



Public Safety & Transportation Committee Report

Part 2

City of Newton **In City Council**

Wednesday, June 8, 2022

Present: Public Safety & Transportation Committee: Councilors Downs (Chair), Lipof, Grossman, Malakie, Bowman, Oliver and Lucas

Absent: Councilor Markiewicz

Also Present: Public Facilities Committee: Councilors Kalis (Vice-Chair), Norton, Kelley, Crossley, Gentile, Laredo and Danberg

Absent: Councilor Leary

City Staff: Captain Jeffrey Boudreau, Newton Police Department; Commissioner Jim McGonagle; Shawna Sullivan, Chief of Staff and Jason Sobel, Director of Transportation Operations Department Public Works; Commissioner John Lojek, Inspectional Services Department; Jonathan Yeo, Chief Operating Officer and Lou Taverna, City Engineer

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.

Action: **Public Facilities Held 7-0**
 Public Safety & Transportation Held 7-0

Note: The Public Facilities Committee, Commissioner McGonagle and Captain Boudreau joined the Committee to discuss this item.

Earlier, Chair Downs provided DPW and Council members with questions and answers regarding resident complaints on accessibility and sidewalks.

Commissioner McGonagle provided data on sidewalk complaints, operations and ticketing. Although there is still work to do, the City saw much better compliance in 2022.

Winter Sidewalk Enforcement Data

2021-2022 Snow Season

856 sidewalk complaints received

299 total warnings issued

111 total tickets issued

61 total payments received

2020 -2021 Snow Season

1243 sidewalk complaints received

378 total warnings issued

223 total tickets issued

145 total payments received

Questions, answers, comments, suggestions:

Are warnings issued in the first plowable event or does DPW keep track of warnings? Commissioner McGonagle answered that warnings are tracked; every violation address receives one warning each season, and a second violation gets that address a ticket.

What if a person has never shoveled? Does he/she only receive a warning even though it's deep into the season? Commissioner McGonagle answered yes, if they haven't received a warning and we don't have a record they would receive a warning.

How do you treat state owned sidewalks such as Needham Street? Commissioner McGonagle answered commercial buildings' sidewalks are enforced by the police. Captain Boudreau added any commercial building or residential house with four or more units are covered by his department. Last year, they responded to 76 different complaints. Out of those: 65 warnings and 11 tickets were issued. If an owner is in violation the first time, they receive a warning. The second time, they receive a \$100 ticket. \$200 then \$300 for subsequent offenses in a calendar year, not for the actual winter season.

How do you treat Winchester Street and Centre Streets (under Rte. 9 overpass)? Captain Boudreau answered that there is no commercial building under that overpass so it would fall under the State or the DPW. Commissioner McGonagle added that there is a hotspot list. It is the perfect scenario of a route that ends up on the hotspot list because we know the State's not going to plow. If it's not on our normal plowing route, its added to the hotspot list.

A suggestion was made to make the hotspot list more transparent. Commissioner McGonagle said that any issues can be sent to the City's 311 system. The hotspot list is later added to the plowing list.

Do unpaid tickets end up in court? Commissioner McGonagle answered that the Law Department addresses ticketing; they go to court. They will call DPW to appear in court for residential properties. Some cases are dismissed, cases are usually dismissed for the elderly who don't know that they can receive an exemption through the Senior Center.

Are there plans to keep protected bike paths clear from snow? Commissioner McGonagle answered yes, as we see more and more bike lanes. We don't have a large number of protected bike lanes. In the future this will require specialized equipment and will have to be worked into the plowing priority list. Sidewalks, especially school routes are our number one priority.

What do you mean by specialized equipment needed for bike lanes? Commissioner McGonagle answered that bike lanes are usually five feet, some are wider. If it's a protected bike lane, the snow machine won't fit between the curb line and sidewalk. If we had significant mileage of protected bike lanes, it would be necessary to purchase smaller equipment. We use snowblowers in bike lanes and on bridges.

Would the smaller equipment be the same type of riding plow but with a narrower blade? Commissioner McGonagle answered the equipment is narrower overall including the machine and blade. We have some issues with sidewalk plowing routes or areas where a hydrant, utility pole, etc. limits the larger equipment getting through.

