



# Public Safety & Transportation Committee Report

## City of Newton In City Council

**Wednesday, January 18, 2023**

Present: Councilors Downs (Chair), Malakie, Lucas, Markiewicz, Oliver, Lipof, Grossman and Bowman

City Staff: David Koses, Transportation Coordinator; Chief John Carmichael, Newton Police Department; Jason Sobel, Director of Transportation Department Public Works; Director of Planning & Development Department Barney Heath; Economic Development Director John Sisson and Assistant City Solicitor Andrew Lee

**#8-23      Annual Report of the work of the Traffic Council for 2022**

DAVID KOSES, TRAFFIC COUNCIL CHAIR providing the Annual Report of the work of the Traffic Council for 2022.

**Action:      Public Safety & Transportation No Action Necessary 7-0, Councilor Grossman not voting**

**Note:**      Mr. Koses joined the Committee.

Mr. Koses reviewed with Committee members the work of Traffic Council in 2022; this material was attached to the agenda. Mr. Koses said that during 2022, Traffic Council held 11 evening meetings (10 virtual and 1 hybrid). Traffic Council heard 90 items and took final action on all but seven of them. These seven items are being held for a trial.

Two docket items were denied in 2022 (a stop sign on Pearl Street and a request for resident parking permits on Langley Road). One item was appealed to City Council (a stop sign at Exeter and Berkeley Streets); City Council upheld Traffic Council's decision. The backlog during 2022 consisted of 28 items.

In July 2022, City Council voted to allow Traffic Council to make administrative changes to the Traffic and Parking Regulations (TPR). These changes reflect conditions which already exist in the field, but which are not reflected in the TPR. As a result, 49 administrative changes were made to the TPR.

Mr. Koses asked if the report is useful and if he should submit the same style next year? Committee members answered that the report is extremely helpful and asked how much

additional work is involved in creating this report? Mr. Koses answered that it is not difficult to produce the report, because he adds information monthly.

**Questions, answers and comments:**

Allowing Traffic Council to make administrative changes to the TPR has dramatically shortened the length of Traffic Council meetings, and allowed it to move more urgent items.

**Is Appendix B available in Microsoft Excel?** Mr. Koses answered yes, he would provide to Councilors if requested.

Council members thanked Mr. Koses and Traffic Division staff for their diligence.

Without further discussion, Councilor Markiewicz made a motion to vote no action necessary. Committee members agreed 7-0.

**#67-22      Requesting regular discussion with the Police Department**  
**COUNCILOR DOWNS** requesting regular discussion with the Police Department of police data, including crashes, types of calls, numbers and dispositions.  
**Public Safety & Transportation Held 8-0 on 01/05/22**  
**Public Safety & Transportation Held 6-0 on 03/23/22, Councilor Oliver not voting**  
**Public Safety & Transportation Held 6-0 on 09/08/22**  
**Public Safety & Transportation Held 7-0 on 12/07/22**  
**Action:      Public Safety & Transportation Held 7-0, Councilor Grossman not voting**

**Note:**      Chief Carmichael and Director Sobel joined the Committee.

Chair Downs stated that when we met in December, we discussed mental health, domestic violence, substance abuse issues and the Crisis Intervention Team. Tonight, we will discuss crash data.

Chief Carmichael provided 2022 graphs on crash data, total car, pedestrian and bicycle crashes, top 20 crash locations, crashes by the time of day, day of the week, age of operator, top 10 contributing factors, top 10 vehicles actions, weather and road surface conditions, attached.

Chief Carmichael stated that the department hired IT Manager, Matt Tocchio. Mr. Tocchio has done a tremendous job assessing department needs and where we need to go with data making it as publicly accessible as possible. The department will be revamping the website. We will be looking at interactive crime mapping, allowing people to go on the website and find current information for their neighborhood. Last year, the department adopted a LexisNexis dashboard, which helps us internally.

Chief Carmichael provided the following statistics:

### 2022 Crash Data

#### 2017 – 2022 Newton Police Crashes at a Glance

	2017	2018	2019	2020	2021	2022
<b>Total Fatal Crash</b>	0	0	0	0	0	0
<b>Total Crashes</b>	1504	1428	1330	762	1066	1203
<b>Total Pedestrian Crashes</b>	40	33	34	15	32	39
<b>Total Pedestrian Fatalities</b>	0	0	0	0	0	0
<b>Total Bicyclist Crashes</b>	26	24	31	23	26	27
<b>Total Bicyclist Fatalities</b>	0	0	0	0	0	0
<b>Total Motorcycle crashes</b>	14	7	11	6	6	10

#### Crash Data

The 2020-2021 COVID timeframe, throws our statistics off, so we reached back to pre-COVID for comparisons. Overall crashes were down from 2019. There are other concerns that that we need to look closer at, particularly pedestrian and bicycle crashes. In 2022, we had 39 pedestrian crashes, the highest since 2017, when we had 40. In 2017, we had 26 bicycle crashes in 2022, we had 27, the most in this five-year timeframe. One stat not shown is the cause of a crash. We want to break that down for pedestrian and bicyclist crashes.

