



# Public Facilities Committee Agenda

## City of Newton In City Council

Wednesday, June 8, 2022

**Note Late start time 7:15 pm**

The Public Facilities Committee will hold this meeting as a virtual meeting on Wednesday, June 8, at 7:15 pm. To view this meeting using Zoom use this link: <https://us02web.zoom.us/j/87944133052> or call 1-646-558-8656 and use the following Meeting ID: 879 4413 3052

### Items Scheduled for Discussion:

*Chair's Note: The Committee will join the Public Safety & Transportation Committee to discuss the following 3 items. The link to this portion of the meeting can be found below:*

<https://us02web.zoom.us/j/83874162238>

### Referred to Public Facilities and Public Safety & Transportation Committees

#69-22

**Requesting a discussion regarding snow clearing, operations and enforcement**  
COUNCILORS DOWNS, BOWMAN, MARKIEWICZ, GROSSMAN, MALAKIE, WRIGHT, KELLEY AND NOEL requesting a discussion with the Department of Public Works and the Police Department regarding residential and commercial sidewalk snow clearing, operations and enforcement.

### Referred to Zoning & Planning, Public Facilities and Public Safety & Transportation Committees

#72-22

**Discussion with Police, DPW and Inspectional Services on sidewalk obstructions**  
COUNCILORS DOWNS, BOWMAN, MALAKIE, HUMPHREY, WRIGHT, RYAN, GREENBERG, DANBERG, GROSSMAN, AND LUCAS requesting a discussion with Police, Public Works and Inspectional Services regarding sidewalk obstruction, enforcement, regulation, and operating procedures during construction used to ensure safety for nonmotorized road users.

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The location of this meeting is accessible and reasonable accommodations will be provided to persons with disabilities who require assistance. If you need a reasonable accommodation, please contact the city of Newton's ADA Coordinator, Jini Fairley, at least two business days in advance of the meeting: [jfairley@newtonma.gov](mailto:jfairley@newtonma.gov) or (617) 796-1253. The city's TTY/TDD direct line is: 617-796-1089. For the Telecommunications Relay Service (TRS), please dial 711.

**Referred to Public Facilities and Public Safety & Transportation Committees**

**#70-22**      **Requesting a discussion regarding Traffic calming progress, plans, and adequacy of resources**

COUNCILORS MALAKIE, NORTON, BOWMAN, DOWNS, GROSSMAN, AND WRIGHT

requesting a discussion with the Department of Public Works and the Planning Department regarding Traffic Calming prioritization, selection of methods, effectiveness of completed projects, pending requests, adequacy of current funding and personnel, and timetable for addressing pending and new requests at current resource levels.

**Referred to Public Facilities and Finance Committees**

**#346-22**      **Transfer \$175,000 to the Snow & Ice Rental/Contractors Account**

HER HONOR THE MAYOR requesting authorization to transfer and expend a sum of one hundred seventy-five thousand dollars (\$175,000) from the below accounts to Acct# 0140123-527300 Snow & Ice Vehicle Rental/Contractors:

Snow & Ice Overtime  
(0140123-513010)..... \$45,000

June 30, 2021 Free Cash  
(0001-3240)..... \$130,000

**Referred to Public Facilities and Finance Committees**

**#347-22**      **Transfer \$1 million to Transportation Network/Roads Program**

HER HONOR THE MAYOR requesting authorization to transfer the sum of one million dollars (\$1,000,000) from Acct # 0140120-511002 DPW Street Division Full Time Wages to Acct. # 01C40112-553100 to support the continuation of the improvement of the City's Transportation Network/Roads Program.

**Respectfully submitted,**

**Alison M. Leary, Chair**

## Snow Sidewalk Questions

### Public Facilities and Public Safety and Transportation Meeting

June 8, 2022

#### Snow Questions

- 1) The Streets Division will be holding a snow plowing training for all employees and contractors this fall. We always include training on not plowing in intersections and curb ramps. We will also highlight the issue with our snow chasers. We maintain a hot spot list which is address based and contains all snow recurring issues and areas of concern.
- 2) We maintain sidewalk clearing routes within DPW. The priority routes are updated each year. Enforcements are complaint based
- 3) People receive a warning first and are revisited in the next 24-hours to ensure that the sidewalk has been cleared. If has not, a ticket is issued.
- 4) Procuring snow contracts is becoming more and more difficult nationwide. We put out a sidewalk only clearing contract multiple times and received no response.
- 5) More protected bike lanes will require more specialty snow removal equipment.
- 6) These devices are not designed to withstand winter conditions.
- 7) The Senior Center does not maintain a formal list.
- 8) There is no way to prove that it wasn't cleared before the second storm occurred. This is not a regular occurrence – happens once or twice a year
- 9) We are working with Treasury to develop an automated snow ticket collection process through our financial software. The snow ticketing data is provided as part of the backup for this meeting. If a ticket is appealed through court system, it is up to the judge to uphold or dismiss the ticket.
- 10) If new crosswalks are missed, they will be added to the route. As mentioned, we have a hotspot list for recurring issues.
- 11) In the perfect world, yes. Unfortunately, coordination is challenging due to staffing, vehicle equipment breakdowns, changes in priority (accident, emergency), length of storm and conditions.