In commercial areas, it would be great to be proactive with enforcement allowing for safe access. How are property owners notified that they must keep their sidewalks clear and free from snow especially for people with accessibility difficulties? Commissioner McGonagle answered the Police handle commercial properties. Often times, private lots will be plowed out and contractors will push it onto our sidewalks. The Police are very responsive, but the violator has to be caught when it happens. That is difficult. Many times, we know where the snow is coming from, and we will talk to the business.

When the snow clearing ordinance was approved, we were informed by the Law Department that a violator did not need to be caught in the act. Captain Boudreau stated that the department is proactive with commercial businesses. Each winter prior to the first major storm, officers go to some of the hotspots talking to the businesses to ensure they know the sidewalk must be cleared. We don't have to prove where the snow came from, but at times it is difficult to know who piled the snow.

Has it been two winters the City has not received bids for sidewalk plowing? Will the City receive sidewalk bidders in the future? Commissioner McGonagle answered yes. We've bid this four times and we've replaced some of our contractors. Unfortunately, most contractors don't want to deal with sidewalk snow plowing, due to the expense of the equipment, and the damage that can occur. The trend we're seeing is that contractors who plow for us regularly do not have interest. Other communities are also having difficulty hiring people to plow sidewalks.

Is it possible to clear sidewalks with snowblowers rather than riding equipment? Would this be a way to attract bidders who would not have to make such large investments in equipment? Commissioner McGonagle answered that we did not limit the equipment in our bids hoping we would receive somebody.

How many miles is the City clearing for sidewalks, under bridges, etc.? What would the City do if they receive sidewalk snow removers? Commissioner McGonagle answered that there are approximately 450 sidewalk miles citywide. DPW works with Safe Routes to Schools each year to identify school routes. We discussed taking more responsibility, but this year, we were limited to hiring snow contractors. The City could always do more sidewalk plowing, but equipment is necessary. Right now, we can't take on any more, until we can find a solution to sidewalk snow plowing contracting issues. We could purchase more equipment and apply more forces to the sidewalks.

Would it help if sidewalks were pretreated the way we pretreat streets? Mr. McGonagle answered that sidewalks are pretreated on occasion. It's a double edged sword because we also want to reduce our use of salt. We receive many complaints with the salt. Pet and environmental impacts play a role.

Neighborhood sidewalks appear better, it would be nice to brine bus stops and sidewalks rather than putting thick layers of salt on them.

Did the department receive complaints this year for parks and playgrounds? Commissioner McGonagle answered that he does not recall any complaints. We receive occasional complaints throughout the year, and we add to our list areas we are missing.

I want to commend DPW for accomplishing sidewalk clearing on Route 9, this has made an incredible difference for the quality of life.

Please add Newton Centre bank locations to your hotlist. They typically shovel their sidewalk, one shovel width wide. Each year, they must be reminded to clear their entire sidewalk.

Does the City still use chasers that check on private contractor routes? How does the chaser allow some corners to be plowed in? Commissioner McGonagle answered yes, chasers let the City contractors know, but it is not always City contractors. Many contractors subcontract to smaller companies. Another issue is private contractors plowing driveways. The chasers spend time dealing with issues throughout the City.

Councilors thanked Commissioner McGonagle, DPW, police and Captain Boudreau on making the City a walkable and much more pleasant place in the wintertime.

Public Comment:

Jenn Martin, 86 Allen Avenue, Chair of Newton Safe Routes to School Task Force. Ms. Martin thanked various departments on the tremendous work they did this winter. This winter in particular, DPW did a good job managing expectations, communicating timelines and being open to specific feedback and incorporating that into snow routes. Areas for improvement include corners, continuing communications with the public and safe routes so they know when to anticipate that areas will be cleared. As a user, if I put in a location that has been put in before I receive a duplicate, and it closes my request out. **Are you tracking locations that have duplicates?** Commissioner McGonagle answered

311 actually does duplicate requests automatically. I will check with customer service requesting if they can create a report on duplicates.

Michael Halle, 62 Cherry Place, Chair of The Transportation Advisory Group, stated that there have been improvements. Residents have stepped up to clearing sidewalks. This past year, we noticed that the corners were significantly worse than in previous years which may have to do with the contractors. Finding a way to address this with chasers is important so that we can send students to school because a cleared corner is important. For instance, Cherry Street was not wide enough to run a sidewalk snowplow so it couldn't be moved into the sidewalk clearing list. Mr. Mark from DPW has mentioned school routes would be a priority for enforcement. Having augmented the map with some streets like Cherry Street marked for priority enforcement or chasers to do a second pass would help make sure important but not plowable routes can be addressed promptly.

John Pelletier, 92 Central Avenue, member of the Council on Aging asked if the **RFP could be broken up into villages or corridors by a specific vendor?** This past year, residents helped themselves to the salt barrels. Has DPW thought about locking the salt barrels and providing the crossing guards with the key to clear intersections they manage. Commissioner McGonagle answered that the last bids, we did identify the mileage of routes, Unfortunately it did not work, but we're just trying to have somebody work hourly. DPW will continue reaching out throughout the summer. There is plenty of work for contractors, but unfortunately, they are shying away from snow removal. Regarding the salt barrels, I wish we didn't have any, at one time there were hundreds throughout the City. The only locations we put them are where crossing guards request them. We have an issue with people emptying salt barrels between storms. DPW purchased several closed containers to help with the environmental impact, perhaps they can be locked.

Mary Lee Belleville, 136 Warren Street, stated that this past winter, business owners and homeowners have done a much better job on clearing sidewalks. The sidewalks and intersections owned by the City, for example, the east side of Langley Road between Union and Beacon Streets and both sides of Langley Road near the Centre green that sidewalk seems to be one of the last areas that is cleared and is often impassable. It would be beneficial if the City could put these locations on their list of hotspots. Councilor Danberg agreed and said this area is problematic because it is at the "T" stop. It would be appreciated if DPW could bump up this location on the hotspot list.

Without further discussion, Councilor Bowman made a motion to hold in the Public Safety & Transportation Committee. Committee members agreed 7-0. Councilor Danberg made a motion to hold in the Public Facilities Committee. Committee members agreed 7-0.

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.

Action: **Public Facilities No Action Necessary 7-0**
Public Safety & Transportation Held 7-0

Note: The Public Facilities Committee, Commissioner McGonagle, Mr. Taverna, Captain Boudreau, Chief Carmichael, Commissioner Lojek and Mr. Yeo joined the Committee for discussion on this item.

Commissioner McGonagle stated that the Engineering Division is responsible for sidewalk occupancy permits and investigating complaints received on sidewalk work. Our construction inspectors have received training. Regarding sidewalk obstructions, we put together a policy and with our new permitting system we require contractors when they come in for a street opening or a sidewalk occupancy permit to check a box acknowledging our new checklist of pedestrian considerations in the field. We've received many complaints on this in the past, we've been harping on it this season. As we continue to enforce this, we will see better compliance moving forward. We definitely have work to do. We don't want people crossing outside of a crosswalk, so we have to push people back sometimes 100s of feet.

Mr. Taverna stated we do require all contractors whether they are working with the City, private individuals or developers to have pedestrian access during all plans. We meet with contractors before construction, provide the ground rules, ensure that they understand the checklist, and refer them to the MUTCD guidelines. Different sites require different setups. For roadway construction when contractors are installing ADA ramps and curbs, it's more challenging because it requires thought on how the contractor is going to set up the pedestrian access. We want to avoid putting pedestrians in harm's way as we close sidewalks, but we want to ensure the pedestrian detours are safe.

Mr. Taverna reviewed with Councilors the Pedestrian Considerations Checklist for Temporary Traffic Control Zones on the typical sidewalk closures in the City, attached to the agenda.

Commissioner Lojek stated that the Inspectional Services Department (ISD) has no responsibility outside of the private property line, ISD is not responsible for streets or sidewalks. Inspectors talk to construction workers about their responsibilities for repairing, replacing and request they don't drive on sidewalks and break curb cuts. Most times they do not listen.

Questions, answers, comments and suggestions:

We often see construction workers regularly park on a sidewalk, which is illegal under City ordinance. The City expects contractors will find a legal parking space. **Does ISD address these concerns when contractors request a permit?** Commissioner Lojek answered in general we don't have face to face conversations anymore. When a project begins, the inspectors talk to them about parking, sidewalks, etc. ISD can only respond to complaints.

Are officers enforcing parking on a sidewalk and are you receiving complaints through the City's 311 system? What is the Police Departments role? Captain Boudreau answered that our main role is to

focus on violation enforcement at work sites, whether it's driving or parking violations. If vehicles park on a sidewalk, officers enforce that, speak with the construction company and if necessary, issue a citation. If there's an issue other than with parking, a major safety concern, our patrol supervisor has a conversation with that company. A decision can be made either to close the site for safety reasons or hire a police detail to assist with pedestrian or vehicle traffic. Overall, companies have worked well with us, we rarely run into a problem. The only issue that we've run into recently is with the construction on Pine Street, when workers were parking on the sidewalk during school drop-off/pick-up hours. Parking control officers, traffic officers and approximately half of the patrol officers are tied up twice per day for 45 minutes crossing children and cannot respond to these locations. During that time, we run into an occasional issue, but overall, it works well.

On Crafts Street recently, pedestrians were instructed via a sign to cross the opposite side of the street due to sidewalk closure. How would a visually impaired person understand the sidewalk is closed when they approach this? Mr. Taverna answered that during construction, police details are on site. We are experimenting with the audible pedestrian device which would instruct the user to cross. At the end of the day, we try to open up the sidewalks.

What specific information is given to contractors, so they understand their responsibilities about not parking on sidewalks, not parking in a bike lane and not parking in a school zone?

Perhaps large deliveries our hauling needs to be scheduled or have an additional police detail on site so that it does not conflict with school arrivals or dismissals.

Please provide the information contractors are receiving on ground rules during the permit process.

This is a critical issue. This is impacting quality of life and safety in our neighborhoods.

What legal options are available for enforcement? Mr. Yeo answered that you can't use a stop work order. ISD powers are through zoning laws for a violation of a general ordinance. Commissioner Lojek just can't shut down a construction project because of a general ordinance violation.

If contractors are not in compliance with a construction management plan, they shouldn't be allowed to continue to work. Commissioner Lojek stated ISD has no legal authority on the sidewalks and streets. We have conversations with contractors who are informed this project will take a long time to complete if you continue with this type of behavior. It is a veiled threat. When a contractor expects an inspection that day, ISD does not have to. If there are many issues at a site, it's sort of attitudinal enforcement. ISD does not have the authority to talk to them about them having to move the truck, but it would be in their best interest. They understand traffic laws, not supposed to drive on a curb, not supposed to drive through school crossing guards' directions, etc. The list would be endless on things they shouldn't do.

Please provide a copy of what's typically given to contractors as their responsibility.

It would be beneficial to residents and contractors to have rules available on site in the form of a sign noting the ordinances and what phone numbers to call in case of violations. Information for residents that's visible in public on work sites, particularly if we're receiving more than one complaint, as well as information that Council can see about what is given to contractors, both public and private, would help us to help you to make this situation even better.

Public Comment:

Michael Halle, 62 Cherry Place, Chair of the Transportation Advisory Group, stated that the process is getting to the point where we don't see sidewalks getting repair for a long time. I'm happy to hear training is happening. It's understanding the rules to the point that we're keeping people safe. Installing curb cuts, temporary ramps and making temporary crosswalks is necessary and we need more. How do we bring information to you from prevent it from happening? **What department should be contacted when there is a concern?**

Jenn Martin 86, Allen Avenue, Chair Safe Routes to School Task Force, stated that the 45 minutes of school arrival and dismissal are a great concern for students walking to school. When a student leaves their house and expects to be able to walk or bike safely to school and finds vehicles parked in the bike lane or parked on the sidewalk and there isn't a detour or anyone to allow them to safely access the sidewalk on the other side. I do report them. I talked to parents who are bringing these concerns to my attention. I would like to see a proactive approach. **What department should be contacted when there is a concern?**

Captain Boudreau answered that parking concerns can be sent to the main police dispatch number. Calls are sent to parking patrol or traffic officers. Many times, parking complaints made through 311, are received an hour or two after and the vehicle has moved. The best way to report any parking violations is through police dispatch. Commissioner Lojek added ISD is willing to field phone calls about misbehavior at a job site. We want to have that discussion with the contractor. ISD doesn't have legal authority, but we do have the authority to go and speak with them. Chief Carmichael added that we receive many emails from Councilors forwarding constituent emails on traffic complaints but are not receiving those emails immediately. When we do see the email, often times the problem is gone. We encourage people when they see violations to call the station business main number immediately to dispatch an officer to the site.

John Pelletier, 92 Central Avenue, member Council on Aging, stated that he found emails and conversations back from 2014 on specific issues. The responsiveness on these things has improved, but there is still work to be done. It still seems to be complaint driven. Something continues to be missed in these situations with pedestrians and wheelchairs. Very small things can have such a big impact. It has been a concern for years for the Council on Aging and Council on Disabilities. **Does the City have a policy for National Grid to inform the City that they will be digging up a sidewalk?** Mr. Taverna answered yes, National Grid and their contractors are held to the same standards. They are informed they need to provide safe pedestrian access. Mr. Yeo added that this year, we've assigned a staff person to work with National Grid and Eversource holding them accountable. If problems are persistent, please let us know.

Mary Lee Belleville, 136 Warren Street, stated the intersection of Warren Street and Langley Road is in the process of a large construction project that's been going on for approximately 2 years. It is not a special permit project, it's a buy right project. There have been issues with contractors parking and not observing parking signs. This is a very challenging intersection and sidewalk. Vehicles are parking on the sidewalk that are making it impossible to see oncoming traffic. It has been disturbing the few times when parking control officers' comment that they have to park somewhere. The rules are the rules, and they should apply to everyone.

Without further discussion, Councilor Bowman made a motion to hold in the Public Safety & Transportation Committee. Committee members agreed 7-0. Councilor Laredo made a motion for no action necessary in the Public Facilities Committee. Committee members agreed 7-0.

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.

**Action: Public Facilities No Action Necessary 7-0
Public Safety & Transportation Held 7-0**

Note: The Public Facilities Committee, Commissioner McGonagle, Mr. Yeo and Mr. Sobel joined the Committee for discussion on this item.

Mr. Sobel stated that included in the agenda was a traffic calming evaluation prioritization memo, which DPW sends out yearly. This memo was the first one in two years because data collection stopped in the beginning of the pandemic.

The review process is based on resident requests, each request is evaluated, vehicle speeds and vehicle volumes are used. We review the number of crashes comparing that to the average crash rate along that segment of road, if the area is near a school, village center, parks or transit stations.

Many traffic calming projects have been completed and we are in the process of implementing many more. We have been fortunate because the budget for traffic calming measures has been steady and increased the last several years. Our process generally, but especially when we're looking at multiple alternatives, is that we'll have a lot of discussions at the Complete Streets Working Group to help refine alternatives and develop good solutions. It's always a balancing act. Our primary goal is always safety.

Traffic calming measures go beyond what we do in house. When we're reviewing development projects and potential off-site mitigation, traffic calming is the forefront of our minds. Traffic calming

often is rolled into special permit conditions. There are many examples of privately funded projects related to developments that DPW has given advice to the Planning Department.

Questions, answers, comments and suggestions:

Can you explain how many traffic calming projects can be completed each year? What does the \$350,000 budget cover? How is the work done in-house factor into the \$350,000 budget? Mr. Sobel answered that the operating budget is used for a variety of things that we need to implement traffic calming. In some cases, it's the materials, the equipment, sometimes to pay for a topographic survey, sometimes to pay the contractor to construct the actual improvements, sometimes it is to pay the engineering design consultant, for conceptual design plans, as well as the final design. It varies based on internal workload. Traffic calming measures can include speed feedback signs, changes in pavement markings, flex posts or trials with temporary materials. DPW looks for lower cost solutions when they can be effective on a case by case basis.

Are records available on projects completed, how much was spent or how much staff time was spent? Mr. Sobel answered that in the current traffic calming memo, we have a high level list of areas where we've implemented traffic calming measures.

When reviewing 2017, 2018, 2019 and 2021 reports. The 2017 was a short list because that is when DPW began traffic calming measures. The list has gotten progressively longer. It appears the requests are piling up and we're not able to knock them off very fast. A part of it may also be the cost of the consultants, the designers, the materials, etc. Mr. Sobel stated that construction costs have gone up, there are a multitude of challenges. Sometimes a lower-cost quick-fix can be done. Other times projects take months to years. We also want to make sure that everything we do is effective.

Has any project been in place long enough to collect post construction measurements? Mr. Sobel answered some of this data is available from earlier traffic calming implementations.

Regarding the road paving index, we have the target of fixing everything that was PCI of 25-35 or below. Is there a target date in mind of what you'd like to fix? Mr. Sobel answered we don't quite have the same target as we do with paving. We reviewed the top 10 raw scores from this year's evaluation compared to last year's, etc. Are they still ranking as high, or have we completed all the real high priorities? The highest scoring one this year would have ranked a four or five two years ago. We're still seeing areas of need for additional traffic calming measures which we are working through as quickly as we can.

In most cases, speed data was carried forward from past studies. Is this accurate enough? Mr. Sobel answered yes, when we update the list on an annual basis, we don't always collect additional speed or volume data. Oftentimes roadway characteristics aren't changing. Each year we update the crash history for all requests. We tend to carry forward the requests year to year. Many of the roads that were at the bottom of the list we didn't think it was a good use of staff time to update the crash reports. If there is a quiet residential road, where people were already going less than the speed limit and there

weren't any crashes, realistically it's not going to be a priority and DPW dropped those requests from the list, and they were not included in the report this year.

I appreciate the traffic calming process; it has been beneficial and critical.

I would like to see more of a systematic approach to streets with a number of crashes and speed data.

Additional traffic calming funds are critical. Funding is necessary for redesigning and repaving streets to ensure all crossings are safe and that we are providing additional bike lanes.

Mr. Yeo stated that we would love to allocate additional money to roads and to traffic calming. We are working with an extremely tight budget. Each year we review this, and we're always trying to gather the money to make it to the 9.5 million a year spent on roads. This year, the State helped with additional funds for roads. It would be nice to be able to continue to raise the traffic calming line item in the budget, but it's very challenging in this budgetary environment.

When reviewing the 2021 traffic calming prioritization list, Central Avenue is on the list, what is the plan because since DPW paved, cars are driving close to 35 to 40 mph. Mr. Sobel answered that Central Avenue is not ranked on the top of list. In cases like that, it's not an area that we are going to be spending a lot of resources redesigning. We're fortunate with our budget, we often try to develop creative solutions if we do pavement markings. For example, on Central Avenue parking is prohibited and restricted on one side. It may be a case where we can alternate parking or have a double yellow center line that shifts left and right. Those horizontal shifts and chicanes would have a traffic calming effect. Whenever we discuss parking, we always have mixed opinions. Some residents think this is great, because now parking is on their side of the street when it wasn't before. But the flip side is also true, where we have residents who might oppose.

Residents and business owners' express concerns on traffic calming measures, slowing cars, infrastructure, stop signs, crosswalks, etc. Please provide information on the best practice for residents and Councilors to contact DPW requesting traffic calming on a particular street. Chair Downs stated that a comprehensive list is available on the Traffic Division website.

Is the information available in the Friday packet also available on the City's website? Mr. Sobel answered yes, under the DPW Transportation Division page, a page is dedicated to traffic calming, that has links to the memo, last year's evaluation and previous memos going back to 2018.

Is the data collection for traffic calming requests in 2022 available on the City's website? Mr. Sobel answered no, those are not listed on our website. We've received 12 traffic calming requests in 2022. These can be added to the City's website.

Is there a way to read the chart, rankings and the scores to easily assess the prioritization chart to share with constituents? Mr. Sobel answered no, we don't have a specific target number where we would say everything above this, we will address. Some traffic calming projects require an extended

timeline, perhaps including a trial, conceptual design, design and construction. Unfortunately, sometimes it does take several years before traffic calming can be implemented. Once we identify a priority, we never drop it from the list until we've implemented traffic calming. It wouldn't be realistic to say, this year, we're going to address everything with a score above 50, etc. Right now, DPW is identifying the top 10 locations. We also know that it's not going to happen in the next year. It is important that we keep track of this year to year and work through it as best we can. If there are many crashes or injuries at a location, the location would be bumped up on the list. I always take a cautious approach; I don't want to ever say to a resident that your street isn't a priority.

Is there a plan to roll out more speed humps, speed bumps and speed tables?

Nice work was completed in Waban Square using the flex posts to narrow the crossing, where we've had some very close calls with school children crossing.

How can Newton better incorporate traffic calming measures into regular mill, pave and maintenance projects?

Is DPW at the limit of how many speed evaluations you can do with the current equipment? Mr. Sobel answered no, we do have two traffic radar recorders. Towards the end of the data collection season, we've supplemented data collection efforts from private vendors.

We were provided two 2021 traffic calming prioritization evaluation lists. The second list included intersections. Is the list more for signal controls as opposed to traffic calming? Mr. Sobel answered that the second list was inadvertently added to the packet. It's a list of unsignalized intersection safety areas which is often related to traffic calming.

Without further discussion, Councilor Malakie made a motion to hold in the Public Safety & Transportation Committee. Committee members agreed 7-0. Councilor Laredo made a motion for no action necessary in the Public Facilities Committee. Committee members agreed 7-0.

The Committee adjourned at 9:50 p.m.

Respectfully submitted,

Andreae Downs, Chair