#### Total Car Crashes

137 more crashes in 2022 than 2021, a 13% increase. May and June saw some of the higher increases in car crashes.

#### Pedestrian Crashes

7 more crashes in 2022 from 2021, a 22% increase.

#### Bicycle Crashes

1 more crash in 2022 from 2021, a 4% increase. Massachusetts tracks the high crash intersections across Massachusetts. Newton doesn't seem to make that list except for our own data.

#### Top 20 crash locations

Centre and Washington Streets are the highest crash location in the City with 19 crashes. 19 other locations follow. Newton Wellesley Hospital data includes the parking garage and parking lot.

#### Questions, answers and comments:

**How come there is a discrepancy in the total number of crashes in your cover sheet, to the graph?** Chief Carmichael answered that we don't have the ability to pull this data automatically; it is done by hand. New software will assist us with this.

**Is some data cross referenceable? For example, if we ask about contributing factors or crash locations is that outside of reach as well?** Chief Carmichael answered yes because we do not have the software.

Centre and Washington Street is what we fondly call the Circle of Death (Circle of dings and dents). There are other addresses on this top 20 crash locations that also qualify as the Circle, they are within a block; all told, they total 54 crashes. Other areas could be joined together as well. It is important to map crashes to get a sense of where we have issues. Crash data is used in traffic calming evaluations as a way to prioritize Newton's efforts.

Chief Carmichael stated that we obviously try to recognize these areas. We do try to put out extra directed patrols, directed and target enforcement. We have forthcoming grants that would allow us to review certain locations. The Traffic Bureau Division ensures that more patrols are in those areas.

#### **Crashes by the time of day**

Most of the injury accidents are occurring around 8:00 a.m. or 3:00 p.m. Most property damage occurs around 7:00 a.m. and 4:00 p.m. to 5:00 p.m.

#### **Crashes by the day of the week**

Wednesdays have the highest amounts of injury crashes. Tuesdays, Wednesdays, and Thursdays have the highest number of property damage crashes. We did not include in the graph the number of significant hit and run crashes. Property damage crashes have been increasing across the state. There is a bill that will be filed hoping to tighten up the failure to stop at a motor vehicle crash. It is now a minor misdemeanor offense. Approximately 20% of our crashes are hit and run.

#### **Crashes by age of operator**

Ages 25 to 29 is significantly higher than others. LexisNexis enables us to pull this data information.

#### **Top 10 contributing factors**

The top 10 contributing factors with motor vehicle crashes include distracted, aggressive, and impaired driving. No improper driving, we have the most of which are minor fender benders. We must report any crash over \$1,000 damage under Massachusetts General Law. We have to report on almost every crash just because of the cost of damages.

#### **Questions, answers and comments:**

**Several years ago, the state made it illegal to drive while talking on your cell phone. Is 2022 data available? In Newton, how many warnings or citations were issued for this offense?** Chief Carmichael answered prior to the hands-free law, you could write a citation for somebody that was texting or looking something up. It did not include dialing. It wasn't a hands-free type of law. The law that was originally created and was unenforceable when you stopped

somebody for a civil motor vehicle infraction, and they had their phone in their hand making it impossible to enforce that law. When the second hands free law went into effect, which was hands free meant you could not hold the device, you can't dial, you can't talk on the phone using your hands. This law gave more ability to enforce. That law also includes reporting requirements that were built in making it mandatory that all Police Departments are required to report all warnings, citations, arrests and the demographics of each stop. This information took a significant amount of administrative work.

**Are the top 10 contributing factors gathered from whether a driver is cited or not?** Chief Carmichael answered these are from the crash reports, not from the citations issued. Often times, a fatal crash or near fatal crash that we're doing reconstruction on to determine fault. That's not typically how every minor motor vehicle crash is handled, the officers are documenting the crash. They're putting the facts of the crash circumstances and submitting it to the state by documenting contributing factors, not essentially determining fault.

### **Top Ten Vehicle Actions**

Officers are documenting the facts and the circumstances of the case, as they learn them. Often times at a scene, they are taking two statements all of which is documented.

### **Weather Conditions**

The most crashes happen when it's clear (74%).

### **Road Surface Conditions**

The most crashes happen when the roads are dry (79%).

### **Questions, answers and comments:**

**Are solar glare issues documented?** Chief Carmichael answered no, but it would be interesting data. Many times, crashes are caused by solar glare issues.

**The road safety bill was recently passed establishing the responsibility to report to the state bike and pedestrian accidents. What will happen with the increased reporting requirements?**

Chief Carmichael answered that he does not know yet, typically, what they'll do is once that everything's done and goes through the legislature, they'll usually pass those things to the Executive Office of Public Safety and Security and the Registry of Motor Vehicles. There will be a transition period allowing us to update our RMS systems to account for new data they want us to track.

**Road changes were made to Centre Street/Commonwealth Avenue and Walnut and Washington Streets, both have a fair number of crashes. What type of analysis will be completed determining if these types of changes have made a positive difference?** Director Sobel answered that they would be reviewed after several years when reviewing trends after an intervention or improvement has been constructed. Washington and Walnut Street Streets were listed in Chief Carmichael's list in the top 20 crash locations. Typically, what MassDOT

does, and what we do is not just look at the total crashes, but the crash rate per million vehicles entering an intersection.

