



Public Safety & Transportation Committee Agenda

City of Newton In City Council

Wednesday, March 8, 2023

7:00 PM

The Public Safety & Transportation Committee will hold this meeting as a virtual meeting on Wednesday, March 8, 2023 at 7:00 pm. To view this meeting using Zoom use this link <https://us02web.zoom.us/j/83572997206> or call 1-646-558-8656 and use the following Meeting ID: 835 7299 7206

Items Scheduled for Discussion:

Chair's Note: *The committee will meet jointly with the Programs & Services Committee regarding the following item at <https://us02web.zoom.us/j/85893786974>*

Referred to Public Safety & Transportation and Programs & Services Committees

- #108-22** **Requesting report as to the implementation of the leaf-blower landscaper registration and enforcement**
COUNCILORS BAKER, GREENBERG, HUMPHREY, NOEL, AND WRIGHT requesting a report from the Executive Department, including the Chief of Police and the Commissioner of Inspectional Services, as to the implementation of the leaf-blower landscaper registration and enforcement ordinance amendments effective Labor Day 2021.
Programs & Services Held 7-0 on 04/06/22 (Councilor Krintzman not voting)
Programs & Services Held 7-0 on 06/08/22
- #75-23** **Requesting authorization to bring the City's ordinances relating to special officers (i.e. retired police officers) in conformance with the State law**
HER HONOR THE MAYOR requesting authorization to bring the City's ordinances relating to special officers (i.e. retired police officers) in conformance with the State law governing the Massachusetts Peace Officer Standards and Training (POST).

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: ifairley@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 Safety & Transportation & Finance Committees

#86-23 Acceptance of \$190,000 from MassDOT's Community Transit Grant Program SFY23

HER HONOR THE MAYOR requesting authorization to accept and expend the sum of one hundred ninety thousand dollars (\$190,000) in grant funding from MassDOT's Community Transit Grant Program SFY23 for the Newton in Motion (NewMo) Senior Transportation microtransit program.

Referred to Public Safety & Transportation & Finance Committees

#85-23 Acceptance of \$712,459 from MassDOT Community Connections Program FY23-25

HER HONOR THE MAYOR requesting authorization to accept and expend the sum of seven hundred twelve thousand four hundred fifty nine dollars (\$712,459) in grant funding from MassDOT's Community Connections Program FY23-25 for the Newton in Motion (NewMo) microtransit program.

Referred to Public Facilities and Public Safety & Transportation Committees

#77-23 Discussion of short-term prevention strategies at Crafts/Albemarle/North Streets

COUNCILOR DOWNS, LEARY, NORTON, BOWMAN, MALAKIE, WRIGHT AND LUCAS requesting a discussion of possible short-term prevention strategies at Crafts/Albemarle/North Streets and surrounding areas to address safety and recent crashes.

Respectfully submitted,

Andreae Downs, Chair



Ruthanne Fuller
Mayor

City of Newton, Massachusetts
Office of the Mayor

#75-23

Telephone
(617) 796-1100
Fax
(617) 796-1113
TDD/TTY
(617) 796-1089
Email
rfuller@newtonma.gov

February 27, 2023

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

Honorable City Councilors:

I respectfully submit this docket item to your Honorable Council requesting authorization to bring the City's ordinances relating to special officers (i.e. retired police officers) in conformance with the State law governing the Massachusetts Peace Officer Standards and Training (POST).

More specifically, I am requesting authorization to petition the General Court for special legislation to amend the provisions of the Acts 2014, c.96 An Act Relative to the Appointment of Special Police Officers In Newton, as most recently amended by Acts 2016, c.266, by expressly stating that special officers shall abide by and be subject to Chapter 6E of the General Laws, the law governing POST.

In addition, and in the event such special legislation is enacted by the General Court, I request that this Honorable Council authorize a corresponding amendment to Section 24-6 of the Newton Revised Ordinances, 2017, in order to implement such special legislation.

Attached is a memo from Chief Carmichael requesting the docket item, the Law Department's draft special act language, and the text of the most recent special act (Acts 2016, C. 266) regarding Newton Special Police Officers.

Thank you for your consideration of this matter.

Sincerely,

Mayor Ruthanne Fuller

RECEIVED
2023 FEB 27 PM 4:52
CITY CLERK
NEWTON, MA, 02459



*City of Newton
Police Department*



TELEPHONE
(617) 796-2101
FAX # (617) 796-3679

John F. Carmichael
CHIEF OF POLICE

Office of the Chief of Police
HEADQUARTERS
1321 WASHINGTON STREET
NEWTON, MASSACHUSETTS 02465

To: Mayor Ruthanne Fuller
From: Chief John Carmichael
Date: February 17, 2023
Subj: Docket Item for Home Rule Petition on Appointment of Special Police Officers

I respectfully request you docket item this item to the Honorable Council requesting authorization to petition the General Court for special legislation to amend the provisions of the Acts 2014, c.96 An Act Relative to the Appointment of Special Police Officers In Newton, as most recently amended by Acts 2016, c.266, by expressly stating that special officers shall abide by and be subject to Chapter 6E of the General Laws, the law governing the Massachusetts Peace Officer Standards and Training (POST) Commission.

In addition, and in the event such special legislation is enacted by the General Court, I request that this Honorable Council authorize a corresponding amendment to Section 24-6 of the Newton Revised Ordinances, 2017, to implement such special legislation.

Thank you for your consideration of this matter.

Respectfully,

A handwritten signature in black ink, appearing to read "John F. Carmichael".

Chief John Carmichael
Newton Police Department



AN ACT RELATIVE TO THE APPOINTMENT OF SPECIAL POLICE OFFICERS IN THE CITY OF NEWTON

Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same as follows:

SECTION 1. The mayor of the city of Newton may appoint, at the recommendation of the police chief and as the police chief deems necessary, retired Newton police officers as special police officers to perform police details or any duties arising therefrom or during the course of police detail work, whether or not related to the detail work. The retired Newton police officers shall have been regular Newton police officers and retired based on superannuation. Notwithstanding the maximum age restrictions applied to regular Newton police officers under chapter 32 of the General Laws, the retired Newton police officers shall be eligible to serve as special police officers pursuant to this Act until they reach the age of 75. Prior to appointment under this act, and annually thereafter unless required more often by the police chief, a retired Newton police officer shall pass a medical examination by a physician or other certified professional chosen by the city to determine whether the retired Newton police officer is capable of performing the essential duties of a special police officer under this act, the cost of which shall be borne by the retired Newton police officer.

SECTION 2. Special police officers appointed under this act shall not be subject to chapter 31, section 99A of chapter 41 or chapter 150E of the General Laws. Special police officers appointed under this act shall not be eligible for special leave, vacation or other benefits enumerated in article II of chapter 2 of Newton revised ordinances 2012.

SECTION 3. Special police officers shall, when performing the duties under section 1, have the same power to make arrests and perform other police functions as do regular police officers of the city of Newton.

SECTION 4. Special police officers shall be appointed for an indefinite term, subject to removal by the mayor or the chief of police at any time upon 14 days written notice prior to removal.

SECTION 5. The workweek for special police officers appointed under this act shall be 7 consecutive 24 hour periods, for a total of 168 hours, which shall commence at 8:00 AM. each Monday. A special police officer appointed under this act shall not perform police details or any duties arising therefrom in excess of 40 hours in a workweek.

SECTION 6. Special police officers appointed under this act shall be subject to the rules, regulations, policies, procedures and requirements imposed by the chief of police and the mayor of the city of Newton including, but not limited to: restrictions on the type of detail assignments, requirements regarding medical examinations to determine continuing capability to perform the duties of a special police officer, requirements for training, requirements for firearms licensing and qualifications and requirements regarding uniforms and equipment. Compliance with all requirements shall be at no cost to the city of Newton. Special police officers appointed under this act shall not be subject to section 96B of chapter 41 of the General Laws.

SECTION 7. Special police officers appointed under this act shall be sworn before the city clerk of the city of Newton who shall keep a record of all of the appointments.

SECTION 8. Special police officers appointed under this act shall be subject to sections 100 and 111F of chapter 41 of the General Laws. The amount payable under said section 111F shall be calculated by averaging the amount earned over the prior 52 weeks as a special police officer working police details, or averaged over such lesser period of time for any officer designated as a special police officer less than 52 weeks before the incapacity. In no event shall payment under said section 111F exceed, in any calendar year, the limitation on earnings contained in paragraph (b) of section 91 of chapter 32 of the General Laws. Payment under section 111F of chapter 41 of the General Laws shall terminate in accordance with said section 111F or when a special police officer appointed under this act reaches the age of 75, whichever occurs first. A special police officer appointed under this act shall not be subject to section 85H or 85H 1/2 of said chapter 32 or eligible for the benefits.

SECTION 9. Special officers appointed under this act shall abide by and otherwise be subject to chapter 6E of the General Laws.

SECTION 10. Appointment as a special police officer shall not entitle that person to assignment to any detail.

SECTION ~~40~~11. Special police officers appointed under this act shall be subject to the limitations on hours worked and earnings restrictions as provided in paragraph (b) of section 91 of chapter 32 of the General Laws.

SECTION ~~41~~12. This act shall take effect upon its passage.

Approved,

DRAFT FOR DISCUSSION

Amend Newton ordinance Sec.24-6 as follows:

Sec. 24-6 Police Retiree Detail Patrol

The mayor may appoint, at the recommendation of the police chief and as the police chief deems necessary, retired Newton police officers as special police officers, to be known as the Newton Police Retiree Detail Patrol, to perform police details or any duties arising therefrom or during the course of police detail work, whether or not related to the detail work, subject to the following requirements and conditions. Special police officers appointed under this section shall be paid for performing assigned details at the same rate as regular police officers performing assigned details.

(a) The retired police officers shall have been regular Newton police officers and retired from Newton based on superannuation. Notwithstanding the maximum age restrictions as applied to regular Newton police officers under chapter 32 of the General Laws, retired police officers shall be eligible to serve as special police officers under this section until they reach the age of 75.

(b) Prior to appointment under this section, and annually thereafter unless required more often by the chief of police, a retired Newton police officer shall pass a medical examination by a physician or other certified professional chosen by the City to determine whether the retired Newton police officer is capable of performing the essential duties of a special police officer under this section, the cost of which shall be borne by the retired Newton police officer.

(c) Special police officers appointed under this section shall not be subject to chapter 31 of the General Laws, section 99A of chapter 41 of the General Laws or chapter 150E of the General Laws. Special police officers appointed under this section shall not be eligible for special leave, vacation, or other benefits enumerated in article II of chapter 2 of these ordinances.

(d) Special police officers shall, when performing the duties under this section, have the same power to make arrests and perform other police functions as do regular police officers of the City of Newton.

(e) Special police officers shall be appointed for an indefinite term, subject to removal by the mayor or the chief of police at any time with a 14 day written notice.

(f) The workweek for special police officers appointed under this section shall be seven (7) consecutive twenty-four (24) hour periods, for a total of one hundred and sixty-eight (168) hours, which shall commence at 8:00 A.M. at the start of each Monday of the calendar week. In no case shall any special police officer appointed under this section perform police details or any duties arising therefrom in excess of forty (40) hours in any given workweek.

(g) Special police officers appointed under this section shall be subject to the rules and regulations, policies and procedures and requirements as the chief of police and the mayor may impose from time to time, including, but not limited to restrictions on the type of detail assignments, requirements regarding medical examinations to determine continuing capability to perform the duties of a special police officer, requirements for training, requirements for firearms licensing and qualifications and requirements regarding uniforms and equipment. Compliance with all requirements will be at no cost to the City of Newton. Special police officers appointed under this section shall not be subject to section 96B of chapter 41 of the General Laws.

