

CITY OF NEWTON  
BOARD OF ALDERMEN  
TRAFFIC COUNCIL REPORT

THURSDAY, FEBRUARY 17, 2011

Present: Ald. Ciccone; Danielle Delaney, Committee Clerk; Jim Danila, Transportation Engineer; Jerome Grafe, Citizen Representative; David Koses, Transportation Planner and Sgt. James Norcross, Newton Police Department  
Also Present: Ald. Baker, Blazer, Fuller, Merrill and Shapiro  
Others Present: Kevin Dandrade, Project Manager, TEC

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

TC15-10      JAMES & NANCY BOWDRING, 94 Hammondswood Road, requesting No Left Turn 7:00 a.m. to 9:00 a.m. at the intersection of Beacon Street and Hammondswood Road. (Ward 7) [05/06/10 @ 12:36 PM]  
**HELD (4-0, Ciccone not present) on 10/21/10 for 60-Day Trial, No Left Turn 7:00 a.m. to 9:00 a.m., from Beacon Street to Hammondswood Road.**  
**ACTION:      APPROVE (5-0) No Left Turn 7:00 a.m. to 9:00 a.m., from Beacon Street to Hammondswood Road.**

**NOTE:**      The one e-mail received on this item is attached to this report.

Mr. Danila said that a trial was enacted on October 10, 2010, and once implemented; the Police Department was able to enforce the trial successfully. Mr. Danila provided pre-trial and current traffic volumes. He said that approximately 428 vehicles traveled on Hammondswood Road between 7:00 a.m. to 9:00 a.m. prior to the trial. During the trial period, the number of vehicles decreased by approximately 81% during peak morning hours (from 320 to 108 vehicles during these two hours). Approximately half of re-routed traffic flowed to Grant Avenue; the remaining traffic flowed to Tudor Road, College Road and other streets.

Mr. Danila noted that at the past meeting, residents showed interest in excluding trucks from traveling on Hammondswood Road. The City's Law Department advised Traffic Council that the City does have the authority to enact a truck exclusion on private ways without getting permission from the state. A new petition for a Truck Exclusion on Hammondswood Road would need to be docketed and must include signatures from *all* abutting properties before Traffic Council may discuss it.

Mr. Koses said that all residents of Hammondswood Road, Tudor and College Roads, Grant Avenue (between Beacon Street and Commonwealth Avenue) were notified of this meeting. Residents in sections of Manet Road, Crosby Road and Hammond Street were also notified.

Mr. Koses opened the discussion for public comment.

1) Nancy Bowdring, 94 Hammondswood Road, said she is satisfied with the trial and hopes it will be approved as she has witnessed fewer vehicles.

2) Joyce Gruenberg, 71 Hammondswood Road, agreed, she also has seen an enormous difference in the amount of traffic and is hopeful the trial will become permanent.

Ald. Fuller asked how often the Police Department was visible during the trial and what influence the trial had on surrounding streets. Sgt. Norcross said that once the trial was implemented the department made a strong effort in patrolling the area, but scheduling patrols during these morning hours is difficult. Mr. Koses said that in general, he favors the sharing of traffic volumes among streets, but would support this trial because it is being requested on a private way. Mr. Danila said that he also supports this trial because residents have to pay to maintain their street. Sgt. Norcross clarified that requesting Truck Exclusions would not prevent local trucks from working or making deliveries in the neighborhood.

Sgt. Norcross made the motion to make the trial permanent by approving a No Left Turn 7:00 a.m. to 9:00 a.m., from Beacon Street to Hammondswood Road. Council members agreed 5-0. Mr. Koses explained the process of the appeals process, which would end on March 9, 2011.

TC1-11        DAREN DEAN, Two Newton Place, 255 Washington Street, requesting Right Turn on Red at the intersection of Centre and Jefferson Streets. (Ward 1) [01/07/11 @ 11:08 AM]

**ACTION:**     **DENIAL (5-0)**

**NOTE:**        Daren Dean was not present for this discussion.

Mr. Danila said that during the morning, approximately four cars per hour exit Jefferson Street, in the evening there are approximately twenty-three cars. Mr. Danila also said that the MUTCD guidelines allow a “No Turn on Red” sign when an engineering study finds that geometrics or operational characteristics of the intersection that might result in unexpected conflicts or an exclusive pedestrian phase. This location has the exclusive pedestrian phase. There are potential conflicts among pedestrians crossing and among vehicles turning left from Jefferson Street and Pearl Street. The Department Public Works recommends not removing the No Turn on Red Restriction. Mr. Danila said he would review the control box in the area to ensure that the control settings are accurate.

Mr. Koses opened the discussion for public comment.

Allison Buchee, 58 Jefferson Street, said that she is not in favor of this request. She said that drivers do not stop when pedestrians are using the crosswalk. Russell Buckler, 44 Jefferson Street, agreed.

Sgt. Norcross made the motion to deny this item. Council members agreed 5-0.

TC41-10        DAVID KOSES, on behalf of the Newton Safe Routes to School Task Force, requesting parking restrictions on both sides of Cypress Street, in the vicinity of 280 Cypress Street, in association with modifications to the island and related infrastructure changes near the school entrance, to be paid for through Mass DOT’S Safe Routes to School Infrastructure Program. (Ward 6) [12/23/10 @ 9:10 AM]

**ACTION:**     **APPROVE (5-0) No Parking, as illustrated in Recommendation 1 (Proposed School Entrance) of the Bowen School Preliminary Assessment, Prepared by the Massachusetts Safe Routes to School Infrastructure Team, dated September 30, 2010.**

**NOTE:** TC41-10 and TC42-10 were discussed together. See TC42-10 summary below. The one email received on this item is attached to this report. Mr. Danila made the motion to approve no parking, as illustrated in Recommendation # 1. Council members agreed 5-0. Mr. Koses explained the process of the appeals process.

TC42-10 DAVID KOSES, on behalf of the Newton Safe Routes to School Task Force, requesting installation of a pedestrian hybrid signal and crosswalk on Parker Street in the vicinity of Daniel Street and Athelstane Road, to be paid for through Mass DOT' Safe Routes to School Infrastructure Program. (Ward 6) [12/23/10 @ 9:10 AM]

**ACTION: APPROVE (5-0) Traffic Council recommends that a school crossing guard remain at that location.**

**NOTE:** TC41-10 and TC42-10 were discussed together. The thirty-one emails received on this item are attached to this report.

Mr. Dandrade, a state consultant employed at TEC, Inc., provided a PowerPoint presentation, attached to this report. Mr. Dandrade said that this proposal would be 100% federally funded. Approximately 2 ½ years ago, the Bowen Elementary School applied to the state requesting an assessment be completed to review the pedestrian and biking possibilities, challenges and potential improvements. Certain measures have been identified as primary improvements. An inventory of sidewalks was considered at Cypress, Parker, Daniel and Jackson Streets locations. TEC considered critical crossing locations in front of the Bowen School and crossing Parker Street at Athelstane and Daniel Streets.

Mr. Dandrade recommending the following two recommendations from the TEC team:  
Recommendation 1

**Pedestrian Crossing and Refuge Area on Cypress Street**

- Defined and highly visible crosswalk location
- Improved signs and markings
- ADA/AAB Improvements
- Partial reconstruction of sidewalk and pavement
- Refuge island

Mr. Dandrade said the estimated cost of this proposal is \$150,000 (100% federal funded).

Recommendation 2

**Parker Street Pedestrian Hybrid Beacon or Hawk Signal**

- Located between Athelstane Road and Daniel Street (near current crosswalk location)
- 50 to 90 students/parents crossing per peak school hour
- No gaps in traffic
- Higher form of traffic control, but can still benefit from a crossing guard, requiring motor vehicles to stop

Mr. Dandrade said that a Pedestrian Hybrid Beacon was proposed rather than a full traffic signal at this location because this light has a shorter delay time for traffic but serves pedestrians crossing. This location was chosen because it is at the location of a crossing guard and has been identified by the Bowen School as a primary walking route. The light would have a mast arm including a signal head on each side and a countdown indicator. The MUTCD approves this

style of light because it proves great success on improving pedestrian and low vehicle accidents as compared to other traffic control devices, with a compliance rate of 97%. The Hybrid Beacon will encourage pedestrian activity and safety as the crossing guards expressed the difficulties of stopping traffic. Mr. Dandrade said that the signal will be similar to the existing crossing guard operation but with a higher level of regulation and identification at the crossing location. This signal is more efficient than a traditional midblock pedestrian signal because once the person is crossing, traffic must stop as they receive a solid red light.

Mr. Dandrade said that the Bowen School has completed the pre-assessment process and TEC has completed the assessment report. TEC is waiting for project endorsement and commitment from the City with the support of Traffic Council and the residents. The next steps would include TEC's design and permitting with MassDot. Mr. Dandrade said that the City would be responsible for a Right-of-Way Certification. After commitment, the project is approximately a two-year process in order to complete project details and tweak designs.

Mr. Koses asked the following questions that were addressed in received emails.

- 1) Mr. Koses asked why the location for this signal was proposed to the north rather than south of Daniel Street. Mr. Dandrade answered the proximity of driveways made it difficult for ADA compliance, trees make sight distance difficult, high amount of vehicle traffic and pedestrians crossing. Mr. Danila said these signals could not be located at intersections they are intended for midblock intersections.
- 2) Mr. Koses asked if vehicles would use neighboring streets to avoid the signal. Mr. Dandrade said he did not foresee this.
- 3) Mr. Koses asked if additional signage and Police enforcement would be more beneficial than spending the funding on this project. Mr. Danila answered this area is striped with signs that are installed to the maximum allowance. Sgt. Norcross said Police enforcement would be difficult because crossing guards are scheduled to regular posts and the department is short patrol officers to conduct enforcement on a regular basis.
- 4) Mr. Koses asked Mr. Dandrade if he would still propose this type of signal with the intention of the crossing guard remaining at this location. Mr. Danila answered that at several locations in the City crossing guards remain at locations where traffic signals are installed. Sgt. Norcross agreed, saying the crossing guard would probably remain at this location, but he could not guarantee it. The Police Department supports this type of signal because of the high volume of traffic at this location.
- 5) Mr. Koses asked whether this type of signal would create a dangerous intersection. Mr. Dandrade answered no; this type of signal makes it safer for pedestrians because clearance time is built into the signal. People who violate the red signal can be subject to fines.
- 6) Mr. Koses asked whether the planned traffic signal at Route 9 and Parker Street would interfere with the proposed signal. Mr. Danila answered that an evaluation can be requested to determine if the signals must be timed together.
- 7) Mr. Koses asked if it would be beneficial to install a sidewalk on Cypress Street rather than spend the funding on this project. Mr. Dandrade said the installation of a sidewalk would not be beneficial because of the staff and parents parking. In the future, if the area is to be reconfigured he suggests the installation of sidewalks perhaps being beneficial.
- 8) Mr. Koses asked Mr. Danila if a sound component was required in the signal. Mr. Danila answered a locator tone should be constructed in the signal although it is not required. The

locator tone operates between 2-5 decibels above ambient noise which is difficult to hear 10-15' away. The tone is to assist visually impaired persons where to locate the signal.

9) Mr. Koses asked whether the City would be responsible for maintaining this type of signal and would it be difficult to maintain. Mr. Danila answered the City would be responsible for maintenance, spending approximately \$20 per month in electricity which would be included in the DPW operating budget.

Mr. Koses opened the discussion for public comment.

1) Louise Bruyn, 48 Glenwood Avenue, asked if the signal would prevent fewer accidents at Athelstane Road and Parker Street. Would the signal notify a vehicle when they can turn left from Daniels Street. What type of education would be provided to drivers. Mr. Danila said if approved, the City would have to provide education to students and drivers. Mr. Koses said the Transportation Advisory Committee is researching education for all ages on a variety of different safety items crossing the streets, etc. Mr. Danila said the signal looks no different from a full traffic signal. Mr. Dandrade said crash analysis has not been performed but would be completed during the design phase with the recommendation of additional signs. He then said making a left turn from Daniels Street should be compatible to today.

2) Barbara Bates, 298 Cypress Street, asked why the signal would be installed mid-block blocking vehicles from Daniel Street and Athelstane Road. She suggests it be installed at Parker Street or Athelstane Road. Mr. Dandrade said the Hawk signal would be installed mid-block because it does not meet the vehicular Federal traffic warrants for installation at Daniels Street or Athelstane Road. A full traffic signal is used when side street traffic is introduced at an intersection. Mr. Danila said both a Hawk indication signal and a stop sign could not be installed on Daniel Street because it creates confusion.

3) Phil Wolfson, 71 Bow Road, said he is concerned with the amount of traffic on Bow Road, people using his driveway as a turn-around and the difficulty exiting the street. It is difficult for emergency vehicles to access the road because drivers park on both sides; he suggests parking on one side only. Mr. Koses suggested an item be docketed for Traffic Council's consideration.

4) Brendan Everett, 239 Cypress Street, said he likes the proposal because the goal is to make the area safe for safe routes to school but feels more work is necessary on this proposal including Bow Road and Cypress Street. He agreed traffic is problematic on these streets making it difficult for drivers and students. He suggests the re-direction of drivers to use Langley Path; he also thinks the creation of the island as proposed will push problems on Bow Road to Cypress Street.

5) John Zandman, 281 Cypress Street, said he likes the proposal but is concerned about the location of the sidewalk. He asked if relocation was considered. Mr. Dandrade said due to sight distance and the curve of the road, the relocation of a sidewalk is not recommended. Mr. Danila agreed. Mr. Dandrade said the City might want to consider in the design phase a no stopping or standing zone at the corner because of the road geometry and speed.

6) A resident suggested the installation of speed humps or additional signage to deter speeding.

7) A resident asked how many Hawk signals have implemented at school crossing zones. Mr. Dandrade answered the proposed signal would be among the first formal signal in Massachusetts, as several are currently under design.

8) Ira Kronitz, 43 Walter Street, said he would like to see Parker Street made as safe as possible. He said it is very difficult during the morning and afternoon hours, for pedestrians to cross with the high volumes of traffic. He is very concerned and hesitant if this signal is installed the crossing guard will be eliminated. He then asked if the crossing guard was eliminated would the

street still meet the warrants for this type of signal. Mr. Dandrade said the volume of traffic on Parker Street is consistently high throughout the day meeting the warrants because of the high pedestrian volumes. Mr. Kronitz then asked if a flashing yellow light would be beneficial in this area. Mr. Dandrade said a flashing yellow light are only considered in low pedestrian or traffic volumes areas and a flashing yellow light is not effective as the proposed Hawk signal.

9) Sean Roche, 42 Daniel Street, agreed he does not want the elimination of the crossing guard. He feels the area needs to be redesigned, such as a raised crosswalk, reconstruction of the island, and narrowing of the main streets. Mr. Koses asked Mr. Dandrade if a raised crosswalk could be considered in the discussion of the design phase. Mr. Dandrade answered yes. Mr. Danila said an item would have to be docketed for Public Facilities Committee's review of a raised crosswalk.

10) Ethan Moeller, 129 Parker Street, suggested the locator tones be turned off at night.

11) Adam Peller, 28 Daniel Street, said he would like to see a systemic approach to this location, perhaps recommending other alternatives.

Mr. Koses asked what the experience or satisfaction has been with flashing yellow beacons versus a red signal. Mr. Danila said he would like to receive higher compliance rates on yellow beacons, they are an improvement over a crosswalk but many complaints are received because vehicles are not stopping, giving pedestrians a false sense of security. He then said he would like flashing yellow beacons be updated to Hawk signals. Sgt. Norcross said yellow beacons are only a warning and they are not enforceable.

Ald. Shapiro said he supports the light but asked that this item be held for thirty days allowing residents the opportunity to ask additional questions. He then said neighborhood support is necessary and agreed the crossing guard position should remain at this location. He asked if the crossing guard could manually control the signal. Mr. Dandrade said once the button is pushed it serves as a walk signal. Ald. Ciccone agreed the item should be held for thirty days. Ald. Blazar said he does not see the purpose of holding this item. Ald. Shapiro then said residents were given short notice of the meeting date. Mr. Koses said an agenda was mailed to surrounding residents on February 1, 2011. The Bowen Elementary School principal and Bowen Thompsonville Neighborhood Association were also notified.

Mr. Danila stated the Department Public Works is in favor of this signal as proposed. Sgt. Norcross said the Police Department fully supports this recommendation. Mr. Koses agreed. He then said each email question received was answered. Mr. Grafe said he supports the signal making the area a safer location.

Sgt. Norcross made the motion to approve this item as illustrated in Recommendation #2, endorsing it for further design, recommending school crossing guard remain at that this location. Council members agreed 5-0.

Mr. Koses briefly explained the appeals process. Ald. Shapiro agreed questions were answered. He said if this item was appealed or if he was asked to appeal it, that he would support it at a Public Safety & Transportation Committee meeting. Sgt. Norcross said residents have 20 days to listen to the recording and ask additional questions. Mr. Grafe said the City with TEC would hold additional meetings for residents to ask additional questions and review the design work.

Mr. Danila stated if residents have additional questions or would like questions re-answered to contact himself, Mr. Dandrade or Mr. Koses.

Respectfully submitted,

David Koses, Traffic Council Chair



TC41-10

65 GLENN STREET | LAWRENCE, MA 01843  
TEL 978.794.1792 | FAX 978.794.1793  
WWW.TECMASS.COM

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

October 15, 2010

Ref: T0233

RE: Safe Routes to School Infrastructure Program  
Preliminary Assessment for the Bowen School  
Newton, Massachusetts

Dear Mayor Warren:

We are pleased to transmit the enclosed ten (10) copies of the Preliminary Assessment for the Bowen School as part of the Safe Routes to School (SRTS) Infrastructure Program, managed by the Massachusetts Department of Transportation (MassDOT). This school was selected to receive a Preliminary Assessment that outlines our recommendations for improvements to the walking and bicycling environment near the school.

We developed the report findings and recommendations based on information submitted by Bowen School's staff, meetings and discussions with school and City staff, and field visits to inspect infrastructure and observe student behavior. Once the recommendations were developed to a preliminary level, we reviewed them with the City's Planning and Engineering Department staff, who generally concurred with the findings and recommendations. We understand that the conceptual recommendations were discussed at a Traffic Council meeting in September 2009. The enclosed assessment includes additional detailed graphics along with a comprehensive description of the proposed recommendations.

We request that you review the written recommendations with City staff and City Council members for consistency with any previously identified City projects and municipal standards. We also ask that you review this document in light of comments previously provided to the schools by teachers and concerned parents. In order to maintain progress on these recommendations and facilitate their implementation, we request that you submit all comments on this document within six (6) weeks. After your review and endorsement, MassDOT will evaluate the candidate projects in Newton against similar projects from other schools when considering the use of federal SRTS funding.

Should the recommended project be advanced by MassDOT for design and construction, the SRTS Team would prepare right-of-way plans depicting the proposed improvements for the City's use in securing the property necessary to facilitate construction. Based on current MassDOT program guidelines, the City of Newton will be responsible for securing any required temporary and permanent easements and right-of-way alterations. As part of this process, the City would be responsible for all costs associated with appraisals, legal document preparation, and compensatory fees for land acquisition. Based on our recent experience, the land necessary for sidewalk projects is generally limited to a narrow sliver at the back of sidewalk. With the City's successful acquisition of property for this public use,



all construction costs for the project would be 100 percent federally funded. We ask that you provide a letter of support for the project that includes an endorsement of the recommendations and a commitment that the City will secure any right-of-way or easements required to build the project and maintain the infrastructure after construction is complete.

As part of the subsequent project development process, the SRTS Team will complete a field survey and prepare detailed design plans for City and MassDOT review. This survey and engineering work will be funded by MassDOT. In terms of the public process, should a project be advanced, MassDOT would conduct a Design Public Hearing when the project reaches at least 25-percent completion. To ensure full community support, however, we ask that you solicit public comment on the *conceptual* designs in this Preliminary Assessment at an upcoming City Council meeting, to which project abutters and stakeholders are invited.

We look forward to your written endorsement of the recommendations and the City's commitment to secure the right-of-way and easements necessary to program the project. If you have any questions regarding our assessment or the process for implementing the improvements, please do not hesitate to contact me or Rebecca Brown at (978) 794-1792. We look forward to working with you on this very important pedestrian safety project.

Sincerely,  
TEC, Inc.



Kevin R. Dandrade, PE, PTOE  
Principal / Project Manager

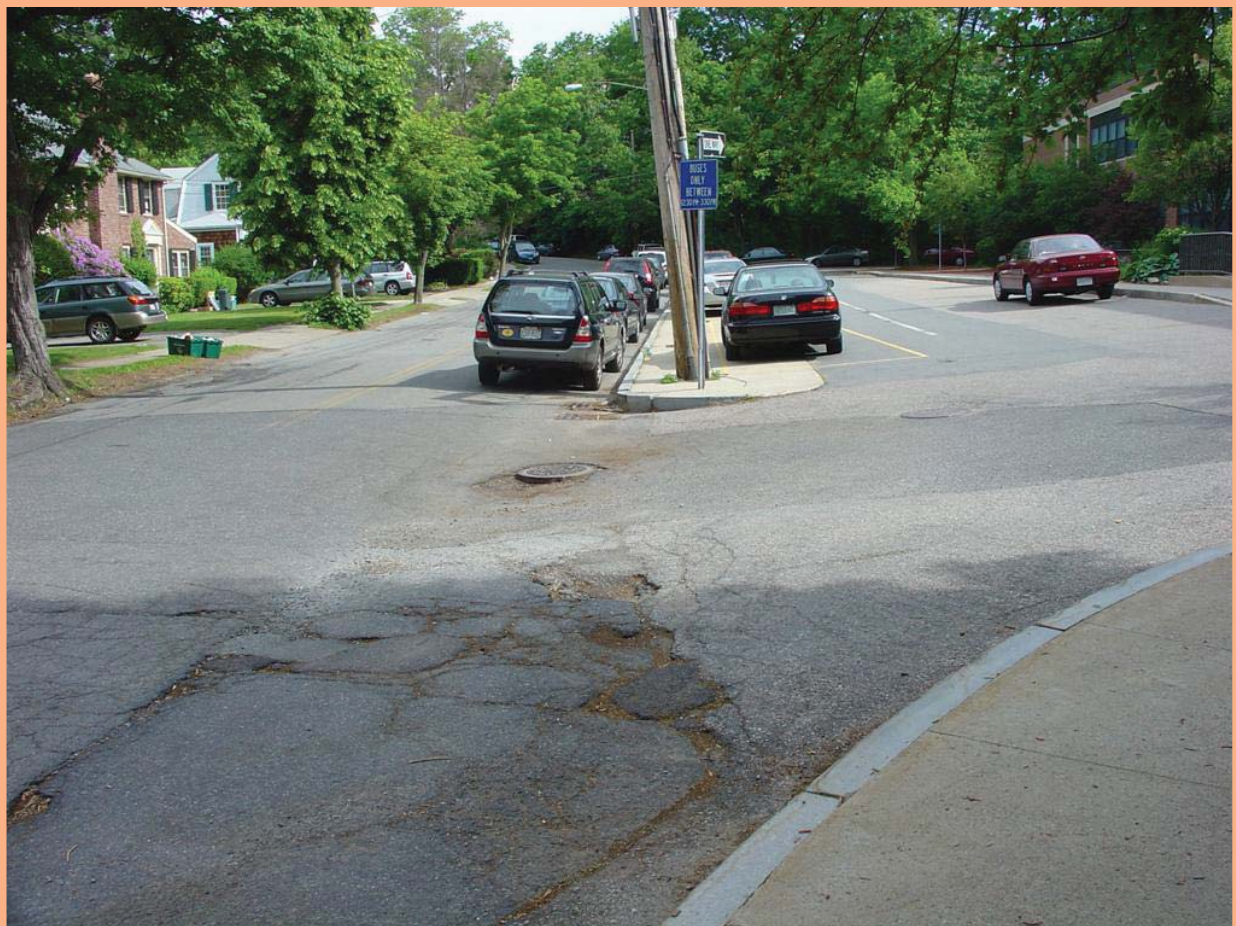
cc: Diana Guzzi, Bowen School, Principal  
Lou Taverna, City Engineer (by email)  
Clint Schukel, Associate City Engineer – Traffic (by email)  
David Koses, Transportation Planning Coordinator (by email)  
James P. Cope, MassDOT Office of Transportation Planning  
Donna Smallwood, MassRIDES  
TEC File



# Bowen School

## Newton, Massachusetts

Safe Routes to School Infrastructure Program



Massachusetts Department of Transportation (MassDOT)  
Office of Transportation Planning



Preliminary Assessment

September 30, 2010

# 1 Introduction

This Safe Routes to School (SRTS) Infrastructure Assessment for the Bowen School in Newton, Massachusetts is a summary of potential improvements that are intended to make walking and bicycling safer and more attractive modes for children traveling to and from school. This assessment includes recommendations that can either be implemented as part of the Massachusetts SRTS Infrastructure Program or pursued by the City of Newton as part of a future project. This document describes the SRTS program, the travel characteristics of the Bowen School student population, issues related to pedestrian and bicycle access for the Bowen School, and the results of the preliminary assessment effort.

## 1.1 The SRTS Program

The federally funded SRTS program is administered through the Massachusetts Department of Transportation (MassDOT). According to the federal legislation<sup>1</sup> that created SRTS, the program's purpose is:

- (1) To enable and encourage children, including those with disabilities, to walk and bicycle to school;
- (2) To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
- (3) To facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

In Massachusetts, the program is composed of two parts: an education / encouragement component and an infrastructure improvement component. *MassRIDES*, the Commonwealth's travel option service, delivers the in-school education and encouragement program for MassDOT.

The infrastructure improvement program is delivered by a consultant team led by TEC, Inc. under contract with MassDOT. The TEC, Inc. consultant team evaluates walking and bicycling access conditions at the school; identifies potential infrastructure projects that would improve pedestrian and bicycle access; and develops designs for a selected set of high priority pedestrian and bicycle access improvements.

---

<sup>1</sup> The federal-aid Safe Routes to School Program (SRTS Program) was created by Section 1404 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), signed into Public Law (P.L. 109-59) on August 10, 2005. The SRTS Program provides federal-aid highway funds to state Departments of Transportation (DOTs) in accordance with a formula specified in the legislation. These funds are available for infrastructure and non-infrastructure projects and to administer state Safe Routes to School programs that benefit elementary and middle school children in grades K-8. The federal-aid SRTS Program is administered by the Federal Highway Administration (FHWA) Office of Safety.

## 1.2 MassDOT Policy Support for SRTS

MassDOT policy and practice is strongly supportive of the SRTS program and the infrastructure improvement projects that it makes possible. Key MassDOT policies that support SRTS include:

- *The GreenDOT Policy*, MassDOT’s comprehensive sustainability initiative that is designed to integrate environmental responsibility into all areas of MassDOT’s responsibilities. GreenDOT is driven by three primary goals: reduce greenhouse gas emissions; promote the healthy transportation options of walking, bicycling, and public transit; and support smart growth development.
- *Complete Streets*, the comprehensive multi-modal design philosophy in MassDOT’s Project Development and Design Guide. Complete Streets calls for safe and appropriate accommodation of all roadway users, and an approach to roadway design that works “from the outside in,” giving critical early consideration not only to motor vehicles, but also pedestrians, bicyclists, and public transit riders.
- *The Healthy Transportation Compact*, an inter-agency group established by the 2009 Transportation Reform Law that established MassDOT, and led by MassDOT, the Executive Office of Health and Human Services, and the Executive Office of Energy and Environmental Affairs. The Healthy Transportation Compact is designed to promote healthy lifestyles through transportation system design and operations that facilitate walking, bicycling, and other active transportation modes.

These policies are all consistent with and supportive of the SRTS program, which seeks to promote active transportation and healthy lifestyles among the next generation of Massachusetts residents. It is MassDOT’s desire that the SRTS program not only create healthy habits that will last a lifetime, but also to help educate school children on the importance of ensuring opportunities for active transportation in the way that we build and operate our transportation system.

## 1.3 The School Assessment Program

Over the course of a three-year period, MassDOT, through the TEC Team, will conduct assessments at up to 50 schools throughout the Commonwealth. The first round of assessments started in April 2008 and covered thirteen schools. Ten schools were assessed in the second round beginning in November 2008. Twelve additional assessments were commenced as part of round three beginning in April 2009. Fourth and fifth rounds of solicitations occurred in March and April 2010, respectively.

In order to receive an infrastructure assessment, a school must be a participant in the education and encouragement program managed by *MassRIDES*, and the school must complete an assessment request. Each assessment request must be accompanied by a municipal letter of support from the City naming a municipal liaison for future coordination. To date, infrastructure assessments have been limited to one per community.

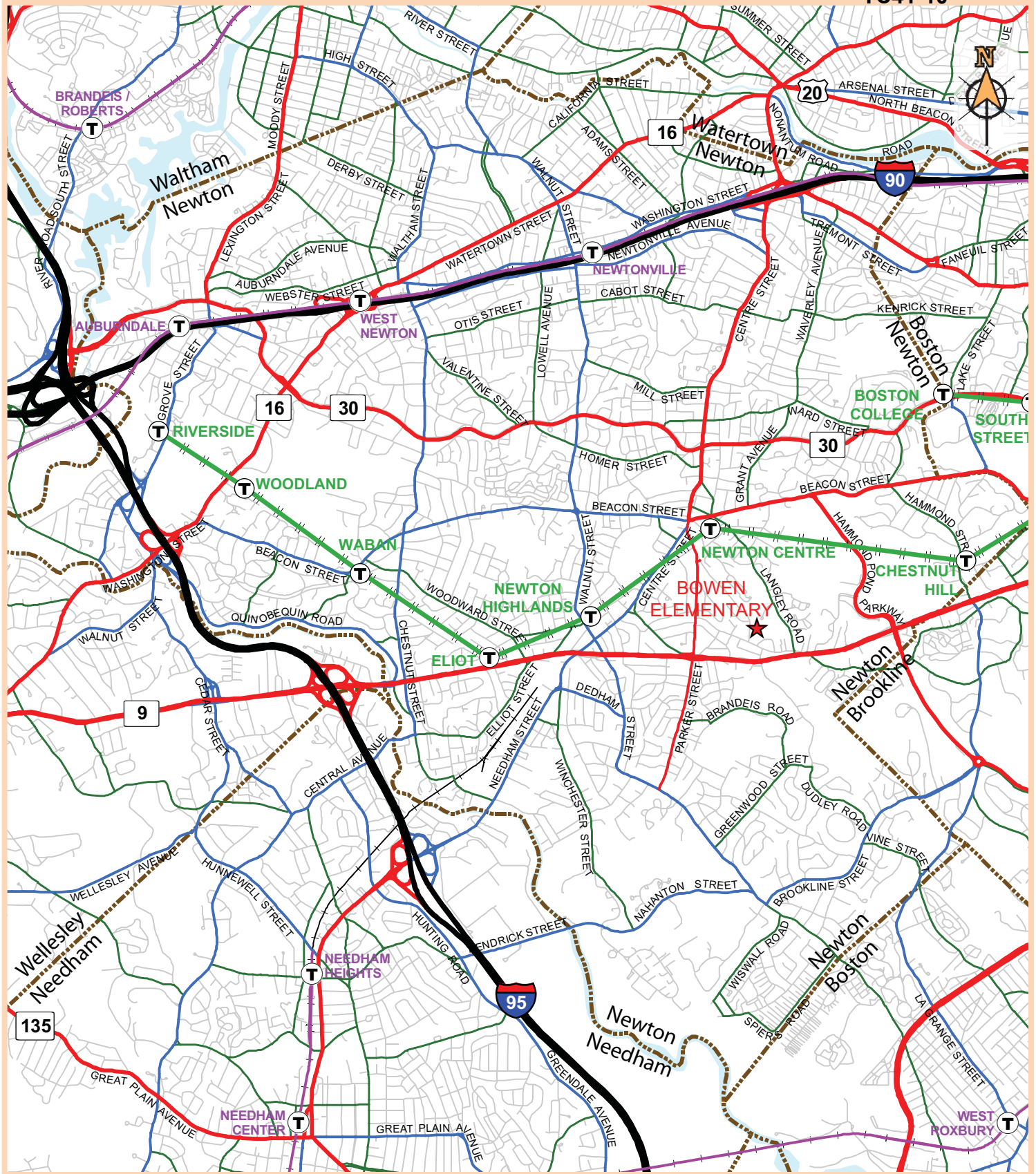
## **1.4 Use of Assessment Recommendations**

Each assessment identifies measures that could improve bicycling and walking conditions. The assessment includes preliminary evaluation of feasibility, safety benefits, likelihood of increasing walking and bicycling, and cost. Based on this preliminary evaluation, several potential infrastructure projects are developed in greater detail for review with the school and municipal stakeholders. After this review, final implementation recommendations are made.

## **2 Bowen School**

The Bowen School is located on Cypress Street, approximately one-quarter mile north of Jackson Street. Figure 1 shows the school's relationship to the network of arterial roadways, which carry heavy traffic volumes that can be a barrier to walking and bicycling. Figure 2 shows the school's relationship to the streets within a one-mile radius of the school. Both graphics are based on Geographic Information System (GIS) files maintained by MassDOT's Office of Transportation Planning.

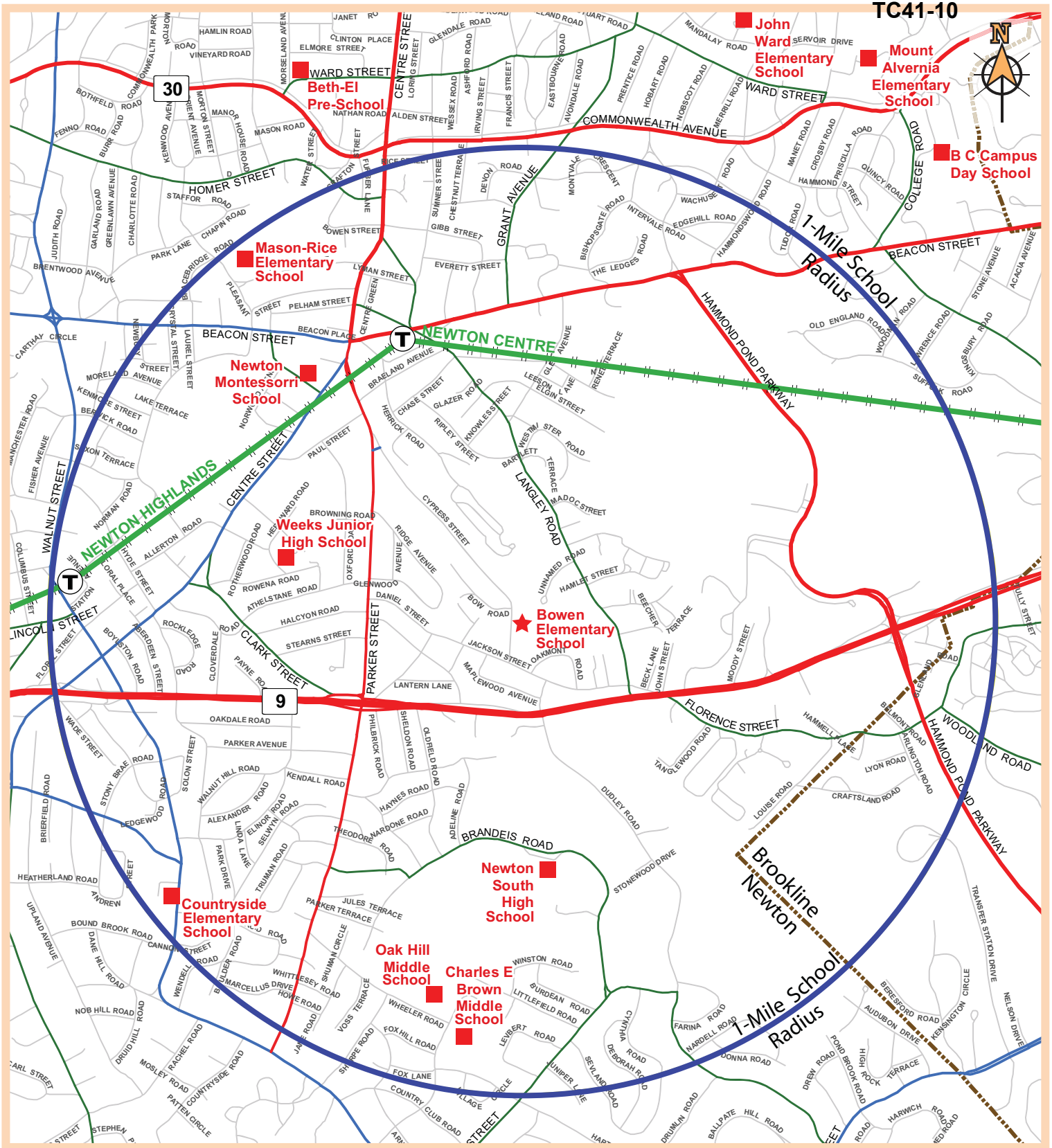
This assessment focuses on the streets immediately adjacent to the school grounds because these are the streets that carry the greatest volume of school-related walking and bicycling trips.



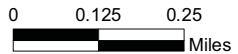
N.T.S.

- Arterial Roadway
- Collector - Distributor
- Local Street
- Unclassified Road
- Municipal Border
- MBTA- Commuter Rail
- MBTA- Green Line (D)

Figure 1: Map of Newton, MA



TC41-10



- Arterial Roadway
- Collector - Distributor
- Local Street
- Unclassified Road
- Municipal Border
- MBTA- Green Line (D)

**Figure 2: 1-Mile Street Network & Surrounding Schools**



## 2.1 Completed SRTS School Assessment Request (As submitted by the City)

School Information		Municipality Information	
School Name	Bowen Elementary	Municipality Name	City of Newton
Street Address	280 Cypress Street Newton Center, MA 02459	Mailing Address	1000 Commonwealth Ave. Newton, MA 02459
Original Contact Name	Dr. Patricia Kelly (Principal 2008)	Contact Name	Clint Schuckel, PE, PTOE
Tel. No.	617-559-9330	Tel. No.	617-796-1024
Email	<a href="mailto:patricia_kelly@newton.k12.ma.us">patricia_kelly@newton.k12.ma.us</a>	Email	<a href="mailto:cschuckel@newtonma.gov">cschuckel@newtonma.gov</a>

School Population Information (2008)										
Grade	K	1	2	3	4	5	6	7	8	Sum
Number of Students	79	81	81	77	63	54	-	-	-	435
Actual number residing within 1 mi of school	57	66	63	55	55	40	-	-	-	336
Estimated number who currently walk/bicycle	23	21	28	22	21	19	-	-	-	134

**Are students bused within 1 mile of the school? Explain if yes.**

Some are bused for safety reasons, e.g. dangerous crossing like Route 9. Approximately 13% of students within 1 mile are eligible for busing.

**Describe the potential for increasing walking and bicycling to the school**

Bowen serves a residential area in Newton with a dense student population and one of the highest elementary school enrollments in the city. The vast majority of families live within a 1-mile radius with safe walking routes to school on well-maintained sidewalks with supervised major crossings. We seek to encourage more of these families to leave their cars at home with infrastructure improvements that improve pedestrian comfort level and safety along the school route as well as upon arrival to the school.



**Describe the problems your school faces regarding safe routes to your school**

Bowen has an extremely cramped drop-off space in front of the school, too small to even allow for a blue zone as it is shared with bus drop-off and staff parking. In addition, traffic flow and lines of sight are impeded by parent and staff overflow parking, which spills out onto the narrow streets feeding the school. It is not uncommon to see traffic delays and backups in front of the school, as well as increased driver anxiety, disregard for traffic rules, and children exiting vehicles in traffic.

Also, with the proximity to a very congested stretch of Route 9, the neighborhood streets feeding Bowen are often used as cut-through routes for commuters and drivers can be aggressive. High volume, excessive speeds and disregard for school safety all make for dangerous pedestrian crossings.

## 2.2 Participation in SRTS Education and Encouragement

The Bowen School has held the following school sponsored activities as part of the SRTS program:

- Participated in International Walk To School Day;
- Organized five walking school buses (some run weekly, some daily);
- Organized "walk to and from school days," traditionally on Tuesdays;
- Provided group rewards (with some material provided through *MassRIDES*), such as stickers and pencils, and encouraged fun activities and competitions regarding apparel worn by walking students.

## 2.3 Transportation Improvements in Newton

Transportation and traffic control improvements in Newton are under the ultimate purview of the Board of Aldermen. Newton's Department of Public Works and its City Planning and Engineering Departments are tasked with making recommendations to the Aldermen for their adoption prior to implementation. There are a few intersections that are under review by the City in the vicinity of the school; these are discussed below in Section 2.5, Municipal Construction Projects & Recent Studies.

## 2.4 Field Visit

The first SRTS field visit and initial coordination meeting for the Bowen School took place on May 12, 2008, and included a discussion of the current programs employed by the school administration as part of the SRTS program through *MassRIDES* and a discussion of the present needs identified by staff and parents. The following people attended the initial meeting:

<u>Attendee:</u>	<u>Representing:</u>
Kevin Dandrade, Project Manager	TEC, Inc.
Dr. Patricia Kelly <sup>2</sup>	Principal, Bowen Elementary (2008)
Christine Morrow	<i>MassRIDES</i>
Gretchen Von Grossmann	Von Grossmann & Company
Adam Peller	SRTS Parent Liaison

Additional field visits were performed in June and October 2009 to confirm the construction considerations of the recommended improvements.

Bowen Elementary is situated in a residential neighborhood with closely spaced homes and a generally good walking environment. Most of the streets have sidewalks, as illustrated in Figure 3. The TEC Team concentrated on the roadway crossings; because the sidewalk infrastructure in this section of Newton is extensive, difficult crossings generally act as the barriers to walking and bicycling.

<sup>2</sup> Dr. Kelly was succeeded by Principal Diana Guzzi in 2009.



1" = 780'

**KEY**

- Sidewalk
- No Sidewalk
- Existing Crosswalk
- Crossing Guard
- School District Boundary
- Walking School Bus
- Location of Temporary Neckdown
- Path (unpaved)
- MBTA Green Line (D)

Note: Streets not marked were not observed during the site visit.

**Figure 3: Existing Conditions Around Bowen School**

## 2.5 General Observations

### *School Arrival and Dismissal*

- Generally, students enter the school through the main door on Cypress Street; a teacher must escort a student wanting to enter a different door.
- Pedestrian access is available via a path connecting the school to the Bowen Playground and beyond to Langley Road.
- Drop-off and pick-up activity occurs on Cypress Street in front of the school via a one-way northbound driveway with curb openings of approximately 40 feet at each end.
- Both cars and buses are permitted to use the driveway in the morning for pick-up and drop-off. In the afternoon, the driveway is restricted to buses, although this restriction is not always followed by parents.
- A sidewalk divides the school driveway from the street but is currently used for faculty parking because of insufficient supply of spaces (only 28 parking spots for more than 80 teachers and staff members). There is another parking area (approximately 13 spaces) adjacent to the paved play area northeast of the school.

### *Traffic Patterns*

- Because Cypress Street provides a connection between Newton Center and Route 9, the school staff is concerned about high peak-period traffic volumes.
- There is an established school zone on Cypress Street, with flashing sign assemblies approximately 200 feet north and south of the driveways and “School Zone” pavement markings.
- To the north of the school, Cypress Street has homes and driveways on the west side only. This creates an environment conducive to higher travel speeds, and many motorists appear to be operating above the posted speed limit of 30 miles per hour. Closer to the school, on-street parking helps to slow traffic speeds on Cypress Street.
- Parker Street, located to the west of the school, is a busy arterial roadway that also connects Route 9 with Newton Centre, carrying approximately 15,000 vehicles per day. Because some Bowen School students live west of Parker Street, crossing this busy road presents safety challenges, despite the presence of a crossing guard at Daniel Street. Street trees limit the visibility of pedestrians waiting to enter the crosswalk. Similarly, some tree limbs obstruct traffic signs. Motorists stopped at the stop sign on Daniel Street have difficulty turning onto Parker Street in peak traffic hours. The TEC Team observed long queues on Parker Street when the crossing guard stopped traffic during the peak arrival and dismissal periods.

*Sidewalk and Pathway Infrastructure*

- North of the school, Cypress Street has a sidewalk only on the west side (on the side opposite the school). In addition, the street curves sharply just to the north of the school. Currently, the school staff encourages students and parents arriving by foot from the north to continue on the west side past the school to cross at Jackson Street, where a crossing guard is posted. This necessitates approximately 800 feet of additional travel to reach the crossing guard. Several students were observed crossing Cypress Street in the area of the sharp curve on Cypress Street opposite Bow Street.
- The crosswalks at Jackson Street and Cypress Street, which are complemented by a crossing guard and stop sign control on the Jackson Street approach, seem to operate safely based on the TEC Team’s observations and according to school staff. However, the Jackson Street approaches to the intersection feature closely planted street trees, which limit the visibility of the existing pedestrian warning signs.
- Some limited curb extensions have been proposed for the intersection of Daniel Street and Jackson Street. The City Planning and Engineering Departments staff have indicated that the final design of the curb extensions has not yet been determined. Temporary asphalt curbing was installed several months ago as a demonstration of the curb-extension concept, and is now falling into disrepair.
- The connection from Langley Road through the Bowen Playground and to the school is circuitous, and stretches of sidewalk lack visibility from the street or from school grounds. The path from the school to the playground is an asphalt drive that is steep (not ADA-compliant) and reportedly slippery in winter. The asphalt path continues to the adjacent cul-de-sac where it meets a 4-foot wide concrete sidewalk that leads to Langley Road.
- Although on the edge of the school district, the intersection of Cypress Street and Parker Street near Newton Centre features an inefficient and indirect crosswalk layout for pedestrians. The intersection of the two streets forms an acute angle (approximately 30 degrees), between which is a triangular island whose third leg is a one-way eastbound connection from Parker Street northbound to Cypress Street southbound. If a sidewalk were built on the short one-way lane, it would make the pedestrian movement from the crosswalk to Cypress Street more direct.

*Municipal Construction Projects & Recent Studies*

- The City has been working with the neighborhood to establish traffic calming measures at the intersection of Jackson Street and Daniel Street. Temporary curb returns have been constructed to define an intersection that is closer to a 90-degree configuration, with Daniel Street eastbound under stop sign control. Another traffic engineering consulting firm, Traffic Solutions, had provided the City with conceptual improvement options, which are discussed further in this assessment report.
- The City performed a review of the warrants for the installation of an all-way stop at the intersection of Jackson Street and Cypress Street in early 2009. It was

determined that the intersection has sufficient traffic control under the existing conditions, whereby only Cypress Street is under stop control.

### *Crossing Guards*

During the 2008-2009 school year, crossing guards were stationed at the following intersections near the Bowen School:

- Cypress Street at Jackson Street,
- Parker Street at Daniel Street, and
- Langley Road at the Bowen Playground driveway.

## **2.6 School/Municipality-Identified Needs/Opportunities**

At the time of the group meeting in 2008, there were two distinct needs that were identified:

- Improve the organization and safety features of the school drop-off area; and
- Improve visibility of crossings and reduce vehicle speeds on approaches to key crossing locations (Parker Street at Daniel Street and Jackson Street at Cypress Street).

Although City staff was unavailable to meet at the time of the initial meeting, TEC followed up with the City Planning and Engineering Departments. There were no specific needs identified for this area other than the previous traffic calming work at the intersection of Jackson Street and Daniel Street.

## **3 Recommendations for Improvement**

As a result of the needs identified in the assessment request, the field assessment, and input from school and City representatives, the TEC Team has identified a number of potential improvements to the pedestrian and bicycling environment in the vicinity of the Bowen School. These improvements are illustrated graphically in Figure 4, and have been divided into those improvements that are recommended for implementation through MassDOT's SRTS infrastructure program (Primary Recommendations) and those that are recommended for potential implementation through other funding sources (Secondary Recommendations).

### **3.1 Primary Recommendations**

The following improvements are recommended as potential infrastructure projects to be built as part of the SRTS Infrastructure program:

#### **Recommendation 1 – Pedestrian Crossing and Refuge Area on Cypress Street**

The principal recommendation includes the construction of a pedestrian refuge area, where pedestrians can wait outside of the traffic stream, and improvements to the crossing of Cypress Street directly in front of the school. The major project elements include:

- Construction of a raised landscape planter with low walls and an 8-10 foot wide

sidewalk.

- Reconstruction of the curb lines for 50-75 feet on the west side of Cypress Street to provide a minor narrowing of the travel ways.
- Installation of bollards to protect the pedestrian space approximately 18 inches inside the curb line.
- Application of pavement markings for a new crosswalk to provide additional sight distance from the current informal crossing location near the school's exit driveway.
- Installation of parking prohibition signs in close proximity to the crosswalk and other traffic control signs associated with the one-way flow of the school driveway.

The preliminary cost estimate for this improvement is approximately \$147,000. See Figure 5 for additional detail and a graphical depiction of the improvements.



**Parker Street at Location of Proposed Sidewalk (Looking South)**

School. The major elements of the project include:

- Reconstruction of existing accessible ramps and construction of new ramps to comply with ADA standards as well as some cement concrete sidewalk approaches to the ramps.
- Removal of the existing crosswalk on Parker Street located at the northerly corner of Daniel Street.
- Application of pavement markings for the new crosswalk on Parker Street.
- Installation of one new mast arm to accommodate signal heads over the middle of Parker Street with one signal post on the opposite side of the street from the mast arm.
- Installation of pedestrian hybrid signal heads with countdown timers and push buttons.
- Installation of signs and pavement markings to complement the new traffic signal and provide warning for the signal operation.

### **Recommendation 2 – Pedestrian Hybrid Beacon and Crosswalk on Parker Street**

In order to provide a consistent level of traffic control for pedestrians seeking to cross Parker Street, the TEC Team recommends installation of a pedestrian hybrid beacon between Daniel Street and Athelstane Road (See Attachment 1 for Data and Warrant Analysis). The proposed traffic signal would help students crossing from the west side of Parker Street to access Bowen School. It will also be used for children on the east side of Parker Street desiring to walk to the Weeks Junior High

A detailed traffic signal warrant analysis will be conducted as part of a Functional Design Report (FDR), which will be completed as part of the 25% / 75% design submission. The impact on traffic flow on Parker Street will be comparable to the use of a crossing guard during peak school arrival and dismissal periods. The preliminary construction cost estimate for this improvement is approximately \$135,500. See Figure 6 for additional detail and a graphical depiction of the improvements.

For the purpose of cost estimating, TEC assumed that all primary projects will be constructed concurrently.

### **3.2 Secondary Recommendations:**

The following are recommended improvements to be implemented by the City or by utilizing other state and federal funding sources.

#### **Recommendation 3 – Reconstruction of the intersection of Jackson Street and Daniel Street**

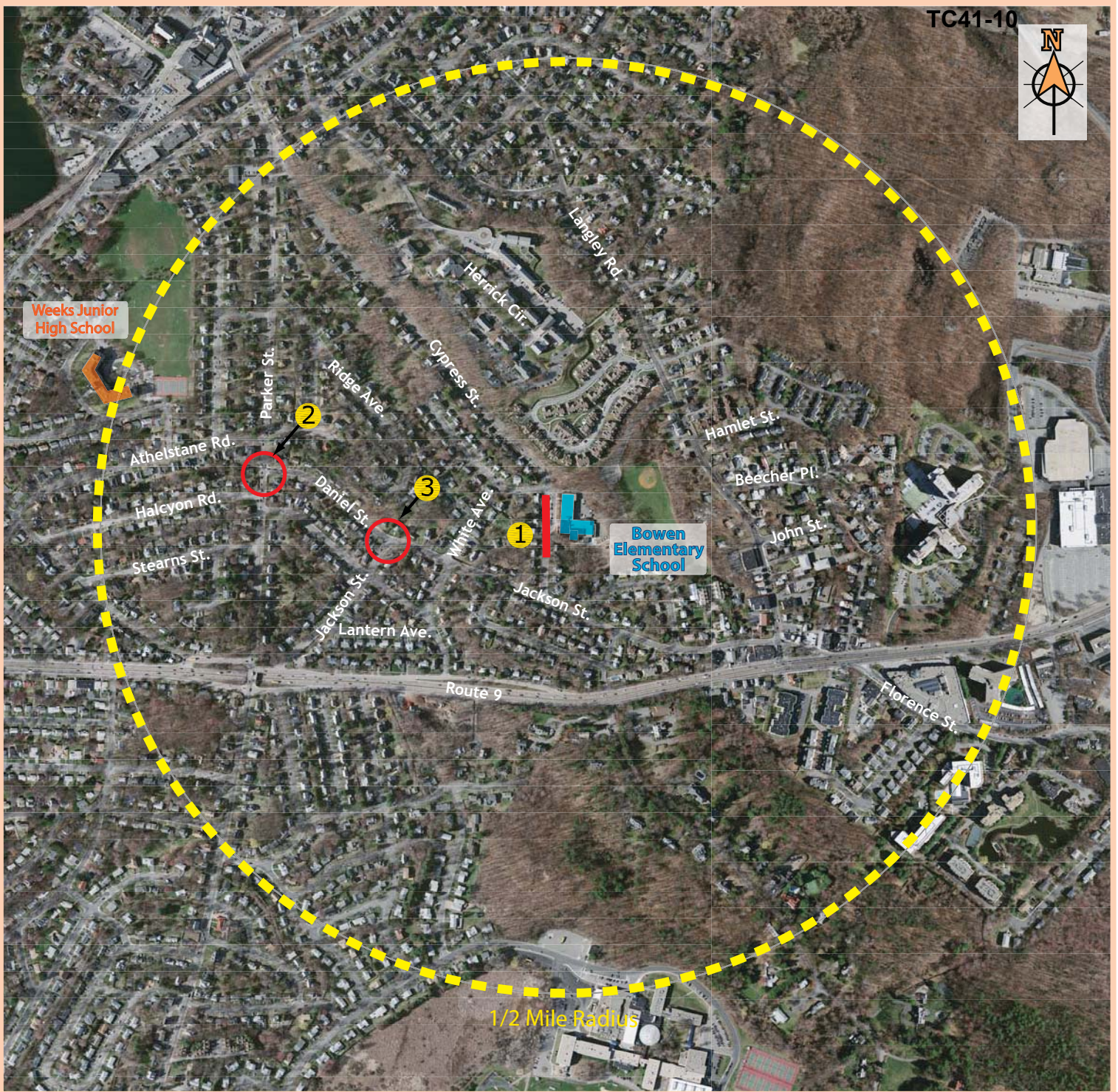
The TEC Team reviewed the conceptual recommendations for traffic calming improvements at the intersection of Jackson Street and Daniel Street based on work previously completed by another consultant for the City of Newton. The temporary asphalt curb lines provide limited benefit for pedestrian operations because the sidewalk locations have not changed. TEC recommends reconstructing the intersection to create an alignment that is closer to 90-degrees, similar to Proposed Alternative 1 dated June 23, 2005 (See Attachment 2).

This concept has merit in its ability to slow vehicle movements to and from Daniel Street. To enhance this recommendation, the City should reconstruct the drainage structures at the face of the new curb line and construct new ADA-compliant ramps. This improvement, if implemented, would shorten the pedestrian movements across Daniel Street and appears to maintain acceptable sight lines.

#### **Additional Maintenance Recommendations:**

- Relocate the school's bike rack from its current location (south side of building in a building alcove not visible from the front or rear of the building) to the southwest corner at the front of the building in a planted area. The bicycle parking would be more secure if visible to people entering and exiting the building, and offers children a shorter route into the building.
- Install new MUTCD-compliant pedestrian warning signs at the intersection of Jackson Street and Cypress Street in new locations that maximize visibility along Jackson Street.





1/2 Mile Radius

1"=800'

KEY	PROPOSED IMPROVEMENT	FEASIBILITY	SAFETY/ MOBILITY BENEFIT	COST
<b>Potential SRTS Infrastructure Project Recommendations</b>				
1	School Entrance/Cypress Street Crossing	High	High	Low
2	Pedestrian Hybrid Beacon on Parker Street	High	High	Moderate
<b>Recommendations to be Pursued by Town or through Other Funding Sources</b>				
3	Curb Line Bump-Outs at Jackson Street/Daniel Street	High	Low	Moderate

**Figure 4: Location of Recommended Improvements**

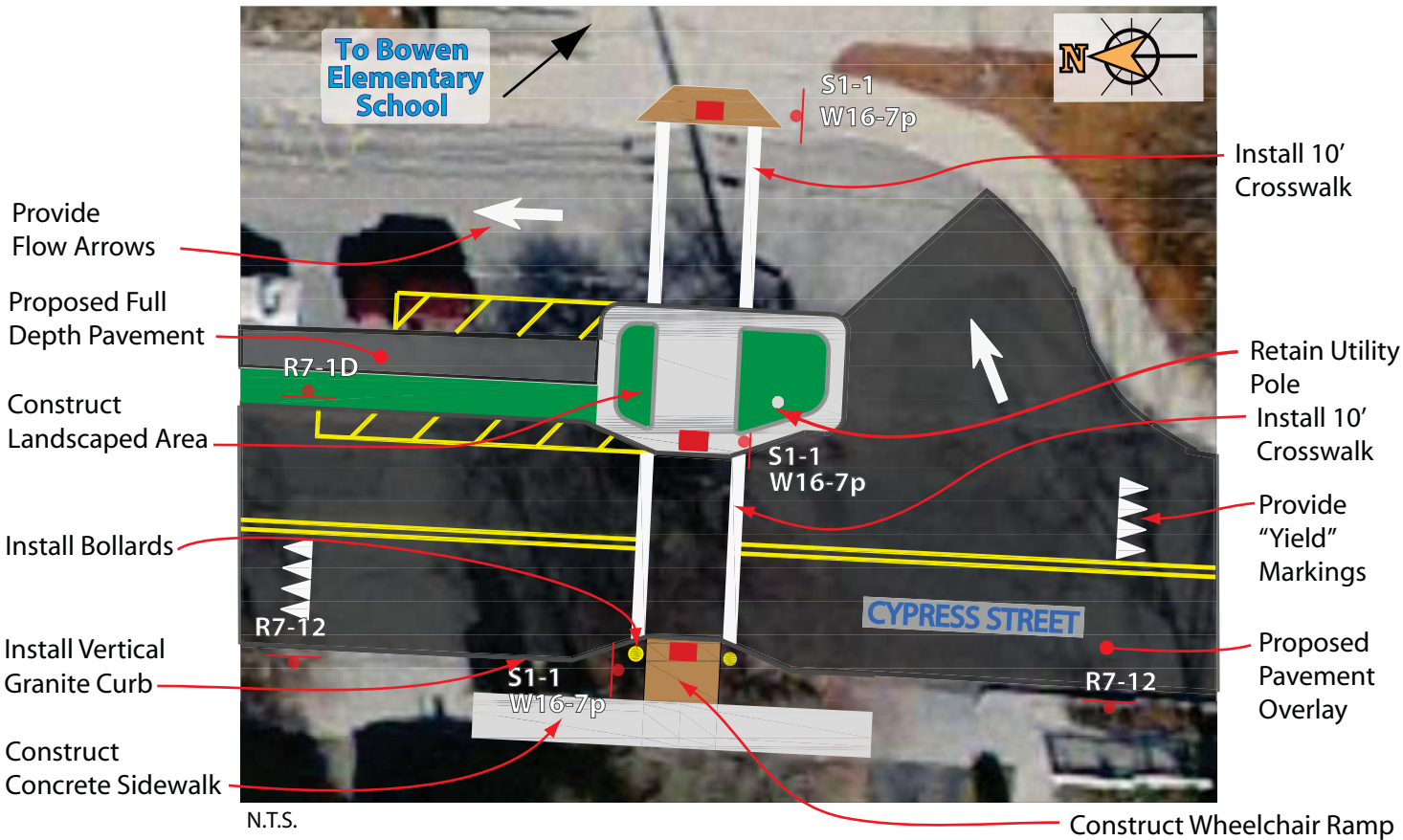


**RECOMMENDED SCOPE OF WORK AND CONCEPTUAL COST ESTIMATE:**

ISLAND W/ GRANITE CURBING & CONCRETE SIDEWALK	=	\$54,000
DRAINAGE MODIFICATIONS	=	\$8,000
PAVEMENT OVERLAY	=	\$25,000
SIGNS & STRIPING	=	\$4,000
LANDSCAPING/PLANTER WALLS	=	\$8,000
BOLLARDS	=	\$2,000
TRAFFIC CONTROL/ MOBILIZATION/FIELD OFFICE	=	\$16,000
25% CONTINGENCY & CONSTRUCTION ENGINEERING	=	\$30,000
<b>TOTAL</b>	<b>=</b>	<b>=\$147,000</b>



Rendering of Potential Improvements at Cypress Street and School Entrance



**Figure 5: Recommendation 1- Proposed School Entrance**

**RECOMMENDED SCOPE OF WORK AND CONCEPTUAL COST ESTIMATE:**

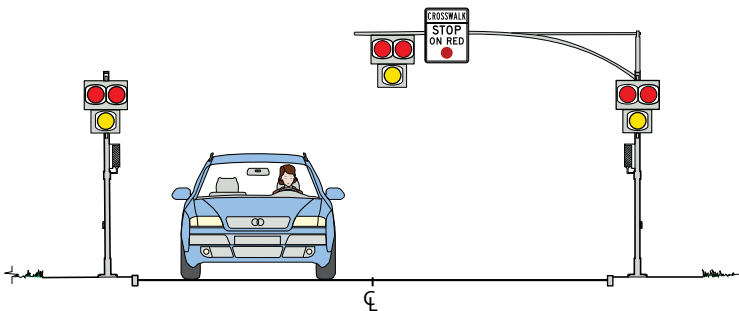
WHEELCHAIR RAMPS/SIDEWALK	=	\$ 20,000
ROADWAY STRIPING & THERMOPLASTIC CROSSWALKS & MARKINGS	=	\$ 6,000
TRAFFIC SIGNS	=	\$ 1,500
PEDESTRIAN TRAFFIC SIGNAL & UNDERGROUND CONDUIT	=	\$ 70,000
LANDSCAPING/TRIMMING	=	\$ 3,000
TRAFFIC CONTROL	=	\$ 8,000
25% CONTINGENCY & CONSTRUCTION ENGINEERING	=	\$ 27,000
<b>TOTAL</b>	=	<b>\$135,500</b>



Pedestrian Hybrid Beacon



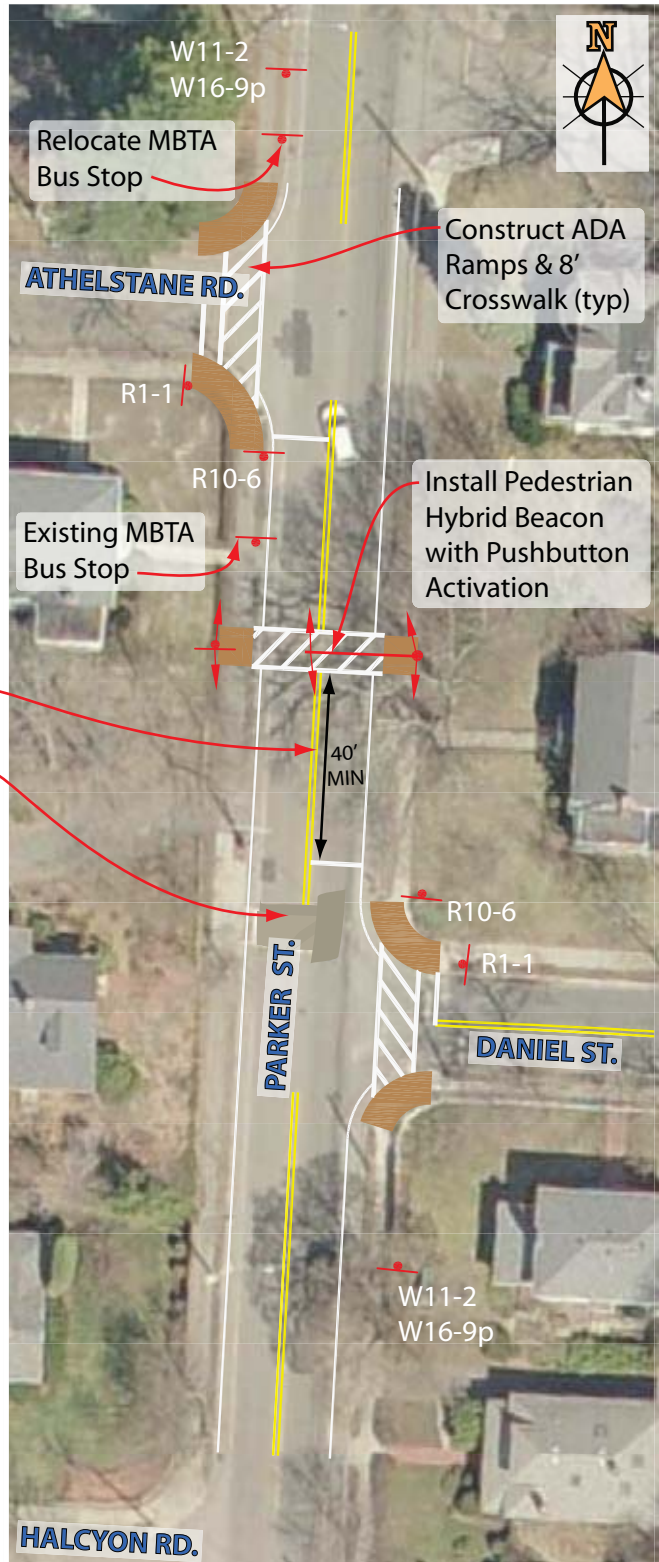
Pedestrian Countdown Signal



Reapply Centerline, Edge Lines & Crosswalk Markings

Remove Existing Crosswalk

- R1-1
- W16-9p
- W11-2
- R10-6
- R10-23



N.T.S.

**Figure 6: Recommendation 2 - Pedestrian Hybrid Beacon on Parker Street**

## 4 Next Steps

MassDOT will finalize this assessment report after receipt of comments from City and school staff. Based on the findings of this and other assessment reports, MassDOT will advance infrastructure improvement projects in those communities where projects are most likely to increase the number of children walking and bicycling to school or substantially improve safety for pedestrians and bicyclists.

In order to successfully complete an SRTS infrastructure project, MassDOT and the City must work together to advance it through the SRTS infrastructure program process, which is illustrated in Figure 7. The Bowen School has completed Step 1, and this report is the culmination of Step 2. The next steps include design and permitting, which are described in greater detail in Section 4.2 below. These steps include schedule projections, which are general guidelines. Schedules can vary depending upon the school calendar (especially summer vacation), ability to reach a consensus on recommended actions, timing of City Council meetings, schedule for the City's right-of-way acquisition, and other factors.

Although the process is comprehensive and can take a significant amount of time, each step is necessary to satisfy requirements for the use of federal money to build these projects. MassDOT and the City each have important responsibilities, as described below. Cooperation and communication between MassDOT and the City will help to make the process move as smoothly and quickly as possible.

### 4.1 Project Approval (Step 3)

In order to advance the identified projects, the City must formally accept the recommendations in the report, as they may be refined in collaboration with MassDOT and its consultants, with specific emphasis on acceptance of the primary recommendation(s). This formal approval typically follows a vote of the City Council, the results of which are then documented in a letter to MassDOT.

To ensure community support for a proposed project, MassDOT strongly encourages the City to invite public comment from both the project abutters and the school community. Should the City's staff require assistance in presenting the recommendations, a representative of MassDOT or the TEC Team will be available to participate in such a meeting.

Formal acceptance of a project should include:

- Support for the project in its conceptual form
- Acknowledgement of the right-of-way acquisition process and the municipality's assumption of costs associated with legal counsel review and fee takings, if required. Right-of-way requirements are usually limited to narrow strip easements adjacent to the public right-of-way to provide space for a sidewalk; as a result, costs are not usually high.
- Identification of a municipal liaison who will be responsible for leading future design reviews with municipal staff, organizing public meetings, and coordinating the right-of-way acquisition process described below.