**When reviewing data, what does data tell us about what the city might want to pay attention to?**

I'm seeing a higher number of pedestrian and overall car crashes in the fall. The number of crash injuries is concerning with the two peak times of 8:00 a.m. and 3:00 p.m. when students are traveling to and from school.

The number of crashes by age of operator is interesting data. It would be interesting to have a background graph that shows average by population of Newton. What ages are safe drivers or what ages are incredibly dangerous drivers.

**What does crash data tell the Transportation Division and how do you use this information?**

Director Sobel answered that the Transportation Division works closely with the police. In recent years, MassDOT has significantly improved their online crash portal and mapping system. Years ago, each year they would issue a spreadsheet of crashes that happened in that community. The police are very diligent about submitting the crash reports which are up to date. The large number of crashes and patterns each year is when we're updating our traffic calming priorities. When we're going through the evaluation, we're not necessarily digging into the individual crash reports but review the total number of crashes at an intersection or along a roadway, as well as the crash rate. We also review whether it was an injury crash. We weigh the pedestrian and bicyclist crashes among several other factors including if it is near a village center, a school, a transit stop or public park, etc. Each year when we update our traffic calming evaluations, we review recent crash data and update for all the requests, not just the requests we received that year. We update and modify our priorities as needed and what the data is telling us.

**When changing speed limits or adding no-turn on red sign, are directed patrols used in the transition period when people are getting used to a new traffic pattern?** Chief Carmichael answered yes, we do our best to have directed patrols in locations when patterns change. The pedestrian grant allows us to have targeted enforcement in certain areas where we've received complaints or locations with crashes. As far as reducing speed limits, it is a good change Newton has made because it doesn't stop speeding, but it does reduce the 85% speed.

The benefit of lower speed limits is that these changes are reflected in Waze and Google Maps, because now they have to add the lower speed into their matrix, and account for the slower speed.

Chief Carmichael stated that the changes to Waze and Google would be beneficial. Mass General Law has two different laws for speeds. Posted speed limits and other areas that are not posted. Based on the basic speed loss, when looking at GPS, usually you will only see speed

limits posted on the GPS and the areas that are covered under the posted speed limit law. You won't see speed limit signs if in a thickly settled area or on a non-divided highway.

**Are flashing speed feedback signs available to place on the roads?** Chief Carmichael answered yes, they are available and deployed out.

**Flashing speed feedback signs will benefit areas where the City is changing the speed limits.**

**What is the cost and types of flashing speed back signs available?** Chief Carmichael answered the city uses trailer and pole feedback signs. All solar driven. The trailers are older than some of the newer models on the poles. We are able to put those up and extract data including speeds and to determine the 85% speed limit. Many times, people complain on speeds drivers are traveling. We focus on the 85% speed limit, which means 85% of the traffic that's traveling through that area is below that particular speed limit.

### **Public Comment**

Mike Halle, Co-Chair, Transportation Advisory Group, stated that until mid-2022 the NPD site allowed volunteers to sort reports and extract some information that we have, using open data technologies. We can use the state database and cross reference. Sometimes the state extracts more information so that we can do more analysis. It is helpful to be able to look at the diagrams in a crash report. These provide a great sense of what happened at an accident. If a person guesses the speed of a vehicle, it is often not accurate. The great thing about crash reports is that they bring real facts and history to discussions. The more we can provide the public, the more we can have discussions around what's happening and come with up with community solutions. I appreciate both Council, the police and other departments working together to produce data that departments and the public can use. Mr. Halle offered to meet with NPD and Transportation staff to show them what information is available, and if they would like that information for internal use, on what technologies are available; these have the advantage of being free and open, so you don't get involved with a vendor, and it'll complement the LexisNexis program.

Chief Carmichael stated that LexisNexis was good, it got our attention because it was free, but not as useful as we would have hoped, because it's not public-facing it is just data that we can extract. Chief Carmichael thanked Mr. Halle for his offer.

Jen Martin, Chair, Safe Routes to School Task Force, thanked Chief Carmichael for prioritizing public data and getting the crash reports back up on the website. Crash reports are helpful in working on pedestrian safety, pedestrian training in schools, bike safety and messaging across the community. We need to educate people about pedestrian and bike crashes and review data. There is a perception that there have been more serious crashes in the last year or two, we're seeing more vehicles in rollover crashes. Its alarming that there were 10 pedestrian motor vehicle crashes this past December.

**Is the department seeing more serious rollover crashes? What can be done immediately to quickly address concerns outside of the annual evaluation process?** We've seen some serious recent crashes at Crafts/Albemarle intersection including a rollover crash. In FY25, there will be the MassDOT Safe Routes to School Infrastructure Grant. Crafts Street and Albemarle Road is a busy walking route for FA Day Middle School students, and for Horace Mann students. I'm hearing from families that they are now driving their kids to school because they don't want them to cross the Crafts/Albemarle intersection.