(h) Special police officers appointed under this section shall be sworn before the city clerk of the City of Newton who shall keep a record of all such appointments.

(i) Special police officers appointed under this section shall be subject to sections 100 and 111F of

DRAFT FOR DISCUSSION

Amend Newton ordinance Sec.24-6 as follows:

chapter 41 of the General Laws. The amount payable under section 111F of chapter 41 shall be calculated by averaging the amount earned over the prior 52 weeks as a special police officer working police details, or averaged over such lesser period of time for any officer designated as a special police officer less than 52 weeks before the incapacity. In no event shall payment under section 111F of chapter 41 exceed, in any calendar year, the limitation on earning contained in paragraph (b) of section 91 of chapter 32 of the General Laws. Payment under section 111F of chapter 41 shall terminate in accordance with section 111F of Chapter 41 or when a special police officer appointed under this section reaches the age of 75, whichever occurs sooner. Special police officers appointed under this section shall not be subject to section 85H or 85H 1/2 of chapter 32, nor eligible for any benefits pursuant thereto.

(j) Special officers appointed under this section shall abide by and otherwise be subject to chapter 6E of the General Laws.

(k) Appointment as a special police officer under this section does not entitle that person to assignment to any detail.

(~~l~~) Retired Newton police officers serving as special police officers under this section shall be subject to the limitations on hours worked and on earnings restrictions as provided in paragraph (b) of section 91 of chapter 32 of the General Laws. (Ord. No. A-45, 09-15-14)

Acts (2016)

Chapter 266

AN ACT RELATIVE TO SPECIAL POLICE OFFICERS IN THE CITY OF NEWTON

Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same as follows:

SECTION 1. Section 1 of chapter 96 of the acts of 2014 is hereby amended by striking out the third sentence and inserting in place thereof the following sentence:- Notwithstanding the maximum age restrictions applied to regular Newton police officers under chapter 32 of the General Laws, the retired Newton police officers shall be eligible to serve as special police officers pursuant to this act until they reach the age of 70.

SECTION 2. Said chapter 96 is hereby further amended by striking out section 8 and inserting in place thereof the following section:-

Section 8. A special police officer appointed under this act shall be subject to sections 100 and 111F of chapter 41 of the General Laws. The amount payable under said section 111F of said chapter 41 shall be calculated by averaging the amount earned over the prior 52 weeks as a special police officer working police details or averaged over a lesser period of time for an officer designated as a special police officer less than 52 weeks before the incapacity. A payment under said

section 111F of said chapter 41 shall not exceed, in a calendar year, the limitation on earnings contained in paragraph (b) of section 91 of chapter 32 of the General Laws. A payment under said section 111F of said chapter 41 shall terminate in accordance with said section 111F of said chapter 41 or when a special police officer appointed under this act reaches the age of 70, whichever occurs first. A special police officer appointed under this act shall not be subject to section 85H or 85H $\frac{1}{2}$ of said chapter 32 or eligible for the benefits.

SECTION 3. This act shall take effect upon its passage.

Approved, September 16, 2016



Ruthanne Fuller
Mayor

City of Newton, Massachusetts
Office of the Mayor

#75-23

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(617) 796-1100
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(617) 796-1113
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(617) 796-1089
Email
rfuller@newtonma.gov

February 27, 2023

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

Honorable City Councilors:

I respectfully submit this docket item to your Honorable Council requesting authorization to bring the City's ordinances relating to special officers (i.e. retired police officers) in conformance with the State law governing the Massachusetts Peace Officer Standards and Training (POST).

More specifically, I am requesting authorization to petition the General Court for special legislation to amend the provisions of the Acts 2014, c.96 An Act Relative to the Appointment of Special Police Officers In Newton, as most recently amended by Acts 2016, c.266, by expressly stating that special officers shall abide by and be subject to Chapter 6E of the General Laws, the law governing POST.

In addition, and in the event such special legislation is enacted by the General Court, I request that this Honorable Council authorize a corresponding amendment to Section 24-6 of the Newton Revised Ordinances, 2017, in order to implement such special legislation.

Attached is a memo from Chief Carmichael requesting the docket item, the Law Department's draft special act language, and the text of the most recent special act (Acts 2016, C. 266) regarding Newton Special Police Officers.

Thank you for your consideration of this matter.

Sincerely,

Mayor Ruthanne Fuller



Ruthanne Fuller
Mayor

City of Newton, Massachusetts
Office of the Mayor

#86-23

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rfuller@newtonma.gov

February 27, 2023

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

Honorable City Councilors:

I respectfully submit this docket item to your Honorable Council requesting authorization to accept and expend \$190,000 in grant funding from MassDOT's Community Transit Grant Program SFY23 for the Newton in Motion – NewMo Senior Transportation Microtransit Program.

The City is contracted with Via to provide this service. The grant supplements City funding, development mitigation funds, and other grants used to support the program.

Attached is a memo from Planning & Development Director Barney Heath requesting the docket item and the grant award letter from the MassDEP.

Thank you for your consideration of this matter.

Sincerely,

Mayor Ruthanne Fuller

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2023 FEB 27 PM 4:51
CITY CLERK
NEWTON, MA. 02459



Ruthanne Fuller
Mayor

City of Newton, Massachusetts
Department of Planning and Development
1000 Commonwealth Avenue Newton, Massachusetts 02459

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www.newtonma.gov

Barney S. Heath
Director

MEMORANDUM

Date: December 8, 2022
To: Maureen Lemieux, Chief Financial Officer
Jonathan Yeo, Chief Operating Officer
From: Barney Heath, Director – Planning & Development
Nicole Freedman, Planning Consultant
Subject: Request to Docket Item to Accept MassDOT Community Transit Grant Program SFY23

We request approval to accept and expend \$190,000 in grant funding from MassDOT's Community Transit Grant Program SFY23 for the following project:

NewMo Senior Transportation

The City is contracted with Via to provide this service. The City will provide a 50% match to MassDOT funds using part of the \$275,000 that the City puts towards NewMo senior transportation on an annual basis.

Attached:

- Award Letter
- Grant Application



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Jamey Tesler, MassDOT Secretary & CEO
Meredith Slesinger, MassDOT Rail & Transit Administrator



December 8, 2022

Nicole Freedman
City of Newton
1000 Commonwealth Avenue
Newton Centre, MA 02459

Dear Nicole Freedman:

On behalf of Governor Baker and Lieutenant Governor Polito, I am pleased to notify you that the City of Newton has been competitively selected to receive a State Fiscal Year 2023 Community Transit Grant Program award for the following project:

NewMo Senior Transportation
BCG0011555
in the amount of **\$190,000**
to be matched with \$190,000 in local funds

Through this funding, we hope to ensure that you continue to provide meaningful transportation options for older adults and individuals with disabilities in Massachusetts.

In the coming weeks, you will receive further instructions from the MassDOT Transit Division detailing next steps. In the meantime, please feel free to contact Rachel Fichtenbaum, Manager of Grant Programs and Mobility Management, at Rachel.L.Fichtenbaum@dot.state.ma.us with any questions.

Thank you for your continued commitment to improving mobility in the Commonwealth.

Sincerely,

A handwritten signature in black ink that reads "Jamey Tesler".

Secretary Tesler
Secretary and CEO
Massachusetts Department of Transportation



Applicant Organization Name: Newton Senior Services Department

GrantsPlus Project Number / UPIN: BCG0011555

Project Name/GrantsPlus Project Description: Newton Senior Transportation Operating, FY23

Mark if project was funded with CTGP funds previously. Yes No

Operating Project Request - FY23

(Information requested is for the project funding request only, not the entire transportation program or service.)

1. **Funding Request.** Please enter only the total project cost. The form will auto-calculate federal and local match.

FTA Section 5310 Operating Funding Request	\$	190,000.00
Local Match	\$	190,000.00
Total Project Cost	\$	380,000.00

2. Provide an in-depth **Project Description** related to the funding request. Include information on service start date, service type (demand response, etc.), and service area to include cities and towns supported by the project. Please identify in this section if a companion vehicle replacement or new service request is being applied for to support this project. (1055 characters)

In 2019, with CTGP funding, Newton launched NewMo, a state-of-the-art transportation system providing seniors on-demand, dynamically routed, shared trips in hybrid vehicles, ensuring a sustainable service and social experience. In fall 2021, NewMo expanded into an all-ages citywide service, greatly benefitting seniors. 1) Seniors now travel everywhere in Newton, not just select locations 2) Service runs weekdays 7-6:30, from 8-5 3) Seniors can pre-book for medical trips, instead of just real-time booking 4) Seniors pay \$2/trip down from \$5. Low-income rate is \$.50 5) More vehicles (8 instead of 4) improved reliability. The new, expanded service is highly successful. Senior trips increased 80% from 188 per week to 342 and 200 new seniors took trips. Riders with disabilities are increasingly using NewMo. NewMo has provided 65,498 total trips and 40,533 senior trips since inception. In 2022, NewMo will expand again, serving hubs in Waltham and Watertown and transitioning to electric vehicles.

- a. **Project Service Area.** Indicate approximate percentage of census designated geographic areas the project will or does serve. Total percentage should equal 100%. To assist in determining your geographic service area, please see the 'Urbanized Areas 2010' map in the Resources tab on GrantsPlus+.

Percent of Total Trips		*If in urbanized area , provide name(s) of service area:
100	%	*Urbanized Area
	%	Small Urbanized Area
	%	Rural Area
100	%	Total Percentage

Applicant Organization Name: GrantsPlus Newton Senior Services Department

Project Number / UPIN: BCG0011555

Project Name/GrantsPlus Project Description: Newton Senior Transportation Operating, FY23

3. Project Service Operations.

Days and Hours of Project Operation	Weekdays 7 AM-6:30 PM, Weekends 9 AM - Noon
Service Project Operator (applicant, subcontractor, other)	Via
Average Project Fare or Donation	\$ 1.48
Primary Project Trip Purpose (medical, shopping, etc.)	medical, errands, senior, job, social, other
Estimated Project One-Way Passenger Trips per Day	100

Describe how the estimated trip number was determined. (345 characters)

Pre-pandemic, NewMo averaged 85 weekday senior trips. We project a return to pre-pandemic levels next year, with the pandemic receding. Additionally, we estimate a 15-20% increase over pre-pandemic levels related to the Waltham/Watertown expansion, recent service improvements, and increased awareness.

4. Project Effectiveness and Performance Indicators.

a.(1)

Project Implementation Plan - Complete for New Operating Projects Only. Describe the proposed project implementation plan. Information should include project tasks, benchmarks, key milestones, key personnel, routes and schedules as applicable. How will the organization market the project to target populations? Include as attachments, if applicable: formal service plan, timetable, route map, and/or service map. (990 characters)

N/A not a new operating project

a.(2)

Performance Measure Data - Complete for Existing Operating Projects Only. Data is requested for the previous and current year as comparison.

