy traffic that is reluctant to stop for pedestrians.
3/3/11 8:52PM
- cars not stopping for us
3/3/11 7:42PM
- It's a very busy intersection: Hagen and Parker. Many students from SHS drive - they are still inexperienced drivers. Very often, cars don't stop at the crosswalk, even if a kid is waiting! Once, a driver almost killed my son, Countryside student, crossing this part of the road. It's a very dangerous intersection.
3/3/11 7:37PM
- Cars don't yield to pedestrians in the crosswalk at Hagen and there needs to be another crosswalk, maybe at Roosevelt. It would be great if the police gave tickets to people who don't yield at crosswalks. We live near the private way on Parker Terrace, which seems like it could easily be turned into a pedestrian trail. I would be happy to discuss further.
Fred Meyer 617.398.0796
3/3/11 7:35PM

- Traffic accident, don't want my child harmed by a car.
3/3/11 7:24PM
- There is no crosswalk nearby and the traffic is very busy and fast moving. I will not allow my kids to go by themselves. I will not cross Parker St after dusk.
3/3/11 7:05PM
- People often do not stop at the crosswalk. Hagen and Parker is very busy and the are times when walkers cross but vehicles turning may not see them. Parker and Hagen corner is a frequent mva site.
3/3/11 6:55PM
- Cars do not stop for pedestrians in crosswalk especially by Hagen road we should have a stop light for use by pedestrians
3/3/11 5:51PM
- very dangerous street to cross in the a.m.
3/3/11 5:32PM
- Cars drive very quickly without regarding to crosswalks.
3/3/11 5:18PM
- The safety of all children and concern when my children go home with friends. Also, I drive to work via Parker St. and it is a dangerous area and I think families should be able to walk to school safely. NOT one single car STOPS- it is terrible. Also, I would like my children who attend Brown to walk to Countryside to picjk up sibligs but I worry for their safety.
3/3/11 5:06PM
- Cars will see you in the crosswalk and drive faster to get past you - cars do not obey the laws of the road.
3/3/11 5:05PM
- Busy traffic during the school opening/closing time. Since the school bus stops by our house, my child uses the bus and never walks to the school.
3/3/11 5:00PM
- Presently, we do not cross Parker, however in 2 years my elder child will need to cross when he's attending Brown Middle School.
3/3/11 4:42PM
- Busy traffic that doesn't stop for pedestrians or bikers.
3/3/11 4:38PM
- fast traffic
3/3/11 4:36PM
- Cars often do not stop when there are pedestrians waiting at the crosswalk to cross. I have seen a couple of instances of a car almost hitting a biker and a walker at the crosswalk near Hagen Road.
3/3/11 4:35PM
- Dangerous - cars never stop and fearful of children getting injured.
3/3/11 4:28PM

- Not always a crossing guard. police officer. Very. Often have people speeding and towing through stop signs.
3/3/11 4:28PM
- Crossing Parker St during morning rush hour with little ones in tow.
3/3/11 4:28PM
- traffic too fast, don't always stop, no crossing guard, inexperienced high school drivers
3/3/11 9:48AM