#### Sidewalk Questions

- 1) All contractors need to provide alternative pedestrian access when they close a sidewalk. We are meeting with all contractors that pull a permit through the engineering division to discuss pedestrian access during their construction project. A pedestrian access checklist that is provided to contractors is attached as part of the backup.
- 2) Without a sidewalk occupancy permit and closing the sidewalk, the police can ticket for this violation.
- 3) NPD
- 4) We agree and are using the pedestrian checklist during construction projects.

### Winter Sidewalk Enforcement Data

	2021 - 2022 Snow Season	2020 - 2021 Snow Season
	October - April	October - April
Total 311 Residential Snow Sidewalk Complaints	856	1243
Total Warnings Issued	299	378
Total Tickets Issued	111	223
Total Payments Received	61	145

Other Data of Interest (not asked for)

Cancelled Requests	55	40
Duplicate Requests	79	86
Exempt	8	6
Issue Resolved (not Ticketed)	155	166
No Problem Found	158	411
Overlapping Storms	232	119
Reported Too Early	55	88
State Property	4	0

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## Pedestrian Considerations in the Field

### Construction/Maintenance/Utility

- Public notices for construction projects include information about pedestrian closures and detours with specific outreach to organizations representing people with disabilities.
- Construction phasing considers continuous access through or around the impacted area. For example, removing curb ramps at all four corners of an intersection simultaneously will reduce access.
- TPARs are readily accessible and usable by individuals with disabilities, to the maximum extent feasible, and infeasible items are documented.
- The path is maintained and clear of debris and other items that may obstruct pedestrian access. Temporary routes and ramps are stable with non-slip surfaces.
- At intersections, pedestrian access is controlled, and traffic control devices provide advance notification of sidewalk closures and guidance to safe crossing locations including audible messages.
- The pedestrian signal head is clear of visual obstructions such as fencing and/or equipment.
- Additional signing/markings are installed, and transit stops are added or relocated, as necessary.
- Physical barriers separate pedestrians from vehicular traffic, and protective features are installed as needed.  
Pedestrians are protected from the work space with barricades detectable by cane, and barricades are continuous, stable, and non-flexible.

**Field Device Criteria:** Consider barricades with a solid toe rail covering an area 1.5 to 6 inches above the ground. The top of the barricade should be 36" to 42" in height with diagonal strips having at least 70% contrast. Also see MUTCD references listed above for additional detail.

- Signs are adequately placed so that pedestrians are not confronted with mid-block obstacles on or above the TPAR. Signs and other devices mounted lower than 7 feet above the TPAR do not project more than 4 inches into the accessible path. Information on signs is communicated to pedestrians with visual or other disabilities.
- Temporary traffic signals are modified or installed, including pedestrian signals and push buttons, as necessary. Ensure pedestrian clearance times adequately account for walking speeds and travel distances. Ensure that push buttons are accessible to pedestrians with disabilities.
- Inspections include pedestrian accommodations during construction, and an appropriate timeline for inspection is being followed.
- Traffic control devices and the pedestrian area are in well-maintained and safe condition and are accessible, clean, sturdy, firm, smooth, continuous, detectable, and do not pose tripping hazards.





ADA approved pedestrian barrier



Temp. Asphalt ramp & temp cross walk painted



Pedestrian bypass with jersey barriers in roadway next to work zone



Temporary accessible sidewalk during construction



Sign for pedestrians to cross to opposite side of the street due to sidewalk closure



Temporary pedestrian traffic controls at limit of work where sidewalk is closed

City of Newton  
Ruthanne Fuller

## DEPARTMENT OF PUBLIC WORKS

Transportation Division  
110 Crafts Street  
Newton, MA 02460

From: Isaac Prizant, City Traffic Engineer  
Jason S. Sobel, P.E., PTOE, Director of Transportation Operations

Subject: Traffic Calming Evaluation and Prioritization

Date: March 7, 2022

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The City of Newton DPW has completed its 2021 review of traffic calming requests. The City receives traffic calming requests from constituents and/or Councilors via email or WebQA/311. Requests ask the City to address speed and safety concerns, typically on neighborhood streets. DPW typically evaluates and prioritizes traffic calming requests on an annual basis, however, we note that no traffic data were collected nor were traffic calming evaluations completed in 2020, due to the COVID-19 pandemic and its impact on traffic patterns. Through-out the pandemic, DPW continued to work on previously identified traffic calming measures, and all new traffic calming requests received in 2020 were evaluated along with the 2021 traffic calming requests and are included in the prioritization results presented within this memorandum.

### **Methodology**

The following process is completed for reviewing requests:

1. Receive Request – Traffic Engineer receives request via email, phone or WebQA/311 and reviews specific concerns.
2. Data Collection – Traffic Engineer sets-up radar recorder on-site for 48 hours to collect speed and vehicle volume data. Additionally, police crash reports are reviewed for the previous 2 years to get a count of reported crashes along the study corridor.
3. Data Analysis – Traffic Engineer inputs recorder's data into an evaluation scorecard. The evaluation factors the location's proximity to high pedestrian generators such as schools, village centers, transit stops, and parks. Additionally, the number of crashes over the previous 2-year period are incorporated into MassDOT's roadway segment crash worksheet for comparison to the average District 6 crash rate per roadway classification.
4. Prioritization – Traffic Engineer ranks all requests based on points earned, along with determining need for immediate action if data reveals an immediate concern. Streets with a history of crashes, prevailing 85<sup>th</sup> percentile vehicular travel speeds above the speed limit, high pedestrian areas, and a crash rate exceeding the average District 6 crash rate for their respective classifications earn higher scores.
5. Improvements – The Department of Public Works will be focusing on implementing improvements on those streets which ranked highest. All traffic calming actions are discussed and reviewed with the City's Complete Streets Committee.