Director Sobel stated that actions in the immediate aftermath of crashes vary depending on the specific situation. He is aware of the crash that occurred today, but does not have all the facts and has not had the opportunity to review the police report. There are some crashes that occur due to inattentiveness or distracted driving and there is not always an engineering solution that can be implemented to improve safety.

Chief Carmichael stated that the department tracks and pays attention to pedestrian crashes. We try to deploy resources. The way to be proactive is to respond to complaints where people are seeing certain driving behaviors taking place when we can implement direct patrols. Pedestrian crashes don't necessarily mean that it is the driver of the car that caused the crash. Many times, bicyclists might be riding contrary to the roadway rules, or they may not stop at a stop sign or red light, and travel into the intersection and they're either hitting a vehicle or the vehicle is hitting them. Human behavior plays a key role into this, which we don't have a lot of control over. Distracted driving, aggressive driving and people rushing are all factors that contribute to all the crashes.

Mr. Halle stated that Albemarle Road/Crafts Street data on the state database show 77 crashes since 2012. That is one of the reasons the state gave the Safe Routes to School grant to fix that, it is not the proximity to the schools. A large number of crashes for two roads. Since 2019, we had 26 crashes until the summer of 2022. Because we have extra information from the report diagrams, I could review how the crashes were related. It appears that vehicles heading southbound on Albemarle Road crossing Crafts Street are colliding with vehicles in Crafts. That number (26) in itself would put it in the top 20 crash locations. We really need to look at this. It is a combination of behavior and close proximity. Hopefully, we get this level of analysis in every department as we start reviewing crashes.

In other areas, the city has removed flex posts that were installed as a temporary measure to prevent pedestrian and car crashes. This needs to be reviewed as a policy. We know the city wants to remove flex posts in the winter to prevent damage to the posts, but the need for safety remains all season.

Without further discussion, Councilor Markiewicz made a motion to hold. Committee members agreed 7-0.



**#525-22 Request for an amendment to City Ordinances regarding outdoor dining**  
HER HONOR THE MAYOR requesting a discussion and amendment to City Ordinances necessary to continue outdoor dining on a permanent basis.

**Public Safety & Transportation Held 7-0 on 12/07/22**

**Action: Public Safety & Transportation Approved 8-0**

**Note:** Director Heath, Director Sobel, Mr. Sisson and Assistant City Solicitor Lee joined the Committee.

Director Heath stated that the draft ordinance language will enable the city to put into place permanently, what we've been doing for the last two years with outdoor dining. Mr. Sisson and Attorney Lee have been working with our colleagues in various departments in drafting the ordinance.

Mr. Sisson reviewed with Committee members the memo and draft ordinance; this material was attached to the agenda. Mr. Sisson stated that the timeline to approve this item is tight because this item also has to go before the Zoning and Planning Committee. It has been a well-coordinated process across multiple departments to have oversight of the public way of restaurants, and of leasing parking spaces out. He stated that he feels the process is working, we just need to codify it to continue. The state emergency authorization will expire at the same time our dining season begins on April 1.

Attorney Lee stated that he took the information the Committee requested on December 7, which was to codify the current process, and tried the simplest way possible to codify that information into the existing ordinances. We took information from the sidewalk cafe seating ordinance because the process for the sidewalk seating that has been followed, or the parking space seating has been more or less identical, obviously, with some differences in terms to ensure the proper safety protocols are included. We took the exact process with identifying some of the different needs in the parking spaces, such as barriers and ADA access when there is a curb that drops off as opposed to a sidewalk. All of these are now in the draft ordinance, the remaining information is identical to how the sidewalk cafe seating ordinance is written.

**Questions, answers and comments:**

**How was the \$250.00 fee determined for each such annual permit for parking space seating per space?** Director Heath answered when we were facing this last year, we set the fee at \$250 per parking space, which was approved by the Finance Committee. The fee was waived for the 2022 dining season. We're not proposing that we waive the fee this year, and we do not intend to change the fee.

**Section (b) number (1), states "Permits may only be granted to the proprietor of the business premises which immediately abuts the parking space in the public way affected by the permit..." does this mean that this limits the street dining to only spaces in front of the**

**building? There are restaurants where maybe they go one space beyond, because they have a very narrow front. I do have concerns with us being overly prescriptive if we are limited to only one parking space in front of their building. I do want to make sure that we make these spaces big enough to accommodate the needs of the restaurant.** Attorney Lee answered that it is contiguous, it's not literally frontage of the building. For example, rarely do the parking spaces from end to end, instead of frontage, there's a practical aspect where the whole space will be utilized. In situations where the parking space, the portion that they want to use, or actually a whole other space that they'd like to utilize that is contiguous, however, is in front of another business, they do need to get written permission from the other business because we want them to be good neighbors.