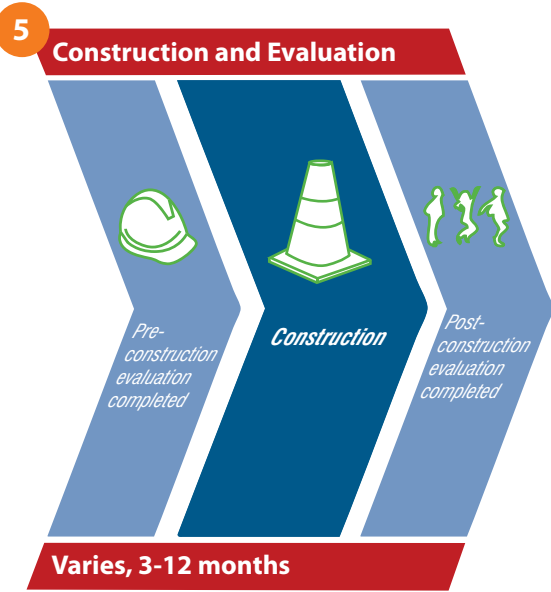
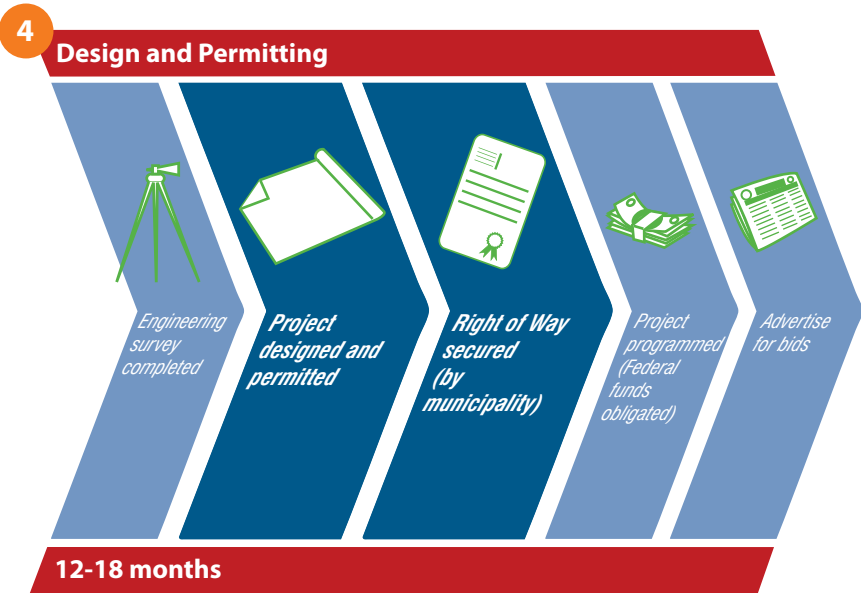
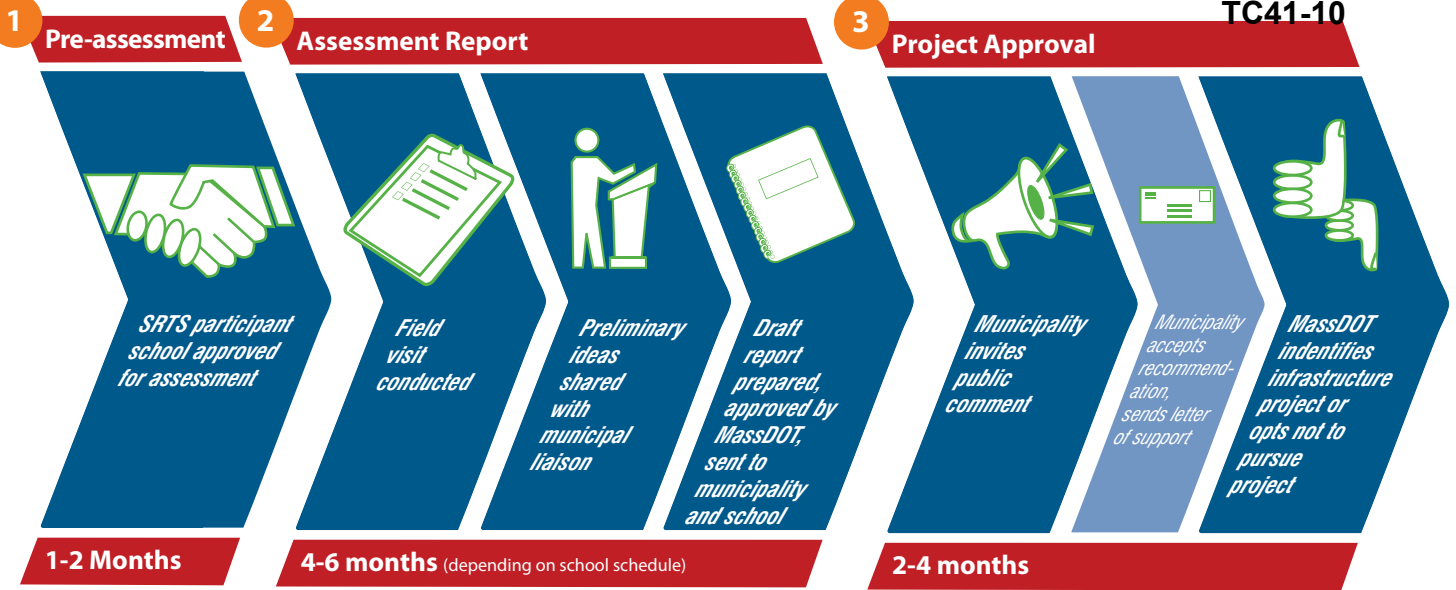


Figure 7: Safe Routes to School Infrastructure Program Process

## 4.2 Design, Evaluation, and Construction (Steps 4 & 5)

Once the SRTS infrastructure project is proposed and approved by MassDOT, a project design will be advanced in coordination with MassDOT and the City's municipal liaison. This project design will require conformance with MassDOT's *Project Development and Design Guide*, where applicable.

### Ground Survey

The design work will require detailed topographic ground survey and right-of-way layout research to properly locate the proposed infrastructure. The detailed ground survey is needed for any required utility design, including drainage, and to identify and minimize any impacts to the abutting parcels.

### Right-of-Way Certification (Municipal Responsibility)

The survey and design process would identify any fee takings and any easements (both temporary and permanent) on private property that are needed for construction. The City will be required to secure all fee takings and easements necessary to complete the project. The identification and legal clearance of the public right-of-way must be completed prior to MassDOT's issuance of a Right-of-Way Certificate, which is necessary to enable the use of federal funds for construction activities as part of the SRTS program. Under a City form of government, the acquisition of land typically requires a 2/3 vote of the City Council or Board of Aldermen. The vote is typically scheduled following the preparation of the Final Right-of-Way Plans.

### Permitting

MassDOT will coordinate any necessary Categorical Exclusion (CE) requests as part of National Environmental Policy Act (NEPA) permitting. These permitting elements require coordination with the MassDOT Highway Division's Environmental Section, Right-of-Way Bureau, and relevant District office.

### Final Design and Programming

As part of the SRTS program, the MassDOT Highway Division may accept a combined submission at the 25 percent/75 percent design stage in order to expedite the design review process for projects that are primarily associated with new sidewalk construction or reconstruction. Figure 8, presents a *generalized* summary of the steps required as part of the design and permitting process with associated time frames.

### Construction

After final plans, specifications, and cost estimates (PS & E) are completed and approved, the MassDOT Highway Division will publicly advertise the project for construction bids. After selection of a construction firm, a contract will be prepared and signed. The Highway Division will oversee the project through the appropriate District office.

Design and Permitting Timeframe		
	Steps	Months
4. Design, Permitting, and ROW Process (Step 4)	1 Obtain approval from the MassDOT project review committee (PRC) to initiate a design/construction project with a specific funding program (e.g., Safe Routes to School FY 2011) and project schedule	1-3
	2 Complete field survey	1
	3 Prepare 25/75% design package & preliminary Right-of-Way plan Send early environmental coordination letters Conduct an early coordination meeting with the municipality to review the current design and address any comments.	2
	4 Obtain MassDOT/municipal review of 25/75% design Conduct a ROW coordination meeting with the municipality to review the ROW acquisition process.	2
	5 Schedule, advertise, and conduct design public hearing	< 2
	6 Respond to comments, prepare 100% design and final Right-of-Way plans Obtain environmental permits (if required)	1-2
	7 Obtain MassDOT/municipal review of 100% design Municipality acquires takings and easements	1-2
	8 Prepare PS&E plan package for final review and advertisement; Project programmed (Federal funds obligated)	1-2
5. Advertising, & Construction	9 MassDOT advertises project to solicit construction bids	1-2
	10 MassDOT prepares construction contract and issues contractor's Notice to Proceed	2-3
<b>Total Approximate Design &amp; Permitting Schedule</b>		<b>14-21</b>

**Figure 8: Safe Routes to School Infrastructure Program Design and Permitting Timeframe**

**Pre-and Post-Construction Evaluation**

To quantify the benefits of the project, pre-construction and post-construction evaluations will be undertaken by MassDOT.

For additional information about the SRTS Infrastructure Program or to provide written comments on this Preliminary Assessment, please contact:

James P. Cope  
MassDOT Office of Transportation Planning  
Ten Park Plaza, Room 4150  
Boston, MA 02116-3973  
[james.cope@state.ma.us](mailto:james.cope@state.ma.us)

This report was prepared by the TEC, Inc. team:



Kevin Dandrade, PE, PTOE  
TEC, Inc.  
Principal / Project Manager  
65 Glenn Street  
Lawrence, MA 01843  
[kdandrade@tecmass.com](mailto:kdandrade@tecmass.com)

the COLLABORATIVE

Planners Collaborative  
Design Collaborative  
Communications Collaborative





Project: SRTS Parker Street Pedestrian Hybrid Signal  
 Town: Newton, MA  
 TEC # T0233  
 Analyst: TEC / K. Dandrade

85th Percentile > 40 mph? N  
 Population < 10,000 people? N



**ATTACHMENT 1**

**Warrant 1 - One of the Following Conditions Must Be Met for any 8 hours of an average day (Table 4C-1)**

**Individual Option:**

Condition A: Minimum Vehicular Volume  
 100%

Street	Lanes	Minimum Volume	TMC Data													
			7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 AM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM		
Major	1	500	1305	1281	887	741	764	806	783	1048	1159	1136	1306	1268		
Minor	1	150	57	87	37	27	21	36	23	39	65	64	90	56		
		Met?	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO		

**OR**

Condition B: Interruption of Continuous Traffic

100%

Street	Lanes	Minimum Volume	TMC Data													
			7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 AM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM		
Major	1	750	1305	1281	887	741	764	806	783	1048	1159	1136	1306	1268		
Minor	1	75	57	87	37	27	21	36	23	39	65	64	90	56		
		Met?	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO	YES	NO		

Result: **NO**

**Combination Option:**

Condition A: Minimum Vehicular Volume

80%

Street	Lanes	Minimum Volume	TMC Data													
			7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 AM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM		
Major	1	400	1305	1281	887	741	764	806	783	1048	1159	1136	1306	1268		
Minor	1	120	57	87	37	27	21	36	23	39	65	64	90	56		
		Met?	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO		

**AND**

Condition B: Interruption of Continuous Traffic

80%

Street	Lanes	Minimum Volume	TMC Data													
			7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 AM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM		
Major	1	600	1305	1281	887	741	764	806	783	1048	1159	1136	1306	1268		
Minor	1	60	57	87	37	27	21	36	23	39	65	64	90	56		
		Met?	NO	YES	NO	NO	NO	NO	NO	NO	YES	YES	YES	NO		



Result: **NO**

**Warrant 2 - Four-Hour Vehicular Volume (must be met for any 4 hours of an average day)**

Street	Lanes	Minimum Volume	TMC Data											
			7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 AM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM
Major	1	Figure 4C-1 1305	1305	1281	887	741	764	806	783	1048	1159	1136	1306	1268
Minor	1	Figure 4C-1 57	87	37	27	21	36	23	39	65	64	90	56	56
Met?			<b>NO</b>	<b>YES</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>YES</b>	<b>NO</b>

Result: **NO**

**Warrant 3 - Peak Hour Volume (must be met for 1 hour of an average day)**

Street	Lanes	Minimum Volume	TMC Data											
			7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 AM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM
Major	1	Figure 4C-3 1305	1305	1281	887	741	764	806	783	1048	1159	1136	1306	1268
Minor	1	Figure 4C-3 57	87	37	27	21	36	23	39	65	64	90	56	56
Met?			<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

Result: **NO**

**Warrant 4 - Pedestrian Volume**

**Condition 1: Must be met for any 4 hours of an average day)**

Street	Lanes	Minimum Volume	TMC Data											
			7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 AM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM
Major	0	Figure 4C-5 1305	1305	1281	887	741	764	806	783	1048	1159	1136	1306	1268
Peds	Result:	Figure 4C-5 20	54	5	1	3	4	3	7	87	19	40	8	8
Met?			<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

Result: **NO**

**OR**

**Condition 2: Must be met for 1 hour of an average day)**

Street	Lanes	Minimum Volume	TMC Data											
			7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 AM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM
Major	1	Figure 4C-7 1305	1305	1281	887	741	764	806	783	1048	1159	1136	1306	1268
Peds	0	Figure 4C-7 20	54	5	1	3	4	3	7	87	19	40	8	8

Project: SRTS Parker Street Pedestrian Hybrid Signal  
 Town: Newton, MA  
 TEC # T0233  
 Analyst: TEC / K. Dandrade



Met?	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
------	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----

Result: **NO**

**Warrants 5: - School Crossing**

Assume: Length of crosswalk is 34'  
 AM Distribution: 36% Directional distribution to North, 64% to South  
 PM Distribution: 57% Directional distribution to/from North  
 3.5' travel distance per second

Street	Lanes	Minimum Volume	TMC Data																
			7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 AM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM					
Major	0	1305	1281	887	741	764	806	783	1048	1159	1136	1306	1268						
Peds	0	20	54	5	1	3	4	3	7	87	19	40	8						
Met?		YES	YES	NO	NO	NO	NO	NO	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES

Result: **YES**

From 7-8am there are 1305 trips, of those 470 are northbound and 835 southbound. Conservatively and at an even distribution this is approximately one vehicle every 7.5 seconds (3600 seconds per hour/470 trips = 7.65 seconds). At a rate of 3.5' per second and 34' of travel length (34'/3.5' = 9.71 seconds) it will take a pedestrian 10 seconds to cross. A formal gap study was not appropriate in April 2010 as the crossing guard was providing control.

**Warrants 6 to 8: Not Evaluated**

Assumptions:  
 1. Right turning traffic from the site was discounted by 50% on the minor street approach.

**Pedestrian Hybrid Beacon Warrant Analysis - Pedestrian Volume (based on 34' crosswalk)**

Condition 1: Must be met for any 4 hours of an average day)

Street	Lanes	Minimum Volume	TMC Data																
			7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 AM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM					
Major	0	1305	1281	887	741	764	806	783	1048	1159	1136	1306	1268						
Peds	20	20	54	5	1	3	4	3	7	87	19	40	8						
Met?		NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO

Result: **NO**



Based simply on posted speed limit of 30mph.

**OR**

**Condition 2: Must be met for 1 hour of an average day)**

Street	Lanes	Minimum Volume	TMC Data													
			7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 AM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM		
Major	1	Figure 4F-2 1305	1281	887	741	764	806	783	1048	1159	1136	1306	1268			
Peds	0	Figure 4F-2 20	54	5	1	3	4	3	7	87	19	40	8			
		Met?	YES	NO	NO	NO	NO	NO	NO	YES	NO	YES	NO			

Result: **YES**

The posted speed limit is 30mph. TEC observed speeds in excess of 35mph outside the peak hours.

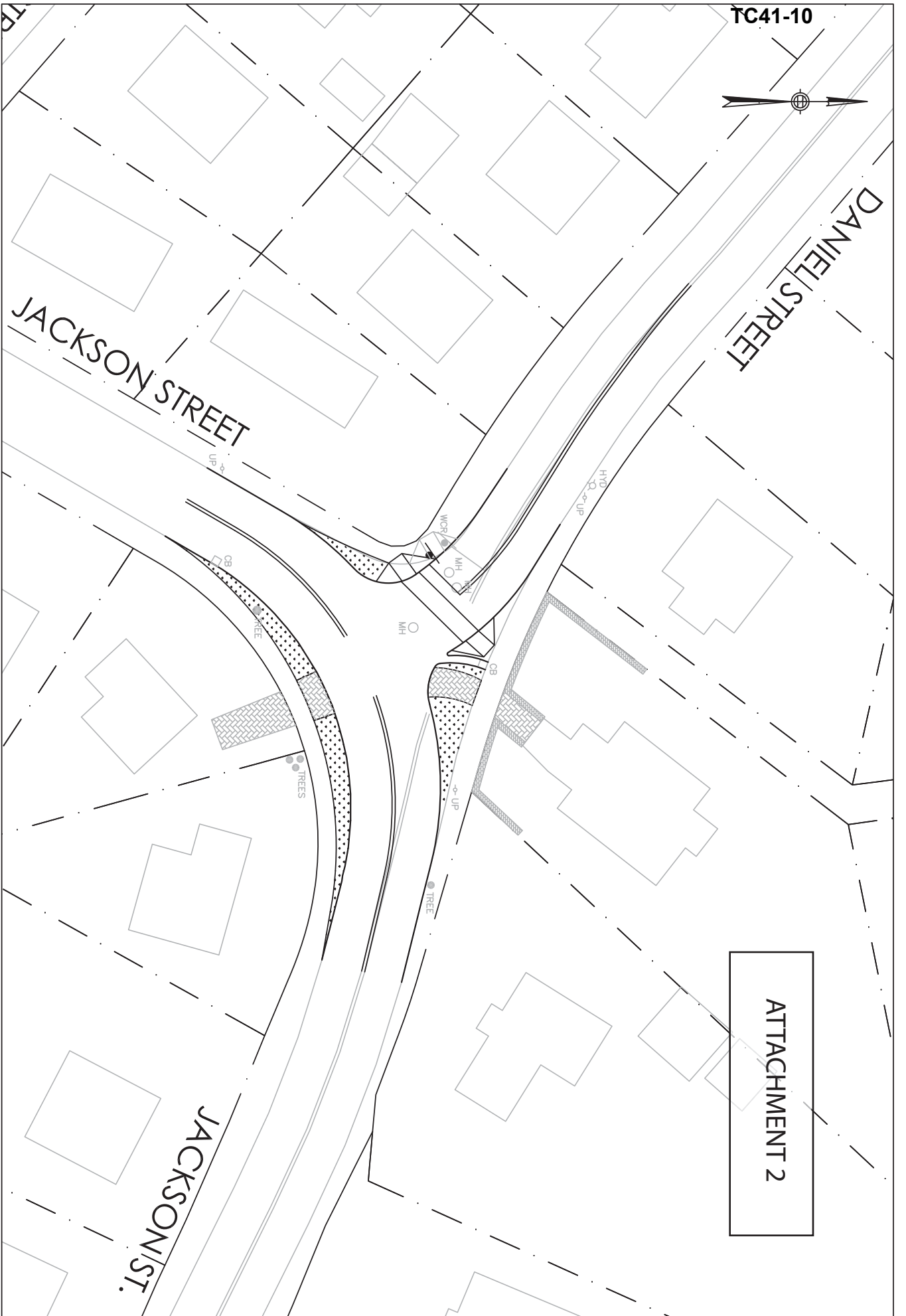
TC41-10



DANIEL STREET

JACKSON STREET

ATTACHMENT 2



**TRAFFIC SOLUTIONS, LLC**

Planning, Permitting, & Design

385 Concord Avenue, Suite 203  
Beverly, Massachusetts 02470-3837

PROPOSED ALTERNATIVE 1  
"T" INTERSECTION DESIGN

PROJECT:  
DANIEL STREET AT JACKSON STREET  
NEWTON, MASSACHUSETTS

PREPARED FOR:

**CITY OF NEWTON**

DEPARTMENT OF PLANNING AND DEVELOPMENT

1000 Commonwealth Avenue  
Newton, Massachusetts 02459

DESIGN BY	—
DRAWN BY	TMB
CHECK BY	WFL
DATE	6/23/05
SCALE	N.T.S.
DRAWING NO.	1 OF 1

---

# Traffic Council

---

City Hall

Room 222

Thursday, February 17, 2011

7:00 p.m.

---

# Agenda

1. TC15-10: requesting No Left Turn 7:00 a.m. to 9:00 a.m. at the intersection of Beacon St. and Hammondswood Rd. (Ward 7)  
(Held for 60-day Trial on 10/21/10)
  2. TC1-11: requesting Right Turn on Red at the intersection of Centre and Jefferson Streets. (Ward 1)
  3. TC41-10: requesting parking restrictions on both sides of Cypress Street, in the vicinity of 280 Cypress Street, in association with modifications to the island and related infrastructure changes near the school entrance, to be paid for through Mass DOT's Safe Routes to School Infrastructure Program. (Ward 6)
  4. TC42-10: requesting installation of a pedestrian hybrid signal and crosswalk on Parker Street in the vicinity of Daniel Street and Athelstane Road, to be paid for through Mass DOT's Safe Routes to School Infrastructure Program. (Ward 6)
-

---

# TC15-10

---

Requesting No Left Turn 7:00 a.m. to  
9:00 a.m. at the intersection of Beacon  
St. and Hammondswood Rd. (Ward 7)  
(Held for 60-Day Trial on 10/21/2010)

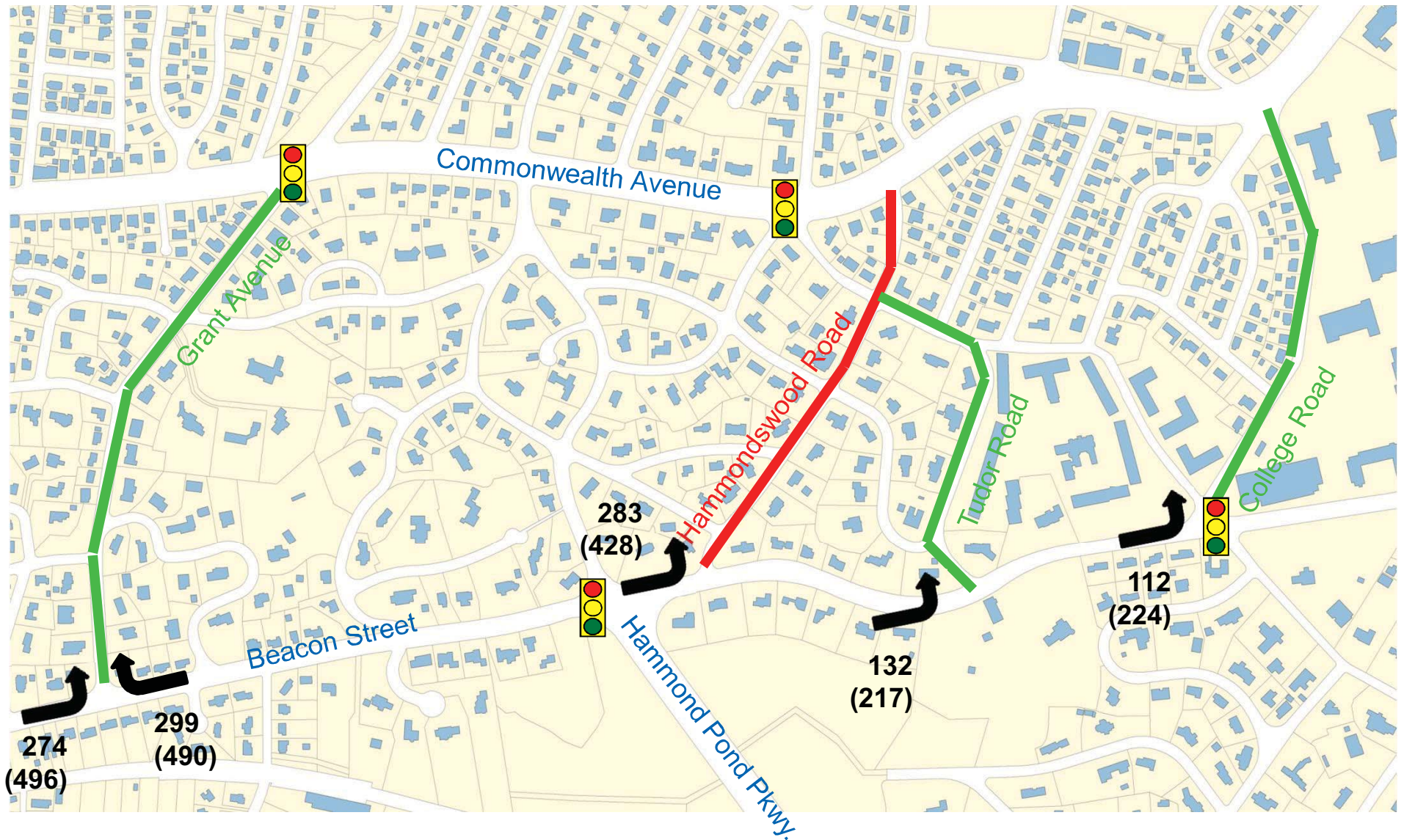


# 60-Day Trial Enacted on 10/21/2010



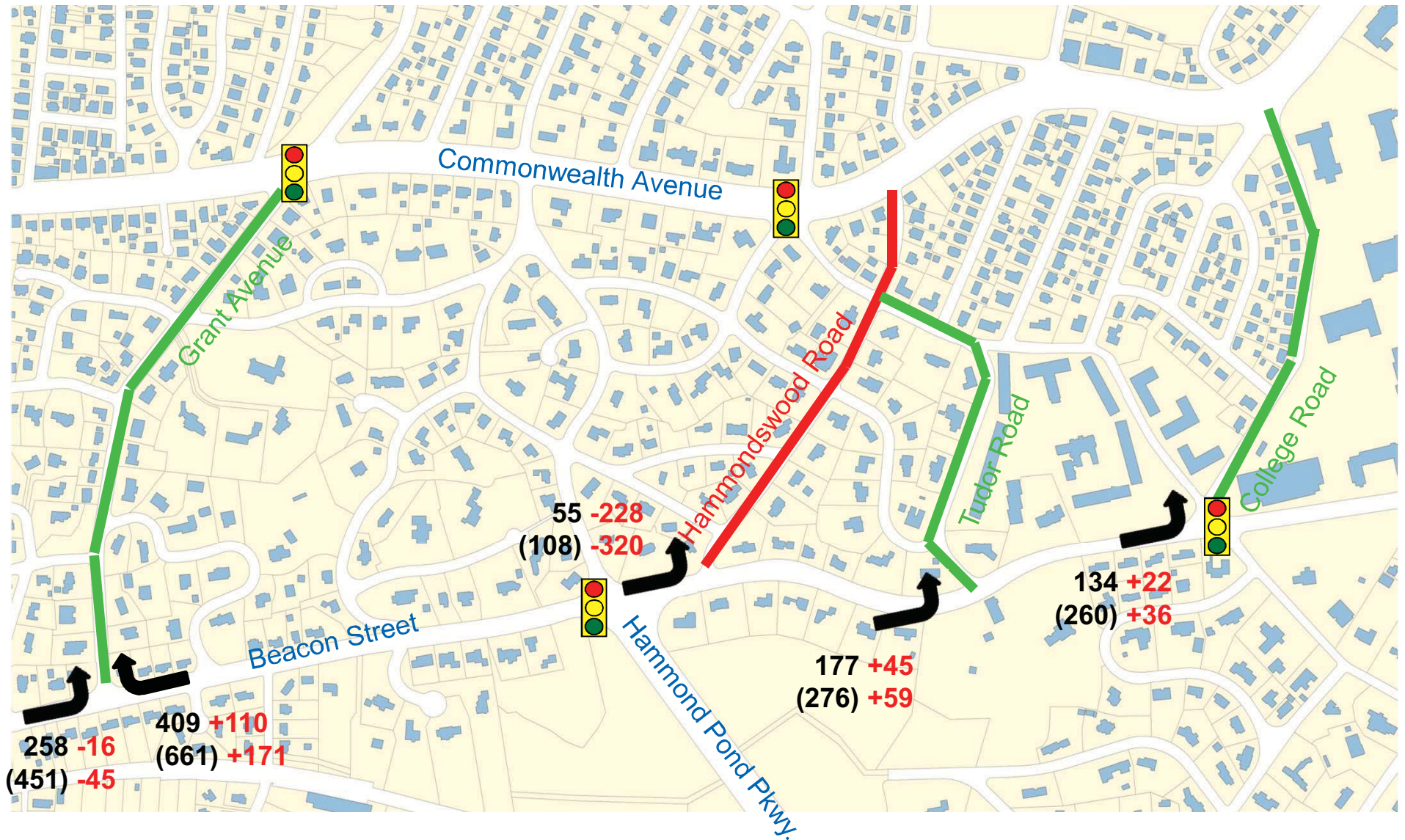
# Traffic Volumes Prior to 10/21/2010

Peak Hour Volume (7-9am Total Volume)



# Current Traffic Volumes

Peak Hour Volume (7-9am Total Volume)



---

# Notes

- 7-9am Traffic on Hammondswood Rd. decreased by 75%.
    - Peak Hour decreased by 81%.
  - Approximately  $\frac{1}{2}$  of re-routed traffic sent to Grant Ave.
    - Remaining traffic split between Tudor Rd., College Rd., and other streets.
  - Presence of City vehicle on Beacon St. during count at Hammondswood Rd. may have affected driver behavior.
-

---

# Truck Exclusions on Hammondswood

- Traffic Council has the authority to establish Truck Exclusions on private ways.
  - Petition for Truck Exclusion on private ways must include signatures from all abutting properties before Traffic Council can consider it.
  - A new petition must be filed for Traffic Council to consider a Truck Exclusion for Hammondswood Road.
-

---

TC1-11

---

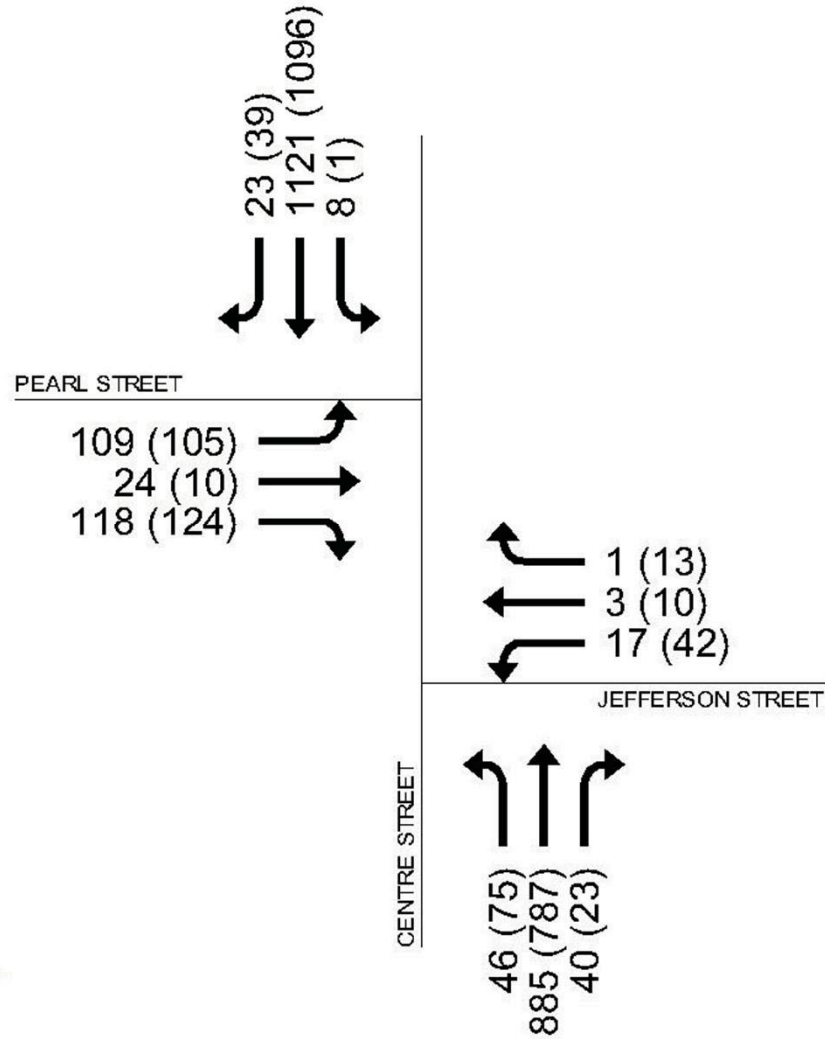
Requesting Right Turn on Red at the intersection of Centre and Jefferson Streets. (Ward 1)

# Aerial Photo



# Turning Movement Diagram

a.m. Peak (p.m. Peak)





# Approach Photo

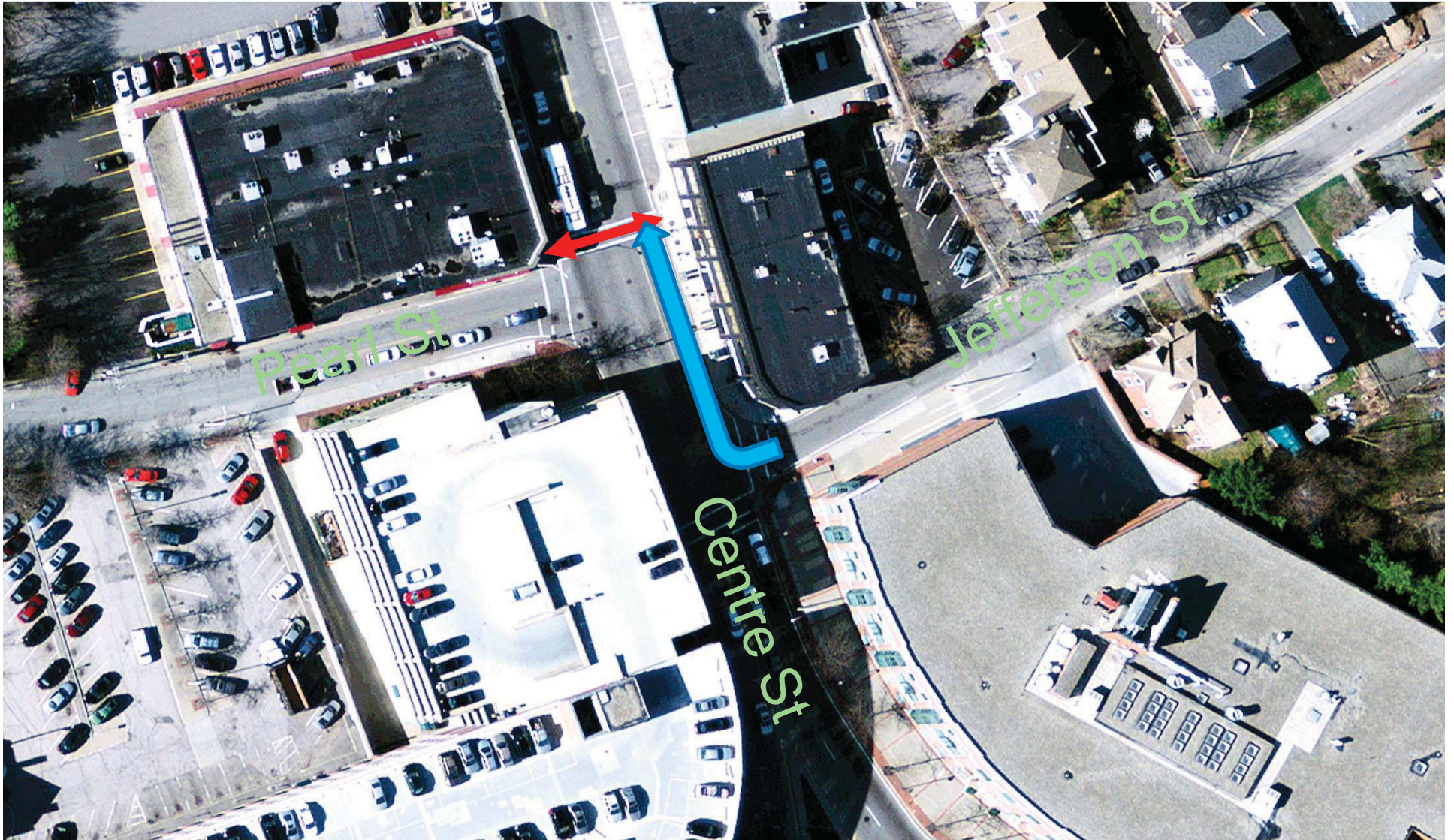


---

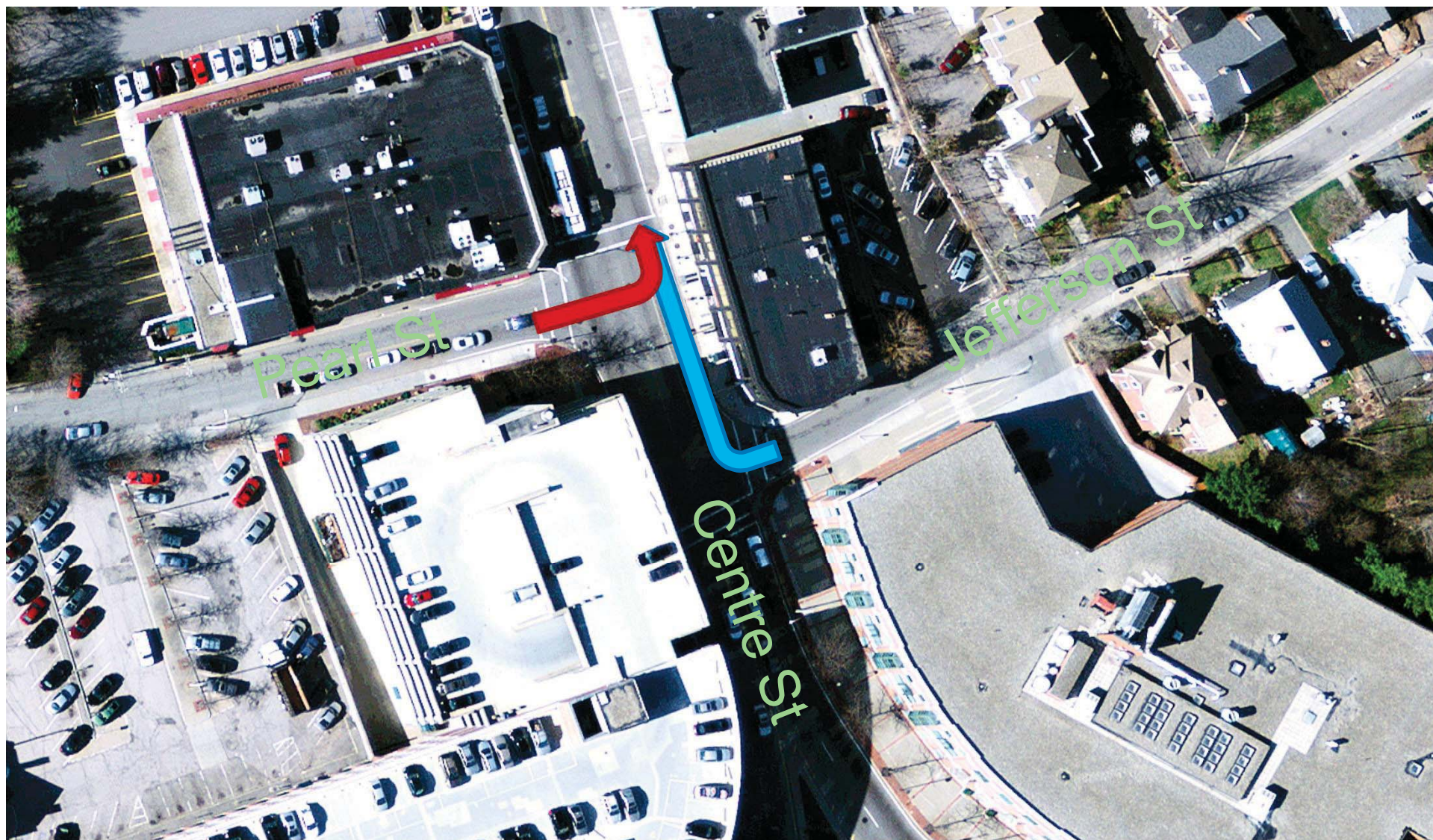
# MUTCD Guidance

- A No Turn on Red sign should be considered when an engineering study finds that one or more of the following conditions exists:
    - A. Inadequate sight distance to vehicles approaching from the left (or right, if applicable);
    - B. Geometrics or operational characteristics of the intersection that might result in unexpected conflicts;
    - C. An exclusive pedestrian phase;
    - D. An unacceptable number of pedestrian conflicts with right-turn-on-red maneuvers, especially involving children, older pedestrians, or persons with disabilities;
    - E. More than three right-turn-on-red accidents reported in a 12-month period for the particular approach; or
    - F. The skew angle of the intersecting roadways creates difficulty for drivers to see traffic approaching from their left.
-

# Potential Conflicts: Pedestrians



# Potential Conflicts: Left Turns from Pearl



---

# DPW Recommendation

- Do not remove No Turn on Red Restriction.



---

# TC41-10

---

Requesting parking restrictions on Cypress Street, in association with modifications to the island and related infrastructure changes near the school entrance. (Ward 6)

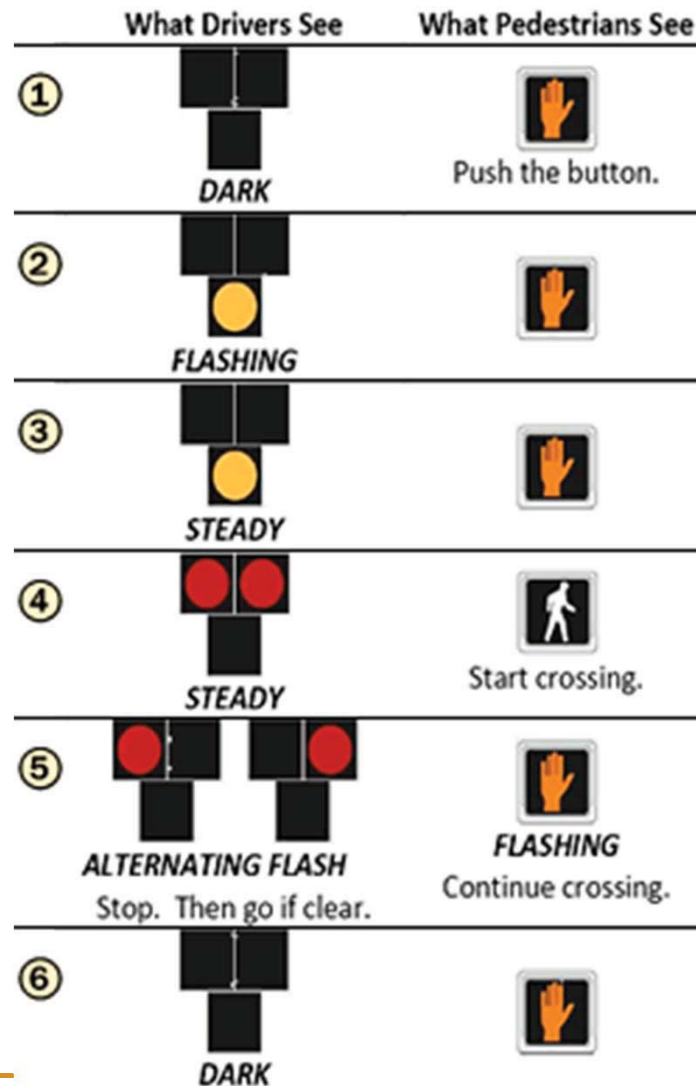
---

# TC42-10

---

Requesting installation of a pedestrian hybrid signal and crosswalk on Parker Street in the vicinity of Daniel Street and Athelstane Road. (Ward 6)

# How a Hybrid Signal Operates





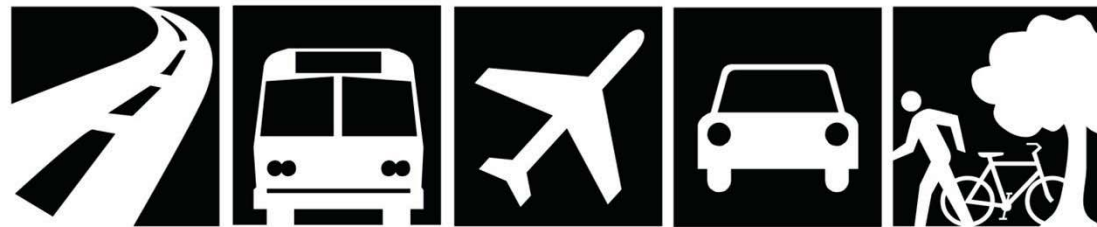
**Danielle Delaney**

---

From: **klgains@comcast.net**  
To: **"Traffic Council Dist List" <trafficcouncil@newtonma.gov>**  
Subject: **no left on hammondswood**  
Date sent: **Fri, 11 Feb 2011 20:49:17 +0000 (UTC)**

To whom it may concern. We're writing concerning the Feb 17 hearing about the 60-day trial for the no left turn on Hammondswood Rd from 7-9am. As residents on the corner of Hammondswood and Beacon we have found that this no left turn has helped ease the traffic and related issues concerning the high volume on this side street. The no left turn has been extremely beneficial in easing the problems and we strongly urge permanent adoption. In fact we'd also support increasing the times during which no left turns are allowed. Thank you for your consideration and assistance with this important matter.

Laura & Keith Gainsboro  
501 Beacon St (corner of Beacon & Hammondswood)



Massachusetts Department of Transportation

Massachusetts Safe Routes to School

Infrastructure Program

Bowen Elementary School

Newton, Massachusetts

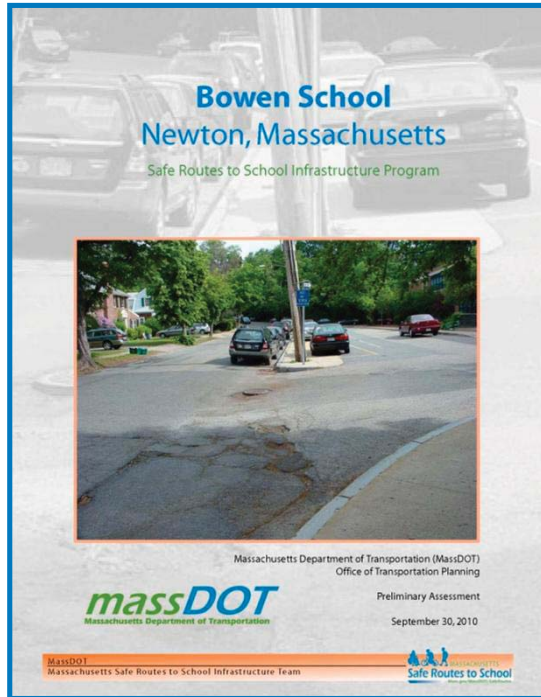
TEC, Inc.

Kevin R. Dandrade, PE, PTOE

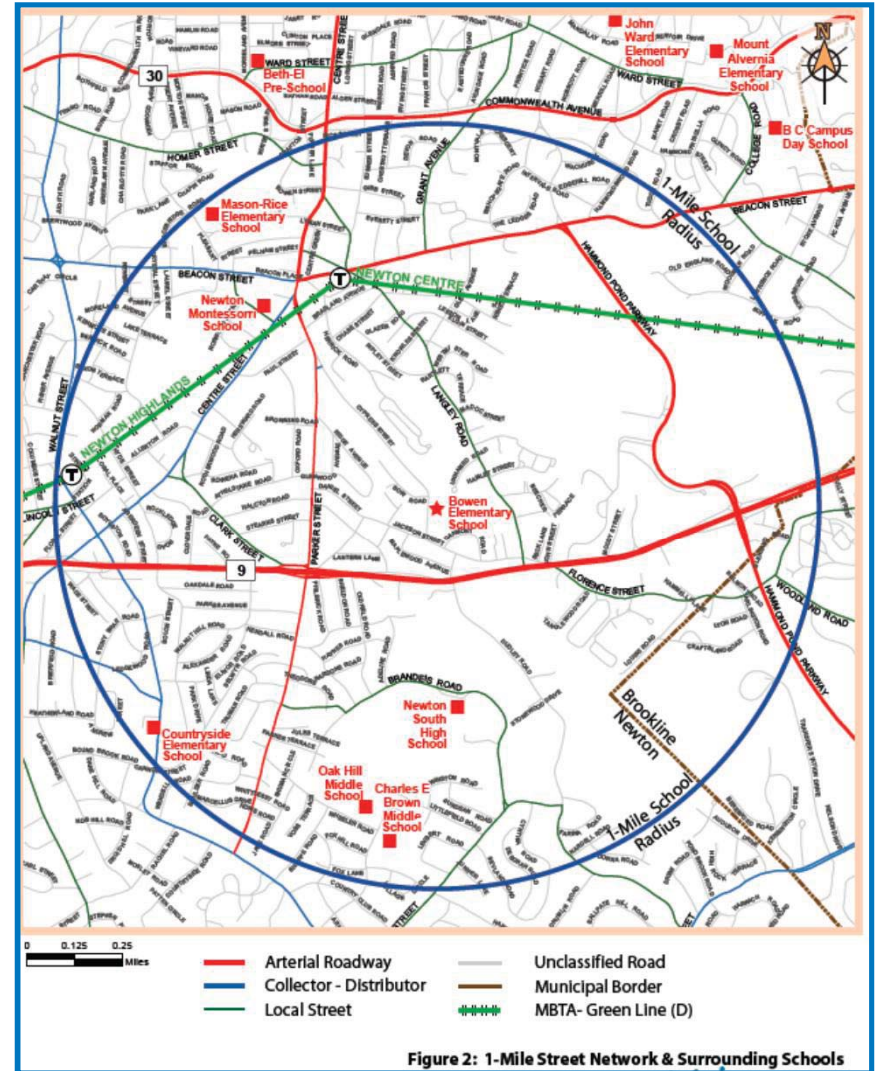


February 17, 2011

# Bowen Elementary School

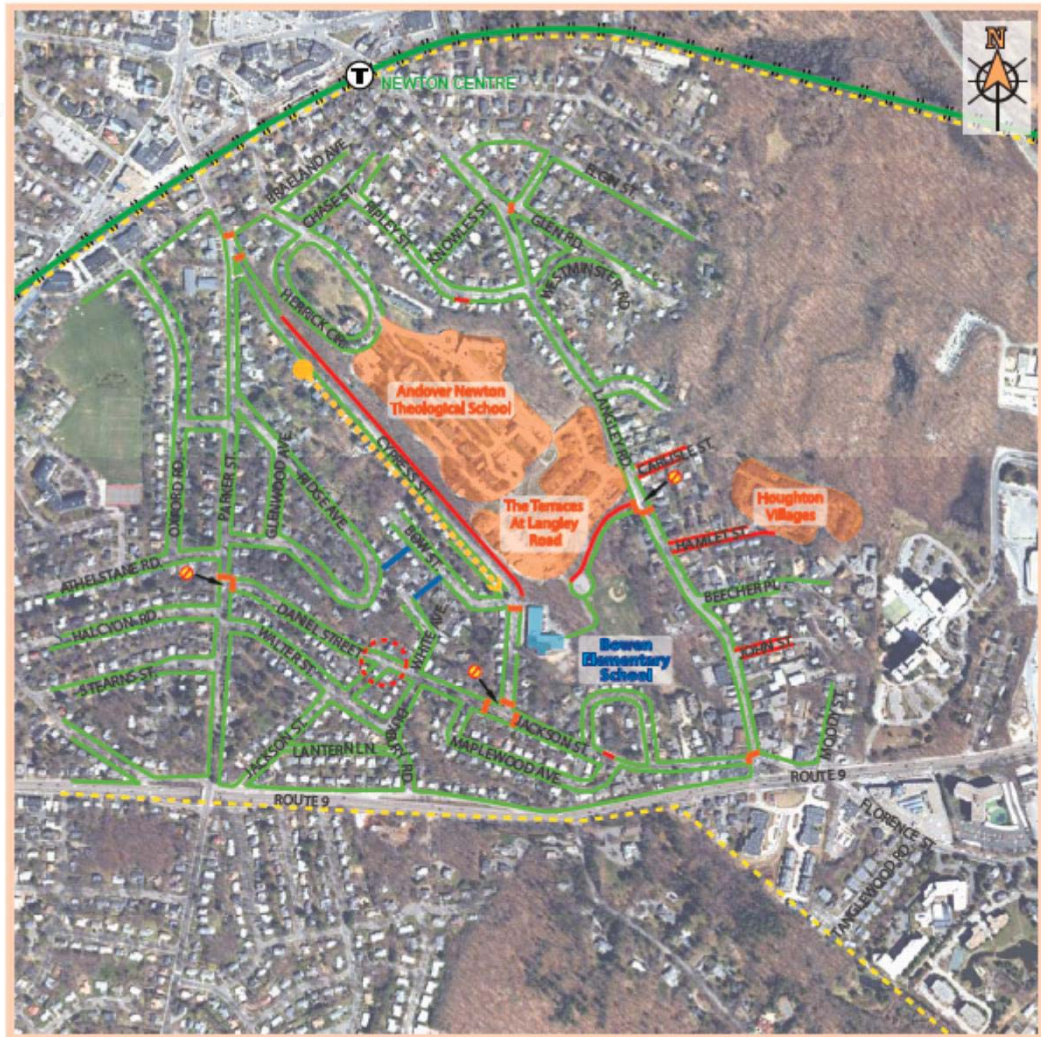


**Bowen Elementary School**  
280 Cypress Street  
Newton Center, MA 02459





# Inventory



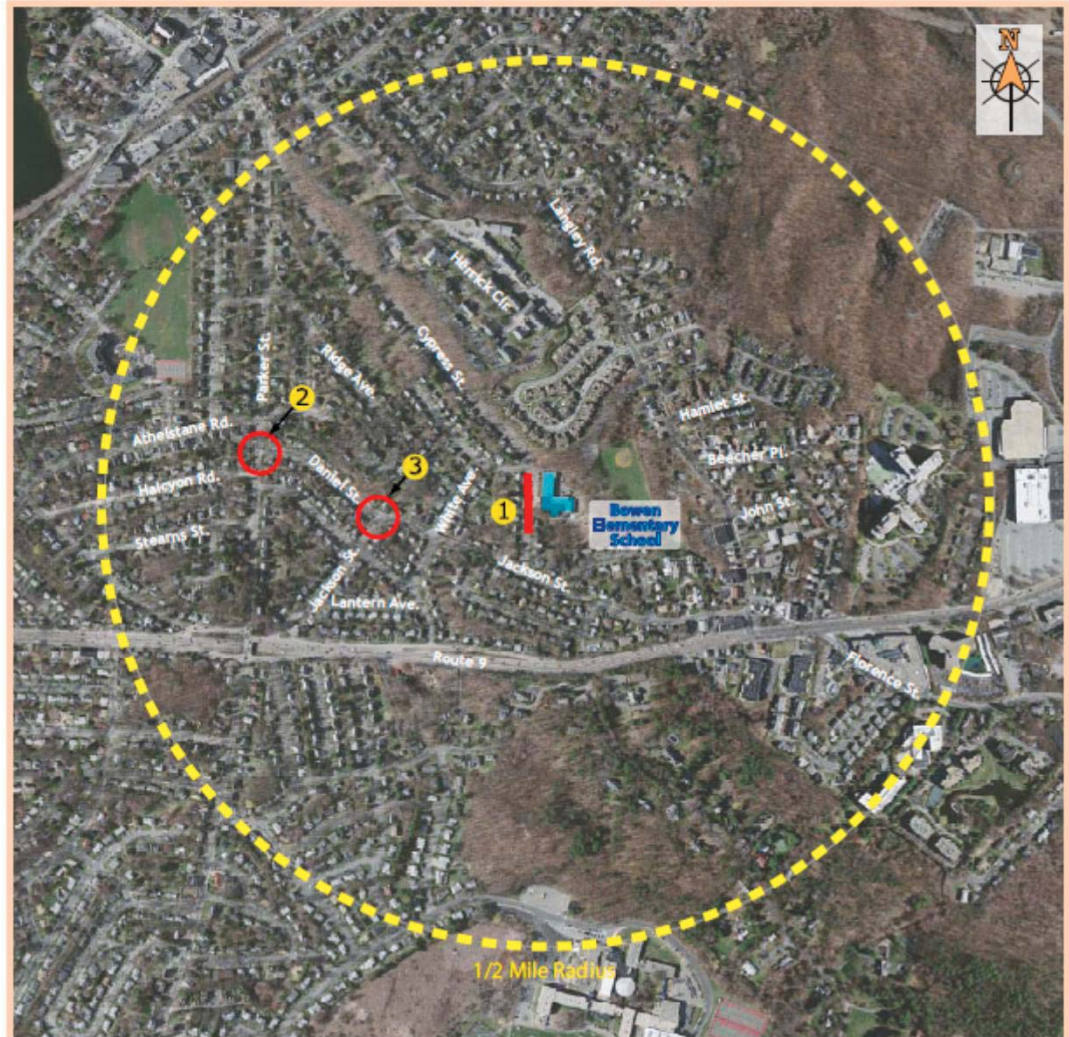
1" = 780'

KEY			
	Sidewalk		Walking School Bus
	No Sidewalk		Location of Temporary Neckdown
	Existing Crosswalk		Path (unpaved)
	Crossing Guard		MBTA Green Line (D)
	School District Boundary		

Note: Streets not marked were not observed during the site visit.



## Recommended Improvements



1"=800'

KEY	PROPOSED IMPROVEMENT	FEASIBILITY	SAFETY/ MOBILITY BENEFIT	COST
<b>Potential SRTS Infrastructure Project Recommendations</b>				
1	School Entrance/Cypress Street Crossing	High	High	Low
2	Pedestrian Hybrid Beacon on Parker Street	High	High	Moderate
<b>Recommendations to be Pursued by Town or through Other Funding Sources</b>				
3	Curb Line Bump-Outs at Jackson Street/Daniel Street	High	Low	Moderate

**Figure 4: Location of Recommended Improvements**

# Recommendation 1

## Pedestrian Crossing and Refuge Area on Cypress Street:

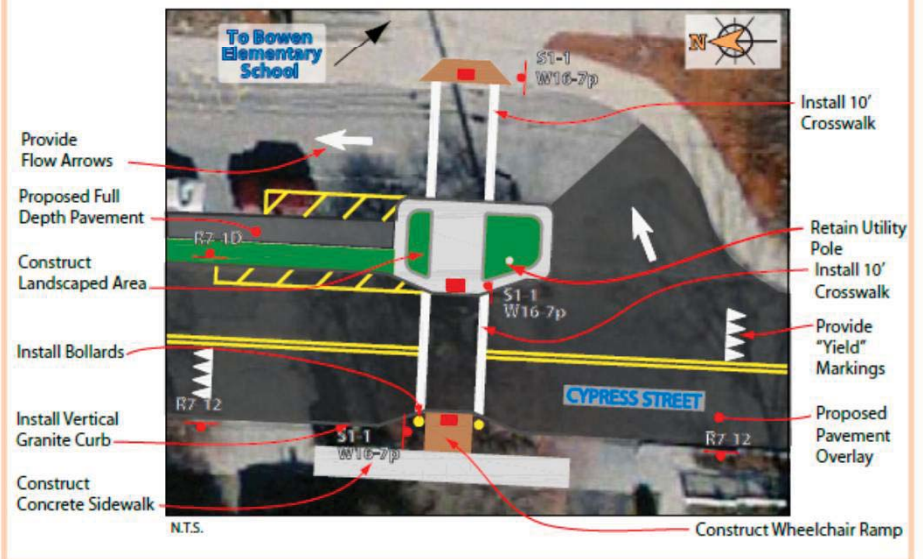
- Defined and highly-visible crosswalk location
- Improved signs and markings
- ADA/AAB Improvements
- Partial reconstruction of sidewalk and pavement
- Refuge island

### RECOMMENDED SCOPE OF WORK AND CONCEPTUAL COST ESTIMATE:

ISLAND W/ GRANITE CURBING & CONCRETE SIDEWALK	=	\$54,000
DRAINAGE MODIFICATIONS	=	\$8,000
PAVEMENT OVERLAY	=	\$25,000
SIGNS & STRIPING	=	\$4,000
LANDSCAPING/PLANTER WALLS	=	\$8,000
BOLLARDS	=	\$2,000
TRAFFIC CONTROL/ MOBILIZATION/FIELD OFFICE	=	\$16,000
25% CONTINGENCY & CONSTRUCTION ENGINEERING	=	\$30,000
<b>TOTAL</b>	<b>=</b>	<b>\$147,000</b>



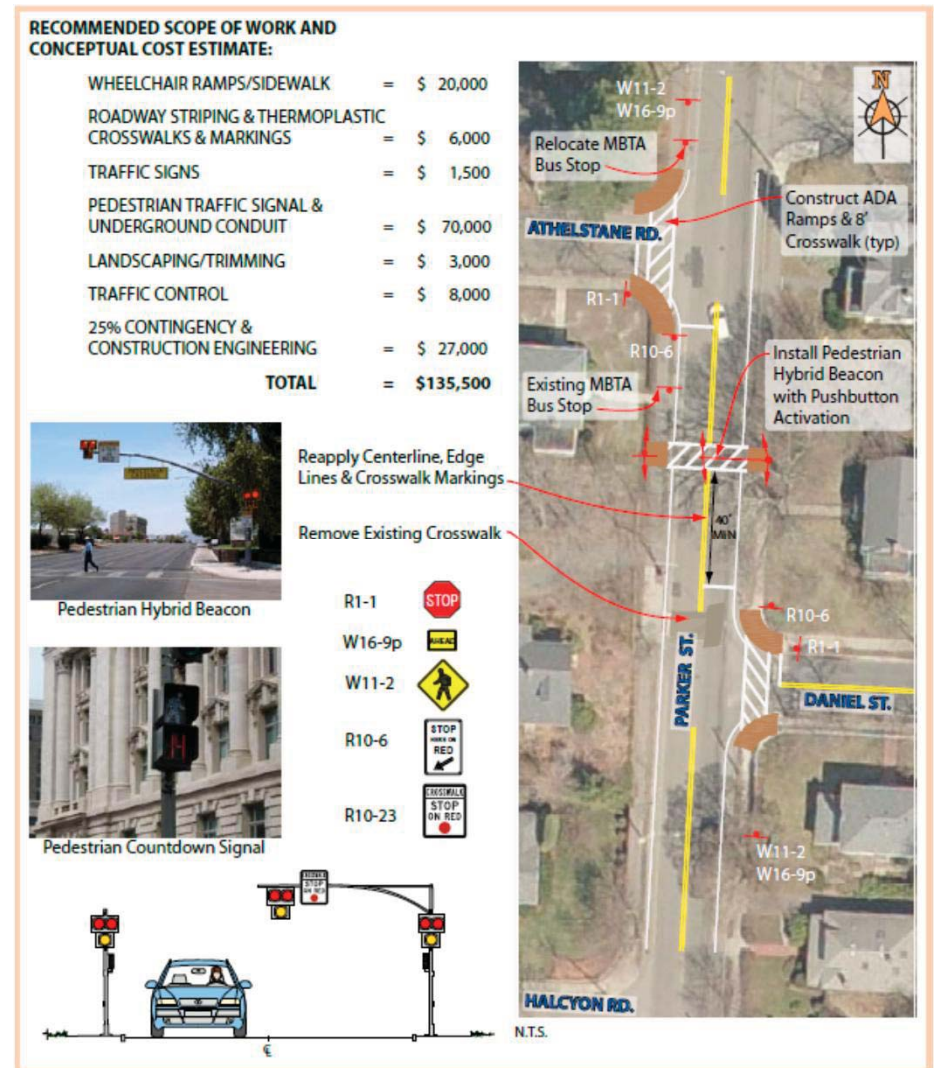
Rendering of Potential Improvements at Cypress Street and School Entrance



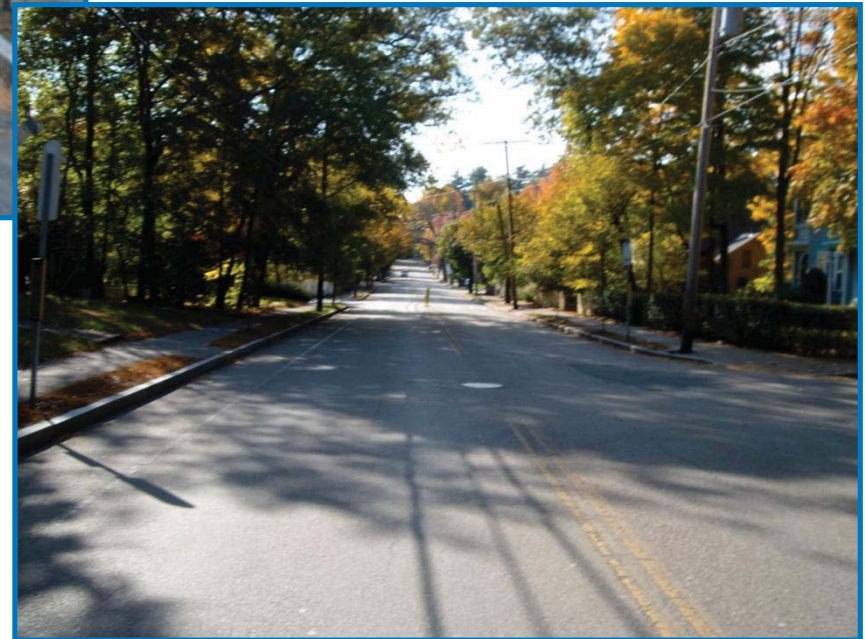
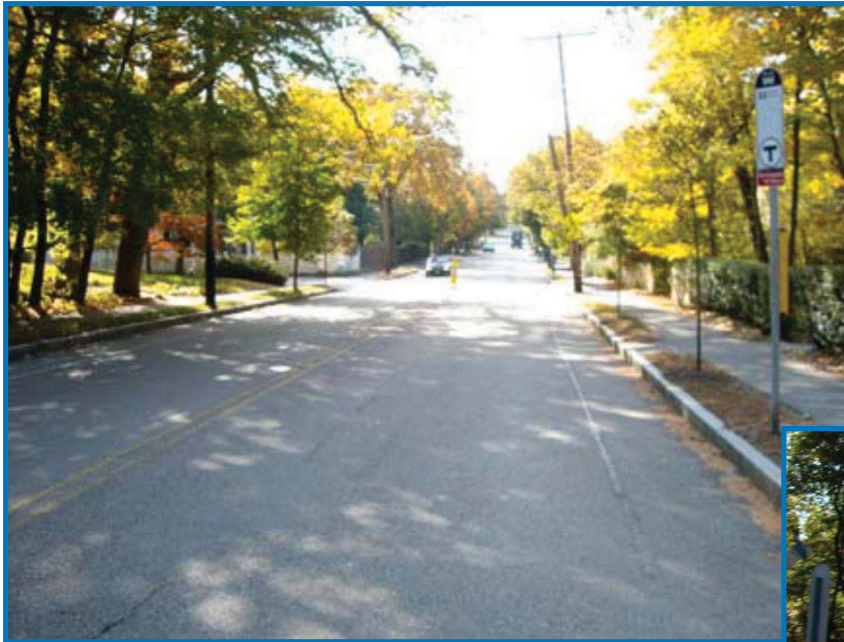
# Recommendation 2

## Parker Street Pedestrian Hybrid Beacon

- Located between Athelstane Rd and Daniel St (near current crosswalk location)
- 50 to 90 students/parents crossing per peak school hour
- No gaps in traffic
- Higher form of traffic control, but can still benefit from a crossing guard



# Recommendation 2

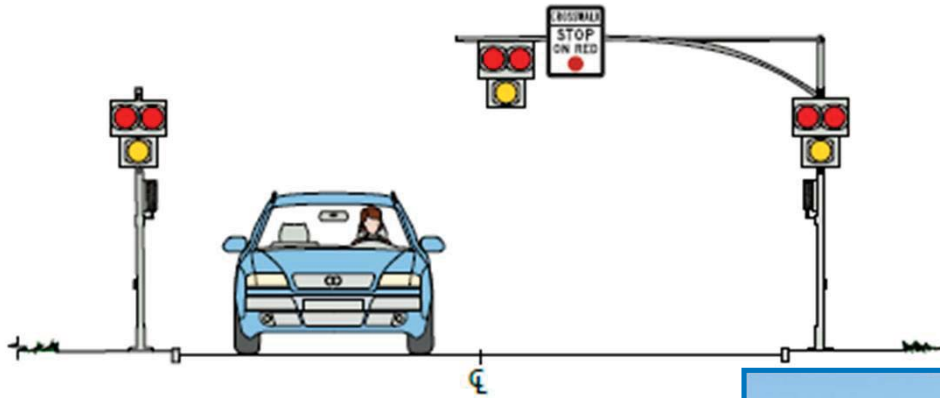


Parker Street at Location of Proposed Crosswalk



# “HAWK” Pedestrian Warning Beacon

“HAWK” = **H**igh-intensity **A**ctivated cross**W**alk



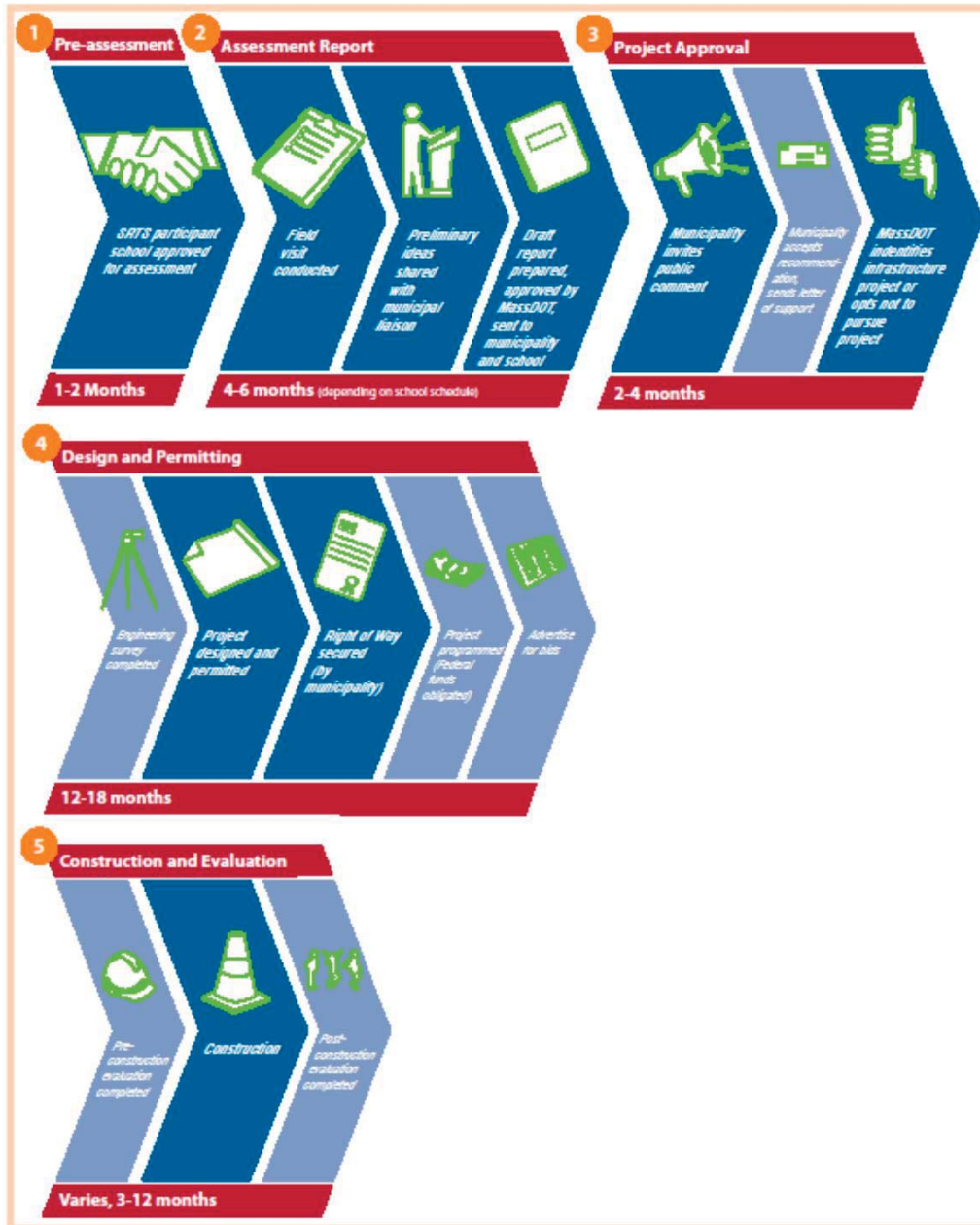


Figure 7: Safe Routes to School Infrastructure Program Process

# Questions ?

---

## **SRTS Program Manager:**

**James P. Cope**

**MassDOT Office of Transportation Planning**

**10 Park Plaza, Room 4150**

**Boston, MA 02116-3973**

**[James.Cope@state.ma.us](mailto:James.Cope@state.ma.us)**

## **Consultant Project Manager:**

**Kevin R. Dandrade, PE, PTOE**

**TEC, Inc.**

**65 Glenn Street**

**Lawrence, MA 01843**

**978-794-1792 x145**

**[kdandrade@tecmass.com](mailto:kdandrade@tecmass.com)**

From: Stan Kugell  
To: "Traffic Council Dist List" <trafficcouncil@newtonma.gov>  
**Subject: Comments on TC41-10**  
Date sent: Wed, 16 Feb 2011 12:56:31 +0000

Re: Comments on TC41-10 proposal by DAVID KOSES on behalf of the Newton Safe Routes to School Task Force

Dear Traffic Council,

I am a Newton resident and parent of children attending, and to be attending, Bowen School. The proposal seeks to restrict parking near the school.