### **Potential Traffic Calming Techniques**

The following methods are possible traffic calming measures subject to location, feasibility, and best engineering practice:

1. Increased enforcement
2. Static and/or Dynamic Signage (i.e. speed feedback displays)
3. Pedestrian Actuated Devices (i.e. Rectangular Rapid Flash Beacons)
4. New or Improved Pavement Markings
5. Improvements to roadway geometry either through permanent changes to curbs, or using more tactile techniques such as paint, textured surfaces, flexible posts, etc.



## Prioritization Results

Based on the latest analysis, the current high priority locations for traffic calming are listed below. This priority location list includes roads evaluated in 2021 and compares them with roads included in previous years' traffic calming analyses.

### Highest New Priority Locations for Traffic Calming

- Chestnut Street, between Commonwealth Avenue and Beacon Street
- Webster Street, between Cherry Street and Rowe Street
- Brookline Street, between Dudley Road and Oak Hill Street
- Lexington Street, between River Street and Auburndale Avenue
- Waverly Avenue, between Kenrick Street and Church Street
- Cherry Street, between Derby Street and River Street
- Otis Street, between Lowell Avenue and Chestnut Street
- Waltham Street, between the City Line and Crafts Street
- Vine Street, between Brookline Street and LaGrange Street
- Langley Road, between Glen Avenue and Boylston Street

The complete list of roadway evaluations and priority rankings are attached to this memorandum.

In addition to the above list, Traffic Calming measures are currently under design or in process at the following locations, which were previously identified as priority locations:

### Ongoing Locations Undergoing Traffic Calming

- Lowell Avenue, between Washington Street and Otis Street
- Lowell Avenue, between Otis Street and Commonwealth Avenue
- Waltham Street, at Derby Street and Fairway Drive
- Elliot Street, between Linden Street and Circuit Avenue
- California Street, between Bridge Street and Dalby Street
- California Street, at Los Angeles Street (private developer funded)
- Grant Avenue, between Commonwealth Avenue and Beacon Street
- Langley Road, between Beacon Street and Glen Avenue (private developer funded)
- Florence Street, between Boylston Street and Louise Road (private developer funded)

In the past two years, traffic calming measures have been implemented at the following locations:

### Completed Traffic Calming Locations (CY2020 and CY2021)

- Pearl Street, between Watertown Street and Centre Street  
(Installed LED-blinker 'STOP' signs and replaced school zone flashers with the addition of speed feedback displays)
- Beethoven Avenue, at Puritan Road (Constructed raised intersection, implemented 20mph Safety Zone speed limit)
- Allen Avenue, at Pine Ridge Road and Plainfield Street (Constructed sidewalk bumpouts, implemented 20mph Safety Zone speed limit)
- Walnut Street, in Newtonville (Constructed sidewalk bumpouts at several locations)
- Walnut Street, between Homer Street and Forest Avenue  
(Minor intersection improvements, created new crosswalks, and installation of RRFB at Whole Foods/Carthay Circle)
- Chestnut Street, at Amherst Road/Tamworth Road and Larchmont Avenue  
(Minor intersection improvements and installation of new pedestrian crossings)
- Centre Street, at Pleasant Street (Installed RRFB)
- Lincoln Street, at Chester Street (Installed RRFB)

- River Street, at Elm Street (Installed RRFB)
- Cypress Street, at the Cypress Street parking lot (Installed RRFB)
- Beacon Street, at Herrick Street (Installed RRFB)
- Centre Street, at Pelham Street/Langley Road (Installed RRFB)
- Beacon Street, at Lake Avenue (Installed RRFB)

This Traffic Calming and Prioritization report provides an annual expansion and update of the City's priorities as DPW continues its effort in implementing traffic calming measures throughout the City's highest priority locations. DPW will continue to design and implement traffic calming measures at high priority locations, with each completed project providing an opportunity for other locations to rise as priorities.

### **2022 Evaluation**

We have begun data collection for traffic calming requests in 2022 and will continue throughout the year. In December 2022 / January 2023, we will be reviewing and evaluating all traffic calming requests, including a comparison with traffic calming requests from previous years.

