



## **Public Safety & Transportation Committee Agenda**

### **City of Newton** **In City Council**

**Wednesday, September 21, 2016**

**6:30 PM NOTE EARLY START TIME**  
**Room 205**

#### **Items Scheduled for Discussion:**

**The Committee will meet jointly with the Public Facilities Committee on the following three (3) items:**

Please bring your Draft Transportation Strategy 'Newton in Motion' Project overview booklet.

***Chairs Note:*** It is the Chair's intention to focus the meeting on presentations and commentary on the Planning Department's Transportation Strategy and Department of Public Works' Draft Roadways Rehabilitation Plan based in part on the Street Scan Data.

#### **Referred to Public Safety, Public Facilities and Finance Committees**

- #324-16 Request for \$75,000 for design services for two intersection improvement projects**  
HIS HONOR THE MAYOR requesting authorization to appropriate seventy-five thousand dollars (\$75,000) from Free Cash for the purpose of funding design engineering services for the Dedham at Nahanton and Dedham at Brookline Streets Intersection Improvement Project. [09/12/16 @ 3:48 PM]

#### **Referred to Public Safety, Public Facilities and Finance Committees**

- #325-16 Request for \$250,000 for design services for the West Newton Square rehab project**  
HIS HONOR THE MAYOR requesting authorization to appropriate two hundred fifty thousand dollars (\$250,000) from Free Cash for the purpose of funding design engineering services for the West Newton Square Rehabilitation Project. [09/12/16 @ 3:48 PM]

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

**Chair's Note:** It is the Chair's intention to entertain a motion for No Action Necessary on the following one (1) item:

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

- #208-16**      **Update on fire prevention at the compost operation at Rumford Avenue Landfill**  
COUNCILOR LEARY, requesting the Executive Office, the Fire Department, and the Department of Public Works provide an update on fire safety issues at the compost operation at the Rumford Avenue Landfill including details about who is currently managing the site for fires. [05/31/16 @ 4:52 PM]

**Items Not Scheduled for Discussion at this meeting:**

- #314-16**      **Discussion with MassDOT regarding the Needham Street and Elliot Street Bridges**  
COUNCILOR YATES, requesting a report from MassDOT on efforts to coordinate the reconstruction of the Needham Street Bridge and to complete the construction of the Elliot Street Bridge to avoid a double detour affecting Newton Upper Falls and sections of Newton. [09/07/16 @ 9:08 PM]

**REFERRED TO PROGRAMS & SERVICES AND PUBLIC SAFETY COMMITTEES**

- #312-15**      **Update from Health Department on opiate overdose epidemic**  
ALD. COTE, HARNEY AND NORTON, requesting a review and discussion of the opiate overdose epidemic including an update from the Health Department appraising the board on the current situation to include comparative statistics from previous years as to the number of opiate overdoses handled by first responders. In addition, what is being done immediately to take this on and what support can the Board provide. [10/19/15 @ 1:30 PM]

**CITY COUNCIL RECOMMITTED TO PUBLIC SAFETY ON 06/20/16**

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

- #197-15(2)**      **Pilotless Aircraft Operation**  
COUNCILORS ALBRIGHT, BAKER, AND NORTON proposing an ordinance regulating the operation and registration of pilotless aircraft in the City of Newton. [04/07/16 @ 4:25 PM]  
**Public Safety & Transportation approved 5-0 on 05/04/16**  
**Finance Approved 5-0-2 on 06/13/16, Lappin, Norton abstaining**  
**Public Safety & Transportation Held 6-0 on 09/07/16, Lipof not voting**

**REFERRED TO PUB FACIL, PROG & SERV, AND PS&T COMMITTEES**

- #46-15**      **Discussion of parking options and permits at municipal and school parking lots**  
ALD. JOHNSON & CICCONE, requesting a discussion with the Commissioner of Department of Public Works and the School Department to determine and discuss parking options including use of school properties based on the current municipal parking lot programs including the issuance of permits. [02/11/15 @ 1:35 PM]

- #72-14      Discussion of installing a possible bike lane on Walnut Street**  
ALD. CICCONE & JOHNSON, requesting a discussion of the installation of a possible bike lane on Walnut Street between Otis Street and Commonwealth Avenue.  
[03/03/14 @ 8:17 AM]
- #28-14      Discussion on duplicate street names**  
ALD. CICCONE AND FULLER, on behalf of the Health Department and the Emergency Medical Services (EMS) requesting a discussion on duplicate street names.  
[01/09/14 @ 10:57 AM]
- #240-12      Request Chapter 19 Motor Vehicles & Traffic be amended, Sec. 19-224 and 19-226**  
RECODIFICATION COMMITTEE, requesting that **Chapter 19 MOTOR VEHICLES AND TRAFFIC** be amended to determine who has jurisdiction for parking on municipal land, the owning department as described in **Sec. 19-224. Parking prohibited on city grounds.** or the Traffic Council as described in **Sec. 19-26. Authority and role of Traffic Council.**
- REFERRED TO PS&T AND PUBLIC FACILITIES COMMITTEES**
- #413-11      Updates on the renovations to the City's fire stations**  
ALD. CICCONE, SALVUCCI, GENTILE & LENNON, updating the Public Facilities and Public Safety & Transportation Committees on the progress of renovations to the city's fire stations. [11/17/11 @ 11:07 AM]
- #137-11      Possible changes to long-term meter fees to discourage short-term use**  
ALD. DANBERG AND FULLER, requesting possible changes to City Ordinance 19-191, Parking Meter Fees, to require a minimum purchase at long-term parking meters in order to discourage short-term use. [04/26/11 @ 9:52 AM]

Respectfully submitted,

Allan Ciccone, Jr. Chair



SETTI D. WARREN  
MAYOR

City of Newton, Massachusetts  
Office of the Mayor

#324-16

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(617) 796-1100

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(617) 796-1113

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(617) 796-1089

E-mail  
swarren@newtonma.gov

September 12, 2016

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

Ladies and Gentlemen:

I write to request that your Honorable Council docket for consideration a request to appropriate the sum of \$75,000 from June 30, 2016 Certified Free Cash for the purpose of providing funding for the design engineering services for the Dedham at Nahanton and Dedham at Brookline Streets Intersection Improvement project.

Thank you for your consideration of this matter.

Sincerely,

Setti D. Warren  
Mayor

RECEIVED  
Newton City Hall  
2016 SEP 12 PM 3:48  
David A. Olson, Clerk  
Newton, MA 02459

1000 Commonwealth Avenue Newton, Massachusetts 02459

[www.newtonma.gov](http://www.newtonma.gov)



DEDICATED TO COMMUNITY EXCELLENCE

Mr. James McGonagle, Commissioner  
 July 29, 2016  
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## FEE

The Scope of Services **Phase 1 – Preliminary Design** and **Phase 2 –Final Design and Bid Document Preparation** are estimated at the lump sum fee of **\$73,500.00** based on the following Fee Schedule.

### *Fee Schedule*

#### Phase 1 – Concept Development & Preliminary Design

##### *Labor*

1. Traffic Evaluations/Observations	\$ 9,500
2. Base Plan Prep/Site Visits	\$ 1,000
3. Conceptual Alternatives/Const. Est.	\$ 4,400
4. Preliminary Design	\$ 13,600
5. Meetings/Preparation	<u>\$ 6,200</u>
	\$ 34,700

##### *Expenses*

1. Survey	\$ 10,800
2. Traffic Counts	\$ 2,300
3. Misc. Expenses	<u>\$ 200</u>
	\$ 13,300

#### Phase 2 – Final Design & Contract Bid Document Prep.

1. Final Design	\$ 15,600
2. Bid Document Prep.	\$ 8,100
3. Meetings	<u>\$ 1,800</u>
	\$ 25,500

#### **Total (Phases 1 & 2)**

**\$73,500**

The scope and fee for the follow-on services identified as **Phase 3– Bid and Construction Phase Services** will be established and negotiated with the City following completion of Phases 1 and 2.

## SCHEDULE

Environmental Partners is prepared to commence on the above service immediately upon receipt of an executed Notice to Proceed. Environmental Partners will use its best efforts to perform all services as expeditiously as is consistent with professional skill and care and the orderly progress of the work. The schedule will primarily be dictated by the City's schedule for public meetings. Preparation for the first public meeting (data collection, traffic evaluations, topographic survey, base plan preparation and initial conceptual alternatives) is anticipated to be completed within 2 to 2.5 months of an executed Notice to Proceed depending on the City's schedule.



SETTI D. WARREN  
MAYOR

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E-mail  
swarren@newtonma.gov

September 12, 2016

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

Ladies and Gentlemen:

I write to request that your Honorable Council docket for consideration a request to appropriate the sum of \$250,000 from June 30, 2016 Certified Free Cash for the purpose of providing funding for the final design engineering services for the West Newton Square rehabilitation project.

Thank you for your consideration of this matter.

Sincerely,

Setti D. Warren  
Mayor

RECEIVED  
Newton City Clerk  
2016 SEP 12 PM 3:48  
David A. Olson, Clerk  
Newton, MA 02459

1000 Commonwealth Avenue Newton, Massachusetts 02459

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DEDICATED TO COMMUNITY EXCELLENCE



April 12, 2016

Mr. Lou Taverna  
City Engineer  
Newton Department of Public Works  
Newton City Hall  
1000 Commonwealth Avenue  
Newton, MA 02459

RE: Proposed Scope and Fee for West Newton Conceptual Design Study

Dear Mr. Taverna:

As discussed recently with Jerry Friedman of our office, we are pleased to provide you with our proposed scope of work and fee estimate to perform the West Newton Conceptual Design Study.

Both Jerry and I are residents of Newton. As such, we are keenly aware of the potential to enhance the character, functionality, and safety of the West Newton village center for all users through the application of Complete Streets principals. We are also committed to a thorough and engaging community process, so that this Study results in a single, community-endorsed alternative which can be brought forward through final design and construction in subsequent phases of this project.

Our team for this project consists of:

- **HDR Engineering, Inc.** for Project Management, traffic/transportation planning and engineering, civil engineering, and community outreach.

HDR is known to the City through our work on the Walnut Street project, and we are particularly proud of our track record in transformative Complete Streets projects. Recent work includes the Western Avenue project in Cambridge (recognized as "Best New Bicycle Facility in America" by the national group "People for Bikes"); work in Harvard Square over the past 10-years, including a current project to redesign the main plaza at the core of the Square; and the Commonwealth Avenue Phase 3 & 4 Project in Allston/Brighton, for which HDR is providing full civil, transportation, transit, and traffic engineering services.

Mr. Lou Taverna  
Scope and Fee for West Newton Conceptual Design Study  
Page 2 of 2

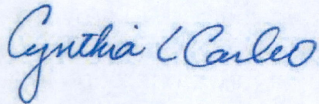
- **Klopfert Martin Design Group (KMDG)** for landscape architecture, urban design, and community outreach.

We are pleased to introduce KMDG to the City through this project. KMDG is an award-winning firm with a particular expertise in public realm projects, encompassing both streetscape and park designs. KMDG has been working in collaboration with HDR for the past several years on a re-envisioning of Kendall Square in Cambridge, including final design of Main Street in the heart of the Square, presently under construction. Other key KMDG projects include redesign of Boston's Causeway Street as part of the City's "Crossroads Initiative"; and redesign of Central Square in East Boston.

We look forward to working with you on this important project. If you have any comments or questions on the enclosed information, please do not hesitate to contact Project Manager Jerry Friedman directly, at 617-357-7731 or by email at [Jerry.Friedman@hdrinc.com](mailto:Jerry.Friedman@hdrinc.com).

Very truly yours,

HDR Engineering, Inc.



Cynthia L. Carleo, P.E.  
Associate Vice President  
Area Manager, New England

Attachments

## APPENDIX A – SCOPE OF SERVICES

### WEST NEWTON CONCEPTUAL DESIGN STUDY, WEST NEWTON, MA

#### BACKGROUND

The City of Newton is seeking consulting services for the preparation of conceptual roadway and streetscape design alternatives for West Newton village and immediately adjacent areas. The primary goals of the study include:

- Applying a Complete Streets approach to the Washington Street corridor and its intersections, in order to prioritize pedestrian and bicycle safety and convenience and reduce vehicular dominance (while maintaining appropriate vehicular capacity and operations).
- Upgrading streetscape conditions in West Newton Square to create a more inviting pedestrian and business environment.
- Improving on the existing, somewhat confusing, vehicular and pedestrian circulation patterns.
- Optimizing operations for all modes (traffic signal timing/phasing; pedestrian and bicycle operations; transit)

Per discussions with the City, the Conceptual Design study will encompass the “greater” West Newton village area as shown in the figure below. This will allow for assessing the feasibility of roadway direction and circulation changes to the present Washington Street quasi-rotary configuration and the two Washington Street bridges over I-90.

The outcome of the study is intended to be a single preferred conceptual design alternative, endorsed by the community, to be brought forward through final design and construction under subsequent phases of this project.

## Study Area

West Newton

Legend

**Task 1. – PROJECT MANAGEMENT***1.1 – Project Management and Administration*

HDR will monitor and coordinate Project schedules and budgets for the estimated Conceptual Design Phase duration of 26 weeks.

1. HDR will prepare monthly invoices including report of monthly activities and cover letter for submission to the City during this phase.
2. It is assumed that all work included in this Scope of Services will be completed in calendar year 2016.

*1.2 – City Meetings*

During the Conceptual Design Phase, various combinations of HDR team members will attend up to three (3) technical and progress meetings with the City. HDR will prepare an agenda and prepare and distribute meeting minutes after the meeting.