Parking restrictions near the school, if enacted alone, could be detrimental to safety, unless combined with other measures taken simultaneously. Parking restrictions near the school will divert parking to points more distant to the school. In principle, such restrictions could be beneficial. However many of the surrounding streets are too narrow and congested to support safe parking, loading/unloading of children, and walking, especially during winter. Many of the area sidewalks have little or no snow removal. Unless these problems are addressed at the same time, parking restrictions could endanger more students than they help.

I propose that parking restrictions be enacted ONLY in combination with significantly enhanced snow removal (not plowing) in the area surrounding the school, to provide wider snow clearance adequate to support both parking and live traffic, room for vehicles to safely pass cars unloading children, and fully cleared sidewalks along the routes from distant parking to the school.

Best regards,

-- Stan Kugell

---

**Danielle Delaney**

---

From: **pjacocks@comcast.net**  
To: **"Traffic Council Dist List" <trafficcouncil@newtonma.gov>**  
Subject: **Re: Quick followup questions on Parker Street Hawk light ..**  
Date sent: **Fri, 18 Feb 2011 13:45:17 +0000**  
Send reply to: **pjacocks@comcast.net**

Thanks.

Light dawning over Marblehead here .... The guard could elect to just NOT use the light and humanly control traffic during these hours and make all the artificially-induced red-light delays issues go away, yes?? This could solve a lot of the problems we're worried about down here ...

Cheers,  
PJH

Sent on the Sprint® Now Network from my BlackBerry®

---

**From:** "Charlie Shapiro" <charlie@voteshapiro.org>  
**Date:** Fri, 18 Feb 2011 08:23:09 -0500  
**To:** 'Peter J. Howe' <pjacocks@comcast.net>  
**Cc:** <trafficcouncil@newtonma.gov>; <vdanberg@newtonma.gov>; 'Richard Blazar' <rbbblazar@yahoo.com>  
**Subject:** RE: Quick followup questions on Parker Street Hawk light ..

Peter-

Alderman Blazar and I attended the meeting last night and here's my understanding of the answers to your questions:

1. The crossing guard will not be able to manually operate the device timing. She will push the button like anyone else. It was mentioned that its 10 seconds to cross plus another 10 seconds flashing 'don't walk' warning.
2. I didn't hear how long the yellow flashes for before turning double red.

**Danielle Delaney**

---

From: Barry Bergman <barrysbergman@yahoo.com>  
 To: "Traffic Council Dist List" <trafficcouncil@newtonma.gov>  
 Subject: Re: yellow/red traffic light on Parker around Daniel St. and Cypress St. changes  
 Date sent: Fri, 11 Feb 2011 14:47:21 -0800 (PST)

Hi Ira,

The attachment sent out from the BTNA for the 2/17 meeting has a recommendation to rebuild the Daniel/Jackson Street intersection to a 90 degree angle. Are we going to see the bumpout being re-introduced along with the Parker Street traffic light and the Cypress Street changes?

Barry Bergman

--- On **Mon, 2/7/11**, [ira.kronitz@emc.com](mailto:ira.kronitz@emc.com) <[ira.kronitz@emc.com](mailto:ira.kronitz@emc.com)> wrote:

From: [ira.kronitz@emc.com](mailto:ira.kronitz@emc.com) <[ira.kronitz@emc.com](mailto:ira.kronitz@emc.com)>  
 Subject: yellow/red traffic light on Parker around Daniel St. and Cypress St. changes  
 To: [ira.kronitz@emc.com](mailto:ira.kronitz@emc.com), [dkoses@newtonma.gov](mailto:dkoses@newtonma.gov)  
 Cc: [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov), [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov),  
[cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov), [rbblazar@yahoo.com](mailto:rbblazar@yahoo.com), [sean.roche@gmail.com](mailto:sean.roche@gmail.com),  
[peller@gmail.com](mailto:peller@gmail.com), [blenson@gmail.com](mailto:blenson@gmail.com), [edmurray@verizon.net](mailto:edmurray@verizon.net),  
[ejengelman@gmail.com](mailto:ejengelman@gmail.com), [janequinn419@gmail.com](mailto:janequinn419@gmail.com), [commave@aol.com](mailto:commave@aol.com),  
[ritabeckman1@gmail.com](mailto:ritabeckman1@gmail.com), [n.fleisher@comcast.net](mailto:n.fleisher@comcast.net),  
[Peter.j.howe@comcast.net](mailto:Peter.j.howe@comcast.net), [dolson@newtonma.gov](mailto:dolson@newtonma.gov),  
[barrysbergman@yahoo.com](mailto:barrysbergman@yahoo.com), [sjinnay@yahoo.com](mailto:sjinnay@yahoo.com), [markjfield@hotmail.com](mailto:markjfield@hotmail.com),  
[kasdavidson@hotmail.com](mailto:kasdavidson@hotmail.com), [tkropf@aol.com](mailto:tkropf@aol.com), [RachelSG@aol.com](mailto:RachelSG@aol.com),  
[Edailey@bromsun.com](mailto:Edailey@bromsun.com), [jefftarmy@hotmail.com](mailto:jefftarmy@hotmail.com), [sweeneei@bc.edu](mailto:sweeneei@bc.edu),  
[diwatsuki@gmail.com](mailto:diwatsuki@gmail.com), [downhilman@aol.com](mailto:downhilman@aol.com), [danmowrey@comcast.net](mailto:danmowrey@comcast.net),  
[jackmaypole@yahoo.com](mailto:jackmaypole@yahoo.com), [joelak@aol.com](mailto:joelak@aol.com), [furgang@srbc.com](mailto:furgang@srbc.com),  
[awinone@gmail.com](mailto:awinone@gmail.com), [cschuckel@newtonma.gov](mailto:cschuckel@newtonma.gov), [tdaley@newtonma.gov](mailto:tdaley@newtonma.gov),  
[philwolfson@gmail.com](mailto:philwolfson@gmail.com)  
 Date: Monday, February 7, 2011, 4:12 PM

As per David's suggestion below, please let folks know if you think they may have an interest in this.

-----Original Message-----

From: David Koses [<mailto:dkoses@newtonma.gov>]  
 Sent: Monday, February 07, 2011 3:55 PM  
 To: kronitz, ira  
 Cc: traffic Council Dist List  
 Subject: RE: light at vicinity of Athelstane and Daniel St.

Hi Ira,

Traffic Council followed our normal notification procedures. For some Traffic Council items, residents distribute notification even wider through email distribution lists or by going door-to-door with flyers. The notification should have included a handout describing Traffic Council and what to expect, as well as how to send in comments for

those unable to attend the meeting. Please feel free to circulate notification to the BTNA or to anybody else you wish.

Regards,  
David

**Regards,**  
**Ira**  
Ira Kronitz  
EMC Cambridge Software Center  
11 Cambridge Center  
Cambridge, MA 02142-1405  
Ph: 617-679-1115  
ira.kronitz@emc.com

**From:** kronitz, ira  
**Sent:** Monday, February 07, 2011 1:42 PM  
**To:** David Koses  
**Cc:** vdanberg@newtonma.gov; trafficcouncil@newtonma.gov; cshapiro@newtonma.gov; rblblazar@yahoo.com; sean.roche@gmail.com; peller@gmail.com; blenson@gmail.com; edmurray@verizon.net; Eddy Engelman; janequinn419@gmail.com; commave@aol.com; ritabeckman1@gmail.com; n.fleisher@comcast.net; Peter.j.howe@comcast.net; dolson@newtonma.gov; barrysbergman@yahoo.com; sjwinnay@yahoo.com; markjfield@hotmail.com; kasdavidson@hotmail.com; tkropf@aol.com; RachelSG@aol.com; Edailey@bromsun.com; jefftarmy@hotmail.com; sweeneei@bc.edu; diwatsuki@gmail.com; downhilman@aol.com; danmowrey@comcast.net; kronitz, ira; jackmaypole@yahoo.com; joelak@aol.com; furgang@srbc.com; awinone@gmail.com; cschuckel@newtonma.gov; tdaley@newtonma.gov; philwolfson@gmail.com  
**Subject:** RE: light at vicinity of Athelstane and Daniel St.

Hi David,

Thanks for the clarification..

So, is this essentially the meeting that TEC recommended to Setti Warren in the cover letter Vicki Danberg forwarded regarding "solicit public comment" or will there be something else? See below and attached.

As part of the subsequent project development process, the SRTS Team will survey and prepare detailed design plans for City and MassDOT review. The engineering work will be funded by MassDOT. In terms of the public process, the project will be advanced, MassDOT would conduct a Design Public Hearing when the project reaches at least 25-percent completion. To ensure full community support, we are soliciting that you solicit public comment on the *conceptual* designs in this Preliminary Report at an upcoming City Council meeting, to which project abutters and stakeholders

Regards,

Ira

Ira Kronitz  
EMC Cambridge Software Center  
11 Cambridge Center  
Cambridge, MA 02142-1405  
Ph: 617-679-1115  
ira.kronitz@emc.com

**From:** ikronitz@comcast.net [mailto:ikronitz@comcast.net]  
**Sent:** Monday, February 07, 2011 12:12 PM  
**To:** kronitz, ira  
**Subject:** Fwd: light at vicinity of Athelstane and Daniel St.

----- Forwarded Message -----

From: "David Koses" <dkoses@newtonma.gov>  
To: "Traffic Council Dist List" <trafficcouncil@newtonma.gov>, "IKronitz" <ikronitz@comcast.net>  
Sent: Monday, February 7, 2011 8:59:38 AM  
Subject: Re: light at vicinity of Athelstane and Daniel St.

Hi Ira,

The Traffic Council meeting on February 17 offers an opportunity for any member of the public to provide input on the items being discussed, either in person at the meeting or through email communication to be summarized at the meeting. All Traffic Council meetings are open for public comment.

After a presentation, discussion and public comment, Traffic Council will vote either to approve the removal of parking (if necessary) as part of TC41-10, approve it as amended, deny it, hold the item, or take no action. Traffic Council has the same choices for TC42-10 (to either approve the pedestrian hybrid signal, approve it as amended, deny it, hold it, or take no action). Both



items are subject to appeal to the Board of Alderman within 20 days of Traffic Council's decision. TC41-10 will require further approvals of the Board of Aldermen. I'm not sure what other approvals would be necessary as part of 42-10. Although the signal would be 100% paid for by the state, my guess is that it would still need to be approved by the Board as a "gift" to the City, and the work might also need to be approved by DPW. Also, as the report is labeled a "Preliminary Assessment", I'm not sure whether any additional approvals from the state are necessary, and/or whether the state needs to release a "Final Assessment" before funds are released. We will look into these issues and include it as part of the discussion next week.

Regards,  
David Koses

On 6 Feb 2011 at 17:08, IKronitz wrote:

Interesting how the name "hybrid" is now used rather than "HAWK" light. They appear to be the same thing. At any rate, a hybrid light is described as follows: Installed on roadside poles and mast arms, the **Pedestrian Hybrid Beacon** remains dark until a pedestrian activates the system by pressing a pushbutton. Once the system is activated, a sequence of amber and red beacon lights provides a bright warning to motorists.

Also curious is the picture used in the consultant's report. It appears to be a 4 or 6 lane road that warrants such a light.

The consultant also mentions the advantage of the light due to students walking to Weeks Junior High. Their endorsement of the oversized bumpout at Daniel and Jackson, deemed unacceptable by the neighborhood was also curious.

Vicki, David Koses,  
The notice I received regarding the traffic council agenda on Feb. 17th does not indicate if it's open for public comment or not. Could one of you please clarify what the outcome of this discussion might be? Is it approval of the item, is it approval to move forward to another step in the process? And what would that next step be?

I apologize in advance for the wide distribution. If anyone would like to be off this list, please let us know. I promise to remove you from any of my future emails.

Regards,  
Ira.

On 2/5/2011 2:15 PM, lucie wrote:

<http://www.ci.newton.ma.us/Aldermen/Traffic/2011/01-27-11Traffic%20Council%20Agenda.pdf>

A copy of the relevant portion of the agenda for 1/27/11

I cannot find the 2/17/11 agenda posted

Lucie Chansky

**ITEMS NOT SCHEDULED FOR DISCUSSION:**

TC42-10 DAVID KOSES, on behalf of the Newton Safe Routes to School Task Force,

requesting installation of a pedestrian hybrid signal and crosswalk on Parker

Street in the vicinity of Daniel Street and Athelstane Road, to be paid for through

Mass DOT' Safe Routes to School Infrastructure Program.

(Ward 6) [12/23/10

@ 9:10 AM]

TC41-10 DAVID KOSES, on behalf of the Newton Safe Routes to School Task Force,

requesting parking restrictions on both sides of Cypress Street, in the vicinity of

280 Cypress Street, in association with modifications to the island and related

infrastructure changes near the school entrance, to be paid for through Mass

DOT'S Safe Routes to School Infrastructure Program. (Ward 6) [12/23/10 @

9:10 AM]

TC40-10

**From:** IKronitz [ <mailto:ikronitz@comcast.net> ]

**Sent:** Saturday, February 05, 2011 1:32 PM

**To:** Victoria Danberg

**Cc:** [ikronitz@emc.com](mailto:ikronitz@emc.com) ; Clint Schuckel; Tom Daley; [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov) ; [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov) ; [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov) ; [rbblazar@yahoo.com](mailto:rbblazar@yahoo.com) ; [sean.roche@gmail.com](mailto:sean.roche@gmail.com) ; [peller@gmail.com](mailto:peller@gmail.com) ; [blenson@gmail.com](mailto:blenson@gmail.com) ; [edmurray@verizon.net](mailto:edmurray@verizon.net) ; [ejengelman@gmail.com](mailto:ejengelman@gmail.com) ; [janequinn419@gmail.com](mailto:janequinn419@gmail.com) ; [commave@aol.com](mailto:commave@aol.com) ; [ritabeckman1@gmail.com](mailto:ritabeckman1@gmail.com) ; [paularz@rcn.com](mailto:paularz@rcn.com) ; [n.fleisher@comcast.net](mailto:n.fleisher@comcast.net) ; [Peter.j.howe@comcast.net](mailto:Peter.j.howe@comcast.net) ; [dolson@newtonma.gov](mailto:dolson@newtonma.gov) ; [barrysbergman@yahoo.com](mailto:barrysbergman@yahoo.com) ; [sjwinnay@yahoo.com](mailto:sjwinnay@yahoo.com) ; [luciec@comcast.net](mailto:luciec@comcast.net) ; [markjfield@hotmail.com](mailto:markjfield@hotmail.com) ; [kasdavidson@hotmail.com](mailto:kasdavidson@hotmail.com) ; [tkropf@aol.com](mailto:tkropf@aol.com) ; [RachelSG@aol.com](mailto:RachelSG@aol.com) ; [Edailey@bromsun.com](mailto:Edailey@bromsun.com) ; [jefftarmy@hotmail.com](mailto:jefftarmy@hotmail.com) ; [sweeneei@bc.edu](mailto:sweeneei@bc.edu) ; [diwatsuki@gmail.com](mailto:diwatsuki@gmail.com) ; [downhilman@aol.com](mailto:downhilman@aol.com) ; [danmowrey@comcast.net](mailto:danmowrey@comcast.net) ; [jackmaypole@yahoo.com](mailto:jackmaypole@yahoo.com) ; [joelak@aol.com](mailto:joelak@aol.com) ; [furgang@srbc.com](mailto:furgang@srbc.com) ; [awinone@gmail.com](mailto:awinone@gmail.com)

**Subject:** Re: light at vicinity of Athelstane and Daniel St.

Hi Vicki, et. al,

I received a notice for a traffic council meeting on Thursday, Feb. 17 regarding a "pedestrian hybrid signal and crosswalk on Parker St. in the vicinity of Daniel Street and Athelstane Road"

Is there now a report from the traffic consultant? I'm sure myself and others would like to see it?  
Why is there such vagueness about the location?  
Why isn't it at Daniel and Parker where the present crosswalk is located? Why would it be on the south side of Parker which keeps the Bowen kids from having to cross Daniel or Jackson?  
What is a hybrid light? Does it have a red component?

There was also mention of changes to the island around Bowen School. Is there a drawing of what these changes might be?

Regards,  
Ira.

On 4/27/2010 11:24 PM, Victoria Danberg wrote:  
Ira,

I was under the incorrect impression that the HAWK light turned green before going dark. The website you located describes it as having red-yellow cycles only.

Clint or Tom should be able to answer the question about the location of the light. I have copied them on this email.

Vicki

On Tue, Apr 27, 2010 at 10:05 AM, <[ikronitz@emc.com](mailto:ikronitz@emc.com)> wrote:

Vicki, Tom D., Clint,

Do you know why the newly laid crosswalk (or concrete accessibility (?) section that goes from the street to the sidewalk) on the Daniel side of the street at Daniel and Jackson was ripped up? It seemed to be in its final state, it looked good and was perfectly usable. You have to step into the dirt now to cross. I was wondering if there was any plan to move it, but then I realized that wouldn't make sense because we wouldn't be able to get over to the plowed side of the street and/or the path would be longer.

That made me think of another issue regarding the light. I don't see how it could be moved away from the present crosswalk either north or south of the intersection because in the winter the sidewalks on the east

side of Parker St. (and the south side of Daniel St.) are not plowed. It's pretty difficult for me to get over the mounds on the south east corner at Daniel and Parker St. after the snow plows build it up. Elementary school kids could sink to their shoulders or slide into the street off the mound. I suppose the plowing and the accessibility curbing could be changed, but why?

## Regards,

Ira

Ira Kronitz

EMC Cambridge Software Center

11 Cambridge Center

Cambridge, MA 02142-1405

Ph: 617-679-1115

[kronitz\\_ira@emc.com](mailto:kronitz_ira@emc.com)

**From:** kronitz, ira

**Sent:** Monday, April 26, 2010 1:02 PM

**To:** Victoria Danberg; kronitz, ira

**Cc:** [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov) ; [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov) ; [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov) ; [rblazar@yahoo.com](mailto:rblazar@yahoo.com) ; [sean.roche@gmail.com](mailto:sean.roche@gmail.com) ; [peller@gmail.com](mailto:peller@gmail.com) ; [blenson@gmail.com](mailto:blenson@gmail.com) ; [edmurray@verizon.net](mailto:edmurray@verizon.net) ; [ejengelman@gmail.com](mailto:ejengelman@gmail.com) ; [janequinn419@gmail.com](mailto:janequinn419@gmail.com) ; [commave@aol.com](mailto:commave@aol.com) ; [ritabeckman1@gmail.com](mailto:ritabeckman1@gmail.com) ; [ikronitz@comcast.net](mailto:ikronitz@comcast.net) ; [paularz@rcn.com](mailto:paularz@rcn.com) ; [n.fleisher@comcast.net](mailto:n.fleisher@comcast.net) ; [Peter.j.howe@comcast.net](mailto:Peter.j.howe@comcast.net) ; [dolson@newtonma.gov](mailto:dolson@newtonma.gov) ; [ikronitz@comcast.net](mailto:ikronitz@comcast.net) ; [barrysbergman@yahoo.com](mailto:barrysbergman@yahoo.com) ; [ikronitz@comcast.net](mailto:ikronitz@comcast.net) ; [sjinnay@yahoo.com](mailto:sjinnay@yahoo.com) ; [luciec@comcast.net](mailto:luciec@comcast.net) ; [cschuckel@newtonma.gov](mailto:cschuckel@newtonma.gov) ; [tdaley@newtonma.gov](mailto:tdaley@newtonma.gov) ; [markjfield@hotmail.com](mailto:markjfield@hotmail.com) ; [kasdavidson@hotmail.com](mailto:kasdavidson@hotmail.com) ; [tkropf@aol.com](mailto:tkropf@aol.com) ; [RachelSG@aol.com](mailto:RachelSG@aol.com) ; [Edailey@bromsun.com](mailto:Edailey@bromsun.com) ; [jefftarmy@hotmail.com](mailto:jefftarmy@hotmail.com) ; [commave@aol.com](mailto:commave@aol.com) ; [ejengelman@gmail.com](mailto:ejengelman@gmail.com) ; [sweeneei@bc.edu](mailto:sweeneei@bc.edu) ; [diwatsuki@gmail.com](mailto:diwatsuki@gmail.com) ; [edmurray@verizon.net](mailto:edmurray@verizon.net) ; [janequinn419@gmail.com](mailto:janequinn419@gmail.com) ; [downhilman@aol.com](mailto:downhilman@aol.com) ; [danmowrey@comcast.net](mailto:danmowrey@comcast.net) ; [jackmaypole@yahoo.com](mailto:jackmaypole@yahoo.com) ; [joelak@aol.com](mailto:joelak@aol.com) ; [furgang@srbc.com](mailto:furgang@srbc.com) ; [awinone@gmail.com](mailto:awinone@gmail.com)

**Subject:** Stop light style at Daniel and Parker Streets

Hi Vicki,

I've added some folks that might be interested to the cc list. My apologies if you don't want this email. I'll make every attempt to get you off the thread if you let me know.

If you're unfamiliar with the issue, reading from the bottom up will let you know some of the questions that have come up regarding a stop light that is being designed for the Daniel/Parker St. intersection, or thereabouts. I'm told that it's not yet approved, but the consultant was given the go ahead to do the design back in September, so a decision could be close.

Vicki, your description of the light being a HAWK signal seems to bring up another discrepancy. It was stated (meeting minutes as well) that the light was going to be a red- yellow-green pedestrian activated stop light. I found a couple of different locations on the web that describe a HAWK signal. Yes, it does stay dark when not activated, but both places indicate that it does NOT have a green component (see below). Once activated, it starts as flashing yellow, that goes to a solid red, and then goes to a flashing red – essentially a stop sign. Maybe you can

add this question to the distilled list – re: diversion, location, crossing guard requirement, assessment study, etc. - you said you forwarded to the DPW.

By the way, any quick answers as to the proposed location of the light? Myself and others are very curious as to the logic for possibly moving it away from the present crosswalk which puts kids on the correct side of the street for going to Bowen.

As I've stated, I'm not saying that I'm against a light, I'm just asking questions, some of them the same that were asked 5 months ago when the assessment was said to be complete. It's the contradictions that are troublesome.

In regards to the function of the HAWK signal, this seems to go against the general theories that Sean, Adam and Clint Schuckel brought out during the bumpout debate regarding unnecessary stop signs causing both increased speed further down the road (Parker is already a speedway), diminished effect of all other stop signs around Newton and unnecessary pollution concerns. I realize it's pedestrian activated, but why wouldn't those concerns just indicate that a flashing yellow would be better? Is there some crossover point, where the number of previous accidents and number of pedestrians crossing outweighs those concerns? Does it become a more reasonable thing to do because the state is paying for it, just as Alderman Parker indicated in a traffic council meeting that the bumpout prematurely became a good thing to do because it was to be paid for by mitigation funds?

Other thoughts?

Description of a HAWK light from Safe Routes to School website ( [http://www.saferoutesinfo.org/guide/engineering/traffic\\_signals.cfm](http://www.saferoutesinfo.org/guide/engineering/traffic_signals.cfm) )

To increase pedestrian safety at school crossing locations, the City

of Tucson developed a traffic signal called the HAWK (High-intensity

Activated crossWalk). The HAWK uses traditional traffic and pedestrian signal heads but in a different configuration. It includes a sign instructing motorists to "stop on red" and a "pedestrians" overhead sign. There is also a sign informing pedestrians on how to

cross the street safely.

When not activated, the signal is blanked out. The HAWK signal is

activated by a pedestrian push button. The overhead signal begins

flashing yellow and then solid yellow, advising drivers to prepare to

stop. The signal then displays a solid red and shows the pedestrian a

"Walk" indication. Finally, an alternating flashing red signal indicates that motorists may proceed when safe, after coming to a full stop. The pedestrian is shown a flashing "Don't Walk" with a countdown indicating the time left to cross.

**Regards,**

Ira  
Ira Kronitz

**From:** kronitz, ira  
**Sent:** Monday, April 19, 2010 6:29 PM  
**To:** 'Victoria Danberg'  
**Cc:** [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov) ; [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov) ;  
[cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov) ; [rblazar@yahoo.com](mailto:rblazar@yahoo.com) ; [sean.roche@gmail.com](mailto:sean.roche@gmail.com) ;  
[peller@gmail.com](mailto:peller@gmail.com) ; [blenson@gmail.com](mailto:blenson@gmail.com) ; [edmurray@verizon.net](mailto:edmurray@verizon.net) ;  
[ejengelman@gmail.com](mailto:ejengelman@gmail.com) ; [janequinn419@gmail.com](mailto:janequinn419@gmail.com) ; [commave@aol.com](mailto:commave@aol.com) ;  
[ritabeckman1@gmail.com](mailto:ritabeckman1@gmail.com) ; [ikronitz@comcast.net](mailto:ikronitz@comcast.net) ; ' [paularz@rcn.com](mailto:paularz@rcn.com) ' ;  
[n.fleisher@comcast.net](mailto:n.fleisher@comcast.net) ; [Peter.j.howe@comcast.net](mailto:Peter.j.howe@comcast.net) ; '  
[dolson@newtonma.gov](mailto:dolson@newtonma.gov) ' ; [ikronitz@comcast.net](mailto:ikronitz@comcast.net)  
**Subject:** RE: FW: traffic monitors - Daniel and Parker

Hi Vicki,

Well, if you're not saying the Waverley light is a full HAWK light (as you call it), then your comment about the Daniel/Parker light being dark isn't actually applicable.

Sean also accused me of seeing conspiracies after he changed the BTNA website to deny me access. Of course, this email thread could have ended much earlier if you could just indicate where the light will be located. Where was it when you saw it on the drawing at the traffic council meeting? Does it make sense to you that it would be moved from the current crosswalk?

Regardless of conspiracies, Sean, Adam and yourself were incorrect when it came to who was going to pay for the Daniel/Jackson road configuration changes. I'm suggesting the funding be double checked. And after the initial funding is checked, please determine who will be paying for the maintenance of the light in the years to come. As well as whether it will cost more to maintain a flashing yellow signal as opposed to a HAWK light.

And as far as me being the only one concerned about the traffic light, evidently you didn't read Peter Howe's editorial in the TAB, or Sean's response to it. And you also seem to have forgotten the email thread below from last October, which also went to the traffic council in addition to other concerned neighbors. There were probably also a couple of other notes but I didn't look further.

I don't really mind you accusing me of seeing conspiracies, I actually find it quite amusing. However, I think myself and others would like to see some answers regarding the questions. I actually didn't come up with them myself. If you hold a meeting, and I'm the only one there with questions regarding this traffic light, you will have undoubtedly made your point. I say we should try it.

I'm copying David Olson. If he has a record of the drawing from the traffic council meeting and/or the assessment that was said to be complete, maybe I can come in to see it.

----- Original Message -----

**From:** "Victoria Danberg" <[vdanberg@gmail.com](mailto:vdanberg@gmail.com)>  
**To:** "Jane Quinn" <[janequinn419@gmail.com](mailto:janequinn419@gmail.com)>  
**Cc:** [mkruse@newtonma.gov](mailto:mkruse@newtonma.gov) , [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov) , "David

Koses" < [dkoses@newtonma.gov](mailto:dkoses@newtonma.gov) >,  
[trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov) , "IKronitz Kronitz" <  
[ikronitz@comcast.net](mailto:ikronitz@comcast.net) > , "Paula Rendino" < [paularz@rcn.com](mailto:paularz@rcn.com) > ,  
"Neal Fleisher" < [n.fleisher@comcast.net](mailto:n.fleisher@comcast.net) > ,  
[edmurray@verizon.net](mailto:edmurray@verizon.net)

Sent: Monday, October 5, 2009 12:20:07 AM GMT -05:00

US/Canada Eastern

Subject: Re: Traffic Light

Jane,

There is not a full traffic light planned for Parker and Daniel.

Newton has not installed a single additional full traffic light in at least a decade as they are very costly (\$150,000 plus maintenance).

What you may have mistaken it for is a pedestrian activated traffic signal, which instead of just flashing yellow (cars need not legally stop, but just proceed with caution) will have the capability of having the pedestrians actually stop the traffic, as it has a red light cycle.

Of the 6 pedestrian activated lights we have requested in various locations, the Parker/Daniel location is the only one with that capability, because we can get federal funding for it and it is the more expensive version of this type of light.

I hope this helps.

Vicki

On Sun, Oct 4, 2009 at 2:35 PM, Jane Quinn <  
[janequinn419@gmail.com](mailto:janequinn419@gmail.com) > wrote:

Subject: Re: Traffic Light

Dear Newton Traffic Council,

A full traffic light at Parker/Daniel Street? Yet another project steamrolled into place by the self-appointed traffic experts on Daniel Street, to add to the asphalt wreckage of the last ingenious "calming" (traffic diversion) death trap..... Yet another attempt to "calm" (divert) traffic right around their own homes at the expense of everyone else. Do any of you see a pattern here? We do!

Most residents are not even aware of this yet. A group of us just got wind of it , and I'm shocked it a decision was made so quickly..... Once again, a decision made by people who don't live in the immediate area, with absolutely no discussion or warning

for the community. And once again, decision makers should have made an effort to notify affected people on Parker, Athelstane, southbound Daniel, Walter, Jackson, etc., as now traffic will snarl up particularly in the morning, (as idling cars sit in front of many homes, emitting more pollution) and new dangers at the crosswalk are created. Even a letter would have been a decent measure. I still don't know if the light will only work during school hours and I do understand the concern about this crossing site, but could someone FOR ONCE make an assessment about the problems a sudden, uninformed decision might cause, before secretly and quietly pulling the trigger?? A crossing guard would still be crucial - although we can expect that job won't last due to a strangled city budget - and I'm stunned that a discussion questioning the need for a guard ever took place. As cars gun it for the yellow light, and children will step off the curb in anticipation of a walk light someone could get killed. We need our guard to onto Parker from driveways and side streets as it is.

Why not repaint the crosswalk so it can actually be SEEN by drivers, and how about another pedestrian crossing sign on the other side of it? Couldn't we try this first?

Will somebody please get back to me?

Thanks  
in advance for addressing my issues with this latest traffic development.

Best,

Jane Quinn

--

Victoria Danberg  
Alderman at-Large, Ward 6  
Tel. 617.969.1756  
Fax. 617.969.5648  
Email: [Vdanberg@gmail.com](mailto:Vdanberg@gmail.com)

**Regards,**

Ira

**From:** Victoria Danberg [mailto: [vdanberg@gmail.com](mailto:vdanberg@gmail.com) ]  
**Sent:** Monday, April 19, 2010 5:46 PM  
**To:** kronitz, ira  
**Cc:** [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov) ; [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov) ;  
[cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov) ; [rblazar@yahoo.com](mailto:rblazar@yahoo.com) ; [sean.roche@gmail.com](mailto:sean.roche@gmail.com) ;  
[peller@gmail.com](mailto:peller@gmail.com) ; [blenson@gmail.com](mailto:blenson@gmail.com) ; [edmurray@verizon.net](mailto:edmurray@verizon.net) ;



[ejengelman@gmail.com](mailto:ejengelman@gmail.com) ; [janequinn419@gmail.com](mailto:janequinn419@gmail.com) ; [commave@aol.com](mailto:commave@aol.com) ;  
[ritabeckman1@gmail.com](mailto:ritabeckman1@gmail.com) ; [ikronitz@comcast.net](mailto:ikronitz@comcast.net)

**Subject:** Re: FW: traffic monitors - Daniel and Parker

Hi Ira,

Since we are writing back and forth on a State vacation day, please be aware that I have only made a suggestion that we hold an info meeting with a City traffic person there to answer questions, and do not yet have a confirmation, so let's not plan out the guest list quite yet! I will keep you in the loop on what I hear.

No, I am NOT saying that the light on Waverly is a red-yellow-green! The City would not and could not pay for one! We have the opportunity to get a HAWK light (green-yellow-red) at Parker-Daniel, that other neighborhoods would have jumped at, had it been offered. I find it hard to understand your suspicion that the availability for State money for this light includes some kind of conspiracy? But if a neighborhood meeting will help, I am willing to request one. You should know, however, that the only complaint I have received on this, or its "process" is from you.

"Assessments" on where lights need to go in Newton are usually done by the traffic professionals in the City, who are entirely capable of making these calls. We may have one in writing in the case of Daniel/Parker, as TEC was hired on the State's tab to look into it. I do promise you that no conspiracies are being committed and no one has any need or motivation to hide anything from me, you, or anyone else.

I will keep you posted on any response I receive.

Vicki

On Mon, Apr 19, 2010 at 4:07 PM, < [ikronitz@emc.com](mailto:ikronitz@emc.com) > wrote:

Hi Vicki,

I think a meeting is a great idea. I'm sure everyone appreciates the help, I know I do. Thanks!!

Since this affects folks on both sides of Parker, please be sure to send out as wide a notice as possible. I'm sure the folks copied will help in that.

The light on Waverley was slated to be a flashing yellow pedestrian signal. Are you saying that it's a red-yellow-green light? If it's not, I think we're talking apples and oranges, unless the Parker/Daniel light has become a flashing yellow light.

Sorry if I gave you the wrong impression, but I fully understand that you're not presently on the traffic council. My point was that you approved the design study in September based on a completed assessment. You recently stated that you (and/or David Koses) could not confirm the location of the light because it's still early in the process and the assessment is not complete. That is the contradiction to which I was referring. In the minutes (recopied below) it even indicates that a map was provided showing the location.

Not to belabor the point, but the contradictions are fairly obvious, so I'm assuming there must be a simple explanation.

The assessment is either complete or it's not.

The location of the light is either known or it's not.

That drawing either showed the light at the corner or it didn't.

If the light is not at the same corner as it is today there must be some interesting supporting data to indicate why you'd want Bowen kids to cross an additional intersection before they get to school. Especially off hours when they may be going to the park without an adult.

From below...

**The assessment has been completed and TEC made a recommendation for a pedestrian activated signal at Daniel and Parker Streets. Mr. Koses provided a map to Council members which showed the proposed location of where the signal is to be installed.**

Minutes of the traffic council meeting.

#### **DISCUSSION ITEM**

DAVID KOSES, requesting conceptual discussion of pedestrian signals to be installed as part of the "Safe Routes to School Program" to be paid for entirely through federal safe routes to school infrastructure funding.

**NOTE:** Mr. Koses stated this discussion is from a meeting that Mr. Schuckel and Mr. Koses attended with Kevin Dandrade, consultant from TEC. TEC was hired by the state to complete engineering work associated with safe routes to school infrastructure assessments. TEC

makes recommendations for improvements, which are 100% funded by the state to encourage children to walk to school.

In Newton, the only school that has been selected for this infrastructure assessment is the Bowen School. The assessment has been completed and TEC made a recommendation for a pedestrian activated signal at Daniel and Parker Streets. Mr. Koses provided a map to Council members which showed the proposed location of where the signal is to be installed.

Mr. Dandrade requested that the City of Newton show a sign of support for the signal in order for them to move forward with the associated design work. Ald. Danberg and Sgt. Norcross asked for clarification if this funding is for a pedestrian activated signal or a warning signal. Mr. Schuckel stated the TRAFFIC COUNCIL REPORT Monday, September 14, 2009 Page 4

difference in cost for the two signal options is that the control box is more complicated and more wiring is involved. In a warning signal style, the light flashes on and off for a certain amount of time. The full signal has a red, yellow, and green. Due to vehicular speed and volume on Parker Street, Mr. Schuckel supports the full crossing signal.

Sgt. Norcross stated that the Police Department make an assessment to determine if the crossing guard would need to remain at this location once this light is installed. Sgt. Norcross thinks that the crossing guard should remain since it is a busy street. Ald. Danberg moved to vote in support of TEC's recommendation for the design of a pedestrian activated full traffic signal at Daniel and Parker Streets and the Committee voted in favor 4-0.

Respectfully Submitted,

David Koses, Traffic Council Chair

**Danielle Delaney**

---

From: "David Koses" <dkoses@newtonma.gov>  
To: ddelaney@newtonma.gov  
Date sent: Wed, 16 Feb 2011 15:44:50 -0500  
Subject: Re: (Fwd) Letter for Traffic Council: light at vicinity of Athels  
Priority: normal

Dear Mr. Koses and other members of the Traffic Council:

I am writing on behalf of the Newton Safe Routes to School Task Force in support of the proposed pedestrian crossing light on Parker near Daniel Street. The recommendation for this light is the result of an extensive study by done by the Mass DOT Safe Routes to School Infrastructure Program. The light will provide a much safer crossing of Parker Street for the many students that need to traverse Parker to get to Bowen, Oak Hill, Brown and South. There have been 8 students hit on their way to/from school this year, including along this section of Parker.

We applaud the city for its recent efforts to improve the safety of pedestrians, especially those efforts focused on creating safer crossings at our many busy streets in Newton. The crossing lights on Waverly have made the crossing of this very busy street easier and safer without impacting traffic flow. Our understanding is HAWK light being proposed for this crossing is even better.

On a personal note, my two elementary aged children need to cross Centre St. at Gibbs to get to school. Luckily there is both a light and a guard at this location. The light provides the necessary visual reminder to STOP that is necessary for the fast moving, focused morning commuters. Without the light, I doubt the traffic would ever stop. My few experiences with crossing Parker Street, have been poor and the light is long overdue.

We are excited to see this recommendation implemented.

Alicia Bowman  
Mason-Rice/Bigelow Middle School  
Safe Routes to School

On 16 Feb 2011 at 15:22, Danielle Delaney wrote:

Hello

The bottom of her email is missing. Please resend.

Danielle

On 16 Feb 2011 at 15:17, David Koses wrote:

From: **"David Koses" <dkoses@newtonma.gov>**  
 To: **"Traffic Council Dist List" <trafficcouncil@newtonma.gov>**  
 Subject: **(Fwd) Letter for Traffic Council: light at vicinity of Athels**  
 Date sent: **Wed, 16 Feb 2011 15:17:57 -0500**

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

From: "alicia bowman" <alicia.bowman@comcast.net>  
 To: "David Koses" <dkoses@newtonma.gov>  
 Copies to: <srtsnewton@googlegroups.com>  
 Subject: Letter for Traffic Council: light at vicinity of Athelstane and Daniel St.  
 Date sent: Wed, 16 Feb 2011 14:09:39 -0500  
 Send reply to: srtsnewton@googlegroups.com

Dear Mr. Koses and other members of the Traffic Council:

I am writing on behalf of the Newton Safe Routes to School Task Force in support of the proposed pedestrian crossing light on Parker near Daniel Street. The recommendation for this light is the result of an extensive study by done by the Mass DOT Safe Routes to School Infrastructure Program. The light will provide a much safer crossing of Parker Street for the many students that need to traverse Parker to get to Bowen, Oak Hill, Brown and South. There have been 8 students hit on their way to/from school this year, including along this section of Parker.

We applaud the city for its recent efforts to improve the safety of pedestrians, especially those efforts focused on creating safer crossings at our many busy streets in Newton. The crossing lights on Waverly have made the crossing of this very busy street easier and safer without impacting traffic flow. Our understanding is HAWK light being proposed for this crossing is even better.

On a personal note, my two elementary aged children need to cross Centre St. at Gibbs to get to school. Luckily there is both a light and a guard at this location. The light provides the necessary visual reminder to STOP that is necessary for the fast moving, focused morning commuters. Without the light, I doubt the

--

You received this message because you are subscribed to the Google Groups "Newton Safe Routes Task Force" group.

To post to this group, send email to srtsnewton@googlegroups.com.

To unsubscribe from this group, send email to srtsnewton+unsubscribe@googlegroups.com.

For more options, visit this group at <http://groups.google.com/group/srtsnewton?hl=en>.

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

Danielle Delaney  
 Committee Clerk  
 Board of Aldermen  
 617-796-1211  
 ddelaney@newtonma.gov  
 David G. Koses, AICP  
 Transportation Planner

City of Newton  
617-796-1133  
617-796-1142 fax

**Danielle Delaney**

---

To: **ddelaney@newtonma.gov**  
Subject: **(Fwd) RE: light at vicinity of Athelstane and Daniel St.**  
Date sent: **Mon, 07 Feb 2011 08:55:59**

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

From: **"lucie" <luciec@comcast.net>**  
To: **"Traffic Council Dist List" <trafficcouncil@newtonma.gov>**  
Subject: **RE: light at vicinity of Athelstane and Daniel St.**  
Date sent: **Sat, 5 Feb 2011 14:15:15 -0500**

<http://www.ci.newton.ma.us/Aldermen/Traffic/2011/01-27-11Traffic%20Council%20Agenda.pdf>

A copy of the relevant portion of the agenda for 1/27/11

I cannot find the 2/17/11 agenda posted

Lucie Chansky

**ITEMS NOT SCHEDULED FOR DISCUSSION:**

TC42-10 DAVID KOSES, on behalf of the Newton Safe Routes to School Task Force,  
requesti

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

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

**Danielle Delaney**

---

To: **ddelaney@newtonma.gov**  
 Subject: **(Fwd) Re: light at vicinity of Athelstane and Daniel St.**  
 Date sent: **Mon, 07 Feb 2011 09:01:46**

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

From: **Victoria Danberg <vdanberg@gmail.com>**  
 To: **"Traffic Council Dist List" <trafficcouncil@newtonma.gov>**  
 Subject: **Re: light at vicinity of Athelstane and Daniel St.**  
 Date sent: **Sat, 5 Feb 2011 21:46:16 -0500**

Hi Ira, Our packet of reports and agendas for Feb 4-11 is a couple of inches thick, and we will not receive our full packet of info for the until Friday the 11th. Jim Danila sent the info I sent you to us in advance via email, but I am sure more will be coming in on the 11th (for the meeting on the 17th), which will surely include info on the light you reference. We have not received it yet, however.

I will send on to you anything else I receive.

Vicki

On Sat, Feb 5, 2011 at 2:25 PM, IKronitz <[ikronitz@comcast.net](mailto:ikronitz@comcast.net)> wrote:

Interesting. I didn't look online, though, I received a letter in the mail. I suppose I'm close enough to the intersection.

It's definitely scheduled for discussion. It's in the 8:00 pm or LATER paragraph, and TC41-10 is listed first.

Regards,  
 Ira.

On 2/5/2011 2:15 PM, lucie wrote:

<http://www.ci.newton.ma.us/Aldermen/Traffic/2011/01-27-11Traffic%20Council%20Agenda.pdf>

A copy of the relevant portion of the agenda for 1/27/11

I cannot find the 2/17/11 agenda posted

Lucie Chansky

**ITEMS NOT SCHEDULED FOR DISCUSSION:**

TC42-10 DAVID KOSES, on behalf of the Newton Safe Routes to School Task Force, requesting installation of a pedestrian hybrid signal and crosswalk on Parker Street in the vicinity of Daniel Street and Athelstane Road, to be paid for through Mass DOT'Safe Routes to School Infrastructure Program. (Ward 6) [12/23/10 @ 9:10 AM]

TC41-10 DAVID KOSES, on behalf of the Newton Safe Routes to School Task Force,



requesting parking restrictions on both sides of Cypress Street, in the vicinity of 280 Cypress Street, in association with modifications to the island and related infrastructure changes near the school entrance, to be paid for through Mass DOT'S Safe Routes to School Infrastructure Program. (Ward 6) [12/23/10 @ 9:10 AM]  
TC40-10

**From:** IKronitz [<mailto:ikronitz@comcast.net>]

**Sent:** Saturday, February 05, 2011 1:32 PM

**To:** Victoria Danberg

**Cc:** [ikronitz@emc.com](mailto:ikronitz@emc.com); Clint Schuckel; Tom Daley; [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov); [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov); [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov); [rblazar@yahoo.com](mailto:rblazar@yahoo.com); [sean.roche@gmail.com](mailto:sean.roche@gmail.com); [peller@gmail.com](mailto:peller@gmail.com); [blenson@gmail.com](mailto:blenson@gmail.com); [edmurray@verizon.net](mailto:edmurray@verizon.net); [ejengelman@gmail.com](mailto:ejengelman@gmail.com); [janequinn419@gmail.com](mailto:janequinn419@gmail.com); [commave@aol.com](mailto:commave@aol.com); [ritabeckman1@gmail.com](mailto:ritabeckman1@gmail.com); [paularz@rcn.com](mailto:paularz@rcn.com); [n.fleisher@comcast.net](mailto:n.fleisher@comcast.net); [Peter.j.howe@comcast.net](mailto:Peter.j.howe@comcast.net); [dolson@newtonma.gov](mailto:dolson@newtonma.gov); [barrysbergman@yahoo.com](mailto:barrysbergman@yahoo.com); [sjinnay@yahoo.com](mailto:sjinnay@yahoo.com); [luciec@comcast.net](mailto:luciec@comcast.net); [markjfield@hotmail.com](mailto:markjfield@hotmail.com); [kasdavidson@hotmail.com](mailto:kasdavidson@hotmail.com); [tkropf@aol.com](mailto:tkropf@aol.com); [RachelSG@aol.com](mailto:RachelSG@aol.com); [Edailey@bromsun.com](mailto:Edailey@bromsun.com); [jefftarmy@hotmail.com](mailto:jefftarmy@hotmail.com); [sweeneei@bc.edu](mailto:sweeneei@bc.edu); [diwatsuki@gmail.com](mailto:diwatsuki@gmail.com); [downhilman@aol.com](mailto:downhilman@aol.com); [danmowrey@comcast.net](mailto:danmowrey@comcast.net); [jackmaypole@yahoo.com](mailto:jackmaypole@yahoo.com); [joelak@aol.com](mailto:joelak@aol.com); [furgang@srbc.com](mailto:furgang@srbc.com); [awinone@gmail.com](mailto:awinone@gmail.com)

**Subject:** Re: light at vicinity of Athelstane and Daniel St.

Hi Vicki, et. al,

I received a notice for a traffic council meeting on Thursday, Feb. 17 regarding a "pedestrian hybrid signal and crosswalk on Parker St. in the vicinity of Daniel Street and Athelstane Road"

Is there now a report from the traffic consultant? I'm sure myself and others would like to see it?

Why is there such vagueness about the location?

Why isn't it at Daniel and Parker where the present crosswalk is located? Why would it be on the south side of Parker which keeps the Bowen kids from having to cross Daniel or Jackson?

What is a hybrid light? Does it have a red component?

There was also mention of changes to the island around Bowen School. Is there a drawing of what these changes might be?

Regards,

Ira.

On 4/27/2010 11:24 PM, Victoria Danberg wrote:

Ira,

I was under the incorrect impression that the HAWK light turned green before going dark. The website you located describes it as having red-yellow cycles only.

Clint or Tom should be able to answer the question about the location of the light. I have copied them on this email.

Vicki

On Tue, Apr 27, 2010 at 10:05 AM, <[ikronitz@emc.com](mailto:ikronitz@emc.com)> wrote:

Vicki, Tom D., Clint,

Do you know why the newly laid crosswalk (or concrete accessibility (?) section that goes from the street to the sidewalk) on the Daniel side of the street at Daniel and Jackson was ripped up? It seemed to be in its final state, it looked good and was perfectly usable. You have to step into the dirt now to cross. I was wondering if there was any plan to move it, but then I realized that wouldn't make sense because we wouldn't be able to get over to the plowed side of the street and/or the path would be longer.

That made me think of another issue regarding the light. I don't see how it could be moved away from the present crosswalk either north or south of the intersection because in the winter the sidewalks on the east side of Parker St. (and the south side of Daniel St.) are not plowed. It's pretty difficult for me to get over the mounds on the south east corner at Daniel and Parker St. after the snow plows build it up. Elementary school kids could sink to their shoulders or slide into the street off the mound. I suppose the plowing and the accessibility curbing could be changed, but why?

**Regards,**

**Ira**

Ira Kronitz  
EMC Cambridge Software Center  
11 Cambridge Center  
Cambridge, MA 02142-1405  
Ph: [617-679-1115](tel:617-679-1115)  
[kronitz\\_ira@emc.com](mailto:kronitz_ira@emc.com)

**From:** kronitz, ira

**Sent:** Monday, April 26, 2010 1:02 PM

**To:** Victoria Danberg; kronitz, ira

**Cc:** [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov); [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov); [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov); [rblazar@yahoo.com](mailto:rblazar@yahoo.com); [sean.roche@gmail.com](mailto:sean.roche@gmail.com); [peller@gmail.com](mailto:peller@gmail.com); [blenson@gmail.com](mailto:blenson@gmail.com); [edmurray@verizon.net](mailto:edmurray@verizon.net); [ejengelman@gmail.com](mailto:ejengelman@gmail.com); [janequinn419@gmail.com](mailto:janequinn419@gmail.com); [commave@aol.com](mailto:commave@aol.com); [ritabeckman1@gmail.com](mailto:ritabeckman1@gmail.com); [ikronitz@comcast.net](mailto:ikronitz@comcast.net); [paularz@rcn.com](mailto:paularz@rcn.com); [n.fleisher@comcast.net](mailto:n.fleisher@comcast.net); [Peter.j.howe@comcast.net](mailto:Peter.j.howe@comcast.net); [dolson@newtonma.gov](mailto:dolson@newtonma.gov); [ikronitz@comcast.net](mailto:ikronitz@comcast.net); [barrysbergman@yahoo.com](mailto:barrysbergman@yahoo.com); [ikronitz@comcast.net](mailto:ikronitz@comcast.net); [sjwinnay@yahoo.com](mailto:sjwinnay@yahoo.com); [luciec@comcast.net](mailto:luciec@comcast.net); [cschuckel@newtonma.gov](mailto:cschuckel@newtonma.gov); [tdaley@newtonma.gov](mailto:tdaley@newtonma.gov); [markjfield@hotmail.com](mailto:markjfield@hotmail.com); [kasdavidson@hotmail.com](mailto:kasdavidson@hotmail.com); [tkropf@aol.com](mailto:tkropf@aol.com); [RachelSG@aol.com](mailto:RachelSG@aol.com); [Edailey@bromsun.com](mailto:Edailey@bromsun.com); [jefftarmy@hotmail.com](mailto:jefftarmy@hotmail.com); [commave@aol.com](mailto:commave@aol.com); [ejengelman@gmail.com](mailto:ejengelman@gmail.com); [sweeneei@bc.edu](mailto:sweeneei@bc.edu); [diwatsuki@gmail.com](mailto:diwatsuki@gmail.com); [edmurray@verizon.net](mailto:edmurray@verizon.net); [janequinn419@gmail.com](mailto:janequinn419@gmail.com); [downhilman@aol.com](mailto:downhilman@aol.com); [danmowrey@comcast.net](mailto:danmowrey@comcast.net); [jackmaypole@yahoo.com](mailto:jackmaypole@yahoo.com); [joelak@aol.com](mailto:joelak@aol.com); [furgang@srbc.com](mailto:furgang@srbc.com); [awinone@gmail.com](mailto:awinone@gmail.com)

**Subject:** Stop light style at Daniel and Parker Streets

Hi Vicki,

I've added some folks that might be interested to the cc list. My apologies if you don't want this email. I'll make every attempt to get you off the thread if you let me know.

If you're unfamiliar with the issue, reading from the bottom up will let you know some of the questions that have come up regarding a stop light that is being designed for the Daniel/Parker St. intersection, or thereabouts. I'm told that it's not yet approved, but the consultant was given the go ahead to do the design back in September, so a decision could be close.

Vicki, your description of the light being a HAWK signal seems to bring up another discrepancy. It was stated (meeting minutes as well) that the light was going to be a red-yellow-green pedestrian activated stop light. I found a couple of different locations on the web that describe a HAWK signal. Yes, it does stay dark when not activated, but both places indicate that it does NOT have a green component (see below). Once activated, it starts as flashing yellow, that goes to a solid red, and then goes to a flashing red – essentially a stop sign. Maybe you can add this question to the distilled list – re: diversion, location, crossing guard requirement, assessment study, etc. - you said you forwarded to the DPW.

By the way, any quick answers as to the proposed location of the light? Myself and others are very curious as to the logic for possibly moving it away from the present crosswalk which puts kids on the correct side of the street for going to Bowen.

As I've stated, I'm not saying that I'm against a light, I'm just asking questions, some of them the same that were asked 5 months ago when the assessment was said to be complete. It's the contradictions that are troublesome.

In regards to the function of the HAWK signal, this seems to go against the general theories that Sean, Adam and Clint Schuckel brought out during the bumpout debate regarding unnecessary stop signs causing both increased speed further down the road (Parker is already a speedway), diminished effect of all other stop signs around Newton and unnecessary pollution concerns. I realize it's pedestrian activated, but why wouldn't those concerns just indicate that a flashing yellow would be better? Is there some crossover point, where the number of previous accidents and number of pedestrians crossing outweighs those concerns? Does it become a more reasonable thing to do because the state is paying for it, just as Alderman Parker indicated in a traffic council meeting that the bumpout prematurely became a good thing to do because it was to be paid for by mitigation funds?

Other thoughts?

Description of a HAWK light from Safe Routes to School website ( [http://www.saferoutesinfo.org/guide/engineering/traffic\\_signals.cfm](http://www.saferoutesinfo.org/guide/engineering/traffic_signals.cfm) )

To increase pedestrian safety at school crossing locations, the City of Tucson developed a traffic signal called the HAWK (High-intensity Activated crossWalk). The HAWK uses traditional traffic and pedestrian signal heads but in a different configuration. It includes a sign instructing motorists to "stop on red" and a "pedestrians" overhead sign. There is also a sign informing pedestrians on how to cross the street safely.

When not activated, the signal is blanked out. The HAWK signal is activated by a pedestrian push button. The overhead signal begins flashing yellow and then solid yellow, advising drivers to prepare to stop. The signal then displays a solid red and shows the pedestrian a "Walk" indication. Finally, an alternating flashing red signal indicates that motorists may proceed when safe, after coming to a full stop. The pedestrian is shown a flashing "Don't Walk" with a countdown indicating the time left to cross.

Regards,

Ira

Ira Kronitz

**From:** kronitz, ira

**Sent:** Monday, April 19, 2010 6:29 PM

**To:** 'Victoria Danberg'

**Cc:** [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov); [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov); [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov); [rbbblazar@yahoo.com](mailto:rbbblazar@yahoo.com); [sean.roche@gmail.com](mailto:sean.roche@gmail.com); [peller@gmail.com](mailto:peller@gmail.com); [blenson@gmail.com](mailto:blenson@gmail.com); [edmurray@verizon.net](mailto:edmurray@verizon.net); [ejengelman@gmail.com](mailto:ejengelman@gmail.com); [janequinn419@gmail.com](mailto:janequinn419@gmail.com); [commave@aol.com](mailto:commave@aol.com); [ritabeckman1@gmail.com](mailto:ritabeckman1@gmail.com); [ikronitz@comcast.net](mailto:ikronitz@comcast.net); 'paularz@rcn.com'; 'n.fleisher@comcast.net'; [Peter.j.howe@comcast.net](mailto:Peter.j.howe@comcast.net); [dolson@newtonma.gov](mailto:dolson@newtonma.gov); [ikronitz@comcast.net](mailto:ikronitz@comcast.net)

**Subject:** RE: FW: traffic monitors - Daniel and Parker

Hi Vicki,

Well, if you're not saying the Waverley light is a full HAWK light (as you call it), then your comment about the Daniel/Parker light being dark isn't actually applicable.

Sean also accused me of seeing conspiracies after he changed the BTNA website to deny me access. Of course, this email thread could have ended much earlier if you could just indicate where the light will be located. Where was it when you saw it on the drawing at the traffic council meeting? Does it make sense to you that it would be moved from the current crosswalk?

Regardless of conspiracies, Sean, Adam and yourself were incorrect when it came to who was going to pay for the Daniel/Jackson road configuration changes. I'm suggesting the funding be double checked. And after the initial funding is checked, please determine who will be paying for the maintenance of the light in the years to come. As well as whether it will cost more to maintain a flashing yellow signal as opposed to a HAWK light.

And as far as me being the only one concerned about the traffic light, evidently you didn't read Peter Howe's editorial in the TAB, or Sean's response to it. And you also seem to have forgotten the email thread below from last October, which also went to the traffic council in addition to other concerned neighbors. There were probably also a couple of other notes but I didn't look further.

I don't really mind you accusing me of seeing conspiracies, I actually find it quite amusing.

However, I think myself and others would like to see some answers regarding the questions. I actually didn't come up with them myself. If you hold a meeting, and I'm the only one there with questions regarding this traffic light, you will have undoubtedly made your point. I say we should try it.

I'm copying David Olson. If he has a record of the drawing from the traffic council meeting and/or the assessment that was said to be complete, maybe I can come in to see it.

----- Original Message -----

From: "Victoria Danberg" <[vdanberg@gmail.com](mailto:vdanberg@gmail.com)>

To: "Jane Quinn" <[janequinn419@gmail.com](mailto:janequinn419@gmail.com)>

Cc: [mkruse@newtonma.gov](mailto:mkruse@newtonma.gov), [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov), "David Koses" <[dkoses@newtonma.gov](mailto:dkoses@newtonma.gov)>, [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov), "IKronitz Kronitz" <[ikronitz@comcast.net](mailto:ikronitz@comcast.net)>, "Paula Rendino" <[paularz@rcn.com](mailto:paularz@rcn.com)>, "Neal Fleisher" <[n.fleisher@comcast.net](mailto:n.fleisher@comcast.net)>, [edmurray@verizon.net](mailto:edmurray@verizon.net)

Sent: Monday, October 5, 2009 12:20:07 AM GMT -05:00 US/Canada Eastern

Subject: Re: Traffic Light

Jane,

There is not a full traffic light planned for Parker and Daniel. Newton has not installed a single additional full traffic light in at least a decade as they are very costly (\$150,000 plus maintenance).

What you may have mistaken it for is a pedestrian activated traffic signal, which instead of just flashing yellow (cars need not legally stop, but just proceed with caution) will have the capability of having the pedestrians actually stop the traffic, as it has a red light cycle.

Of the 6 pedestrian activated lights we have requested in various locations, the Parker/Daniel location is the only one with that capability, because we can get federal funding for it and it is the more expensive version of this type of light.

I hope this helps.

Vicki

On Sun, Oct 4, 2009 at 2:35 PM, Jane Quinn <[janequinn419@gmail.com](mailto:janequinn419@gmail.com)> wrote:

**Subject: Re: Traffic Light**

Dear Newton Traffic Council,

A full traffic light at Parker/Daniel Street? Yet another project steamrolled into place by the self-appointed traffic experts on Daniel Street, to add to the asphalt wreckage of the last ingenious "calming" (traffic diversion) death trap..... Yet another attempt to "calm" (divert) traffic right around their own homes at the expense of everyone else. Do any of you see a pattern here? We do!

Most residents are not even aware of this yet. A group of us just got wind of it, and I'm shocked it a decision was made so quickly..... Once again, a decision made by people who don't live in the immediate area, with absolutely no discussion or warning for the community. And once again, decision makers should have made an effort to notify affected people on Parker, Athelstane, southbound Daniel, Walter, Jackson, etc., as now traffic will snarl up particularly in the morning, (as idling cars sit in front of many homes, emitting more pollution) and new dangers at the crosswalk are created. Even a letter would have been a decent measure. I still don't know if the light will only work during school hours and I do understand the concern about this crossing site, but could someone FOR ONCE make an assessment about the problems a sudden, uninformed decision might cause, before secretly and quietly pulling the trigger?? A crossing guard would still be crucial - although we can expect that job won't last due to a strangled city budget - and I'm stunned that a discussion questioning the need for a guard ever took place. As cars gun it for the yellow light, and children will step off the curb in anticipation of a walk light someone could get killed. We need our guard to onto Parker from driveways and side streets as it is.

Why not repaint the crosswalk so it can actually be SEEN by drivers, and how about another pedestrian

crossing sign on the other side of it? Couldn't we try this first?

Will somebody please get back to me?

Thanks in advance for addressing my issues with this latest traffic development.

Best,  
Jane Quinn

--

Victoria Danberg  
Alderman at-Large, Ward 6  
Tel. [617.969.1756](tel:617.969.1756)  
Fax. [617.969.5648](tel:617.969.5648)  
Email: [Vdanberg@gmail.com](mailto:Vdanberg@gmail.com)

Regards,  
Ira

**From:** Victoria Danberg [mailto:[vdanberg@gmail.com](mailto:vdanberg@gmail.com)]  
**Sent:** Monday, April 19, 2010 5:46 PM  
**To:** kronitz, ira  
**Cc:** [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov); [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov); [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov); [rbblazar@yahoo.com](mailto:rbblazar@yahoo.com); [sean.roche@gmail.com](mailto:sean.roche@gmail.com); [peller@gmail.com](mailto:peller@gmail.com); [blenson@gmail.com](mailto:blenson@gmail.com); [edmurray@verizon.net](mailto:edmurray@verizon.net); [ejengelman@gmail.com](mailto:ejengelman@gmail.com); [janequinn419@gmail.com](mailto:janequinn419@gmail.com); [commave@aol.com](mailto:commave@aol.com); [ritabeckman1@gmail.com](mailto:ritabeckman1@gmail.com); [ikronitz@comcast.net](mailto:ikronitz@comcast.net)  
**Subject:** Re: FW: traffic monitors - Daniel and Parker

Hi Ira,

Since we are writing back and forth on a State vacation day, please be aware that I have only made a suggestion that we hold an info meeting with a City traffic person there to answer questions, and do not yet have a confirmation, so let's not plan out the guest list quite yet! I will keep you in the loop on what I hear.

No, I am NOT saying that the light on Waverly is a red-yellow-green! The City would not and could not pay for one! We have the opportunity to get a HAWK light (green-yellow-red) at Parker-Daniel, that other neighborhoods would have jumped at, had it been offered. I find it hard to understand your suspicion that the availability for State money for this light includes some kind of conspiracy? But if a neighborhood meeting will help, I am willing to request one. You should know, however, that the only complaint I have received on this, or its "process" is from you.

"Assessments" on where lights need to go in Newton are usually done by the traffic professionals in the City, who are entirely capable of making these calls. We may have one in writing in the case of Daniel/Parker, as TEC was hired on the State's tab to look into it. I do promise you that no conspiracies

are being committed and no one has any need or motivation to hide anything from me, you, or anyone else.

I will keep you posted on any response I receive.

Vicki

On Mon, Apr 19, 2010 at 4:07 PM, <[kronitz@emc.com](mailto:kronitz@emc.com)> wrote:

Hi Vicki,

I think a meeting is a great idea. I'm sure everyone appreciates the help, I know I do. Thanks!! Since this affects folks on both sides of Parker, please be sure to send out as wide a notice as possible. I'm sure the folks copied will help in that.