Rank	Score	Study Location	Study Area Limits	School	Village	Park	Transit	Vehicle Volume	Num. of Crashes	Crash Rate	Speed Limit	MPH Over
1	83	Chestnut St	Comm Ave/Beacon St	x	x	x	x	12501-15000	9	1.54	20	11
2	79	Webster St	Cherry St/Rowe St	x	VC	MP	x	5001-7500	14	6.09	25	6
3	75	Brookline St	Dudley Rd/Oak Hill St	PS	x	MP	x	12501-15000	10	3.37	30	2
4	74	Lexington St	River St/Auburndale Ave	PS	VC	x	x	12501-15000	16	2.24	30	5
5	73	Waverly Ave	Kenrick St/Church St	x	x	MP	x	12501-15000	10	3.90	30	3
6	70	Cherry St	Derby St/River St	PS	x	MP	x	5001-7500	5	3.37	25	7
7	69	Otis St	Lowell Ave/Chestnut St	PS	VC	MP	x	1001-2000	5	5.04	25	8
-	69	Waltham St	Town Line to Crafts St	x	x	x	x	10001-12500	8	3.84	30	4
-	69	Vine St	Entire Road	PS	x	x	x	4001-5000	4	3.71	25	10
10	65	Langley Rd	Glen Ave/Boylston St	PS	VC	MP	TS	5001-7500	5	2.14	30	6
11	64	Derby St	Cherry St/Sheridan St	PS	x	MP	x	2001-3000	5	8.29	25	7
12	61	Dedham St	Winchester St/Walnut St	PS	x	MP	x	4001-5000	2	1.77	25	12
-	61	Highland St	Washington St / Chestnut St	x	VC	MP	x	5001-7500	4	1.91	25	9
14	59	North St	Crafts St/City Line	PS	x	MP	x	10001-12500	6	1.44	30	4
15	58	Homer St	Walnut St/Cedar St	PS	x	MP	x	5001-7500	6	2.77	30	5
16	56	Waverly Ave	Ward St /Kenilworth St	PS	x	MP	TS	10001-12500	5	1.91	30	3
17	55	Auburn St	Washington St / Greenough St	PS	x	MP	x	5001-7500	0	0.00	25	12
-	55	Washington St	St. James/Town Line	PS	VC	MP	x	7501-10000	9	3.11	35	-1
19	54	Dedham St	Rosalie Rd/Sharpe Rd	PS	x	MP	x	10001-12500	1	0.30	30	9
20	53	Hartman Rd	Greenwood St / Brookline St	PS	x	MP	x	1001-2000	2	2.95	25	8
21	52	Walnut St	Boylston St/Dedham St	PS	x	MP	x	3001-4000	1	1.30	25	11
-	52	Tremont St	Park St/Town Line	PS	VC	MP	x	10001-12500	9	4.52	35	-6
-	52	Derby St	Cherry St/Waltham St	PS	x	MP	x	2001-3000	2	7.21	30	7
-	52	Chestnut St	Amherst Rd/Boylston St	x	x	MP	x	10001-12500	4	2.79	30	6
25	51	Eddy St	Entire Road	PS	VC	MP	TS	1001-2000	1	4.28	25	6
26	49	Central Ave	Entire Road	x	VC	MP	TS	0-1000	3	14.70	25	5
-	49	Ellis St	Rte 9 Underpass/Chestnut St	x	x	MP	x	5001-7500	2	2.82	25	7
-	49	Beacon St	Albion St/Crescent Ave	PS	VC	MP	x	7501-10000	3	1.57	30	4

Rank	Score	Study Location	Study Area Limits	School	Village	Park	Transit	Vehicle Volume	Num. of Crashes	Crash Rate	Speed Limit	MPH Over
29	47	Adams St	Watertown St/California St	PS	VC	MP	x	2001-3000	2	3.59	25	4
-	47	Austin St	Lowell Ave/Chestnut St	x	VC	MP	x	2001-3000	2	1.95	25	9
31	46	Ward St	Waverly Ave / Manet Rd	PS	x	MP	x	5001-7500	0	0.00	25	9
32	45	Brookline St	Dudley St/Kessler Way	x	x	MP	x	12501-15000	3	1.01	30	4
-	45	Newtonville Ave	Harvard St/Lewis Ter	x	x	MP	x	4001-5000	3	3.26	25	7
34	44	Dudley Rd	Boyston St/Greenwood St	PS	x	MP	x	2001-3000	1	0.72	25	9
-	44	Auburndale Ave	Lexington St/Rowe St	PS	VC	MP	x	3001-4000	1	1.07	25	7
36	43	Cherry St	Derby St/Waltham St	PS	x	MP	x	3001-4000	3	4.26	30	2
37	42	Beacon St	Hammond St/Hammond Pond Pkwy	x	x	x	x	12501-15000	4	0.82	30	3
-	42	Dudley Rd	Greenwood St / Brookline St	PS	x	MP	x	3001-4000	0	0.00	25	8
-	42	California St	Nevada St/Bridge St	PS	x	MP	x	7501-10000	3	1.56	30	3
-	42	Chapel St	California St/Watertown St	x	VC	MP	x	1001-2000	1	2.86	25	6
-	42	Lowell Ave	Washington St/Walnut St	x	VC	MP	x	4001-5000	2	2.65	25	6
42	41	Faxon St	Watertown St/California St	x	VC	MP	x	0-1000	2	13.14	25	5
-	41	Rumford Ave	Entire Road	x	x	x	x	2001-3000	3	4.23	25	5
-	41	Wolcott St	Ionia St/Rowe St	x	VC	x	x	1001-2000	1	4.70	25	7
45	40	Valentine St	Highland St / Ellis Rd	x	x	x	x	3001-4000	1	0.60	25	10
46	39	Hobart Rd	Commonwealth Ave/Beacon St	PS	x	MP	x	4001-5000	1	1.14	25	6
-	39	Waverly Ave	Tremont St/Church St	PS	x	MP	x	4001-5000	1	0.57	30	6
-	39	Auburn St	Comm Ave/Central St	x	VC	MP	x	3001-4000	1	1.42	25	7
-	39	Lincoln St	Woodward St/Bowdoin St	x	VC	MP	x	5001-7500	0	0.00	25	7
50	38	Adams St	Lincoln Rd/Quirk Ct	PS	x	MP	x	5001-7500	1	1.65	25	5
-	38	Mill St	Berkshire Rd / Clinton Pl	PS	VC	MP	TS	1001-2000	1	2.38	25	5
-	38	Parmenter Rd	Entire Road	PS	x	MP	x	1001-2000	2	3.72	25	3
-	38	Christina St	Entire Road	x	x	MP	x	4001-5000	2	1.42	25	6
-	38	Greenwood St	Dudley Rd/Littlefield Rd	PS	x	MP	x	1001-2000	2	6.45	25	3
55	37	Sheridan St	Entire Road	PS	X	MP	x	1001-2000	1	4.31	25	4
56	36	Centre St	Walnut St/Cushing St	x	VC	x	TS	10001-12500	5	2.34	35	-2