Brown Middle School**What are your concerns about crossing Parker Street?**

- It's a very dangerous crossing. Very often, cars don't stop. Unless there is a light or crossing guard, it's an accident waiting to happen.
4/2/11 2:31PM
- For all of Parker St there is only the one light at Wheeler and I worry that kids don't all cross there. It is an extremely busy street.
4/2/11 1:50PM
- Too many cars
4/2/11 7:51AM
- where to cross safely
4/1/11 12:15AM
- As long as the people wait for the signal at the cross walk, there is no safety issue. When there is no signal at the cross walk, the car is required to stop by the state law. Some car drivers are crazy
4/1/11 9:43AM
- It is a very dangerous road and I think there should be a crossing guard near Hagan road because people have to cross to get to countryside and to brown.
4/1/11 1:55AM
- There are vehicles passing continuously both sides including trucks and driving students car. There should be more crosswalk and yield sign along Parker Street.
4/1/11 1:12AM
- the light at Parker is TOOOOOOO long
3/31/11 10:31PM
- The drivers on Parker Street do not always look out for pedestrians. The traffic during the school transit time can be quite busy.
3/31/11 9:33PM
- High speed and traffic volume.
3/31/11 9:04PM
- Drivers often go too fast on Parker Street. Dedham Street, and Needham Street are very bad too. Harried drivers are not paying attention and often drive as if entitled. "Gotta go first, gotta get there 10 seconds sooner." All you have to do is observe the chaos pulling out of Dunkin Donuts parking lots all over the city. Not only are drivers not looking out for pedestrians but think nothing of cutting off other vehicles. A high percentage are driving one-handed with their mobile phone in the other. Very inconsiderate and unsafe. Middle school students are at particular risk because they are usually not accompanied by adults going to school. Typical teenage lack of attention, not crossing in crosswalks, general poor judgement add to the risk. We have the recent accidents around Day Middle School where students narrowly missed serious injury as examples. Several years ago when people were touting the utopian "walking school bus" concept, I

contacted the school committee to point out the problem and requested remediation for Dedham Street. But of course, no action was taken. Several strategically placed blinking yellow lights and very visibly marked crosswalks or crossing guards would help..

3/31/11 7:03PM

- Cars are always driving too fast or on cell phones and do not stop for children even when they are waiting on the crosswalk. Especially in the mornings when people are rushing to work.

3/31/11 6:06PM

- Quite simply, Parker Street is a pedestrian unfriendly street. There is NO safe crossing area as cars drive at speeds too high to stop safely. Crossing safely is tenuous and someone is going to get hit before long.

3/31/11 5:08PM

- Very busy street, fast vehicles, no police presence, no visible signs or pedestrian crosswalks or school zone, wreckless drivers, speeding, known thoroughfare for alternate routes east/west

3/31/11 4:44PM

- speedy cars

3/31/11 4:29PM

- This is a very busy road where the speed limit is 30 but cars are often going much faster and do not routinely stop for pedestrians waiting to cross.

3/31/11 4:14PM

- the light there doesn't always work

3/31/11 4:02PM

- traffic speed; length of walk signal/green light off of Wheeler SNOW/ICE REMOVAL AND SHOVELING--WHEN PEOPLE DON'T SHOVEL IT INCREASES THE DANGERS IMMENSELY. Failure of the city to impose fines was a COMPLETE abdication of responsibility. NOTE: questions 6 and 7 don't apply since we walk almost all the time as it is.

3/31/11 2:45PM

- Cars move quickly, no great place to cross. Area over bridge is particularly dangerous with traffic congested and turning cars in all directions simultaneously

3/31/11 2:24PM

- Cars turning right from Wheeler st to Parker st. It's very hard to cross the intersection even on the green light.

3/31/11 2:14PM

- The crossing light is close to the curb....

3/31/11 1:47PM

- not certain the children will get crossed safely

3/31/11 1:42PM

- In the morning, the sun is too bright for drivers to see anyone as they turn the bend on Dedham Street, so that crosswalk is useless, there should be a good crosswalk with blinking lights at the intersection of Dedham and Parker.