The light on Waverley was slated to be a flashing yellow pedestrian signal. Are you saying that it's a red-yellow-green light? If it's not, I think we're talking apples and oranges, unless the Parker/Daniel light has become a flashing yellow light.

Sorry if I gave you the wrong impression, but I fully understand that you're not presently on the traffic council. My point was that you approved the design study in September based on a completed assessment. You recently stated that you (and/or David Koses) could not confirm the location of the light because it's still early in the process and the assessment is not complete. That is the contradiction to which I was referring. In the minutes (recopied below) it even indicates that a map was provided showing the location.

Not to belabor the point, but the contradictions are fairly obvious, so I'm assuming there must be a simple explanation.

The assessment is either complete or it's not.

The location of the light is either known or it's not.

That drawing either showed the light at the corner or it didn't.

If the light is not at the same corner as it is today there must be some interesting supporting data to indicate why you'd want Bowen kids to cross an additional intersection before they get to school. Especially off hours when they may be going to the park without an adult.

From below...

**The assessment has been completed and TEC made a recommendation for a pedestrian activated signal at Daniel and Parker Streets. Mr. Koses provided a map to Council members which showed the proposed location of where the signal is to be installed.**

Minutes of the traffic council meeting.

**DISCUSSION ITEM**

DAVID KOSES, requesting conceptual discussion of pedestrian signals to be installed as part of the "Safe Routes to School Program" to be paid for entirely through federal safe routes to school infrastructure funding.

**NOTE:** Mr. Koses stated this discussion is from a meeting that Mr. Schuckel and Mr. Koses attended with Kevin Dandrade, consultant from TEC. TEC was hired by the state to complete engineering work associated with safe routes to school infrastructure assessments. TEC makes recommendations for improvements, which are 100% funded by the state to encourage children to walk to school.

In Newton, the only school that has been selected for this infrastructure assessment is the Bowen School. The assessment has been completed and TEC made a recommendation for a pedestrian activated signal at Daniel and Parker Streets. Mr. Koses provided a map to Council members which showed the proposed location of where the signal is to be installed.

Mr. Dandrade requested that the City of Newton show a sign of support for the signal in order for them to move forward with the associated design work. Ald. Danberg and Sgt. Norcross asked for clarification if this funding is for a pedestrian activated signal or a warning signal. Mr. Schuckel stated the TRAFFIC COUNCIL REPORT Monday, September 14, 2009 Page 4

difference in cost for the two signal options is that the control box is more complicated and more wiring is involved. In a warning signal style, the light flashes on and off for a certain amount of time. The full signal has a red, yellow, and green. Due to vehicular speed and volume on Parker Street, Mr. Schuckel supports the full crossing signal.

Sgt. Norcross stated that the Police Department make an assessment to determine if the crossing guard would need to remain at this location once this light is installed. Sgt. Norcross thinks that the crossing guard should remain since it is a busy street. Ald. Danberg moved to vote in support of TEC's recommendation for the design of a pedestrian activated full traffic signal at Daniel and Parker Streets and the Committee voted in favor 4-0.

Respectfully Submitted,

David Koses, Traffic Council Chair

Regards,

Ira

Ira Kronitz

**From:** Victoria Danberg [mailto:[vdanberg@gmail.com](mailto:vdanberg@gmail.com)]

**Sent:** Monday, April 19, 2010 2:51 PM

**To:** kronitz, ira

**Cc:** [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov); [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov); [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov); [rblblazar@yahoo.com](mailto:rblblazar@yahoo.com); [sean.roche@gmail.com](mailto:sean.roche@gmail.com); [peller@gmail.com](mailto:peller@gmail.com); [blenson@gmail.com](mailto:blenson@gmail.com); [edmurray@verizon.net](mailto:edmurray@verizon.net); [ejengelman@gmail.com](mailto:ejengelman@gmail.com); [janequinn419@gmail.com](mailto:janequinn419@gmail.com); [commave@aol.com](mailto:commave@aol.com); [ritabeckman1@gmail.com](mailto:ritabeckman1@gmail.com); [ikronitz@comcast.net](mailto:ikronitz@comcast.net)



**Subject:** Re: FW: traffic monitors - Daniel and Parker

Ira,

I distilled out what I saw as the main issues in your letter and await an answer to my questions from Clint, Jim Danila and David Koses. As I mentioned in that forward, I no longer sit on Traffic Council, but am of course especially concerned with this light as it would be located in Ward 6. I am happy to hold an informational meeting on this light as I am sure it would be helpful in answering any questions and addressing neighborhood concerns.

Regarding your previous question about whether the light is lit at all times, I checked the light recently installed on Waverly and it is in the "dormant" (light off) position when not activated. You may want to go take a look at it yourself. Any other questions anyone might have can be answered by Clint, Jim or David at the meeting I have requested. Which of them will come will be determined by their schedules.

Vicki

On Mon, Apr 19, 2010 at 12:17 PM, <[ikronitz@emc.com](mailto:ikronitz@emc.com)> wrote:

Just an FYI, a number of people who asked me to keep them informed about this have been blind copied since they didn't want to be on an extended email trail. If they change their minds, they can respond and a reply all will put them on the list.

I went back to check on this, and as part of the minutes of the traffic council meeting on Sept 14, 2009, it clearly states that the assessment has been completed. It seems strange that after 6 months there is still no report from it, as well as some folks saying that it's too early to answer questions and still not complete. The minutes certainly implied the completed report is what prompted Alderman Danberg to vote in favor of going ahead with the design. Emails to the traffic council imply that Adam Peller has been working on this for awhile and kept Vicki and Sean in the loop. (See email from Adam appended below). I'd bet that other emails to the Bowen Safe Routes to School group, show additional involvement as well as some answers but Sean denied me (maybe others as well) access to that group. My daughter is a middle schooler, who uses that intersection and a warning light may be a great thing to do. But people have some questions and it seems odd that the reason they are not being answered conflicts with previous statements. If it's the right thing to do, everyone would endorse it. I don't understand why it's not being advertised. Although Sean implied it, there is no additional information in Bowenotes.

Vicki,

I realize you said that the neighborhood would have input when the traffic council holds a hearing, but with all these questions (Bob Lenson's list below as well), and the assessment being complete, it seems as if there should be a bit more transparency. Sean noted Peter Howe's concern and stated it's early in the process (back in October 2009). It no longer appears to be nearly as early as it was.

-----  
From Newton Streets and Sidewalks blog entry on October 20th:

Peter Howe has a letter in the most recent TAB (10/4/09) expressing concern about the apparent lack of process concerning the installation of a pedestrian-activated signal at the crosswalk at Parker and Daniel Streets. (I couldn't find the letter online.) While I happen to think that some sort of signal probably makes sense at this location, Peter's process concerns are legitimate. There ought to be a full public opportunity to allow neighbors and others potentially affected to hear the rationale for a signal, the pros and the cons, and offer their input. As with any other traffic change, there are going to be secondary consequences to consider (some of which may even be positive).

-----

It seems as if someone must have seen this assessment. The idea that all this work in the background has been going on, but will not come to light until a single traffic council meeting where the final decision will be made does not seem correct. And even if a single meeting has to be the case, if the assessment was completed, as stated, why can't the questions be answered? Where is it going to be placed, why should it be a green-yellow-red signal, what about the backup to Rte 9, what guarantees do we have the crossing guard will remain in place, etc., etc.?

The neighborhood just went through a process that took years to complete regarding the Daniel/Jackson St intersection. Adam and Sean figured prominently as pushing a solution at the other end of their street that the neighborhood was then forced to prove was not the right thing to do. Lack of information, poor process, and poor notification resulted in a neighborhood that was angry with City Hall as well as their neighbors.

This seems to be headed in that direction and it would be a good thing to stop it now. I think the assessment should be made available well before a meeting is held, and I think our neighbor's questions should be answered ahead of time. That way, everyone gets to walk into the meeting with all the facts.

At the time, few people knew enough to ask, but there is a document detailing criteria for traffic calming. It turns out the Daniel/Jackson intersection wasn't even close to the top of the list (as stated by David Koses). Is there a document detailing the conditions for which a traffic light and/or flashing light should be under consideration? Traffic numbers, speed, number of pedestrians, etc.? Where does Daniel/Parker fit in that criteria? My daughter happens to cross here, but are other Newton locations more critical?

Also, I think the costs and who is paying should be doublechecked. Just because the state is slated to pay doesn't mean we need the most expensive option possible. In addition, Sean and Adam stated many times that the Daniel/Jackson intersection was being completed with mitigation funds. The taxpayers ultimately footed the bill since Commissioner Daley had to allocate the funds from his budget for the compromise solution at that location.

[Email to newsgroups and traffic council mentioned above:](#)

----- Original Message -----

**From:** [Adam L. Peller](#)

**To:** [David Koses](#) ; [Victoria Danberg](#) ; [Jerome.Grafe@state.ma.us](mailto:Jerome.Grafe@state.ma.us) ; [Nina Wang](#) ; [jnorcross@newtonma.gov](mailto:jnorcross@newtonma.gov)

**Cc:** [bowentraffic@googlegroups.com](mailto:bowentraffic@googlegroups.com) ; [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov) ; [Chris L](#) ; [Wall, Matthew \(EOT\)](#) ; [Sean Roche](#)

**Sent:** Sunday, September 13, 2009 10:56 PM

**Subject:** Traffic Council - Safe Routes Ped. signal

I'm very sorry I cannot make it to tomorrow's Traffic Council meeting. I'm very excited about Bowen's Infrastructure Assessment and thank you for your support moving this forward. I'd like to point out that, assuming we qualify, not only does the state fund the projects, but contingent upon city approval they will actually DO the construction at no cost to the city. It's a gift to Newton.

The Parker/Daniel crossing is one of Bowen's staffed crossings where we have many walkers and would like to attract more. But the benefits of a signal would not stop there. This crossing is also used by many middle school students crossing for the 52 bus in mornings and afternoons, when the crossing is NOT supervised, and many area residents have witnessed close calls and outright disregard for these

students and other pedestrians. I'm sure this is not unique to Parker Street, but we have an opportunity to address this at no cost, hopefully to serve as a model if more funds should become available. Police patrols target speeding at this intersection off-hours but, as far as I've seen, do not write tickets for failure to yield to pedestrians. A traffic signal would go a long way to alerting motorists to this crossing and help with 'Safe Routes to School'. I would like the DPW to also take a closer look at the way the curb cuts at this intersection were installed years ago, as they seem to encourage vehicles cutting corners. The entire curb has been sunk, not just at the crosswalk, and cracks and tire marks are visible on the sidewalk. Is there a safer way to implement curb cuts and protect pedestrians?

Also, the Langley/Langley Path intersection, if possible, would be another fine location for a pedestrian signal. A recent study found that there are many families along the Langley Road corridor, which is actually quite close to Bowen, who drive. A pedestrian signal would be one of the best ways to emphasize the importance of this crossing and encourage more use. I believe about \$15K of Terraces mitigation funds were recently allocated already toward this intersection for pedestrian improvements.

And lastly... the proposed pedestrian signal at Pelham Street and Centre Streets. Sean Roche and I have both noted that this intersection could "go on a diet". Sean blogged it here

<http://newtonstreets.blogspot.com/2009/08/centrelangley-diet-opportunity.html>

At some point, narrowing the entrance to Langley Street to a consistent width would be friendlier to pedestrians and possibly calm traffic as well. Such an improvement might weigh in the placement of a pedestrian signal.

Adam Peller  
28 Daniel Street

-----  
You received this message because you are subscribed to the Google Groups "Bowen Safe Routes to School" group.

To post to this group, send email to [bowentraffic@googlegroups.com](mailto:bowentraffic@googlegroups.com)

To unsubscribe from this group, send email to [bowentraffic+unsubscribe@googlegroups.com](mailto:bowentraffic+unsubscribe@googlegroups.com)

For more options, visit this group at <http://groups.google.com/group/bowentraffic?hl=en>

Thank you for your time,

Ira Kronitz  
43 Walter St.

At 08:03 PM 4/16/2010, you wrote:

-----Original Message-----

From: kronitz, ira

Sent: Mon 4/12/2010 6:23 PM

To: Sean Roche; Bob Lenson

Cc: [vdanberg@gmail.com](mailto:vdanberg@gmail.com); [tdaley@newtonma.gov](mailto:tdaley@newtonma.gov); [cschuckel@newtonma.gov](mailto:cschuckel@newtonma.gov);

[vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov); [rblazar@newtonma.gov](mailto:rblazar@newtonma.gov); [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov); [edmurray@verizon.net](mailto:edmurray@verizon.net);

[janequinn419@gmail.com](mailto:janequinn419@gmail.com); [jackmaypole@yahoo.com](mailto:jackmaypole@yahoo.com)

Subject: RE: traffic monitors - Daniel and Parker

Wait a sec.. something doesn't make sense. If the assessment isn't done, why would TEC consulting have asked for the go ahead to design a traffic signal?

They essentially weren't going to waste their time on completing a design unless the city endorsed the idea. How did the city decide to endorse the idea, and why were there even drawings, if there is not yet any assessment?

I'm sure there is a process here somewhere, but this quick glance seems to say that you're paying a consultant to assess whether further work should be done, and then you tell them before the assessment that they will receive the additional contract to do the work. Sorry, I'm being a bit cynical without knowing these folks, but how do you suppose the assessment will turn out?

I have absolutely no reason to believe that TEC Consulting would be anything but above board, but why would the city enter into such a process?

I know David Olson said that nothing has been promised, but they were certainly given the impression in writing that the traffic council would endorse a stop light at that location. Or maybe TEC hasn't done the design, and they're still doing the assessment? Anyone know?

Regards,  
Ira

From: Sean Roche [ <mailto:sean.roche@gmail.com> ]  
Sent: Monday, April 12, 2010 3:26 PM  
To: Bob Lenson  
Cc: kronitz, ira; [vdanberg@gmail.com](mailto:vdanberg@gmail.com); [tdaley@newtonma.gov](mailto:tdaley@newtonma.gov); [cschuckel@newtonma.gov](mailto:cschuckel@newtonma.gov); [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov); [rblazar@newtonma.gov](mailto:rblazar@newtonma.gov); [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov); [edmurray@verizon.net](mailto:edmurray@verizon.net); [janequinn419@gmail.com](mailto:janequinn419@gmail.com); [jackmaypole@yahoo.com](mailto:jackmaypole@yahoo.com)  
Subject: Re: traffic monitors - Daniel and Parker

As part of the state Safe Routes to Schools program, Bowen requested and received an infrastructure assessment from traffic engineers. I believe the assessment was paid for by the state, though it may have been actually performed by state engineers. I'm not sure.

As part of an infrastructure assessment, the state looks at the infrastructure in the immediate vicinity of a school and the driving and walking routes to the school. My understanding is that Daniel / Parker is but one part of the report.

The report of the assessment has been rumored to be forthcoming for several months.

I'm pretty sure that there has been at least one item in Bownotes about the assessment. I believe that the Bowen PTO is waiting for the report to actually issue before taking any next steps. As for BTNA, the BTNA has not been involved. It's a school thing right now. It has been my intention to host a BTNA meeting to gather feedback on the report and its suggestions once there is something to gather feedback about.

Again, as far as I know, it's just an assessment. Any data gathering would be consistent with the assessment and recommended changes.

Sean

This has nothing to do with the traffic calming efforts on Daniel and Jackson.

On Mon, Apr 12, 2010 at 3:12 PM, Bob Lenson <[blenson@gmail.com](mailto:blenson@gmail.com)> wrote:

So what happened to the plan we discussed at our last meeting. Why is a light needed where a Police officer crosses?

This will then divert traffic to Walter St. and put us right back to square one!  
 What happened to the promise of looking at the real issue, the speed down Jackson St entering Daniel  
 (where this all started from) and addressing speed deterrents at Cypress and Jackson?  
 Who asked for the State to get involved? And Why There?

Why Don't we know about it. Why hasn't BTNA the one sided website notified any one.  
 If we put a light there can we get rid of the Quasi Island on the other end of Daniel?

Your thoughts are Welcomed

Bob Lenson

On Mon, Apr 12, 2010 at 2:45 PM, <[ikronitz@emc.com](mailto:ikronitz@emc.com)> wrote:

Thanks Vicki.

So, did TEC, (the consultant which the traffic council gave the go ahead to design a traffic light) install the monitoring equipment, or is the state of MA investigating per their own guidelines?

Also, is it actually going to be at Daniel and Parker? The consultant was talking about having it along Parker, south of Daniel St. which didn't make a lot of sense to some folks, but we figured the explanation would be forthcoming.

Regards,  
 Ira  
 Ira Kronitz  
 EMC Cambridge Software Center  
 11 Cambridge Center  
 Cambridge, MA 02142-1405  
 Ph: [617-679-1115](tel:617-679-1115)  
[kronitz\\_ira@emc.com](mailto:kronitz_ira@emc.com)

From: Victoria Danberg [ <mailto:vdanberg@gmail.com> ]  
 Sent: Monday, April 12, 2010 2:22 PM  
 To: kronitz, ira  
 Cc: [tdaley@newtonma.gov](mailto:tdaley@newtonma.gov); [cschuckel@newtonma.gov](mailto:cschuckel@newtonma.gov); [sean.roche@gmail.com](mailto:sean.roche@gmail.com);  
[vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov); [rblazar@newtonma.gov](mailto:rblazar@newtonma.gov); [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov); [edmurray@verizon.net](mailto:edmurray@verizon.net);  
[janequinn419@gmail.com](mailto:janequinn419@gmail.com); [blenson@gmail.com](mailto:blenson@gmail.com); Jack Maypole, MD

Subject: Re: traffic monitors - Daniel and Parker

Hello All,

This info just received from Clint & David Koses re the traffic monitoring equipment below:

These tubes were put down by the State traffic consultant to gather data on number and speed of vehicles traveling where tubes were laid, as part of the grant received by Bowen School, in order to determine whether a pedestrian activated crossing light would be warranted at the corner of Parker and Daniel, to assist children crossing to get to Bowen School.

If the location qualifies, the cost of the crossing light would be paid for by federal funds. After sufficient data is gathered, Traffic Council will hold a public hearing for discussion and input, after which Traffic Council would vote on whether to accept the project funding, if offered.

I hope that answers your immediate questions. I will pass on any other info as I receive it. Please send this email out to all others in the neighborhood who might be interested.

Regards,

Vicki

On Mon, Apr 12, 2010 at 10:15 AM, <[ikronitz@emc.com](mailto:ikronitz@emc.com)> wrote:

Hi Tom, et. al.,  
Hope things are well, and your workload has calmed down following the rain and flooding issues.  
Folks have noticed the traffic monitoring tubes and boxes that are across Daniel St. and Parker St. (just north of Daniel) and been asking me if I know anything about it.  
I thought I'd ask you as well as our Aldermen. Copying Sean Roche too since it's right by his house and he usually knows about that stuff.  
Just wondering what project the data will be used for, as well as what criteria is being examined.  
Thanks for the help.  
Regards,  
Ira  
Ira Kronitz

--

Victoria Danberg  
Alderman at-Large, Ward 6  
Tel. [617.969.1756](tel:617.969.1756)  
Fax. [617.969.5648](tel:617.969.5648)  
Email: [Vdanberg@gmail.com](mailto:Vdanberg@gmail.com)

--

CONFIDENTIALITY NOTICE

This electronic mail and the information contained herein are intended for the named recipient only. It may contain confidential matter. If you have received this electronic mail in error, please do not read any text other than the text of this notice and do not open any attachments. Also, please immediately notify the sender by replying to this electronic mail! After notifying the sender as described above, please delete this electronic mail message immediately and purge the item from the deleted items folder (or the equivalent) of your electronic mail system. Thank you

Take care,  
Ira

Take care,  
Ira

--

Victoria Danberg  
Alderman at-Large, Ward 6  
Tel. [617.969.1756](tel:617.969.1756)  
Fax. [617.969.5648](tel:617.969.5648)  
Email: [Vdanberg@gmail.com](mailto:Vdanberg@gmail.com)

--

Victoria Danberg  
Alderman at-Large, Ward 6  
Tel. [617.969.1756](tel:617.969.1756)  
Fax. [617.969.5648](tel:617.969.5648)  
Email: [Vdanberg@gmail.com](mailto:Vdanberg@gmail.com)

--

Victoria Danberg  
Alderman at-Large, Ward 6  
Tel. [617.969.1756](tel:617.969.1756)  
Fax. [617.969.5648](tel:617.969.5648)

Email: [Vdanberg@gmail.com](mailto:Vdanberg@gmail.com)

--

Regards,

Ira.

--

Victoria Danberg  
Alderman at-Large, Ward 6  
Tel. 617.969.1756  
Fax. 617.969.5648  
Email: [Vdanberg@gmail.com](mailto:Vdanberg@gmail.com)

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

Danielle Delaney  
Committee Clerk  
Board of Aldermen  
617-796-1211  
[ddelaney@newtonma.gov](mailto:ddelaney@newtonma.gov)



**Danielle Delaney**

---

From: Edmund Engelman <ejengelman@gmail.com>  
 To: "Traffic Council Dist List" <trafficcouncil@newtonma.gov>  
 Subject: Fwd: 2/17 Traffic Council -- Two local items  
 Date sent: Fri, 18 Feb 2011 09:56:00 -0500

Hello David, Sean and Ira, As was evident last night, the 'systemic' traffic and safety issues around the Bowen School sit heavy on the Cypress and Bow Rd residents (as well as others). David's suggestion was to create another traffic committee docket item to address these concerns. He mentioned neighborhood signatures, a form, etc... I apologize to you David because I did not take down all the steps you outlined to make this happen. I know all three of you are familiar with the process to one degree or another, so am reaching out to all of you.... can one one of you point me in the right direction to kick this off? I have considered taking this up for quite some time. Now is as good a time as any.

thanks,

-Eddy Engelman (67 Bow Rd and 164 Parker St)

Begin forwarded message:

**From:** Edmund Engelman <ejengelman@gmail.com>

**Date:** February 18, 2011 2:38:50 AM EST

**To:** Edmund Engelman On Sun, Feb 6, 2011 at 7:04 PM, Ellen Rome <ellenrome@gmail.com> wrote:

When Jerry Katz was principal at Bowen he was very strict about not allowing parking on both side of Cypress. He asked parents to drop off and pick up children on Langley Rd. side of school. He was always outside the school at dismissal time enforcing his rules and traffic was much better - no SUVs in those days which probably also helped. Ellen Rome

On Sun, Feb 6, 2011 at 6:08 PM, Phil Wolfson <philwolfson@gmail.com> wrote:

**Sean, my wife and I live on Bow Road and many of our neighbors (and we) are very concerned about the number of cars parking on our street and making it impassable - especially when there is snow on the road. How could we address this? Would it be possible to address this issue as well at the meeting on Feb 6? Thanks,**

**Phil Wolfson.**

On Sun, Feb 6, 2011 at 8:16 AM, Sean Roche <sean.roche@gmail.com> wrote:

Save the date. Traffic Council will be hearing the following two items on its 2/17 agenda.

Note: both items are scheduled to be heard after 8:00 PM.

TC41-10 DAVID KOSES, on behalf of the Newton Safe Routes to School Task Force, requesting parking restrictions on both sides of Cypress Street, in the vicinity of 280 Cypress Street, in association with modifications to the island and related infrastructure changes near the school entrance, to be paid for through Mass DOT'S Safe Routes to School Infrastructure Program. (Ward 6) [12/23/10 @ 9:10 AM]

TC42-10 DAVID KOSES, on behalf of the Newton Safe Routes to School Task Force, requesting installation of a pedestrian hybrid signal and crosswalk on Parker Street in the vicinity of Daniel Street and Athelstane Road, to be paid for through Mass DOT'Safe Routes to School Infrastructure Program. (Ward 6) [12/23/10 @ 9:10 AM] More information as I get it.

Sean Roche  
617 792-8998

--

You received this message because you are subscribed to the "Bowen-Thompsonville Neighborhood Association" announce list.

To unsubscribe from this list, send email to [btna-announce-unsubscribe@googlegroups.com](mailto:btna-announce-unsubscribe@googlegroups.com)  
For more options, visit this group at <http://groups.google.com/group/btna-announce?hl=en>

--

Philip Wolfson, Mathematics Tutoring  
Office - 617-332-4887  
Mobile - 617-821-9081

**Danielle Delaney**

---

From: Neal Fleisher  
 To: "Traffic Council Dist List" <trafficcouncil@newtonma.gov>  
 Subject: Re: yellow/red traffic light on Parker around Daniel St. and Cypress St. changes  
 Date sent: Tue, 15 Feb 2011 22:35:43 -0500

Does anyone know if this Hawk signal also has a sound component to it?  
 That could be pretty annoying to those living in closest proximity to it.

Neal Fleisher

On Feb 15, 2011, at 9:34 PM, Sean Roche wrote:

> Wanted to address this piece of the thread:  
 >  
 > In regards to the function of the HAWK signal, this seems to go  
 > against the general theories that Sean, Adam and Clint Schuckel  
 > brought out during the bumpout debate regarding unnecessary stop  
 > signs causing both increased speed further down the road (Parker is  
 > already a speedway), diminished effect of all other stop signs  
 > around Newton and unnecessary pollution concerns.  
 >  
 > I'm not an expert on the HAWK/hybrid signal (beyond what's on the  
 > web), so I look forward to Thursday night's meeting. But, there is a  
 > big difference between a pedestrian-actuated signal and a stop sign  
 > for creating pedestrian-crossing opportunities.  
 >  
 > The specific context for my many comments on stop signs was the  
 > proposal to put a stop sign westbound at the Daniel/Jackson  
 > intersection. A stop sign erected there to create a safe pedestrian  
 > crossing would be overkill and would have had unintended negative  
 > consequences. Roughly 1,000 cars a day go through the intersection.  
 > Optimistically, there are dozens of pedestrian crossings. Even if  
 > there are 100, that means that 9 in 10 cars would be stopped for no  
 > reason. Those drivers would see the stop sign as meaningless (why do  
 > I need to stop?), which would undermine the impact of stop signs  
 > generally in the city. The general principle could be applied to  
 > other stop signs erected for traffic calming purposes.  
 >  
 > Our hope with the bumpout was to put less of a burden on drivers  
 > than a stop sign, while providing better pedestrian conditions. We  
 > know how that turned out -- not my hoped-for solution, but better  
 > than before and, appropriately, no stop signs. (As I wrote in an  
 > earlier note, I feel pretty confident that the Daniel/Jackson street  
 > intersection won't be revisited in my lifetime.)  
 >  
 > The beauty of a pedestrian-actuated signal is that its impact is  
 > narrowly tailored. The light goes on when it's called by a  
 > pedestrian. Excepting the occasional false positives, drivers are  
 > only stopped when there is pedestrian demand. There is a direct  
 > relationship between the pedestrian need and the burden on the driver.  
 >  
 > Hope this clears up the relevance of my comments on stop signs to  
 > the current discussion.  
 >  
 > Sean



**Danielle Delaney**

---

From: "Peter J. Howe"  
To: "Traffic Council Dist List" <trafficcouncil@newtonma.gov>  
Subject: Comments on Parker Street pedestrian beacon TC 42-10 for Thursday hearing  
Date sent: Tue, 15 Feb 2011 09:31:38 -0500

Dear members of the Newton Traffic Council and Alderman Danberg:  
I'm writing to encourage you to put an indefinite hold on any plans for a pedestrian-activated traffic beacon on Parker Street between Daniel and Athelstane until and unless numerous questions and concerns of area residents are addressed and allayed, chiefly, that this beacon could make traffic conditions in and around our neighborhood actually worse. I am sorry that I have a longstanding previous commitment Thursday night and can't attend the meeting, because I am eager to hear questions asked and answered, but I thank you in advance for your willingness to consider these comments below.

Some issues I hope you'll consider carefully:

- Would a pedestrian-activated beacon make traffic flow conditions on already-jammed Parker Street and side streets worse, not better? My concern is the inflexible minimum cycle time a HAWK light is certain to have. I assume under state or federal traffic rules it will have to be timed to accommodate the slowest walker or person using a wheelchair or pushing a stroller, and will stop traffic for much longer than a human crossing guard now does. The exact cycle time, and the minimum amount of time traffic can resume flowing before the yellow and red lights are reactivated, are critical here. Having walked kids to Bowen School for a decade, I observe that a human crossing guard can get groups of kids across the street in about 8 seconds, and can use his or her intelligence to see an occasional gap in traffic to pick a good time to cross them. Additionally, the human crossing guard will have children coming from two or three directions wait a few moments on the sidewalk until a critical mass is together to cross the street at once. Additionally, the crossing guard will flush traffic waiting at the Daniel Street stop sign through the intersection before moving children and parents across Parker Street. All of these benefits are lost when you go to an electromechanical signal with a much longer minimum cycle time, activated as frequently as individual children get to it. The report in as many words blithely states that the crossing light stops traffic just like a human crossing guard, so there won't be any difference. That is just flat wrong. For the reasons I've just mentioned, the light would create dramatically different overall traffic-flow conditions. Parker Street, as many of you know, is now heavily clogged every morning and afternoon, not infrequently one long traffic jam from Dedham Street to Newton Centre. Adding a yellow-red light that cumulatively stops traffic for twice or three or four times as much time each school commuting cycle is going to severely worsen traffic flow on Parker. It will create huge incentives for drivers to detour around the light on Clark, Stearns (my street), Halcyon, Atheltstane, Oxford, and Paul in both directions. By clogging the Daniel-Parker intersection, it could push traffic over to Walter and Jackson Streets as well. Moreover, I fear that as motorists come to see they will be stuck at the HAWK light for perhaps 10 or 15 or 20 seconds after the time pedestrians have cleared the intersection, many will gun their way through the crosswalk as the light is turning yellow, or red, creating a more dangerous situation for pedestrians than what now exists.

- If you're still going to need a crossing guard even after installing a \$135,000 traffic light ... why would you install the traffic light? What happens when the light is still red but the crosswalk is clear? Do you ask the crossing guard to move vehicular traffic against the red phase of the light? How safe is that? Do motorists learn to pay attention to the light or to the

guard?

- Speaking of a \$135,000 traffic light, this is not "free money from the government" as some seem to describe it, but scarce public resources in an era of severe budget shortfalls and cutbacks. Yes, in the great scheme of things, \$135,000 is an infinitesimal sum, but as a matter of principle and reality, does this particular traffic situation really require \$135,000 worth of capital investment? Would \$10,000 worth of better striping and signage, accompanied by credible police enforcement, actually do better by pedestrians, bicyclists, and motorists than this \$135,000 plan? In the "to the boy with a hammer the world looks like a nail" department, is the issue here that the state has a pot of money for HAWK lights, so a HAWK light therefore has to be the solution or is the only solution to a problem that may in fact be a very poor fit for a HAWK light?

- The report makes reference to children attending Weeks Junior High School benefitting from the light. Weeks Junior High School closed in 1981. If the consultant's recommendation for a Parker Street light was based to any significant extent on the erroneous conception the junior high is still active and accounts for pedestrian traffic across Parker, that's a fatal flaw in the recommendation for a walk light. Moreover, if the consultant gets something so basic so wrong, it calls into question, I am sorry to say, the credibility of the entire report, and it makes me doubtful the consultant has spent any real time understanding the neighborhood and its traffic conditions.

- Alarming, on page 11 the report indicates that "the final design" of the Jackson-Daniel Street intersection is still not final. As Traffic Council knows all too well from the neighborhood uprising of 2008-09 against the Daniel Street "bump-out," while the bump-out has a small number of tenacious advocates, it was widely if not overwhelmingly opposed by people who live in and walk and drive through the neighborhood who found it to be nothing short of life-threatening. Former Alderman George Mansfield and Ald. Vicki Danberg in 2009 brokered a wise, sensible compromise design for that intersection. It is working and should not be revisited. It would be alarming to see that particular fiasco apparently being in any way resuscitated.

- Stakeholder consultation and involvement: As the Daniel-Parker bump-out mess showed, the city and its traffic planners can spare themselves enormous expense, aggravation, and heartache by adequately notifying and involving neighbors before making a major traffic change like the proposed Parker Street pedestrian light. In this case, a report was apparently finished in September or October, and despite promises to me from the consulting engineer to keep interested parties involved, the report was never shared with me or several other people who'd asked to be notified. We've only found out about this within the last few days on the eve of the Traffic Council meeting. Neighborhood notification has been spotty at best. Just one example of what a poor public-involvement process there's been around this: My friend on Parker Street who would get an MBTA bus stop put in front of his house as a result of this plan had no idea it was coming until I sent him an email with the report last week. The Parker Street light would have huge ramifications for pedestrian, bicyclist, and motorist traffic throughout the Parker Street corridor, many adjacent side streets, and even traffic flow on Parker south of Route 9 and Route 9 itself. It needs to be far better publicized, discussed, and vetted so that if ultimately it's proven this is good for Newton, not bad for Newton, you don't have homeowners and businesses getting surprised and angered by a major traffic change they never knew was coming.

For all the reasons I've cited, and in hopes of having this pedestrian light given full, fair, and transparent consideration in a process that fully involves everyone who will be affected -- pedestrian, bicyclist, motorist, homeowner -- I'd respectfully urge the council to put an indefinite hold on

the Parker Street pedestrian light proposal while all its ramifications and potential downsides are addressed.

Thank you for reading all this, and thank you for your service to our city.

Peter Howe

34 Stearns Street (ward 6, precinct 2)

**Danielle Delaney**

---

From: "Peter J. Howe" <pjacocks@comcast.net>  
To: "Traffic Council Dist List" <trafficcouncil@newtonma.gov>  
Subject: Quick followup questions on Parker Street Hawk light ..  
Date sent: Fri, 18 Feb 2011 07:58:11 -0500

Hi, all, and thanks for keeping us in the loop about last night's meeting. Do you think you can find out hopefully easily available answers to a few questions that I think can go a very long way towards allaying key concerns:

- Is it true as Vicki told me yesterday that the crossing guard will have a device to override the red phase of the light when s/he is there, to maximize traffic flow and reduce light-caused backups on Parker? Some people I heard from at the meeting last night said they heard this was NOT true, that the light will NOT be like the one at Gibbs and Centre. Hopefully they're wrong and what Vicki heard is right?
- How long will the lights flash yellow?
- How long will the light be red?
- How much time is required between activations of the red and yellow lights ... In other words, what's the minimum amount of time cars and bikes can resume moving on Parker Street before a pedestrian can re-activate the HAWK light?
- Will city engineers be able to readjust the light timing? Or does it require a state engineer?

I'd be very grateful if you think you can give me any answers to those and will be happy to disseminate the information to people who've been discussing all this. Thanks for all your hard work and trying to hear out the neighborhood on this!

Cheers,  
Peter Howe  
34 Stearns Street Ward 6 precinct 2



**Danielle Delaney**

---

From: "David Koses" <[dkoses@newtonma.gov](mailto:dkoses@newtonma.gov)>  
To: "Traffic Council Dist List" <[trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov)>  
Subject: RE: light at vicinity of Athelstane and Daniel St.  
Date sent: Mon, 07 Feb 2011 15:54:54 -0500

Hi Ira,

Traffic Council followed our normal notification procedures. For some Traffic Council items, residents distribute notification even wider through email distribution lists or by going door-to-door with flyers. The notification should have included a handout describing Traffic Council and what to expect, as well as how to send in comments for those unable to attend the meeting. Please feel free to circulate notification to the BTNA or to anybody else you wish.

Regards,  
David

On 7 Feb 2011 at 14:41, [ira.kronitz@emc.com](mailto:ira.kronitz@emc.com) wrote:

From: David Koses [<mailto:dkoses@newtonma.gov>]  
Sent: Monday, February 07, 2011 2:07 PM  
To: kronitz, ira  
Subject: RE: light at vicinity of Athelstane and Daniel St.

Hi Ira,

Yes, this is the meeting where we will be soliciting public comment.

Regards,  
David

Hi David,

That's a little on the disappointing side because I don't think those notices go out to a very large piece of the community. In addition, I don't think there was anything in the notice that solicited opinions via email or letters. It seemed

**Danielle Delaney**

---

From: "David Koses" <dkoses@newtonma.gov>  
 To: "Traffic Council Dist List" <trafficcouncil@newtonma.gov>  
 Subject: Re: light at vicinity of Athelstane and Daniel St.  
 Date sent: Mon, 14 Feb 2011 08:32:37 -0500

Hi Ira,

I believe that the signal will turn red only when somebody is trying to cross Parker Street - just as if a crossing guard were stopping traffic.

So to ensure that we have a public meeting that complies with the Open Meetings Law, where members of the public are able to ask questions and hear the same answers, Traffic Council members will be discussing this item on Thursday in the public - rather than through email.

Thank you,  
 David

On 12 Feb 2011 at 19:15, IKronitz wrote:

A couple of points on what Adam writes below.

At least for me, I'm not worried about the government in the least.

I haven't seen any data that says it will have no detrimental effect on traffic. Just a flat statement in the report that says it will be equivalent to the crossing guard. You're kidding me, right? That's going to be equivalent? How can that be, it even states there was no gap study done? We've got no information regarding timing of the lights.

If it's a brand new technology, why is it formerly called the HAWK? It seems to be the same, what's the difference?

Now that you mention it, is there any information regarding traffic diversion?

Adam Peller writes in the safe routes to school blog:

[http://groups.google.com/group/srtsnewton/browse\\_thread/thread/e550d228e18c7276?hl=en#](http://groups.google.com/group/srtsnewton/browse_thread/thread/e550d228e18c7276?hl=en#)

Attached to the agenda above is the long-awaited result of a Federally-funded, State-managed program to provide infrastructure assistance to towns. Bowen, as an early participant in the Safe Routes program, was among a few dozen schools selected statewide (and the only school in Newton) but what we learn ought to be able to be applied elsewhere in the city. The study is being made available for public comment, and if approved, the state will not only pay for but actually implement the plan.

There are two items on next Thursday's traffic council to discuss based on the two recommendations in the report. Please read and, if you feel so inspired, send your comments to trafficcoun...@newtonma.gov (and these lists) or come by for a fun evening. There are those in the neighborhood who seem to believe that this is some conspiracy to redirect traffic or otherwise inflict harm on them by the government, and I worry they could block what's effectively a gift to the city. The hybrid pedestrian beacon on Parker Street would be an extremely exciting development, I think. It's a brand new technology, formerly known as a HAWK signal (Google it!) which involves bright red lights, not the flashing yellow today's pedestrian signals use. There are studies which show it is far more effective. Because it is pedestrian-activated, it has no detrimental

effect on traffic, except the fact that people might be more likely to actually stop for pedestrians.

The second part of the proposal involves suggestions directly in front of Bowen school on Cypress Street, including a crosswalk with bollards, where a raised crosswalk might be more effective and I imagine will come up in the discussion. As we know, the fire department has made it very difficult to install such devices in the city. The Cypress part of the proposal did not take into account that the city will be repaving the street this summer, and I'm sure the proposal needs more work, but it does focus on avoiding pedestrian activity at the curve on Cypress, which I think is a good idea. A hybrid pedestrian beacon on Parker, I think, would be a huge benefit to the neighborhood and a big development for the city, even for the entire region.

-Adam

Regards,  
Ira.

On 2/7/2011 1:42 PM, [ira.kronitz@emc.com](mailto:ira.kronitz@emc.com) wrote:

Hi David,

Thanks for the clarification..

So, is this essentially the meeting that TEC recommended to Setti Warren in the cover letter Vicki Danberg forwarded regarding "solicit public comment" or will there be something else? See below and attached.

**Regards,**

Ira

Ira Kronitz

EMC Cambridge Software Center

11 Cambridge Center

Cambridge, MA 02142-1405

Ph: 617-679-1115

[ira.kronitz@emc.com](mailto:ira.kronitz@emc.com)

**From:** [ikronitz@comcast.net](mailto:ikronitz@comcast.net) [ <mailto:ikronitz@comcast.net> ]

**Sent:** Monday, February 07, 2011 12:12 PM

**To:** kronitz, ira

**Subject:** Fwd: light at vicinity of Athelstane and Daniel St.

----- Forwarded Message -----

From: "David Koses" <[dkoses@newtonma.gov](mailto:dkoses@newtonma.gov)>

To: "Traffic Council Dist List" <[trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov)> , "IKronitz"

[<ikronitz@comcast.net>](mailto:ikronitz@comcast.net)

Sent: Monday, February 7, 2011 8:59:38 AM

Subject: Re: light at vicinity of Athelstane and Daniel St.

Hi Ira,

The Traffic Council meeting on February 17 offers an opportunity for any member of the public to provide input on the items being discussed, either in person at the meeting or through email communication to be summarized at the meeting. All Traffic Council meetings are open for public comment.

After a presentation, discussion and public comment, Traffic Council will vote either to approve the removal of parking (if necessary) as part of TC41-10, approve it as amended, deny it, hold the item, or take no action. Traffic Council has the same choices for TC42-10 (to either approve the pedestrian hybrid signal, approve it as amended, deny it, hold it, or take no action). Both items are subject to appeal to the Board of Alderman within 20 days of Traffic Council's decision. TC41-10 will require further approvals of the Board of Aldermen. I'm not sure what other approvals would be necessary as part of 42-10. Although the signal would be 100% paid for by the state, my guess is that it would still need to be approved by the Board as a "gift" to the City, and the work might also need to be approved by DPW. Also, as the report is labeled a "Preliminary Assessment", I'm not sure whether any additional approvals from the state are necessary, and/or whether the state needs to release a "Final Assessment" before funds are released. We will look into these issues and include it as part of the discussion next week.

Regards,

David Koses

On 6 Feb 2011 at 17:08, IKronitz wrote:

Interesting how the name "hybrid" is now used rather than "HAWK" light. They appear to be the same thing. At any rate, a hybrid light is described as follows:

Installed on roadside poles and mast arms, the **Pedestrian Hybrid Beacon** remains dark until a pedestrian activates the system by pressing a pushbutton. Once the system is activated, a sequence of amber and red beacon lights provides a bright warning to motorists.

Also curious is the picture used in the consultant's report. It appears to be a 4 or 6 lane road that warrants such a light.

The consultant also mentions the advantage of the light due to students walking to Weeks Junior High. Their endorsement of the oversized bumpout at Daniel and Jackson, deemed unacceptable by the neighborhood was also curious.

Vicki, David Koses,

The notice I received regarding the traffic council agenda on Feb. 17th does not indicate if it's open for public comment or not.

Could one of you please clarify what the outcome of this discussion might be? Is it approval of the item, is it approval to move forward to another step in the process? And what would that next step be?

I apologize in advance for the wide distribution. If anyone would like to be off this list, please let us know. I promise to remove you from any of my future emails.

Regards,  
Ira.

On 2/5/2011 2:15 PM, lucie wrote: <http://www.ci.newton.ma.us/Aldermen/Traffic/2011/01-27-11Traffic%20Council%20Agenda.pdf>

A copy of the relevant portion of the agenda for 1/27/11

I cannot find the 2/17/11 agenda posted

Lucie Chansky

**ITEMS NOT SCHEDULED FOR DISCUSSION:**

TC42-10 DAVID KOSES, on behalf of the Newton Safe Routes to School Task Force, requesting installation of a pedestrian hybrid signal and crosswalk on Parker Street in the vicinity of Daniel Street and Athelstane Road, to be paid for through Mass DOT' Safe Routes to School Infrastructure Program. (Ward 6) [12/23/10 @ 9:10 AM]

TC41-10 DAVID KOSES, on behalf of the Newton Safe Routes to School Task Force, requesting parking restrictions on both sides of Cypress Street, in the vicinity of 280 Cypress Street, in association with modifications to the island and related infrastructure changes near the school entrance, to be paid for through Mass DOT'S Safe Routes to School Infrastructure Program. (Ward 6) [12/23/10 @ 9:10 AM]

TC40-10

**From:** IKronitz [ <mailto:ikronitz@comcast.net> ]

**Sent:** Saturday, February 05, 2011 1:32 PM

**To:** Victoria Danberg

**Cc:** [ikronitz@emc.com](mailto:ikronitz@emc.com) ; Clint Schuckel; Tom Daley; [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov) ; [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov) ; [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov) ; [rblazar@yahoo.com](mailto:rblazar@yahoo.com) ; [sean.roche@gmail.com](mailto:sean.roche@gmail.com) ; [peller@gmail.com](mailto:peller@gmail.com) ; [blenson@gmail.com](mailto:blenson@gmail.com) ; [edmurray@verizon.net](mailto:edmurray@verizon.net) ; [ejengelman@gmail.com](mailto:ejengelman@gmail.com) ; [janequinn419@gmail.com](mailto:janequinn419@gmail.com) ; [commave@aol.com](mailto:commave@aol.com) ; [ritabeckman1@gmail.com](mailto:ritabeckman1@gmail.com) ; [paularz@rcn.com](mailto:paularz@rcn.com) ; [n.fleisher@comcast.net](mailto:n.fleisher@comcast.net) ; [Peter.j.howe@comcast.net](mailto:Peter.j.howe@comcast.net) ; [dolson@newtonma.gov](mailto:dolson@newtonma.gov) ; [barrysbergman@yahoo.com](mailto:barrysbergman@yahoo.com) ; [sjwinney@yahoo.com](mailto:sjwinney@yahoo.com) ; [luciec@comcast.net](mailto:luciec@comcast.net) ; [markjfield@hotmail.com](mailto:markjfield@hotmail.com) ; [kasdavidson@hotmail.com](mailto:kasdavidson@hotmail.com) ; [tkropf@aol.com](mailto:tkropf@aol.com) ; [RachelSG@aol.com](mailto:RachelSG@aol.com) ; [Edailey@bromsun.com](mailto:Edailey@bromsun.com) ; [jefftarmy@hotmail.com](mailto:jefftarmy@hotmail.com) ; [sweeneei@bc.edu](mailto:sweeneei@bc.edu) ; [diwatsuki@gmail.com](mailto:diwatsuki@gmail.com) ; [downhilman@aol.com](mailto:downhilman@aol.com) ; [danmowrey@comcast.net](mailto:danmowrey@comcast.net) ; [jackmaypole@yahoo.com](mailto:jackmaypole@yahoo.com) ; [joelak@aol.com](mailto:joelak@aol.com) ; [furgang@srbc.com](mailto:furgang@srbc.com) ; [awinone@gmail.com](mailto:awinone@gmail.com)

**Subject:** Re: light at vicinity of Athelstane and Daniel St.

Hi Vicki, et. al,

I received a notice for a traffic council meeting on Thursday, Feb. 17 regarding a "pedestrian hybrid signal and crosswalk on Parker St. in the vicinity of Daniel Street and

Athelstane Road"

Is there now a report from the traffic consultant? I'm sure myself and others would like to see it?

Why is there such vagueness about the location?

Why isn't it at Daniel and Parker where the present crosswalk is located? Why would it be on the south side of Parker which keeps the Bowen kids from having to cross Daniel or Jackson?

What is a hybrid light? Does it have a red component?

There was also mention of changes to the island around Bowen School. Is there a drawing of what these changes might be?

Regards,  
Ira.

On 4/27/2010 11:24 PM, Victoria Danberg wrote:

Ira,

I was under the incorrect impression that the HAWK light turned green before going dark. The website you located describes it as having red-yellow cycles only.

Clint or Tom should be able to answer the question about the location of the light. I have copied them on this email.

Vicki

On Tue, Apr 27, 2010 at 10:05 AM, <[ikronitz@emc.com](mailto:ikronitz@emc.com)> wrote:

Vicki, Tom D., Clint,

Do you know why the newly laid crosswalk (or concrete accessibility (?) section that goes from the street to the sidewalk) on the Daniel side of the street at Daniel and Jackson was ripped up? It seemed to be in its final state, it looked good and was perfectly usable. You have to step into the dirt now to cross. I was wondering if there was any plan to move it, but then I realized that wouldn't make sense because we wouldn't be able to get over to the plowed side of the street and/or the path would be longer.

That made me think of another issue regarding the light. I don't see how it could be moved away from the present crosswalk either north or south of the intersection because in the winter the sidewalks on the east side of Parker St. (and the south side of Daniel St.) are not plowed. It's pretty difficult for me to get over the mounds on the south east corner at Daniel and Parker St. after the snow plows build it up. Elementary school kids could sink to their shoulders or slide into the street off the mound. I suppose

the plowing and the accessibility curbing could be changed, but why?

**Regards,**

Ira

Ira Kronitz

EMC Cambridge Software Center

11 Cambridge Center

Cambridge, MA 02142-1405

Ph: 617-679-1115

[kronitz\\_ira@emc.com](mailto:kronitz_ira@emc.com)

**From:** kronitz, ira

**Sent:** Monday, April 26, 2010 1:02 PM

**To:** Victoria Danberg; kronitz, ira

**Cc:** [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov) ; [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov) ; [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov) ; [rblazar@yahoo.com](mailto:rblazar@yahoo.com) ; [sean.roche@gmail.com](mailto:sean.roche@gmail.com) ; [peller@gmail.com](mailto:peller@gmail.com) ; [blenson@gmail.com](mailto:blenson@gmail.com) ; [edmurray@verizon.net](mailto:edmurray@verizon.net) ; [ejengelman@gmail.com](mailto:ejengelman@gmail.com) ; [janequinn419@gmail.com](mailto:janequinn419@gmail.com) ; [commave@aol.com](mailto:commave@aol.com) ; [ritabeckman1@gmail.com](mailto:ritabeckman1@gmail.com) ; [ikronitz@comcast.net](mailto:ikronitz@comcast.net) ; [paularz@rcn.com](mailto:paularz@rcn.com) ; [n.fleisher@comcast.net](mailto:n.fleisher@comcast.net) ; [Peter.j.howe@comcast.net](mailto:Peter.j.howe@comcast.net) ; [dolson@newtonma.gov](mailto:dolson@newtonma.gov) ; [ikronitz@comcast.net](mailto:ikronitz@comcast.net) ; [barrysbergman@yahoo.com](mailto:barrysbergman@yahoo.com) ; [ikronitz@comcast.net](mailto:ikronitz@comcast.net) ; [sjwinnay@yahoo.com](mailto:sjwinnay@yahoo.com) ; [luciec@comcast.net](mailto:luciec@comcast.net) ; [cschuckel@newtonma.gov](mailto:cschuckel@newtonma.gov) ; [tdaley@newtonma.gov](mailto:tdaley@newtonma.gov) ; [markjfield@hotmail.com](mailto:markjfield@hotmail.com) ; [kasdavidson@hotmail.com](mailto:kasdavidson@hotmail.com) ; [tkropf@aol.com](mailto:tkropf@aol.com) ; [RachelSG@aol.com](mailto:RachelSG@aol.com) ; [Edailey@bromsun.com](mailto:Edailey@bromsun.com) ; [jefftarmy@hotmail.com](mailto:jefftarmy@hotmail.com) ; [commave@aol.com](mailto:commave@aol.com) ; [ejengelman@gmail.com](mailto:ejengelman@gmail.com) ; [sweeneei@bc.edu](mailto:sweeneei@bc.edu) ; [diwatsuki@gmail.com](mailto:diwatsuki@gmail.com) ; [edmurray@verizon.net](mailto:edmurray@verizon.net) ; [janequinn419@gmail.com](mailto:janequinn419@gmail.com) ; [downhilman@aol.com](mailto:downhilman@aol.com) ; [danmowrey@comcast.net](mailto:danmowrey@comcast.net) ; [jackmaypole@yahoo.com](mailto:jackmaypole@yahoo.com) ; [joelak@aol.com](mailto:joelak@aol.com) ; [furgang@srbc.com](mailto:furgang@srbc.com) ; [awinone@gmail.com](mailto:awinone@gmail.com)

**Subject:** Stop light style at Daniel and Parker Streets

Hi Vicki,

I've added some folks that might be interested to the cc list. My apologies if you don't want this email. I'll make every attempt to get you off the thread if you let me know.

If you're unfamiliar with the issue, reading from the bottom up will let you know some of the questions that have come up regarding a stop light that is being designed for the Daniel/Parker St. intersection, or thereabouts. I'm told that it's not yet approved, but the consultant was given the go ahead to do the design back in September, so a decision could be close.

Vicki, your description of the light being a HAWK signal seems to bring up another discrepancy. It was stated (meeting minutes as well) that the light was going to be a red- yellow-green pedestrian activated stop light. I found a couple of different locations on the web that describe a HAWK signal. Yes, it does stay dark when not activated, but both places indicate that it does NOT have a green component (see below). Once activated, it starts as flashing yellow, that goes to a solid red, and then goes to a flashing red –essentially a stop sign. Maybe you can add this question to the distilled list – re: diversion, location, crossing guard requirement, assessment study, etc. - you said you forwarded to the DPW.

By the way, any quick answers as to the proposed location of the light? Myself and others are very curious as to the logic for possibly moving it away from the present crosswalk which puts kids on the correct side of the street for going to Bowen.

As I've stated, I'm not saying that I'm against a light, I'm just asking questions, some of them the same that were asked 5 months ago when the assessment was said to be complete. It's the contradictions that are troublesome.

In regards to the function of the HAWK signal, this seems to go against the general theories that Sean, Adam and Clint Schuckel brought out during the bumpout debate regarding unnecessary stop signs causing both increased

speed further down the road (Parker is already a speedway), diminished effect of all other stop signs around Newton and unnecessary pollution concerns. I realize it's pedestrian activated, but why wouldn't those concerns just indicate that a flashing yellow would be better? Is there some crossover point, where the number of previous accidents and number of pedestrians crossing outweighs those concerns? Does it become a more reasonable thing to do because the state is paying for it, just as Alderman Parker indicated in a traffic council meeting that the bumpout prematurely became a good thing to do because it was to be paid for by mitigation funds?

Other thoughts?

Description of a HAWK light from Safe Routes to School website ([http://www.saferoutesinfo.org/guide/engineering/traffic\\_signals.cfm](http://www.saferoutesinfo.org/guide/engineering/traffic_signals.cfm) )

To increase pedestrian safety at school crossing locations, the City

of Tucson developed a traffic signal called the HAWK (High-intensity Activated crossWalk). The HAWK uses traditional traffic and pedestrian signal heads but in a different configuration. It includes a sign instructing motorists to "stop on red" and a "pedestrians" overhead sign. There is also a sign informing pedestrians on how to cross the street safely.

When not activated, the signal is blanked out. The HAWK signal is activated by a pedestrian push button. The overhead signal begins flashing yellow and then solid yellow, advising drivers to prepare to stop. The signal then displays a solid red and shows the pedestrian a "Walk" indication. Finally, an alternating flashing red signal indicates that motorists may proceed when safe, after coming to a full stop. The pedestrian is shown a flashing "Don't Walk" with a countdown indicating the time left to cross.

**Regards,**

Ira

Ira Kronitz

**From:** kronitz, ira

**Sent:** Monday, April 19, 2010 6:29 PM

**To:** 'Victoria Danberg'

**Cc:** [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov) ; [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov) ; [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov) ; [rblblazar@yahoo.com](mailto:rblblazar@yahoo.com) ; [sean.roche@gmail.com](mailto:sean.roche@gmail.com) ; [peller@gmail.com](mailto:peller@gmail.com) ; [blenson@gmail.com](mailto:blenson@gmail.com) ; [edmurray@verizon.net](mailto:edmurray@verizon.net) ; [ejengelman@gmail.com](mailto:ejengelman@gmail.com) ; [janequinn419@gmail.com](mailto:janequinn419@gmail.com) ; [commave@aol.com](mailto:commave@aol.com) ; [ritabeckman1@gmail.com](mailto:ritabeckman1@gmail.com) ; [ikronitz@comcast.net](mailto:ikronitz@comcast.net) ; ' [paularz@rcn.com](mailto:paularz@rcn.com) ' ; ' [n.fleisher@comcast.net](mailto:n.fleisher@comcast.net) ' ; [Peter.j.howe@comcast.net](mailto:Peter.j.howe@comcast.net) ; ' [dolson@newtonma.gov](mailto:dolson@newtonma.gov) ' ; [ikronitz@comcast.net](mailto:ikronitz@comcast.net)

**Subject:** RE: FW: traffic monitors - Daniel and Parker

Hi Vicki,

Well, if you're not saying the Waverley light is a full HAWK light (as you call it), then your comment about the Daniel/Parker light being dark isn't actually applicable.



Sean also accused me of seeing conspiracies after he changed the BTNA website to deny me access. Of course, this email thread could have ended much earlier if you could just indicate where the light will be located. Where was it when you saw it on the drawing at the traffic council meeting? Does it make sense to you that it would be moved from the current crosswalk?

Regardless of conspiracies, Sean, Adam and yourself were incorrect when it came to who was going to pay for the Daniel/Jackson road configuration changes. I'm suggesting the funding be double checked. And after the initial funding is checked, please determine who will be paying for the maintenance of the light in the years to come. As well as whether it will cost more to maintain a flashing yellow signal as opposed to a HAWK light.

And as far as me being the only one concerned about the traffic light, evidently you didn't read Peter Howe's editorial in the TAB, or Sean's response to it. And you also seem to have forgotten the email thread below from last October, which also went to the traffic council in addition to other concerned neighbors. There were probably also a couple of other notes but I didn't look further.

I don't really mind you accusing me of seeing conspiracies, I actually find it quite amusing. However, I think myself and others would like to see some answers regarding the questions. I actually didn't come up with them myself. If you hold a meeting, and I'm the only one there with questions regarding this traffic light, you will have undoubtedly made your point. I say we should try it.

I'm copying David Olson. If he has a record of the drawing from the traffic council meeting and/or the assessment that was said to be complete, maybe I can come in to see it.

----- Original Message -----

From: "Victoria Danberg" <[vdanberg@gmail.com](mailto:vdanberg@gmail.com)>

To: "Jane Quinn" <[janequinn419@gmail.com](mailto:janequinn419@gmail.com)>

Cc: [mkruse@newtonma.gov](mailto:mkruse@newtonma.gov), [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov), "David Koses" <[dkoses@newtonma.gov](mailto:dkoses@newtonma.gov)>, [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov), "IKronitz Kronitz" <[ikronitz@comcast.net](mailto:ikronitz@comcast.net)>, "Paula Rendino" <[paularz@rcn.com](mailto:paularz@rcn.com)>, "Neal Fleisher" <[n.fleisher@comcast.net](mailto:n.fleisher@comcast.net)>, [edmurray@verizon.net](mailto:edmurray@verizon.net)

Sent: Monday, October 5, 2009 12:20:07 AM GMT -05:00 US/Canada Eastern

Subject: Re: Traffic Light

Jane,

There is not a full traffic light planned for Parker and Daniel. Newton has not installed a single additional full traffic light in at least a decade as they are very costly (\$150,000 plus maintenance).

What you may have mistaken it for is a pedestrian activated traffic signal, which instead of just flashing yellow (cars need not legally stop, but just proceed with caution) will have the capability of having the pedestrians actually stop the traffic, as it has a red light cycle.

Of the 6 pedestrian activated lights we have requested in various locations, the Parker/Daniel location is the only one with that capability, because we can get federal funding for it and it is the more expensive version of this type of light.

I hope this helps.

Vicki

On Sun, Oct 4, 2009 at 2:35 PM, Jane Quinn <[janequinn419@gmail.com](mailto:janequinn419@gmail.com)> wrote:

Subject: Re: Traffic Light

Dear Newton Traffic Council,

A full traffic light at Parker/Daniel Street? Yet another project steamrolled into place by the self-appointed traffic experts on Daniel Street, to add to the asphalt wreckage of the last ingenious "calming" (traffic diversion) death trap..... Yet another attempt to "calm" (divert) traffic right around their own homes at the expense of everyone else. Do any of you see a pattern here? We do!

Most residents are not even aware of this yet. A group of us just got wind of it , and I'm shocked it a decision was made so quickly..... Once again, a decision made by people who don't live in the immediate area, with absolutely no discussion or warning for the community. And once again, decision makers should have made an effort to notify affected people on Parker, Athelstane, southbound Daniel, Walter, Jackson, etc., as now traffic will snarl up particularly in the morning, (as idling cars sit in front of many homes, emitting more pollution) and new dangers at the crosswalk are created. Even a letter would have been a decent measure. I still don't know if the light will only work during school hours and I do understand the concern about this crossing site , but could someone FOR ONCE make an assessment about the problems a sudden, uninformed decision might cause, before secretly and quietly pulling the trigger?? A crossing guard would still be crucial - although we can expect that job won't last due to a strangled city budget - and I'm stunned that a discussion questioning the need for a guard ever took place. As cars gun it for the yellow light, and children will step off the curb in anticipation of a walk light someone could get killed. We need our guard to onto Parker from driveways and side streets as it is.

Why not repaint the crosswalk so it can actually be SEEN by drivers, and how about another pedestrian crossing sign on the other side of it? Couldn't we try this first?

Will somebody please get back to me?

Thanks in advance for addressing my issues with this latest traffic development.

Best,

Jane Quinn

--

Victoria Danberg  
Alderman at-Large, Ward 6  
Tel. 617.969.1756  
Fax. 617.969.5648  
Email: [Vdanberg@gmail.com](mailto:Vdanberg@gmail.com)

Regards,

Ira

**From:** Victoria Danberg [mailto: [vdanberg@gmail.com](mailto:vdanberg@gmail.com) ]

**Sent:** Monday, April 19, 2010 5:46 PM

**To:** kronitz, ira

**Cc:** [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov) ; [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov) ; [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov) ; [rblazar@yahoo.com](mailto:rblazar@yahoo.com) ; [sean.roche@gmail.com](mailto:sean.roche@gmail.com) ; [peller@gmail.com](mailto:peller@gmail.com) ; [blenson@gmail.com](mailto:blenson@gmail.com) ; [edmurray@verizon.net](mailto:edmurray@verizon.net) ; [ejengelman@gmail.com](mailto:ejengelman@gmail.com) ; [janequinn419@gmail.com](mailto:janequinn419@gmail.com) ; [commave@aol.com](mailto:commave@aol.com) ; [ritabeckman1@gmail.com](mailto:ritabeckman1@gmail.com) ; [ikronitz@comcast.net](mailto:ikronitz@comcast.net)

**Subject:** Re: FW: traffic monitors - Daniel and Parker

Hi Ira,

Since we are writing back and forth on a State vacation day, please be aware that I have only made a suggestion that we hold an info meeting with a City traffic person there to answer questions, and do not yet have a confirmation, so let's not plan out the guest list quite yet! I will keep you in the loop on what I hear.

No, I am NOT saying that the light on Waverly is a red-yellow-green! The City would not and could not pay for one! We have the opportunity to get a HAWK light (green-yellow-red) at Parker-Daniel, that other neighborhoods would have jumped at, had it been offered. I find it hard to understand your suspicion that the availability for State money for this light includes some kind of conspiracy? But if a neighborhood meeting will help, I am willing to request one.

You should know, however, that the only complaint I have received on this, or its "process" is from you.

"Assessments" on where lights need to go in Newton are usually done by the traffic professionals in the City, who are entirely capable of making these calls. We may have one in writing in the case of Daniel/Parker, as TEC was hired on the State's tab to look into it. I do promise you that no conspiracies are being committed and no one has any need or motivation to hide anything from me, you, or anyone else.

I will keep you posted on any response I receive.

Vicki

On Mon, Apr 19, 2010 at 4:07 PM, <[ikronitz@emc.com](mailto:ikronitz@emc.com)> wrote:

Hi Vicki,

I think a meeting is a great idea. I'm sure everyone appreciates the help, I know I do. Thanks!!

Since this affects folks on both sides of Parker, please be sure to send out as wide a notice as possible. I'm sure the folks copied will help in that.

The light on Waverley was slated to be a flashing yellow pedestrian signal. Are you saying that it's a red-yellow-green light? If it's not, I think we're talking apples and oranges, unless the Parker/Daniel light has become a flashing yellow light.

Sorry if I gave you the wrong impression, but I fully understand that you're not presently on the traffic council. My point was that you approved the design study in September based on a completed assessment. You recently stated that you (and/or David Koses) could not confirm the location of the light because it's still early in the process and the assessment is not complete. That is the contradiction to which I was referring. In the minutes (recopied below) it even indicates that a map was provided showing the location.

Not to belabor the point, but the contradictions are fairly obvious, so I'm assuming there must be a simple explanation.

The assessment is either complete or it's not.

The location of the light is either known or it's not.

That drawing either showed the light at the corner or it didn't.

If the light is not at the same corner as it is today there must be some interesting supporting data to indicate why you'd want Bowen kids to cross an additional intersection before they get to school.

Especially off hours when they may be going to the park without an adult.

From below...

**The assessment has been completed and TEC made a recommendation for a pedestrian activated signal at Daniel and Parker Streets. Mr. Koses provided a map to Council members which showed the proposed location of where the signal is to be installed.**

Minutes of the traffic council meeting.

#### **DISCUSSION ITEM**

DAVID KOSES, requesting conceptual discussion of pedestrian signals to be installed as part of the "Safe Routes to School Program" to be paid for entirely through federal safe routes to school infrastructure funding.

**NOTE:** Mr. Koses stated this discussion is from a meeting that Mr. Schuckel and Mr. Koses attended with Kevin Dandrade, consultant from TEC. TEC was hired by the state to complete engineering work associated with safe routes to school infrastructure assessments. TEC makes recommendations for improvements, which are 100% funded by the state to encourage children to walk to school.

In Newton, the only school that has been selected for this infrastructure assessment is the Bowen School. The assessment has been completed and TEC made a recommendation for a pedestrian activated signal at Daniel and Parker Streets. Mr. Koses provided a map to Council members which showed the proposed location of where the signal is to be installed.

Mr. Dandrade requested that the City of Newton show a sign of support for the signal in order for them to move forward with the associated design work. Ald. Danberg and Sgt. Norcross asked for clarification if this funding is for a pedestrian activated signal or a warning signal. Mr. Schuckel stated the TRAFFIC COUNCIL REPORT Monday, September 14, 2009 Page 4

difference in cost for the two signal options is that the control box is more complicated and more wiring is involved. In a warning signal style, the light flashes on and off for a certain amount of time. The full signal has a red, yellow, and green. Due to vehicular speed and volume on Parker Street, Mr. Schuckel supports the full crossing signal.

Sgt. Norcross stated that the Police Department make an assessment to determine if the crossing guard would need to remain at this location once this light is installed. Sgt. Norcross thinks that the crossing guard should remain since it is a busy street. Ald. Danberg moved to vote in support of TEC's recommendation for the design of a pedestrian activated full traffic signal at Daniel and Parker Streets and the Committee voted in favor 4-0.

Respectfully Submitted,

David Koses, Traffic Council Chair

David G. Koses, AICP  
Transportation Planner  
City of Newton  
617-796-1133  
617-796-1142 fax

**Danielle Delaney**

---

From: "David Koses" <dkoses@newtonma.gov>  
To: "Traffic Council Dist List" <trafficcouncil@newtonma.gov>  
Subject: RE: Quick followup questions on Parker Street Hawk light ..  
Date sent: Fri, 18 Feb 2011 09:01:00 -0500

Hi Peter,

My understanding is that calculations will have to be done to determine the optimal yellow and red time and the amount of time allowed between activations. This will be part of the design process. Our Engineering Division will be able adjust the timing.

Thank you,  
David Koses

Peter-

Alderman Blazar and I attended the meeting last night and here's my understanding of the answers to your questions:

1. The crossing guard will not be able to manually operate the device timing. She will push the button like anyone else. It was mentioned that its 10 seconds to cross plus another 10 seconds flashing 'don't walk' warning.
2. I didn't hear how long the yellow flashes for before turning double red.
3. How long red? See #1 above. Although logically there might be an extra second or two after that.
4. 2 minutes between cycles.
5. It was said that we can synch the HAWK to the future light at rt/parker if we want to, but probably don't want to. So that would imply that we have the ability to locally control the timing. It was not explicitly stated, however.

It was over 2 hours. And I may have missed a few things...so I'm happy to be corrected if I'm off on any of the above.