Rank	Score	Study Location	Study Area Limits	School	Village	Park	Transit	Vehicle Volume	Num. of Crashes	Crash Rate	Speed Limit	MPH Over
-	36	Newtonville Ave	Walnut St/Harvard St	x	VC	x	TS	2001-3000	2	4.69	25	2
-	36	Middlesex Rd	Norfolk Rd/Hammond St	PS	x	x	TS	3001-4000	2	4.48	25	1
-	36	Cabot St	East Side Pkwy/Laudholm Rd	PS	x	MP	x	3001-4000	0	0.00	25	7
60	35	Nevada St	California St / Albemarle Rd	PS	x	MP	x	1001-2000	0	0.00	25	8
-	35	California St	Crafts St/Nevada St	PS	x	MP	x	5001-7500	1	1.00	30	4
62	34	Cypress St	Parker St/Jackson St	PS	VC	MP	TS	1001-2000	0	0.00	25	5
-	34	Melrose St	West Pine St/Comm Ave	x	VC	MP	x	0-1000	1	5.48	25	4
-	34	Lewis St	Entire Road	x	x	MP	x	0-1000	2	28.12	25	4
65	33	Ward St	Centre St/Grant Ave	x	x	x	x	2001-3000	2	2.49	25	7
-	33	Floral St	Entire Road	x	VC	x	TS	1001-2000	1	7.11	25	3
67	32	Newtonville Ave	Lewis Ter/Centre St	x	x	MP	x	2001-3000	0	0.00	25	8
-	32	Commonwealth Ave	Temple St/Chestnut St	PS	x	MP	x	10001-12500	0	0.00	35	3
-	32	Hammond St	Comm Ave/Ward St	PS	x	MP	x	4001-5000	0	0.00	25	5
-	32	Shornecliffe Rd	Entire Road	x	x	x	x	0-1000	1	5.11	25	6
-	32	Walker St	Entire Road	PS	x	MP	x	0-1000	1	9.16	25	3
72	31	Winchester St	Jaconnet St/Columbia Ave	x	x	x	x	5001-7500	0	0.00	30	7
73	30	Kenrick St	Waverly Ave/Town Line	x	x	x	x	3001-4000	0	0.00	25	8
-	30	Centre St	Clark St/Allerton Rd	x	x	MP	x	15000+	1	0.63	35	1
75	29	Dickerman Rd	Entire Road	x	x	x	TS	2001-3000	0	0.00	25	7
-	29	Jasset St	Entire Road	x	VC	MP	x	0-1000	0	0.00	25	7
-	29	West St	Entire Road	PS	VC	x	x	0-1000	1	11.48	25	2
78	28	Grant Ave	Ward St /Commonwealth Ave	x	x	x	x	5001-7500	0	0.00	25	6
79	27	Crosby Rd	Comm Ave/Hammond St	x	x	MP	x	1001-2000	0	0.00	25	7
-	27	Harvard St	Newtonville Ave/Cabot St	PS	x	MP	x	2001-3000	1	2.82	25	0
81	26	Cabot St	Walnut St/Harvard St	PS	VC	MP	x	3001-4000	1	1.33	30	1
-	26	Waban Ave	Manitoba Rd/Collins Rd	PS	VC	MP	TS	0-1000	0	0.00	25	3
-	26	Wendell Rd	Dedham St/Boulder Rd	PS	x	x	x	0-1000	0	0.00	25	7
84	25	Maynard St	Entire Road	x	x	MP	x	0-1000	0	0.00	25	7