**In the memo, the appeals date of March 15, is very tight with the outdoor dining date of April 1. Please explain what would happen if this item were appealed?** Attorney Lee answered that the appeal process allows someone to file a referendum. It's not something that's simply done. But more importantly, the Council should understand the zoning piece, it's very limited. It really has to do with zoning right now for restaurant users. The number of seats is utilized to calculate how many parking spaces and obviously the language is very clear that sidewalk cafe seating is exempt from that. I believe that the Planning Department terms are clear that the seating is going to be treated the same. Even if the zoning amendment is being held up, it's not going to affect the licenses that these restaurants have. It is not going to stop them from commencing their operations and outdoor dining during the outdoor dining season.

**If someone wanted to appeal this, they'd have to file a referendum with 50 signatures?** Attorney Lee answered that under the Charter, they have 20 days before an item becomes effective. During that time, citizens have the ability to get the required signatures necessary to challenge it.

**What happens if a business wants two parking spaces and only has one space that may be seen as constraining. Is that a concern?** Mr. Sisson answered that it is not necessary to put everything in this ordinance, because there are other ordinances. There are a great deal of regulations out there and in the guide that we're putting together for the restaurants to roll out and implement outdoor dining and for our inspectors to refer to. This remains a fledgling program. We may return in the future to review how this is working, every municipality in eastern Massachusetts is wrestling with outdoor dining. Due to the April 1, start date, we just want to advance the ball.

Committee members expressed support to continue outdoor dining on a permanent basis. It's wonderful for our citizens and our businesses.

**Public Comment:**

Kay Masterson, restaurant owner and member of the Chamber of Commerce stated that our customers overwhelmingly love this. Most restaurants did their best to have thoughtful designs. Outdoor dining is an important part of what we offer now, and people expect it. I

agree, it should be moved forward. I'm interested in trying to figure out how we get better communication on all types of things. Moving forward, it's important that the restaurants in the city communicate with a little more ease and a little less alarm about something going on. I applaud your support because it's really important to the restaurant industry and to our local businesses.

Seana Gaherin, Dunn-Gaherin's restaurant owner stated that the Charles River Regional Chamber sent out a survey and overwhelmingly, the citizens did say that they had loved the outdoor dining. I feel it was a good indicator to see people moving forward from COVID.

Without further discussion, Councilor Bowman made a motion to approve this request. Committee members agreed 8-0.

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

**#137-22 Granting administrative authority to seasonably approve the use of on-street parking for outdoor dining**

HER HONOR THE MAYOR requesting to grant administrative authority to the Commissioner of Public Works, the Director of Planning and Development, and the Police Chief to seasonably approve the use of on-street parking spaces for restaurant outdoor dining.

**Public Safety & Transportation Held 7-0 on 12/07/22**

**Action: Public Safety & Transportation No Action Necessary 8-0**

**Note:** Chair Downs stated because we approved #525-22, we can vote no action necessary on this item.

Without discussion, Councilor Bowman made a motion to vote no action necessary. Committee members agreed 8-0.

The Committee adjourned at 8:44 p.m.

**Respectfully submitted,**

**Andreae Downs, Chair**



# Newton Police Department

## 2022 Crash Data

### 2017-2022 Newton Police Crashes at a Glance

	2017	2018	2019	2020	2021	2022
<b>Total Fatal Crash</b>	0	0	0	0	0	0
<b>Total Crashes</b>	1504	1428	1330	762	1066	1203
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<b>Total Bicyclist Crashes</b>	26	24	31	23	26	27
<b>Total Bicyclist Fatalities</b>	0	0	0	0	0	0
<b>Total Motorcycle crashes</b>	14	7	11	6	6	10

### 2021 vs 2022 Comparisons:

### Total Car Crashes

	2021	2022	Diff	% Change
Jan	71	84	<b>13</b>	18%
Feb	82	101	<b>19</b>	23%
Mar	68	72	<b>4</b>	6%
Apr	74	96	<b>22</b>	30%
May	92	112	<b>20</b>	22%
Jun	81	116	<b>35</b>	43%
Jul	92	93	<b>1</b>	1%
Aug	76	90	<b>14</b>	18%
Sep	123	106	<b>-17</b>	-14%
Oct	109	109	<b>0</b>	0%
Nov	116	119	<b>3</b>	3%
Dec	82	105	<b>23</b>	28%
<b>Total</b>	<b>1066</b>	<b>1203</b>	<b>137</b>	<b>13%</b>

## Pedestrian Crashes

	2021	2022	Diff	% Change
Jan	1	2	1	100%
Feb	1	2	1	100%
Mar	2	2	0	0%
Apr	2	2	0	0%
May	5	0	-5	-100%
Jun	0	6	6	600%
Jul	1	3	2	200%
Aug	2	2	0	0%
Sep	5	0	-5	-100%
Oct	5	5	0	0%
Nov	4	5	1	25%
Dec	4	10	6	150%
<b>Total</b>	<b>32</b>	<b>39</b>	<b>7</b>	<b>22%</b>