When the minutes come out, they will be posted here:

<http://www.ci.newton.ma.us/Aldermen/Agendas/TrafficAgenda.htm>

Best wishes,

**Charlie Shapiro**  
**Alderman at Large | Ward 6**

**From:** Peter J. Howe [mailto:pjacocks@comcast.net]  
**Sent:** Friday, February 18, 2011 7:58 AM  
**To:** vdanberg@newtonma.gov  
**Cc:** Charlie Shapiro; trafficcouncil@newtonma.gov  
**Subject:** Quick followup questions on Parker Street Hawk light ..

Hi, all, and thanks for keeping us in the loop about last night's meeting. Do you think you can find out hopefully easily available answers to a few questions that I think can go a very long way

towards allaying key concerns:

- Is it true as Vicki told me yesterday that the crossing guard will have a device to override the red phase of the light when s/he is there, to maximize traffic flow and reduce light-caused backups on Parker? Some people I heard from at the meeting last night said they heard this was NOT true, that the light will NOT be like the one at Gibbs and Centre. Hopefully they're wrong and what Vicki heard is right?
- How long will the lights flash yellow?
- How long will the light be red?
- How much time is required between activations of the red and yellow lights ... In other words, what's the minimum amount of time cars and bikes can resume moving on Parker Street before a pedestrian can re-activate the HAWK light?
- Will city engineers be able to readjust the light timing? Or does it require a state engineer?

I'd be very grateful if you think you can give me any answers to those and will be happy to disseminate the information to people who've been discussing all this. Thanks for all your hard work and trying to hear out the neighborhood on this!

Cheers,  
Peter Howe  
34 Stearns Street    Ward 6 precinct 2

David G. Koses, AICP  
Transportation Planner  
City of Newton  
617-796-1133  
617-796-1142 fax

**Danielle Delaney**

---

To: **ddelaney@newtonma.gov**  
 Subject: **(Fwd) Re: light at vicinity of Athelstane and Daniel St.**  
 Date sent: **Mon, 07 Feb 2011 09:25:58**

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

From: **"David Koses" <dkoses@newtonma.gov>**  
 To: **"Traffic Council Dist List" <trafficcouncil@newtonma.gov>**  
 Subject: **Re: light at vicinity of Athelstane and Daniel St.**  
 Date sent: **Mon, 07 Feb 2011 08:59:38 -0500**

From: **&quot;Victoria Danberg&quot; &lt;**  
 To: **&quot;Jane Quinn&quot; &lt;**  
 Copies to: **Subject: Re: Traffic Light<br />**  
 From: **kronitz, ira<br />**  
 To: **Sean Roche; Bob Lenson<br />**  
 Copies to: **Subject: RE: traffic monitors - Daniel and Parker<br />**  
 From: **Sean Roche [**  
 To: **Bob Lenson<br />**  
 Copies to: **kronitz, ira;**  
 Subject: **Re: traffic monitors - Daniel and Parker<br />**  
 From: **Victoria Danberg [**  
 To: **kronitz, ira<br />**  
 Copies to: **Subject: Re: traffic monitors - Daniel and Parker<br />**

**Hi Ira,**

The Traffic Council meeting on February 17 offers an opportunity for any member of the public to provide input on the items being discussed, either in person at the meeting or through email communication to be summarized at the meeting. All Traffic Council meetings are open for public comment.

After a presentation, discussion and public comment, Traffic Council will vote either to approve the removal of parking (if necessary) as part of TC41-10, approve it as amended, deny it, hold the item, or take no action. Traffic Council has the same choices for TC42-10 (to either approve the pedestrian hybrid signal, approve it as amended, deny it, hold it, or take no action). Both items are subject to appeal to the Board of Alderman within 20 days of Traffic Council's decision. TC41-10 will require further approvals of the Board of Aldermen. I'm not sure what other approvals would be necessary as part of 42-10. Although the signal would be 100% paid for by the state, my guess is that it would still need to be approved by the Board as a "gift" to the City, and the work might also need to be approved by DPW. Also, as the report is labeled a "Preliminary Assessment", I'm not sure whether any additional approvals from the state are necessary, and/or whether the state needs to release a "Final Assessment" before funds are released. We will look into these issues and include it as part of the discussion next week.

Regards,  
 David Koses

On 6 Feb 2011 at 17:08, IKronitz wrote:

Interesting how the name "hybrid" is now used rather than "HAWK" light. They appear to be the same thing. At any rate, a hybrid light is described as follows:  
 Installed on roadside poles and mast arms, the ***Pedestrian Hybrid Beacon*** remains dark until a pedestrian activates the system by pressing a pushbutton. Once the system is activated, a sequence of amber and red beacon lights provides a bright warning to motorists.



Also curious is the picture used in the consultant's report. It appears to be a 4 or 6 lane road that warrants such a light.

The consultant also mentions the advantage of the light due to students walking to Weeks Junior High. Their endorsement of the oversized bumpout at Daniel and Jackson, deemed unacceptable by the neighborhood was also curious.

Vicki, David Koses,

The notice I received regarding the traffic council agenda on Feb. 17th does not indicate if it's open for public comment or not.

Could one of you please clarify what the outcome of this discussion might be? Is it approval of the item, is it approval to move forward to another step in the process? And what would that next step be?

I apologize in advance for the wide distribution. If anyone would like to be off this list, please let us know. I promise to remove you from any of my future emails.

Regards,  
Ira.

On 2/5/2011 2:15 PM, lucie wrote:

<http://www.ci.newton.ma.us/Aldermen/Traffic/2011/01-27-11Traffic%20Council%20Agenda.pdf>

A copy of the relevant portion of the agenda for 1/27/11

I cannot find the 2/17/11 agenda posted

Lucie Chansky

**ITEMS NOT SCHEDULED FOR DISCUSSION:**

TC42-10 DAVID KOSES, on behalf of the Newton Safe Routes to School Task Force, requesting installation of a pedestrian hybrid signal and crosswalk on Parker Street in the vicinity of Daniel Street and Athelstane Road, to be paid for through Mass DOT' Safe Routes to School Infrastructure Program. (Ward 6) [12/23/10 @ 9:10 AM]

TC41-10 DAVID KOSES, on behalf of the Newton Safe Routes to School Task Force, requesting parking restrictions on both sides of Cypress Street, in the vicinity of 280 Cypress Street, in association with modifications to the island and related infrastructure changes near the school entrance, to be paid for through Mass DOT'S Safe Routes to School Infrastructure Program. (Ward 6) [12/23/10 @

9:10 AM]

TC40-10

**From:** IKronitz [ <mailto:ikronitz@comcast.net> ]  
**Sent:** Saturday, February 05, 2011 1:32 PM  
**To:** Victoria Danberg  
**Cc:** [ikronitz@emc.com](mailto:ikronitz@emc.com) ; Clint Schuckel; Tom Daley; [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov) ; [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov) ; [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov) ; [rblblazar@yahoo.com](mailto:rblblazar@yahoo.com) ; [sean.roche@gmail.com](mailto:sean.roche@gmail.com) ; [peller@gmail.com](mailto:peller@gmail.com) ; [blenson@gmail.com](mailto:blenson@gmail.com) ; [edmurray@verizon.net](mailto:edmurray@verizon.net) ; [ejengelman@gmail.com](mailto:ejengelman@gmail.com) ; [janequinn419@gmail.com](mailto:janequinn419@gmail.com) ; [commave@aol.com](mailto:commave@aol.com) ; [ritabeckman1@gmail.com](mailto:ritabeckman1@gmail.com) ; [paularz@rcn.com](mailto:paularz@rcn.com) ; [n.fleisher@comcast.net](mailto:n.fleisher@comcast.net) ; [Peter.j.howe@comcast.net](mailto:Peter.j.howe@comcast.net) ; [dolson@newtonma.gov](mailto:dolson@newtonma.gov) ; [barrysbergman@yahoo.com](mailto:barrysbergman@yahoo.com) ; [sjwinnay@yahoo.com](mailto:sjwinnay@yahoo.com) ; [luciec@comcast.net](mailto:luciec@comcast.net) ; [markjfield@hotmail.com](mailto:markjfield@hotmail.com) ; [kasdavidson@hotmail.com](mailto:kasdavidson@hotmail.com) ; [tkropf@aol.com](mailto:tkropf@aol.com) ; [RachelSG@aol.com](mailto:RachelSG@aol.com) ; [Edailey@bromsun.com](mailto:Edailey@bromsun.com) ; [jefftarmy@hotmail.com](mailto:jefftarmy@hotmail.com) ; [sweeneei@bc.edu](mailto:sweeneei@bc.edu) ; [diwatsuki@gmail.com](mailto:diwatsuki@gmail.com) ; [downhilman@aol.com](mailto:downhilman@aol.com) ; [danmowrey@comcast.net](mailto:danmowrey@comcast.net) ; [jackmaypole@yahoo.com](mailto:jackmaypole@yahoo.com) ; [joelak@aol.com](mailto:joelak@aol.com) ; [furgang@srbc.com](mailto:furgang@srbc.com) ; [awinone@gmail.com](mailto:awinone@gmail.com)  
**Subject:** Re: light at vicinity of Athelstane and Daniel St.

Hi Vicki, et. al,

I received a notice for a traffic council meeting on Thursday, Feb. 17 regarding a "pedestrian hybrid signal and crosswalk on Parker St. in the vicinity of Daniel Street and Athelstane Road"

Is there now a report from the traffic consultant? I'm sure myself and others would like to see it?

Why is there such vagueness about the location?

Why isn't it at Daniel and Parker where the present crosswalk is located? Why would it be on the south side of Parker which keeps the Bowen kids from having to cross Daniel or Jackson?

What is a hybrid light? Does it have a red component?

There was also mention of changes to the island around Bowen School. Is there a drawing of what these changes might be?

Regards,  
Ira.

On 4/27/2010 11:24 PM, Victoria Danberg wrote:

Ira,

I was under the incorrect impression that the HAWK light turned green before going dark. The website you located describes it as having red-yellow cycles only.

Clint or Tom should be able to answer the question about the location of the light. I have copied them on this email.

Vicki

On Tue, Apr 27, 2010 at 10:05 AM, <[ikronitz@emc.com](mailto:ikronitz@emc.com)> wrote:

Vicki, Tom D., Clint,

Do you know why the newly laid crosswalk (or concrete accessibility (?) section that goes from the street to the sidewalk) on the Daniel side of the street at Daniel and Jackson was ripped up? It seemed to be in its final state, it looked good and was perfectly usable. You have to step into the dirt now to cross. I was wondering if there was any plan to move it, but then I realized that wouldn't make sense because we wouldn't be able to get over to the plowed side of the street and/or the path would be longer.

That made me think of another issue regarding the light. I don't see how it could be moved away from the present crosswalk either north or south of the intersection because in the winter the sidewalks on the east side of Parker St. (and the south side of Daniel St.) are not plowed. It's pretty difficult for me to get over the mounds on the south east corner at Daniel and Parker St. after the snow plows build it up. Elementary school kids could sink to their shoulders or slide into the street off the mound. I suppose the plowing and the accessibility curbing could be changed, but why?

**Regards,**

Ira

Ira Kronitz

EMC Cambridge Software Center

11 Cambridge Center

Cambridge, MA 02142-1405

Ph: 617-679-1115

[kronitz\\_ira@emc.com](mailto:kronitz_ira@emc.com)

**From:** kronitz, ira

**Sent:** Monday, April 26, 2010 1:02 PM

**To:** Victoria Danberg; kronitz, ira

**Cc:** [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov) ; [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov) ; [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov) ; [rbblazar@yahoo.com](mailto:rbblazar@yahoo.com) ; [sean.roche@gmail.com](mailto:sean.roche@gmail.com) ; [peller@gmail.com](mailto:peller@gmail.com) ; [blenson@gmail.com](mailto:blenson@gmail.com) ; [edmurray@verizon.net](mailto:edmurray@verizon.net) ; [ejengelman@gmail.com](mailto:ejengelman@gmail.com) ; [janequinn419@gmail.com](mailto:janequinn419@gmail.com) ; [commave@aol.com](mailto:commave@aol.com) ; [ritabeckman1@gmail.com](mailto:ritabeckman1@gmail.com) ; [ikronitz@comcast.net](mailto:ikronitz@comcast.net) ; [paularz@rcn.com](mailto:paularz@rcn.com) ; [n.fleisher@comcast.net](mailto:n.fleisher@comcast.net) ; [Peter.j.howe@comcast.net](mailto:Peter.j.howe@comcast.net) ; [dolson@newtonma.gov](mailto:dolson@newtonma.gov) ; [ikronitz@comcast.net](mailto:ikronitz@comcast.net) ; [barrysbergman@yahoo.com](mailto:barrysbergman@yahoo.com) ; [ikronitz@comcast.net](mailto:ikronitz@comcast.net) ; [sjwinnay@yahoo.com](mailto:sjwinnay@yahoo.com) ; [luciec@comcast.net](mailto:luciec@comcast.net) ; [cschuckel@newtonma.gov](mailto:cschuckel@newtonma.gov) ; [tdaley@newtonma.gov](mailto:tdaley@newtonma.gov) ; [markjfield@hotmail.com](mailto:markjfield@hotmail.com) ; [kasdavidson@hotmail.com](mailto:kasdavidson@hotmail.com) ; [tkropf@aol.com](mailto:tkropf@aol.com) ; [RachelSG@aol.com](mailto:RachelSG@aol.com) ; [Edailey@bromsun.com](mailto:Edailey@bromsun.com) ; [jefftarmy@hotmail.com](mailto:jefftarmy@hotmail.com) ; [commave@aol.com](mailto:commave@aol.com) ; [ejengelman@gmail.com](mailto:ejengelman@gmail.com) ; [sweeneei@bc.edu](mailto:sweeneei@bc.edu) ; [diwatsuki@gmail.com](mailto:diwatsuki@gmail.com) ; [edmurray@verizon.net](mailto:edmurray@verizon.net) ; [janequinn419@gmail.com](mailto:janequinn419@gmail.com) ; [downhilman@aol.com](mailto:downhilman@aol.com) ; [danmowrey@comcast.net](mailto:danmowrey@comcast.net) ; [jackmaypole@yahoo.com](mailto:jackmaypole@yahoo.com) ; [joelak@aol.com](mailto:joelak@aol.com) ; [furgang@srbc.com](mailto:furgang@srbc.com) ; [awinone@gmail.com](mailto:awinone@gmail.com)

**Subject:** Stop light style at Daniel and Parker Streets

Hi Vicki,

I've added some folks that might be interested to the cc list. My apologies if you don't want this email. I'll make every attempt to get you off the thread if you let me know.

If you're unfamiliar with the issue, reading from the bottom up will let you know some of the questions that have come up regarding a stop light that is being designed for the Daniel/Parker St. intersection, or thereabouts. I'm told that it's not yet approved, but the consultant was given the go ahead to do the design back in September, so a decision could be close.

Vicki, your description of the light being a HAWK signal seems to bring up another discrepancy. It was stated (meeting minutes as well) that the light was going to be a red- yellow-green pedestrian activated stop light. I found a couple of different locations on the web that describe a HAWK signal. Yes, it does stay dark when not activated, but both places indicate that it does NOT have a green component (see below). Once activated, it starts as flashing yellow, that goes to a solid red, and then goes to a flashing red –essentially a stop sign. Maybe you can add this question to the distilled list – re: diversion, location, crossing guard requirement, assessment study, etc. - you said you forwarded to the DPW.

By the way, any quick answers as to the proposed location of the light? Myself and others are very curious as to the logic for possibly moving it away from the present crosswalk which puts kids on the correct side of the street for going to Bowen.

As I've stated, I'm not saying that I'm against a light, I'm just asking questions, some of them the same that were asked 5 months ago when the assessment was said to be complete. It's the contradictions that are troublesome.

In regards to the function of the HAWK signal, this seems to go against the general theories that Sean, Adam and Clint Schuckel brought out during the bumpout debate regarding unnecessary stop signs causing both increased speed further down the road (Parker is already a speedway), diminished effect of all other stop signs around Newton and unnecessary pollution concerns. I realize it's pedestrian activated, but why wouldn't those concerns just indicate that a flashing yellow would be better? Is there some crossover point, where the number of previous accidents and number of pedestrians crossing outweighs those concerns? Does it become a more reasonable thing to do because the state is paying for it, just as Alderman Parker indicated in a traffic council meeting that the bumpout prematurely became a good thing to do because it was to be paid for by mitigation funds?

Other thoughts?

Description of a HAWK light from Safe Routes to School website ( [http://www.saferoutesinfo.org/guide/engineering/traffic\\_signals.cfm](http://www.saferoutesinfo.org/guide/engineering/traffic_signals.cfm) )

To increase pedestrian safety at school crossing locations, the City of Tucson developed a traffic signal called the HAWK (High-intensity Activated crossWalk). The HAWK uses traditional traffic and pedestrian signal heads but in a different configuration. It includes a sign instructing motorists to "stop on red" and a "pedestrians" overhead sign. There is also a sign informing pedestrians on how to

cross the street safely.

When not activated, the signal is blanked out. The HAWK signal is activated by a pedestrian push button. The overhead signal begins flashing yellow and then solid yellow, advising drivers to prepare to stop. The signal then displays a solid red and shows the pedestrian a "Walk" indication. Finally, an alternating flashing red signal indicates that motorists may proceed when safe, after coming to a full stop. The pedestrian is shown a flashing "Don't Walk" with a countdown indicating the time left to cross.

## Regards,

Ira  
Ira Kronitz

**From:** kronitz, ira

**Sent:** Monday, April 19, 2010 6:29 PM

**To:** 'Victoria Danberg'

**Cc:** [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov) ; [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov) ; [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov) ; [rblblazar@yahoo.com](mailto:rblblazar@yahoo.com) ; [sean.roche@gmail.com](mailto:sean.roche@gmail.com) ; [peller@gmail.com](mailto:peller@gmail.com) ; [blenson@gmail.com](mailto:blenson@gmail.com) ; [edmurray@verizon.net](mailto:edmurray@verizon.net) ; [ejengelman@gmail.com](mailto:ejengelman@gmail.com) ; [janequinn419@gmail.com](mailto:janequinn419@gmail.com) ; [commave@aol.com](mailto:commave@aol.com) ; [ritabeckman1@gmail.com](mailto:ritabeckman1@gmail.com) ; [ikronitz@comcast.net](mailto:ikronitz@comcast.net) ; [paularz@rcn.com](mailto:paularz@rcn.com) ; ' [n.fleisher@comcast.net](mailto:n.fleisher@comcast.net) ' ; [Peter.j.howe@comcast.net](mailto:Peter.j.howe@comcast.net) ; ' [dolson@newtonma.gov](mailto:dolson@newtonma.gov) ' ; [ikronitz@comcast.net](mailto:ikronitz@comcast.net)

**Subject:** RE: FW: traffic monitors - Daniel and Parker

Hi Vicki,

Well, if you're not saying the Waverley light is a full HAWK light (as you call it), then your comment about the Daniel/Parker light being dark isn't actually applicable.

Sean also accused me of seeing conspiracies after he changed the BTNA website to deny me access. Of course, this email thread could have ended much earlier if you could just indicate where the light will be located. Where was it when you saw it on the drawing at the traffic council meeting? Does it make sense to you that it would be moved from the current crosswalk?

Regardless of conspiracies, Sean, Adam and yourself were incorrect when it came to who was going to pay for the Daniel/Jackson road configuration changes. I'm suggesting the funding be double checked. And after the initial funding is checked, please determine who will be paying for the maintenance of the light in the years to come. As well as whether it will cost more to maintain a flashing yellow signal as opposed to a HAWK light.

And as far as me being the only one concerned about the traffic light, evidently you didn't read Peter Howe's editorial in the TAB, or Sean's response to it. And you also seem to have forgotten the email thread below from last October, which also went to the traffic council in addition to other concerned neighbors. There were probably also a couple of other notes but I didn't look further.

I don't really mind you accusing me of seeing conspiracies, I actually find it quite amusing. However, I think myself and others would like to see some answers regarding the questions. I actually didn't come up with them myself. If you hold a meeting, and I'm the only one there with questions regarding this traffic light, you will have undoubtedly made your point. I say we should try it.

I'm copying David Olson. If he has a record of the drawing from the traffic council meeting and/or the assessment that was said to be complete, maybe I can come in to see it.

----- Original Message -----

From: "Victoria Danberg" <[vdanberg@gmail.com](mailto:vdanberg@gmail.com)>

To: "Jane Quinn" <[janequinn419@gmail.com](mailto:janequinn419@gmail.com)>

Cc: [mkruse@newtonma.gov](mailto:mkruse@newtonma.gov), [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov), "David Koses" <[dkoses@newtonma.gov](mailto:dkoses@newtonma.gov)>, [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov), "IKronitz Kronitz" <[ikronitz@comcast.net](mailto:ikronitz@comcast.net)>, "Paula Rendino" <[paularz@rcn.com](mailto:paularz@rcn.com)>, "Neal Fleisher" <[n.fleisher@comcast.net](mailto:n.fleisher@comcast.net)>, [edmurray@verizon.net](mailto:edmurray@verizon.net)

Sent: Monday, October 5, 2009 12:20:07 AM GMT -05:00 US/Canada Eastern

Subject: Re: Traffic Light

Jane,

There is not a full traffic light planned for Parker and Daniel. Newton has not installed a single additional full traffic light in at least a decade as they are very costly (\$150,000 plus maintenance).

What you may have mistaken it for is a pedestrian activated traffic signal, which instead of just flashing yellow (cars need not legally stop, but just proceed with caution) will have the capability of having the pedestrians actually stop the traffic, as it has a red light cycle.

Of the 6 pedestrian activated lights we have requested in various locations, the Parker/Daniel location is the only one with that capability, because we can get federal funding for it and it is the more expensive version of this type of light.

I hope this helps.

Vicki

On Sun, Oct 4, 2009 at 2:35 PM, Jane Quinn <[janequinn419@gmail.com](mailto:janequinn419@gmail.com)> wrote:

Subject: Re: Traffic Light

Dear Newton Traffic Council,

A full traffic light at Parker/Daniel Street? Yet another project steamrolled into place by the self-appointed traffic experts on Daniel Street, to add to the asphalt wreckage of the last ingenious "calming" (traffic diversion) death trap..... Yet another attempt to "calm" (divert) traffic right around their own homes at the expense of everyone else. Do any of you see a pattern here? We do!

Most residents are not even aware of this yet. A group of us just got wind of it, and I'm shocked it a decision was made so quickly..... Once again, a decision made by people who don't live in the immediate area, with absolutely no discussion or warning for the community. And once again, decision makers should have made an effort to notify affected people on Parker, Athelstane, southbound Daniel, Walter, Jackson, etc., as now traffic will snarl up particularly in the morning, (as idling cars sit in front of many homes, emitting more pollution) and new dangers at the crosswalk are created. Even a letter would have been a decent measure. I still don't know if the light will only work during school hours and I do understand the concern about this crossing site, but could someone FOR ONCE make an assessment about the problems a sudden, uninformed decision might cause, before secretly and quietly pulling the trigger?? A crossing guard would still be crucial - although we can expect that job won't last due to a strangled city budget - and I'm stunned that a discussion questioning the need for a guard ever took place. As cars gun it for the yellow light, and children will step off the curb in anticipation of a walk light someone could get killed. We need our guard to onto Parker from driveways and side streets as it is.

Why not repaint the crosswalk so it can actually be SEEN by drivers, and how about another pedestrian crossing sign on the other side of it? Couldn't we try this first?

Will somebody please get back to me?

Thanks in advance for addressing my issues with this latest traffic development.

Best,

Jane Quinn

--

Victoria Danberg  
Alderman at-Large, Ward 6

Tel. 617.969.1756  
Fax. 617.969.5648  
Email: [Vdanberg@gmail.com](mailto:Vdanberg@gmail.com)

Regards,  
Ira

**From:** Victoria Danberg [mailto: [vdanberg@gmail.com](mailto:vdanberg@gmail.com) ]  
**Sent:** Monday, April 19, 2010 5:46 PM  
**To:** kronitz, ira  
**Cc:** [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov) ; [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov) ; [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov) ; [rblazar@yahoo.com](mailto:rblazar@yahoo.com) ; [sean.roche@gmail.com](mailto:sean.roche@gmail.com) ; [peller@gmail.com](mailto:peller@gmail.com) ; [blenson@gmail.com](mailto:blenson@gmail.com) ; [edmurray@verizon.net](mailto:edmurray@verizon.net) ; [ejengelman@gmail.com](mailto:ejengelman@gmail.com) ; [janequinn419@gmail.com](mailto:janequinn419@gmail.com) ; [commave@aol.com](mailto:commave@aol.com) ; [ritabeckman1@gmail.com](mailto:ritabeckman1@gmail.com) ; [ikronitz@comcast.net](mailto:ikronitz@comcast.net)  
**Subject:** Re: FW: traffic monitors - Daniel and Parker

Hi Ira,

Since we are writing back and forth on a State vacation day, please be aware that I have only made a suggestion that we hold an info meeting with a City traffic person there to answer questions, and do not yet have a confirmation, so let's not plan out the guest list quite yet! I will keep you in the loop on what I hear.

No, I am NOT saying that the light on Waverly is a red-yellow-green! The City would not and could not pay for one! We have the opportunity to get a HAWK light (green-yellow-red) at Parker-Daniel, that other neighborhoods would have jumped at, had it been offered. I find it hard to understand your suspicion that the availability for State money for this light includes some kind of conspiracy? But if a neighborhood meeting will help, I am willing to request one. You should know, however, that the only complaint I have received on this, or its "process" is from you.

"Assessments" on where lights need to go in Newton are usually done by the traffic professionals in the City, who are entirely capable of making these calls. We may have one in writing in the case of Daniel/Parker, as TEC was hired on the State's tab to look into it. I do promise you that no conspiracies are being committed and no one has any need or motivation to hide anything from me, you, or anyone else.



I will keep you posted on any response I receive.

Vicki

On Mon, Apr 19, 2010 at 4:07 PM, <[ikronitz@emc.com](mailto:ikronitz@emc.com)>wrote:

Hi Vicki,

I think a meeting is a great idea. I'm sure everyone appreciates the help, I know I do. Thanks!!

Since this affects folks on both sides of Parker, please be sure to send out as wide a notice as possible. I'm sure the folks copied will help in that.

The light on Waverley was slated to be a flashing yellow pedestrian signal. Are you saying that it's a red-yellow-green light? If it's not, I think we're talking apples and oranges, unless the Parker/Daniel light has become a flashing yellow light.

Sorry if I gave you the wrong impression, but I fully understand that you're not presently on the traffic council. My point was that you approved the design study in September based on a completed assessment. You recently stated that you (and/or David Koses) could not confirm the location of the light because it's still early in the process and the assessment is not complete. That is the contradiction to which I was referring. In the minutes (recopied below) it even indicates that a map was provided showing the location.

Not to belabor the point, but the contradictions are fairly obvious, so I'm assuming there must be a simple explanation.

The assessment is either complete or it's not.

The location of the light is either known or it's not.

That drawing either showed the light at the corner or it didn't.

If the light is not at the same corner as it is today there must be some interesting supporting data to indicate why you'd want Bowen kids to cross an additional intersection before they get to school. Especially off hours when they may be going to the park without an adult.

From below...

**The assessment has been completed and TEC made a recommendation for a pedestrian activated signal at Daniel and Parker Streets. Mr. Koses provided a map to Council members which showed the proposed location of where the signal is to be installed.**

Minutes of the traffic council meeting.

**DISCUSSION ITEM**

DAVID KOSES, requesting conceptual discussion of pedestrian signals to be installed as part of the “Safe Routes to School Program” to be paid for entirely through federal safe routes to school infrastructure funding.

**NOTE:** Mr. Koses stated this discussion is from a meeting that Mr. Schuckel and Mr. Koses attended with Kevin Dandrade, consultant from TEC. TEC was hired by the state to complete engineering work associated with safe routes to school infrastructure assessments. TEC makes recommendations for improvements, which are 100% funded by the state to encourage children to walk to school.

In Newton, the only school that has been selected for this infrastructure assessment is the Bowen School. The assessment has been completed and TEC made a recommendation for a pedestrian activated signal at Daniel and Parker Streets. Mr. Koses provided a map to Council members which showed the proposed location of where the signal is to be installed.

Mr. Dandrade requested that the City of Newton show a sign of support for the signal in order for them to move forward with the associated design work. Ald. Danberg and Sgt. Norcross asked for clarification if this funding is for a pedestrian activated signal or a warning signal. Mr. Schuckel stated the TRAFFIC COUNCIL REPORT Monday, September 14, 2009 Page 4

difference in cost for the two signal options is that the control box is more complicated and more wiring is involved. In a warning signal style, the light flashes on and off for a certain amount of time. The full signal has a red, yellow, and green. Due to vehicular speed and volume on Parker Street, Mr. Schuckel supports the full crossing signal.

Sgt. Norcross stated that the Police Department make an assessment to determine if the crossing guard would need to remain at this location once this light is installed. Sgt. Norcross thinks that the crossing guard should remain since it is a busy street. Ald. Danberg moved to vote in support of TEC’s recommendation for the design of a pedestrian activated full traffic signal at Daniel and Parker Streets and the Committee voted in favor 4-0.

Respectfully Submitted,

David Koses, Traffic Council Chair

Regards,  
Ira  
Ira Kronitz

**From:** Victoria Danberg [mailto: [vdanberg@gmail.com](mailto:vdanberg@gmail.com) ]

**Sent:** Monday, April 19, 2010 2:51 PM

**To:** kronitz, ira

**Cc:** [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov) ; [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov) ; [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov) ; [rblazar@yahoo.com](mailto:rblazar@yahoo.com) ; [sean.roche@gmail.com](mailto:sean.roche@gmail.com) ; [peller@gmail.com](mailto:peller@gmail.com) ; [blenson@gmail.com](mailto:blenson@gmail.com) ; [edmurray@verizon.net](mailto:edmurray@verizon.net) ;

[ejengelman@gmail.com](mailto:ejengelman@gmail.com) ; [janequinn419@gmail.com](mailto:janequinn419@gmail.com) ; [commave@aol.com](mailto:commave@aol.com) ; [ritabeckman1@gmail.com](mailto:ritabeckman1@gmail.com) ;  
[ikronitz@comcast.net](mailto:ikronitz@comcast.net)

**Subject:** Re: FW: traffic monitors - Daniel and Parker

Ira,

I distilled out what I saw as the main issues in your letter and await an answer to my questions from Clint, Jim Danila and David Koses. As I mentioned in that forward, I no longer sit on Traffic Council, but am of course especially concerned with this light as it would be located in Ward 6. I am happy to hold an informational meeting on this light as I am sure it would be helpful in answering any questions and addressing neighborhood concerns.

Regarding your previous question about whether the light is lit at all times, I checked the light recently installed on Waverly and it is in the "dormant" (light off) position when not activated. You may want to go take a look at it yourself. Any other questions anyone might have can be answered by Clint, Jim or David at the meeting I have requested. Which of them will come will be determined by their schedules.

Vicki

On Mon, Apr 19, 2010 at 12:17 PM, <[ikronitz@emc.com](mailto:ikronitz@emc.com)> wrote:

Just an FYI, a number of people who asked me to keep them informed about this have been blind copied since they didn't want to be on an extended email trail. If they change their minds, they can respond and a reply all will put them on the list.

I went back to check on this, and as part of the minutes of the traffic council meeting on Sept 14, 2009, it clearly states that the assessment has been completed. It seems strange that after 6 months there is still no report from it, as well as some folks saying that it's too early to answer questions and still not complete. The minutes certainly implied the completed report is what prompted Alderman Danberg to vote in favor of going ahead with the design. Emails to the traffic council imply that Adam Peller has been working on this for awhile and kept Vicki and Sean in the loop. (See email from Adam appended below). I'd bet that other emails to the Bowen Safe Routes to School group, show additional involvement as well as some answers but

Sean denied me (maybe others as well) access to that group. My daughter is a middle schooler, who uses that intersection and a warning light may be a great thing to do. But people have some questions and it seems odd that the reason they are not being answered conflicts with previous statements. If it's the right thing to do, everyone would endorse it. I don't understand why it's not being advertised. Although Sean implied it, there is no additional information in Bowenotes.

Vicki,

I realize you said that the neighborhood would have input when the traffic council holds a hearing, but with all these questions (Bob Lenson's list below as well), and the assessment being complete, it seems as if there should be a bit more transparency. Sean noted Peter Howe's concern and stated it's early in the process (back in October 2009). It no longer appears to be nearly as early as it was.

-----  
 From Newton Streets and Sidewalks blog entry on October 20th:

Peter Howe has a letter in the most recent TAB (10/4/09) expressing concern about the apparent lack of process concerning the installation of a pedestrian-activated signal at the crosswalk at Parker and Daniel Streets. (I couldn't find the letter online.) While I happen to think that some sort of signal probably makes sense at this location, Peter's process concerns are legitimate. There ought to be a full public opportunity to allow neighbors and others potentially affected to hear the rationale for a signal, the pros and the cons, and offer their input. As with any other traffic change, there are going to be secondary consequences to consider (some of which may even be positive).

-----  
 It seems as if someone must have seen this assessment. The idea that all this work in the background has been going on, but will not come to light until a single traffic council meeting where the final decision will be made does not seem correct. And even if a single meeting has to be the case, if the assessment was completed, as stated, why can't the questions be answered? Where is it going to be placed, why should it be a green-yellow-red signal, what about the backup to Rte 9, what guarantees do we have the crossing guard will remain in place, etc., etc.?

The neighborhood just went through a process that took years to complete regarding the Daniel/Jackson St intersection. Adam and Sean figured prominently as pushing a solution at the other end of their street that the neighborhood was then forced to prove was not the right thing to do. Lack of information, poor process, and poor notification resulted in a neighborhood that was angry with City Hall as well as their neighbors.

This seems to be headed in that direction and it would be a good thing to stop it now. I think the assessment should be made available well before a meeting is held, and I think our neighbor's questions should be answered ahead of time. That way, everyone gets to walk into the meeting with all the facts.

At the time, few people knew enough to ask, but there is a document detailing criteria for traffic calming. It turns out the Daniel/Jackson intersection wasn't even close to the top of the list (as stated by David Koses). Is there a document detailing the conditions for which a traffic light and/or flashing light should be under consideration? Traffic numbers, speed, number of pedestrians, etc.? Where does Daniel/Parker fit in that criteria? My daughter happens to cross

here, but are other Newton locations more critical?

Also, I think the costs and who is paying should be doublechecked. Just because the state is slated to pay doesn't mean we need the most expensive option possible. In addition, Sean and Adam stated many times that the Daniel/Jackson intersection was being completed with mitigation funds. The taxpayers ultimately footed the bill since Commissioner Daley had to allocate the funds from his budget for the compromise solution at that location.

Email to newsgroups and traffic council mentioned above:

----- Original Message -----

**From:** [Adam L. Peller](#)

**To:** [David Koses](#) ; [Victoria Danberg](#) ; [Jerome.Grafe@state.ma.us](mailto:Jerome.Grafe@state.ma.us) ; [Nina Wang](#) ; [jnorcross@newtonma.gov](mailto:jnorcross@newtonma.gov)

**Cc:** [bowentraffic@googlegroups.com](mailto:bowentraffic@googlegroups.com) ; [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov) ; [Chris L](#) ; [Wall, Matthew \(EOT\)](#) ; [Sean Roche](#)

**Sent:** Sunday, September 13, 2009 10:56 PM

**Subject:** Traffic Council - Safe Routes Ped. signal

I'm very sorry I cannot make it to tomorrow's Traffic Council meeting. I'm very excited about Bowen's Infrastructure Assessment and thank you for your support moving this forward. I'd like to point out that, assuming we qualify, not only does the state fund the projects, but contingent upon city approval they will actually DO the construction at no cost to the city. It's a gift to Newton.

The Parker/Daniel crossing is one of Bowen's staffed crossings where we have many walkers and would like to attract more. But the benefits of a signal would not stop there. This crossing is also used by many middle school students crossing for the 52 bus in mornings and afternoons, when the crossing is NOT supervised, and many area residents have witnessed close calls and outright disregard for these students and other pedestrians. I'm sure this is not unique to Parker Street, but we have an opportunity to address this at no cost, hopefully to serve as a model if more funds should become available. Police patrols target speeding at this intersection off-hours but, as far as I've seen, do not write tickets for failure to yield to pedestrians. A traffic signal would go a long way to alerting motorists to this crossing and help with 'Safe Routes to School'. I would like the DPW to also take a closer look at the way the curb cuts at this intersection were installed years ago, as they seem to encourage vehicles cutting corners. The entire curb has been sunk, not just at the crosswalk, and cracks and tire marks are visible on the sidewalk. Is there a safer way to implement curb cuts and protect pedestrians?

Also, the Langley/Langley Path intersection, if possible, would be another fine location for a pedestrian signal. A recent study found that there are many families along the Langley Road corridor, which is actually quite close to Bowen, who drive. A pedestrian signal would be one of the best ways to emphasize the importance of this crossing and encourage more use. I believe about \$15K of Terraces mitigation funds were recently allocated already toward this intersection for pedestrian improvements.

And lastly... the proposed pedestrian signal at Pelham Street and Centre Streets. Sean Roche and I have both noted that this intersection could "go on a diet". Sean blogged it here

<http://newtonstreets.blogspot.com/2009/08/centrelangley-diet-opportunity.html>

At some point, narrowing the entrance to Langley Street to a consistent width would be friendlier to pedestrians and possibly calm traffic as well. Such an improvement might weigh in the placement of a pedestrian signal.

Adam Peller  
28 Daniel Street

-----

You received this message because you are subscribed to the Google Groups "Bowen Safe Routes to School" group.

To post to this group, send email to [bowentraffic@googlegroups.com](mailto:bowentraffic@googlegroups.com)

To unsubscribe from this group, send email to [bowentraffic+unsubscribe@googlegroups.com](mailto:bowentraffic+unsubscribe@googlegroups.com)

For more options, visit this group at <http://groups.google.com/group/bowentraffic?hl=en>

Thank you for your time,

Ira Kronitz  
43 Walter St.

At 08:03 PM 4/16/2010, you wrote:

-----Original Message-----

From: kronitz, ira

Sent: Mon 4/12/2010 6:23 PM

To: Sean Roche; Bob Lenson

Cc: [vdanberg@gmail.com](mailto:vdanberg@gmail.com) ; [tdaley@newtonma.gov](mailto:tdaley@newtonma.gov) ; [cschuckel@newtonma.gov](mailto:cschuckel@newtonma.gov) ;  
[vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov) ; [rblazar@newtonma.gov](mailto:rblazar@newtonma.gov) ; [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov) ;  
[edmurray@verizon.net](mailto:edmurray@verizon.net) ; [janequinn419@gmail.com](mailto:janequinn419@gmail.com) ; [jackmaypole@yahoo.com](mailto:jackmaypole@yahoo.com)

Subject: RE: traffic monitors - Daniel and Parker

Wait a sec.. something doesn't make sense. If the assessment isn't done, why would TEC consulting have asked for the go ahead to design a traffic signal?

They essentially weren't going to waste their time on completing a design unless the city endorsed the idea. How did the city decide to endorse the idea, and why were there even drawings, if there is not yet any assessment?

I'm sure there is a process here somewhere, but this quick glance seems to say that you're paying a consultant to assess whether further work should be done, and then you tell them before the assessment that they will receive the additional contract to do the work. Sorry, I'm being a bit cynical without knowing these folks, but how do you suppose the assessment will turn out?

I have absolutely no reason to believe that TEC Consulting would be anything but above board, but why would the city enter into such a process?

I know David Olson said that nothing has been promised, but they were certainly given the impression in writing that the traffic council would endorse a stop light at that location. Or maybe TEC hasn't done the design, and they're still doing the assessment? Anyone know?

Regards,  
Ira

From: Sean Roche [ <mailto:sean.roche@gmail.com> ]  
Sent: Monday, April 12, 2010 3:26 PM  
To: Bob Lenson  
Cc: kronitz, ira; [vdanberg@gmail.com](mailto:vdanberg@gmail.com) ; [tdaley@newtonma.gov](mailto:tdaley@newtonma.gov) ; [cschuckel@newtonma.gov](mailto:cschuckel@newtonma.gov) ; [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov) ; [rblazar@newtonma.gov](mailto:rblazar@newtonma.gov) ; [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov) ; [edmurray@verizon.net](mailto:edmurray@verizon.net) ; [janequinn419@gmail.com](mailto:janequinn419@gmail.com) ; [jackmaypole@yahoo.com](mailto:jackmaypole@yahoo.com)  
Subject: Re: traffic monitors - Daniel and Parker

As part of the state Safe Routes to Schools program, Bowen requested and received an infrastructure assessment from traffic engineers. I believe the assessment was paid for by the state, though it may have been actually performed by state engineers. I'm not sure.

As part of an infrastructure assessment, the state looks at the infrastructure in the immediate vicinity of a school and the driving and walking routes to the school. My understanding is that Daniel / Parker is but one part of the report.

The report of the assessment has been rumored to be forthcoming for several months.

I'm pretty sure that there has been at least one item in BoweNotes about the assessment. I believe that the Bowen PTO is waiting for the report to actually issue before taking any next steps. As for BTNA, the BTNA has not been involved. It's a school thing right now. It has been my intention to host a BTNA meeting to gather feedback on the report and its suggestions once there is something to gather feedback about.

Again, as far as I know, it's just an assessment. Any data gathering would be consistent with the assessment and recommended changes.

Sean

This has nothing to do with the traffic calming efforts on Daniel and Jackson.

On Mon, Apr 12, 2010 at 3:12 PM, Bob Lenson < [blenson@gmail.com](mailto:blenson@gmail.com) > wrote:

So What happend to the plan we discussed at our last meeting. Why is a light needed where a

Police officer crosses?

This will then divert traffic to Walter St. and put us right back to square one!

What happened to the promise of looking at the real issue, the speed down Jackson St entering

Daniel (where this all started from) and addressing speed deterrents at Cypress and Jackson?

Who asked for the State to get involved? And Why There?

Why Don't we know about it. Why hasn't BTNA the one sided website notified any one.

If we put a light there can we get rid of the Quasi Island on the other end of Daniel?

Your thoughts are Welcomed

Bob Lenson

On Mon, Apr 12, 2010 at 2:45 PM, <[ikronitz@emc.com](mailto:ikronitz@emc.com)>wrote:

Thanks Vicki.

So, did TEC, (the consultant which the traffic council gave the go ahead to design a traffic light) install the monitoring equipment, or is the state of MA investigating per their own guidelines?

Also, is it actually going to be at Daniel and Parker? The consultant was talking about having it along Parker, south of Daniel St. which didn't make a lot of sense to some folks, but we figured the explanation would be forthcoming.

Regards,

Ira

Ira Kronitz

EMC Cambridge Software Center

11 Cambridge Center

Cambridge, MA 02142-1405

Ph: 617-679-1115

[kronitz\\_ira@emc.com](mailto:kronitz_ira@emc.com)

From: Victoria Danberg [ <mailto:vdanberg@gmail.com> ]

Sent: Monday, April 12, 2010 2:22 PM

To: kronitz, ira

Cc: [tdaley@newtonma.gov](mailto:tdaley@newtonma.gov) ; [cschuckel@newtonma.gov](mailto:cschuckel@newtonma.gov) ; [sean.roche@gmail.com](mailto:sean.roche@gmail.com) ;

[vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov) ; [rblazar@newtonma.gov](mailto:rblazar@newtonma.gov) ; [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov) ;

[edmurray@verizon.net](mailto:edmurray@verizon.net) ; [janequinn419@gmail.com](mailto:janequinn419@gmail.com) ; [blenson@gmail.com](mailto:blenson@gmail.com) ; Jack Maypole, MD

Subject: Re: traffic monitors - Daniel and Parker

Hello All,



This info just received from Clint & David Koses re the traffic monitoring equipment below:

These tubes were put down by the State traffic consultant to gather data on number and speed of vehicles traveling where tubes were laid, as part of the grant received by Bowen School, in order to determine whether a pedestrian activated crossing light would be warranted at the corner of Parker and Daniel, to assist children crossing to get to Bowen School.

If the location qualifies, the cost of the crossing light would be paid for by federal funds. After sufficient data is gathered, Traffic Council will hold a public hearing for discussion and input, after which Traffic Council would vote on whether to accept the project funding, if offered.

I hope that answers your immediate questions. I will pass on any other info as I receive it. Please send this email out to all others in the neighborhood who might be interested.

Regards,

Vicki

On Mon, Apr 12, 2010 at 10:15 AM, <[ikronitz@emc.com](mailto:ikronitz@emc.com)> wrote:

Hi Tom, et. al.,

Hope things are well, and your workload has calmed down following the rain and flooding issues.

Folks have noticed the traffic monitoring tubes and boxes that are across Daniel St. and Parker St. (just north of Daniel) and been asking me if I know anything about it.

I thought I'd ask you as well as our Aldermen. Copying Sean Roche too

since it's right by his house and he usually knows about that stuff.  
Just wondering what project the data will be used for, as well as what  
criteria is being examined.

Thanks for the help.

Regards,

Ira

Ira Kronitz

--

Victoria Danberg

Alderman at-Large, Ward 6

Tel. 617.969.1756

Fax. 617.969.5648

Email: [Vdanberg@gmail.com](mailto:Vdanberg@gmail.com)

--

**CONFIDENTIALITY NOTICE**

This electronic mail and the information contained herein are intended for the named recipient only. It may contain confidential matter. If you have received this electronic mail in error, please do not read any text other than the text of this notice and do not open any attachments. Also, please immediately notify the sender by replying to this electronic mail! After notifying the sender as described above, please delete this electronic mail message immediately and purge the item from the deleted items folder (or the equivalent) of your electronic mail system. Thank you

Take care,

Ira

Take care,

Ira

--

Victoria Danberg

Alderman at-Large, Ward 6  
Tel. 617.969.1756  
Fax. 617.969.5648  
Email: [Vdanberg@gmail.com](mailto:Vdanberg@gmail.com)

--

Victoria Danberg  
Alderman at-Large, Ward 6  
Tel. 617.969.1756  
Fax. 617.969.5648  
Email: [Vdanberg@gmail.com](mailto:Vdanberg@gmail.com)

--

Victoria Danberg  
Alderman at-Large, Ward 6  
Tel. 617.969.1756  
Fax. 617.969.5648  
Email: [Vdanberg@gmail.com](mailto:Vdanberg@gmail.com)

--

Regards,  
Ira.

David G. Koses, AICP  
Transportation Planner  
City of Newton  
617-796-1133  
617-796-1142 fax  
----- End of forwarded message -----  
Danielle Delaney  
Committee Clerk  
Board of Aldermen  
617-796-1211  
[ddelaney@newtonma.gov](mailto:ddelaney@newtonma.gov)

---

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

From: <ira.kronitz  
To: "Traffic Council Dist List" <trafficcouncil@newtonma.gov>  
**Subject: RE: Parker Street pedestrian hybrid signal TC 42-10 traffic councilmtg.**  
**Feb. 17, 2011**  
Date sent: Wed, 16 Feb 2011 02:48:42 -0500

To members of the Traffic Council, and Aldermen,

At this point with the number of outstanding questions and inconsistencies, I think this item needs to be put on hold until more of the affected folks in the neighborhood can have their questions answered by either the consultant or our city officials.

Although the report has been called an assessment, it appears to be more of a set of recommendations without statements as to how the conclusions were reached.

For example, in the traffic council meeting minutes of Sept. 14, 2009, Sgt. Norcross said the police department should make an assessment and in his judgement, the crossing guard should remain. Now, if we take a look at the TEC report, it appears that only two of the warrants pass for implementing a hybrid light. If you take out the data for the times when a crossing guard is currently present, it looks to me as if those warrants would fail as well.

Will the crossing guard be removed? Is that the plan? Why wasn't this addressed as part of the report? If it's not the plan, why would we consider the implementation of the light - it doesn't actually meet the warrants?

The data shows there was an earlier group of pedestrians, probably Oak Hill kids going to the bus stop as well. Would I like it to be safer for my 12 yr. old crossing in the morning? Absolutely. But she knows now that she has to wait for a gap, or she has to wait for both sides of traffic to stop for her. She has never missed the bus because of heavy traffic. I'm not sure how a yellow AND red light will make it safer as cars try to gun it through the yellow before they're stopped. A flashing yellow seems more appropriate, drivers will take notice, and pedestrians are more aware of having to wait for the cars to stop. And the drivers get moving quickly, as most 12 yr. olds get across the street faster than a typical red light interval.

To my point regarding assessment vs. recommendation, there is no data in the report as to why the consultant recommends a hybrid light for this particular implementation.

The WPI students did a study regarding the flashing yellow on Langley vs. no light at Daniel and Parker, and concluded the flashing yellow was quite effective. In speaking to them, they felt that a flashing yellow would be even more effective at Daniel St. because of the long line of sight. Were these points ever considered?

Also, in early conversations with Kevin Dandrade, he initially indicated that the light would be located south of Daniel St. Why was the northern location deemed better, and why was it moved away from the corner.? It appears to be a lot more work than leaving it at the corner, and it also moves the bus stop.

Other issues include the fact that Weeks Junior High seems to play a factor in the light providing adequate mobility across Parker. Obviously Weeks is closed, and the consultant is dealing with some old data, and/or poorly researched current conditions. Not to mention the recommendation of the Daniel St. bumpout. Which, by the way was settled in October, 2009. The consultant's report is dated September, 2010. I also was surprised to read no mention of how well or poorly this light might work with the planned traffic signal at Route 9 and Parker St. due to be installed with the Chestnut Hill Project. It seems

worthwhile to revisit all these questions to be sure the proposed solution is actually the best available. That includes cost/benefit. The fact that this work may be federally funded, does not mean, as some people seem to think, that it is free, or that it's a "gift". I see no reason to waste federal money here when it might be put to better use.

For example, the curve down Cypress St. north of Bowen has long been described as a trouble spot. Given the traffic as well as students crossing, why not install a sidewalk on the east side of Cypress? That would give students a way to walk on the sidewalk if their parents parked on Cypress, without worrying about driveways, or having to cross the street to get to Bowen. Parents might feel safe just dropping their kids off on that side of the street, relieving some congestion as they drive on. And, if cars remain parked, it should, as all the traffic experts seem to say, help to reduce speed along the street.

Would a blacktop sidewalk, even if it had to be maintained, be the same cost as a hybrid light? One that doesn't seem to fit the warrants very well in any case. I don't understand why a comprehensive study of Bowen School did not consider this type of change.

Additionally, there were some disturbing simplifications stated in the document. As Mr. Koses indicated, based on the document "the signal will turn red only when somebody is trying to cross Parker Street - just as if a crossing guard were stopping traffic."

My thoughts, which I laid out at the time were the following:

What surprises me is that a traffic consultant would be attempting to put forth such a simplistic view of what happens at a school crossing. Maybe there are extenuating circumstances, but on the surface, it does not seem to be in good faith to do this to simply promote a given solution. Maybe it's because I've been walking my kids to school for the last 8 years, so it's second nature to watch, but I doubt that I'm the only one that sees this. What happens is that if there are maybe 5, 6 or 8 kids strung out along the block, the crossing guard waits for them to gather, looks to see if there is a gap in the traffic, and then stops traffic when necessary and or convenient to allow the group to cross. This is going to cause far fewer traffic buildups than when the first kid would get to the hybrid light and push the button. No one has said anything about the timings of the yellow and red light. Even if we say there is some groupings, the 3rd or 4 kid gets to push the button again, stopping traffic so they can cross. I don't understand how someone can think this is as efficient or as traffic friendly as a crossing guard. Therefore, I'd still disagree, it's NOT 'just as if a crossing guard were stopping traffic.' Let alone the difference in whether the kids or the cars will be trying to beat out their respective stop and go signs.

Some additional points that might be cleared up quickly is whether or not there is a sound component to the proposed light, and whether or not Newton is responsible for continued maintenance of the light and its associated infrastructure (wiring, poles, etc.). It might be nice to compare the cost of this to the cost of maintaining a flashing yellow light.

Finally I'd like to emphasize one of my first comments regarding the fact that more people need to be made aware of possible changes. Since the Daniel/Jackson St. controversy it became apparent that the worst thing that can happen is for people to be surprised by major changes in the neighborhood. It just wastes too much time. And when you compare the change to a minor-collector such as Daniel St. to something like a hybrid light installed on a major thoroughfare like Parker St., it seems obvious that significantly more effort must be made to get the word out to those affected. The fact that this was not done, should surely tip the scales to having this item held over for further review. The number of outstanding questions obviously tips the scale further.

In conclusion, I'd like to thank you for taking the time to read this rather lengthy and rambling set of comments. As always, I appreciate your service to the city, and your continued commitment to making Newton a better place.

Sincerely,

Ira Kronitz  
43 Walter St.

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

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

**Danielle Delaney**

---

To: ddelaney@newtonma.gov  
 Subject: (Fwd) Re: light at vicinity of Athelstane and Daniel St.  
 Date sent: Mon, 07 Feb 2011 09:01:00

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

From: IKronitz <ikronitz@comcast.net>  
 To: "Traffic Council Dist List" <trafficcouncil@newtonma.gov>  
 Subject: Re: light at vicinity of Athelstane and Daniel St.  
 Date sent: Sat, 05 Feb 2011 14:25:53 -0500

From: "Victoria Danberg" &lt;<a moz-do-not-send="true" href="mailto:vdanberg@gmail.com" target="\_blank">vdanberg@gmail.com</a>&gt;<br>  
 To: "Jane Quinn" &lt;<a moz-do-not-send="true" href="mailto:janequinn419@gmail.com" target="\_blank">janequinn419@gmail.com</a>&gt;<br>  
 Copies to: <a moz-do-not-send="true" href="mailto:mkruse@newtonma.gov" target="\_blank">mkruse@newtonma.gov</a>, <a moz-do-not-send="true" href="mailto:vdanberg@newtonma.gov" target="\_blank">vdanberg@newtonma.gov</a>,<br>  
 Subject: Re: Traffic Light<br><br>  
 From: kronitz, ira<br>  
 To: Sean Roche; Bob Lenson<br>  
 Copies to: <a moz-do-not-send="true" href="mailto:vdanberg@gmail.com" target="\_blank">vdanberg@gmail.com</a>; <a moz-do-not-send="true" href="mailto:tdaley@newtonma.gov" target="\_blank">tdaley@newtonma.gov</a>; <a moz-do-not-send="true" href="mailto:cschuckel@newtonma.gov" target="\_blank">cschuckel@newtonma.gov</a>; <a moz-do-not-send="true" href="mailto:vdanberg@newtonma.gov" target="\_blank">vdanberg@newtonma.gov</a>; <a moz-do-not-send="true" href="mailto:rblazar@newtonma.gov" target="\_blank">rblazar@newtonma.gov</a>; <a moz-do-not-send="true" href="mailto:cshapiro@newtonma.gov" target="\_blank">cshapiro@newtonma.gov</a>; <a moz-do-not-send="true" href="mailto:edmurray@verizon.net" target="\_blank">edmurray@verizon.net</a>; <a moz-do-not-send="true" href="mailto:janequinn419@gmail.com" target="\_blank">janequinn419@gmail.com</a>; <a moz-do-not-send="true" href="mailto:jackmaypole@yahoo.com" target="\_blank">jackmaypole@yahoo.com</a><br>  
 Subject: RE: traffic monitors - Daniel and Parker<br>  
 To: Bob Lenson<br>  
 Copies to: kronitz, ira; <a moz-do-not-send="true" href="mailto:vdanberg@gmail.com" target="\_blank">vdanberg@gmail.com</a>; <a moz-do-not-send="true" href="mailto:tdaley@newtonma.gov" target="\_blank">tdaley@newtonma.gov</a>; <a moz-do-not-send="true" href="mailto:cschuckel@newtonma.gov" target="\_blank">cschuckel@newtonma.gov</a>; <a moz-do-not-send="true" href="mailto:vdanberg@newtonma.gov" target="\_blank">vdanberg@newtonma.gov</a>; <a moz-do-not-send="true" href="mailto:rblazar@newtonma.gov" target="\_blank">rblazar@newtonma.gov</a>; <a moz-do-not-send="true" href="mailto:cshapiro@newtonma.gov" target="\_blank">cshapiro@newtonma.gov</a>; <a moz-do-not-send="true" href="mailto:edmurray@verizon.net" target="\_blank">edmurray@verizon.net</a>; <a moz-do-not-send="true" href="mailto:janequinn419@gmail.com" target="\_blank">janequinn419@gmail.com</a>; <a moz-do-not-send="true" href="mailto:jackmaypole@yahoo.com" target="\_blank">jackmaypole@yahoo.com</a><br>  
 Subject: Re: traffic monitors - Daniel and Parker<br><br>  
 From: Victoria Danberg [ <a moz-do-not-send="true" href="mailto:vdanberg@gmail.com" target="\_blank">mailto:vdanberg@gmail.com</a> ]<br><br>

To: kronitz, ira<br>  
 Copies to: <a moz-do-not-send="true" href="mailto:tdaley@newtonma.gov" target="\_blank">tdaley@newtonma.gov</a>; <a moz-do-not-send="true" href="mailto:cschuckel@newtonma.gov" target="\_blank">cschuckel@newtonma.gov</a>; <a moz-do-not-send="true" href="mailto:sean.roche@gmail.com" target="\_blank">sean.roche@gmail.com</a>; <a moz-do-not-send="true" href="mailto:vdanberg@newtonma.gov" target="\_blank">vdanberg@newtonma.gov</a>; <a moz-do-not-send="true" href="mailto:rblazar@newtonma.gov" target="\_blank">rblazar@newtonma.gov</a>; <a moz-do-not-send="true" href="mailto:cshapiro@newtonma.gov" target="\_blank">cshapiro@newtonma.gov</a>; <a moz-do-not-send="true" href="mailto:edmurray@verizon.net" target="\_blank">edmurray@verizon.net</a>; <a moz-do-not-send="true" href="mailto:janequinn419@gmail.com" target="\_blank">janequinn419@gmail.com</a>; <a moz-do-not-send="true" href="mailto:blenson@gmail.com" target="\_blank">blenson@gmail.com</a>; Jack Maypole, MD<br><br><br>  
 Subject: Re: traffic monitors - Daniel and Parker<br><br>

Interesting. I didn't look online, though, I received a letter in the mail. I suppose I'm close enough to the intersection.

It's definitely scheduled for discussion. It's in the 8:00 pm or LATER paragraph, and TC41-10 is listed first.

Regards,  
 Ira.

On 2/5/2011 2:15 PM, lucie wrote:

<http://www.ci.newton.ma.us/Aldermen/Traffic/2011/01-27-11Traffic%20Council%20Agenda.pdf>

A copy of the relevant portion of the agenda for 1/27/11

I cannot find the 2/17/11 agenda posted

Lucie Chansky

#### **ITEMS NOT SCHEDULED FOR DISCUSSION:**

TC42-10 DAVID KOSES, on behalf of the Newton Safe Routes to School Task Force, requesting installation of a pedestrian hybrid signal and crosswalk on Parker Street in the vicinity of Daniel Street and Athelstane Road, to be paid for through Mass DOT' Safe Routes to School Infrastructure Program. (Ward 6) [12/23/10 @ 9:10 AM]

TC41-10 DAVID KOSES, on behalf of the Newton Safe Routes to School Task Force, requesting parking restrictions on both sides of Cypress Street, in the vicinity of 280 Cypress Street, in association with modifications to the island and related



infrastructure changes near the school entrance, to be paid for through Mass DOT'S Safe Routes to School Infrastructure Program. (Ward 6) [12/23/10 @ 9:10 AM]  
TC40-10

**From:** IKronitz [<mailto:ikronitz@comcast.net>]  
**Sent:** Saturday, February 05, 2011 1:32 PM  
**To:** Victoria Danberg  
**Cc:** [ikronitz@emc.com](mailto:ikronitz@emc.com); Clint Schuckel; Tom Daley; [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov); [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov); [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov); [rblazar@yahoo.com](mailto:rblazar@yahoo.com); [sean.roche@gmail.com](mailto:sean.roche@gmail.com); [peller@gmail.com](mailto:peller@gmail.com); [blenson@gmail.com](mailto:blenson@gmail.com); [edmurray@verizon.net](mailto:edmurray@verizon.net); [ejengelman@gmail.com](mailto:ejengelman@gmail.com); [janequinn419@gmail.com](mailto:janequinn419@gmail.com); [commave@aol.com](mailto:commave@aol.com); [ritabeckman1@gmail.com](mailto:ritabeckman1@gmail.com); [paularz@rcn.com](mailto:paularz@rcn.com); [n.fleisher@comcast.net](mailto:n.fleisher@comcast.net); [Peter.j.howe@comcast.net](mailto:Peter.j.howe@comcast.net); [dolson@newtonma.gov](mailto:dolson@newtonma.gov); [barrysbergman@yahoo.com](mailto:barrysbergman@yahoo.com); [sjwinnay@yahoo.com](mailto:sjwinnay@yahoo.com); [luciec@comcast.net](mailto:luciec@comcast.net); [markjfield@hotmail.com](mailto:markjfield@hotmail.com); [kasdavidson@hotmail.com](mailto:kasdavidson@hotmail.com); [tkropf@aol.com](mailto:tkropf@aol.com); [RachelSG@aol.com](mailto:RachelSG@aol.com); [Edailey@bromsun.com](mailto:Edailey@bromsun.com); [jefftarmy@hotmail.com](mailto:jefftarmy@hotmail.com); [sweeneei@bc.edu](mailto:sweeneei@bc.edu); [diwatsuki@gmail.com](mailto:diwatsuki@gmail.com); [downhilman@aol.com](mailto:downhilman@aol.com); [danmowrey@comcast.net](mailto:danmowrey@comcast.net); [jackmaypole@yahoo.com](mailto:jackmaypole@yahoo.com); [joelak@aol.com](mailto:joelak@aol.com); [furgang@srbc.com](mailto:furgang@srbc.com); [awinone@gmail.com](mailto:awinone@gmail.com)  
**Subject:** Re: light at vicinity of Athelstane and Daniel St.

Hi Vicki, et. al,

I received a notice for a traffic council meeting on Thursday, Feb. 17 regarding a "pedestrian hybrid signal and crosswalk on Parker St. in the vicinity of Daniel Street and Athelstane Road"

Is there now a report from the traffic consultant? I'm sure myself and others would like to see it?

Why is there such vagueness about the location?

Why isn't it at Daniel and Parker where the present crosswalk is located? Why would it be on the south side of Parker which keeps the Bowen kids from having to cross Daniel or Jackson?

What is a hybrid light? Does it have a red component?

There was also mention of changes to the island around Bowen School. Is there a drawing of what these changes might be?

Regards,

Ira.

On 4/27/2010 11:24 PM, Victoria Danberg wrote:

Ira,

I was under the incorrect impression that the HAWK light turned green before going dark. The website you located describes it as having red-yellow cycles only.

Clint or Tom should be able to answer the question about the location of the light. I have copied them on this email.

Vicki

On Tue, Apr 27, 2010 at 10:05 AM, <[ikronitz@emc.com](mailto:ikronitz@emc.com)> wrote:

Vicki, Tom D., Clint,

Do you know why the newly laid crosswalk (or concrete accessibility (?) section that goes from the street to the sidewalk) on the Daniel side of the street at Daniel and Jackson was ripped up? It seemed to be in its final state, it looked good and was perfectly usable. You have to step into the dirt now to cross. I was wondering if there was any plan to move it, but then I realized that wouldn't make sense because we wouldn't be able to get over to the plowed side of the street and/or the path would be longer.

That made me think of another issue regarding the light. I don't see how it could be moved away from the present crosswalk either north or south of the intersection because in the winter the sidewalks on the east side of Parker St. (and the south side of Daniel St.) are not plowed. It's pretty difficult for me to get over the mounds on the south east corner at Daniel and Parker St. after the snow plows build it up. Elementary school kids could sink to their shoulders or slide into the street off the mound. I suppose the plowing and the accessibility curbing could be changed, but why?

**Regards,**

**Ira**

Ira Kronitz

EMC Cambridge Software Center

11 Cambridge Center

Cambridge, MA 02142-1405

Ph: 617-679-1115

[kronitz\\_ira@emc.com](mailto:kronitz_ira@emc.com)

**From:** kronitz, ira

**Sent:** Monday, April 26, 2010 1:02 PM

**To:** Victoria Danberg; kronitz, ira

**Cc:** [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov); [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov); [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov); [rbblazar@yahoo.com](mailto:rbblazar@yahoo.com); [sean.roche@gmail.com](mailto:sean.roche@gmail.com); [peller@gmail.com](mailto:peller@gmail.com); [blenson@gmail.com](mailto:blenson@gmail.com); [edmurray@verizon.net](mailto:edmurray@verizon.net); [ejengelman@gmail.com](mailto:ejengelman@gmail.com); [janequinn419@gmail.com](mailto:janequinn419@gmail.com); [commave@aol.com](mailto:commave@aol.com); [ritabeckman1@gmail.com](mailto:ritabeckman1@gmail.com); [ikronitz@comcast.net](mailto:ikronitz@comcast.net); [paularz@rcn.com](mailto:paularz@rcn.com); [n.fleisher@comcast.net](mailto:n.fleisher@comcast.net); [Peter.j.howe@comcast.net](mailto:Peter.j.howe@comcast.net); [dolson@newtonma.gov](mailto:dolson@newtonma.gov); [ikronitz@comcast.net](mailto:ikronitz@comcast.net); [barrysbergman@yahoo.com](mailto:barrysbergman@yahoo.com); [ikronitz@comcast.net](mailto:ikronitz@comcast.net); [sjwinnay@yahoo.com](mailto:sjwinnay@yahoo.com); [luciec@comcast.net](mailto:luciec@comcast.net); [cschuckel@newtonma.gov](mailto:cschuckel@newtonma.gov); [tdaley@newtonma.gov](mailto:tdaley@newtonma.gov); [markjfield@hotmail.com](mailto:markjfield@hotmail.com); [kasdavidson@hotmail.com](mailto:kasdavidson@hotmail.com); [tkropf@aol.com](mailto:tkropf@aol.com); [RachelSG@aol.com](mailto:RachelSG@aol.com); [Edailey@bromsun.com](mailto:Edailey@bromsun.com); [jefftarmy@hotmail.com](mailto:jefftarmy@hotmail.com); [commave@aol.com](mailto:commave@aol.com); [ejengelman@gmail.com](mailto:ejengelman@gmail.com); [sweeneei@bc.edu](mailto:sweeneei@bc.edu); [diwatsuki@gmail.com](mailto:diwatsuki@gmail.com); [edmurray@verizon.net](mailto:edmurray@verizon.net); [janequinn419@gmail.com](mailto:janequinn419@gmail.com); [downhilman@aol.com](mailto:downhilman@aol.com); [danmowrey@comcast.net](mailto:danmowrey@comcast.net); [jackmaypole@yahoo.com](mailto:jackmaypole@yahoo.com); [joelak@aol.com](mailto:joelak@aol.com); [furgang@srbc.com](mailto:furgang@srbc.com); [awinone@gmail.com](mailto:awinone@gmail.com)

**Subject:** Stop light style at Daniel and Parker Streets

Hi Vicki,

I've added some folks that might be interested to the cc list. My apologies if you don't want this email.

I'll make every attempt to get you off the thread if you let me know.

If you're unfamiliar with the issue, reading from the bottom up will let you know some of the questions that have come up regarding a stop light that is being designed for the Daniel/Parker St. intersection, or thereabouts. I'm told that it's not yet approved, but the consultant was given the go ahead to do the design back in September, so a decision could be close.

Vicki, your description of the light being a HAWK signal seems to bring up another discrepancy. It was stated (meeting minutes as well) that the light was going to be a red-yellow-green pedestrian activated stop light. I found a couple of different locations on the web that describe a HAWK signal. Yes, it does stay dark when not activated, but both places indicate that it does NOT have a green component (see below). Once activated, it starts as flashing yellow, that goes to a solid red, and then goes to a flashing red – essentially a stop sign. Maybe you can add this question to the distilled list – re: diversion, location, crossing guard requirement, assessment study, etc. - you said you forwarded to the DPW.

By the way, any quick answers as to the proposed location of the light? Myself and others are very curious as to the logic for possibly moving it away from the present crosswalk which puts kids on the correct side of the street for going to Bowen.

As I've stated, I'm not saying that I'm against a light, I'm just asking questions, some of them the same that were asked 5 months ago when the assessment was said to be complete. It's the contradictions that are troublesome.

In regards to the function of the HAWK signal, this seems to go against the general theories that Sean, Adam and Clint Schuckel brought out during the bumpout debate regarding unnecessary stop signs causing both increased speed further down the road (Parker is already a speedway), diminished effect of all other stop signs around Newton and unnecessary pollution concerns. I realize it's pedestrian activated, but why wouldn't those concerns just indicate that a flashing yellow would be better? Is there some crossover point, where the number of previous accidents and number of pedestrians crossing outweighs those concerns? Does it become a more reasonable thing to do because the state is paying for it, just as Alderman Parker indicated in a traffic council meeting that the bumpout prematurely became a good thing to do because it was to be paid for by mitigation funds?

Other thoughts?

Description of a HAWK light from Safe Routes to School website ([http://www.saferoutesinfo.org/guide/engineering/traffic\\_signals.cfm](http://www.saferoutesinfo.org/guide/engineering/traffic_signals.cfm))

To increase pedestrian safety at school crossing locations, the City of Tucson developed a traffic signal called the HAWK (High-intensity Activated crossWalk). The HAWK uses traditional traffic and pedestrian signal heads but in a different configuration. It includes a sign instructing motorists to "stop on red" and a "pedestrians" overhead sign. There is also a sign informing pedestrians on how to cross the street safely.

When not activated, the signal is blanked out. The HAWK signal is activated by a pedestrian push button. The overhead signal begins flashing yellow and then solid yellow, advising drivers to prepare to

stop. The signal then displays a solid red and shows the pedestrian a "Walk" indication. Finally, an alternating flashing red signal indicates that motorists may proceed when safe, after coming to a full stop. The pedestrian is shown a flashing "Don't Walk" with a countdown indicating the time left to cross.

**Regards,**

**Ira**

Ira Kronitz

**From:** kronitz, ira

**Sent:** Monday, April 19, 2010 6:29 PM

**To:** 'Victoria Danberg'

**Cc:** [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov); [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov); [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov); [rbblazar@yahoo.com](mailto:rbblazar@yahoo.com); [sean.roche@gmail.com](mailto:sean.roche@gmail.com); [peller@gmail.com](mailto:peller@gmail.com); [blenson@gmail.com](mailto:blenson@gmail.com); [edmurray@verizon.net](mailto:edmurray@verizon.net); [ejengelman@gmail.com](mailto:ejengelman@gmail.com); [janequinn419@gmail.com](mailto:janequinn419@gmail.com); [commave@aol.com](mailto:commave@aol.com); [ritabeckman1@gmail.com](mailto:ritabeckman1@gmail.com); [ikronitz@comcast.net](mailto:ikronitz@comcast.net); [paularz@rcn.com](mailto:paularz@rcn.com); [n.fleisher@comcast.net](mailto:n.fleisher@comcast.net); [Peter.j.howe@comcast.net](mailto:Peter.j.howe@comcast.net); [dolson@newtonma.gov](mailto:dolson@newtonma.gov); [ikronitz@comcast.net](mailto:ikronitz@comcast.net)

**Subject:** RE: FW: traffic monitors - Daniel and Parker

Hi Vicki,

Well, if you're not saying the Waverley light is a full HAWK light (as you call it), then your comment about the Daniel/Parker light being dark isn't actually applicable.

Sean also accused me of seeing conspiracies after he changed the BTNA website to deny me access. Of course, this email thread could have ended much earlier if you could just indicate where the light will be located. Where was it when you saw it on the drawing at the traffic council meeting? Does it make sense to you that it would be moved from the current crosswalk?

Regardless of conspiracies, Sean, Adam and yourself were incorrect when it came to who was going to pay for the Daniel/Jackson road configuration changes. I'm suggesting the funding be double checked. And after the initial funding is checked, please determine who will be paying for the maintenance of the light in the years to come. As well as whether it will cost more to maintain a flashing yellow signal as opposed to a HAWK light.

And as far as me being the only one concerned about the traffic light, evidently you didn't read Peter Howe's editorial in the TAB, or Sean's response to it. And you also seem to have forgotten the email thread below from last October, which also went to the traffic council in addition to other concerned neighbors. There were probably also a couple of other notes but I didn't look further.

I don't really mind you accusing me of seeing conspiracies, I actually find it quite amusing. However, I think myself and others would like to see some answers regarding the questions. I actually didn't come up with them myself. If you hold a meeting, and I'm the only one there with questions regarding this traffic light, you will have undoubtedly made your point. I say we should try it.

I'm copying David Olson. If he has a record of the drawing from the traffic council meeting and/or the assessment that was said to be complete, maybe I can come in to see it.

----- Original Message -----

From: "Victoria Danberg" <[vdanberg@gmail.com](mailto:vdanberg@gmail.com)>

To: "Jane Quinn" <[janequinn419@gmail.com](mailto:janequinn419@gmail.com)>

Cc: [mkruse@newtonma.gov](mailto:mkruse@newtonma.gov), [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov), "David Koses" <[dkoses@newtonma.gov](mailto:dkoses@newtonma.gov)>, [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov), "IKronitz Kronitz" <[ikronitz@comcast.net](mailto:ikronitz@comcast.net)>, "Paula Rendino" <[paularz@rcn.com](mailto:paularz@rcn.com)>, "Neal Fleisher" <[n.fleisher@comcast.net](mailto:n.fleisher@comcast.net)>, [edmurray@verizon.net](mailto:edmurray@verizon.net)

Sent: Monday, October 5, 2009 12:20:07 AM GMT -05:00 US/Canada Eastern

Subject: Re: Traffic Light

Jane,

There is not a full traffic light planned for Parker and Daniel. Newton has not installed a single additional full traffic light in at least a decade as they are very costly (\$150,000 plus maintenance).

What you may have mistaken it for is a pedestrian activated traffic signal, which instead of just flashing yellow (cars need not legally stop, but just proceed with caution) will have the capability of having the pedestrians actually stop the traffic, as it has a red light cycle.

Of the 6 pedestrian activated lights we have requested in various locations, the Parker/Daniel location is the only one with that capability, because we can get federal funding for it and it is the more expensive version of this type of light.

I hope this helps.

Vicki

On Sun, Oct 4, 2009 at 2:35 PM, Jane Quinn <[janequinn419@gmail.com](mailto:janequinn419@gmail.com)> wrote:

**Subject: Re: Traffic Light**

Dear Newton Traffic Council,  
A full traffic light at Parker/Daniel Street? Yet another project steamrolled into place by the self-appointed traffic experts on Daniel Street, to add to the asphalt wreckage of the last ingenious "calming" (traffic diversion) death trap..... Yet another attempt to "calm" (divert) traffic right around their own homes at the expense of everyone else. Do any of you see a pattern here? We do!

Most residents are not even aware of this yet. A group of us just got wind of it , and I'm shocked

it a decision was made so quickly..... Once again, a decision made by people who don't live in the immediate area, with absolutely no discussion or warning for the community. And once again, decision makers should have made an effort to notify affected people on Parker, Athelstane, southbound Daniel, Walter, Jackson, etc., as now traffic will snarl up particularly in the morning, (as idling cars sit in front of many homes, emitting more pollution) and new dangers at the crosswalk are created. Even a letter would have been a decent measure. I still don't know if the light will only work during school hours and I do understand the concern about this crossing site, but could someone FOR ONCE make an assessment about the problems a sudden, uninformed decision might cause, before secretly and quietly pulling the trigger?? A crossing guard would still be crucial - although we can expect that job won't last due to a strangled city budget - and I'm stunned that a discussion questioning the need for a guard ever took place. As cars gun it for the yellow light, and children will step off the curb in anticipation of a walk light someone could get killed. We need our guard to onto Parker from driveways and side streets as it is.

Why not repaint the crosswalk so it can actually be SEEN by drivers, and how about another pedestrian crossing sign on the other side of it? Couldn't we try this first?

Will somebody please get back to me?

Thanks in advance for addressing my issues with this latest traffic development.

Best,  
Jane Quinn

--

Victoria Danberg  
Alderman at-Large, Ward 6  
Tel. 617.969.1756  
Fax. 617.969.5648  
Email: [Vdanberg@gmail.com](mailto:Vdanberg@gmail.com)

**Regards,**  
**Ira**

**From:** Victoria Danberg [mailto:[vdanberg@gmail.com](mailto:vdanberg@gmail.com)]  
**Sent:** Monday, April 19, 2010 5:46 PM  
**To:** kronitz, ira  
**Cc:** [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov); [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov); [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov); [rbblazar@yahoo.com](mailto:rbblazar@yahoo.com); [sean.roche@gmail.com](mailto:sean.roche@gmail.com); [peller@gmail.com](mailto:peller@gmail.com); [blenson@gmail.com](mailto:blenson@gmail.com); [edmurray@verizon.net](mailto:edmurray@verizon.net); [ejengelman@gmail.com](mailto:ejengelman@gmail.com); [janequinn419@gmail.com](mailto:janequinn419@gmail.com); [commave@aol.com](mailto:commave@aol.com); [ritabeckman1@gmail.com](mailto:ritabeckman1@gmail.com); [ikronitz@comcast.net](mailto:ikronitz@comcast.net)  
**Subject:** Re: FW: traffic monitors - Daniel and Parker

Hi Ira,

Since we are writing back and forth on a State vacation day, please be aware that I have only made a suggestion that we hold an info meeting with a City traffic person there to answer questions, and do not yet have a confirmation, so let's not plan out the guest list quite yet! I will keep you in the loop on what I hear.

No, I am NOT saying that the light on Waverly is a red-yellow-green! The City would not and could not pay for one! We have the opportunity to get a HAWK light (green-yellow-red) at Parker-Daniel, that other neighborhoods would have jumped at, had it been offered. I find it hard to understand your suspicion that the availability for State money for this light includes some kind of conspiracy? But if a neighborhood meeting will help, I am willing to request one. You should know, however, that the only complaint I have received on this, or its "process" is from you.

"Assessments" on where lights need to go in Newton are usually done by the traffic professionals in the City, who are entirely capable of making these calls. We may have one in writing in the case of Daniel/Parker, as TEC was hired on the State's tab to look into it. I do promise you that no conspiracies are being committed and no one has any need or motivation to hide anything from me, you, or anyone else.

I will keep you posted on any response I receive.

Vicki

On Mon, Apr 19, 2010 at 4:07 PM, <[ikronitz@emc.com](mailto:ikronitz@emc.com)> wrote:

Hi Vicki,

I think a meeting is a great idea. I'm sure everyone appreciates the help, I know I do. Thanks!!

Since this affects folks on both sides of Parker, please be sure to send out as wide a notice as possible. I'm sure the folks copied will help in that.

The light on Waverley was slated to be a flashing yellow pedestrian signal. Are you saying that it's a red-yellow-green light? If it's not, I think we're talking apples and oranges, unless the Parker/Daniel light has become a flashing yellow light.

Sorry if I gave you the wrong impression, but I fully understand that you're not presently on the traffic

council. My point was that you approved the design study in September based on a completed assessment. You recently stated that you (and/or David Koses) could not confirm the location of the light because it's still early in the process and the assessment is not complete. That is the contradiction to which I was referring. In the minutes (recopied below) it even indicates that a map was provided showing the location.

Not to belabor the point, but the contradictions are fairly obvious, so I'm assuming there must be a simple explanation.

The assessment is either complete or it's not.

The location of the light is either known or it's not.

That drawing either showed the light at the corner or it didn't.

If the light is not at the same corner as it is today there must be some interesting supporting data to indicate why you'd want Bowen kids to cross an additional intersection before they get to school. Especially off hours when they may be going to the park without an adult.

From below...

**The assessment has been completed and TEC made a recommendation for a pedestrian activated signal at Daniel and Parker Streets. Mr. Koses provided a map to Council members which showed the proposed location of where the signal is to be installed.**

Minutes of the traffic council meeting.

#### **DISCUSSION ITEM**

**DAVID KOSES**, requesting conceptual discussion of pedestrian signals to be installed as part of the "Safe Routes to School Program" to be paid for entirely through federal safe routes to school infrastructure funding.

**NOTE:** Mr. Koses stated this discussion is from a meeting that Mr. Schuckel and Mr. Koses attended with Kevin Dandrade, consultant from TEC. TEC was hired by the state to complete engineering work associated with safe routes to school infrastructure assessments. TEC makes recommendations for improvements, which are 100% funded by the state to encourage children to walk to school.

In Newton, the only school that has been selected for this infrastructure assessment is the Bowen School. The assessment has been completed and TEC made a recommendation for a pedestrian activated signal at Daniel and Parker Streets. Mr. Koses provided a map to Council members which showed the proposed location of where the signal is to be installed.

Mr. Dandrade requested that the City of Newton show a sign of support for the signal in order for them to move forward with the associated design work. Ald. Danberg and Sgt. Norcross asked for clarification if this funding is for a pedestrian activated signal or a warning signal. Mr. Schuckel stated the TRAFFIC COUNCIL REPORT Monday, September 14, 2009 Page 4

difference in cost for the two signal options is that the control box is more complicated and more wiring is involved. In a warning signal style, the light flashes on and off for a certain amount of time. The full signal has a red, yellow, and green. Due to vehicular speed and volume on Parker Street, Mr. Schuckel supports the full crossing signal.

Sgt. Norcross stated that the Police Department make an assessment to determine if the crossing guard would need to remain at this location once this light is installed. Sgt.



Norcross thinks that the crossing guard should remain since it is a busy street. Ald. Danberg moved to vote in support of TEC's recommendation for the design of a pedestrian activated full traffic signal at Daniel and Parker Streets and the Committee voted in favor 4-0.

Respectfully Submitted,

David Koses, Traffic Council Chair

**Regards,**

**Ira**

Ira Kronitz

**From:** Victoria Danberg [mailto:[vdanberg@gmail.com](mailto:vdanberg@gmail.com)]

**Sent:** Monday, April 19, 2010 2:51 PM

**To:** kronitz, ira

**Cc:** [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov); [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov); [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov); [rblazar@yahoo.com](mailto:rblazar@yahoo.com); [sean.roche@gmail.com](mailto:sean.roche@gmail.com); [peller@gmail.com](mailto:peller@gmail.com); [blenson@gmail.com](mailto:blenson@gmail.com); [edmurray@verizon.net](mailto:edmurray@verizon.net); [ejengelman@gmail.com](mailto:ejengelman@gmail.com); [janequinn419@gmail.com](mailto:janequinn419@gmail.com); [commave@aol.com](mailto:commave@aol.com); [ritabeckman1@gmail.com](mailto:ritabeckman1@gmail.com); [ikronitz@comcast.net](mailto:ikronitz@comcast.net)

**Subject:** Re: FW: traffic monitors - Daniel and Parker

Ira,

I distilled out what I saw as the main issues in your letter and await an answer to my questions from Clint, Jim Danila and David Koses. As I mentioned in that forward, I no longer sit on Traffic Council, but am of course especially concerned with this light as it would be located in Ward 6. I am happy to hold an informational meeting on this light as I am sure it would be helpful in answering any questions and addressing neighborhood concerns.

Regarding your previous question about whether the light is lit at all times, I checked the light recently installed on Waverly and it is in the "dormant" (light off) position when not activated.

You may want to go take a look at it yourself. Any other questions anyone might have can be answered by Clint, Jim or David at the meeting I have requested. Which of them will come will be determined by their schedules.

Vicki

On Mon, Apr 19, 2010 at 12:17 PM, <[ikronitz@emc.com](mailto:ikronitz@emc.com)> wrote:

Just an FYI, a number of people who asked me to keep them informed about this have been blind copied since they didn't want to be on an extended email trail. If they change their minds, they can respond and a reply all will put them on the list.

I went back to check on this, and as part of the minutes of the traffic council meeting on Sept 14, 2009, it clearly states that the assessment has been completed. It seems strange that after 6 months there is still no report from it, as well as some folks saying that it's too early to answer questions and still not complete. The minutes certainly implied the completed report is what prompted Alderman Danberg to vote in favor of going ahead with the design. Emails to the traffic council imply that Adam Peller has been working on this for awhile and kept Vicki and Sean in the loop. (See email from Adam appended below). I'd bet that other emails to the Bowen Safe Routes to School group, show additional involvement as well as some answers but Sean denied me (maybe others as well) access to that group. My daughter is a middle schooler, who uses that intersection and a warning light may be a great thing to do. But people have some questions and it seems odd that the reason they are not being answered conflicts with previous statements. If it's the right thing to do, everyone would endorse it. I don't understand why it's not being advertised. Although Sean implied it, there is no additional information in Bowenotes.

Vicki,

I realize you said that the neighborhood would have input when the traffic council holds a hearing, but with all these questions (Bob Lenson's list below as well), and the assessment being complete, it seems as if there should be a bit more transparency. Sean noted Peter Howe's concern and stated it's early in the process (back in October 2009). It no longer appears to be nearly as early as it was.

-----  
 From Newton Streets and Sidewalks blog entry on October 20th:

Peter Howe has a letter in the most recent TAB (10/4/09) expressing concern about the apparent lack of process concerning the installation of a pedestrian-activated signal at the crosswalk at Parker and Daniel Streets. (I couldn't find the letter online.) While I happen to think that some sort of signal probably makes sense at this location, Peter's process concerns are legitimate. There ought to be a full public opportunity to allow neighbors and others potentially affected to hear the rationale for a signal, the pros and the cons, and offer their input. As with any other traffic change, there are going to be secondary consequences to consider (some of which may even be positive).

-----  
 It seems as if someone must have seen this assessment. The idea that all this work in the background has been going on, but will not come to light until a single traffic council meeting where the final decision will be made does not seem correct. And even if a single meeting has to be the case, if the assessment was completed, as stated, why can't the questions be answered? Where is it going to be placed, why should it be a green-yellow-red signal, what about the backup to Rte 9, what guarantees do we have the crossing guard will remain in place, etc., etc.?

The neighborhood just went through a process that took years to complete regarding the Daniel/Jackson St intersection. Adam and Sean figured prominently as pushing a solution at the other end of their street that the neighborhood was then forced to prove was not the right thing to do. Lack of information, poor process, and poor notification resulted in a neighborhood that was angry with City Hall as well as their neighbors.

This seems to be headed in that direction and it would be a good thing to stop it now. I think the assessment should be made available well before a meeting is held, and I think our neighbor's questions should be answered ahead of time. That way, everyone gets to walk into the meeting with all the facts.

At the time, few people knew enough to ask, but there is a document detailing criteria for traffic calming. It turns out the Daniel/Jackson intersection wasn't even close to the top of the list (as stated by David Koses). Is there a document detailing the conditions for which a traffic light and/or flashing light should be under consideration? Traffic numbers, speed, number of pedestrians, etc.? Where does Daniel/Parker fit in that criteria? My daughter happens to cross here, but are other Newton locations more critical?

Also, I think the costs and who is paying should be doublechecked. Just because the state is slated to pay doesn't mean we need the most expensive option possible. In addition, Sean and Adam stated many times that the Daniel/Jackson intersection was being completed with mitigation funds. The taxpayers ultimately footed the bill since Commissioner Daley had to allocate the funds from his budget for the compromise solution at that location.

Email to newsgroups and traffic council mentioned above:

----- Original Message -----

**From:** [Adam L. Peller](#)

**To:** [David Koses](#) ; [Victoria Danberg](#) ; [Jerome.Grafe@state.ma.us](mailto:Jerome.Grafe@state.ma.us) ; [Nina Wang](#) ; [jnorcross@newtonma.gov](mailto:jnorcross@newtonma.gov)

**Cc:** [bowentraffic@googlegroups.com](mailto:bowentraffic@googlegroups.com) ; [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov) ; [Chris L](#) ; [Wall, Matthew \(EOT\)](#) ; [Sean Roche](#)

**Sent:** Sunday, September 13, 2009 10:56 PM

**Subject:** Traffic Council - Safe Routes Ped. signal

I'm very sorry I cannot make it to tomorrow's Traffic Council meeting. I'm very excited about Bowen's Infrastructure Assessment and thank you for your support moving this forward. I'd like to point out that, assuming we qualify, not only does the state fund the projects, but contingent upon city approval they will actually DO the construction at no cost to the city. It's a gift to Newton.

The Parker/Daniel crossing is one of Bowen's staffed crossings where we have many walkers and would like to attract more. But the benefits of a signal would not stop there. This crossing is also used by many middle school students crossing for the 52 bus in mornings and afternoons, when the crossing is NOT supervised, and many area residents have witnessed close calls and outright disregard for these students and other pedestrians. I'm sure this is not unique to Parker Street, but we have an opportunity to address this at no cost, hopefully to serve as a model if more funds should become available. Police patrols target speeding at this intersection off-hours but, as far as I've seen, do not write tickets for failure to yield to pedestrians. A traffic signal would go a long way to alerting motorists to this crossing and help with 'Safe Routes to School'. I would like the DPW to also take a closer look at the way the curb cuts at this intersection were installed years ago, as they seem to encourage vehicles cutting corners. The entire curb has been sunk, not just at the crosswalk, and cracks and tire marks are visible on the sidewalk. Is there a safer way to implement curb cuts and protect pedestrians?

Also, the Langley/Langley Path intersection, if possible, would be another fine location for a pedestrian signal. A recent study found that there are many families along the Langley Road corridor, which is actually quite close to Bowen, who drive. A pedestrian signal would be one of the best ways to emphasize the importance of this crossing and encourage more use. I believe about \$15K of Terraces mitigation funds were recently allocated already toward this intersection for pedestrian improvements.

And lastly... the proposed pedestrian signal at Pelham Street and Centre Streets. Sean Roche and I have both noted that this intersection could "go on a diet". Sean blogged it here

<http://newtonstreets.blogspot.com/2009/08/centrelangley-diet-opportunity.html>

At some point, narrowing the entrance to Langley Street to a consistent width would be friendlier to pedestrians and possibly calm traffic as well. Such an improvement might weigh in the placement of a pedestrian signal.

Adam Peller  
28 Daniel Street

-----  
You received this message because you are subscribed to the Google Groups "Bowen Safe Routes to School" group.

To post to this group, send email to [bowentraffic@googlegroups.com](mailto:bowentraffic@googlegroups.com)

To unsubscribe from this group, send email to [bowentraffic+unsubscribe@googlegroups.com](mailto:bowentraffic+unsubscribe@googlegroups.com)

For more options, visit this group at <http://groups.google.com/group/bowentraffic?hl=en>

Thank you for your time,

Ira Kronitz  
43 Walter St.

At 08:03 PM 4/16/2010, you wrote:

-----Original Message-----

From: kronitz, ira

Sent: Mon 4/12/2010 6:23 PM

To: Sean Roche; Bob Lenson

Cc: [vdanberg@gmail.com](mailto:vdanberg@gmail.com); [tdaley@newtonma.gov](mailto:tdaley@newtonma.gov); [cschuckel@newtonma.gov](mailto:cschuckel@newtonma.gov);

[vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov); [rblazar@newtonma.gov](mailto:rblazar@newtonma.gov); [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov);

[edmurray@verizon.net](mailto:edmurray@verizon.net); [janequinn419@gmail.com](mailto:janequinn419@gmail.com); [jackmaypole@yahoo.com](mailto:jackmaypole@yahoo.com)

Subject: RE: traffic monitors - Daniel and Parker

Wait a sec.. something doesn't make sense. If the assessment isn't done, why would TEC consulting have asked for the go ahead to design a traffic signal?

They essentially weren't going to waste their time on completing a design unless the city endorsed the idea. How did the city decide to endorse the idea, and why were there even drawings, if there is not yet any assessment?

I'm sure there is a process here somewhere, but this quick glance seems to say that you're paying a consultant to assess whether further work should be done, and then you tell them before the assessment that they will receive the additional contract to do the work. Sorry, I'm being a bit cynical without knowing these folks, but how do you suppose the assessment will turn out?

I have absolutely no reason to believe that TEC Consulting would be anything but above board, but why would the city enter into such a process?

I know David Olson said that nothing has been promised, but they were certainly given the impression in writing that the traffic council would endorse a stop light at that location. Or maybe TEC hasn't done the design, and they're still doing the assessment? Anyone know?

Regards,  
Ira

From: Sean Roche [ <mailto:sean.roche@gmail.com> ]  
Sent: Monday, April 12, 2010 3:26 PM  
To: Bob Lenson  
Cc: kronitz, ira; [vdanberg@gmail.com](mailto:vdanberg@gmail.com); [tdaley@newtonma.gov](mailto:tdaley@newtonma.gov); [cschuckel@newtonma.gov](mailto:cschuckel@newtonma.gov); [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov); [rblazar@newtonma.gov](mailto:rblazar@newtonma.gov); [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov); [edmurray@verizon.net](mailto:edmurray@verizon.net); [janequinn419@gmail.com](mailto:janequinn419@gmail.com); [jackmaypole@yahoo.com](mailto:jackmaypole@yahoo.com)  
Subject: Re: traffic monitors - Daniel and Parker

As part of the state Safe Routes to Schools program, Bowen requested and received an infrastructure assessment from traffic engineers. I believe the assessment was paid for by the state, though it may have been actually performed by state engineers. I'm not sure.

As part of an infrastructure assessment, the state looks at the infrastructure in the immediate vicinity of a school and the driving and walking routes to the school. My understanding is that Daniel / Parker is but one part of the report.

The report of the assessment has been rumored to be forthcoming for several months.

I'm pretty sure that there has been at least one item in BoweNotes about the assessment. I believe that the Bowen PTO is waiting for the report to actually issue before taking any next steps. As for BTNA, the BTNA has not been involved. It's a school thing right now. It has been my intention to host a BTNA meeting to gather feedback on the report and its suggestions once there is something to gather feedback about.

Again, as far as I know, it's just an assessment. Any data gathering would be consistent with the assessment and recommended changes.

Sean

This has nothing to do with the traffic calming efforts on Daniel and Jackson.

On Mon, Apr 12, 2010 at 3:12 PM, Bob Lenson <[blenson@gmail.com](mailto:blenson@gmail.com)> wrote:

So What happend to the plan we discussed at our last meeting. Why is a light needed where a Police officer crosses?

This will then divert traffic to Walter St. and put us right back to square one!

What happened to the promise of looking at the real issue, the speed down Jackson St entering Daniel (where this all started from) and addressing speed deterrents at Cypress and Jackson?

Who asked for the State to get involved? And Why There?

Why Don't we know about it. Why hasn't BTNA the one sided website notified any one. If we put a light there can we get rid of the Quasi Island on the other end of Daniel?

Your thoughts are Welcomed

Bob Lenson

On Mon, Apr 12, 2010 at 2:45 PM, <[ikronitz@emc.com](mailto:ikronitz@emc.com)> wrote:

Thanks Vicki.

So, did TEC, (the consultant which the traffic council gave the go ahead to design a traffic light) install the monitoring equipment, or is the state of MA investigating per their own guidelines?

Also, is it actually going to be at Daniel and Parker? The consultant was talking about having it along Parker, south of Daniel St. which didn't make a lot of sense to some folks, but we figured the explanation would be forthcoming.

Regards,

Ira

Ira Kronitz

EMC Cambridge Software Center

11 Cambridge Center

Cambridge, MA 02142-1405

Ph: 617-679-1115

[kronitz\\_ira@emc.com](mailto:kronitz_ira@emc.com)

From: Victoria Danberg [ <mailto:vdanberg@gmail.com> ]

Sent: Monday, April 12, 2010 2:22 PM

To: kronitz, ira

Cc: [tdaley@newtonma.gov](mailto:tdaley@newtonma.gov); [cschuckel@newtonma.gov](mailto:cschuckel@newtonma.gov); [sean.roche@gmail.com](mailto:sean.roche@gmail.com);

[vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov); [rblazar@newtonma.gov](mailto:rblazar@newtonma.gov); [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov);

[edmurray@verizon.net](mailto:edmurray@verizon.net); [janequinn419@gmail.com](mailto:janequinn419@gmail.com); [blenson@gmail.com](mailto:blenson@gmail.com); Jack Maypole, MD

Subject: Re: traffic monitors - Daniel and Parker

Hello All,

This info just received from Clint & David Koses re the traffic monitoring equipment below:

These tubes were put down by the State traffic consultant to gather data on number and speed of vehicles traveling where tubes were laid, as part of the grant received by Bowen School, in order to determine whether a pedestrian activated crossing light would be warranted at the corner of Parker and Daniel, to assist children crossing to get to Bowen School.

If the location qualifies, the cost of the crossing light would be paid for by federal funds. After sufficient data is gathered, Traffic Council will hold a public hearing for discussion and input, after which Traffic Council would vote on whether to accept the project funding, if offered.

I hope that answers your immediate questions. I will pass on any other info as I receive it. Please send this email out to all others in the neighborhood who might be interested.

Regards,

Vicki

On Mon, Apr 12, 2010 at 10:15 AM, <[ikronitz@emc.com](mailto:ikronitz@emc.com)> wrote:

Hi Tom, et. al.,

Hope things are well, and your workload has calmed down following the rain and flooding issues.

Folks have noticed the traffic monitoring tubes and boxes that are across Daniel St. and Parker St. (just north of Daniel) and been asking me if I know anything about it.

I thought I'd ask you as well as our Aldermen. Copying Sean Roche too since it's right by his house and he usually knows about that stuff.

Just wondering what project the data will be used for, as well as what criteria is being examined.

Thanks for the help.

Regards,

Ira

Ira Kronitz

--

Victoria Danberg

Alderman at-Large, Ward 6

Tel. 617.969.1756

Fax. 617.969.5648

Email: [Vdanberg@gmail.com](mailto:Vdanberg@gmail.com)

--

#### CONFIDENTIALITY NOTICE

This electronic mail and the information contained herein are intended for the named recipient only. It may contain confidential matter. If you have received this electronic mail in error, please do not read any text other than the text of this notice and do not open any attachments. Also, please immediately notify the sender by replying to this electronic mail! After notifying the sender as described above, please delete this electronic mail message immediately and purge the item from the deleted items folder (or the equivalent) of your electronic mail system. Thank you

Take care,

Ira

Take care,

Ira



--

Victoria Danberg  
Alderman at-Large, Ward 6  
Tel. 617.969.1756  
Fax. 617.969.5648  
Email: [Vdanberg@gmail.com](mailto:Vdanberg@gmail.com)

--

Victoria Danberg  
Alderman at-Large, Ward 6  
Tel. 617.969.1756  
Fax. 617.969.5648  
Email: [Vdanberg@gmail.com](mailto:Vdanberg@gmail.com)

--

Victoria Danberg  
Alderman at-Large, Ward 6  
Tel. 617.969.1756  
Fax. 617.969.5648  
Email: [Vdanberg@gmail.com](mailto:Vdanberg@gmail.com)

--

Regards,  
Ira.

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

Danielle Delaney  
Committee Clerk  
Board of Aldermen  
617-796-1211  
[ddelaney@newtonma.gov](mailto:ddelaney@newtonma.gov)

**Danielle Delaney**

---

To: **ddelaney@newtonma.gov**  
 Subject: **(Fwd) Re: light at vicinity of Athelstane and Daniel St.**  
 Date sent: **Mon, 07 Feb 2011 09:02:51**

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

From: **IKronitz <ikronitz@comcast.net>**  
 To: **"Traffic Council Dist List" <trafficcouncil@newtonma.gov>**  
 Subject: **Re: light at vicinity of Athelstane and Daniel St.**  
 Date sent: **Sun, 06 Feb 2011 17:08:56 -0500**

Interesting how the name "hybrid" is now used rather than "HAWK" light. They appear to be the same thing. At any rate, a hybrid light is described as follows:  
 Installed on roadside poles and mast arms, the **Pedestrian Hybrid Beacon** remains dark until a pedestrian activates the system by pressing a pushbutton. Once the system is activated, a sequence of amber and red beacon lights provides a bright warning to motorists.

Also curious is the picture used in the consultant's report. It appears to be a 4 or 6 lane road that warrants such a light.

The consultant also mentions the advantage of the light due to students walking to Weeks Junior High. Their endorsement of the oversized bumpout at Daniel and Jackson, deemed unacceptable by the neighborhood was also curious.

Vicki, David Koses,

The notice I received regarding the traffic council agenda on Feb. 17th does not indicate if it's open for public comment or not.

Could one of you please clarify what the outcome of this discussion might be? Is it approval of the item, is it approval to move forward to another step in the process? And what would that next step be?

I apologize in advance for the wide distribution. If anyone would like to be off this list, please let us know. I promise to remove you from any of my future emails.

Regards,  
 Ira.

On 2/5/2011 2:15 PM, lucie wrote:

<http://www.ci.newton.ma.us/Aldermen/Traffic/2011/01-27-11Traffic%20Council%20Agenda.pdf>

A copy of the relevant portion of the agenda for 1/27/11

I cannot find the 2/17/11 agenda posted

Lucie Chansky

**ITEMS NOT SCHEDULED FOR DISCUSSION:**

TC42-10 DAVID KOSES, on behalf of the Newton Safe Routes to School Task Force, requesting installation of a pedestrian hybrid signal and crosswalk on Parker Street in the vicinity of Daniel Street and Athelstane Road, to be paid for through Mass DOT' Safe Routes to School Infrastructure Program. (Ward 6) [12/23/10 @ 9:10 AM]

TC41-10 DAVID KOSES, on behalf of the Newton Safe Routes to School Task Force, requesting parking restrictions on both sides of Cypress Street, in the vicinity of 280 Cypress Street, in association with modifications to the island and related infrastructure changes near the school entrance, to be paid for through Mass DOT'S Safe Routes to School Infrastructure Program. (Ward 6) [12/23/10 @ 9:10 AM]

TC40-10

**From:** IKronitz [<mailto:ikronitz@comcast.net>]  
**Sent:** Saturday, February 05, 2011 1:32 PM  
**To:** Victoria Danberg  
**Cc:** [ikronitz@emc.com](mailto:ikronitz@emc.com); Clint Schuckel; Tom Daley; [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov); [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov); [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov); [rblazar@yahoo.com](mailto:rblazar@yahoo.com); [sean.roche@gmail.com](mailto:sean.roche@gmail.com); [peller@gmail.com](mailto:peller@gmail.com); [blenson@gmail.com](mailto:blenson@gmail.com); [edmurray@verizon.net](mailto:edmurray@verizon.net); [ejengelman@gmail.com](mailto:ejengelman@gmail.com); [janequinn419@gmail.com](mailto:janequinn419@gmail.com); [commave@aol.com](mailto:commave@aol.com); [ritabeckman1@gmail.com](mailto:ritabeckman1@gmail.com); [paularz@rcn.com](mailto:paularz@rcn.com); [n.fleisher@comcast.net](mailto:n.fleisher@comcast.net); [Peter.j.howe@comcast.net](mailto:Peter.j.howe@comcast.net); [dolson@newtonma.gov](mailto:dolson@newtonma.gov); [barrysbergman@yahoo.com](mailto:barrysbergman@yahoo.com); [sjwinnay@yahoo.com](mailto:sjwinnay@yahoo.com); [luciec@comcast.net](mailto:luciec@comcast.net); [markjfield@hotmail.com](mailto:markjfield@hotmail.com); [kasdavidson@hotmail.com](mailto:kasdavidson@hotmail.com); [tkropf@aol.com](mailto:tkropf@aol.com); [RachelSG@aol.com](mailto:RachelSG@aol.com); [Edailey@bromsun.com](mailto:Edailey@bromsun.com); [jefftarmy@hotmail.com](mailto:jefftarmy@hotmail.com); [sweeneei@bc.edu](mailto:sweeneei@bc.edu); [diwatsuki@gmail.com](mailto:diwatsuki@gmail.com); [downhilman@aol.com](mailto:downhilman@aol.com); [danmowrey@comcast.net](mailto:danmowrey@comcast.net); [jackmaypole@yahoo.com](mailto:jackmaypole@yahoo.com); [joelak@aol.com](mailto:joelak@aol.com); [furgang@srbc.com](mailto:furgang@srbc.com); [awinone@gmail.com](mailto:awinone@gmail.com)  
**Subject:** Re: light at vicinity of Athelstane and Daniel St.

Hi Vicki, et. al,

I received a notice for a traffic council meeting on Thursday, Feb. 17 regarding a "pedestrian hybrid signal and crosswalk on Parker St. in the vicinity of Daniel Street and Athelstane Road"

Is there now a report from the traffic consultant? I'm sure myself and others would like to see it?

Why is there such vagueness about the location?

Why isn't it at Daniel and Parker where the present crosswalk is located? Why would it be on the south side of Parker which keeps the Bowen kids from having to cross Daniel or Jackson?

What is a hybrid light? Does it have a red component?

There was also mention of changes to the island around Bowen School. Is there a drawing of what these changes might be?

Regards,  
Ira.

On 4/27/2010 11:24 PM, Victoria Danberg wrote:

Ira,

I was under the incorrect impression that the HAWK light turned green before going dark. The website you located describes it as having red-yellow cycles only.

Clint or Tom should be able to answer the question about the location of the light. I have copied them on this email.

Vicki

On Tue, Apr 27, 2010 at 10:05 AM, <[ikronitz@emc.com](mailto:ikronitz@emc.com)> wrote:

Vicki, Tom D., Clint,

Do you know why the newly laid crosswalk (or concrete accessibility (?) section that goes from the street to the sidewalk) on the Daniel side of the street at Daniel and Jackson was ripped up? It seemed to be in its final state, it looked good and was perfectly usable. You have to step into the dirt now to cross. I was wondering if there was any plan to move it, but then I realized that wouldn't make sense because we wouldn't be able to get over to the plowed side of the street and/or the path would be longer.

That made me think of another issue regarding the light. I don't see how it could be moved away from the present crosswalk either north or south of the intersection because in the winter the sidewalks on the east side of Parker St. (and the south side of Daniel St.) are not plowed. It's pretty difficult for me to get over the mounds on the south east corner at Daniel and Parker St. after the snow plows build it up. Elementary school kids could sink to their shoulders or slide into the street off the mound. I suppose the plowing and the accessibility curbing could be changed, but why?

**Regards,**

**Ira**

Ira Kronitz

EMC Cambridge Software Center

11 Cambridge Center

Cambridge, MA 02142-1405

Ph: 617-679-1115

[kronitz\\_ira@emc.com](mailto:kronitz_ira@emc.com)

**From:** kronitz, ira

**Sent:** Monday, April 26, 2010 1:02 PM

**To:** Victoria Danberg; kronitz, ira

**Cc:** [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov); [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov); [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov); [rbblazar@yahoo.com](mailto:rbblazar@yahoo.com); [sean.roche@gmail.com](mailto:sean.roche@gmail.com); [peller@gmail.com](mailto:peller@gmail.com); [blenson@gmail.com](mailto:blenson@gmail.com); [edmurray@verizon.net](mailto:edmurray@verizon.net); [ejengelman@gmail.com](mailto:ejengelman@gmail.com); [janequinn419@gmail.com](mailto:janequinn419@gmail.com); [commave@aol.com](mailto:commave@aol.com); [ritabeckman1@gmail.com](mailto:ritabeckman1@gmail.com); [ikronitz@comcast.net](mailto:ikronitz@comcast.net); [paularz@rcn.com](mailto:paularz@rcn.com); [n.fleisher@comcast.net](mailto:n.fleisher@comcast.net); [Peter.j.howe@comcast.net](mailto:Peter.j.howe@comcast.net); [dolson@newtonma.gov](mailto:dolson@newtonma.gov);

[ikronitz@comcast.net](mailto:ikronitz@comcast.net); [barrysbergman@yahoo.com](mailto:barrysbergman@yahoo.com); [ikronitz@comcast.net](mailto:ikronitz@comcast.net); [sjwinnay@yahoo.com](mailto:sjwinnay@yahoo.com); [luciec@comcast.net](mailto:luciec@comcast.net); [cschuckel@newtonma.gov](mailto:cschuckel@newtonma.gov); [tdaley@newtonma.gov](mailto:tdaley@newtonma.gov); [markjfield@hotmail.com](mailto:markjfield@hotmail.com); [kasdavidson@hotmail.com](mailto:kasdavidson@hotmail.com); [tkropf@aol.com](mailto:tkropf@aol.com); [RachelSG@aol.com](mailto:RachelSG@aol.com); [Edailey@bromsun.com](mailto:Edailey@bromsun.com); [jefftarmy@hotmail.com](mailto:jefftarmy@hotmail.com); [commave@aol.com](mailto:commave@aol.com); [ejengelman@gmail.com](mailto:ejengelman@gmail.com); [sweeneei@bc.edu](mailto:sweeneei@bc.edu); [diwatsuki@gmail.com](mailto:diwatsuki@gmail.com); [edmurray@verizon.net](mailto:edmurray@verizon.net); [janequinn419@gmail.com](mailto:janequinn419@gmail.com); [downhilman@aol.com](mailto:downhilman@aol.com); [danmowrey@comcast.net](mailto:danmowrey@comcast.net); [jackmaypole@yahoo.com](mailto:jackmaypole@yahoo.com); [joelak@aol.com](mailto:joelak@aol.com); [furgang@srbc.com](mailto:furgang@srbc.com); [awinone@gmail.com](mailto:awinone@gmail.com)

**Subject:** Stop light style at Daniel and Parker Streets

HI Vicki,

I've added some folks that might be interested to the cc list. My apologies if you don't want this email. I'll make every attempt to get you off the thread if you let me know.

If you're unfamiliar with the issue, reading from the bottom up will let you know some of the questions that have come up regarding a stop light that is being designed for the Daniel/Parker St. intersection, or thereabouts. I'm told that it's not yet approved, but the consultant was given the go ahead to do the design back in September, so a decision could be close.

Vicki, your description of the light being a HAWK signal seems to bring up another discrepancy. It was stated (meeting minutes as well) that the light was going to be a red-yellow-green pedestrian activated stop light. I found a couple of different locations on the web that describe a HAWK signal. Yes, it does stay dark when not activated, but both places indicate that it does NOT have a green component (see below). Once activated, it starts as flashing yellow, that goes to a solid red, and then goes to a flashing red – essentially a stop sign. Maybe you can add this question to the distilled list – re: diversion, location, crossing guard requirement, assessment study, etc. - you said you forwarded to the DPW.

By the way, any quick answers as to the proposed location of the light? Myself and others are very curious as to the logic for possibly moving it away from the present crosswalk which puts kids on the correct side of the street for going to Bowen.

As I've stated, I'm not saying that I'm against a light, I'm just asking questions, some of them the same that were asked 5 months ago when the assessment was said to be complete. It's the contradictions that are troublesome.

In regards to the function of the HAWK signal, this seems to go against the general theories that Sean, Adam and Clint Schuckel brought out during the bumpout debate regarding unnecessary stop signs causing both increased speed further down the road (Parker is already a speedway), diminished effect of all other stop signs around Newton and unnecessary pollution concerns. I realize it's pedestrian activated, but why wouldn't those concerns just indicate that a flashing yellow would be better? Is there some crossover point, where the number of previous accidents and number of pedestrians crossing outweighs those concerns? Does it become a more reasonable thing to do because the state is paying for it, just as Alderman Parker indicated in a traffic council meeting that the bumpout prematurely became a good thing to do because it was to be paid for by mitigation funds?

Other thoughts?

Description of a HAWK light from Safe Routes to School website ([http://www.saferoutesinfo.org/guide/engineering/traffic\\_signals.cfm](http://www.saferoutesinfo.org/guide/engineering/traffic_signals.cfm))

To increase pedestrian safety at school crossing locations, the City of Tucson developed a traffic signal called the HAWK (High-intensity

Activated crossWalk). The HAWK uses traditional traffic and pedestrian signal heads but in a different configuration. It includes a sign instructing motorists to "stop on red" and a "pedestrians" overhead sign. There is also a sign informing pedestrians on how to cross the street safely.

When not activated, the signal is blanked out. The HAWK signal is activated by a pedestrian push button. The overhead signal begins flashing yellow and then solid yellow, advising drivers to prepare to stop. The signal then displays a solid red and shows the pedestrian a "Walk" indication. Finally, an alternating flashing red signal indicates that motorists may proceed when safe, after coming to a full stop. The pedestrian is shown a flashing "Don't Walk" with a countdown indicating the time left to cross.

## Regards,

Ira

Ira Kronitz

**From:** kronitz, ira

**Sent:** Monday, April 19, 2010 6:29 PM

**To:** 'Victoria Danberg'

**Cc:** [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov); [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov); [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov); [rblazar@yahoo.com](mailto:rblazar@yahoo.com); [sean.roche@gmail.com](mailto:sean.roche@gmail.com); [peller@gmail.com](mailto:peller@gmail.com); [blenson@gmail.com](mailto:blenson@gmail.com); [edmurray@verizon.net](mailto:edmurray@verizon.net); [ejengelman@gmail.com](mailto:ejengelman@gmail.com); [janequinn419@gmail.com](mailto:janequinn419@gmail.com); [commave@aol.com](mailto:commave@aol.com); [ritabeckman1@gmail.com](mailto:ritabeckman1@gmail.com); [ikronitz@comcast.net](mailto:ikronitz@comcast.net); [paularz@rcn.com](mailto:paularz@rcn.com); [n.fleisher@comcast.net](mailto:n.fleisher@comcast.net); [Peter.j.howe@comcast.net](mailto:Peter.j.howe@comcast.net); [dolson@newtonma.gov](mailto:dolson@newtonma.gov); [ikronitz@comcast.net](mailto:ikronitz@comcast.net)

**Subject:** RE: FW: traffic monitors - Daniel and Parker

Hi Vicki,

Well, if you're not saying the Waverley light is a full HAWK light (as you call it), then your comment about the Daniel/Parker light being dark isn't actually applicable.

Sean also accused me of seeing conspiracies after he changed the BTNA website to deny me access. Of course, this email thread could have ended much earlier if you could just indicate where the light will be located. Where was it when you saw it on the drawing at the traffic council meeting? Does it make sense to you that it would be moved from the current crosswalk?

Regardless of conspiracies, Sean, Adam and yourself were incorrect when it came to who was going to pay for the Daniel/Jackson road configuration changes. I'm suggesting the funding be double checked. And after the initial funding is checked, please determine who will be paying for the maintenance of the light in the years to come. As well as whether it will cost more to maintain a flashing yellow signal as

opposed to a HAWK light.

And as far as me being the only one concerned about the traffic light, evidently you didn't read Peter Howe's editorial in the TAB, or Sean's response to it. And you also seem to have forgotten the email thread below from last October, which also went to the traffic council in addition to other concerned neighbors. There were probably also a couple of other notes but I didn't look further.

I don't really mind you accusing me of seeing conspiracies, I actually find it quite amusing. However, I think myself and others would like to see some answers regarding the questions. I actually didn't come up with them myself. If you hold a meeting, and I'm the only one there with questions regarding this traffic light, you will have undoubtedly made your point. I say we should try it.

I'm copying David Olson. If he has a record of the drawing from the traffic council meeting and/or the assessment that was said to be complete, maybe I can come in to see it.

----- Original Message -----

From: "Victoria Danberg" <[vdanberg@gmail.com](mailto:vdanberg@gmail.com)>

To: "Jane Quinn" <[janequinn419@gmail.com](mailto:janequinn419@gmail.com)>

Cc: [mkruse@newtonma.gov](mailto:mkruse@newtonma.gov), [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov), "David Koses" <[dkoses@newtonma.gov](mailto:dkoses@newtonma.gov)>, [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov), "IKronitz Kronitz" <[ikronitz@comcast.net](mailto:ikronitz@comcast.net)>, "Paula Rendino" <[paularz@rcn.com](mailto:paularz@rcn.com)>, "Neal Fleisher" <[n.fleisher@comcast.net](mailto:n.fleisher@comcast.net)>, [edmurray@verizon.net](mailto:edmurray@verizon.net)

Sent: Monday, October 5, 2009 12:20:07 AM GMT -05:00 US/Canada Eastern

Subject: Re: Traffic Light

Jane,

There is not a full traffic light planned for Parker and Daniel. Newton has not installed a single additional full traffic light in at least a decade as they are very costly (\$150,000 plus maintenance).

What you may have mistaken it for is a pedestrian activated traffic signal, which instead of just flashing yellow (cars need not legally stop, but just proceed with caution) will have the capability of having the pedestrians actually stop the traffic, as it has a red light cycle.

Of the 6 pedestrian activated lights we have requested in various locations, the Parker/Daniel location is the only one with that capability, because we can get federal funding for it and it is the more expensive version of this type of light.

I hope this helps.

Vicki

On Sun, Oct 4, 2009 at 2:35 PM, Jane Quinn <[janequinn419@gmail.com](mailto:janequinn419@gmail.com)> wrote:

Subject: Re: Traffic Light

Dear Newton Traffic Council,  
A full traffic light at Parker/Daniel Street? Yet another project steamrolled into place by the self-appointed traffic experts on Daniel Street, to add to the asphalt wreckage of the last ingenious "calming" (traffic diversion) death trap..... Yet another attempt to "calm" (divert) traffic right around their own homes at the expense of everyone else. Do any of you see a pattern here? We do!

Most residents are not even aware of this yet. A group of us just got wind of it , and I'm shocked it a decision was made so quickly..... Once again, a decision made by people who don't live in the immediate area, with absolutely no discussion or warning for the community. And once again, decision makers should have made an effort to notify affected people on Parker, Athelstane, southbound Daniel, Walter, Jackson, etc., as now traffic will snarl up particularly in the morning, (as idling cars sit in front of many homes, emitting more pollution) and new dangers at the crosswalk are created. Even a letter would have been a decent measure. I still don't know if the light will only work during school hours and I do understand the concern about this crossing site , but could someone FOR ONCE make an assessment about the problems a sudden, uninformed decision might cause, before secretly and quietly pulling the trigger?? A crossing guard would still be crucial - although we can expect that job won't last due to a strangled city budget - and I'm stunned that a discussion questioning the need for a guard ever took place. As cars gun it for the yellow light, and children will step off the curb in anticipation of a walk light someone could get killed. We need our guard to onto Parker from driveways and side streets as it is.

Why not repaint the crosswalk so it can actually be SEEN by drivers, and how about another pedestrian crossing sign on the other side of it? Couldn't we try this first?

Will somebody please get back to me?

Thanks in advance for addressing my issues with this latest traffic development.

Best,  
Jane Quinn

--

Victoria Danberg  
Alderman at-Large, Ward 6  
Tel. 617.969.1756  
Fax. 617.969.5648  
Email: [Vdanberg@gmail.com](mailto:Vdanberg@gmail.com)

**Regards,**  
**Ira**



**From:** Victoria Danberg [mailto:[vdanberg@gmail.com](mailto:vdanberg@gmail.com)]

**Sent:** Monday, April 19, 2010 5:46 PM

**To:** kronitz, ira

**Cc:** [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov); [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov); [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov); [rblazar@yahoo.com](mailto:rblazar@yahoo.com); [sean.roche@gmail.com](mailto:sean.roche@gmail.com); [peller@gmail.com](mailto:peller@gmail.com); [blenson@gmail.com](mailto:blenson@gmail.com); [edmurray@verizon.net](mailto:edmurray@verizon.net); [ejengelman@gmail.com](mailto:ejengelman@gmail.com); [janequinn419@gmail.com](mailto:janequinn419@gmail.com); [commave@aol.com](mailto:commave@aol.com); [ritabeckman1@gmail.com](mailto:ritabeckman1@gmail.com); [ikronitz@comcast.net](mailto:ikronitz@comcast.net)

**Subject:** Re: FW: traffic monitors - Daniel and Parker

Hi Ira,

Since we are writing back and forth on a State vacation day, please be aware that I have only made a suggestion that we hold an info meeting with a City traffic person there to answer questions, and do not yet have a confirmation, so let's not plan out the guest list quite yet! I will keep you in the loop on what I hear.

No, I am NOT saying that the light on Waverly is a red-yellow-green! The City would not and could not pay for one! We have the opportunity to get a HAWK light (green-yellow-red) at Parker-Daniel, that other neighborhoods would have jumped at, had it been offered. I find it hard to understand your suspicion that the availability for State money for this light includes some kind of conspiracy? But if a neighborhood meeting will help, I am willing to request one.

You should know, however, that the only complaint I have received on this, or its "process" is from you.

"Assessments" on where lights need to go in Newton are usually done by the traffic professionals in the City, who are entirely capable of making these calls. We may have one in writing in the case of Daniel/Parker, as TEC was hired on the State's tab to look into it. I do promise you that no conspiracies are being committed and no one has any need or motivation to hide anything from me, you, or anyone else.

I will keep you posted on any response I receive.

Vicki

On Mon, Apr 19, 2010 at 4:07 PM, <[ikronitz@emc.com](mailto:ikronitz@emc.com)> wrote:

Hi Vicki,

I think a meeting is a great idea. I'm sure everyone appreciates the help, I know I do. Thanks!!

Since this affects folks on both sides of Parker, please be sure to send out as wide a notice as possible. I'm sure the folks copied will help in that.

The light on Waverley was slated to be a flashing yellow pedestrian signal. Are you saying that it's a red-yellow-green light? If it's not, I think we're talking apples and oranges, unless the Parker/Daniel light has become a flashing yellow light.

Sorry if I gave you the wrong impression, but I fully understand that you're not presently on the traffic council. My point was that you approved the design study in September based on a completed assessment. You recently stated that you (and/or David Koses) could not confirm the location of the light because it's still early in the process and the assessment is not complete. That is the contradiction to which I was referring. In the minutes (recopied below) it even indicates that a map was provided showing the location.

Not to belabor the point, but the contradictions are fairly obvious, so I'm assuming there must be a simple explanation.

The assessment is either complete or it's not.

The location of the light is either known or it's not.

That drawing either showed the light at the corner or it didn't.

If the light is not at the same corner as it is today there must be some interesting supporting data to indicate why you'd want Bowen kids to cross an additional intersection before they get to school.

Especially off hours when they may be going to the park without an adult.

From below...

**The assessment has been completed and TEC made a recommendation for a pedestrian activated signal at Daniel and Parker Streets. Mr. Koses provided a map to Council members which showed the proposed location of where the signal is to be installed.**

Minutes of the traffic council meeting.

#### **DISCUSSION ITEM**

**DAVID KOSES**, requesting conceptual discussion of pedestrian signals to be installed as part of the "Safe Routes to School Program" to be paid for entirely through federal safe routes to school infrastructure funding.

**NOTE:** Mr. Koses stated this discussion is from a meeting that Mr. Schuckel and Mr. Koses attended with Kevin Dandrade, consultant from TEC. TEC was hired by the state to complete engineering work associated with safe routes to school infrastructure assessments. TEC makes recommendations for improvements, which are 100% funded by the state to encourage children to walk to school.

In Newton, the only school that has been selected for this infrastructure assessment is the Bowen School. The assessment has been completed and TEC made a recommendation for a pedestrian activated signal at Daniel and Parker Streets. Mr. Koses provided a map to Council members which showed the proposed location of where the signal is to be

installed.

Mr. Dandrade requested that the City of Newton show a sign of support for the signal in order for them to move forward with the associated design work. Ald. Danberg and Sgt. Norcross asked for clarification if this funding is for a pedestrian activated signal or a warning signal. Mr. Schuckel stated the TRAFFIC COUNCIL REPORT Monday, September 14, 2009 Page 4

difference in cost for the two signal options is that the control box is more complicated and more wiring is involved. In a warning signal style, the light flashes on and off for a certain amount of time. The full signal has a red, yellow, and green. Due to vehicular speed and volume on Parker Street, Mr. Schuckel supports the full crossing signal.

Sgt. Norcross stated that the Police Department make an assessment to determine if the crossing guard would need to remain at this location once this light is installed. Sgt. Norcross thinks that the crossing guard should remain since it is a busy street. Ald. Danberg moved to vote in support of TEC's recommendation for the design of a pedestrian activated full traffic signal at Daniel and Parker Streets and the Committee voted in favor 4-0.

Respectfully Submitted,

David Koses, Traffic Council Chair

**Regards,**

**Ira**

Ira Kronitz

**From:** Victoria Danberg [mailto:[vdanberg@gmail.com](mailto:vdanberg@gmail.com)]

**Sent:** Monday, April 19, 2010 2:51 PM

**To:** kronitz, ira

**Cc:** [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov); [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov); [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov); [rbblazar@yahoo.com](mailto:rbblazar@yahoo.com); [sean.roche@gmail.com](mailto:sean.roche@gmail.com); [peller@gmail.com](mailto:peller@gmail.com); [blenson@gmail.com](mailto:blenson@gmail.com); [edmurray@verizon.net](mailto:edmurray@verizon.net); [ejengelman@gmail.com](mailto:ejengelman@gmail.com); [janequinn419@gmail.com](mailto:janequinn419@gmail.com); [commave@aol.com](mailto:commave@aol.com); [ritabeckman1@gmail.com](mailto:ritabeckman1@gmail.com); [ikronitz@comcast.net](mailto:ikronitz@comcast.net)

**Subject:** Re: FW: traffic monitors - Daniel and Parker

Ira,

I distilled out what I saw as the main issues in your letter and await an answer to my questions from Clint, Jim Danila and David Koses. As I mentioned in that forward, I no longer sit on Traffic Council, but am of course especially concerned with this light as it would be located in Ward 6. I am happy to hold an informational meeting on this light as I am sure it would be helpful in answering any questions and addressing neighborhood concerns.

Regarding your previous question about whether the light is lit at all times, I checked the light recently installed on Waverly and it is in the "dormant" (light off) position when not activated.

You may want to go take a look at it yourself. Any other questions anyone might have can be answered by Clint, Jim or David at the meeting I have requested. Which of them will come will be determined by their schedules.

Vicki

On Mon, Apr 19, 2010 at 12:17 PM, <[ikronitz@emc.com](mailto:ikronitz@emc.com)> wrote:

Just an FYI, a number of people who asked me to keep them informed about this have been blind copied since they didn't want to be on an extended email trail. If they change their minds, they can respond and a reply all will put them on the list.

I went back to check on this, and as part of the minutes of the traffic council meeting on Sept 14, 2009, it clearly states that the assessment has been completed. It seems strange that after 6 months there is still no report from it, as well as some folks saying that it's too early to answer questions and still not complete. The minutes certainly implied the completed report is what prompted Alderman Danberg to vote in favor of going ahead with the design. Emails to the traffic council imply that Adam Peller has been working on this for awhile and kept Vicki and Sean in the loop. (See email from Adam appended below). I'd bet that other emails to the Bowen Safe Routes to School group, show additional involvement as well as some answers but Sean denied me (maybe others as well) access to that group. My daughter is a middle schooler, who uses that intersection and a warning light may be a great thing to do. But people have some questions and it seems odd that the reason they are not being answered conflicts with previous statements. If it's the right thing to do, everyone would endorse it. I don't understand why it's not being advertised. Although Sean implied it, there is no additional information in Bowenotes.

Vicki,

I realize you said that the neighborhood would have input when the traffic council holds a hearing, but with all these questions (Bob Lenson's list below as well), and the assessment being complete, it seems as if there should be a bit more transparency. Sean noted Peter Howe's concern and stated it's early in the process (back in October 2009). It no longer appears to be nearly as early as it was.

-----  
From Newton Streets and Sidewalks blog entry on October 20th:

Peter Howe has a letter in the most recent TAB (10/4/09) expressing concern about the apparent lack of process concerning the installation of a pedestrian-activated signal at the crosswalk at Parker and Daniel Streets. (I couldn't find the letter online.) While I happen to think that some sort of signal probably makes sense at this location, Peter's process concerns are legitimate. There ought to be a full public opportunity to allow neighbors and others potentially affected to hear the rationale for a signal, the pros and the cons, and offer their input. As with any other traffic change, there are going to be secondary consequences to consider (some of which may even be positive).

-----

It seems as if someone must have seen this assessment. The idea that all this work in the background has been going on, but will not come to light until a single traffic council meeting where the final decision will be made does not seem correct. And even if a single meeting has to be the case, if the assessment was completed, as stated, why can't the questions be answered? Where is it going to be placed, why should it be a green-yellow-red signal, what about the backup to Rte 9, what guarantees do we have the crossing guard will remain in place, etc., etc.?

The neighborhood just went through a process that took years to complete regarding the Daniel/Jackson St intersection. Adam and Sean figured prominently as pushing a solution at the other end of their street that the neighborhood was then forced to prove was not the right thing to do. Lack of information, poor process, and poor notification resulted in a neighborhood that was angry with City Hall as well as their neighbors.

This seems to be headed in that direction and it would be a good thing to stop it now. I think the assessment should be made available well before a meeting is held, and I think our neighbor's questions should be answered ahead of time. That way, everyone gets to walk into the meeting with all the facts.

At the time, few people knew enough to ask, but there is a document detailing criteria for traffic calming. It turns out the Daniel/Jackson intersection wasn't even close to the top of the list (as stated by David Koses). Is there a document detailing the conditions for which a traffic light and/or flashing light should be under consideration? Traffic numbers, speed, number of pedestrians, etc.? Where does Daniel/Parker fit in that criteria? My daughter happens to cross here, but are other Newton locations more critical?

Also, I think the costs and who is paying should be doublechecked. Just because the state is slated to pay doesn't mean we need the most expensive option possible. In addition, Sean and Adam stated many times that the Daniel/Jackson intersection was being completed with mitigation funds. The taxpayers ultimately footed the bill since Commissioner Daley had to allocate the funds from his budget for the compromise solution at that location.

Email to [newsgroups](#) and [traffic council](#) mentioned above:

----- Original Message -----

**From:** [Adam L. Peller](#)

**To:** [David Koses](#) ; [Victoria Danberg](#) ; [Jerome.Grafe@state.ma.us](mailto:Jerome.Grafe@state.ma.us) ; [Nina Wang](#) ; [jnorcross@newtonma.gov](mailto:jnorcross@newtonma.gov)

**Cc:** [bowentraffic@googlegroups.com](mailto:bowentraffic@googlegroups.com) ; [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov) ; [Chris L](#) ; [Wall, Matthew \(EOT\)](#) ; [Sean Roche](#)

**Sent:** Sunday, September 13, 2009 10:56 PM

**Subject:** Traffic Council - Safe Routes Ped. signal

I'm very sorry I cannot make it to tomorrow's Traffic Council meeting. I'm very excited about Bowen's Infrastructure Assessment and thank you for your support moving this forward. I'd like to point out that, assuming we qualify, not only does the state fund the projects, but contingent upon city approval they will actually DO the construction at no cost to the city. It's a gift to Newton.

The Parker/Daniel crossing is one of Bowen's staffed crossings where we have many walkers and would like to attract more. But the benefits of a signal would not stop there. This crossing

is also used by many middle school students crossing for the 52 bus in mornings and afternoons, when the crossing is NOT supervised, and many area residents have witnessed close calls and outright disregard for these students and other pedestrians. I'm sure this is not unique to Parker Street, but we have an opportunity to address this at no cost, hopefully to serve as a model if more funds should become available. Police patrols target speeding at this intersection off-hours but, as far as I've seen, do not write tickets for failure to yield to pedestrians. A traffic signal would go a long way to alerting motorists to this crossing and help with 'Safe Routes to School'. I would like the DPW to also take a closer look at the way the curb cuts at this intersection were installed years ago, as they seem to encourage vehicles cutting corners. The entire curb has been sunk, not just at the crosswalk, and cracks and tire marks are visible on the sidewalk. Is there a safer way to implement curb cuts and protect pedestrians?

Also, the Langley/Langley Path intersection, if possible, would be another fine location for a pedestrian signal. A recent study found that there are many families along the Langley Road corridor, which is actually quite close to Bowen, who drive. A pedestrian signal would be one of the best ways to emphasize the importance of this crossing and encourage more use. I believe about \$15K of Terraces mitigation funds were recently allocated already toward this intersection for pedestrian improvements.

And lastly... the proposed pedestrian signal at Pelham Street and Centre Streets. Sean Roche and I have both noted that this intersection could "go on a diet". Sean blogged it here

<http://newtonstreets.blogspot.com/2009/08/centrelangley-diet-opportunity.html>

At some point, narrowing the entrance to Langley Street to a consistent width would be friendlier to pedestrians and possibly calm traffic as well. Such an improvement might weigh in the placement of a pedestrian signal.

Adam Peller  
28 Daniel Street

-----  
You received this message because you are subscribed to the Google Groups "Bowen Safe Routes to School" group.

To post to this group, send email to [bowentraffic@googlegroups.com](mailto:bowentraffic@googlegroups.com)

To unsubscribe from this group, send email to [bowentraffic+unsubscribe@googlegroups.com](mailto:bowentraffic+unsubscribe@googlegroups.com)

For more options, visit this group at <http://groups.google.com/group/bowentraffic?hl=en>

Thank you for your time,

Ira Kronitz  
43 Walter St.

At 08:03 PM 4/16/2010, you wrote:

-----Original Message-----

From: kronitz, ira

Sent: Mon 4/12/2010 6:23 PM

To: Sean Roche; Bob Lenson

Cc: [vdanberg@gmail.com](mailto:vdanberg@gmail.com); [tdaley@newtonma.gov](mailto:tdaley@newtonma.gov); [cschuckel@newtonma.gov](mailto:cschuckel@newtonma.gov);  
[vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov); [rblazar@newtonma.gov](mailto:rblazar@newtonma.gov); [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov);  
[edmurray@verizon.net](mailto:edmurray@verizon.net); [janequinn419@gmail.com](mailto:janequinn419@gmail.com); [jackmaypole@yahoo.com](mailto:jackmaypole@yahoo.com)  
Subject: RE: traffic monitors - Daniel and Parker

Wait a sec.. something doesn't make sense. If the assessment isn't done, why would TEC consulting have asked for the go ahead to design a traffic signal?

They essentially weren't going to waste their time on completing a design unless the city endorsed the idea. How did the city decide to endorse the idea, and why were there even drawings, if there is not yet any assessment?

I'm sure there is a process here somewhere, but this quick glance seems to say that you're paying a consultant to assess whether further work should be done, and then you tell them before the assessment that they will receive the additional contract to do the work. Sorry, I'm being a bit cynical without knowing these folks, but how do you suppose the assessment will turn out?

I have absolutely no reason to believe that TEC Consulting would be anything but above board, but why would the city enter into such a process?

I know David Olson said that nothing has been promised, but they were certainly given the impression in writing that the traffic council would endorse a stop light at that location. Or maybe TEC hasn't done the design, and they're still doing the assessment? Anyone know?

Regards,  
Ira

From: Sean Roche [ <mailto:sean.roche@gmail.com> ]  
Sent: Monday, April 12, 2010 3:26 PM  
To: Bob Lenson  
Cc: kronitz, ira; [vdanberg@gmail.com](mailto:vdanberg@gmail.com); [tdaley@newtonma.gov](mailto:tdaley@newtonma.gov); [cschuckel@newtonma.gov](mailto:cschuckel@newtonma.gov);  
[vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov); [rblazar@newtonma.gov](mailto:rblazar@newtonma.gov); [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov);  
[edmurray@verizon.net](mailto:edmurray@verizon.net); [janequinn419@gmail.com](mailto:janequinn419@gmail.com); [jackmaypole@yahoo.com](mailto:jackmaypole@yahoo.com)  
Subject: Re: traffic monitors - Daniel and Parker

As part of the state Safe Routes to Schools program, Bowen requested and received an infrastructure assessment from traffic engineers. I believe the assessment was paid for by the state, though it may have been actually performed by state engineers. I'm not sure.

As part of an infrastructure assessment, the state looks at the infrastructure in the immediate vicinity of a school and the driving and walking routes to the school. My understanding is that

Daniel / Parker is but one part of the report.

The report of the assessment has been rumored to be forthcoming for several months.

I'm pretty sure that there has been at least one item in BoweNotes about the assessment. I believe that the Bowen PTO is waiting for the report to actually issue before taking any next steps. As for BTNA, the BTNA has not been involved. It's a school thing right now. It has been my intention to host a BTNA meeting to gather feedback on the report and its suggestions once there is something to gather feedback about.

Again, as far as I know, it's just an assessment. Any data gathering would be consistent with the assessment and recommended changes.