Rank	Score	Study Location	Study Area Limits	School	Village	Park	Transit	Vehicle Volume	Num. of Crashes	Crash Rate	Speed Limit	MPH Over
85	24	Pleasant St	Centre St/Lake Ave	PS	VC	MP	x	1001-2000	0	0.00	25	3
-	24	Braeland Ave	Langley Road / Herrick Road	x	VC	x	TS	2001-3000	0	0.00	25	4
-	24	Lake Ave	Walnut St/Rogers St	x	VC	MP	TS	0-1000	0	0.00	25	4
-	24	Cherry Pl	Entire Road	PS	x	MP	x	0-1000	0	0.00	25	5
-	24	Sharpe Rd	Entire Road	PS	X	MP	x	0-1000	0	0.00	25	5
90	23	Wauwinet Rd	Entire Road	x	x	x	x	0-1000	1	30.44	25	3
-	23	Jefferson St	Entire Road	x	VC	MP	x	0-1000	2	59.25	25	-1
92	21	Sumner St	Comm Ave/Willow St	x	VC	MP	TS	0-1000	0	0.00	25	3
-	21	Glen Ave	Warren St/Elgin St	x	x	MP	x	1001-2000	0	0.00	25	5
-	21	Highland St	Valentine St/Lowell Ave	PS	x	MP	x	0-1000	0	0.00	25	4
-	21	Thornton St	Entire Road	x	VC	x	x	0-1000	1	21.40	25	1
-	21	Wallace St	Entire Road	x	x	x	x	0-1000	0	0.00	25	7
97	20	Fuller St	Temple St/Pickwick Rd	x	x	x	x	1001-2000	0	0.00	25	6
-	20	Priscilla Rd	Entire Road	x	x	x	x	1001-2000	0	0.00	25	6
-	20	Roosevelt Rd	Entire Road	PS	X	MP	x	1001-2000	0	0.00	25	3
-	20	Woodward St	Upland Rd/Carver Rd	x	x	MP	x	4001-5000	2	2.02	35	0
101	19	Wiswall Rd	Entire Road	x	x	x	x	2001-3000	0	0.00	25	5
102	18	Woodcliff Rd	Boylston St/Elinor Rd	PS	x	MP	x	0-1000	0	0.00	25	3
-	18	Walnut St	Woodcliff Rd / Elinor Rd	PS	x	MP	x	3001-4000	0	0.00	25	1
-	18	Fairway Dr	Entire Road	PS	x	MP	x	0-1000	0	0.00	25	3
-	18	Franklin St	Centre St/Waverly Ave	x	x	MP	x	1001-2000	0	0.00	25	4
-	18	Tamworth Rd	Entire Road	x	x	x	TS	0-1000	1	36.53	25	0
-	18	Spiers Rd	Entire Road	x	x	x	x	1001-2000	1	1.08	25	4
108	17	High St	Eliot St/Boylston St	x	VC	MP	x	0-1000	0	0.00	25	3
-	17	Aberdeen St	Entire Road	x	VC	x	TS	0-1000	0	0.00	25	3
-	17	Pleasant St	Homer St/Lake St	PS	X	MP	x	1001-2000	0	0.00	25	2
111	16	Upland Ave	Dedham St/Heatherland Rd	x	x	MP	x	0-1000	0	0.00	25	4
-	16	Washington Park	Entire Road	PS	VC	MP	x	0-1000	0	0.00	25	1



Rank	Score	Study Location	Study Area Limits	School	Village	Park	Transit	Vehicle Volume	Num. of Crashes	Crash Rate	Speed Limit	MPH Over
-	16	Marshall St	Entire Road	x	VC	x	x	0-1000	0	0.00	25	4
-	16	Cedar St	Commonwealth Ave/Mill St	x	x	MP	x	0-1000	0	0.00	25	4
115	15	Eastbourne Rd	Ward St/Westbourne Rd	x	x	x	x	0-1000	0	0.00	25	5
-	15	Forest Ave	Otis/Highland	x	x	x	x	0-1000	0	0.00	25	5
-	15	Withington Rd	Entire Road	PS	x	MP	x	0-1000	0	0.00	25	2
-	15	Allerton Rd	Centre St/Cushing St	x	VC	MP	TS	0-1000	0	0.00	25	1
-	15	Brandeis Rd	Roosevelt Rd/Adeline Rd	PS	x	MP	x	3001-4000	0	0.00	30	0
-	15	Erie Ave	Hartford St/Bowdoin St	x	VC	MP	TS	0-1000	0	0.00	25	1
121	14	Everett St	Entire Road	x	VC	MP	x	0-1000	0	0.00	25	2
-	14	Franklin St	Waverly Ave/Beechcroft Rd	x	x	x	x	0-1000	1	14.23	25	0
-	14	Greylock Rd	Entire Road	PS	X	MP	x	0-1000	1	99.55	25	-3
124	13	Norwood Ave	Centre St/Crescent Ave	x	VC	MP	x	1001-2000	0	0.00	25	1
-	13	Cushing St	Centre St/Allerton Rd	x	x	MP	x	0-1000	0	0.00	25	3
126	12	Trowbridge Ave	Entire Road	PS	x	MP	x	0-1000	0	0.00	25	1
-	12	Dorcar Rd	Vine St/Eastham St	PS	x	MP	x	0-1000	0	0.00	25	1
-	12	Lorna Rd	Waverly Ave/Gralynn Rd	PS	x	MP	x	0-1000	0	0.00	25	1
-	12	Clifton Rd	Entire Road	PS	x	MP	x	1001-2000	0	0.00	25	1
130	10	Bellevue St	Entire Road	x	x	MP	x	0-1000	0	0.00	25	2
131	9	Nonantum St	Cufflin St/Waverly Ave	x	x	MP	x	1001-2000	0	0.00	25	4
-	9	Eliot Ave	Entire Road	x	x	MP	x	1001-2000	0	0.00	25	1
-	9	Whittemore Rd	Entire Road	PS	x	MP	x	0-1000	0	0.00	25	0
-	9	Orris St	Entire Road	PS	X	MP	x	0-1000	0	0.00	25	0
-	9	Upland Ave	Heatherland Rd/Brush Hill Rd	x	x	x	x	0-1000	0	0.00	25	3
136	8	Gibbs St	Centre St/Sumner St	x	VC	MP	x	0-1000	0	0.00	25	0
137	6	Garland Rd	Entire Road	x	x	x	x	0-1000	0	0.00	25	2
-	6	Ellis Rd	Entire Road	x	x	x	x	0-1000	0	0.00	25	2
-	6	Bernard St	Entire Road	x	x	x	x	0-1000	0	0.00	25	2
140	4	Judith Rd	Entire Road	x	x	MP	x	0-1000	0	0.00	25	0