## Bicycle Crashes

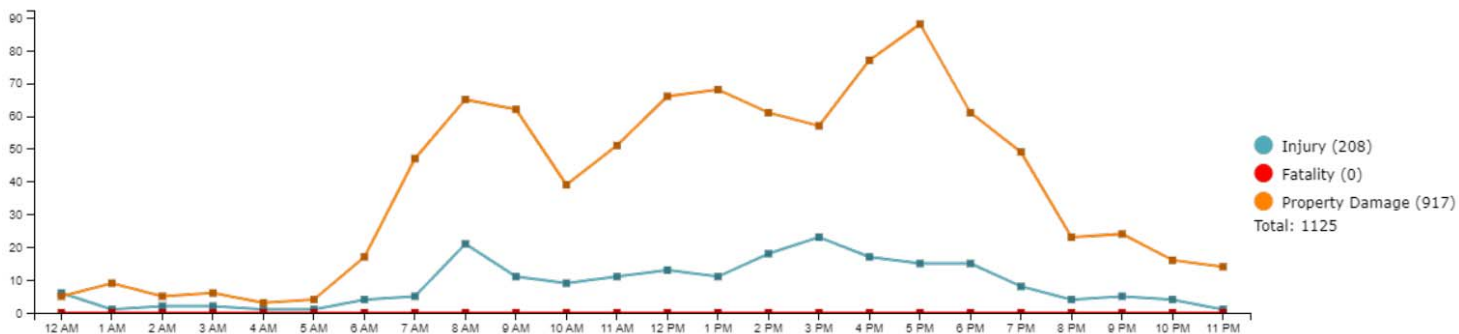
	2021	2022	Diff	% Change
Jan	2	0	-2	200%
Feb	0	2	2	200%
Mar	1	0	-1	-100%
Apr	1	1	0	0%
May	6	2	-4	-67%
Jun	3	2	-1	-33%
Jul	2	2	0	0%
Aug	3	3	0	0%
Sep	2	5	3	150%
Oct	3	2	-1	-33%
Nov	2	7	5	250%
Dec	1	1	0	0%
<b>Total</b>	<b>26</b>	<b>27</b>	<b>1</b>	<b>4%</b>

### Top 20 Crash Locations:

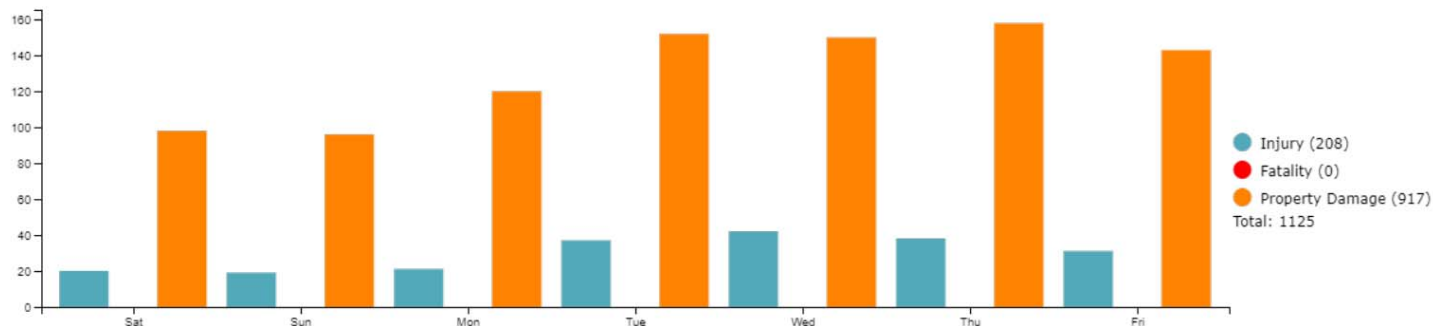
Location	Total
CENTRE ST & WASHINGTON ST	19
2014 WASHINGTON ST (NWH)	15
CENTRE ST & COMMONWEALTH AVE	10
275 WASHINGTON ST	9
NAHANTON ST & WELLS AVE	8
LOWELL AVE & WASHINGTON ST	8
CENTRE AVE & CENTRE ST	8
WALNUT ST & WATERTOWN ST	8
ALBEMARLE RD & CRAFTS ST	8
BEACON ST & WALNUT ST	7
320 WASHINGTON ST	7
CRAFTS ST & NORTH ST	6
WALNUT ST & WASHINGTON ST	6
COMMONWEALTH AVE & TEMPLE ST	6
916 WALNUT ST	6
275 CENTRE ST	6
COMMONWEALTH AVE & WALNUT ST	5
BRIDGE ST & CALIFORNIA ST	5
COMMONWEALTH AVE & LEXINGTON ST	5
CENTRE ST & CENTRE AVE	5

\*Note the below charts were created with our new LexisNexis dashboard. There are a small number of crashes missing from the month of August and we are working to resolve the issue.