**Task 2. – BASE MAPPING*****2.1 – Compiled Base Map***

Per our discussions with the City, it is assumed that a complete and accurate topographic and right-of-way survey has been performed “by others” within the core study area of Washington Street, between Chestnut Street and approximately 1397 Washington Street, and this survey will be made available to HDR in AutoCAD format. No additional topographic or right-of-way survey will be performed as part of this Concept Design Phase.

Where base mapping or right-of-way delineation is required beyond the limits of the existing survey in order to fully define conceptual improvements, HDR will obtain and use GIS-based information from City and/or State sources.

HDR will compile the existing survey and additional GIS information into a combined base plan which will be used for subsequent concept development and stakeholder outreach.

**Task 3. – OUTSIDE AGENCY COORDINATION*****3.1 –Outside Agency Coordination***

It is anticipated that proposed conceptual designs may potentially impact roadways and other infrastructure which is not under City ownership or jurisdiction. HDR will attend up to four (4) meetings with representatives of non-City agencies including MassDOT, MBTA, and public and private utility companies in order to gather information on existing facilities, and present Conceptual Design ideas.

This task does not include the effort required to gain formal agency approvals, permits, licenses, etc. for impacts to non-City facilities.

**Task 4. – TRANSPORTATION STUDIES AND CONCEPTUAL DESIGN*****4.1 - Review Existing Information / Field Study / Data Collection***

HDR will collect and review plans and proposals from relevant City departments, neighborhood studies, large institutions, and other parties as they relate to transportation in the Study area. Documents to be reviewed include, but are not

limited to, the *West Newton Village Plan* (2011, MIT); *Washington Street Subregional Priority Roadway Study* (2015, CTPS); *City of Newton Bicycle Network Plan* (2013). We will also incorporate the best available information related to the projected traffic impacts on the Study Area from MassDOT's impending All Electronic Tolling (AET) project.

HDR will document existing transportation characteristics of the Study Area, both physical and operational, including sidewalk and roadway width, lane use and configuration, curb use regulations, transportation volumes (see proposed data collection program below) intersection geometry and control, crosswalk configuration and sightlines, and accident history.

Specific elements of the field survey and data collection process include the following (Note: It is our understanding that certain traffic counts, as identified in Section 4.1.2 below, have been performed "by others" in the fall of 2015 and will be provided by the City to HDR):

#### 4.1.1 Peak Periods

Two hours during each of weekday AM and PM peak periods and Saturday midday shall be collected for data collection. However, data analysis shall be conducted for one peak hour within each peak period. The peak hour shall be determined using the counts conducted for the two hour peak period. The following two hours within each peak period shall be considered for data collection unless more localized data sets are available that dictate different peak periods: 7 am to 9 am; 11 am to 1 pm (Saturday Midday); and 4 pm to 6 pm.

#### 4.1.2 Data Collection

##### A. Intersection Inventory

Intersection inventories shall be performed at the proposed study area locations identified in the next section. A field inspection shall determine overall roadway and pavement marking conditions, roadway geometry and lane widths, lane use configurations, bus stop locations, truck routes, bike routes/lanes, crosswalks, traffic control devices/restrictions, curbside regulations/on-street parking, permitted movements at each intersection, and peak hour signal timings. A complete photographic record of the field visit shall be prepared utilizing a digital camera. All high resolution digital photos and field inventories shall be submitted electronically (jpeg and pdf format).

##### B. Video Turning Movement Counts (VTMC's)

Video Turning movement counts (VTMC) shall be collected using video capturing methods for one representative weekday (Tuesday, Wednesday or Thursday) for the peak periods mentioned above and one Saturday midday period. Unless otherwise noted, all turning movement counts (VTMCs) shall identify vehicle classifications to include:

- Passenger car (include 4-tire vans and pick-up trucks)
- Light trucks
- Medium and Heavy trucks
- Buses
- Motorcycles
- Bicycles

These counts shall also include pedestrians using crosswalks by direction. If significant jay-walking is noted in the absence of a crosswalk, pedestrians shall still be counted by direction. VTMC and classification data shall be collected and summarized at 15-minute intervals.

Turning movement counts shall be collected at the following fifteen (15) locations unless otherwise noted (See Figure 1):

1. Washington Street and Watertown Street (\*Data is available for Weekday only. HDR to obtain Saturday count)
2. Washington Street and Waltham Street (\*Data is available for Weekday only. HDR to obtain Saturday count)
3. Washington Street and Highland Street (\*Data is available for Weekday only. HDR to obtain Saturday count)
4. Washington Street and Cherry Street (Data is available for Weekday only. HDR to obtain Saturday count)
- 5/6. Washington Street and Elm Street (2 Locations)
7. Washington Street and I-90 Off-Ramp
- 8/9. Washington Street and Perkins Street (2 Locations)
10. Washington Street and Shaw Street
11. Washington Street and Putnam Street
12. Davis Street and Highland Street
13. Davis Street and Chestnut Street
14. Washington Street and Chestnut Street
15. Washington Street and Prospect Street (Data is available for Weekday am, pm, and school dismissal hours only. HDR to obtain Saturday count)

### C. Automatic Traffic Recorder Counts (ATR's)

Twenty-four (24) hour Automatic Traffic Recorder Counts (ATRs) shall be collected at the locations listed below. The ATRs shall be collected by direction during the same time period as the VTMCs for a continuous 24-hour, seven-day period, which includes one weekend. The ATRs shall serve the purpose of back checking VTMCs as well as establishing time of the day and day of the week traffic trends. ATR data shall not include vehicle classifications or speeds.

HDR shall collect ATR data at the following eleven (11) locations (See Figure 1):

1. Washington Street between I-90 and Parking Lot Drive
2. Washington Street between Highland Street and Waltham Street
3. Highland Street between Washington Street and Davis Street
4. Washington Street overpass between Elm Street and Putnam Street
5. Washington Street overpass between I-90 Off Ramp and Perkins Street
6. Chestnut Street between Washington Street and Davis Street
7. Watertown Street just east of Washington Street
8. Waltham Street just north of Washington Street
9. I-90 Off Ramp just east of Washington Street
10. Washington Street just east of Shaw Street
11. Washington Street between Perkins Street and Prospect Street

### D. Queue Length Observations

HDR will monitor and document current traffic conditions in terms of approach queue lengths at all study locations. Observations shall be made on each approach during each of the peak periods to establish average queue lengths. The documented queue lengths shall be later utilized for calibration of existing conditions analysis.

### E. Crash Data

HDR will collect the crash data associated with all study intersections and their approaches from the Massachusetts Registry of Motor Vehicles (RMV) Crash Data System (CDS) and from City of Newton Police records. This data shall consist of information such as crash location, number of vehicles, number of

injuries or fatalities, type of collision, vehicle direction, and weather and road surface conditions. Where full crash reports are available, they shall be collected. At a minimum, crash data shall be collected for the latest three years of data availability. Where the latest three years of data does not produce records of 30-40 crashes, the time period searched shall be extended back such that this sample size is achieved.

#### ***4.2 – Operational Analysis***

HDR will confirm areas of concern previously identified by City and others; and identify new areas of concern. Areas of concern will include pedestrian deficiencies (missing, circuitous or substandard crosswalks); bicycle deficiencies (substandard facilities, route discontinuities or areas of conflicts with other modes); and vehicular and parking/loading/transit/bus stop deficiencies or opportunities.

HDR will evaluate traffic calming tools to improve access and pedestrian safety. Curb extensions, crossing islands, raised intersections and side street ramp details; and signalization strategies will be considered as appropriate.

HDR will identify the existing bicycle facilities in and around the study area and will develop plans to connect and/or upgrade the facilities. Separated bicycle facilities; on-street bicycle lanes (conventional and buffered); shared lanes; bicycle markings; bicycle signals; protected intersection treatments; and other design techniques will be considered as appropriate.

HDR will perform a capacity analysis using the latest version of Synchro software (ver 8.0) to determine the current operational conditions and identify any capacity constraints. This analysis shall be utilized to determine the delays and levels of service (LOS) by approach and by intersection.

The impacts on traffic movement due to bus loading and unloading, parking activity, conflicting pedestrians, delivery vehicle activities, driveways and bicycle movements shall be taken into account during the analysis and potential improvements addressing the current issues shall be recommended.

The Synchro capacity analysis shall be repeated with the recommendations incorporated into the existing conditions analysis. The delay and LOS associated with the proposed conditions shall be provided as part of a technical memorandum

#### ***4.3 – Crash Analysis***

HDR shall perform a crash analysis at each study intersection to determine locations where most crashes occur, causes of such crashes and potential improvements. This analysis shall focus on crashes involving fatalities, pedestrians and bicycles and will identify crashes by severity and collision type.

The average number of crashes per million vehicles entering (MPEV) shall be calculated for each intersection, and crash diagrams shall be produced for each intersection.

An analysis shall be performed which discusses crash rates in comparison to MassDOT District 6 averages, and shall identify common correctable crash causes. The analysis shall include discussion of total crashes, injury severity, pedestrian and bicycle crashes, and trends over time of each.

#### ***4.4 – Transportation Conceptual Designs and Memorandum***

Based on the observations made, data collected, analysis performed and recommendations made, HDR shall develop a set of three alternative conceptual designs. The main objective of these designs shall be to address pedestrian and bicycle convenience and safety and overall operational issues while maintaining acceptable vehicular operations through the Study Area intersections and roadway segments.

The Conceptual Design will specify: basic roadway cross-section geometry and circulation direction; intersection geometry and control; complete streets and traffic calming elements, and curb lane usage and regulations. Each alternative will address all users of corridor (vehicular, pedestrian, bicycle, transit, parking, and loading).

Conceptual Designs may include proposals to alter geometry, direction, or cross-section characteristics of roadways which are not under City of Newton jurisdiction (i.e. MassDOT). HDR recognizes that it is a goal of the City to develop alternatives for City-owned roadways which are not dependent on revisions to MassDOT roadways, and Concepts will be developed which reflect that goal.

HDR will prepare a technical memorandum which documents activities of Tasks 4.1 through 4.3.

The Memorandum will be integrated and consistent with the concurrent submittal of Conceptual Design plans.

## **Task 5. – STREETSCAPE ASSESSMENT AND CONCEPTUAL DESIGN**

### ***5.1 - Review Existing Information / Field Study / Site Analysis***

HDR team member KMDG will collect and review plans and proposals from relevant City departments, neighborhood studies, large institutions, and other parties as they relate to streetscape conditions in the Study Area. Documents to be reviewed include, but are not limited to, the *West Newton Village Plan* (2011, MIT); *Washington Street Subregional Priority Roadway Study* (2015, CTPS); *City of Newton Bicycle Network Plan* (2013).

KMDG will perform field observations and photo-documentation of existing sidewalks and open spaces and determine associated use patterns; and will document, analyze, and prepare recommendations for improvements.

KMDG will prepare a site furniture inventory for what is presently used within the Study Area, and discuss preferred furnishings with City.

KMDG will work with the City's Arborist to inventory existing trees and plantings in the Study Area, including condition, size, species, etc

### ***5.2 – Develop Conceptual Streetscape Improvement Plans***

KMDG will prepare recommendations for improved urban design/landscape materials and locations, consistent with the three (3) alternative transportation plans and cross-sections being developed as part of the Transportation tasks.

Conceptual Streetscape plans will include landscape and hardscape materials, Green Infrastructure improvements, lighting locations, and street furniture. Both design aesthetics and maintenance longevity will be considered.

KMDG will provide a preliminary palette of unified streetscape elements, including low-medium-high cost options for items including:

- Seating
- Planters
- Bicycle parking
- Opportunities for public art or performance
- Trash/recycling receptacles
- Ground plane treatments and pavements
- Plantings
- Lighting
- Transit amenities
- Wayfinding

In addition to general corridor streetscape designs, KMDG will provide specific conceptual designs (up to 3) for significant pedestrian plazas, pocket parks, etc. which may be developed in conjunction with roadway geometry revisions.

## **Task 6. – COMMUNITY AND STAKEHOLDER PROCESS**

### *6.1 – Community and Stakeholder Process*

#### General

HDR will assist City staff in coordinating and organizing for up to three (3) community meetings. HDR will be responsible for preparing schedules and agendas, taking, distributing, editing and filing meeting notes, and ensuring adequate follow up, subsequent to these meetings. All paper documentation specific to these meetings will be made available to the city in electronic format.

It is assumed the City will be responsible for pre-meeting mailings and notifications, and for meeting logistics.

HDR will develop suitable graphical materials to convey complex technical information including, but not be limited to,

- Traffic volumes, delay, LOS, crash data and speed.
- Pedestrian volumes, delay, LOS and crash data.
- Bicycle volumes, delay, LOS and crash data.
- Alternative circulation concepts.
- Alternatives for the various open spaces.
- Alternatives for the various sidewalk materials.
- Alternatives for the street lighting.
- Alternatives for street furniture and landscaping.

**LIST OF DELIVERABLES:**Task 1 – Project Management

- Monthly invoices and progress reports
- Meeting agendas and notes

Task 2 – Base Mapping

- Project base map, incorporating City-supplied surveys and supplemental GIS mapping

Task 3 – Outside Agency Coordination

- Meeting agendas and notes

Task 4 - Transportation Studies and Conceptual Design

- Traffic counts (raw data and diagrams)
- Annotated transportation base plan and photos showing existing conditions/opportunities/constraints
- Queue length summaries in graphical and tabular format
- Crash analysis, including graphics/tables/crash diagrams
- Capacity and Level of Service summaries for existing and proposed concept conditions
- Technical Memorandum containing:
  - Data collection and reduction methods
  - Summary of collected data
  - Summary of existing conditions
  - Recommended improvements
  - Summary of proposed conditions with improvements
- Conceptual design plans
  - 40-scale plans of overall Study Area (Washington Street, from west of Perkins to east of Chestnut).
    - 5 plan drawings x 3 alternatives = Fifteen (15) 40-scale sheets total
  - 20-scale plans of core Study Area (Washington Street, from westerly Washington Street bridge to Chestnut Street)
    - 4 plan drawings x 3 alternatives = Twelve (12) 20-scale sheets total

Task 5 – Streetscape Assessment and Conceptual Design

- Annotated streetscape base plan and photos showing existing conditions/opportunities/constraints; street furniture and trees
- Conceptual design plans (merged with transportation concepts from Task 4)
  - 20-scale plans of core Study Area (Washington Street, from westerly Washington Street bridge to Chestnut Street). Four (4) plan drawings x 3 alternatives = Twelve (12) 20-scale sheets total
- Graphic presentation of potential streetscape palettes

Task 6 – Community Stakeholder Process

- Public meeting materials, including presentation materials (electronic and hard copy); agendas, notes

**SCHEDULE OF PERFORMANCE:**

It is expected that scope of work tasks as described herein will be completed within 6 months from the Notice to Proceed/Contract Execution.



● Existing Weekday TMC Available - HDR to obtain Saturday TMC

● HDR to obtain Weekday and Saturday TMC

— HDR to obtain ATR

WEST NEWTON CONCEPTUAL DESIGN STUDY  
FIGURE 1 - PROPOSED TRAFFIC COUNT LOCATIONS

CITY OF NEWTON, MA  
WEST NEWTON CONCEPTUAL DESIGN STUDY

HDR Engineering, Inc.

April 8, 2016

April 8, 2016		Project Manager (J. Friedman)			Project Engineer (T. Undzis)			Civil Engineer (M. Golde)			Traffic Principal (L. Casinelli)			Sr. Traffic Engineer (E. Pelaez)			Traffic Engineer (E. Du)			Firm Hrs	Firm Fee													
Task #	Tasks	hrs	rate	total	hrs	rate	total	hrs	rate	total	hrs	rate	total	hrs	rate	total	hrs	rate	total	Total	Total													
	Project Billing Rate for 2016		\$	210.24	\$	-		\$	132.53	\$	-		\$	96.20	\$	-		\$	254.94	\$	-		\$	170.28	\$	-		\$	86.64	\$	-			
TASK #1	Project Management	18	\$	210.24	\$	3,784.40	0	\$	132.53	\$	-	6	\$	96.20	\$	577.21	0	\$	254.94	\$	-	0	\$	170.28	\$	-	0	\$	86.64	\$	-	24	\$	4,361.61
	1.1 Project Management and Administration	12			0			0			0			0			0					0												
	1.2 City Meetings (3)	6			0			6			6			0			0					0												
	Task #1 subtotal	18		\$	3,784.40	0		\$	-	6		\$	577.21	0		\$	-	0		\$	-	0		\$	-	0		\$	-	24		\$	4,361.61	
TASK #2	Base Mapping	3	\$	210.24	\$	630.73	0	\$	132.53	\$	-	24	\$	96.20	\$	2,308.84	0	\$	254.94	\$	-	0	\$	170.28	\$	-	0	\$	86.64	\$	-	27	\$	2,939.58
	2.1 Compiled Base Map	3			0			24			24			0			0					0												
	Task #2 subtotal	3		\$	630.73	0		\$	-	24		\$	2,308.84	0		\$	-	0		\$	-	0		\$	-	0		\$	-	27		\$	2,939.58	
TASK #3	Outside Agency Coordination	20	\$	210.24	\$	4,204.89	0	\$	132.53	\$	-	0	\$	96.20	\$	-	0	\$	254.94	\$	-	0	\$	170.28	\$	-	0	\$	86.64	\$	-	20	\$	4,204.89
	3.1 Outside Agency Coordination	20			0			0			0			0			0					0												
	Task #3 subtotal	20		\$	4,204.89	0		\$	-	0		\$	-	0		\$	-	0		\$	-	0		\$	-	0		\$	-	20		\$	4,204.89	
TASK #4	Transportation Studies and Conceptual Design	33	\$	210.24	\$	6,938.07	0	\$	132.53	\$	-	80	\$	96.20	\$	7,696.14	35	\$	254.94	\$	8,922.87	219	\$	170.28	\$	37,290.32	290	\$	86.64	\$	25,125.68	657	\$	85,973.08
	4.1 Review Existing Info/Field Study/Data Collection	6			0			0			0			5			19					19				26								
	4.2 Operational Analysis (15 locations - Exist/No-build/build)	2			0			0			0			14			86					86				108								
	4.3 Crash Analysis	1			0			0			0			4			20					20				36								
	4.4 Transportation Conceptual Design and Memorandum	24			0			80			80			12			94					94				120								
	Task #4 subtotal	33		\$	6,938.07	0		\$	-	80		\$	7,696.14	35		\$	8,922.87	219		\$	37,290.32	290		\$	25,125.68	657		\$	85,973.08					
TASK #5	Streetscape Assessment and Conceptual Design	6	\$	210.24	\$	1,261.47	0	\$	132.53	\$	-	12	\$	96.20	\$	1,154.42	0	\$	254.94	\$	-	0	\$	170.28	\$	-	0	\$	86.64	\$	-	18	\$	2,415.89
	5.1 Review Existing Information/Field Study/Site Analysis	0			0			0			0			0			0					0				0								
	5.2 Develop Conceptual Streetscape Improvement Plans	6			0			12			12			0			0					0				0								
	Task #5 subtotal	6		\$	1,261.47	0		\$	-	12		\$	1,154.42	0		\$	-	0		\$	-	0		\$	-	0		\$	-	18		\$	2,415.89	
TASK #6	Community and Stakeholder Process	30	\$	210.24	\$	6,307.34	0	\$	132.53	\$	-	24	\$	96.20	\$	2,308.84	24	\$	254.94	\$	6,118.54	40	\$	170.28	\$	6,811.02	0	\$	86.64	\$	-	118	\$	21,545.74
	6.1 Community and Stakeholder Process	30			0			24			24			24			40					40				0								
	Task #6 subtotal	30		\$	6,307.34	0		\$	-	24		\$	2,308.84	24		\$	6,118.54	40		\$	6,811.02	0		\$	-	118		\$	21,545.74					
Subtotal		110		\$	23,126.91	0		\$	-	146		\$	14,045.46	59		\$	15,041.40	259		\$	44,101.34	290		\$	25,125.68									

864

\$ 121,440.79

Misc. Expenses \$ 1,500.00  
Traffic Counts (VTMC & ATR) \$ 20,000.00  
Urban Designer - Tasks 5 and 6 (KMDG) \$ 25,500.00

**TOTAL** \$ 168,440.79

City of Newton

**DEPARTMENT OF PUBLIC WORKS**

OFFICE OF THE COMMISSIONER  
1000 Commonwealth Avenue  
Newton Centre, MA 02459-1449

Setti D. Warren  
Mayor

DATE: September 2, 2016

TO: Newton City Council

FROM: Waneta Trabert, Recycling/Environmental Manager

SUBJECT: Update on the Rumford Avenue yard waste operation and solar panel installation

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The management of residential yard waste at the Newton Resource Recovery Center (located at 115 Rumford Avenue) has been in constant fluctuation in 2016 due to the operational changes dictated by the pending installation of a solar farm on the closed landfill portion of the site. The solar farm installation is expected to be completed by January 8, 2017. Site preparation by the contractor for the solar farm began on August 22, 2016.

In a July 11, 2016 site meeting between the City and Ameresco (the solar installation contractor), management of yard waste accumulated on the site prior to Spring 2016, along with other excess materials accumulated at the site (e.g., street sweepings, compost tailings), were deemed to be Ameresco's responsibility. This means that the materials will be incorporated into the site preparation or need to be hauled away and properly disposed of by Ameresco.

Yard waste that has been accumulated at the NRRC since Spring 2016, which the City is responsible for managing, has been mechanically ground and piled on a daily basis, typically into manageable windrows. The City has contracted with Hidden Acres in Medway to haul ground up yard waste to their site to be commercially composted. During a six week period from approximately June 15 to July 28, hauling of yard waste was paused in order to close the fiscal year and renew the contract with Hidden Acres. During this period, due to the limited operating area, the ground yard waste was accumulated into one large pile.

Between July 28 and August 30, there were 5,250 cubic yards of yard waste hauled to Hidden Acres. This removal of material was primarily from the large pile that had accumulated during the pause on hauling. Prior to the remainder of the large pile being separated into windrows there were two rain events that led to a high levels of bacterial degradation activity, which produced enough heat to cause combustion.

Two fires were reported in the remainder of the large yard waste pile – one occurred on August 19, the other on August 25. Since that time, the remainder of the large pile has been completely separated into windrows, allowing the material to cool. The material will be hauled out on a regular basis to prevent fires and the use of compost thermometers for temperature monitoring has been added to the management practices.

Between now and January 8, the operational area for the City's yard waste will shift. Once the new operating area is prepared by Ameresco, all new incoming material will be ground and hauled out on a regular basis. With rapid turnover of yard waste material the need to turn windrows will be reduced or eliminated. Monitoring with compost thermometers will continue at all times that there is yard waste stored on site.

Please contact Shane Mark, DPW Director of Operations, with any further questions or concerns.