Data Type	2021 Data	2022 Data (YTD)
Total Operating and Related Administrative Expenses:	\$ 497,000.00	\$ 1,020,118.00
Annual One-Way Passenger Trips:	9,696	38,992
Annual Vehicle Service Miles:	65,434	240,034
Total Vehicles in Service (exclude spares/backups):	4	7
Cost Per Mile:	\$ 7.50	\$ 4.20
Cost per Passenger Trip:	\$ 51.00	\$ 26.00

Applicant Organization Name: Newton Senior Services Department

GrantsPlus Project Number / UPIN: BCG0011555

Project Name/GrantsPlus Project Description: Newton Senior Transportation Operating, FY23

b. How did your organization determine that the service type (i.e. fixed route, demand response, etc.) and route/schedule proposed or currently in place is the most effective to meet the needs of the passengers served? (330 characters)

In 2019 and 2021 Newton accepted proposals for a model-agnostic transportation service. Bids included taxi, TNC, microtransit and shuttle models. Newton selected Via (microtransit) because they met requirements (service area, door-to-door, and phone, WAVE) and excelled at customer service, technology, pricing, and sustainability

c. Describe what performance measures have been identified or are being used to evaluate the effectiveness of the project. Measures can include number of passengers, cost per mile, or cost per trip. (330 characters)

Our contract with Via stipulates the following service levels: Avg wait (< 20 min); On Time % (95% within +-10 minutes); Customer satisfaction (4.8/5); Weekday Ridership (215-360). We also track shared trips percent, trips/vehicle hour, total cost, driver hours and miles, cost/trip and more.

d. Describe the organization’s plan for monitoring and evaluating project performance. What types of documentation will be used (i.e.: demographic materials, surveys)? (330 characters)

The City monitors performance as follows: 1) Vendor is obligated to provide access to real-time dashboard with 30 + metrics 2) Vendor must meet above service levels 3) Senior Center staff communicate regularly with seniors 4) City staff meet weekly with vendor 5) City issues annual rider survey for demographics and more.

5. **Proposed Project Budget** (do not complete all expense categories, only specific to project type and applicable to the total requested project cost.) All in-kind and indirect costs listed must be approved by MassDOT in advance of application submission. Fares and donations for service are subtracted from total operating expenses to calculate total project cost eligible for reimbursement.

Expenses	Cash	In-Kind
a. Drivers/Dispatch Salaries	\$	\$
b. Drivers/Dispatch Fringe Benefits	\$	\$
c. Vehicle Insurance	\$	\$
d. Vehicle Fuel	\$	\$
e. Vehicle Materials and Supplies (e.g., oil, tires, etc.)	\$	\$
f. Vehicle Maintenance and Repair Services	\$	\$
g. Operations License Fees and Taxes	\$ 1,313,404.00	\$
h. Contract (Purchased) Transit Services (identify):	\$	\$
i. Transportation Project Direct Administrative Costs*	\$	\$
j. Indirect Cost Rate through approved ICAP or 10% de minimis rate	\$	\$
Total Expenses:	\$ 1,313,404.00	\$ 0.00

* Explain the expenditures proposed for transportation project direct administrative costs. Costs can include office supplies, telephone services, office rental. (435 characters)

Applicant Organization Name: Newton Senior Services Department

GrantsPlus Project Number / UPIN: BCG0011555

Project Name/GrantsPlus Project Description: Newton Senior Transportation Operating, FY23

Revenue: Local Match Sources - IDENTIFY SOURCE(S) OF LOCAL MATCH (BOTH CASH and IN-KIND)	Status - Attach Local Match Letter to support Status	Cash	In-Kind
a. City	Already in Budget	\$ 275,000.00	\$
b. Developer	Already in Budget	\$ 188,333.00	\$
c.		\$	\$
d.		\$	\$
e.		\$	\$
Total Local Match:		\$ 463,333.00	\$ 0.00

6. Describe the organization’s efforts to leverage funds from other contract revenue sources to help implement or continue the project. Examples are human service or workforce type contracts. (790 characters)

The City uses, and regularly seeks, funds from a diverse type of funders in order to leverage existing funds and ensure ongoing financial sustainability. Sources include Grants (CTGP, MassDOT Workforce Transportation, MPO Community Connections), Developer (Trio, Riverdale), Higher ed (UMass, William James), EOE state formula grant, State Supplemental Budget, and City funds. On another note, the citywide expansion introduced significant economies of scale that reduced cost per trip and cost per mile substantially.

7. Describe the service area’s local commitment to transportation funding. Is the organization receiving local sources of city or county revenue to sustain transit service for the proposed project? (790 characters)

Newton has funded senior transportation for 35+ years. The service is a cornerstone of Newton’s commitment to being an age-friendly community. In 2019 the City upgraded the service to create NewMo which dramatically improved the service for seniors. Seniors could now reliably book trips in real time, instead of reserving trips 72 hours in advance. To support this improved service, Newton increased annual funding for senior transportation by \$100,000 to \$275,000+. The City continues to invest in senior transportation at this higher level. In addition, the City is committing \$250,000+ of developer mitigation funds, and higher education institutions have pledged \$75,000. Onqoina fundraising from developers and business partners ensues.

8. Will you be acquiring goods or services from an external source as part of the project and needing to conduct a procurement to do so?

Yes No

If yes, please fill out the supplemental procurement questionnaire.



Applicant Organization Name: Newton Senior Services Department

GrantsPlus Project Number / UPIN: BCG0011555

Project Name/GrantsPlus Project Description: Newton Senior Transportation Operating, FY23

Coordination Of Transportation Services and Collaboration With Other Organizations

Please answer the following questions in regards to transportation service coordination and organization partnerships. The ability to coordinate and collaborate with regional and local entities = 20% of your total application score.

1. Does the organization regularly attend, and engage in, Metropolitan Planning Organization (MPO) and/or Regional Planning Agency (RPA) planning meetings tied to regional coordination requirements (such as coordinated human service transportation plan updates)?

Yes No

2. Does organization staff regularly attend and actively participate in Regional Coordinating Council (RCC) meetings / activities?

Yes No

3. Has your organization verified that the project applied for not only meets Coordinated Human Service Transportation Plan inclusion requirements, but is not duplicating any other regional service efforts?

Yes No

If yes, please describe how. (575 characters)

Yes. NewMo meets CHST Plan inclusion requirements and is the only service dedicated to providing senior transportation in Newton. Most NewMo seniors are able bodied and do not qualify for paratransit which is offered in Newton. However many seniors require added assistance (door-to-door service) which NewMo provides for seniors and disability community members. Two WAV vehicles are part of the 8 vehicle fleet, ensuring short wait times for persons requiring WAV.

4. Is your organization participating in any service coordination initiatives with other organizations or through a Regional Coordinating Council project?

Yes No

If yes, please describe. (575 characters)

In 2019, the City met with 7 municipalities regarding senior transportation best practices and a potential regional procurement. The procurement proved impractical, but Newton's contract allows other cities to purchase off the contract. In fall 2022 NewMo will expand to key locations in Waltham and Watertown. The City worked closely with Watertown on the expansion and is discussing a potential integrated Newton-Watertown service. City staff regularly talk with other municipalities about senior transportation, best-practices, NewMo, and microtransit.

Applicant Organization Name: Newton Senior Services Department

GrantsPlus Project Number / UPIN: BCG0011555

Project Name/GrantsPlus Project Description: Newton Senior Transportation Operating, FY23

5. Does your organization partner with any medical type organizations to provide appropriate service coverage for medical related trips (e.g.: hospitals, clinics, non-emergency medical transportation (NEMT) broker)?

Yes No

If yes, describe what partnerships have formed and what has been the result. (685 characters)

Newton Senior Services works in collaboration with Newton Wellesley Hospital, Home Health Agencies, and public health organizations to ensure awareness of the senior transportation services. The City does not formally partner with these organizations.

6. Does your organization partner with any local or regional human service type organizations to develop service area criteria or client eligibility for work or social related trips?

Yes No

If yes, describe what partnerships have formed and what has been the result. (685 characters)

Yes. We have worked with 20+ social service agencies to spread awareness of NewMo and, in particular, the low-income \$.50 fare. Agency types include food pantries, health care centers, senior housing, affordable housing, and community centers. This has resulted in a rider demographic that has lower income and fewer transportation options than the general population. 58% of NewMo riders are from households earning less than 80% of the AMI (family of 3), 34% live in households without a car and 28% choose NewMo because they have "no viable alternative".

7. Is your organization listed within a regional referral system that provides information on transportation services, programs, and resources? (example is RideMatch)

Yes No There is no such resource list in our region.

8. Organization procedures that support transportation coordination in the following areas. The organization:

Yes

No

a. Has shared vehicle agreements with other organizations.

b. Participates in training provided by other organizations (i.e. travel training, driver training).

c. Makes current training programs available to other organizations (i.e. travel training, driver training).

d. Has an agreement in place with another organization to provide or obtain services if needed (e.g. if there is a vehicle breakdown or a staff shortage).

e. Other: (describe) senior and all-ages service are now integrated



Applicant Organization Name: Newton Senior Services Department

GrantsPlus Project Number / UPIN: BCG0011555

Project Name/GrantsPlus Project Description: Newton Senior Transportation Operating, FY23

Demonstration of Need and Project Benefit

Please answer the following questions in regards to transportation service need and benefit. The ability to maximize resources to address a formally documented (identified) need in the Coordinated Human Service Transportation Plan = 20% of your total application score.

1. Describe the local or regional unmet need or gap in service that the project applied for seeks to address. Please provide any census or concrete population data that can illustrate how many individuals in your population area are underserved due to this gap in service. (1345 characters.)

NewMo launched to improve mobility for Newton seniors, enabling more seniors to age in place without a car while maintaining their quality of life. Since expanding citywide, the disability community has increasingly started using NewMo. NewMo fills myriad public transit gaps. Intra-Newton travel is difficult without a car, evidenced by high drive-alone rates in Newton: 64% of Newton trips are drive-alone versus 35%, 37% and 30% in Brookline, Boston and Cambridge. Transit functions poorly for the senior and disability communities, in particular. Rail stations are not accessible and outdated, posing challenges for even ambulatory seniors. None of the commuter rail lines and only 4 of 7 green line stations are accessible. MBTA routes and schedules are designed for commuters with limited intra-Newton service. NewMo fills a severe unmet transportation need by low-income and transportation limited populations, as evidenced by their disproportionately high ridership. 1) 44% of NewMo seniors do not have a personal vehicle 2) 33% of riders they had "no viable alternative" to NewMo 3) 46% of NewMo seniors make less than 50% of the AMI for a family of 3 4) 85% of senior trips were by low-income seniors on a fare subside. 2020 5) 57% of senior trips were taken by seniors on public assistance.

2. Describe how this unmet need / gap in service was identified.

Yes

No

- | | | |
|----------------------------------|----------------------------------|---|
| <input type="radio"/> | <input type="radio"/> | a. Coordinated Human Service Transportation Plan? |
| <input type="radio"/> | <input checked="" type="radio"/> | b. Through Regional Coordination Council (RCC) meetings/activities? |
| <input checked="" type="radio"/> | <input type="radio"/> | c. Local service evaluation/research? |
| <input type="radio"/> | <input type="radio"/> | d. Other: (describe) |

3. Provide the target number of individuals this project will serve. How did your organization determine this number? (360 characters)

NewMo serves 966 unique riders per month and 225 unique seniors. We project NewMo to grow 10-15% to serve 1081 unique monthly riders, with 25-30% seniors. To date, nearly 9,500 individuals and 4,000 seniors have registered for NewMo and 2,454 individuals and 579 seniors booked 1+ trip. Via's data dashboard automatically provides this data.

4. Who will be served by the proposed project? List client and trip type. (360 characters)

Seniors take 30% of NewMo trips with low-income and transportation limited seniors riding disproportionately. 44% of NewMo seniors don't own a vehicle; 46% live in HH's earning <50% of AMI (family of 3). Senior trips include: Medical 53%, Errands/Shops 23%, Senior Programs 5%, Jobs 5%, Social 3%, Other 11%. Riders with disabilities increasingly use NewMo.



Applicant Organization Name: Newton Senior Services Department

GrantsPlus Project Number / UPIN: BCG0010541

Project Name/GrantsPlus Project Description: Newton Senior Transportation Operating, FY23

5. Are all Section 5310 funds used for services that meet the specific needs of seniors and individuals with disabilities?

Yes No



Ruthanne Fuller
Mayor

City of Newton, Massachusetts
Office of the Mayor

#85-23

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(617) 796-1089
Email

rfuller@newtonma.gov

February 27, 2023

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

Honorable City Councilors:

I respectfully submit this docket item to your Honorable Council requesting authorization to accept and expend \$712,459 in grant funding from MassDOT's Community Connections Program FY23-25 for the Newton in Motion (NewMo) microtransit program.

The City is contracted with Via to provide this service. The grant supplements City funding, development mitigation funds, and other grants used to support the program.

Attached is a memo from Planning & Development Director Barney Heath requesting the docket item.

Thank you for your consideration of this matter.

Sincerely,

Mayor Ruthanne Fuller

RECEIVED
2023 FEB 27 PM 4:51
CITY CLERK
NEWTON, MA. 02459



Ruthanne Fuller
Mayor

City of Newton, Massachusetts
Department of Planning and Development
1000 Commonwealth Avenue Newton, Massachusetts 02459

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Barney S. Heath
Director

MEMORANDUM

Date: February 17, 2023
To: Maureen Lemieux, Chief Financial Officer
Jonathan Yeo, Chief of Operations
From: Barney Heath, Director – Planning & Development
Nicole Freedman, Planning Consultant
Subject: Request to Docket Item to Accept MassDOT Community Connections Grant
FY23-25 through 12/31/25

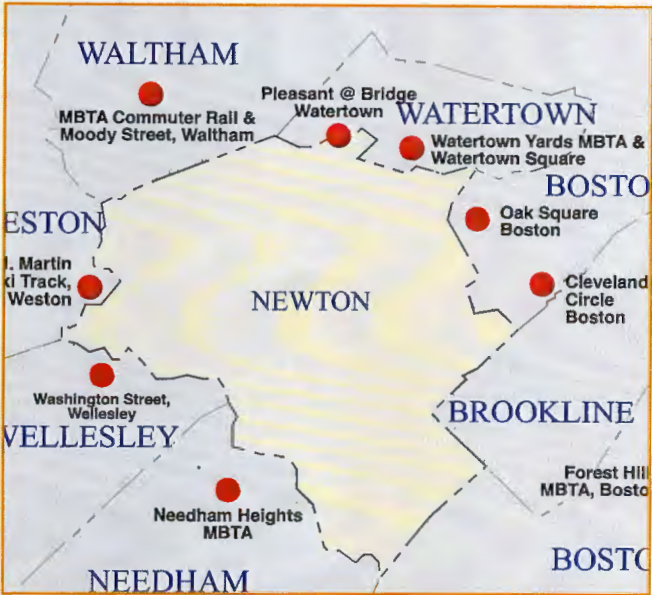
We request approval to accept and expend \$712,549 in grant funding from MassDOT’s Community Connections Program FY23-25 for the following project:

Microtransit Service in Newton (L-7001)

The City is contracted with Via to provide this service. The above amount includes the 20% match which is being provided by existing City funding allocated to support the NewMo senior service and/or by 3rd party partner funding.

Newton: NewMo Microtransit Service Expansion

Proponent: Newton
ID Number: S12694
Project Type: Community Connections
Cost: \$890,574
Funding Source: Regional Target Funds



Scoring Summary

Category	Conn	Coord	Plan	TE	MS/DP	FS	Total
Score	18 out of 18	14 out of 15	12 out of 15	9 out of 18	24 out of 24	10 out of 10	87 out of 100

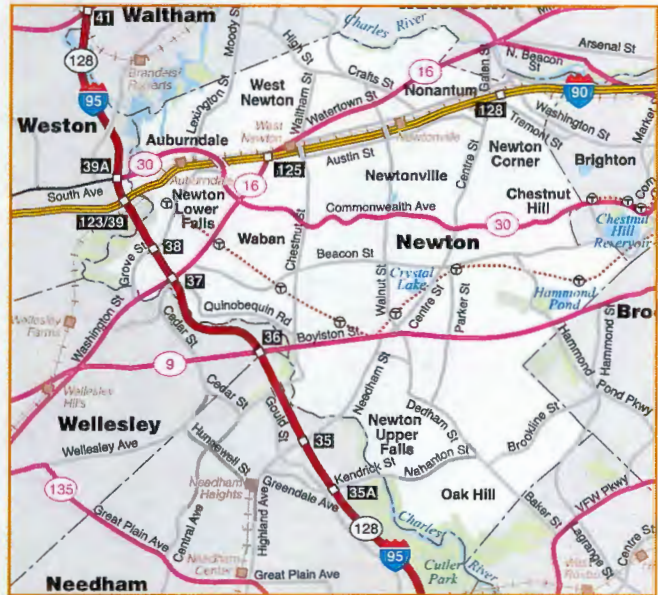
Project Description

This project will expand Newton’s existing city-wide microtransit service to include stops in Watertown, Waltham, Weston, Wellesley, Needham, and Boston, with the goal of connecting riders to an expanded network of employment centers, activity hubs, and public transportation options. NewMo is Newton’s on-demand rideshare system, operated by Via. The system uses state-of-the-art technology to cost-effectively deliver dynamically routed, shared rides using microtransit technology. The system is on track to provide 50,000 trips in its first year and sees significant ridership by low-income individuals, commuters, seniors, and students. The Boston Region MPO contributed funding to NewMo’s initial launch, with \$727,000 allocated to the project’s first phase in FFYs 2021–23. This second phase is funded through the third round of grants available through the MPO’s Community Connections Program.

Source	(FFY) 2023	2024	2025	2026	2027	Total
Federal Funds	\$330,132	\$214,597	\$167,730	—	—	\$712,459
Non-Federal Funds	\$82,533	\$53,649	\$41,933	—	—	\$178,115
Total Funds	\$412,665	\$268,246	\$209,663	---	---	\$890,574

Newton: Newton MicroTransit Service

Proponent: Newton
ID Number: S12125
Project Type: Community Connections
Cost: \$727,000
Funding Source: Regional Target Funds



Scoring Summary

This project received a total score of 53 points when evaluated using the criteria for the pilot round of the MPO’s Community Connections Program. These criteria are listed in table A-11.

Project Description

This project funds a new technology-enabled transportation service that will serve all residents, students and employees in Newton. The system will provide shared, first- and last-mile rides between three MBTA rail lines and the Wells Avenue Business District before expanding citywide. The City will deliver the service using on-demand, dynamically routed microtransit technology. This system will build on Newton’s NewMo microtransit system, operated by Via, which will provide 25,000 rides to Newton seniors in its first year. This project is funded over three years (FFYs 2021-23) through the MPO’s Community Connections Program.

Source	(FFY) 2023	2024	2025	2026	2027	Total
Federal Funds	\$121,600	—	—	—	—	\$121,600
Non-Federal Funds	\$30,400	—	—	—	—	\$30,400
Total Funds	\$152,000	---	---	---	---	\$152,000

ROAD SAFETY AUDIT

Crafts Street / North Street at Albemarle Road

City of Newton

September 2022

Prepared For:
MassDOT



Prepared By:
Howard Stein Hudson
11 Beacon Street, Boston, MA



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Road Safety Audit — Crafts Street / North Street at Albemarle Road,
Newton, MA

Prepared by Howard Stein Hudson

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Background

The Federal Highway Administration (FHWA) defines a Road Safety Audit (RSA) as the formal safety examination of an existing or future road or intersection by an independent, multidisciplinary team. The purpose of an RSA is to identify potential safety issues and possible opportunities for safety improvements, considering all roadway users. This RSA evaluates the Crafts Street / North Street at Albemarle Road intersections in Newton, Massachusetts, as shown in **Figure 1**.

At the time of this audit, Massachusetts Department of Transportation (MassDOT) selected Howard Stein Hudson (HSH) to provide engineering services for the Horace Mann Elementary School Improvement Safe Routes to School (SRTS) Project (MassDOT Project #611997). The elementary school is located at 225 Nevada Street in Newtonville, Massachusetts, however, the study area is located at the intersections of Crafts Street at Albemarle Road East & Albemarle Road West, North Street at Albemarle Road East & Albemarle Road West, and Crafts Street at North Street. Albemarle Road is comprised of two parallel roadways, separated by the Cheese Cake Brook for its entire length; therefore, throughout this report, Albemarle Road is identified as Albemarle Road East & Albemarle Road West to individually reference the portions on the east and west side of the brook.

MassDOT has identified the intersection of Crafts Street at Albemarle Road as a Highway Safety Improvement Program (HSIP) high crash cluster. A HSIP-eligible cluster is one where the total number of equivalent property-damage-only crashes is within the top 5% within the regional planning agency (RPA). HSIP clusters were identified for the intersection of Crafts Street at Albemarle Road West from 2017-2019. Due to the proximity of North Street at Albemarle Road East & Albemarle Road West and Crafts Street at North Street, the intersections are included in the study area.

The RSA is intended to identify potential short-, mid-, and long-term safety improvements that can be evaluated for inclusion as part of future design efforts for potential reconstruction.

Project Data

The RSA was conducted in-person on Wednesday, June 15, 2022, from 10:00 a.m. to 3:00 p.m. The agenda for the RSA meeting held at the City of Newton Town Hall is provided in **Appendix A. Table 1** shows the participating members of the audit team, which included multidisciplinary representatives from state, regional, and local agencies. Contact information for the RSA team members is provided in **Appendix B**.

Crash data was compiled for the entire study area for the time period from 2017-2019. Crash data for the time period from 2017-2019 was obtained from local police crash reports provided by MassDOT Traffic and Safety Engineering section.

A breakdown of the collected crash data from 2017-2019 is as follows:

Crafts Street at Albemarle Road East & Albemarle Road West (Unsignalized)

44 crashes were reported, including 12 crashes (27%) that resulted in personal injury. Of the 44 crashes, 35 (79.5%) were angle crashes, one (2%) was a collision with a pedestrian, seven (15.9%) were rear-end crashes, one (2.3%) was a same direction sideswipe, and one (2.3%) was a single-vehicle crash with a bicyclist. The angled collisions were most frequently attributed to vehicles turning left in or out of Albemarle Road East & Albemarle Road West and colliding with a vehicle along Crafts Street. The rear-end crashes which occurred along Crafts Street at Albemarle Road East & Albemarle Road West were commonly attributed to vehicles following too close and failing to stop in traffic. 35 crashes (80%) occurred during clear conditions, 36 crashes (82%) occurred during daylight, and 38 crashes (86%) occurred on a dry roadway surface. Crashes were also more prevalent between 8:00 a.m. and 8:00 p.m. and the peak period was 4:00 p.m. to 6:00 p.m. with 11 crashes (25%).

North Street at Albemarle Road East & Albemarle Road West (Unsignalized)

Four crashes were reported, none of which reported personal injuries. Of the four crashes, two (50%) were angle crashes, one (25%) was a rear-end crash, and one (25%) was a single-vehicle crash. The angled collisions were attributed to exiting Albemarle Road East & Albemarle Road West and colliding with a vehicle along North Street. All crashes occurred during clear conditions, two crashes (50%) occurred during daylight, and three crashes (75%) occurred on a dry roadway surface. Crashes were also more prevalent between 10:00 a.m. and 10:00 p.m. with two of the crashes occurring from 4:00 p.m. to 6:00 p.m.

Crafts Street at North Street (Signalized)

10 crashes were reported; including eight crashes (80%) that resulted in personal injury. Of the 10 crashes, one (10%) was an angle crash, five (50%) were rear-end crashes, two (20%) were same direction sideswipes, and two (20%) were single-vehicle crashes. The rear-end collisions were most frequently attributed to vehicles following too closely and failed to stop in traffic. Eight crashes (80%) occurred during clear conditions, seven crashes (70%) occurred during daylight, and six crashes (60%) occurred on a dry roadway surface. Crashes were also more prevalent between 8:00 a.m. and 8:00 p.m. where the peak period was 4:00 p.m. to 6:00 p.m. with 2 crashes (20%).