Rank	Score	Study Location	Study Area Limits	School	Village	Park	Transit	Vehicle Volume	Num. of Crashes	Crash Rate	Speed Limit	MPH Over
141	3	Hunnewell Ave	Washington St/Elmhurst Rd	PS	x	MP	x	0-1000	0	0.00	25	-2
142	2	Waban Hill Rd	Entire Road	x	x	MP	x	0-1000	0	0.00	25	-1
-	2	Ashford Rd	Entire Road	x	x	x	x	0-1000	1	66.11	25	-4
144	0	George St	Entire Road	x	x	x	x	0-1000	0	0.00	25	0
-	0	Whitlowe Rd	Entire Road	x	x	x	x	0-1000	0	0.00	25	0
-	0	Berwick Rd	Entire Road	x	x	x	x	0-1000	0	0.00	25	0
-	0	Chestnut Ter	Entire Road	x	x	x	x	0-1000	0	0.00	25	0
-	0	Monadnock Rd	Wachusett Rd/ Hammondswood Rd	x	x	x	x	0-1000	0	0.00	25	0
-	0	Grove Hill Park	Entire Road	x	x	MP	x	0-1000	1	42.94	25	-6
-	0	Ricker Rd	Tremont St/Ricker Terr	x	x	x	x	0-1000	0	0.00	25	0
151	-3	Waban St	Pearl St/Walnut Park	PS	x	MP	x	0-1000	0	0.00	25	-4
152	-4	Islington Rd	Entire Road	x	x	MP	TS	0-1000	0	0.00	25	-4
153	-5	Manemet Rd	Comm Ave/Homer St	x	x	MP	x	0-1000	0	0.00	25	-3
154	-6	Wyoming Rd	California St/Parkway Rd	PS	x	MP	x	0-1000	0	0.00	25	-5
155	-12	Farlow Rd	Waverly Ave/Chamberlain Rd	x	x	x	x	0-1000	0	0.00	25	-4
156	-14	Water St	Entire Road	x	x	MP	x	0-1000	0	0.00	25	-6
-	-14	West Pine St	Melrose St/Cove Parking Lot	x	x	MP	x	0-1000	0	0.00	25	-6
158	-20	Hollis St	Entire Road	x	VC	x	x	0-1000	0	0.00	25	-8