Sean

This has nothing to do with the traffic calming efforts on Daniel and Jackson.

On Mon, Apr 12, 2010 at 3:12 PM, Bob Lenson <[blenson@gmail.com](mailto:blenson@gmail.com)> wrote:

So What happend to the plan we discussed at our last meeting. Why is a light needed where a Police officer crosses?

This will then divert traffic to Walter St. and put us right back to square one!

What happened to the promise of looking at the real issue, the speed down Jackson St entering Daniel (where this all started from) and addressing speed deterrents at Cypress and Jackson?

Who asked for the State to get involved? And Why There?

Why Don't we know about it. Why hasn't BTNA the one sided website notified any one. If we put a light there can we get rid of the Quasi Island on the other end of Daniel?

Your thoughts are Welcomed

Bob Lenson

On Mon, Apr 12, 2010 at 2:45 PM, <[ikronitz@emc.com](mailto:ikronitz@emc.com)> wrote:

Thanks Vicki.

So, did TEC, (the consultant which the traffic council gave the go ahead to design a traffic light) install the monitoring equipment, or is the state of MA investigating per their own guidelines?

Also, is it actually going to be at Daniel and Parker? The consultant was talking about having it along Parker, south of Daniel St. which didn't make a lot of sense to some folks, but we figured the explanation would be forthcoming.

Regards,  
Ira



Ira Kronitz  
EMC Cambridge Software Center  
11 Cambridge Center  
Cambridge, MA 02142-1405  
Ph: 617-679-1115  
[kronitz\\_ira@emc.com](mailto:kronitz_ira@emc.com)

From: Victoria Danberg [ <mailto:vdanberg@gmail.com> ]  
Sent: Monday, April 12, 2010 2:22 PM  
To: kronitz, ira  
Cc: [tdaley@newtonma.gov](mailto:tdaley@newtonma.gov); [cschuckel@newtonma.gov](mailto:cschuckel@newtonma.gov); [sean.roche@gmail.com](mailto:sean.roche@gmail.com);  
[vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov); [rblazar@newtonma.gov](mailto:rblazar@newtonma.gov); [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov);  
[edmurray@verizon.net](mailto:edmurray@verizon.net); [janequinn419@gmail.com](mailto:janequinn419@gmail.com); [blenson@gmail.com](mailto:blenson@gmail.com); Jack Maypole, MD

Subject: Re: traffic monitors - Daniel and Parker

Hello All,

This info just received from Clint & David Koses re the traffic monitoring equipment below:

These tubes were put down by the State traffic consultant to gather data on number and speed of vehicles traveling where tubes were laid, as part of the grant received by Bowen School, in order to determine whether a pedestrian activated crossing light would be warranted at the corner of Parker and Daniel, to assist children crossing to get to Bowen School.

If the location qualifies, the cost of the crossing light would be paid for by federal funds. After sufficient data is gathered, Traffic Council will hold a public hearing for discussion and input, after which Traffic Council would vote on whether to accept the project funding, if offered.

I hope that answers your immediate questions. I will pass on any other info as I receive it. Please send this email out to all others in the neighborhood who might be interested.

Regards,

Vicki

On Mon, Apr 12, 2010 at 10:15 AM, <[ikronitz@emc.com](mailto:ikronitz@emc.com)> wrote:

Hi Tom, et. al.,

Hope things are well, and your workload has calmed down following the rain and flooding issues.

Folks have noticed the traffic monitoring tubes and boxes that are across Daniel St. and Parker St. (just north of Daniel) and been asking me if I know anything about it.

I thought I'd ask you as well as our Aldermen. Copying Sean Roche too since it's right by his house and he usually knows about that stuff.

Just wondering what project the data will be used for, as well as what criteria is being examined.

Thanks for the help.

Regards,

Ira

Ira Kronitz

--

Victoria Danberg

Alderman at-Large, Ward 6

Tel. 617.969.1756

Fax. 617.969.5648

Email: [Vdanberg@gmail.com](mailto:Vdanberg@gmail.com)

--

#### CONFIDENTIALITY NOTICE

This electronic mail and the information contained herein are intended for the named recipient only. It may contain confidential matter. If you have received this electronic mail in error, please do not read any text other than the text of this notice and do not open any attachments. Also, please immediately notify the sender by replying to this electronic mail! After notifying the sender as described above, please delete this electronic mail message immediately and purge the item from the deleted items folder (or the equivalent) of your electronic mail system. Thank you

Take care,  
Ira  
Take care,  
Ira

--

Victoria Danberg  
Alderman at-Large, Ward 6  
Tel. 617.969.1756  
Fax. 617.969.5648  
Email: [Vdanberg@gmail.com](mailto:Vdanberg@gmail.com)

--

Victoria Danberg  
Alderman at-Large, Ward 6  
Tel. 617.969.1756  
Fax. 617.969.5648  
Email: [Vdanberg@gmail.com](mailto:Vdanberg@gmail.com)

--

Victoria Danberg  
Alderman at-Large, Ward 6  
Tel. 617.969.1756  
Fax. 617.969.5648  
Email: [Vdanberg@gmail.com](mailto:Vdanberg@gmail.com)

--

Regards,  
Ira.

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

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

**Danielle Delaney**

---

From: <ira.kronitz@emc.com>  
To: "Traffic Council Dist List" <trafficcouncil@newtonma.gov>  
Subject: yellow/red traffic light on Parker around Daniel St. and CypressSt. changes  
Date sent: Mon, 7 Feb 2011 16:12:25 -0500

As per David's suggestion below, please let folks know if you think they may have an interest in this.

-----Original Message-----

From: David Koses [mailto:dkoses@newtonma.gov]  
Sent: Monday, February 07, 2011 3:55 PM  
To: kronitz, ira  
Cc: traffic Council Dist List  
Subject: RE: light at vicinity of Athelstane and Daniel St.

Hi Ira,

Traffic Council followed our normal notification procedures. For some Traffic Council items, residents distribute notification even wider through email distribution lists or by going door-to-door with flyers. The notification should have included a handout describing Traffic Council and what to expect, as well as how to send in comments for those unable to attend the meeting. Please feel free to circulate notification to the BTNA or to anybody else you wish.  
Regards,  
David

**Regards,**  
**Ira**  
Ira Kronit

**Danielle Delaney**

---

From: <ira.kronitz@emc.com>  
To: "Traffic Council Dist List" <trafficcouncil@newtonma.gov>  
Subject: RE: yellow/red traffic light on Parker around Daniel St. andCypress St. changes  
Date sent: Fri, 11 Feb 2011 18:41:11 -0500

Hi Barry,

I don't actually know if anyone has brought it up to any city officials. Personally, I think it goes to the consultant's lack of credibility. They weren't told about the problems of such a configuration, they didn't bother investigating, and they didn't figure it out for themselves. So, it appears to me they just did a cut and paste given what they were told from someone else's report and rubber stamped it.

That said, it's stated that it's not included in the funding. Unless someone is going to make a case for it and find some money, I don't think it will be revisited in a serious way.

Maybe David Koses knows if it's going to be brought up in the near future.

**Regards,**

**Ira**

Ira Kronitz  
EMC Cambridge Software Center  
11 Cambridge Center  
Cambridge, MA 02142-1405  
Ph: 617-679-1115  
ira.kronitz@emc.com

**Danielle Delaney**

---

From: **IKronitz <ikronitz@comcast.net>**  
 To: **"Traffic Council Dist List" <trafficcouncil@newtonma.gov>**  
 Subject: **Re: light at vicinity of Athelstane and Daniel St.**  
 Date sent: **Sat, 12 Feb 2011 19:15:25 -0500**

A couple of points on what Adam writes below.

At least for me, I'm not worried about the government in the least.

I haven't seen any data that says it will have no detrimental effect on traffic. Just a flat statement in the report that says it will be equivalent to the crossing guard. You're kidding me, right? That's going to be equivalent? How can that be, it even states there was no gap study done? We've got no information regarding timing of the lights.

If it's a brand new technology, why is it formerly called the HAWK? It seems to be the same, what's the difference?

Now that you mention it, is there any information regarding traffic diversion?

Adam Peller writes in the safe routes to school blog:

[http://groups.google.com/group/srtsnewton/browse\\_thread/thread/e550d228e18c7276?hl=en#](http://groups.google.com/group/srtsnewton/browse_thread/thread/e550d228e18c7276?hl=en#)

Attached to the agenda above is the long-awaited result of a Federally-funded, State-managed program to provide infrastructure assistance to towns. Bowen, as an early participant in the Safe Routes program, was among a few dozen schools selected statewide (and the only school in Newton) but what we learn ought to be able to be applied elsewhere in the city. The study is being made available for public comment, and if approved, the state will not only pay for but actually implement the plan.

There are two items on next Thursday's traffic council to discuss based on the two recommendations in the report. Please read and, if you feel so inspired, send your comments to [trafficcoun...@newtonma.gov](mailto:trafficcoun...@newtonma.gov) (and these lists) or come by for a fun evening. There are those in the neighborhood who seem to believe that this is some conspiracy to redirect traffic or otherwise inflict harm on them by the government, and I worry they could block what's effectively a gift to the city. The hybrid pedestrian beacon on Parker Street would be an extremely exciting development, I think. It's a brand new technology, formerly known as a HAWK signal (Google it!) which involves bright red lights, not the flashing yellow today's pedestrian signals use. There are studies which show it is far more effective. Because it is pedestrian-activated, it has no detrimental effect on traffic, except the fact that people might be more likely to actually stop for pedestrians.

The second part of the proposal involves suggestions directly in front of Bowen school on Cypress Street, including a crosswalk with bollards, where a raised crosswalk might be more effective and I imagine will come up in the discussion. As we know, the fire department has made it very difficult to install such devices in the city. The Cypress part of the proposal did not take into account that the city will be repaving the street this summer, and I'm sure the proposal needs more work, but it does focus on avoiding pedestrian activity at the curve on Cypress, which I think is a good idea. A hybrid pedestrian beacon on Parker, I think, would be a huge benefit to the neighborhood and a big development for the city, even for the entire region.

-Adam

Regards,

Ira.

On 2/7/2011 1:42 PM, [ira.kronitz@emc.com](mailto:ira.kronitz@emc.com) wrote:

Hi David,

Thanks for the clarification..

So, is this essentially the meeting that TEC recommended to Setti Warren in the cover letter Vicki Danberg forwarded regarding "solicit public comment" or will there be something else? See below and attached.

**Regards,**

**Ira**

Ira Kronitz  
EMC Cambridge Software Center  
11 Cambridge Center  
Cambridge, MA 02142-1405  
Ph: 617-679-1115  
[ira.kronitz@emc.com](mailto:ira.kronitz@emc.com)

**From:** [ikronitz@comcast.net](mailto:ikronitz@comcast.net) [<mailto:ikronitz@comcast.net>]

**Sent:** Monday, February 07, 2011 12:12 PM

**To:** kronitz, ira

**Subject:** Fwd: light at vicinity of Athelstane and Daniel St.

----- Forwarded Message -----

From: "David Koses" <[dkoses@newtonma.gov](mailto:dkoses@newtonma.gov)>

To: "Traffic Council Dist List" <[trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov)>, "IKronitz" <[ikronitz@comcast.net](mailto:ikronitz@comcast.net)>

Sent: Monday, February 7, 2011 8:59:38 AM

Subject: Re: light at vicinity of Athelstane and Daniel St.

Hi Ira,

The Traffic Council meeting on February 17 offers an opportunity for any member of the public to provide input on the items being discussed, either in person at the meeting or through email communication to be summarized at the meeting. All Traffic Council meetings are open for public comment.

After a presentation, discussion and public comment, Traffic Council will vote either to approve the removal of parking (if necessary) as part of TC41-10, approve it as amended, deny it, hold the item, or take no action. Traffic Council has the same choices for TC42-10 (to either approve the pedestrian hybrid signal, approve it as amended, deny it, hold it, or take no action). Both items are subject to appeal to the Board of Alderman within 20 days of Traffic Council's decision. TC41-10 will require further approvals of the Board of Aldermen. I'm not sure what other approvals would be necessary as part of 42-10. Although the signal would be 100% paid for by the state, my guess is that it would still need to be approved by the Board as a "gift" to the City, and the work might also need to be approved by DPW. Also,



as the report is labeled a "Preliminary Assessment", I'm not sure whether any additional approvals from the state are necessary, and/or whether the state needs to release a "Final Assessment" before funds are released. We will look into these issues and include it as part of the discussion next week.

Regards,  
David Koses

On 6 Feb 2011 at 17:08, IKronitz wrote:

Interesting how the name "hybrid" is now used rather than "HAWK" light. They appear to be the same thing. At any rate, a hybrid light is described as follows:  
Installed on roadside poles and mast arms, the **Pedestrian Hybrid Beacon** remains dark until a pedestrian activates the system by pressing a pushbutton. Once the system is activated, a sequence of amber and red beacon lights provides a bright warning to motorists.

Also curious is the picture used in the consultant's report. It appears to be a 4 or 6 lane road that warrants such a light.

The consultant also mentions the advantage of the light due to students walking to Weeks Junior High. Their endorsement of the oversized bumpout at Daniel and Jackson, deemed unacceptable by the neighborhood was also curious.

Vicki, David Koses,

The notice I received regarding the traffic council agenda on Feb. 17th does not indicate if it's open for public comment or not.

Could one of you please clarify what the outcome of this discussion might be? Is it approval of the item, is it approval to move forward to another step in the process? And what would that next step be?

I apologize in advance for the wide distribution. If anyone would like to be off this list, please let us know. I promise to remove you from any of my future emails.

Regards,  
Ira.

On 2/5/2011 2:15 PM, lucie wrote:

<http://www.ci.newton.ma.us/Aldermen/Traffic/2011/01-27-11Traffic%20Council%20Agenda.pdf>

A copy of the relevant portion of the agenda for 1/27/11

I cannot find the 2/17/11 agenda posted

Lucie Chansky

**ITEMS NOT SCHEDULED FOR DISCUSSION:**

TC42-10 DAVID KOSES, on behalf of the Newton Safe Routes to School Task Force, requesting installation of a pedestrian hybrid signal and crosswalk on Parker Street in the vicinity of Daniel Street and Athelstane Road, to be paid for through Mass DOT' Safe Routes to School Infrastructure Program. (Ward 6) [12/23/10 @ 9:10 AM]

TC41-10 DAVID KOSES, on behalf of the Newton Safe Routes to School Task Force, requesting parking restrictions on both sides of Cypress Street, in the vicinity of 280 Cypress Street, in association with modifications to the island and related infrastructure changes near the school entrance, to be paid for through Mass DOT'S Safe Routes to School Infrastructure Program. (Ward 6) [12/23/10 @ 9:10 AM]

TC40-10

**From:** IKronitz [ <mailto:ikronitz@comcast.net> ]

**Sent:** Saturday, February 05, 2011 1:32 PM

**To:** Victoria Danberg

**Cc:** [ikronitz@emc.com](mailto:ikronitz@emc.com); Clint Schuckel; Tom Daley; [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov); [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov); [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov); [rblazar@yahoo.com](mailto:rblazar@yahoo.com); [sean.roche@gmail.com](mailto:sean.roche@gmail.com); [peller@gmail.com](mailto:peller@gmail.com); [blenson@gmail.com](mailto:blenson@gmail.com); [edmurray@verizon.net](mailto:edmurray@verizon.net); [ejengelman@gmail.com](mailto:ejengelman@gmail.com); [janequinn419@gmail.com](mailto:janequinn419@gmail.com); [commave@aol.com](mailto:commave@aol.com); [ritabeckman1@gmail.com](mailto:ritabeckman1@gmail.com); [poularz@rcn.com](mailto:poularz@rcn.com); [n.fleisher@comcast.net](mailto:n.fleisher@comcast.net); [Peter.j.howe@comcast.net](mailto:Peter.j.howe@comcast.net); [dolson@newtonma.gov](mailto:dolson@newtonma.gov); [barrysbergman@yahoo.com](mailto:barrysbergman@yahoo.com); [sjwinnay@yahoo.com](mailto:sjwinnay@yahoo.com); [luciec@comcast.net](mailto:luciec@comcast.net); [markjfield@hotmail.com](mailto:markjfield@hotmail.com); [kasdavidson@hotmail.com](mailto:kasdavidson@hotmail.com); [tkropf@aol.com](mailto:tkropf@aol.com); [RachelSG@aol.com](mailto:RachelSG@aol.com); [Edailey@bromsun.com](mailto:Edailey@bromsun.com); [jefftarmy@hotmail.com](mailto:jefftarmy@hotmail.com); [sweeneei@bc.edu](mailto:sweeneei@bc.edu); [diwatsuki@gmail.com](mailto:diwatsuki@gmail.com); [downhilman@aol.com](mailto:downhilman@aol.com); [danmowrey@comcast.net](mailto:danmowrey@comcast.net); [jackmaypole@yahoo.com](mailto:jackmaypole@yahoo.com); [joelak@aol.com](mailto:joelak@aol.com); [furgang@srbc.com](mailto:furgang@srbc.com); [awinone@gmail.com](mailto:awinone@gmail.com)

**Subject:** Re: light at vicinity of Athelstane and Daniel St.

Hi Vicki, et. al,

I received a notice for a traffic council meeting on Thursday, Feb. 17 regarding a "pedestrian hybrid signal and crosswalk on Parker St. in the vicinity of Daniel Street and Athelstane Road"

Is there now a report from the traffic consultant? I'm sure myself and others would like to see it?

Why is there such vagueness about the location?

Why isn't it at Daniel and Parker where the present crosswalk is located? Why would it be on the south side of Parker which keeps the Bowen kids from having to cross Daniel or Jackson?

What is a hybrid light? Does it have a red component?

There was also mention of changes to the island around Bowen School. Is there a drawing of what these changes might be?

Regards,

Ira.

On 4/27/2010 11:24 PM, Victoria Danberg wrote:

Ira,

I was under the incorrect impression that the HAWK light turned green before going dark. The website you located describes it as having red-yellow cycles only.

Clint or Tom should be able to answer the question about the location of the light. I have copied them on this email.

Vicki

On Tue, Apr 27, 2010 at 10:05 AM, <[ikronitz@emc.com](mailto:ikronitz@emc.com)> wrote:

Vicki, Tom D., Clint,

Do you know why the newly laid crosswalk (or concrete accessibility (?) section that goes from the street to the sidewalk) on the Daniel side of the street at Daniel and Jackson was ripped up? It seemed to be in its final state, it looked good and was perfectly usable. You have to step into the dirt now to cross. I was wondering if there was any plan to move it, but then I realized that wouldn't make sense because we wouldn't be able to get over to the plowed side of the street and/or the path would be longer.

That made me think of another issue regarding the light. I don't see how it could be moved away from the present crosswalk either north or south of the intersection because in the winter the sidewalks on the east side of Parker St. (and the south side of Daniel St.) are not plowed. It's pretty difficult for me to get over the mounds on the south east corner at Daniel and Parker St. after the snow plows build it up. Elementary school kids could sink to their shoulders or slide into the street off the mound. I suppose the plowing and the accessibility curbing could be changed, but why?

**Regards,**

Ira

Ira Kronitz

EMC Cambridge Software Center

11 Cambridge Center

Cambridge, MA 02142-1405

Ph: 617-679-1115

[kronitz\\_ira@emc.com](mailto:kronitz_ira@emc.com)

**From:** kronitz, ira

**Sent:** Monday, April 26, 2010 1:02 PM

**To:** Victoria Danberg; kronitz, ira

**Cc:** [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov); [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov); [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov); [rblazar@yahoo.com](mailto:rblazar@yahoo.com); [sean.roche@gmail.com](mailto:sean.roche@gmail.com); [peller@gmail.com](mailto:peller@gmail.com); [blenson@gmail.com](mailto:blenson@gmail.com); [edmurray@verizon.net](mailto:edmurray@verizon.net); [ejengelman@gmail.com](mailto:ejengelman@gmail.com); [janequinn419@gmail.com](mailto:janequinn419@gmail.com); [commave@aol.com](mailto:commave@aol.com); [ritabeckman1@gmail.com](mailto:ritabeckman1@gmail.com); [ikronitz@comcast.net](mailto:ikronitz@comcast.net); [paularz@rcn.com](mailto:paularz@rcn.com); [n.fleisher@comcast.net](mailto:n.fleisher@comcast.net); [Peter.j.howe@comcast.net](mailto:Peter.j.howe@comcast.net); [dolson@newtonma.gov](mailto:dolson@newtonma.gov); [ikronitz@comcast.net](mailto:ikronitz@comcast.net); [barrysbergman@yahoo.com](mailto:barrysbergman@yahoo.com); [ikronitz@comcast.net](mailto:ikronitz@comcast.net); [sjwinnay@yahoo.com](mailto:sjwinnay@yahoo.com); [luciec@comcast.net](mailto:luciec@comcast.net); [cschuckel@newtonma.gov](mailto:cschuckel@newtonma.gov); [tdaley@newtonma.gov](mailto:tdaley@newtonma.gov); [markjfield@hotmail.com](mailto:markjfield@hotmail.com); [kasdavidson@hotmail.com](mailto:kasdavidson@hotmail.com); [tkropf@aol.com](mailto:tkropf@aol.com); [RachelSG@aol.com](mailto:RachelSG@aol.com); [Edailey@bromsun.com](mailto:Edailey@bromsun.com); [jefftarmy@hotmail.com](mailto:jefftarmy@hotmail.com); [commave@aol.com](mailto:commave@aol.com); [ejengelman@gmail.com](mailto:ejengelman@gmail.com); [sweeneei@bc.edu](mailto:sweeneei@bc.edu); [diwatsuki@gmail.com](mailto:diwatsuki@gmail.com); [edmurray@verizon.net](mailto:edmurray@verizon.net); [janequinn419@gmail.com](mailto:janequinn419@gmail.com); [downhilman@aol.com](mailto:downhilman@aol.com); [danmowrey@comcast.net](mailto:danmowrey@comcast.net); [jackmaypole@yahoo.com](mailto:jackmaypole@yahoo.com); [joelak@aol.com](mailto:joelak@aol.com); [furgang@srbc.com](mailto:furgang@srbc.com); [awinone@gmail.com](mailto:awinone@gmail.com)

**Subject:** Stop light style at Daniel and Parker Streets

Hi Vicki,

I've added some folks that might be interested to the cc list. My apologies if you don't want this email.

I'll make every attempt to get you off the thread if you let me know.

If you're unfamiliar with the issue, reading from the bottom up will let you know some of the questions that have come up regarding a stop light that is being designed for the Daniel/Parker St. intersection, or thereabouts. I'm told that it's not yet approved, but the consultant was given the go ahead to do the design back in September, so a decision could be close.

Vicki, your description of the light being a HAWK signal seems to bring up another discrepancy. It was stated (meeting minutes as well) that the light was going to be a red- yellow-green pedestrian activated stop light. I found a couple of different locations on the web that describe a HAWK signal. Yes, it does stay dark when not activated, but both places indicate that it does NOT have a green component (see below). Once activated, it starts as flashing yellow, that goes to a solid red, and then goes to a flashing red – essentially a stop sign. Maybe you can add this question to the distilled list – re: diversion, location, crossing guard requirement, assessment study, etc. - you said you forwarded to the DPW.

By the way, any quick answers as to the proposed location of the light? Myself and others are very curious as to the logic for possibly moving it away from the present crosswalk which puts kids on the correct side of the street for going to Bowen.

As I've stated, I'm not saying that I'm against a light, I'm just asking questions, some of them the same that were asked 5 months ago when the assessment was said to be complete. It's the contradictions that are troublesome.

In regards to the function of the HAWK signal, this seems to go against the general theories that Sean, Adam and Clint Schuckel brought out during the bumpout debate regarding unnecessary stop signs causing both increased speed further down the road (Parker is already a speedway), diminished effect of all other stop signs around Newton and unnecessary pollution concerns. I realize it's pedestrian activated, but why wouldn't those concerns just indicate that a flashing yellow would be better? Is there some crossover point, where the number of previous accidents and number of pedestrians crossing outweighs those concerns? Does it become a more reasonable thing to do because the state is paying for it, just as Alderman Parker indicated in a traffic council meeting that the bumpout prematurely became a good thing to do because it was to be paid for by mitigation funds?

Other thoughts?

Description of a HAWK light from Safe Routes to School website ([http://www.saferoutesinfo.org/guide/engineering/traffic\\_signals.cfm](http://www.saferoutesinfo.org/guide/engineering/traffic_signals.cfm) )

To increase pedestrian safety at school crossing locations, the City

of Tucson developed a traffic signal called the HAWK (High-intensity Activated crossWalk). The HAWK uses traditional traffic and pedestrian signal heads but in a different configuration. It includes a sign instructing motorists to "stop on red" and a "pedestrians" overhead sign. There is also a sign informing pedestrians on how to cross the street safely.

When not activated, the signal is blanked out. The HAWK signal is activated by a pedestrian push button. The overhead signal begins flashing yellow and then solid yellow, advising drivers to prepare to stop. The signal then displays a solid red and shows the pedestrian a "Walk" indication. Finally, an alternating flashing red signal indicates that motorists may proceed when safe, after coming to a full stop. The pedestrian is shown a flashing "Don't Walk" with a countdown indicating the time left to cross.

**Regards,**

Ira

Ira Kronitz

**From:** kronitz, ira  
**Sent:** Monday, April 19, 2010 6:29 PM  
**To:** 'Victoria Danberg'  
**Cc:** [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov); [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov); [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov); [rblazar@yahoo.com](mailto:rblazar@yahoo.com); [sean.roche@gmail.com](mailto:sean.roche@gmail.com); [peller@gmail.com](mailto:peller@gmail.com); [blenson@gmail.com](mailto:blenson@gmail.com); [edmurray@verizon.net](mailto:edmurray@verizon.net); [ejengelman@gmail.com](mailto:ejengelman@gmail.com); [janequinn419@gmail.com](mailto:janequinn419@gmail.com); [commave@aol.com](mailto:commave@aol.com); [ritabeckman1@gmail.com](mailto:ritabeckman1@gmail.com); [ikronitz@comcast.net](mailto:ikronitz@comcast.net); ' [paularz@rcn.com](mailto:paularz@rcn.com) '; ' [n.fleisher@comcast.net](mailto:n.fleisher@comcast.net) '; [Peter.j.howe@comcast.net](mailto:Peter.j.howe@comcast.net); ' [dolson@newtonma.gov](mailto:dolson@newtonma.gov) '; [ikronitz@comcast.net](mailto:ikronitz@comcast.net)  
**Subject:** RE: FW: traffic monitors - Daniel and Parker

Hi Vicki,

Well, if you're not saying the Waverley light is a full HAWK light (as you call it), then your comment about the Daniel/Parker light being dark isn't actually applicable.

Sean also accused me of seeing conspiracies after he changed the BTNA website to deny me access. Of course, this email thread could have ended much earlier if you could just indicate where the light will be located. Where was it when you saw it on the drawing at the traffic council meeting? Does it make sense to you that it would be moved from the current crosswalk?

Regardless of conspiracies, Sean, Adam and yourself were incorrect when it came to who was going to pay for the Daniel/Jackson road configuration changes. I'm suggesting the funding be double checked. And after the initial funding is checked, please determine who will be paying for the maintenance of the light in the years to come. As well as whether it will cost more to maintain a flashing yellow signal as opposed to a HAWK light.

And as far as me being the only one concerned about the traffic light, evidently you didn't read Peter Howe's editorial in the TAB, or Sean's response to it. And you also seem to have forgotten the email thread below from last October, which also went to the traffic council in addition to other concerned neighbors. There were probably also a couple of other notes but I didn't look further.

I don't really mind you accusing me of seeing conspiracies, I actually find it quite amusing. However, I think myself and others would like to see some answers regarding the questions. I actually didn't come up with them myself. If you hold a meeting, and I'm the only one there with questions regarding this traffic light, you will have undoubtedly made your point. I say we should try it.

I'm copying David Olson. If he has a record of the drawing from the traffic council meeting and/or the assessment that was said to be complete, maybe I can come in to see it.

----- Original Message -----

**From:** "Victoria Danberg" <[vdanberg@gmail.com](mailto:vdanberg@gmail.com)>  
**To:** "Jane Quinn" <[janequinn419@gmail.com](mailto:janequinn419@gmail.com)>  
**Cc:** [mkruse@newtonma.gov](mailto:mkruse@newtonma.gov), [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov), "David Koses" <[dkoses@newtonma.gov](mailto:dkoses@newtonma.gov)>, [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov), "IKronitz Kronitz" <[ikronitz@comcast.net](mailto:ikronitz@comcast.net)>, "Paula Rendino" <[paularz@rcn.com](mailto:paularz@rcn.com)>, "Neal Fleisher" <[n.fleisher@comcast.net](mailto:n.fleisher@comcast.net)>, [edmurray@verizon.net](mailto:edmurray@verizon.net)  
**Sent:** Monday, October 5, 2009 12:20:07 AM GMT -05:00 US/Canada Eastern  
**Subject:** Re: Traffic Light

Jane,

There is not a full traffic light planned for Parker and Daniel. Newton has not installed a single additional full traffic light in at least a decade as they are very costly (\$150,000 plus maintenance).

What you may have mistaken it for is a pedestrian activated traffic signal, which instead of just flashing yellow (cars need not legally stop, but just proceed with caution) will have the

capability of having the pedestrians actually stop the traffic, as it has a red light cycle.

Of the 6 pedestrian activated lights we have requested in various locations, the Parker/Daniel location is the only one with that capability, because we can get federal funding for it and it is the more expensive version of this type of light.

I hope this helps.

Vicki

On Sun, Oct 4, 2009 at 2:35 PM, Jane Quinn <[janequinn419@gmail.com](mailto:janequinn419@gmail.com)> wrote:

Subject: Re: Traffic Light

Dear Newton Traffic Council,

A full traffic light at Parker/Daniel Street? Yet another project steamrolled into place by the self-appointed traffic experts on Daniel Street, to add to the asphalt wreckage of the last ingenious "calming" (traffic diversion) death trap..... Yet another attempt to "calm" (divert) traffic right around their own homes at the expense of everyone else. Do any of you see a pattern here? We do!

Most residents are not even aware of this yet. A group of us just got wind of it, and I'm shocked it a decision was made so quickly..... Once again, a decision made by people who don't live in the immediate area, with absolutely no discussion or warning for the community. And once again, decision makers should have made an effort to notify affected people on Parker, Athelstane, southbound Daniel, Walter, Jackson, etc., as now traffic will snarl up particularly in the morning, (as idling cars sit in front of many homes, emitting more pollution) and new dangers at the crosswalk are created. Even a letter would have been a decent measure. I still don't know if the light will only work during school hours and I do understand the concern about this crossing site, but could someone FOR ONCE make an assessment about the problems a sudden, uninformed decision might cause, before secretly and quietly pulling the trigger?? A crossing guard would still be crucial - although we can expect that job won't last due to a strangled city budget - and I'm stunned that a discussion questioning the need for a guard ever took place. As cars gun it for the yellow light, and children will step off the curb in anticipation of a walk light someone could get killed. We need our guard to onto Parker from driveways and side streets as it is.

Why not repaint the crosswalk so it can actually be SEEN by drivers, and how about another pedestrian crossing sign on the other side of it? Couldn't we try this first?

Will somebody please get back to me?

Thanks in advance for addressing my issues with this latest traffic development.

Best,

Jane Quinn

--

Victoria Danberg  
Alderman at-Large, Ward 6  
Tel. 617.969.1756  
Fax. 617.969.5648  
Email: [Vdanberg@gmail.com](mailto:Vdanberg@gmail.com)

**Regards,**

Ira

**From:** Victoria Danberg [mailto: [vdanberg@gmail.com](mailto:vdanberg@gmail.com) ]  
**Sent:** Monday, April 19, 2010 5:46 PM  
**To:** kronitz, ira  
**Cc:** [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov) ; [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov) ; [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov) ; [rblazar@yahoo.com](mailto:rblazar@yahoo.com) ; [sean.roche@gmail.com](mailto:sean.roche@gmail.com) ; [peller@gmail.com](mailto:peller@gmail.com) ; [blenson@gmail.com](mailto:blenson@gmail.com) ; [edmurray@verizon.net](mailto:edmurray@verizon.net) ; [ejengelman@gmail.com](mailto:ejengelman@gmail.com) ; [janequinn419@gmail.com](mailto:janequinn419@gmail.com) ; [commave@aol.com](mailto:commave@aol.com) ; [ritabeckman1@gmail.com](mailto:ritabeckman1@gmail.com) ; [ikronitz@comcast.net](mailto:ikronitz@comcast.net)  
**Subject:** Re: FW: traffic monitors - Daniel and Parker

Hi Ira,

Since we are writing back and forth on a State vacation day, please be aware that I have only made a suggestion that we hold an info meeting with a City traffic person there to answer questions, and do not yet have a confirmation, so let's not plan out the guest list quite yet! I will keep you in the loop on what I hear.

No, I am NOT saying that the light on Waverly is a red-yellow-green! The City would not and could not pay for one! We have the opportunity to get a HAWK light (green-yellow-red) at Parker-Daniel, that other neighborhoods would have jumped at, had it been offered. I find it hard to understand your suspicion that the availability for State money for this light includes some kind of conspiracy? But if a neighborhood meeting will help, I am willing to request one. You should know, however, that the only complaint I have received on this, or its "process" is from you.

"Assessments" on where lights need to go in Newton are usually done by the traffic professionals in the City, who are entirely capable of making these calls. We may have one in writing in the case of Daniel/Parker, as TEC was hired on the State's tab to look into it. I do promise you that no conspiracies are being committed and no one has any need or motivation to hide anything from me, you, or anyone else.

I will keep you posted on any response I receive.

Vicki

On Mon, Apr 19, 2010 at 4:07 PM, <[ikronitz@emc.com](mailto:ikronitz@emc.com)> wrote:

Hi Vicki,

I think a meeting is a great idea. I'm sure everyone appreciates the help, I know I do. Thanks!!  
 Since this affects folks on both sides of Parker, please be sure to send out as wide a notice as possible.  
 I'm sure the folks copied will help in that.

The light on Waverley was slated to be a flashing yellow pedestrian signal. Are you saying that it's a red-yellow-green light? If it's not, I think we're talking apples and oranges, unless the Parker/Daniel light has become a flashing yellow light.

Sorry if I gave you the wrong impression, but I fully understand that you're not presently on the traffic council. My point was that you approved the design study in September based on a completed assessment. You recently stated that you (and/or David Koses) could not confirm the location of the light because it's still early in the process and the assessment is not complete. That is the contradiction to which I was referring. In the minutes (recopied below) it even indicates that a map was provided showing the location.

Not to belabor the point, but the contradictions are fairly obvious, so I'm assuming there must be a simple explanation.

The assessment is either complete or it's not.

The location of the light is either known or it's not.

That drawing either showed the light at the corner or it didn't.

If the light is not at the same corner as it is today there must be some interesting supporting data to indicate why you'd want Bowen kids to cross an additional intersection before they get to school.

Especially off hours when they may be going to the park without an adult.

From below...

**The assessment has been completed and TEC made a recommendation for a pedestrian activated signal at Daniel and Parker Streets. Mr. Koses provided a map to Council members which showed the proposed location of where the signal is to be installed.**

Minutes of the traffic council meeting.

**DISCUSSION ITEM**

**DAVID KOSES**, requesting conceptual discussion of pedestrian signals to be installed as part of the "Safe Routes to School Program" to be paid for entirely through federal safe routes to school infrastructure funding.

**NOTE:** Mr. Koses stated this discussion is from a meeting that Mr. Schuckel and Mr. Koses attended with Kevin Dandrade, consultant from TEC. TEC was hired by the state to complete engineering work associated with safe routes to school infrastructure



assessments. TEC makes recommendations for improvements, which are 100% funded by the state to encourage children to walk to school.

In Newton, the only school that has been selected for this infrastructure assessment is the Bowen School. The assessment has been completed and TEC made a recommendation for a pedestrian activated signal at Daniel and Parker Streets. Mr. Koses provided a map to Council members which showed the proposed location of where the signal is to be installed.

Mr. Dandrade requested that the City of Newton show a sign of support for the signal in order for them to move forward with the associated design work. Ald. Danberg and Sgt. Norcross asked for clarification if this funding is for a pedestrian activated signal or a warning signal. Mr. Schuckel stated the TRAFFIC COUNCIL REPORT Monday, September 14, 2009 Page 4

difference in cost for the two signal options is that the control box is more complicated and more wiring is involved. In a warning signal style, the light flashes on and off for a certain amount of time. The full signal has a red, yellow, and green. Due to vehicular speed and volume on Parker Street, Mr. Schuckel supports the full crossing signal.

Sgt. Norcross stated that the Police Department make an assessment to determine if the crossing guard would need to remain at this location once this light is installed. Sgt. Norcross thinks that the crossing guard should remain since it is a busy street. Ald. Danberg moved to vote in support of TEC's recommendation for the design of a pedestrian activated full traffic signal at Daniel and Parker Streets and the Committee voted in favor 4-0.

Respectfully Submitted,

David Koses, Traffic Council Chair

From: <[ira.kronitz@emc.com](mailto:ira.kronitz@emc.com)>

To: "Traffic Council Dist List" <[trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov)>

**Subject: RE: light at vicinity of Athelstane and Daniel St.**

Date sent: Mon, 14 Feb 2011 12:52:26 -0500

Hi David,

Thanks for your response below. Not to belabor the point, but I'd like to clear up my comment. I understand what the consultant was trying to convey in his response. What surprises me is that a traffic consultant would be attempting to put forth such a simplistic view of what happens at a school crossing. Maybe there are extenuating circumstances, but on the surface, it does not seem to be in good faith to do this to simply promote a given solution. Maybe it's because I've been walking my kids to school for the last 8 years, so it's second nature to watch, but I doubt that I'm the only one that sees this. What happens is that if there are maybe 5, 6 or 8 kids strung out along the block, the crossing guard waits for them to gather, looks to see if there is a gap in the traffic, and then stops traffic when necessary and or convenient to allow the group to cross. This is going to cause far fewer traffic buildups than when the first kid would get to the hybrid light and push the button. No one has said anything about the timings of the yellow and red light. Even if we say there is some groupings, the 3<sup>rd</sup> or 4 kid gets to push the button again, stopping traffic so they can cross. I don't understand how someone can think this is as efficient or as traffic friendly as a crossing guard. Therefore, I'd still disagree, it's NOT just as if a crossing guard were stopping traffic. Let alone the difference in whether the kids or the cars will be trying to beat out their respective stop and go signs.

In regards to your public meeting, I don't understand how any outside conversation affects whether your traffic council meeting on Thursday complies with Open Meetings Law. I would expect the same answer to be given to a question regardless of whether it was asked outside of or during the meeting. As is always the case, it's your choice to respond or not.

Regards,

**Ira**  
Ira Kronitz  
EMC Cambridge Software Center  
11 Cambridge Center  
Cambridge, MA 02142-1405  
Ph: 617-679-1115  
[ira.kronitz@emc.com](mailto:ira.kronitz@emc.com)

**Danielle Delaney**

---

From: <ira.kronitz  
 To: "Traffic Council Dist List" <trafficcouncil@newtonma.gov>  
 Subject: RE: yellow/red traffic light on Parker around Daniel St. and Cypress St. changes  
 Date sent: Wed, 16 Feb 2011 01:29:17 -0500

Good point. Based on some of the disabilities acts, new construction of lights might require a sound component.

Does the city then takeover the maintenance on these lights after installation?

Regards,  
 Ira  
 Ira Kronitz  
 EMC Cambridge Software Center  
 11 Cambridge Center  
 Cambridge, MA 02142-1405

---

-----Original Message-----

From: Neal Fleisher  
 Sent: Tuesday, February 15, 2011 10:36 PM  
 To: Sean Roche  
 Cc: kronitz, ira; [dkoses@newtonma.gov](mailto:dkoses@newtonma.gov); [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov); [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov); [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov)  
 Subject: Re: yellow/red traffic light on Parker around Daniel St. and Cypress St. changes

Does anyone know if this Hawk signal also has a sound component to it?  
 That could pretty annoying to those living in closest proximity to it.

Neal Fleisher

On Feb 15, 2011, at 9:34 PM, Sean Roche wrote:

> Wanted to address this piece of the thread:  
 >  
 > In regards to the function of the HAWK signal, this seems to go  
 > against the general theories that Sean, Adam and Clint Schuckel  
 > brought out during the bumpout debate regarding unnecessary stop  
 > signs causing both increased speed further down the road (Parker is  
 > already a speedway), diminished effect of all other stop signs  
 > around Newton and unnecessary pollution concerns.  
 >  
 > I'm not an expert on the HAWK/hybrid signal (beyond what's on the  
 > web), so I look forward to Thursday night's meeting. But, there is a  
 > big difference between a pedestrian-actuated signal and a stop sign  
 > for creating pedestrian-crossing opportunities.  
 >  
 > The specific context for my many comments on stop signs was the  
 > proposal to put a stop sign westbound at the Daniel/Jackson  
 > intersection. A stop sign erected there to create a safe pedestrian  
 > crossing would be overkill and would have had unintended negative  
 > consequences. Roughly 1,000 cars a day go through the intersection.  
 > Optimistically, there are dozens of pedestrian crossings. Even if  
 > there are 100, that means that 9 in 10 cars would be stopped for no  
 > reason. Those drivers would see the stop sign as meaningless (why do  
 > I need to stop?), which would undermine the impact of stop signs

- > generally in the city. The general principle could be applied to
- > other stop signs erected for traffic calming purposes.
- >
- > Our hope with the bumpout was to put less of a burden on drivers
- > than a stop sign, while providing better pedestrian conditions. We
- > know how that turned out -- not my hoped-for solution, but better
- > than before and, appropriately, no stop signs. (As I wrote in an
- > earlier note, I feel pretty confident that the Daniel/Jackson street
- > intersection won't be revisited in my lifetime.)
- >
- > The beauty of a pedestrian-actuated signal is that its impact is
- > narrowly tailored. The light goes on when it's called by a
- > pedestrian. Excepting the occasional false positives, drivers are
- > only stopped when there is pedestrian demand. There is a direct
- > relationship between the pedestrian need and the burden on the driver.
- >
- > Hope this clears up the relevance of my comments on stop signs to
- > the current discussion.
- >
- > Sean

**Danielle Delaney**

---

To: ddelaney@newtonma.gov  
 Subject: (Fwd) Re: light at vicinity of Athelstane and Daniel St.  
 Date sent: Mon, 07 Feb 2011 08:54:04

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

From: IKronitz <ikronitz@comcast.net>  
 To: "Traffic Council Dist List" <trafficcouncil@newtonma.gov>  
 Subject: Re: light at vicinity of Athelstane and Daniel St.  
 Date sent: Sat, 05 Feb 2011 13:32:11 -0500

From: "Victoria Danberg" &lt;<a moz-do-not-send="true" href="mailto:vdanberg@gmail.com" target="\_blank">vdanberg@gmail.com</a>&gt;<br>  
 To: "Jane Quinn" &lt;<a moz-do-not-send="true" href="mailto:janequinn419@gmail.com" target="\_blank">janequinn419@gmail.com</a>&gt;<br>  
 Copies to: <a moz-do-not-send="true" href="mailto:mkruse@newtonma.gov" target="\_blank">mkruse@newtonma.gov</a>, <a moz-do-not-send="true" href="mailto:vdanberg@newtonma.gov" target="\_blank">vdanberg@newtonma.gov</a>,  
 Subject: Re: Traffic Light<br><br>  
 From: kronitz, ira<br>  
 To: Sean Roche; Bob Lenson<br>  
 Copies to: <a moz-do-not-send="true" href="mailto:vdanberg@gmail.com" target="\_blank">vdanberg@gmail.com</a>; <a moz-do-not-send="true" href="mailto:tdaley@newtonma.gov" target="\_blank">tdaley@newtonma.gov</a>; <a moz-do-not-send="true" href="mailto:cschuckel@newtonma.gov" target="\_blank">cschuckel@newtonma.gov</a>; <a moz-do-not-send="true" href="mailto:vdanberg@newtonma.gov" target="\_blank">vdanberg@newtonma.gov</a>; <a moz-do-not-send="true" href="mailto:rblazar@newtonma.gov" target="\_blank">rblazar@newtonma.gov</a>; <a moz-do-not-send="true" href="mailto:cshapiro@newtonma.gov" target="\_blank">cshapiro@newtonma.gov</a>; <a moz-do-not-send="true" href="mailto:edmurray@verizon.net" target="\_blank">edmurray@verizon.net</a>; <a moz-do-not-send="true" href="mailto:janequinn419@gmail.com" target="\_blank">janequinn419@gmail.com</a>; <a moz-do-not-send="true" href="mailto:jackmaypole@yahoo.com" target="\_blank">jackmaypole@yahoo.com</a><br>  
 Subject: RE: traffic monitors - Daniel and Parker<br>  
 To: Bob Lenson<br>  
 Copies to: kronitz, ira; <a moz-do-not-send="true" href="mailto:vdanberg@gmail.com" target="\_blank">vdanberg@gmail.com</a>; <a moz-do-not-send="true" href="mailto:tdaley@newtonma.gov" target="\_blank">tdaley@newtonma.gov</a>; <a moz-do-not-send="true" href="mailto:cschuckel@newtonma.gov" target="\_blank">cschuckel@newtonma.gov</a>; <a moz-do-not-send="true" href="mailto:vdanberg@newtonma.gov" target="\_blank">vdanberg@newtonma.gov</a>; <a moz-do-not-send="true" href="mailto:rblazar@newtonma.gov" target="\_blank">rblazar@newtonma.gov</a>; <a moz-do-not-send="true" href="mailto:cshapiro@newtonma.gov" target="\_blank">cshapiro@newtonma.gov</a>; <a moz-do-not-send="true" href="mailto:edmurray@verizon.net" target="\_blank">edmurray@verizon.net</a>; <a moz-do-not-send="true" href="mailto:janequinn419@gmail.com" target="\_blank">janequinn419@gmail.com</a>; <a moz-do-not-send="true" href="mailto:jackmaypole@yahoo.com" target="\_blank">jackmaypole@yahoo.com</a>

Subject: [target="\\_blank">jackmaypole@yahoo.com</a><br>](#)  
 Re: traffic monitors - Daniel and Parker<br>
 <br>
 From: Victoria Danberg [ [mailto:vdanberg@gmail.com</a> \]<br>
 <br>
 To: kronitz, ira<br>
 Copies to: \[tdaley@newtonma.gov</a>;<br>
 <a href="mailto:cschuckel@newtonma.gov" target="\\\_blank">cschuckel@newtonma.gov</a>;<br>
 <a href="mailto:sean.roche@gmail.com" target="\\\_blank">sean.roche@gmail.com</a>;<br>
 <a href="mailto:vdanberg@newtonma.gov" target="\\\_blank">vdanberg@newtonma.gov</a>;<br>
 <a href="mailto:rblazar@newtonma.gov" target="\\\_blank">rblazar@newtonma.gov</a>;<br>
 <a href="mailto:cshapiro@newtonma.gov" target="\\\_blank">cshapiro@newtonma.gov</a>;<br>
 <a href="mailto:edmurray@verizon.net" target="\\\_blank">edmurray@verizon.net</a>;<br>
 <a href="mailto:janequinn419@gmail.com" target="\\\_blank">janequinn419@gmail.com</a>;<br>
 <a href="mailto:blenson@gmail.com" target="\\\_blank">blenson@gmail.com</a>; Jack<br>
 Subject: Re: traffic monitors - Daniel and Parker<br>
 <br>\]\(mailto:tdaley@newtonma.gov\)](mailto:vdanberg@gmail.com)

Hi Vicki, et. al,

I received a notice for a traffic council meeting on Thursday, Feb. 17 regarding a "pedestrian hybrid signal and crosswalk on Parker St. in the vicinity of Daniel Street and Athelstane Road"

Is there now a report from the traffic consultant? I'm sure myself and others would like to see it?

Why is there such vagueness about the location?

Why isn't it at Daniel and Parker where the present crosswalk is located? Why would it be on the south side of Parker which keeps the Bowen kids from having to cross Daniel or Jackson?

What is a hybrid light? Does it have a red component?

There was also mention of changes to the island around Bowen School. Is there a drawing of what these changes might be?

Regards,

Ira.

On 4/27/2010 11:24 PM, Victoria Danberg wrote:

Ira, I was under the incorrect impression that the HAWK light turned green before going dark. The website you located describes it as having red-yellow cycles only.

Clint or Tom should be able to answer the question about the location of the light. I have copied them on this email.

Vicki

On Tue, Apr 27, 2010 at 10:05 AM, <[kronitz@emc.com](mailto:kronitz@emc.com)> wrote:

Vicki, Tom D., Clint,

Do you know why the newly laid crosswalk (or concrete accessibility (?) section that goes from the street to the sidewalk) on the Daniel side of the street at Daniel and Jackson was ripped up? It seemed to be in its final state, it looked good and was perfectly usable. You

have to step into the dirt now to cross. I was wondering if there was any plan to move it, but then I realized that wouldn't make sense because we wouldn't be able to get over to the plowed side of the street and/or the path would be longer.

That made me think of another issue regarding the light. I don't see how it could be moved away from the present crosswalk either north or south of the intersection because in the winter the sidewalks on the east side of Parker St. (and the south side of Daniel St.) are not plowed. It's pretty difficult for me to get over the mounds on the south east corner at Daniel and Parker St. after the snow plows build it up. Elementary school kids could sink to their shoulders or slide into the street off the mound. I suppose the plowing and the accessibility curbing could be changed, but why?

**Regards,**

**Ira**

Ira Kronitz  
EMC Cambridge Software Center  
11 Cambridge Center  
Cambridge, MA 02142-1405  
Ph: 617-679-1115  
[kronitz\\_ira@emc.com](mailto:kronitz_ira@emc.com)

**From:** kronitz, ira

**Sent:** Monday, April 26, 2010 1:02 PM

**To:** Victoria Danberg; kronitz, ira

**Cc:** [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov); [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov); [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov); [rblazar@yahoo.com](mailto:rblazar@yahoo.com); [sean.roche@gmail.com](mailto:sean.roche@gmail.com); [peller@gmail.com](mailto:peller@gmail.com); [blenson@gmail.com](mailto:blenson@gmail.com); [edmurray@verizon.net](mailto:edmurray@verizon.net); [ejengelman@gmail.com](mailto:ejengelman@gmail.com); [janequinn419@gmail.com](mailto:janequinn419@gmail.com); [commave@aol.com](mailto:commave@aol.com); [ritabeckman1@gmail.com](mailto:ritabeckman1@gmail.com); [ikronitz@comcast.net](mailto:ikronitz@comcast.net); [paularz@rcn.com](mailto:paularz@rcn.com); [n.fleisher@comcast.net](mailto:n.fleisher@comcast.net); [Peter.j.howe@comcast.net](mailto:Peter.j.howe@comcast.net); [dolson@newtonma.gov](mailto:dolson@newtonma.gov); [ikronitz@comcast.net](mailto:ikronitz@comcast.net); [barrysbergman@yahoo.com](mailto:barrysbergman@yahoo.com); [ikronitz@comcast.net](mailto:ikronitz@comcast.net); [sjwinnay@yahoo.com](mailto:sjwinnay@yahoo.com); [luciec@comcast.net](mailto:luciec@comcast.net); [cschuckel@newtonma.gov](mailto:cschuckel@newtonma.gov); [tdaley@newtonma.gov](mailto:tdaley@newtonma.gov); [markjfield@hotmail.com](mailto:markjfield@hotmail.com); [kasdavidson@hotmail.com](mailto:kasdavidson@hotmail.com); [tkropf@aol.com](mailto:tkropf@aol.com); [RachelSG@aol.com](mailto:RachelSG@aol.com); [Edailey@bromsun.com](mailto:Edailey@bromsun.com); [jefftarmy@hotmail.com](mailto:jefftarmy@hotmail.com); [commave@aol.com](mailto:commave@aol.com); [ejengelman@gmail.com](mailto:ejengelman@gmail.com); [sweeneei@bc.edu](mailto:sweeneei@bc.edu); [diwatsuki@gmail.com](mailto:diwatsuki@gmail.com); [edmurray@verizon.net](mailto:edmurray@verizon.net); [janequinn419@gmail.com](mailto:janequinn419@gmail.com); [downhilman@aol.com](mailto:downhilman@aol.com); [danmowrey@comcast.net](mailto:danmowrey@comcast.net); [jackmaypole@yahoo.com](mailto:jackmaypole@yahoo.com); [joelak@aol.com](mailto:joelak@aol.com); [furgang@srbc.com](mailto:furgang@srbc.com); [awinone@gmail.com](mailto:awinone@gmail.com)

**Subject:** Stop light style at Daniel and Parker Streets

Hi Vicki,

I've added some folks that might be interested to the cc list. My apologies if you don't want this email. I'll make every attempt to get you off the thread if you let me know.

If you're unfamiliar with the issue, reading from the bottom up will let you know some of the questions that have come up regarding a stop light that is being designed for the Daniel/Parker St. intersection, or thereabouts. I'm told that it's not yet approved, but the consultant was given the go ahead to do the design back in September, so a decision could be close.

Vicki, your description of the light being a HAWK signal seems to bring up another discrepancy. It was stated (meeting minutes as well) that the light was going to be a red-yellow-green pedestrian activated stop light. I found a couple of different locations on the web that describe a HAWK signal. Yes, it does stay dark when not activated, but both places indicate that it does

NOT have a green component (see below). Once activated, it starts as flashing yellow, that goes to a solid red, and then goes to a flashing red – essentially a stop sign. Maybe you can add this question to the distilled list – re: diversion, location, crossing guard requirement, assessment study, etc. - you said you forwarded to the DPW.

By the way, any quick answers as to the proposed location of the light? Myself and others are very curious as to the logic for possibly moving it away from the present crosswalk which puts kids on the correct side of the street for going to Bowen.

As I've stated, I'm not saying that I'm against a light, I'm just asking questions, some of them the same that were asked 5 months ago when the assessment was said to be complete. It's the contradictions that are troublesome.

In regards to the function of the HAWK signal, this seems to go against the general theories that Sean, Adam and Clint Schuckel brought out during the bumpout debate regarding unnecessary stop signs causing both increased speed further down the road (Parker is already a speedway), diminished effect of all other stop signs around Newton and unnecessary pollution concerns. I realize it's pedestrian activated, but why wouldn't those concerns just indicate that a flashing yellow would be better? Is there some crossover point, where the number of previous accidents and number of pedestrians crossing outweighs those concerns? Does it become a more reasonable thing to do because the state is paying for it, just as Alderman Parker indicated in a traffic council meeting that the bumpout prematurely became a good thing to do because it was to be paid for by mitigation funds?

Other thoughts?

Description of a HAWK light from Safe Routes to School website ( [http://www.saferoutesinfo.org/guide/engineering/traffic\\_signals.cfm](http://www.saferoutesinfo.org/guide/engineering/traffic_signals.cfm) )

To increase pedestrian safety at school crossing locations, the City of Tucson developed a traffic signal called the HAWK (High-intensity Activated crossWalk). The HAWK uses traditional traffic and pedestrian signal heads but in a different configuration. It includes a sign instructing motorists to "stop on red" and a "pedestrians" overhead sign. There is also a sign informing pedestrians on how to cross the street safely.

When not activated, the signal is blanked out. The HAWK signal is activated by a pedestrian push button. The overhead signal begins flashing yellow and then solid yellow, advising drivers to prepare to stop. The signal then displays a solid red and shows the pedestrian a "Walk" indication. Finally, an alternating flashing red signal indicates that motorists may proceed when safe, after coming to a full stop. The pedestrian is shown a flashing "Don't Walk" with a countdown indicating the time left to cross.

**Regards,  
Ira**



Ira Kronitz

**From:** kronitz, ira

**Sent:** Monday, April 19, 2010 6:29 PM

**To:** 'Victoria Danberg'

**Cc:** [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov); [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov); [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov); [rbbblazar@yahoo.com](mailto:rbbblazar@yahoo.com); [sean.roche@gmail.com](mailto:sean.roche@gmail.com); [peller@gmail.com](mailto:peller@gmail.com); [blenson@gmail.com](mailto:blenson@gmail.com); [edmurray@verizon.net](mailto:edmurray@verizon.net); [ejengelman@gmail.com](mailto:ejengelman@gmail.com); [janequinn419@gmail.com](mailto:janequinn419@gmail.com); [commave@aol.com](mailto:commave@aol.com); [ritabeckman1@gmail.com](mailto:ritabeckman1@gmail.com); [ikronitz@comcast.net](mailto:ikronitz@comcast.net); [paularz@rcn.com](mailto:paularz@rcn.com); [n.fleisher@comcast.net](mailto:n.fleisher@comcast.net); [Peter.j.howe@comcast.net](mailto:Peter.j.howe@comcast.net); [dolson@newtonma.gov](mailto:dolson@newtonma.gov); [ikronitz@comcast.net](mailto:ikronitz@comcast.net)

**Subject:** RE: FW: traffic monitors - Daniel and Parker

Hi Vicki,

Well, if you're not saying the Waverley light is a full HAWK light (as you call it), then your comment about the Daniel/Parker light being dark isn't actually applicable.

Sean also accused me of seeing conspiracies after he changed the BTNA website to deny me access. Of course, this email thread could have ended much earlier if you could just indicate where the light will be located. Where was it when you saw it on the drawing at the traffic council meeting? Does it make sense to you that it would be moved from the current crosswalk?

Regardless of conspiracies, Sean, Adam and yourself were incorrect when it came to who was going to pay for the Daniel/Jackson road configuration changes. I'm suggesting the funding be double checked. And after the initial funding is checked, please determine who will be paying for the maintenance of the light in the years to come. As well as whether it will cost more to maintain a flashing yellow signal as opposed to a HAWK light.

And as far as me being the only one concerned about the traffic light, evidently you didn't read Peter Howe's editorial in the TAB, or Sean's response to it. And you also seem to have forgotten the email thread below from last October, which also went to the traffic council in addition to other concerned neighbors. There were probably also a couple of other notes but I didn't look further.

I don't really mind you accusing me of seeing conspiracies, I actually find it quite amusing.

However, I think myself and others would like to see some answers regarding the questions. I actually didn't come up with them myself. If you hold a meeting, and I'm the only one there with questions regarding this traffic light, you will have undoubtedly made your point. I say we should try it.

I'm copying David Olson. If he has a record of the drawing from the traffic council meeting and/or the assessment that was said to be complete, maybe I can come in to see it.

----- Original Message -----

From: "Victoria Danberg" <[vdanberg@gmail.com](mailto:vdanberg@gmail.com)>

To: "Jane Quinn" <[janequinn419@gmail.com](mailto:janequinn419@gmail.com)>

Cc: [mkruse@newtonma.gov](mailto:mkruse@newtonma.gov), [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov), "David Koses" <[dkoses@newtonma.gov](mailto:dkoses@newtonma.gov)>, [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov), "IKronitz Kronitz" <[ikronitz@comcast.net](mailto:ikronitz@comcast.net)>, "Paula Rendino" <[paularz@rcn.com](mailto:paularz@rcn.com)>, "Neal Fleisher" <[n.fleisher@comcast.net](mailto:n.fleisher@comcast.net)>, [edmurray@verizon.net](mailto:edmurray@verizon.net)

Sent: Monday, October 5, 2009 12:20:07 AM GMT -05:00 US/Canada Eastern  
Subject: Re: Traffic Light

Jane,

There is not a full traffic light planned for Parker and Daniel. Newton has not installed a single additional full traffic light in at least a decade as they are very costly (\$150,000 plus maintenance).

What you may have mistaken it for is a pedestrian activated traffic signal, which instead of just flashing yellow (cars need not legally stop, but just proceed with caution) will have the capability of having the pedestrians actually stop the traffic, as it has a red light cycle.

Of the 6 pedestrian activated lights we have requested in various locations, the Parker/Daniel location is the only one with that capability, because we can get federal funding for it and it is the more expensive version of this type of light.

I hope this helps.

Vicki

On Sun, Oct 4, 2009 at 2:35 PM, Jane Quinn <[janequinn419@gmail.com](mailto:janequinn419@gmail.com)> wrote:

**Subject: Re: Traffic Light**

Dear Newton Traffic Council,

A full traffic light at Parker/Daniel Street? Yet another project steamrolled into place by the self-appointed traffic experts on Daniel Street, to add to the asphalt wreckage of the last ingenious "calming" (traffic diversion) death trap..... Yet another attempt to "calm" (divert) traffic right around their own homes at the expense of everyone else. Do any of you see a pattern here? We do!

Most residents are not even aware of this yet. A group of us just got wind of it, and I'm shocked it a decision was made so quickly..... Once again, a decision made by people who don't live in the immediate area, with absolutely no discussion or warning for the community. And once again, decision makers should have made an effort to notify affected people on Parker, Athelstane, southbound Daniel, Walter, Jackson, etc., as now traffic will snarl up particularly in the morning, (as idling cars sit in front of many homes, emitting more pollution) and new dangers at the crosswalk are created. Even a letter would have been a decent measure. I still don't know if the light will only work during school hours and I do understand the concern about this crossing site, but could someone FOR ONCE make an assessment about the problems a sudden, uninformed decision might cause, before secretly and quietly pulling the trigger?? A crossing guard would still be crucial - although we can expect that job won't last due to a strangled city budget - and I'm stunned that a discussion questioning the need for a guard ever took place. As cars gun it for the yellow light, and children will step off the curb in anticipation of a walk light someone could get killed. We need our guard to onto Parker from driveways and side streets as it is.

Why not repaint the crosswalk so it can actually be SEEN by drivers, and how about another pedestrian crossing sign on the other side of it? Couldn't we try this first?

Will somebody please get back to me?

Thanks in advance for addressing my issues with this latest traffic development.

Best,  
Jane Quinn

--

Victoria Danberg  
Alderman at-Large, Ward 6  
Tel. 617.969.1756  
Fax. 617.969.5648  
Email: [Vdanberg@gmail.com](mailto:Vdanberg@gmail.com)

Regards,  
Ira

**From:** Victoria Danberg [mailto:[vdanberg@gmail.com](mailto:vdanberg@gmail.com)]  
**Sent:** Monday, April 19, 2010 5:46 PM  
**To:** kronitz, ira  
**Cc:** [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov); [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov); [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov); [rblazar@yahoo.com](mailto:rblazar@yahoo.com); [sean.roche@gmail.com](mailto:sean.roche@gmail.com); [peller@gmail.com](mailto:peller@gmail.com); [blenson@gmail.com](mailto:blenson@gmail.com); [edmurray@verizon.net](mailto:edmurray@verizon.net); [ejengelman@gmail.com](mailto:ejengelman@gmail.com); [janequinn419@gmail.com](mailto:janequinn419@gmail.com); [commave@aol.com](mailto:commave@aol.com); [ritabeckman1@gmail.com](mailto:ritabeckman1@gmail.com); [ikronitz@comcast.net](mailto:ikronitz@comcast.net)  
**Subject:** Re: FW: traffic monitors - Daniel and Parker

Hi Ira,

Since we are writing back and forth on a State vacation day, please be aware that I have only made a suggestion that we hold an info meeting with a City traffic person there to answer questions, and do not yet have a confirmation, so let's not plan out the guest list quite yet! I will keep you in the loop on what I hear.

No, I am NOT saying that the light on Waverly is a red-yellow-green! The City would not and could not pay for one! We have the opportunity to get a HAWK light (green-yellow-red) at Parker-Daniel, that other neighborhoods would have jumped at, had it been offered. I find it hard to understand your suspicion that the availability for State money for this light includes some kind of conspiracy? But if a neighborhood meeting will help, I am willing to request one. You should know, however, that the only complaint I have received on this, or its "process" is from you.

"Assessments" on where lights need to go in Newton are usually done by the traffic professionals in the City, who are entirely capable of making these calls. We may have one in writing in the case of Daniel/Parker, as TEC was hired on the State's tab to look into it. I do promise you that no conspiracies are being committed and no one has any need or motivation to hide anything from me, you, or anyone else.

I will keep you posted on any response I receive.

Vicki

On Mon, Apr 19, 2010 at 4:07 PM, <[ikronitz@emc.com](mailto:ikronitz@emc.com)> wrote:

Hi Vicki,

I think a meeting is a great idea. I'm sure everyone appreciates the help, I know I do. Thanks!! Since this affects folks on both sides of Parker, please be sure to send out as wide a notice as possible. I'm sure the folks copied will help in that.

The light on Waverley was slated to be a flashing yellow pedestrian signal. Are you saying that it's a red-yellow-green light? If it's not, I think we're talking apples and oranges, unless the Parker/Daniel light has become a flashing yellow light.

Sorry if I gave you the wrong impression, but I fully understand that you're not presently on the traffic council. My point was that you approved the design study in September based on a completed assessment. You recently stated that you (and/or David Koses) could not confirm the location of the light because it's still early in the process and the assessment is not complete. That is the contradiction to which I was referring. In the minutes (recopied below) it even indicates that a map was provided showing the location.

Not to belabor the point, but the contradictions are fairly obvious, so I'm assuming there must be a simple explanation.

The assessment is either complete or it's not.

The location of the light is either known or it's not.

That drawing either showed the light at the corner or it didn't.

If the light is not at the same corner as it is today there must be some interesting supporting data to indicate why you'd want Bowen kids to cross an additional intersection before they get to school. Especially off hours when they may be going to the park without an adult.

From below...

**The assessment has been completed and TEC made a recommendation for a pedestrian activated signal at Daniel and Parker Streets. Mr. Koses provided a map to Council members which showed the proposed location of where the signal is to be installed.**

Minutes of the traffic council meeting.

**DISCUSSION ITEM**

DAVID KOSES, requesting conceptual discussion of pedestrian signals to be installed as part of the "Safe Routes to School Program" to be paid for entirely through federal safe routes to school infrastructure funding.

**NOTE:** Mr. Koses stated this discussion is from a meeting that Mr. Schuckel and Mr. Koses attended with Kevin Dandrade, consultant from TEC. TEC was hired by the state to complete engineering work associated with safe routes to school infrastructure assessments. TEC makes recommendations for improvements, which are 100% funded by the state to encourage children to walk to school.

In Newton, the only school that has been selected for this infrastructure assessment is the Bowen School. The assessment has been completed and TEC made a recommendation for a pedestrian activated signal at Daniel and Parker Streets. Mr. Koses provided a map to Council members which showed the proposed location of where the signal is to be installed.

Mr. Dandrade requested that the City of Newton show a sign of support for the signal in order for them to move forward with the associated design work. Ald. Danberg and Sgt. Norcross asked for clarification if this funding is for a pedestrian activated signal or a warning signal. Mr. Schuckel stated the TRAFFIC COUNCIL REPORT Monday, September 14, 2009 Page 4

difference in cost for the two signal options is that the control box is more complicated and more wiring is involved. In a warning signal style, the light flashes on and off for a certain amount of time. The full signal has a red, yellow, and green. Due to vehicular speed and volume on Parker Street, Mr. Schuckel supports the full crossing signal.

Sgt. Norcross stated that the Police Department make an assessment to determine if the crossing guard would need to remain at this location once this light is installed. Sgt. Norcross thinks that the crossing guard should remain since it is a busy street. Ald. Danberg moved to vote in support of TEC's recommendation for the design of a pedestrian activated full traffic signal at Daniel and Parker Streets and the Committee voted in favor 4-0.

Respectfully Submitted,

David Koses, Traffic Council Chair

**Regards,**

**Ira**

Ira Kronitz

**From:** Victoria Danberg [mailto:[vdanberg@gmail.com](mailto:vdanberg@gmail.com)]

**Sent:** Monday, April 19, 2010 2:51 PM

**To:** kronitz, ira

**Cc:** [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov); [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov); [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov); [rblblazar@yahoo.com](mailto:rblblazar@yahoo.com); [sean.roche@gmail.com](mailto:sean.roche@gmail.com); [peller@gmail.com](mailto:peller@gmail.com); [blenson@gmail.com](mailto:blenson@gmail.com); [edmurray@verizon.net](mailto:edmurray@verizon.net); [ejengelman@gmail.com](mailto:ejengelman@gmail.com); [janequinn419@gmail.com](mailto:janequinn419@gmail.com); [commave@aol.com](mailto:commave@aol.com); [ritabeckman1@gmail.com](mailto:ritabeckman1@gmail.com); [ikronitz@comcast.net](mailto:ikronitz@comcast.net)

**Subject:** Re: FW: traffic monitors - Daniel and Parker

Ira,

I distilled out what I saw as the main issues in your letter and await an answer to my questions from Clint, Jim Danila and David Koses. As I mentioned in that forward, I no longer sit on Traffic Council, but am of course especially concerned with this light as it would be located in Ward 6. I am happy to hold an informational meeting on this light as I am sure it would be helpful in answering any questions and addressing neighborhood concerns.