Detailed crash diagrams and trend charts are provided in **Appendix C**.

Table 1: Participating Audit Team Members

Audit Team Member	Agency/Affiliation
Nicole Freedman	Newton City Planner
David Koses	Newton Department of Public Works (DPW)
Isaac Prizant	Newton Department of Public Works (DPW)
Jason Sobel	Newton Department of Public Works (DPW)
Adrian Ayala	Newton Department of Public Works (DPW)
Mike Wade	Newton Police Department
Jay Bourgeoise	Newton Fire Department
Cedar Pruitt	Friends of Albemarle, Day School PTO
Robert Solomon	Bike Newton
Jenn Martin	Newton Safety Routes to School
Michael Halle	Newton Transportation Advisory Group (TAG)
John Pelletier	Newton Safety Routes to School / Transportation Advisory Group (TAG)
Stephanie Upson	MassDOT Project Manager
Jesus Bastardo	MassDOT District 6
Michele Deng	MassDOT Traffic & Safety
Mia Gerbino	MassDOT Traffic & Safety
Jacqueline White	MassDOT Traffic & Safety
Kevin Fitzgerald	MassDOT Traffic & Safety
Teren Wong	Howard Stein Hudson
Jared Hite	Howard Stein Hudson

Project Location and Description

The audit site is located at the unsignalized intersections of Crafts Street at Albemarle Road and North Street at Albemarle Road, and the signalized intersection of Crafts Street at North Street. The audit area abuts a residential neighborhood to the north and schools/recreation complex to the south.

Study Area Roadways/Intersections

Albemarle Road East & Albemarle Road West

Albemarle Road runs in a north-south direction between Eddy Street to the south and the Charles River to the north, where it connects to the Charles River Greenway and is under local jurisdiction South of North Street. Albemarle Road provides one 20 to 35-foot travel lane in each direction, and is classified as an urban collector; Albemarle Road provides two-way travel on each side of Cheese Cake Brook north of North Street, where it is classified as a local roadway. Albemarle Road East & Albemarle West has a posted safety zone speed regulation of 20 mph just south of Crafts Street in each direction. It should be noted where no speed is posted, the City of Newton has adopted a statutory default speed limit of 25 mph (made effective March 2017). Albemarle Road east provides a sidewalk on the east side of the

Road Safety Audit — Crafts Street / North Street at Albemarle Road,
Newton, MA

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northbound roadway and Albemarle Road West provides a sidewalk on the west side of the southbound roadway, except for south of Crafts Street where a sidewalk is not provided on either side of the Albemarle Road west southbound roadway. South of Crafts Street, angled parking is provided in the northbound direction on Albemarle Road East with regulatory signage posted saying “No Parking 10:30PM to 7AM”. Along the southbound direction of Albemarle Road west south of Crafts Street, wide shoulders are provided which can accommodate parked vehicles and parking is unregulated. Along Albemarle Road East north of Crafts Street on-street parking is permitted. Albemarle Road provides mainly residential, recreational, and institutional land uses, including the Russell J. Halloran Sports and Recreation Complex and Pallotta Athletic Center.

The City of Newton closed access to Albemarle Road east from Crafts Street in September 2020 to improve traffic flow and eliminate cut through traffic to North Street. The City of Newton is also looking to provide traffic calming measures and improved bike accommodations along Albemarle Road and Brookside Avenue from the Charles River to Washington Street. This will be a short-term project that proposed paint, flex posts and temporary rubber speed cushions to calm traffic.

Crafts Street

Crafts Street runs in an east-west direction between Washington Street to the east and Waltham Street to the west and is classified as an urban minor arterial under local jurisdiction. Crafts Street generally provides one-lane in each direction with on-street parking provided on each side of the roadway. The Crafts Street eastbound and westbound approaches to the Albemarle Road East and Albemarle Road West intersections provide a 15-foot shared-use lane, a 10-foot striped median and an 11 to 12-foot receiving lane, with four-foot bike lane on the eastbound receiving lane and a four and a half-foot shoulder on the westbound receiving lane. Along Crafts Street between the two Albemarle Road directions, a 10-foot westbound left-turn lane is provided instead of the striped median. The posted speed limit along Crafts Street is 30 mph. Bicycle lanes are provided in each direction along Crafts Street with bicycle crossings on Albemarle Road. Sidewalks are provided on each side of Crafts Street. No parking is provided within the study area limits along Crafts Street. Crafts Street provides mainly residential and recreational land uses, and some commercial and institutional land uses to the east of the project limits.

The Massachusetts Bay Transit Authority (MBTA) provides service along Crafts Street via bus route 556 (Waltham Highlands). No other transit service is provided along the corridor.

North Street

North Street runs in a northwest-southeast direction between Crafts Street to the south and Farwell Street to the north and is classified as an urban minor arterial under local jurisdiction. North Street generally provides one-lane in each direction measuring 11-12 feet with 5-5.5-foot shoulders on each side of the roadway. The posted speed limit along North Street is 30 mph. Sidewalks are provided on each side of North Street. No parking is provided within the project limits along North Street. North Street serves mainly residential land uses.

Intersections

A description of the unsignalized and signalized intersections within the study is provided below.

Crafts Street at Albemarle Road East & Albemarle Road West

Crafts Street at Albemarle Road is an unsignalized intersection. The two directions of Albemarle Road are separated by approximately 50 feet by the Cheese Cake Brook and the intersection is formed by two four-legged intersections. The intersection has been reconstructed in 2020 to provide new sidewalks, pedestrian curb ramps and roadway resurfacing with new pavement markings. Crafts Street eastbound and westbound approaches each provide a 15-foot shared thru/right-turn lane. Between the two directions of Albemarle Road a 10-foot exclusive left-turn lane and an 11-foot exclusive thru lane are provided. The Albemarle Road East northbound approach provides a 34-foot shared left-turn /right-turn lane; however, access to Albemarle Road East from Crafts has recently been restricted to improve traffic flow and eliminate cut through traffic to North Street. The Albemarle Road West southbound approach provides an 18-foot shared left/thru/right-turn lane with a 30-foot receiving lane continuing the one-way travel southbound. Crosswalks are provided on each approach to the intersection measuring 9-10.5 feet in width and provide Americans with Disabilities (ADA)-complaint pedestrian curb ramps. While the crosswalks are unsignalized they do provide pedestrian warning signage for approaching vehicles. The MBTA provides a bus stop location traveling outbound for the bus route 556 (Waltham Highlands) within the project limits at the Crafts Street at Albemarle Road intersection. The bus stop (ID #81685) is located nearside to the intersection on the westbound approach. The MBTA provides bus stop signage for the bus route 556 (Waltham Highlands) on the Crafts Street eastbound approach but does not currently stop at this location traveling inbound.

North Street at Albemarle Road East & Albemarle Road West

North Street at Albemarle Road East and North Street at Albemarle Road West are two unsignalized, four-legged intersections. Albemarle Road provides one lane in each direction to the south of North Street separated by Cheese Cake Brook. North of North Street, Albemarle Road provides two roadways with two-way travel separated by Cheese Cake Brook. The intersections have recently been reconstructed to provide new sidewalks, pedestrian curb ramps and roadway resurfacing with new pavement markings.

The intersection of North Street at Albemarle Road West provides three approaches. The North Street eastbound approach provides a 12-foot shared left-turn/thru/right-turn lane and the North Street westbound approach provides an 11-foot shared left-turn/thru/right-turn lane. The Albemarle Road West southbound approach provides an 18.5-foot shared left-turn/thru/right lane with a 19-foot receiving lane to continue southbound. A crosswalk is provided on the North Street eastbound approach to the intersection measuring 8-feet in width with pedestrian curb ramps that appear to be ADA-complaint. Crosswalks are not provided at the Albemarle Road West legs of the intersection. The crosswalks are unsignalized and provide pedestrian warning signage for approaching vehicles.

The intersection of North Street at Albemarle Road East provides four approaches. North Street eastbound approach provides an 11-foot shared left-turn/thru lane and the North Street westbound approach provides an 11-foot shared thru/right-turn lane. The Albemarle Road East northbound approach provides a 22-foot shared left-turn/thru/right-turn lane. The Albemarle Road East southbound approach provides a 10.5-foot shared left-turn/thru/right-turn lane. A crosswalk is provided on the North Street westbound approach to the intersection measuring 8-feet in width with pedestrian curb ramps that appear to be ADA-complaint. Crosswalks are not provided across the Albemarle Road East legs of the

intersection. While the crosswalks are unsignalized they do provide pedestrian warning signage for approaching vehicles.

Crafts Street at North Street

Crafts Street at North Street is a three-legged, signalized intersection. The following description of the intersection's lane configuration was observed prior to the pavement milling and overlay operations that occurred during the RSA which removed all existing pavement markings. Once the mill and overlay are complete, a five-foot bike lane will be provided on Crafts Street eastbound to the east of North Street, and sharrows will be provided for westbound travel on Crafts Street to the east of North Street. The Crafts Street eastbound approach provides an approximately 12-foot left-turn lane and 12-foot thru lane and the Crafts Street westbound approach provides an approximately 11-foot thru lane and 26-foot right-turn lane (at its widest point). The North Street southbound approach provides one approximately 15-foot shared left-turn/right-turn lane (at its widest point). Crosswalks are provided on each of the approaches to the intersection and provide pedestrian signalization. The Crafts Street eastbound crosswalk is approximately 15-feet in width, the Crafts Street westbound approach is approximately 12-feet in width, and the North Street southbound approach is approximately 8-feet in width. The pedestrian crossings provide curb ramps for each crossing that appear to be ADA-compliant. The existing signal equipment at the intersection are post mounted without backplates and appear to be in poor condition. The MBTA provides bus stop signage for the bus route 556 (Waltham Highlands) within the intersection but does not currently stop at this location traveling inbound.

A study area map is shown in Figure 1.

Road Safety Audit — Crafts Street / North Street at Albemarle Road,
Newton, MA
Prepared by Howard Stein Hudson
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Figure 1: Locus Map

Audit Observations and Potential Safety Enhancements

The following sections will identify safety issues and RSA participant observations along the corridor and at specific study area intersections. Each safety issue will identify the type of collision that could have resulted from the safety issue. Finally, each safety issue will identify potential enhancements and safety improvements developed by the RSA team. The following section summarizes the issues and potential solutions, and assigns a safety payoff, timeframe, and jurisdiction.

Safety Issue #1: Speed Limit/Zoning

Issues

Crafts Street

The City of Newton established 20 MPH safety school zones on Albemarle Road-northbound and southbound between Watertown Street and Crafts Street, and along Watertown Street. However, the segment of Crafts Street located adjacent to the Fessenden School, F.A. Day Middle School, and the Sports and Recreation Complex has not been identified as a safety school zone area. Crafts Street has a posted speed limit of 30 MPH. A member of the audit team raised concerns about drivers being unaware that this area has a large presence of school children.

A large presence of school bus traffic was observed during the audit, exiting the Albemarle Road east northbound approach from the school bus loading/unloading area in front of the Harry Gath memorial pool. A member of the audit team mentioned a new pre-school is slated to open January 2023 at the old Horace Mann Elementary building located at the intersection of Watertown Street and Albemarle Road east, likely increasing the number of school children in the area.

Although pedestrian crossing warning signs are provided at all crosswalks, an audit team member observed that drivers fail to yield to pedestrians as they travel along Crafts Street in both eastbound and westbound directions.

Potential Enhancements:

1. Consider establishing a school zone along Crafts Street and provide school zone flashers.
2. Consider establishing a 20 mph Safety Zone along Crafts Street from Waltham to Washington St. (abutting Fessenden School, Albemarle Fields, Avery Woods, triangle park, Ed Center).

Safety Issue #2: Intersection Geometry and Conflict Points

Issues

Based on the crash data provided, the intersection of Crafts Street at Albemarle Road East and Albemarle Road West experienced a total of 44 crashes, 20 (73%) were angled crashes which were noted to generally occur between vehicles traveling along Crafts Street and vehicles exiting the Albemarle Road East northbound and Albemarle Road West southbound approaches.

Permanently closing access to Albemarle Road northbound via Crafts Street will require coordination with the property owner at 409 Crafts Street. The property provides two access driveways; one on Crafts Street and the other on Albemarle Road northbound. If the 409 Crafts Street driveway on Albemarle Road northbound is removed, there is potential to redevelop the section of Albemarle Rd NB between Crafts Street and North Street and provide a better connection for cyclists and pedestrians.



Pictured: Crafts Street at Albemarle Rd East northbound road closure.

Crafts Street at Albemarle Road East

Twenty angled crashes (crash summary #5, #4, #7, #8, #10, #11, #13, #16, #17, #18, #19, #21, #22, #25, #26, #27, #29, #34, #38, and #41) were reported, three of which (crash summary #11, #21, and #38) were noted to be crashes involving injury. The City of Newton closed access to Albemarle Road northbound, in September 2020 to improve traffic flow, manage conflict points, and eliminate cut-through traffic to North Street. This closure forces vehicles to make a left turn at the signalized intersection with Crafts Street at North Street. The crash data recorded reflects the crashes prior to the roadway closure.

The vehicles exiting the Albemarle Road East approach are observed to yield to the traffic present on Crafts Street. Due to lack of gaps on Crafts Street, Albemarle Road driver impatience was observed as vehicles slowly move into the intersection forcing oncoming vehicles to slow down to let the vehicles turn onto Crafts Street. Crash summary #15 reported a vehicle slowed down for a vehicle entering the intersection from Albemarle Road East and then was rear-ended.

Crafts Street at Albemarle Road West

The Crafts Street intersection with the Albemarle Road West southbound movement reported 11 of the 44 crashes (crash summary #2, #9, #12, #20, #23, #30, #31, #32, #33, #40, and #43) were angled crashes, four of which (crash summary #20, #23 #30, and #32) were noted to be crashes involving injury. Vehicles exiting the Albemarle Road West approach were often reported to fail to yield to the traffic on Crafts Street, most likely due to the lack of gaps on Crafts Street and drivers becoming impatient to enter the intersection.

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The Albemarle Road West approach consists of only one travel lane for right turns, left turns, and through traffic; however, vehicles were observed queued side by side at the stop line. The Albemarle Road West approach is wide enough to allow a de-facto right turn lane as right-turning vehicles go around vehicles waiting to take a left turn onto Crafts Street. This driver behavior limits the sight distance of both drivers as they attempt to enter the intersection. Crash summary #33 reports a vehicle exiting Albemarle Road West southbound failed to yield right of way to a vehicle traveling on Crafts Street due obstructed sight lines. The left-turn movement from Albemarle Road West creates additional conflict points within the intersection.



Pictured: Two vehicles side-by-side exiting the Albemarle Road West approach.

Crash summary #43 reports a vehicle exited Albemarle Road southbound and proceeded into the intersection assuming the gap in traffic was sufficient prior to crashing into a vehicle traveling eastbound on Crafts Street. The driver sight line from the Albemarle Road southbound approach looking right onto Crafts Street is poor due to the tree screening at the private property (427 Crafts Street), causing vehicles to encroach onto or prematurely pulling out onto Crafts Street. Intersection ahead warning signs are provided along the eastbound and westbound approaches of Crafts Street to warn drivers of the Albemarle Road intersection.

Crafts Street at North Street

The northeast side of the intersection has a wide curb radius, which encourages higher speeds for vehicles turning right from Crafts Street westbound onto North Street and creates a longer pedestrian and bicycle crossing. The access driveway to the private residence at 5 North Street is located on the curb radius.

The North Street southbound approach provides one travel lane; however, two vehicles will attempt to turn left simultaneously during the green light which could lead to sideswipe collisions.

Potential Enhancements:

1. Evaluate restricting Albemarle Road West left turns onto Crafts Street, to minimize conflict points at the intersection.
2. Evaluate adding "do not block intersection" signage and pavement markings to allow Albemarle Road West traffic to enter Crafts Street.
3. Permanently close the Albemarle Road East section between Crafts Street and North Street.
4. Consider a bicycle and pedestrian facility accompanied with additional greenspace if feasible.

-
5. Consider closing the driveway curb-cut to 409 Crafts Street located on Albemarle Road northbound. The property at 409 Crafts Street provides two access driveways; one on Crafts Street and the other on Albemarle Road northbound. If the 409 Crafts Street driveway on Albemarle Road northbound is removed, there is potential to redevelop the section of Albemarle Rd NB between Crafts Street and North Street. Newton Fire Department suggested fire truck trial runs for any concepts that involve closing of access points and changes to curb radii.
 6. Perform a signal warrant analysis study for the intersection of Crafts Street at Albemarle Road West & Albemarle Road East; and if warrants are met, consider implementation of a signal at this location to reduce the potential for angled collisions.
 7. Consider raising the intersection on Crafts Street and North Street with transitions east of Albemarle Road East and west of Albemarle Road West to help calm traffic and raise driver awareness of pedestrians waiting to cross the street. Raised intersections improve visibility of pedestrians, reduce speeds, and eliminate ponding at pedestrian curb ramps which are especially beneficial for people with mobility and vision impairments.
 8. Decrease the width of the Albemarle Road West and Albemarle Road East approaches at Crafts Street to clearly delineate the one approach lane provided.
 9. If the intersections are to remain stop control, evaluate intersection sight distance at all approaches based on AASHTO standards and identify opportunities to improve the sight lines for drivers entering Crafts Street.
 10. Consider reconstructing the northeast corner of the Crafts Street at North Street intersection to provide tighter curb radii and help reduce vehicle speeds, improve sight lines, and provide a safer crossing for pedestrians and cyclists.
 11. Consider reducing the width of the North Street southbound approach at Craft Street to provide better delineation of the lane configuration and shorten crossing length.
 12. Investigate reconfiguring/combining the Albemarle Road East and Albemarle Road West roadway segments to intersect with Crafts Street as one leg, creating a traditional 4-way intersection.

Safety Issue #3: Lighting

Issues

Crash summary #23 reports a vehicle exiting the Albemarle Road West approach at Crafts Street and striking a cyclist traveling westbound on Crafts Street. The time of the crash was at 6:24 p.m. on a dark – lighted roadway. A general observation was made during the audit, that lighting at the intersection appeared to be insufficient specifically at all the pedestrian crossing locations; there is only one streetlight located on the northwest corner of the Crafts Street and Albemarle Road West intersection. 10 of the summarized collisions or 18% occurred outside of daylight conditions.

Potential Enhancements:

1. Evaluate current roadway lighting and upgrade/replace any existing lighting structures at the unsignalized pedestrian crossings to increase visibility of pedestrians and cyclist; and improve roadway visibility. Street lighting can be incorporated into the traffic signal mast arm design, if a traffic signal is preferred.

Safety Issue #4: Pedestrian and Bicycle Accommodations

Issues

At all the study area intersections, sidewalks and pedestrian curb ramps near crosswalks have been reconstructed or were under reconstruction during the time of the audit and all crossings provide pedestrian curb ramps that appear to be ADA compliant. The Crafts Street corridor within the RSA project limits, provides bicycle lanes in each direction with bicycle conflict markings across the Albemarle Road approaches. Crosswalks are not provided across the Albemarle Road approaches with the North Street intersections. An audit team member stated traffic queues from the Crafts Street eastbound approach at the North Street intersection, extends through the Albemarle Road intersections and vehicles traveling along Crafts Street eastbound destined to turn right onto Albemarle Road West will bypass the queue of traffic by traveling into the bike lane and unused parking lane located along the south side of Crafts Street.

The audit area experiences a high volume of pedestrian and cyclist traffic throughout the year as it is bounded by schools that consist of a high population of children, the Newton Athletic complex that is used all year round, and a known biking and walking connection to the Charles River Greenway. The Charles River Greenway path is located to the north of Crafts Street and North Street, with pedestrian and cyclist access via Albemarle Road northbound. However, there are no bicycle accommodations to link the cyclist from Crafts Street to the Greenway path. As discussed in the Safety Issue #2: Intersection Geometry and Conflict Points, it was discussed to close off the Albemarle Road segment between Crafts Street and North Street in order to provide a better connection for cyclists and pedestrians.

It was mentioned during the road safety audit due to speeding of vehicles turning right onto North Street from the Crafts Street signal, pedestrians crossing North Street at the Albemarle Road intersections may need additional safety measure, because vehicles approach the crossing quickly.

The Crafts Street westbound approach at the North Street signalized intersection does not provide a clear path for cyclists to continue through the intersection, due to the location of the right-turn only lane.

The crosswalk located on the east leg of the North Street at Albemarle Road east intersection is poorly aligned and does not satisfy the pedestrian desire line, increasing the distance a pedestrian needs to cross; therefore, realignment should be considered to shorten pedestrian crossing. The pedestrian ramp on the northeast corner of Crafts Street at Albemarle Road east intersection is located behind a large tree, obstructing the sight lines for approaching drivers to yield to pedestrians and pedestrian looking for oncoming vehicles. The rear-end (crash summary #36) reported a vehicle stopped for a pedestrian at the crosswalk and the vehicle behind them collided the stopped vehicle.

Potential Enhancements:

1. Investigate redesigning the Crafts Street westerly leg of the intersection at Albemarle Road West, with a bike lane to be parking protected or to be reconstructed as a separated bike lane.
2. Investigate the use of flex posts with a buffer (on Crafts Street, west of Albemarle Road West) to deter Craft Street eastbound travel vehicles from traveling in the bike lane.
3. Provide high visibility pavement markings for all existing and proposed pedestrian crossing locations for increased visibility during nighttime conditions.
4. Investigate adding a bike lane and bike box for the Crafts Street westbound approach at the Crafts Street at North Street intersection.
5. The City of Newton is looking to provide traffic calming measures and bike accommodations along Albemarle Road and Brookside Avenue from the Charles River to Washington Street.
6. Investigate providing an RRFB on North Street to one or both of at the Albemarle intersections to increase driver awareness along North Street to the presence of the crosswalks.
7. Investigate removing one of the crossings at the North Road and Albemarle Road intersections to consolidate, keeping in mind pedestrian and bicycle desire lines and future connections across Crafts St.
8. The apex curb ramp at the northeast corner of Crafts Street at Albemarle Road Northbound is not align with the crosswalk crossing the Albemarle Road NB north leg, realign it to meet ADA standard.
9. Relocate the crosswalk and pedestrian curb ramps on the east leg of Crafts Street at Albemarle Road northbound further to the west to improve sight lines and provide a better desired line for pedestrian crossing the street.
10. Realign the crosswalk on the east leg of the North Street at Albemarle Road East to shorten pedestrian crossing and provide a better desire line for pedestrians crossing the street.
11. Consider adding painted crosswalks across Albemarle Road at all four intersecting segments with North St., i.e., for the crossings parallel to North St.



Pictured: Crosswalk on the east leg of the of Crafts Street at Albemarle Road northbound intersection.

Safety Issue #5: Intersection Signalization

Issues

Issues at the signalized intersection of Crafts Street at North Street were raised during the audit including red light running, lack of Accessible Pedestrian Signals (APS), and signal equipment. The existing signal equipment at the intersection does not provide backplates and appears to be in poor condition.

A member of the audit team raised concerns about drivers running the red light at the Crafts St at North St intersection it was observed that school buses have been running the red lights as well. Crash summary #3 reports that a vehicle traveling southbound on North Street disregarded the red signal and collided with a westbound vehicle on Crafts Street.



Pictured: Looking east on Crafts Street

The lack of APS pushbuttons at the intersection was discussed at the audit meeting, and the Newton DPW explained APS pushbuttons were installed prior to an incident involving damage to a traffic signal post. Since the incident, non-APS pushbuttons were installed; however, the Newton DPW stated APS pushbuttons will be re-installed in the near future. Audit members also requested there be countdown pedestrian indications as without them pedestrians do not know how long they have to cross the intersection.

Audit members mentioned that emergency pre-emption is not provided at the signalized location and discussed the importance of it for emergency response.

Potential Enhancements:

1. Evaluate the traffic signal timings at Crafts Street/North Street and check all clearance times to ensure they are adequate.
2. Consider adding backplates with reflectorized borders to the traffic signal heads.
3. Consider installing APS pushbutton system and countdown pedestrian indications.
4. Consider installing an emergency pre-emption system at the signal of Crafts Street at North Street.
5. If a signal is to be installed at the Crafts Street and Albemarle Road intersections, then ensure to provide coordination with the existing signal at the Crafts Street and North Street intersection.

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6. At the intersection of Crafts Street at North Street, consider installing a blank out No Turn on Red (NTOR) sign for the Crafts Street westbound approach, to control right on red conflicts during the pedestrian phase; and a NTOR on the North Street southbound approach.

Safety Issue #6: Drainage

Issues

Crafts Street at North Street

During the preliminary meeting and site visit, general observations were made regarding the condition of grading and roadway pavement. However, during the site walk, the pavement on Crafts Street at the intersection with North Street was in the process of mill and overlay construction and the pedestrian curb ramps were being reconstructed. Audit team members noted that there is an existing drainage issue on the northwest corner of Crafts Street at North Street.

General Study Area

Members of the audit team also noted that the Cheese Cake Brook has the tendency to flood and overtop its banks several times throughout the years. The flooding was noted to extend over Albemarle Road and into the Paul Burke baseball fields.



Pictured: Water ponding on the northwest corner of Crafts Street at North Street.

Potential Enhancements:

1. Evaluate roadway cross slopes and grading for proper drainage conditions.
2. Investigate methods to alleviate floods from the Cheese Cake Brook. Where possible, future designs within the study area should consider incorporating methods to alleviate the flooding and/or protect any traffic signal equipment from flooding.

Summary of Road Safety Audit

Table 2 shows the estimated time frames of short-term, mid-term, and long-term solutions, as well as the cost ranges of low-cost, medium-cost, and high-cost projects. On the following pages, **Table 3** provides an estimate of the time frame and cost of each potential safety issue that may address each of the identified safety issues. Safety payoff determinations are also provided in **Table 3** and are based on engineering judgment.

Table 2: Estimated Time Frame and Costs Breakdown

Time Frame		Costs	
Short-Term	<1 Year	Low	<\$10,000
Mid-Term	1-3 Years	Medium	\$10,001-\$50,000
Long-Term	>3 Years	High	>\$50,000

Table 3: Potential Enhancements Summary

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Speed Limit/Zoning	Consider establishing a 20-mph school zone along Crafts Street and provide school zone flashers.	High	Short-Term	Medium	City of Newton
Speed Limit/Zoning	Consider establishing a 20 mph Safety Zone along Crafts Street from Waltham to Washington St. (abutting Fessenden School, Albemarle Fields, Avery Woods, triangle park, Ed Center).	High	Short-Term	Low	City of Newton
Intersection Geometry and Conflict Points	Evaluate restricting Albemarle Road West left turns onto Crafts Street, to minimize conflict points at the intersection.	High	Short-Term	Low	City of Newton
Intersection Geometry and Conflict Points	Evaluate adding "do not block intersection" signage and pavement markings to allow Albemarle Road west traffic to enter Crafts Street.	Low	Short-Term	Low	City of Newton
Intersection Geometry and Conflict Points	Permanently close the Albemarle Road East section, between Crafts Street and North Street.	High	Short-Term	Medium	City of Newton
Intersection Geometry and Conflict Points	Create a bicycle/pedestrian facility accompanied with an expansive greenspace.	High	Mid-Term	Medium	City of Newton
Intersection Geometry and Conflict Points	Consider closing the driveway curb-cut to 409 Crafts Street located on Albemarle Road East.	Low	Short-Term	Low	City of Newton/ Abutters
Intersection Geometry and Conflict Points	Perform a signal warrant analysis study for the intersection of Crafts Street at Albemarle Road West & Albemarle Road East; and if warrants are met, consider implementation of a signal at this location to reduce the potential for angled collisions.	High	Long-Term	High	City of Newton
Intersection Geometry and Conflict Points	Consider raising the intersection on Crafts Street and North Street with transitions east of Albemarle Road East and west of Albemarle Road West to help calm traffic and raise driver awareness of pedestrians waiting to cross the street. Raised intersections improve visibility of pedestrians, reduce speeds, and eliminate ponding at pedestrian curb ramps which are especially beneficial for people with mobility and vision impairments.	Medium	Long-Term	High	City of Newton

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Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Intersection Geometry and Conflict Points	Decrease the width of the Albemarle Road West and Albemarle Road East approaches at Crafts Street to clearly delineate the one approach lane provided.	Medium	Short-Term	Low	City of Newton
Intersection Geometry and Conflict Points	If the intersections are to remain stop control, evaluate intersection sight distance at all approaches based on AASHTO standards and identify opportunities to improve the sight lines for drivers entering Crafts Street.	Medium	Mid-Term	Low	City of Newton
Intersection Geometry and Conflict Points	Consider reconstructing the northeast corner of the Crafts Street at North Street intersection to provide tighter curb radii and help reduce vehicle speeds, improve sight lines, and provide a safer crossing for pedestrians and cyclists.	High	Long-Term	High	City of Newton
Intersection Geometry and Conflict Points	Consider restructuring the North Street southbound approach at the intersection with Crafts Street to provide better delineation of the lane configuration and shorten crossing length.	High	Long-Term	High	City of Newton
Intersection Geometry and Conflict Points	Investigate reconfiguring/combining the Albemarle Road East and Albemarle Road West roadway segments to intersect with Crafts Street as one leg, creating a traditional 4-way intersection.	High	Long-Term	High	City of Newton
Lighting	Evaluate current roadway lighting and upgrade/replace any existing lighting structures at the unsignalized pedestrian crossings to increase visibility of pedestrians and cyclist; and improve roadway visibility. Street lighting can be incorporated into the traffic signal mast arm design, if a traffic signal is preferred.	Medium	Mid-Term	High	City of Newton
Pedestrian and Bicycle Accommodations	Investigate redesigning the Crafts Street westerly leg of the intersection at Albemarle Road West, with a bike lane to be parking protected or to be reconstructed as a separated bike lane.	Medium	Mid-Term	High	City of Newton
Pedestrian and Bicycle Accommodations	Investigate the use of flex posts with a buffer (on Crafts Street, west of Albemarle Road West) to deter Craft Street eastbound travel vehicles from traveling in the bike lane.	Medium	Short-Term	Low	City of Newton

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Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Pedestrian and Bicycle Accommodations	Provide high visibility pavement markings for all existing and proposed pedestrian crossing locations for increased visibility during nighttime conditions.	Medium	Short-Term	Medium	City of Newton
Pedestrian and Bicycle Accommodations	Investigate restriping a bike lane/bike box for the Crafts Street westbound approach at the Crafts Street at North Street intersection.	High	Mid-Term	Medium	City of Newton
Pedestrian and Bicycle Accommodations	Investigate providing an RRFB on North Street to one or both of at the Albemarle intersections to increase driver awareness along North Street to the presence of the crosswalks.	High	Mid-Term	Medium	City of Newton
Pedestrian and Bicycle Accommodations	Investigate removing one of the crossings at the North Road and Albemarle Road intersections to consolidate.	Medium	Short-Term	Low	City of Newton
Pedestrian and Bicycle Accommodations	Relocate the crosswalk and pedestrian curb ramps on the east leg of Crafts Street at Albemarle Road northbound further to the west to improve sight lines and provide a better desire line for pedestrian crossing the street.	Medium	Mid-Term	Medium	City of Newton
Pedestrian and Bicycle Accommodations	The apex curb ramp at the northeast corner of Crafts Street at Albemarle Road Northbound is not align with the crosswalk crossing the Albemarle Road NB north leg, realign it to meet ADA standard.	Medium	Mid-Term	Medium	City of Newton
Pedestrian and Bicycle Accommodations	Realign the crosswalk on the east leg of the North Street at Albemarle Road East to shorten pedestrian crossing and provide a better desired line for pedestrian crossing the street.	Medium	Mid-Term	Low	City of Newton
Pedestrian and Bicycle Accommodations	Consider adding painted crosswalks across Albemarle Rd at all four intersecting segments with North St., i.e., for the crossings parallel to North St.	High	Short-Term	Low	City of Newton
Intersection Signalization	Evaluate the traffic signal timings at Crafts Street/North Street and check all clearance times for the signalized intersections to ensure they are adequate.	Medium	Short-Term	Low	City of Newton

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Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Intersection Signalization	Consider adding backplates with reflectorized borders to the traffic signal heads.	Low	Short-Term	Low	City of Newton
Intersection Signalization	Consider installing an APS pushbutton system and countdown pedestrian indications at Crafts Street/North Street.	High	Short-Term	Medium	City of Newton
Intersection Signalization	Consider installing an emergency pre-emption system at the Crafts Street/North Street signal.	Medium	Mid to Long-Term	Medium	City of Newton
Intersection Signalization	At the intersection of Crafts Street at North Street, consider installing a blank out No Turn on Red (NTOR) sign for the Crafts Street westbound approach, to control right on red conflicts during the pedestrian phase; and a NTOR on the North Street southbound approach	High	Short-Term	Low	City of Newton
Intersection Signalization	If a signal is to be installed at the Crafts Street and Albemarle Road intersections, then ensure to provide coordination with the existing signal at the Crafts Street and North Street intersection	High	Long-Term	High	City of Newton
Drainage	Evaluate cross slopes and grading for proper drainage conditions, on the Northwest corner of Crafts Street at North Street intersection.	Medium	Mid-Term	Medium	City of Newton
Drainage	Investigate flood alleviation methods where possible, future designs within the study area should consider incorporating methods to alleviate the flooding and/or protect any signal design equipment from flooding of Cheese Cake Brook.	Medium	Long-Term	High	City of Newton