Rank	Score	Intersection	Roadway Classification	Number of Approaches	School	Village	Park	Transit	Other	Missing Crosswalks	Able to add CW without Geometry Change	Num. of Crashes (2019,2020, 2021)	Non-motorist collisions	Non-Fatal Injuries
1	155	Commonwealth Ave / Temple Street	local to arterial	5			YES	YES	YES	YES	NO	8		3
2	110	Brandeis Road / NSHS driveways - where flex post bump-outs	local to collector	3	YES		YES	YES		NO		6	1	5
3	105	Commonwealth Ave / Mt. Alvernia Rd / College Rd	local to arterial	4	YES		YES	YES	YES	NO		7		1
4	100	Washington Street / Grove Street / Moulton Street	local to arterial	3				YES		YES	NO	4	1	1
-	100	Church / Richardson	arterial to arterial	4			YES	YES		YES	NO	2	1	
6	95	Watertown / Eddy / Elliot	local to arterial	4				YES		YES	YES	8		1
-	95	Brookline Street / Dudley Road / Baldpate Hill Road(local road)	collector to arterial	4	YES		YES	YES		YES	NO	5		
8	90	Chestnut St / Fuller St	local to arterial	4						YES	YES	5		2
9	85	Commonwealth Ave / Fuller Street / Day Street	local to arterial	4	YES		YES	YES		NO		2	1	1
10	80	Walnut Street / Lowell Ave	collector to arterial	4	YES		YES	YES		YES	NO	2		
11	75	Chestnut Street / Larchmont / Wyman	local to arterial	4		YES	YES	YES		YES	NO	3		
-	75	Chestnut Street / Tamworth / Amherst(local road)	collector to arterial	4								5		1
-	75	Dedham Street / Walnut Street	arterial to arterial	3	YES		YES	YES		YES	NO	1		
14	70	Commonwealth Ave / Prince Street	local to arterial	4						YES	NO	2		1
-	70	Homer Street / Manemet Road	local to collector	3	YES		YES	YES		YES	NO	1		1
16	65	Commonwealth Ave / Exeter Street	local to arterial	4	YES		YES			YES	NO	2		
-	65	Commonwealth Ave / Irving Street	local to arterial	3				YES	YES	NO		4		1
-	65	Commonwealth Ave / Rowe Street	local to arterial	4		YES		YES		YES	NO	2		
19	60	Commonwealth Ave / Beaumont / Lakeview	collector to arterial	4	YES		YES	YES		YES	NO	0		
-	60	Ward / Grant	collector to collector	3	YES		YES			YES	NO	1		
21	55	Centre Street / Cushing Street / Clark Street	collector to arterial	4	YES		YES	YES		NO		1		
-	55	Commonwealth Ave / Manet Rd	local to arterial	4	YES		YES	YES		NO		1		
-	55	Franklin Street / Shornecliffe Road	local to local	4	YES		YES	YES		YES	NO	1		
-	55	Lake Avenue / Rogers Street	local to local	3	YES	YES	YES	YES		YES	NO	1		
-	55	Newtonville Avenue / East Side Parkway	collector to arterial	4	YES		YES	YES		NO		1		
-	55	Pearl Street / Thornton St / School St	local to collector	4	YES		YES	YES		YES	YES	2		
-	55	Waban Avenue / Manitoba Road / Nehoiden Road	local to local	4	YES	YES	YES	YES		YES	NO	0		
28	50	Chestnut / Roslyn	local to arterial	3			YES			YES	NO	1		
-	50	Hammond Street / Chestnut Hill Road / MBTA driveway	local to collector	3	YES		YES	YES		YES	NO	0		
-	50	Nevada Street / Wyoming Road	local to local	4	YES		YES	YES		YES	NO	0		
-	50	Oakvale Road / Fredana Road / Lawmarussa Road	local to local	4	YES		YES	YES		YES	NO	0		
-	50	Tamworth Road/Radcliff Road	local to collector	3	YES		YES			YES	NO	1		
-	50	Ward / Hammond St	local to collector	4	YES		YES			YES	NO	0		
-	50	Walnut Street / Mill Street	collector to arterial	3	YES		YES			NO		2		
35	45	Chestnut / Oakvale	local to arterial	3			YES			YES	NO	0		
-	40	Elliot St / Mechanic St	local to collector	3			YES	YES		YES	YES	1		
-	40	Hampshire Street / Barnstable Road	local to local	3	YES		YES			YES	NO	0		
-	40	Otis Street / Somerset Rd	local to collector	3	YES		YES			YES	YES	1		
-	40	Parker / Cyrpress	local to arterial	3		YES	YES	YES	YES	NO		0		
-	40	Valentine Street / Hampshire Street / Valentine Park	local to collector	4	YES		YES			YES	YES	0		
-	40	Valentine Street / Wauwinet Road / Bonad Road	local to collector	4	YES		YES			YES	YES	0		
42	35	Agawam Rd / Neshobe Rd	local to local	4						YES	NO	0		
-	35	Valentine / Lenox	local to collector	3	YES		YES			YES	YES	0		
-	35	Waban Avenue / Varick Road / Alban Road	local to local	3						YES	NO	0		
45	30	Old Colony Road / Priscilla Road / Mayflower Road	local to local	4	YES		YES	YES		NO		0		
46	25	Evelyn Road / Paulson Road	local to local	4						NO		0		
-	25	Franklin Street / Park Street	local to local	4			YES	YES		NO		0		
		<b>Designed</b>												
N/A	65	Waltham Street / River Street	collector to arterial	4			YES	YES		YES	NO	0		
N/A	110	Walnut Street / Crafts Street	arterial to arterial	3	YES		YES	YES		YES	NO	8		



City of Newton, Massachusetts  
Office of the Mayor

RUTHANNE FULLER  
MAYOR

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May 31, 2022

Honorable City Council  
Newton City Hall  
1000 Commonwealth Avenue  
Newton Centre, MA 02459

Councilors:

I respectfully submit a docket item to your Honorable Council requesting authorization to appropriate, transfer, and expend the following amounts of money to "true up" our costs for snow and ice removal. During the course of the winter we transferred \$45,000 more into our overtime account than was necessary. These funds are needed to cover contracted snow removal work. Therefore, I request that your Honorable Council transfer \$45,000 from Acct # 0140123-513010 Snow & Ice Overtime to Acct # 0140123-527300 Snow & Ice Vehicle Rental/Contractors.

Additionally, we anticipate that the City has remaining contractor invoices that we have not yet received, and expect to require an additional \$130,000 to cover those costs. Therefore, I request that your Honorable Council appropriate \$130,000 from June 30, 2021 Certified Free Cash to Acct # 0140123-527300 Snow & Ice Vehicle Rental/Contractors.

Thank you for your consideration of this matter.

Sincerely,

Ruthanne Fuller  
Mayor

CITY CLERK  
NEWTON, MA. 02459

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RUTHANNE FULLER  
MAYOR

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Office of the Mayor

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[rfuller@newtonma.gov](mailto:rfuller@newtonma.gov)

May 31, 2022

Honorable City Council  
Newton City Hall  
1000 Commonwealth Avenue  
Newton Centre, MA 02459

Councilors:

I respectfully submit a docket item to your Honorable Council requesting authorization to transfer the sum of \$1,000,000 from Acct # 0140120-511002 DPW Street Division Full Time Wages to Acct #01C40112-553100 to support the continuation of the improvement of our Transportation Network/Roads Program.

Throughout the course of Fiscal Year 2022 the Department of Public Works had several vacant positions which have generated a substantial amount of savings from attrition. The use of these funds combined with savings from other controllable line items in the Department of Public Works' FY22 budget will allow us to reach our target spending of \$9.5 million this year.

Thank you for your consideration of this matter.

Sincerely,

Ruthanne Fuller  
Mayor

CITY CLERK  
NEWTON, MA, 02459

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