3/31/11 12:55AM

- need a traffic light
3/31/11 12:54AM
- light is broken. No crossing guard. Afraid a child will get hit.
3/31/11 12:13AM
- Pedestrian light doesn't turn on often enough. Drivers crashing the light.
3/31/11 11:54AM
- Crossing safely with distracted drivers, student drivers, etc.
3/31/11 11:49AM
- excessive congestion, speeding drivers and, lack of safe passage across rte 9 bridge
3/31/11 11:47AM
- Crossing Parker and Route 9 is hazardous.
3/31/11 11:44AM
- it is a very busy street that most of the time is really hard to cross. 2) That my daughter will be hit by a car because some car drivers don't respect that the passengers rights
3/31/11 11:43AM
- very busy and difficult to cross
3/31/11 11:41AM
- Sometimes drivers do not pay attention to pedestrians crossing in crosswalks
3/31/11 11:29AM
- many cars and driving fast
3/31/11 11:27AM
- Very very dangerous- the lights do not always work and there is insufficient time for children to cross.
3/31/11 11:18AM
- Traffic light did not work a couple of times. It takes very long to switch to red after button is pushed, motorists speed through it even after its back to red.
3/31/11 11:18AM
- People do not stop at stop sign and often drive too fast.
3/31/11 11:17AM
- My child walks to/from school with friends who need to cross Parker Street. The largest concern is that the kids will not cross using the light at Parker & Wheeler. Roosevelt Rd is a common place to see kids crossing diagonally/with difficulty toward Truman. Cars speed down this stretch at 50 mph+. If a friend walks home to our house after school (non-traffic light route) then I either drive them home or walk to the corner of Roosevelt and be their crossing guard. Because of the Bus Stop and the many High Schoolers who walk down Roosevelt Rd. I would like to see a crossing guard for HS through Elementary school crossings (7:10 am through 8:35 am). After school is more complex but would still like to have a crossing guard at this corner. Thank you! I hope we can implement this or similar for Fall 2011.
3/31/11 11:14AM

- Drivers frequently deem stopping at pedestrian crosswalks to be optional -- often they drive right through the one at Parker and Hagen, even though there are children and parents waiting to cross. I have personally seen a driver sail right through that crosswalk while pedestrians were waiting to cross -- with a police officer (and cruiser) standing there in plain sight. And at the stoplight at Wheeler and Parker, drivers on Wheeler try to turn right at a red light on to Parker while kids are crossing the street.
3/31/11 11:10AM
- Corner of Dedham and Parker there is no cross walk.
3/31/11 11:06AM
- Aggressive cars at intersection of Parker and Wheeler
3/31/11 11:06AM
- Cars don't stop...ever!...at the posted crosswalk at Parker and Hagen! We need a crosswalk light!
3/31/11 11:05AM
- safety
3/31/11 10:58AM
- Parker is a busy street with a lot of traffic. There is no crossing line or anything that tells drivers that children may cross the street.
3/31/11 10:56AM
- Traffic light very short. Weeler st. can take right on red and often not stoping. Overall drivers are too fast on parker.
3/31/11 10:56AM
- speed of traffic; poorly marked crosswalks.
3/31/11 10:53AM
- Like on most of the main street, drivers are going too quickly and often maneuver around stopped cars not seeing a pedestrian crossing. Even the crosswalk light is dangerous with many drivers are busy looking to see if they can turn right on red. Beyond that one area, the walk to school is just as dangerous. The stop sign on the corner of Walnut and Dedham Streets is not visible (or at least drivers pretend it isn't) and drivers use Elenor St. or Walnut as a bypass to the dangerous Rt. 9.entrance. Every week I see an accident with cars trying to get onto Walnut being hit by cars entering Rt. 9.
3/31/11 10:03AM
- Watching kids that walk home try to cross with so many cars rushing past.
3/30/11 8:36AM

Oakhill Middle School

What are your concerns about crossing Parker Street?

- My daughter does not have good judgment about crossing streets and although she is in 8th grade, I could never have her walk to school alone, or even take the bus home, because of the dangers of crossing Parker Street.
3/20/11 11:52AM
- There is not enough pedestrian walkers for the cars to think about people much of the time so crosswalks are ignored a lot by cars. There is only one light on Parker and that is at Wheeler Road.
3/16/11 8:44AM
- At the Route 9 crossing with Parker Street it is highly unregulated and cars (and trucks and buses) are coming from all directions. Parker Street and Route 9 need better marked cross walks and a stop light system (like most other busy intersections) so that cars, pedestrians and bicyclists can safely maneuver thru the intersection.
3/15/11 10:23PM
- Crossing Parker St is NOT limited to walkers. It is also an issue for those kids riding Bus 52 which runs down Parker Street. Do not limit your intake info to just the WALKERS, Please. TONS of kids take bus 52!!!
3/15/11 8:50PM
- Speeding cars
3/15/11 3:54PM
- it is very unsafe to cross Parker street because many drivers don't pay attention to the children and my child almost got hit a number of times in broad day light! We need a set of traffic light at the corner of Rt. 9 and Parker Street or a crossing guard.
3/15/11 12:38AM
- Only has to cross Parker to take bus in a.m.
3/15/11 9:43AM
- traffic, speeders, and crossing such a busy street
3/15/11 7:40AM
- No crosswalk or light where my daughter crosses.
3/15/11 6:10AM
- excessive speed of drivers between Newton Centre and Route 9 heading south towards school.
3/14/11 10:21PM
- People don't stop readily at the crosswalk at Parker/Daniel, often speeding by too
3/14/11 10:07PM
- Cross walk between Parker St. and Boylston St. bridge.
3/14/11 10:04PM
- Being killed by maniacs and idiots at the Route 9 intersection
3/14/11 9:53PM

- My daughter takes the MBTA bus down Parker Street to Oak Hill. To get the bus, she must cross Parker Street. She uses the cross walk and I feel pretty comfortable with that.
3/14/11 9:52PM
- The traffic is very heavy and the drivers don't pay attention to the children. Driver don't pay attention to the children crossing the up-and-down ramps of Rt. 9 and come very close to hitting the children as they are crossing. They need a traffic light or a crossing guard to assist the children.
3/14/11 9:28PM
- 90% of the time my kids cross Parker st. in the morning to get the T bus
3/14/11 9:13PM
- Cars do not stop at cross walks unless you aggressively walk into the cross walk.
3/14/11 8:37PM
- traffic
3/14/11 8:35PM
- Cars often don't stop to allow young people to cross, and the route 9 exit/entrance ramps are very hectic.
3/14/11 8:33PM
- Way too much traffic in the morning, going to South, Brown and Oak Hill. Lots of new drivers and people in a rush to get to work and school.
3/14/11 8:13PM
- crazy traffic especially in morning
3/14/11 8:08PM
- Speeding cars, no safe crosswalk, Parker street bridge intersections very dangerous
3/14/11 8:08PM
- Cars ran too fast. And in the morning, ride vehicles are parked in side view obscures a lot.
3/14/11 8:04PM
- I'm more concerned about crossing rt 9, while on parker
3/14/11 7:30PM
- So much traffic!
3/14/11 7:04PM
- Very busy, and traffic goes very fast.
3/14/11 6:44PM
- The street is a death trap for anyone not in a car, and at least mildly hazardous for people in cars.
3/14/11 6:16PM
- We used to live in the neighborhood. Cars fly down Parker street as there is no light or stop sign anywhere. The worst part of it is where route 9 inputs onto Parker. Cars coming westbound from Boston and having to take a right on Parker have NO visibility. I saw quite a number of near hits (both involving pedestrians and wheels -cars or bicycles-)
3/14/11 6:16PM

- My child on occasion cross Parker Street to take the city bus to Oak Hill. Even though there are crosswalk, cars just speed by too quickly in the morning and very small percentage of cars will stop. Oftentimes we wait for 10-15 cars to go by before one will stop.

3/14/11 6:15PM

- Volume of traffic during school dropoff/pickup, too many cars rush through the Wheeler/Parker intersection

3/14/11 6:11PM

- No good places to cross.