Regarding your previous question about whether the light is lit at all times, I checked the light recently installed on Waverly and it is in the "dormant" (light off) position when not activated. You may want to go take a look at it yourself. Any other questions anyone might have can be answered by Clint, Jim or David at the meeting I have requested. Which of them will come will be determined by their schedules.

Vicki

On Mon, Apr 19, 2010 at 12:17 PM, <[ikronitz@emc.com](mailto:ikronitz@emc.com)> wrote:

Just an FYI, a number of people who asked me to keep them informed about this have been blind copied since they didn't want to be on an extended email trail. If they change their minds, they can respond and a reply all will put them on the list.

I went back to check on this, and as part of the minutes of the traffic council meeting on Sept 14, 2009, it clearly states that the assessment has been completed. It seems strange that after 6 months there is still no report from it, as well as some folks saying that it's too early to answer questions and still not complete. The minutes certainly implied the completed report is what prompted Alderman Danberg to vote in favor of going ahead with the design. Emails to the traffic council imply that Adam Peller has been working on this for awhile and kept Vicki and Sean in the loop. (See email from Adam appended below). I'd bet that other emails to the Bowen Safe Routes to School group, show additional involvement as well as some answers but Sean denied me (maybe others as well) access to that group. My daughter is a middle schooler, who uses that intersection and a warning light may be a great thing to do. But people have some questions and it seems odd that the reason they are not being answered conflicts with previous statements. If it's the right thing to do, everyone would endorse it. I don't understand why it's not being advertised. Although Sean implied it, there is no additional information in Bowenotes.

Vicki,

I realize you said that the neighborhood would have input when the traffic council holds a hearing, but with all these questions (Bob Lenson's list below as well), and the assessment being complete, it seems as if there should be a bit more transparency. Sean noted Peter Howe's concern and stated it's early in the process (back in October 2009). It no longer appears to be nearly as early as it was.

-----  
From Newton Streets and Sidewalks blog entry on October 20th:

Peter Howe has a letter in the most recent TAB (10/4/09) expressing concern about the apparent lack of process concerning the installation of a pedestrian-activated signal at the crosswalk at Parker and Daniel Streets. (I couldn't find the letter online.) While I happen to think that some sort of signal probably makes sense at this location, Peter's process concerns are legitimate. There ought to be a full public opportunity to allow neighbors and others potentially affected to hear the rationale for a signal, the pros and the cons, and offer their input. As with any other traffic change, there are going to be secondary consequences to consider (some of which may even be positive).

-----

It seems as if someone must have seen this assessment. The idea that all this work in the background has been going on, but will not come to light until a single traffic council meeting where the final decision will be made does not seem correct. And even if a single meeting has to be the case, if the assessment was completed, as stated, why can't the questions be answered? Where is it going to be placed, why should it be a green-yellow-red signal, what about the backup to Rte 9, what guarantees do we have the crossing guard will remain in place, etc., etc.?

The neighborhood just went through a process that took years to complete regarding the Daniel/Jackson St intersection. Adam and Sean figured prominently as pushing a solution at the other end of their street that the neighborhood was then forced to prove was not the right thing to do. Lack of information, poor process, and poor notification resulted in a neighborhood that was angry with City Hall as well as their neighbors.

This seems to be headed in that direction and it would be a good thing to stop it now. I think the assessment should be made available well before a meeting is held, and I think our neighbor's questions should be answered ahead of time. That way, everyone gets to walk into the meeting with all the facts.

At the time, few people knew enough to ask, but there is a document detailing criteria for traffic calming. It turns out the Daniel/Jackson intersection wasn't even close to the top of the list (as stated by David Koses). Is there a document detailing the conditions for which a traffic light and/or flashing light should be under consideration? Traffic numbers, speed, number of pedestrians, etc.? Where does Daniel/Parker fit in that criteria? My daughter happens to cross here, but are other Newton locations more critical?

Also, I think the costs and who is paying should be doublechecked. Just because the state is slated to pay doesn't mean we need the most expensive option possible. In addition, Sean and Adam stated many times that the Daniel/Jackson intersection was being completed with mitigation funds. The taxpayers ultimately footed the bill since Commissioner Daley had to allocate the funds from his budget for the compromise solution at that location.

Email to newsgroups and traffic council mentioned above:

----- Original Message -----

**From:** [Adam L. Peller](#)

**To:** [David Koses](#) ; [Victoria Danberg](#) ; [Jerome.Grafe@state.ma.us](mailto:Jerome.Grafe@state.ma.us) ; [Nina Wang](#) ; [jnorcross@newtonma.gov](mailto:jnorcross@newtonma.gov)

**Cc:** [bowentraffic@googlegroups.com](mailto:bowentraffic@googlegroups.com) ; [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov) ; [Chris L](#) ; [Wall, Matthew \(EOT\)](#) ; [Sean Roche](#)

**Sent:** Sunday, September 13, 2009 10:56 PM

**Subject:** Traffic Council - Safe Routes Ped. signal

I'm very sorry I cannot make it to tomorrow's Traffic Council meeting. I'm very excited about Bowen's Infrastructure Assessment and thank you for your support moving this forward. I'd like to point out that, assuming we qualify, not only does the state fund the projects, but contingent upon city approval they will actually DO the construction at no cost to the city. It's a gift to Newton.

The Parker/Daniel crossing is one of Bowen's staffed crossings where we have many walkers and would like to attract more. But the benefits of a signal would not stop there. This crossing is also used by many middle school students crossing for the 52 bus in mornings and afternoons, when the crossing is NOT supervised, and many area residents have witnessed close calls and outright disregard for these students and other pedestrians. I'm sure this is not unique to Parker Street, but we have an opportunity to address this at no cost, hopefully to serve as a model if more funds should become available. Police patrols target speeding at this intersection off-hours but, as far as I've seen, do not write tickets for failure to yield to pedestrians. A traffic signal would go a long way to alerting motorists to this crossing and help with 'Safe Routes to School'. I would like the DPW to also take a closer look at the way the curb cuts at this intersection were installed years ago, as they seem to encourage vehicles cutting corners. The entire curb has been sunk, not just at the crosswalk, and cracks and tire marks are visible on the sidewalk. Is

there a safer way to implement curb cuts and protect pedestrians?

Also, the Langley/Langley Path intersection, if possible, would be another fine location for a pedestrian signal. A recent study found that there are many families along the Langley Road corridor, which is actually quite close to Bowen, who drive. A pedestrian signal would be one of the best ways to emphasize the importance of this crossing and encourage more use. I believe about \$15K of Terraces mitigation funds were recently allocated already toward this intersection for pedestrian improvements.

And lastly... the proposed pedestrian signal at Pelham Street and Centre Streets. Sean Roche and I have both noted that this intersection could "go on a diet". Sean blogged it here

<http://newtonstreets.blogspot.com/2009/08/centrelangley-diet-opportunity.html>

At some point, narrowing the entrance to Langley Street to a consistent width would be friendlier to pedestrians and possibly calm traffic as well. Such an improvement might weigh in the placement of a pedestrian signal.

Adam Peller  
28 Daniel Street

-----  
You received this message because you are subscribed to the Google Groups "Bowen Safe Routes to School" group.

To post to this group, send email to [bowentraffic@googlegroups.com](mailto:bowentraffic@googlegroups.com)

To unsubscribe from this group, send email to [bowentraffic+unsubscribe@googlegroups.com](mailto:bowentraffic+unsubscribe@googlegroups.com)

For more options, visit this group at <http://groups.google.com/group/bowentraffic?hl=en>

Thank you for your time,

Ira Kronitz  
43 Walter St.

At 08:03 PM 4/16/2010, you wrote:

-----Original Message-----

From: kronitz, ira

Sent: Mon 4/12/2010 6:23 PM

To: Sean Roche; Bob Lenson

Cc: [vdanberg@gmail.com](mailto:vdanberg@gmail.com); [tdaley@newtonma.gov](mailto:tdaley@newtonma.gov); [cschuckel@newtonma.gov](mailto:cschuckel@newtonma.gov); [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov); [rlazar@newtonma.gov](mailto:rlazar@newtonma.gov); [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov); [edmurray@verizon.net](mailto:edmurray@verizon.net); [janequinn419@gmail.com](mailto:janequinn419@gmail.com); [jackmaypole@yahoo.com](mailto:jackmaypole@yahoo.com)

Subject: RE: traffic monitors - Daniel and Parker

Wait a sec.. something doesn't make sense. If the assessment isn't done, why would TEC consulting have asked for the go ahead to design a traffic signal?

They essentially weren't going to waste their time on completing a design unless the city endorsed the idea. How did the city decide to endorse the idea, and why were there even drawings, if there is not yet any assessment?

I'm sure there is a process here somewhere, but this quick glance seems to say that you're paying a consultant to assess whether further work should be done, and then you tell them before the assessment that they will receive the additional contract to do the work. Sorry, I'm being a bit cynical without knowing these folks, but how do you suppose the assessment will turn out?



I have absolutely no reason to believe that TEC Consulting would be anything but above board, but why would the city enter into such a process?

I know David Olson said that nothing has been promised, but they were certainly given the impression in writing that the traffic council would endorse a stop light at that location. Or maybe TEC hasn't done the design, and they're still doing the assessment? Anyone know?

Regards,  
Ira

From: Sean Roche [ <mailto:sean.roche@gmail.com> ]  
Sent: Monday, April 12, 2010 3:26 PM  
To: Bob Lenson  
Cc: kronitz, ira; [vdanberg@gmail.com](mailto:vdanberg@gmail.com); [tdaley@newtonma.gov](mailto:tdaley@newtonma.gov); [cschuckel@newtonma.gov](mailto:cschuckel@newtonma.gov); [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov); [rblazar@newtonma.gov](mailto:rblazar@newtonma.gov); [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov); [edmurray@verizon.net](mailto:edmurray@verizon.net); [janequinn419@gmail.com](mailto:janequinn419@gmail.com); [jackmaypole@yahoo.com](mailto:jackmaypole@yahoo.com)  
Subject: Re: traffic monitors - Daniel and Parker

As part of the state Safe Routes to Schools program, Bowen requested and received an infrastructure assessment from traffic engineers. I believe the assessment was paid for by the state, though it may have been actually performed by state engineers. I'm not sure.

As part of an infrastructure assessment, the state looks at the infrastructure in the immediate vicinity of a school and the driving and walking routes to the school. My understanding is that Daniel / Parker is but one part of the report.

The report of the assessment has been rumored to be forthcoming for several months.

I'm pretty sure that there has been at least one item in BoweNotes about the assessment. I believe that the Bowen PTO is waiting for the report to actually issue before taking any next steps. As for BTNA, the BTNA has not been involved. It's a school thing right now. It has been my intention to host a BTNA meeting to gather feedback on the report and its suggestions once there is something to gather feedback about.

Again, as far as I know, it's just an assessment. Any data gathering would be consistent with the assessment and recommended changes.

Sean

This has nothing to do with the traffic calming efforts on Daniel and Jackson.

On Mon, Apr 12, 2010 at 3:12 PM, Bob Lenson <[blenson@gmail.com](mailto:blenson@gmail.com)> wrote:

So Whar happend to the plan we discussed at our last meeting. Why is a light needed where a Police officer crosses?

This will then divert traffic to Walter St. and put us right back to square one!

What happened to the promise of looking at the real issue, the speed down Jackson St entering Daniel (where this all started from) and addressing speed deterrents at Cypress and Jackson?

Who asked for the State to get involved? And Why There?

Why Don't we know about it. Why hasn't BTNA the one sided website notified any one. If we put a light there can we get rid of the Quasi Island on the other end of Daniel?

Your thoughts are Welcomed

Bob Lenson

On Mon, Apr 12, 2010 at 2:45 PM, <[ikronitz@emc.com](mailto:ikronitz@emc.com)> wrote:

Thanks Vicki.

So, did TEC, (the consultant which the traffic council gave the go ahead to design a traffic light) install the monitoring equipment, or is the state of MA investigating per their own guidelines?

Also, is it actually going to be at Daniel and Parker? The consultant was talking about having it along Parker, south of Daniel St. which didn't make a lot of sense to some folks, but we figured the explanation would be forthcoming.

Regards,  
Ira  
Ira Kronitz  
EMC Cambridge Software Center  
11 Cambridge Center  
Cambridge, MA 02142-1405  
Ph: 617-679-1115  
[kronitz\\_ira@emc.com](mailto:kronitz_ira@emc.com)

From: Victoria Danberg [ <mailto:vdanberg@gmail.com> ]  
Sent: Monday, April 12, 2010 2:22 PM  
To: kronitz, ira  
Cc: [tdaley@newtonma.gov](mailto:tdaley@newtonma.gov); [cschuckel@newtonma.gov](mailto:cschuckel@newtonma.gov); [sean.roche@gmail.com](mailto:sean.roche@gmail.com);  
[vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov); [rblazar@newtonma.gov](mailto:rblazar@newtonma.gov); [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov); [edmurray@verizon.net](mailto:edmurray@verizon.net);  
[janequinn419@gmail.com](mailto:janequinn419@gmail.com); [blenson@gmail.com](mailto:blenson@gmail.com); Jack Maypole, MD

Subject: Re: traffic monitors - Daniel and Parker

Hello All,

This info just received from Clint & David Koses re the traffic monitoring equipment below:

These tubes were put down by the State traffic consultant to gather data on number and speed of vehicles traveling where tubes were laid, as part of the grant received by Bowen School, in order to determine whether a pedestrian activated crossing light would be warranted at the corner of Parker and Daniel, to assist children crossing to get to Bowen School.

If the location qualifies, the cost of the crossing light would be paid for by federal funds. After sufficient data is gathered, Traffic Council will hold a public hearing for discussion and input, after which Traffic Council would vote on whether to accept the project funding, if offered.

I hope that answers your immediate questions. I will pass on any other info as I receive it. Please send this email out to all others in the neighborhood who might be interested.

Regards,

Vicki

On Mon, Apr 12, 2010 at 10:15 AM, <[ikronitz@emc.com](mailto:ikronitz@emc.com)> wrote:

Hi Tom, et. al.,  
Hope things are well, and your workload has calmed down following the rain and flooding issues.  
Folks have noticed the traffic monitoring tubes and boxes that are across Daniel St. and Parker St. (just north of Daniel) and been asking me if I know anything about it.  
I thought I'd ask you as well as our Aldermen. Copying Sean Roche too since it's right by his house and he usually knows about that stuff.  
Just wondering what project the data will be used for, as well as what criteria is being examined.  
Thanks for the help.  
Regards,  
Ira  
Ira Kronitz

--

Victoria Danberg  
Alderman at-Large, Ward 6  
Tel. 617.969.1756  
Fax. 617.969.5648  
Email: [Vdanberg@gmail.com](mailto:Vdanberg@gmail.com)

--

CONFIDENTIALITY NOTICE

This electronic mail and the information contained herein are intended for the named recipient only. It may contain confidential matter. If you have received this electronic mail in error, please do not read any text other than the text of this notice and do not open any attachments. Also, please immediately notify the sender by replying to this electronic mail! After notifying the sender as described above, please delete

this electronic mail message immediately and purge the item from the deleted items folder (or the equivalent) of your electronic mail system. Thank you

Take care,  
Ira

Take care,  
Ira

--

Victoria Danberg  
Alderman at-Large, Ward 6  
Tel. 617.969.1756  
Fax. 617.969.5648  
Email: [Vdanberg@gmail.com](mailto:Vdanberg@gmail.com)

--

Victoria Danberg  
Alderman at-Large, Ward 6  
Tel. 617.969.1756  
Fax. 617.969.5648  
Email: [Vdanberg@gmail.com](mailto:Vdanberg@gmail.com)

--

Victoria Danberg  
Alderman at-Large, Ward 6  
Tel. 617.969.1756  
Fax. 617.969.5648  
Email: [Vdanberg@gmail.com](mailto:Vdanberg@gmail.com)

--

Regards,  
Ira.

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

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

**Danielle Delaney**

---

To: **ddelaney@newtonma.gov**  
 Subject: **(Fwd) FW: Traffic Council meeting 2/17/11 TC41-10 ATTACHMENTS**  
 Date sent: **Mon, 07 Feb 2011 09:02:23**

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

From: **<ira.kronitz@emc.com>**  
 To: **"Traffic Council Dist List" <trafficcouncil@newtonma.gov>**  
 Subject: **FW: Traffic Council meeting 2/17/11 TC41-10 ATTACHMENTS**  
 Date sent: **Sun, 6 Feb 2011 11:42:25 -0500**

Thanks Vicki.

Still, it's a bit frustrating given the fact that the report is dated from Sept. 30th and we're just getting it now. Especially given all the hoopla surrounding the meeting minutes, the type of light, and whether a report existed back in... May??

----- Original Message -----

Subject: Traffic Council meeting 2/17/11 TC41-10 ATTACHMENTS  
 Date: Sat, 5 Feb 2011 20:58:00 -0500  
 From: Victoria Danberg <vdanberg@gmail.com>  
 To: Ira Kronitz <ikronitz@comcast.net>, BTNA <btanewton@gmail.com>  
 CC: Richard Blazar <rbblazar@yahoo.com>, "Shapiro, Charlie" <charlie@votes Shapiro.org>

Ira,

I have enclosed the materials the ward 6 aldermen have received in advance of the TC meeting on the 17th. I have reviewed some but not all of the material, which I hope to get to tomorrow. I hope this helps.

I will forward any other information I receive.

Regards,

Vicki

----- Forwarded message -----

From: \*Danielle Delaney\* <ddelaney@newtonma.gov  
 <mailto:ddelaney@newtonma.gov>>  
 Date: Fri, Feb 4, 2011 at 11:54 AM  
 Subject: Traffic Council meeting 2/17/11 TC41-10 ATTACHMENTS  
 To: Traffic Council Dist List <trafficcouncil@newtonma.gov  
 <mailto:trafficcouncil@newtonma.gov>>

Hi,

Attached are the Bowen Assessment Report and Cover letter for Traffic Council item TC41-10.

Jim Danila will invite Kevin Dandrade, Project Manager.

Danielle

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

From: \*Danielle Delaney <ddelaney@newtonma.gov  
<mailto:ddelaney@newtonma.gov>\*>  
To: \*diana\_guzzi@newton.k12.ma.us <mailto:diana\_guzzi@newton.k12.ma.us>,  
victoria Danberg <vdanberg@gmail.com <mailto:vdanberg@gmail.com>>,\*  
\*cshapiro@newtonma.gov <mailto:cshapiro@newtonma.gov>,  
rblazar@newtonma.gov <mailto:rblazar@newtonma.gov>\*>  
Subject: \*Traffic Council meeting 2/17/11 ATTACHMENTS\*  
Send reply to: \*ddelaney@newtonma.gov <mailto:ddelaney@newtonma.gov>\*>  
Date sent: \*Fri, 04 Feb 2011 11:19:47 -0500\*

Hi,

Attached are the Bowen Assessment Report and Cover letter for Traffic Council item TC41-10.

I also attached a copy of the Agenda for Thursday, February 17, 2011.

Thank you

Danielle

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

From: \*"David Koses" <dkoses@newtonma.gov <mailto:dkoses@newtonma.gov>>\*>  
To: \*ddelaney@newtonma.gov <mailto:ddelaney@newtonma.gov>\*>  
Date sent: \*Thu, 03 Feb 2011 14:22:15 -0500\*  
Subject: \*Bowen Assessment Report is attached\*  
Priority: \*normal\*

Hi Danielle,

Please forward the attached report and cover letter to the Bowen School principal (not Mason Rice) and the three Ward 6 aldermen.

Thanks,  
David

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

Danielle Delaney  
Committee Clerk  
Board of Aldermen  
617-796-1211 <tel:+16177961211>  
ddelaney@newtonma.gov <mailto:ddelaney@newtonma.gov>  
Attachments: F:\WINWORD\Backup Material\2010\TC41-10\TC41-10CoverLetterKoses2-3-11.pdf F:\WINWORD\Backup Material\2010\TC41-10\TC41-10BowenAssessmentReportKoses2-4-11.pdf F:\WINWORD\Traffic Council\2011\02-17-11 agenda.doc

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

Danielle Delaney  
Committee Clerk  
Board of Aldermen  
617-796-1211 <tel:+16177961211>  
ddelaney@newtonma.gov <mailto:ddelaney@newtonma.gov>

The following section of this message contains a file attachment prepared for transmission using the Internet MIME message format. If you are using Pegasus Mail, or any other MIME-compliant system, you should be able to save it or view it from within your mailer. If you cannot, please ask your system administrator for assistance.

---- File information -----

File: TC41-10CoverLetterKoses2-3-11.pdf  
Date: 3 Feb 2011, 15:07  
Size: 265073 bytes.  
Type: Unknown

The following section of this message contains a file attachment prepared for transmission using the Internet MIME message format. If you are using Pegasus Mail, or any other MIME-compliant system, you should be able to save it or view it from within your mailer. If you cannot, please ask your system administrator for assistance.

---- File information -----

File: TC41-10BowenAssessmentReportKoses2-4-11.pdf  
Date: 4 Feb 2011, 11:10  
Size: 6083081 bytes.  
Type: Unknown

--

Victoria Danberg  
Alderman at-Large, Ward 6  
Tel. 617.969.1756  
Fax. 617.969.5648  
Email: Vdanberg@gmail.com <mailto:Vdanberg@gmail.com>

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

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



From: <[ira.kronitz@emc.com](mailto:ira.kronitz@emc.com)>

To: "Traffic Council Dist List" <[trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov)>

**Subject: RE: light at vicinity of Athelstane and Daniel St.**

Date sent: Mon, 7 Feb 2011 14:41:13 -0500

**From:** David Koses [mailto:[dkoses@newtonma.gov](mailto:dkoses@newtonma.gov)]

**Sent:** Monday, February 07, 2011 2:07 PM

**To:** kronitz, ira

**Subject:** RE: light at vicinity of Athelstane and Daniel St.

Hi Ira,

Yes, this is the meeting where we will be soliciting public comment.

Regards,

David

Hi David,

That's a little on the disappointing side because I don't think those notices go out to a very large piece of the community. In addition, I don't think there was anything in the notice that solicited opinions via email or letters. It seemed to only indicate there was an opportunity to email if someone needed assistance in getting into the building.

To our Aldermen,

Can you find out if folks along Parker St., Oxford, etc. were notified? I would think they have a big stake in this, as does the Bowen community as a whole regarding the Cypress St. changes. This is a \$280K expense whether it's federal money or Newton's. The last time we thought there was funding (regarding the bumpout), the project was started and then it was realized it would have to be done out of Mr. Daley's budget.

**Regards,**

**Ira**

Ira Kronitz

EMC Cambridge Software Center

11 Cambridge Center

Cambridge, MA 02142-1405

Ph: 617-679-1115

[ira.kronitz@emc.com](mailto:ira.kronitz@emc.com)

**From:** kronitz, ira

**Sent:** Monday, February 07, 2011 1:42 PM

**To:** David Koses

**Cc:** [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov); [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov); [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov); [rbblazar@yahoo.com](mailto:rbblazar@yahoo.com); [sean.roche@gmail.com](mailto:sean.roche@gmail.com); [peller@gmail.com](mailto:peller@gmail.com); [blenson@gmail.com](mailto:blenson@gmail.com); [edmurray@verizon.net](mailto:edmurray@verizon.net); Eddy Engelman; [janequinn419@gmail.com](mailto:janequinn419@gmail.com); [commave@aol.com](mailto:commave@aol.com); [ritabeckman1@gmail.com](mailto:ritabeckman1@gmail.com); [n.fleisher@comcast.net](mailto:n.fleisher@comcast.net); [Peter.j.howe@comcast.net](mailto:Peter.j.howe@comcast.net); [dolson@newtonma.gov](mailto:dolson@newtonma.gov); [barrysbergman@yahoo.com](mailto:barrysbergman@yahoo.com); [sjwinnay@yahoo.com](mailto:sjwinnay@yahoo.com); [markjfield@hotmail.com](mailto:markjfield@hotmail.com); [kasdavidson@hotmail.com](mailto:kasdavidson@hotmail.com); [tkropf@aol.com](mailto:tkropf@aol.com); [RachelSG@aol.com](mailto:RachelSG@aol.com); [Edailey@bromsun.com](mailto:Edailey@bromsun.com); [jefftarmy@hotmail.com](mailto:jefftarmy@hotmail.com); [sweeneei@bc.edu](mailto:sweeneei@bc.edu); [diwatsuki@gmail.com](mailto:diwatsuki@gmail.com); [downhilman@aol.com](mailto:downhilman@aol.com); [danmowrey@comcast.net](mailto:danmowrey@comcast.net); kronitz, ira;

jackmaypole@yahoo.com; joelak@aol.com; furgang@srbc.com; awinone@gmail.com;  
cschuckel@newtonma.gov; tdaley@newtonma.gov; philwolfson@gmail.com

**Subject:** RE: light at vicinity of Athelstane and Daniel St.

Hi David,

Thanks for the clarification..

So, is this essentially the meeting that TEC recommended to Setti Warren in the cover letter Vicki Danberg forwarded regarding "solicit public comment" or will there be something else? See below and attached.

**Regards,**

**Ira**

Ira Kronitz  
EMC Cambridge Software Center  
11 Cambridge Center  
Cambridge, MA 02142-1405  
Ph: 617-679-1115  
ira.kronitz@emc.com

**From:** ikronitz@comcast.net [mailto:ikronitz@comcast.net]

**Sent:** Monday, February 07, 2011 12:12 PM

**To:** kronitz, ira

**Subject:** Fwd: light at vicinity of Athelstane and Daniel St.

----- Forwarded Message -----

From: "David Koses" <dkoses@newtonma.gov>

To: "Traffic Council Dist List" <trafficcouncil@newtonma.gov>, "IKronitz" <ikronitz@comcast.net>

Sent: Monday, February 7, 2011 8:59:38 AM

Subject: Re: light at vicinity of Athelstane and Daniel St.

Hi Ira,

The Traffic Council meeting on February 17 offers an opportunity for any member of the public to provide input on the items being discussed, either in person at the meeting or through email communication to be summarized at the meeting. All Traffic Council meetings are open for public comment.

After a presentation, discussion and public comment, Traffic Council will vote either to approve the removal of parking (if necessary) as part of TC41-10, approve it as amended, deny it, hold the item, or take no action. Traffic Council has the same choices for TC42-10 (to either approve the pedestrian hybrid signal, approve it as amended, deny it, hold it, or take no action). Both items are subject to appeal to the Board of Alderman within 20 days of Traffic Council's decision. TC41-10 will require further approvals of the Board of Aldermen. I'm not sure what other approvals would be necessary as part of 42-10. Although the signal would be 100% paid for by the state, my guess is that it would still need to be approved by the Board as a "gift" to the City, and the work might also need to be approved by DPW. Also, as the report is labeled a "Preliminary Assessment", I'm not sure whether any additional approvals from the state are necessary, and/or whether the state needs to release a "Final Assessment" before funds are released. We will look into these issues and include it as part of the discussion next week.

Regards,  
David Koses

On 6 Feb 2011 at 17:08, IKronitz wrote:

Interesting how the name "hybrid" is now used rather than "HAWK" light. They appear to be the same thing. At any rate, a hybrid light is described as follows:  
Installed on roadside poles and mast arms, the **Pedestrian Hybrid Beacon** remains dark until a pedestrian activates the system by pressing a pushbutton. Once the system is activated, a sequence of amber and red beacon lights provides a bright warning to motorists.

Also curious is the picture used in the consultant's report. It appears to be a 4 or 6 lane road that warrants such a light.

The consultant also mentions the advantage of the light due to students walking to Weeks Junior High. Their endorsement of the oversized bumpout at Daniel and Jackson, deemed unacceptable by the neighborhood was also curious.

Vicki, David Koses,

The notice I received regarding the traffic council agenda on Feb. 17th does not indicate if it's open for public comment or not.

Could one of you please clarify what the outcome of this discussion might be? Is it approval of the item, is it approval to move forward to another step in the process? And what would that next step be?

I apologize in advance for the wide distribution. If anyone would like to be off this list, please let us know. I promise to remove you from any of my future emails.

Regards,  
Ira.

On 2/5/2011 2:15 PM, lucie wrote:

<http://www.ci.newton.ma.us/Aldermen/Traffic/2011/01-27-11Traffic%20Council%20Agenda.pdf>

A copy of the relevant portion of the agenda for 1/27/11

I cannot find the 2/17/11 agenda posted

Lucie Chansky

**ITEMS NOT SCHEDULED FOR DISCUSSION:**

TC42-10 DAVID KOSES, on behalf of the Newton Safe Routes to School Task Force, requesting installation of a pedestrian hybrid signal and crosswalk on Parker Street in the vicinity of Daniel Street and Athelstane Road, to be paid for through Mass DOT's Safe Routes to School Infrastructure Program. (Ward 6) [12/23/10 @ 9:10 AM]

TC41-10 DAVID KOSES, on behalf of the Newton Safe Routes to School Task Force, requesting parking restrictions on both sides of Cypress Street, in the vicinity of 280 Cypress Street, in association with modifications to the island and related infrastructure changes near the school entrance, to be paid for through Mass DOT's Safe Routes to School Infrastructure Program. (Ward 6) [12/23/10 @ 9:10 AM]

TC40-10

**From:** IKronitz [ <mailto:ikronitz@comcast.net> ]

**Sent:** Saturday, February 05, 2011 1:32 PM

**To:** Victoria Danberg

**Cc:** [ikronitz@emc.com](mailto:ikronitz@emc.com); Clint Schuckel; Tom Daley; [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov); [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov); [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov); [rblazar@yahoo.com](mailto:rblazar@yahoo.com); [sean.roche@gmail.com](mailto:sean.roche@gmail.com); [peller@gmail.com](mailto:peller@gmail.com); [blenson@gmail.com](mailto:blenson@gmail.com); [edmurray@verizon.net](mailto:edmurray@verizon.net); [ejengelman@gmail.com](mailto:ejengelman@gmail.com); [janequinn419@gmail.com](mailto:janequinn419@gmail.com); [commave@aol.com](mailto:commave@aol.com); [ritabeckman1@gmail.com](mailto:ritabeckman1@gmail.com); [paularz@rcn.com](mailto:paularz@rcn.com); [n.fleisher@comcast.net](mailto:n.fleisher@comcast.net); [Peter.j.howe@comcast.net](mailto:Peter.j.howe@comcast.net); [dolson@newtonma.gov](mailto:dolson@newtonma.gov); [barrysbergman@yahoo.com](mailto:barrysbergman@yahoo.com); [sjwinnay@yahoo.com](mailto:sjwinnay@yahoo.com); [luciec@comcast.net](mailto:luciec@comcast.net); [markjfield@hotmail.com](mailto:markjfield@hotmail.com); [kasdavidson@hotmail.com](mailto:kasdavidson@hotmail.com); [tkropf@aol.com](mailto:tkropf@aol.com); [RachelSG@aol.com](mailto:RachelSG@aol.com); [Edailey@bromsun.com](mailto:Edailey@bromsun.com); [jefftarmy@hotmail.com](mailto:jefftarmy@hotmail.com); [sweeneei@bc.edu](mailto:sweeneei@bc.edu); [diwatsuki@gmail.com](mailto:diwatsuki@gmail.com); [downhilman@aol.com](mailto:downhilman@aol.com); [danmowrey@comcast.net](mailto:danmowrey@comcast.net); [jackmaypole@yahoo.com](mailto:jackmaypole@yahoo.com); [joelak@aol.com](mailto:joelak@aol.com); [furgang@srbc.com](mailto:furgang@srbc.com); [awinone@gmail.com](mailto:awinone@gmail.com)

**Subject:** Re: light at vicinity of Athelstane and Daniel St.

Hi Vicki, et. al,

I received a notice for a traffic council meeting on Thursday, Feb. 17 regarding a "pedestrian hybrid signal and crosswalk on Parker St. in the vicinity of Daniel Street and Athelstane Road"

Is there now a report from the traffic consultant? I'm sure myself and others would like to see it?

Why is there such vagueness about the location?

Why isn't it at Daniel and Parker where the present crosswalk is located? Why would it be on the south side of Parker which keeps the Bowen kids from having to cross Daniel or Jackson?

What is a hybrid light? Does it have a red component?

There was also mention of changes to the island around Bowen School. Is there a drawing of what these changes might be?

Regards,

Ira.

On 4/27/2010 11:24 PM, Victoria Danberg wrote:

Ira,

I was under the incorrect impression that the HAWK light turned green before going dark. The website you located describes it as having red-yellow cycles only.

Clint or Tom should be able to answer the question about the location of the light. I have copied them on this email.

Vicki

On Tue, Apr 27, 2010 at 10:05 AM, <[ikronitz@emc.com](mailto:ikronitz@emc.com)> wrote:

Vicki, Tom D., Clint,

Do you know why the newly laid crosswalk (or concrete accessibility (?) section that goes from the street to the sidewalk) on the Daniel side of the street at Daniel and Jackson was ripped up? It seemed to be in its final state, it looked good and was perfectly usable. You have to step into the dirt now to cross. I was wondering if there was any plan to move it, but then I realized that wouldn't make sense because we wouldn't be able to get over to the plowed side of the street and/or the path would be longer.

That made me think of another issue regarding the light. I don't see how it could be moved away from the present crosswalk either north or south of the intersection because in the winter the sidewalks on the east side of Parker St. (and the south side of Daniel St.) are not plowed. It's pretty difficult for me to get over the mounds on the south east corner at Daniel and Parker St. after the snow plows build it up. Elementary school kids could sink to their shoulders or slide into the street off the mound. I suppose the plowing and the accessibility curbing could be changed, but why?

**Regards,**

Ira

Ira Kronitz

EMC Cambridge Software Center

11 Cambridge Center

Cambridge, MA 02142-1405

Ph: 617-679-1115

[kronitz\\_ira@emc.com](mailto:kronitz_ira@emc.com)

**From:** kronitz, ira

**Sent:** Monday, April 26, 2010 1:02 PM

**To:** Victoria Danberg; kronitz, ira

**Cc:** [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov); [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov); [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov); [rbblazar@yahoo.com](mailto:rbblazar@yahoo.com); [sean.roche@gmail.com](mailto:sean.roche@gmail.com); [peller@gmail.com](mailto:peller@gmail.com); [blenson@gmail.com](mailto:blenson@gmail.com); [edmurray@verizon.net](mailto:edmurray@verizon.net); [ejengelman@gmail.com](mailto:ejengelman@gmail.com); [janequinn419@gmail.com](mailto:janequinn419@gmail.com); [commave@aol.com](mailto:commave@aol.com); [ritabeckman1@gmail.com](mailto:ritabeckman1@gmail.com); [ikronitz@comcast.net](mailto:ikronitz@comcast.net); [paularz@rcn.com](mailto:paularz@rcn.com); [n.fleisher@comcast.net](mailto:n.fleisher@comcast.net); [Peter.j.howe@comcast.net](mailto:Peter.j.howe@comcast.net); [dolson@newtonma.gov](mailto:dolson@newtonma.gov); [ikronitz@comcast.net](mailto:ikronitz@comcast.net); [barrysbergman@yahoo.com](mailto:barrysbergman@yahoo.com); [ikronitz@comcast.net](mailto:ikronitz@comcast.net); [sjwinnay@yahoo.com](mailto:sjwinnay@yahoo.com); [luciec@comcast.net](mailto:luciec@comcast.net); [cschuckel@newtonma.gov](mailto:cschuckel@newtonma.gov); [tdaley@newtonma.gov](mailto:tdaley@newtonma.gov); [markjfield@hotmail.com](mailto:markjfield@hotmail.com); [kasdavidson@hotmail.com](mailto:kasdavidson@hotmail.com); [tkropf@aol.com](mailto:tkropf@aol.com); [RachelSG@aol.com](mailto:RachelSG@aol.com); [Edailey@bromsun.com](mailto:Edailey@bromsun.com); [jefftarmy@hotmail.com](mailto:jefftarmy@hotmail.com); [commave@aol.com](mailto:commave@aol.com); [ejengelman@gmail.com](mailto:ejengelman@gmail.com); [sweeneei@bc.edu](mailto:sweeneei@bc.edu); [diwatsuki@gmail.com](mailto:diwatsuki@gmail.com); [edmurray@verizon.net](mailto:edmurray@verizon.net); [janequinn419@gmail.com](mailto:janequinn419@gmail.com);

[downhilman@aol.com](mailto:downhilman@aol.com); [danmowrey@comcast.net](mailto:danmowrey@comcast.net); [jackmaypole@yahoo.com](mailto:jackmaypole@yahoo.com); [joelak@aol.com](mailto:joelak@aol.com); [furgang@srbc.com](mailto:furgang@srbc.com); [awinone@gmail.com](mailto:awinone@gmail.com)

**Subject:** Stop light style at Daniel and Parker Streets

Hi Vicki,

I've added some folks that might be interested to the cc list. My apologies if you don't want this email. I'll make every attempt to get you off the thread if you let me know.

If you're unfamiliar with the issue, reading from the bottom up will let you know some of the questions that have come up regarding a stop light that is being designed for the Daniel/Parker St. intersection, or thereabouts. I'm told that it's not yet approved, but the consultant was given the go ahead to do the design back in September, so a decision could be close.

Vicki, your description of the light being a HAWK signal seems to bring up another discrepancy. It was stated (meeting minutes as well) that the light was going to be a red- yellow-green pedestrian activated stop light. I found a couple of different locations on the web that describe a HAWK signal. Yes, it does stay dark when not activated, but both places indicate that it does NOT have a green component (see below). Once activated, it starts as flashing yellow, that goes to a solid red, and then goes to a flashing red "essentially a stop sign. Maybe you can add this question to the distilled list re: diversion, location, crossing guard requirement, assessment study, etc. - you said you forwarded to the DPW.

By the way, any quick answers as to the proposed location of the light? Myself and others are very curious as to the logic for possibly moving it away from the present crosswalk which puts kids on the correct side of the street for going to Bowen.

As I've stated, I'm not saying that I'm against a light, I'm just asking questions, some of them the same that were asked 5 months ago when the assessment was said to be complete. It's the contradictions that are troublesome.

In regards to the function of the HAWK signal, this seems to go against the general theories that Sean, Adam and Clint Schuckel brought out during the bumpout debate regarding unnecessary stop signs causing both increased speed further down the road (Parker is already a speedway), diminished effect of all other stop signs around Newton and unnecessary pollution concerns. I realize it's pedestrian activated, but why wouldn't those concerns just indicate that a flashing yellow would be better? Is there some crossover point, where the number of previous accidents and number of pedestrians crossing outweighs those concerns? Does it become a more reasonable thing to do because the state is paying for it, just as Alderman Parker indicated in a traffic council meeting that the bumpout prematurely became a good thing to do because it was to be paid for by mitigation funds?

Other thoughts?

Description of a HAWK light from Safe Routes to School website ([http://www.saferoutesinfo.org/guide/engineering/traffic\\_signals.cfm](http://www.saferoutesinfo.org/guide/engineering/traffic_signals.cfm) )

To increase pedestrian safety at school crossing locations, the City of Tucson developed a traffic signal called the HAWK (High-intensity Activated crossWalk). The HAWK uses traditional traffic and pedestrian signal heads but in a different configuration. It includes a sign instructing motorists to "stop on red" and a "pedestrians" overhead sign. There is also a sign informing pedestrians on how to cross the street safely.

When not activated, the signal is blanked out. The HAWK signal is activated by a pedestrian push button. The overhead signal begins flashing yellow and then solid yellow, advising drivers to prepare to

stop. The signal then displays a solid red and shows the pedestrian a "Walk" indication. Finally, an alternating flashing red signal indicates that motorists may proceed when safe, after coming to a full stop. The pedestrian is shown a flashing "Don't Walk" with a countdown indicating the time left to cross.

**Regards,**

Ira

Ira Kronitz

**From:** kronitz, ira

**Sent:** Monday, April 19, 2010 6:29 PM

**To:** 'Victoria Danberg'

**Cc:** [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov); [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov); [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov); [rblazar@yahoo.com](mailto:rblazar@yahoo.com); [sean.roche@gmail.com](mailto:sean.roche@gmail.com); [peller@gmail.com](mailto:peller@gmail.com); [blenson@gmail.com](mailto:blenson@gmail.com); [edmurray@verizon.net](mailto:edmurray@verizon.net); [ejengelmann@gmail.com](mailto:ejengelmann@gmail.com); [janequinn419@gmail.com](mailto:janequinn419@gmail.com); [commave@aol.com](mailto:commave@aol.com); [ritabeckman1@gmail.com](mailto:ritabeckman1@gmail.com); [ikronitz@comcast.net](mailto:ikronitz@comcast.net); [paularz@rcn.com](mailto:paularz@rcn.com); [n.fleisher@comcast.net](mailto:n.fleisher@comcast.net); [Peter.j.howe@comcast.net](mailto:Peter.j.howe@comcast.net); [dolson@newtonma.gov](mailto:dolson@newtonma.gov); [ikronitz@comcast.net](mailto:ikronitz@comcast.net)

**Subject:** RE: FW: traffic monitors - Daniel and Parker

Hi Vicki,

Well, if you're not saying the Waverley light is a full HAWK light (as you call it), then your comment about the Daniel/Parker light being dark isn't actually applicable.

Sean also accused me of seeing conspiracies after he changed the BTNA website to deny me access. Of course, this email thread could have ended much earlier if you could just indicate where the light will be located. Where was it when you saw it on the drawing at the traffic council meeting? Does it make sense to you that it would be moved from the current crosswalk?

Regardless of conspiracies, Sean, Adam and yourself were incorrect when it came to who was going to pay for the Daniel/Jackson road configuration changes. I'm suggesting the funding be double checked. And after the initial funding is checked, please determine who will be paying for the maintenance of the light in the years to come. As well as whether it will cost more to maintain a flashing yellow signal as opposed to a HAWK light.

And as far as me being the only one concerned about the traffic light, evidently you didn't read Peter Howe's editorial in the TAB, or Sean's response to it. And you also seem to have forgotten the email thread below from last October, which also went to the traffic council in addition to other concerned neighbors. There were probably also a couple of other notes but I didn't look further.

I don't really mind you accusing me of seeing conspiracies, I actually find it quite amusing.

However, I think myself and others would like to see some answers regarding the questions. I actually didn't come up with them myself. If you hold a meeting, and I'm the only one there with questions regarding this traffic light, you will have undoubtedly made your point. I say we should try it. I'm copying David Olson. If he has a record of the drawing from the traffic council meeting and/or the assessment that was said to be complete, maybe I can come in to see it.

----- Original Message -----

From: "Victoria Danberg" <[vdanberg@gmail.com](mailto:vdanberg@gmail.com)>

To: "Jane Quinn" <[janequinn419@gmail.com](mailto:janequinn419@gmail.com)>

Cc: [mkruse@newtonma.gov](mailto:mkruse@newtonma.gov), [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov), "David Koses" <[dkoses@newtonma.gov](mailto:dkoses@newtonma.gov)>, [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov), "IKronitz Kronitz" <[ikronitz@comcast.net](mailto:ikronitz@comcast.net)>, "Paula Rendino" <[paularz@rcn.com](mailto:paularz@rcn.com)>, "Neal Fleisher" <

[n.fleisher@comcast.net](mailto:n.fleisher@comcast.net) >, [edmurray@verizon.net](mailto:edmurray@verizon.net)

Sent: Monday, October 5, 2009 12:20:07 AM GMT -05:00 US/Canada Eastern

Subject: Re: Traffic Light

Jane,

There is not a full traffic light planned for Parker and Daniel. Newton has not installed a single additional full traffic light in at least a decade as they are very costly (\$150,000 plus maintenance).

What you may have mistaken it for is a pedestrian activated traffic signal, which instead of just flashing yellow (cars need not legally stop, but just proceed with caution) will have the capability of having the pedestrians actually stop the traffic, as it has a red light cycle.

Of the 6 pedestrian activated lights we have requested in various locations, the Parker/Daniel location is the only one with that capability, because we can get federal funding for it and it is the more expensive version of this type of light.

I hope this helps.

Vicki

On Sun, Oct 4, 2009 at 2:35 PM, Jane Quinn <[janequinn419@gmail.com](mailto:janequinn419@gmail.com)> wrote:

Subject: Re: Traffic Light

Dear Newton Traffic Council,

A full traffic light at Parker/Daniel Street? Yet another project steamrolled into place by the self-appointed traffic experts on Daniel Street, to add to the asphalt wreckage of the last ingenious "calming" (traffic diversion) death trap..... Yet another attempt to "calm" (divert) traffic right around their own homes at the expense of everyone else. Do any of you see a pattern here? We do!

Most residents are not even aware of this yet. A group of us just got wind of it, and I'm shocked it a decision was made so quickly..... Once again, a decision made by people who don't live in the immediate area, with absolutely no discussion or warning for the community. And once again, decision makers should have made an effort to notify affected people on Parker, Athelstane, southbound Daniel, Walter, Jackson, etc., as now traffic will snarl up particularly in the morning, (as idling cars sit in front of many homes, emitting more pollution) and new dangers at the crosswalk are created. Even a letter would have been a decent measure. I still don't know if the light will only work during school hours and I do understand the concern about this crossing site, but could someone FOR ONCE make an assessment about the problems a sudden, uninformed decision might cause, before secretly and quietly pulling the trigger?? A crossing guard would still be crucial - although we can expect that job won't last due to a strangled city budget - and I'm stunned that a discussion questioning the need for a guard ever took place. As cars gun it for the yellow light, and children will step off the curb in anticipation of a walk light someone could get killed. We need our guard to onto Parker from driveways and side streets as it is.

Why not repaint the crosswalk so it can actually be SEEN by drivers, and how about another pedestrian crossing sign on the other side of it? Couldn't we try this first?

Will somebody please get back to me?

Thanks in advance for addressing my issues with this latest traffic development.

Best,  
Jane Quinn



--

Victoria Danberg  
Alderman at-Large, Ward 6  
Tel. 617.969.1756  
Fax. 617.969.5648  
Email: [Vdanberg@gmail.com](mailto:Vdanberg@gmail.com)

**Regards,**

Ira

**From:** Victoria Danberg [mailto:[vdanberg@gmail.com](mailto:vdanberg@gmail.com) ]

**Sent:** Monday, April 19, 2010 5:46 PM

**To:** kronitz, ira

**Cc:** [vdanberg@newtonma.gov](mailto:vdanberg@newtonma.gov) ; [trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov) ; [cshapiro@newtonma.gov](mailto:cshapiro@newtonma.gov) ; [rblblazar@yahoo.com](mailto:rblblazar@yahoo.com) ; [sean.roche@gmail.com](mailto:sean.roche@gmail.com) ; [peller@gmail.com](mailto:peller@gmail.com) ; [blenson@gmail.com](mailto:blenson@gmail.com) ; [edmurray@verizon.net](mailto:edmurray@verizon.net) ; [ejengelman@gmail.com](mailto:ejengelman@gmail.com) ; [janequinn419@gmail.com](mailto:janequinn419@gmail.com) ; [commave@aol.com](mailto:commave@aol.com) ; [ritabeckman1@gmail.com](mailto:ritabeckman1@gmail.com) ; [ikronitz@comcast.net](mailto:ikronitz@comcast.net)

**Subject:** Re: FW: traffic monitors - Daniel and Parker

Hi Ira,

Since we are writing back and forth on a State vacation day, please be aware that I have only made a suggestion that we hold an info meeting with a City traffic person there to answer questions, and do not yet have a confirmation, so let's not plan out the guest list quite yet! I will keep you in the loop on what I hear.

No, I am NOT saying that the light on Waverly is a red-yellow-green! The City would not and could not pay for one! We have the opportunity to get a HAWK light (green-yellow-red) at Parker-Daniel, that other neighborhoods would have jumped at, had it been offered. I find it hard to understand your suspicion that the availability for State money for this light includes some kind of conspiracy? But if a neighborhood meeting will help, I am willing to request one. You should know, however, that the only complaint I have received on this, or its "process" is from you.

"Assessments" on where lights need to go in Newton are usually done by the traffic professionals in the City, who are entirely capable of making these calls. We may have one in writing in the case of Daniel/Parker, as TEC was hired on the State's tab to look into it. I do promise you that no conspiracies are being committed and no one has any need or motivation to hide anything from me, you, or anyone else.

I will keep you posted on any response I receive.

Vicki

On Mon, Apr 19, 2010 at 4:07 PM, <[ikronitz@emc.com](mailto:ikronitz@emc.com)> wrote:

Hi Vicki,

I think a meeting is a great idea. I'm sure everyone appreciates the help, I know I do. Thanks!!  
Since this affects folks on both sides of Parker, please be sure to send out as wide a notice as possible.  
I'm sure the folks copied will help in that.

The light on Waverley was slated to be a flashing yellow pedestrian signal. Are you saying that it's a red-yellow-green light? If it's not, I think we're talking apples and oranges, unless the Parker/Daniel light has become a flashing yellow light.

Sorry if I gave you the wrong impression, but I fully understand that you're not presently on the traffic council. My point was that you approved the design study in September based on a completed assessment. You recently stated that you (and/or David Koses) could not confirm the location of the light because it's still early in the process and the assessment is not complete. That is the contradiction to which I was referring. In the minutes (recopied below) it even indicates that a map was provided showing the location.

Not to belabor the point, but the contradictions are fairly obvious, so I'm assuming there must be a simple explanation.

The assessment is either complete or it's not.

The location of the light is either known or it's not.

That drawing either showed the light at the corner or it didn't.

If the light is not at the same corner as it is today there must be some interesting supporting data to indicate why you'd want Bowen kids to cross an additional intersection before they get to school.  
Especially off hours when they may be going to the park without an adult.

From below:

**The assessment has been completed and TEC made a recommendation for a pedestrian activated signal at Daniel and Parker Streets. Mr. Koses provided a map to Council members which showed the proposed location of where the signal is to be installed.**

Minutes of the traffic council meeting.

#### **DISCUSSION ITEM**

DAVID KOSES, requesting conceptual discussion of pedestrian signals to be installed as part of the "Safe Routes to School Program" to be paid for entirely through federal safe routes to school infrastructure funding.

**NOTE:** Mr. Koses stated this discussion is from a meeting that Mr. Schuckel and Mr. Koses attended with Kevin Dandrade, consultant from TEC. TEC was hired by the state to complete engineering work associated with safe routes to school infrastructure assessments. TEC makes recommendations for improvements, which are 100% funded by the state to encourage children to walk to school.

In Newton, the only school that has been selected for this infrastructure assessment is the Bowen School. The assessment has been completed and TEC made a recommendation for a pedestrian activated signal at Daniel and Parker Streets. Mr. Koses provided a map to Council members which showed the proposed location of where the signal is to be installed.

Mr. Dandrade requested that the City of Newton show a sign of support for the signal in order for them to move forward with the associated design work. Ald. Danberg and Sgt.

Norcross asked for clarification if this funding is for a pedestrian activated signal or a warning signal. Mr. Schuckel stated the TRAFFIC COUNCIL REPORT Monday, September 14, 2009 Page 4

difference in cost for the two signal options is that the control box is more complicated and more wiring is involved. In a warning signal style, the light flashes on and off for a certain amount of time. The full signal has a red, yellow, and green. Due to vehicular speed and volume on Parker Street, Mr. Schuckel supports the full crossing signal.

Sgt. Norcross stated that the Police Department make an assessment to determine if the crossing guard would need to remain at this location once this light is installed. Sgt.

Norcross thinks that the crossing guard should remain since it is a busy street. Ald.

Danberg moved to vote in support of TEC's recommendation for the design of a pedestrian activated full traffic signal at Daniel and Parker Streets and the Committee voted in favor 4-0.

Respectfully Submitted,

David Koses, Traffic Council Chair

**Danielle Delaney**

---

From: Sonja Loar  
To: "Traffic Council Dist List" <trafficcouncil@newtonma.gov>  
Subject: Re: Parker Street pedestrian hybrid signal TC 42-10 traffic councilmtg. Feb. 17, 2011  
Date sent: Wed, 16 Feb 2011 10:03:06 -0500

Dear Traffic Council:

I think the pedestrian activated light at Parker and Daniel COULD be a good idea, but I'm with Ira and others that it doesn't seem to be fully thought-out. Unfortunately, I can not make it to the meeting this coming Thursday night; I have a previous commitment.

The light would theoretically increase the safe passage of all pedestrians across Parker, including the secondary school kids who cross to use Bus 52. Obviously, kids on both sides of Parker Street would have to cross Parker Street EITHER in the morning OR after school to use Bus 52.

I noticed this morning that there was a crossing guard at the corner of Beacon and Beethoven... servicing the elementary school at 8 a.m.

THERE IS ALSO A FULL SIGNAL AT THIS INTERSECTION. (So, it seems we do duplicate crossing guards and lights). I presume the only time that signal turns red is when a pedestrian pushes the button to cross.

The crossing guard crossed the kids and *immediately* went back and again punched the light to activate the crossing. She was "timed out" as the Beacon Street traffic was allowed to pass after a certain interval. It may be (as Ira says) that the light stops for "too long" (longer than it actually takes for "one batch" of kids to get across). Then, in reciprocity, it gives a long Green for Beacon traffic to clear. (Making the whole process less efficient)

At a minimum we should be able to adjust the cycle times. IF a crossing guard is at the light in the morning, for the service of the elementary school crowd, the cycle time should either be able to be controlled by the crossing guard OR it should cycle more quickly. In the afternoon (when the middle schoolers are getting off at the Bus 52 stop), it could be a slower cycle time for two reasons:

- (1) the crossing guard isn't there to "hustle them along", and we know how middle school kids can get distracted!
- (2) it isn't *business* rush hour at that time (although the post-school rush hour is ramping up then).

I, too question the location. It seems more logical to me to place any light at the location of the current crosswalk, which is Daniel and Parker.

AND, why move the bus 52 stop location? Is it because the writer of the report truly didn't understand the direction the kids were going to middle school (i.e. not to Weeks Junior High?)

I urge more input/discussion.

Regards,  
Sonja Loar  
38 Paul Street

---

Although the report has been called an assessment, it appears to be more of a set of recommendations without statements as to how the conclusions were reached.

For example, in the traffic council meeting minutes of Sept. 14, 2009, Sgt. Norcross said the police department should make an assessment and in his judgement, the crossing guard should remain.

Now, if we take a look at the TEC report, it appears that only two of the warrants pass for implementing a hybrid light. If you take out the data for the times when a crossing guard is currently present, it looks to me as if those warrants would fail as well.

Will the crossing guard be removed? Is that the plan? Why wasn't this addressed as part of the report? If it's not the plan, why would we consider the implementation of the light - it doesn't actually meet the warrants?

The data shows there was an earlier group of pedestrians, probably Oak Hill kids going to the bus stop as well. Would I like it to be safer for my 12 yr. old crossing in the morning? Absolutely. But she knows now that she has to wait for a gap, or she has to wait for both sides of traffic to stop for her. She has never missed the bus because of heavy traffic. I'm not sure how a yellow AND red light will make it safer as cars try to gun it through the yellow before they're stopped. A flashing yellow seems more appropriate, drivers will take notice, and pedestrians are more aware of having to wait for the cars to stop. And the drivers get moving quickly, as most 12 yr. olds get across the street faster than a typical red light interval.

To my point regarding assessment vs. recommendation, there is no data in the report as to why the consultant recommends a hybrid light for this particular implementation.

The WPI students did a study regarding the flashing yellow on Langley vs. no light at Daniel and Parker, and concluded the flashing yellow was quite effective. In speaking to them, they felt that a flashing yellow would be even more effective at Daniel St. because of the long line of sight. Were these points ever considered?

Also, in early conversations with Kevin Dandrade, he initially indicated that the light would be located south of Daniel St. Why was the northern location deemed better, and why was it moved away from the corner.? It appears to be a lot more work than leaving it at the corner, and it also moves the bus stop.

Other issues include the fact that Weeks Junior High seems to play a factor in the light providing adequate mobility across Parker. Obviously Weeks is closed, and the consultant is dealing with some old data, and/or poorly researched current conditions. Not to mention the recommendation of the Daniel St. bumpout. Which, by the way was settled in October, 2009. The consultant's report is dated September, 2010. I also was surprised to read no mention of how well or poorly this light might work with the planned traffic signal at Route 9 and Parker St. due to be installed with the Chestnut Hill Project. It seems worthwhile to revisit all these questions to be sure the proposed solution is actually the best available. That includes cost/benefit. The fact that this work may be federally funded, does not mean, as some people seem to think, that it is free, or that it's a "gift". I see no reason to waste federal money here when it might be put to better use.

For example, the curve down Cypress St. north of Bowen has long been described as a trouble spot. Given the traffic as well as students crossing, why not install a sidewalk on the east side of Cypress? That would give students a way to walk on the sidewalk if their parents parked on Cypress, without worrying about driveways, or having to cross the street to get to Bowen. Parents might feel safe just dropping their kids off on that side of the street, relieving some congestion as they drive on. And, if cars remain parked, it should, as all the traffic experts seem to say, help to reduce speed along the street.

Would a blacktop sidewalk, even if it had to be maintained, be the same cost as a hybrid light? One that doesn't seem to fit the warrants very well in any case. I don't understand why a comprehensive study of Bowen School did not consider this type of change.

Additionally, there were some disturbing simplifications stated in the document. As Mr. Koses indicated, based on the document "the signal will turn red only when somebody is trying to cross

Parker Street - just as if a crossing guard were stopping traffic."

My thoughts, which I laid out at the time were the following:

What surprises me is that a traffic consultant would be attempting to put forth such a simplistic view of what happens at a school crossing. Maybe there are extenuating circumstances, but on the surface, it does not seem to be in good faith to do this to simply promote a given solution. Maybe it's because I've been walking my kids to school for the last 8 years, so it's second nature to watch, but I doubt that I'm the only one that sees this. What happens is that if there are maybe 5, 6 or 8 kids strung out along the block, the crossing guard waits for them to gather, looks to see if there is a gap in the traffic, and then stops traffic when necessary and or convenient to allow the group to cross. This is going to cause far fewer traffic buildups than when the first kid would get to the hybrid light and push the button. No one has said anything about the timings of the yellow and red light. Even if we say there is some groupings, the 3rd or 4 kid gets to push the button again, stopping traffic so they can cross. I don't understand how someone can think this is as efficient or as traffic friendly as a crossing guard. Therefore, I'd still disagree, it's NOT 'just as if a crossing guard were stopping traffic.' Let alone the difference in whether the kids or the cars will be trying to beat out their respective stop and go signs.

Some additional points that might be cleared up quickly is whether or not there is a sound component to the proposed light, and whether or not Newton is responsible for continued maintenance of the light and its associated infrastructure (wiring, poles, etc.). It might be nice to compare the cost of this to the cost of maintaining a flashing yellow light.

Finally I'd like to emphasize one of my first comments regarding the fact that more people need to be made aware of possible changes. Since the Daniel/Jackson St. controversy it became apparent that the worst thing that can happen is for people to be surprised by major changes in the neighborhood. It just wastes too much time. And when you compare the change to a minor-collector such as Daniel St. to something like a hybrid light installed on a major thoroughfare like Parker St., it seems obvious that significantly more effort must be made to get the word out to those affected. The fact that this was not done, should surely tip the scales to having this item held over for further review. The number of outstanding questions obviously tips the scale further.

In conclusion, I'd like to thank you for taking the time to read this rather lengthy and rambling set of comments. As always, I appreciate your service to the city, and your continued commitment to making Newton a better place.

Sincerely,

Ira Kronitz  
43 Walter St.

**Danielle Delaney**

---

From: **Sean Roche**  
To: **"Traffic Council Dist List" <trafficcouncil@newtonma.gov>**  
Subject: **Notice for tomorrow night's items**  
Date sent: **Wed, 16 Feb 2011 13:44:12 -0500**

Just as a point of information, in addition to the mailed notice that went to abutters, notice of tomorrow night's meeting went to all current e-mail addresses on the Bowen PTO mailing list (with a message from the Bowen principal, Diana Guzzi) and on the Bowen-Thompsonville Neighborhood Association (three separate e-mails with messages from me). The Bowen and BTNA messages included links to the agenda and attached report. I'm not taking a position that the combined notice is or isn't sufficient, just wanted to provide some data.

Sean Roche  
42 Daniel Street  
Newton, MA 02459

**Danielle Delaney**

---

From: **Sean Roche**  
To: **"Traffic Council Dist List" <trafficcouncil@newtonma.gov>**  
Subject: **Re: light at vicinity of Athelstane and Daniel St.**  
Date sent: **Tue, 15 Feb 2011 15:52:24 -0500**

I hit send with a half-formed thought ...

In this and other threads, the Daniel/Jackson Street intersection has come up as an issue related to the two pending Traffic Council items: a Parker Street pedestrian light and a crosswalk on Cypress.

From my own perspective as one of the original advocates, the Daniel/Jackson Street intersection redesign affair is closed. As most of you know, I'm disappointed by the outcome (though happily surprised that the cocktail-napkin design has had some impact). But, the change has been made and there's no good reason to propose a new change.

I think that the intersection is discussed as part of the Safe Routes Infrastructure Assessment as an accident of timing. At the time the data was collected and analysis was done, Daniel/Jackson was still an active issue and the bumpout was the current design proposal. Obviously, the bumpout was dropped in favor of the cocktail-napkin design.

In any case, I'm no longer advocating for a change to the intersection and I'm not aware of anyone who is. I cannot imagine that there is anyone on the board or on city staff who would be proposing an additional change.

Sean Roche



**Danielle Delaney**

---

From: **Sean Roche**  
To: **"Traffic Council Dist List" <trafficcouncil@newtonma.gov>**  
Subject: **Re: yellow/red traffic light on Parker around Daniel St. and CypressSt. changes**  
Date sent: **Tue, 15 Feb 2011 21:34:32 -0500**

Wanted to address this piece of the thread:

In regards to the function of the HAWK signal, this seems to go against the general theories that Sean, Adam and Clint Schuckel brought out during the bumpout debate regarding unnecessary stop signs causing both increased speed further down the road (Parker is already a speedway), diminished effect of all other stop signs around Newton and unnecessary pollution concerns.

I'm not an expert on the HAWK/hybrid signal (beyond what's on the web), so I look forward to Thursday night's meeting. But, there is a big difference between a pedestrian-actuated signal and a stop sign for creating pedestrian-crossing opportunities.

The specific context for my many comments on stop signs was the proposal to put a stop sign westbound at the Daniel/Jackson intersection. A stop sign erected there to create a safe pedestrian crossing would be overkill and would have had unintended negative consequences. Roughly 1,000 cars a day go through the intersection. Optimistically, there are dozens of pedestrian crossings. Even if there are 100, that means that 9 in 10 cars would be stopped for no reason. Those drivers would see the stop sign as meaningless (why do I need to stop?), which would undermine the impact of stop signs generally in the city. The general principle could be applied to other stop signs erected for traffic calming purposes. Our hope with the bumpout was to put less of a burden on drivers than a stop sign, while providing better pedestrian conditions. We know how that turned out -- not my hoped-for solution, but better than before and, appropriately, no stop signs. (As I wrote in an earlier note, I feel pretty confident that the Daniel/Jackson street intersection won't be revisited in my lifetime.)

The beauty of a pedestrian-actuated signal is that its impact is narrowly tailored. The light goes on when it's called by a pedestrian. Excepting the occasional false positives, drivers are only stopped when there is pedestrian demand. There is a direct relationship between the pedestrian need and the burden on the driver.

Hope this clears up the relevance of my comments on stop signs to the current discussion.

Sean

**Danielle Delaney**

---

From: "Charlie Shapiro" <charlie@votes Shapiro.org>  
To: "Traffic Council Dist List" <trafficcouncil@newtonma.gov>  
Subject: RE: Comments on Parker Street pedestrian beacon TC 42-10 for Thursday hearing  
Date sent: Tue, 15 Feb 2011 11:03:05 -0500

Peter-

Thank you for your comprehensive email.

I share many of the same concerns which you have outlined. I plan to be at the TC meeting Thursday and will encourage a motion of hold. I would like the neighborhood to have as much opportunity for input as possible and from what I'm seeing and hearing, one meeting may not be sufficient.

I'm sorry you cannot make the meeting, and hope with a hold motion at TC, there will be another opportunity for you and others who may not yet be aware of the proposal to have their specific questions answered and voices heard. Putting any type of light on Parker St deserves more than just a quick decision.

That being said, I don't think it's in anyone's best interest to drag this on for an indefinite period of time. A couple of well-noticed and publicized public meetings followed by a decision sounds about right to me.

From:"Charlie Shapiro" <[charlie@voteshapiro.org](mailto:charlie@voteshapiro.org)>  
To: "Traffic Council Dist List" <[trafficcouncil@newtonma.gov](mailto:trafficcouncil@newtonma.gov)>  
**Subject: RE: Quick followup questions on Parker Street Hawk light ..**  
Date sent: Fri, 18 Feb 2011 08:23:09 -0500

Peter-

Alderman Blazar and I attended the meeting last night and here's my understanding of the answers to your questions:

1. The crossing guard will not be able to manually operate the device timing. She will push the button like anyone else. It was mentioned that its 10 seconds to cross plus another 10 seconds flashing 'don't walk' warning.
2. I didn't hear how long the yellow flashes for before turning double red.
3. How long red? See #1 above. Although logically there might be an extra second or two after that.
4. 2 minutes between cycles.
5. It was said that we can synch the HAWK to the future light at rt/parker if we want to, but probably don't want to. So that would imply that we have the ability to locally control the timing. It was not explicitly stated, however.

It was over 2 hours. And I may have missed a few things...so I'm happy to be corrected if I'm off on any of the above.

When the minutes come out, they will be posted here:  
<http://www.ci.newton.ma.us/Aldermen/Agendas/TrafficAgenda.htm>

Best wishes,

**Charlie Shapiro**  
**Alderman at Large | Ward 6**

**Danielle Delaney**

---

From: "Paula Rendino Zaentz"  
To: "Traffic Council Dist List" <trafficcouncil@newtonma.gov>  
Subject: proposed Parker St light and raised sidewalks Bowen  
Date sent: Tue, 15 Feb 2011 12:22:47 -0500

Dear members of the Newton Traffic Council and Alderman Danberg,

I am a resident on Oxford Rd in Newton and am concerned about the proposed "Hawk Light" for Parker St. near Daniel. I am also concerned about the proposed raised sidewalks near the Bowen Elementary School.

With the back ups on Parker St already, Oxford Rd may be adversely effected by the proposed light.

It would be informative for the Alderman if it could be made top priority to actually speak to Susan the crossing guard at Parker St. for her input. She has been there for years and knows the dangers of this spot; Any studies completed during the summer or school vacations do not give the information needed to make an educated decision regarding the proposed light.

What about trying 'low tech' solutions first? Signs 4 houses away warning of the crossing and a free-standing sign in the crosswalk during school opening and closing hours when the crossing guard is present. That way, folks 4 houses away know to slow down. The crossing guard protects our children and also lessens the bottle-neck situations that arise due to back ups on Daniel and Parker St. Route 9 is also a factor in bottle neck situations. Time spent crossing matters, and a crossing guard is more efficient in directing traffic and "pooling kids", ie. waiting 30 seconds for Jonnie to make it the crossing to join 4 other kids, than a light will ever be.

Wondering if the city completed any studies for the planned light or the 2 raised sidewalks by Bowen during **snow season**? This is imperative.

I am going to be out of town this Thursday, so won't be able to attend to the meeting.

Sincerely,

Paula Rendino and Josh Zaentz