

CITY OF NEWTON
BOARD OF ALDERMEN
TRAFFIC COUNCIL REPORT

MONDAY, SEPTEMBER 14, 2009

Present: David Koses (Chair), Sgt. James Norcross (Newton Police Department), Clint Schuckel (Traffic Engineer), Jim Danila (Transportation Engineer) and Ald. Danberg
Absent: Jerome Grafe

TC64-08 DAVID KOSES requesting that TPR-149 be amended to change the school zones defined for Brimmer May school from “(1) Devon Road (2) Middlesex Road” to “Middlesex Road from Dunster Road to the Brookline Town line.” (Ward 7)

ACTION: **APPROVE (4-0). This decision is subject to appeal through the end of the business day, Monday October 5, 2009.**

NOTE: Mr. Koses stated that Devon Road should not be listed as a school zone in the Traffic and Parking Regulations because it does not meet state warrants for where a school zone could be established. The Middlesex Road school zone should coincide with the blinking school zones signs, which are located at the intersection of Middlesex Road & Dunster Street and at the Brookline Town line.

Mr. Koses stated Devon Road should be deleted from the Traffic Parking regulations, and the Traffic and Parking Regulations should be changed for Middlesex Road to define the school zone as between Dunster Road and the Brookline Town line. Ald. Danberg moved the motion and the Committee voted in favor 4-0.

TC66-08 DAVID KOSES requesting revision to TPR-149 to delete the Chestnut Hill School zone. (Ward 7)

ACTION: **APPROVE (4-0). This decision is subject to appeal through the end of the business day, Monday October 5, 2009.**

NOTE: Mr. Koses stated that the Chestnut Hill School is defined in the TPR as Hammond Street between Reservoir Avenue and Middlesex Road. There are no current school zone signs on Hammond Street, and Mr. Koses senses that Hammond Street residents do not desire any additional signs. The speed limits along this portion of Hammond Street are already between 20-25 miles per hour.

Ald. Danberg asked if there are sidewalks in this area. Mr. Koses answered there is a sidewalk on the school side of the road.

Mr. Koses stated that Chestnut Hill School zone should be deleted from the TPR. David Koses moved approval and the Committee voted in favor 4-0.

TC22-09 MARY PANAGGIO, 108a JFK Circle, (Kennedy Circle) requesting no parking on the odd side of JFK Circle. (Ward 1)

ACTION: NAN (4-0)

NOTE: Mr. Koses stated he has spoken with Ms. Panaggio and informed her no action would be taken on this item, as it is a duplicate to TC24-09. David Koses moved No Action Necessary and the Committee voted in favor 4-0.

TC30-09 DAVID KOSES requesting to add pedestrian-activated warning signals in TPR 19-146 at the following locations for which funding was approved on 10/6/08, board order #319-08.

- (1) Crafts Street and Linwood Avenue
- (2) Washington Street and Harvard Street
- (3) Waverley Avenue and Franklin Street
- (4) Waverley Avenue and Arlington Street
- (5) Centre Street near Pelham Street

ACTION: HOLD (4-0). Hold until pedestrian signals have been installed, and then add them into the TPR.

NOTE: Mr. Koses indicated he was informed by the Clerk's office that this language needs to be approved to move forward with a decision made last year specifying the exact locations that have been agreed upon for the \$100,000 appropriation to install the pedestrian-activated warning signals.

Ald. Danberg stated that the locations have been approved and that the longer the City waits to act on installing the signals, the more it will cost. She indicated that there are many children who cross Centre Street near Pelham Street and Waverley Avenue at Franklin Street, and she is concerned about their safety. Clint Schuckel stated that Traffic Council's approval of this item does not effect the implementation since the funding has already been received. In fact, the installation of the signal at Crafts Street and Linwood Avenue began today.

Ald. Danberg asked Mr. Schuckel what is the approximate time frame for the installation of signals at the other locations. Mr. Schuckel indicated that Waverley Ave and Franklin St and Waverley Ave and Arlington St will begin in the fall. He also anticipates a sixth location at Langley Road at Langley Path.

Mr. Schuckel stated that he believes it to be fine to add these locations into the TPR, however there is nothing regulatory about these locations. Adding them to the TPR would simply create an inventory list. He stated you can receive a violation ticket for not yielding to a pedestrian but you cannot receive a ticket for violating a warning light signal. Sgt. Norcross asked whether these lights would

flash yellow. Mr. Schuckel indicated the signals would not operate unless a pedestrian pushed the button. Once pressed, the lights would flash yellow.

Mr. Schuckel indicated that there might not be enough funding available to install for all five locations. He stated that warning signals are more affordable than a traffic light and is hopeful that the following four locations will be funded: Crafts Street and Linwood Avenue; Waverley Avenue and Franklin Street; Waverley Avenue and Arlington Street and Langley Road at Langley Path. The Washington Street and Harvard Street and Centre Street near Pelham Street locations will take longer because these areas will require an overhead signal and are more complicated projects.

Ald. Danberg agreed with Mr. Schuckel to begin with the less expensive and the least complicated projects.

Sgt. Norcross asked how often pedestrians would be able to activate the warning signal at Centre Street near Pelham Street, how it will affect the intersection at Beacon and Centre Streets, and whether Mr. Schuckel foresees any problems. Mr. Schuckel stated that the signal could be set up so that, once activated, it would require a certain number of seconds before it could be reactivated. Ald. Danberg moved to hold this item until pedestrian signals have been installed and the Committee voted in favor 4-0.

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

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