Onaly Kapasi, M.D., FAAOS, FAANOS (Hon)
356 Parker St., Newton, MA 02459
Phone: 617-965-5162
arthroscopy@live.com
www.Massortho.com

Reference: TC30-10

September 12, 2011

Danielle Delaney
Committee Clerk
Public Safety and Transportation Committee
City of Newton, Massachusetts 02459

Via Internet-communication: ddelaney@newtonma.gov

Dear Ms. Delaney,

I moved to 356 Parker Street in August 1976 and since that time continuously lived at the same address. I am writing in support of Nancy Braudis as I believe in the legitimacy of her request for a pedestrian warning beacon at the crosswalk of Theodore road/Parker Street.

Newton citizens who live on Parker Street and adjoining streets know and understand the importance of public safety especially for the neighborhood children walking to the three vicinity Newton public schools. Parker Street over the years has become a very busy thoroughfare for motor vehicles, heavy equipment trucks, utility trucks, eighteen wheelers and other vehicles plying between US Route 1 and US Route 9.

I believe that Pedestrian safety can only be ensured and enhanced by installing proper crosswalks however it is just as important to restrict heavy-duty commercial vehicles on Parker Street(as it is on other neighborhood streets) and strictly monitor speeding vehicles as it has made living on Parker Street challenging and also risky. *Just last Saturday it took me twelve minutes to cross from my sidewalk to the opposite sidewalk!*

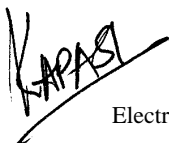
I am a senior citizen therefore I do not have the speed and agility of a youngster whilst crossing across our street.

With great respect for the mayor, council members and alderman I recommend that the public safety committee exercise diligence and rescind the denial of TC30-10 and also additionally discuss a proposal for limiting commercial traffic and an improved monitoring of speeding vehicles on Parker Street.

Respectfully submitted,

Onaly Kapasi, M.D., FAAOS, FAANOS (Hon)

Cc to:



Electronic Signature

Please excuse transcription errors as this record is electronically transcribed using speech recognition technology



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 21, 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.

#254-11 NANCY BRAUDIS, 57 Theodore Road, filing on August 15, 2011 an appeal from the decision of the Traffic Council on July 28, 2011 to deny TC30-10 as follows: *Requesting a pedestrian warning beacon with a crosswalk at Theodore Road and Parker Street. (Ward 8)*

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 September 14, 2011.

Sincerely,

Danielle Delaney
Committee Clerk
Public Safety & Transportation Committee

TC30-10 NANCY BRAUDIS, 57 Theodore Road, requesting a pedestrian warning beacon with a crosswalk at Theodore Road and Parker Street. (Ward 8) [08/30/10 @ 11:45 AM]

HELD (4-1, Grafe) on 12/16/10 until additional counts can be taken during warmer weather.

ACTION: DENIED (5-0). This may be appealed through August 17, 2011.

NOTE: Mr. Danila reviewed with Council members the Department Public Works crosswalk policy, data on Parker Street including average daily traffic counts, vehicle speeds and pedestrian counts.

Criteria for New Crosswalks must meet the following Guidelines: 85th percentile speed less than 40 mph, greater than 20 pedestrians crossing per hour during two peak hours per day, more than 3,000 vehicles per day on road, less than 9,000 vehicles per day on road. If more than, 9,000 vehicles per day, additional special treatments are required. Greater than 300' from existing crosswalks and adequate stopping sight distance is required. He then said that the Board of Aldermen adopted the Crosswalk Policy in 2007.

Parker Street Data proved the following:

Average Daily Traffic: 13,800 vehicles per day, 1% Trucks. Speed Limit is 30 mph, the mean speed is 33 mph. and 85th Percentile Speed is 39 mph.

Pedestrian Counts proved the following in December 2010 and May 2011- (On a school day)

Parker Street at Wheeler Road-December: 0 Adults and 10 students; May: 2 adults and 30 students

Theodore Road crossing Parker Street-December: 6 adults and 3 students; May: 4 adults and 13 students

Parker Street at Hagen Road-December: 0 adults and 4 students; May: 1 adult and 3 students

Conclusions:

Parker Street volume exceeds maximum for the installation of simple crosswalk setup (paint and signage). Parker Street speeds at maximum for installation of any crosswalk. Pedestrian volumes do not meet minimum requirements for crosswalk installation. The Department of Public Works will not install a crosswalk at this location because it does not meet the minimum requirement of twenty pedestrians per hour.

Mr. Koses opened the discussion for public comment.

Nancy Braudis provided Council members with a survey from Countryside School, notes of concerns crossing Parker Street from Oak Hill Middle, Brown Middle and Countryside Elementary Schools, attached to this report. She feels the pedestrian counts appear very low. 98% of survey respondents had concerns about crossing Parker Street. If there were a safer way to cross Parker Street, more families would walk. A crosswalk is necessary due to the high volumes and speed. Another resident agreed.

Ald. Lappin said that data proves 17 people cross Parker Street; re-consideration is necessary for the installation of the crosswalk to meet the 20 people guideline. She then asked Mr. Danila for suggestions on how Traffic Council could proceed.

Mr. Grafe said that he did not support a hold in December because action was necessary. He then said that he would not support a vote of no action necessary or denial because the area is too dangerous and safer crossing is necessary. He believes additional pedestrians would use the crosswalk if they were installed and safer crossing is necessary in this area and he would support the installation of a crosswalk with a pedestrian warning beacon. He suggested narrowing Parker Street.

Mr. Koses reviewed locations in the City that have pedestrian warning beacons. The City has not been very satisfied with the results because compliance has not been met and observations prove that many cars do not stop. Ald. Ciccone agreed and suggested the crosswalk to be installed at Wheeler Road where the guidelines would be met.

Ald. Fischman provided Council members with photos depicting Parker Street as straight where speeding is evident, attached to this report. He said that the area is dangerous and agreed that re-consideration is necessary. He suggested that Traffic Council consider Hagen and Wheeler Roads for crosswalk locations, remove the "Right Turn on Red" sign at Wheeler Road and install additional signage at Hagen Road.

Mr. Koses said that Traffic Council does not have the authority to fund a flashing yellow beacon. He feels that additional discussion is necessary with the Board of Aldermen regarding the criteria approved by the Board. Ald. Lappin suggested that Traffic Council approve the crosswalk and pedestrian beacon and forward the recommendation to the Board of Aldermen for funding.

Ald. Fischman said that he would not support with a denial vote because it is imperative to make the area safe. He suggested holding this item until additional counts and issues could be provided. Mr. Koses asked Mr. Danila whether, if the item was denied, the Transportation Division would be able to provide additional information and pedestrian counts for the Public Safety & Transportation Committee's review. Mr. Danila agreed that this additional information could be provided.

Ald. Ciccone made the motion to hold this item pending additional information as requested. The motion failed to carry 1-4 (Grafe, Koses, Danila, Mintz opposed). Mr. Danila made a motion to deny this item. If appealed, a Board of Aldermen Committee would review. Council members agreed 5-0. This item may be appealed through August 17, 2011. Mr. Koses briefly described the appeals process.

TC9-11 WARD 8 ALDERMEN, requesting a review of traffic and pedestrian safety in the area of Memorial-Spaulding School, including parking, traffic signals, street markings, blue zones, student walking routes and any other considerations relevant to safety and traffic flow. (Ward 8) [03/15/11 @ 9:40 AM]

ACTION: No parking Brookline Street, South Side, from 50' south of Spaulding Lane to 261 Brookline Street, 8AM-4PM School Days (5-0). This may be appealed through August 17, 2011. Remove existing Blue Zone located on the south side of Brookline Street, east of Oak Hill Street (5-0). This may be appealed through August 17, 2011. Add a Blue Zone on the south side of Brookline Street, west of Oak Hill Street (5-0). This may be appealed through August 17, 2011.