Appendix A. RSA Meeting Agenda

Appendix B. RSA Audit Team Contact List

Participating Audit Team Members

Date: Wednesday, June 15, 2022

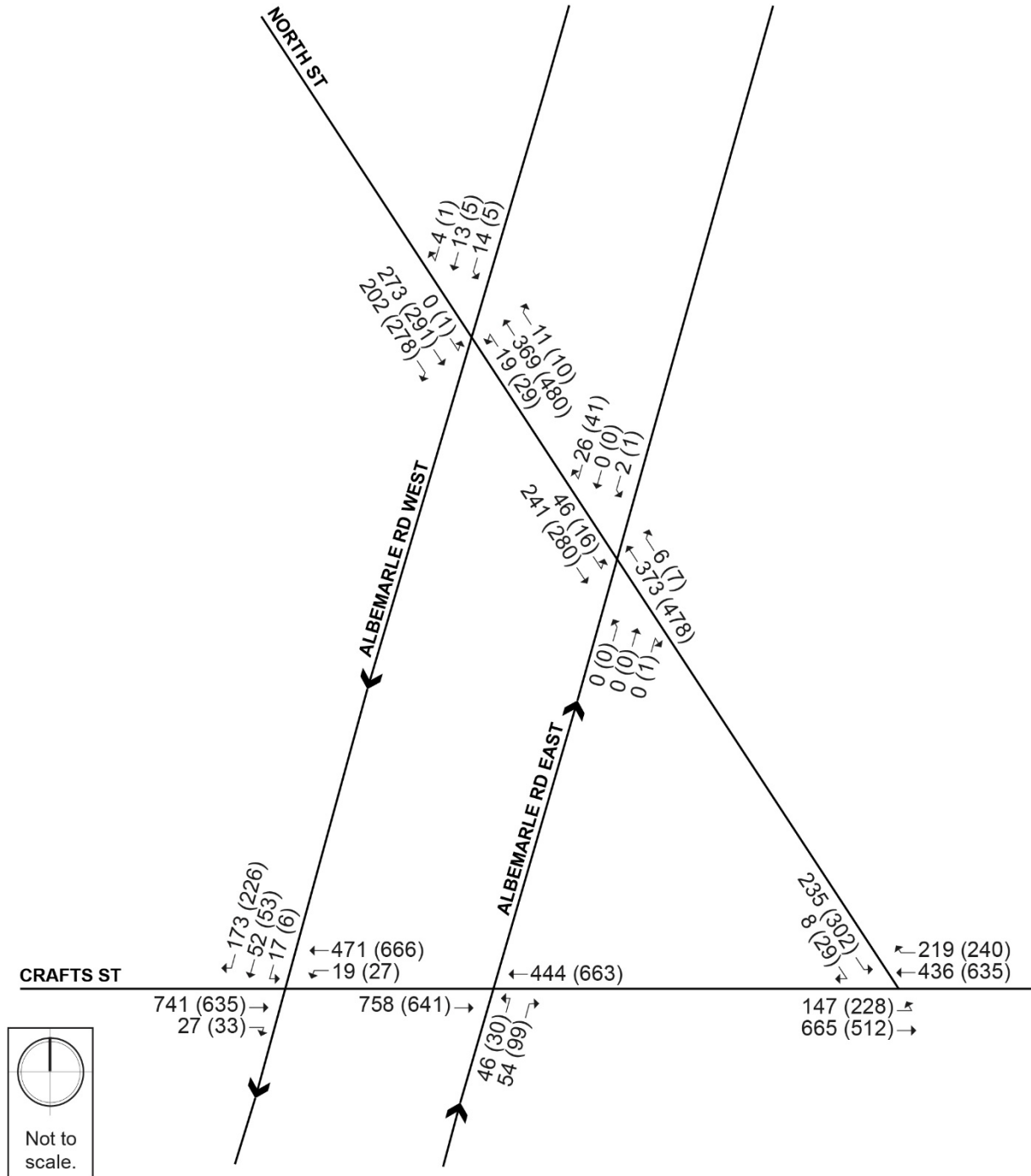
Location: City of Newton Town Hall

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Nicole Freedman	Newton City Planner	nfreedman@newtonma.gov
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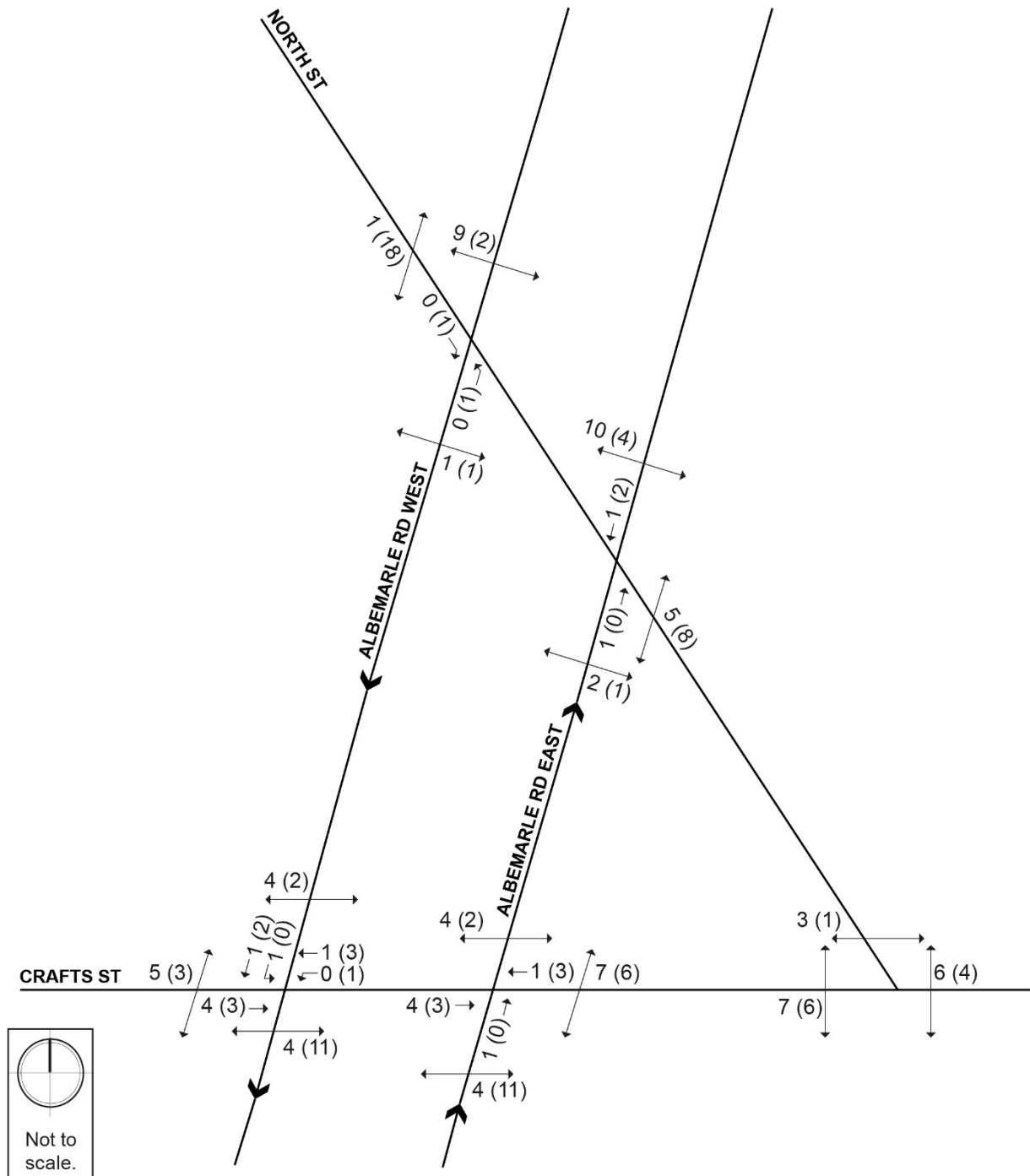
Appendix C. Detailed Crash Data

Appendix D. Traffic Volume Data

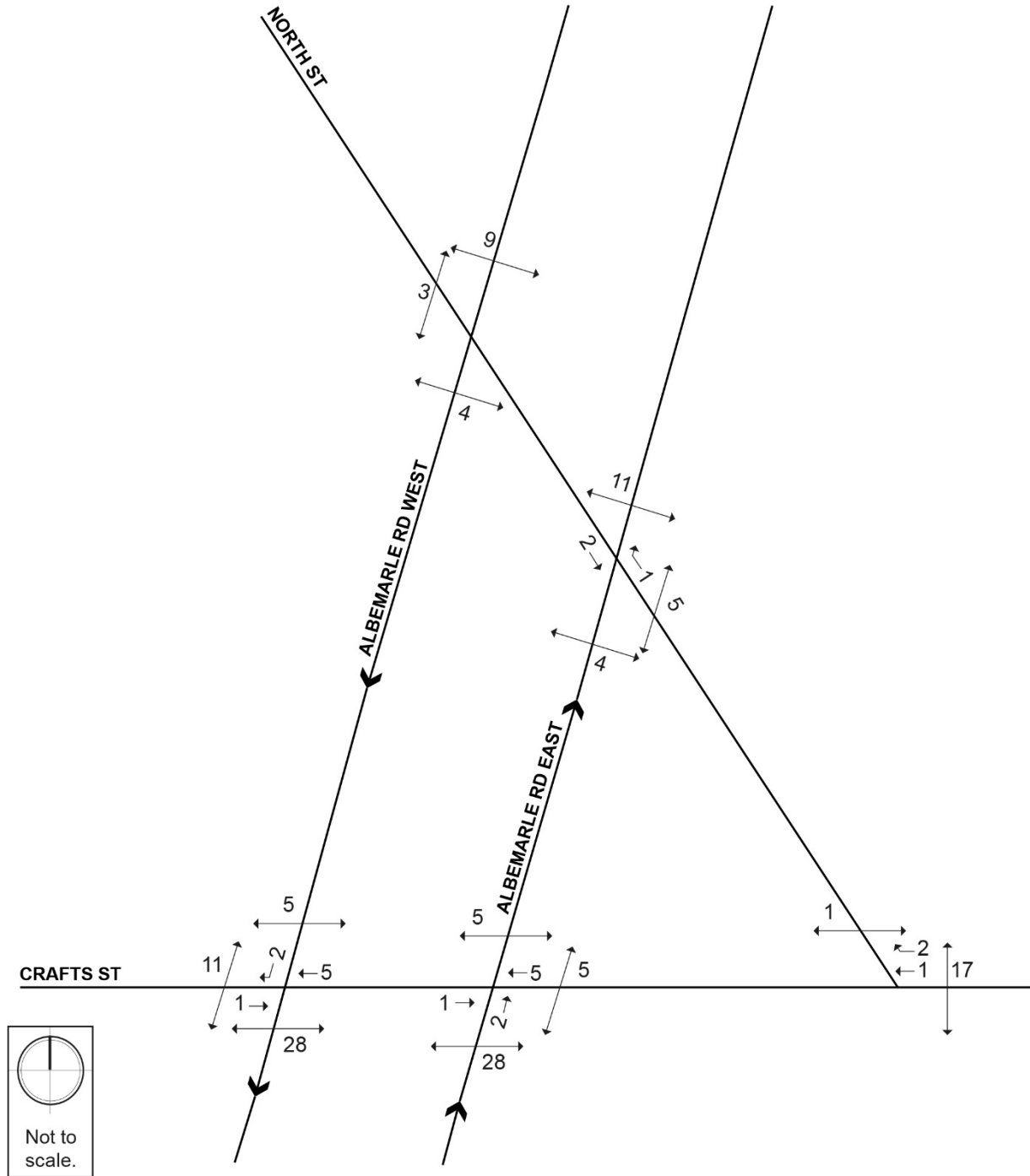
Existing (2022) Condition Traffic Volumes, Weekday (7:30-8:30 a.m.) and (4:15-5:15 p.m.) Peak Hours



Existing (2022) Condition Pedestrian/Bicycle Volumes, Weekday (7:30-8:30 a.m.) and (4:15-5:15 p.m.) Peak Hours



Existing (2022) Condition Pedestrian/Bicycle Volumes, School Peak (2:30-3:30 p.m.) Peak Hours



Appendix E. Road Safety Audit References

Road Safety Audit References

Massachusetts Traffic Safety Toolbox, Massachusetts Highway Department,
www.mhd.state.ma.us/safetytoolbox.

Road Safety Audits, A Synthesis of Highway Practice. NCHRP Synthesis 336. Transportation Research Board, National Cooperative Highway Research Program, 2004.

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