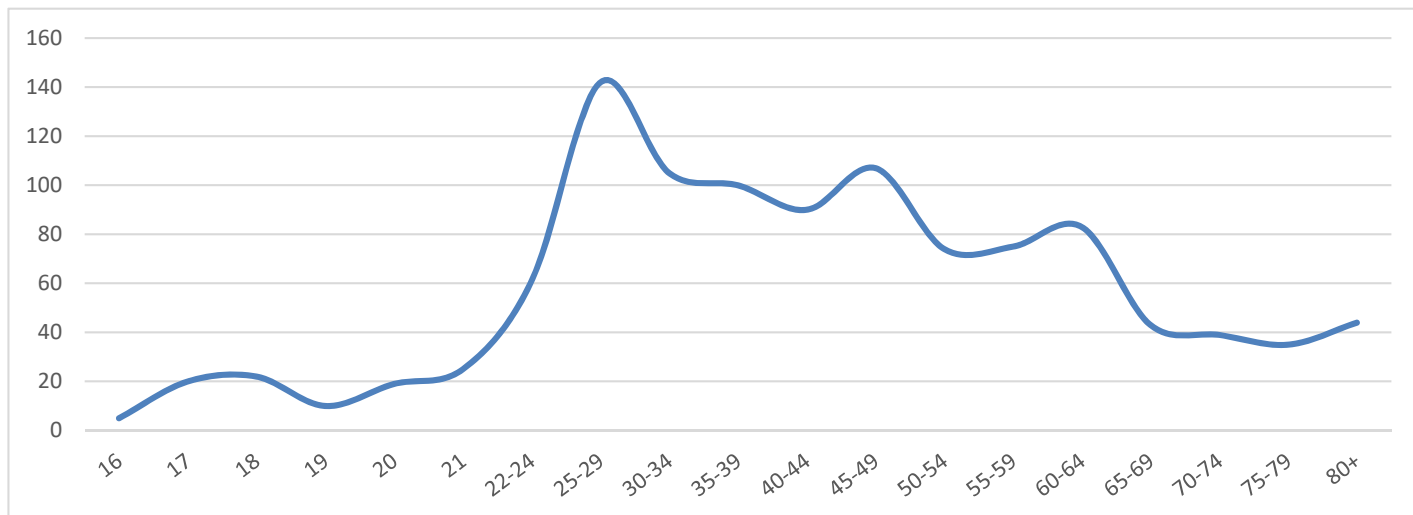
### Crashes by the time of day:



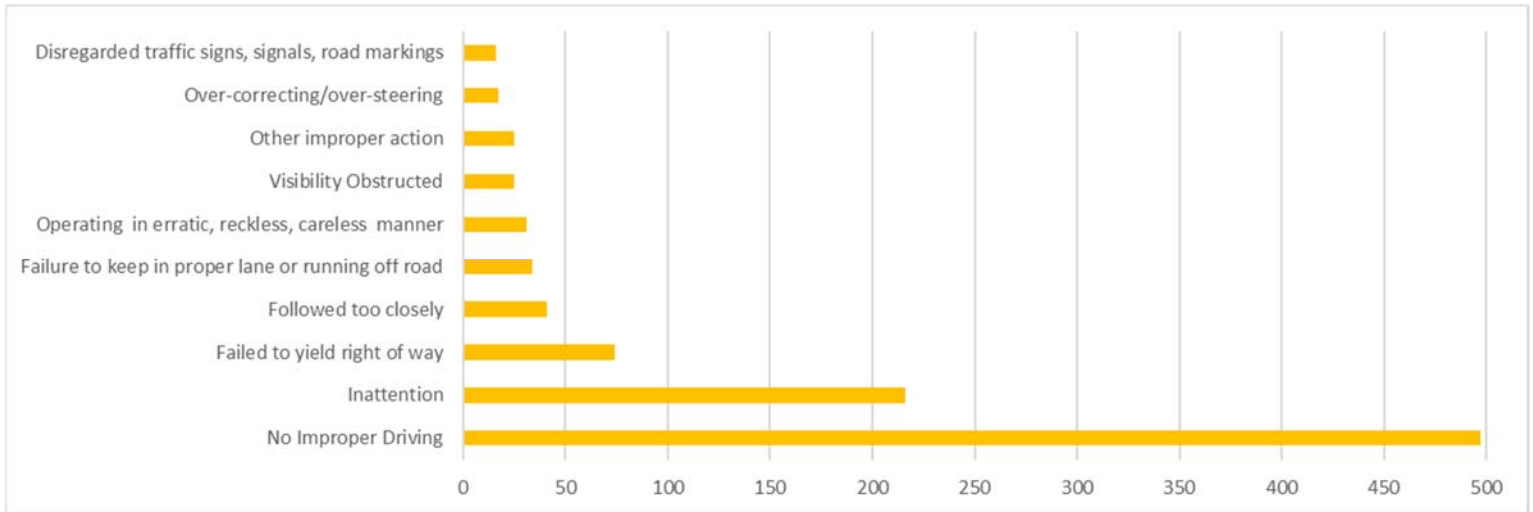
### Crashes by the day of the week:



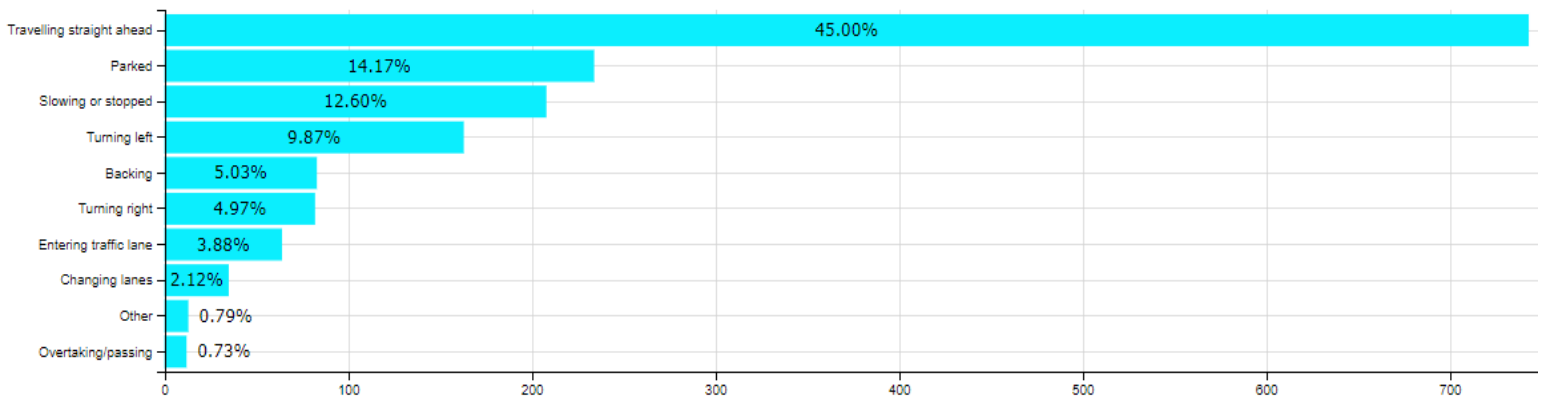
### Crashes by Age of Operator:



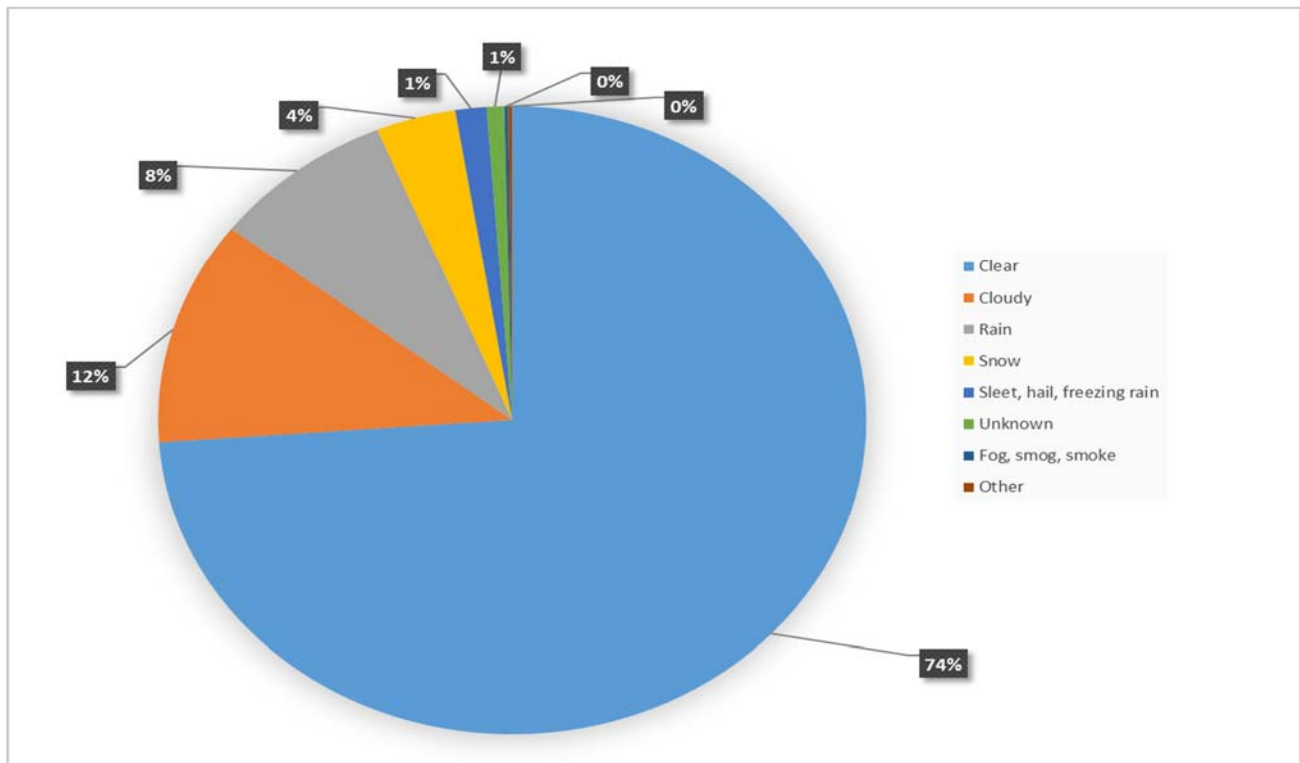
### Top Ten Contributing Factors:



### Top Ten Vehicle Actions:



### Weather Conditions:



### Road Surface Conditions:

