

CITY OF NEWTON

IN BOARD OF ALDERMEN

December 21, 2015

ORDINANCE NO. A-69

BE IT ORDAINED BY THE BOARD OF ALDERMEN
OF THE CITY OF NEWTON AS FOLLOWS:

That the Revised Ordinances of Newton, Massachusetts, 2012, as amended, be and are hereby further amended relative to **Chapter 19 – MOTOR VEHICLES AND TRAFFIC** as follows:

In **Section 19-1, Definitions**, delete the current definition for *Speed humps* in its entirety and insert in place thereof the following definitions:

Speed Bump: A raised section of pavement (typical height 2 to 6 inches and 1 to 3 feet front to back) placed across the roadway surface that can be set at regular intervals in order to force motorists to travel at reduced speed in order to cross over the feature and along a designated length of traveled way. The maximum comfortable speed for crossing a speed bump is approximately five miles per hour so they are usually only appropriate for parking lots, private roads, and select low speed residential streets. Implementation of a speed bump shall be based upon the recommendation of an experienced licensed professional with guidance taken from the Manual on Uniform Traffic Control Devices (Source: U.S. Department of Transportation Federal Highway Administration, MUTCD 2009 Edition)

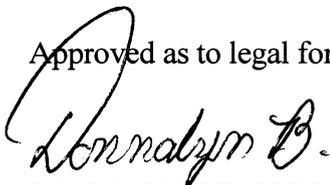
Speed Hump: A raised section of pavement (typical height less than 4 inches and 10 to 12 feet front to back) placed across the roadway surface that can be set at regular intervals in order to force motorists to travel at reduced speed in order to cross over the feature and along a designated length of traveled way. Speed humps have a more gradual slope than speed bumps and are often used in parking lots or along residential streets where speed limits do not exceed 25 miles per hour. Implementation of a speed hump shall be based upon the recommendation of an experienced licensed professional with guidance taken from the Manual on Uniform Traffic Control Devices (Source: U.S. Department of Transportation Federal Highway Administration, MUTCD 2009 Edition)

Speed Table or Raised Intersection: A raised section of pavement (typical height of less than 4 inches, 10 feet long top and 6 feet long ramps at either end) to force motorists to travel at reduced speed to cross over the feature. Although speed tables are designed for relatively low speed roads, they are appropriate for roads with travel speeds slightly higher than 25 miles per hour but not higher than 30 miles per hour. Implementation of a speed table or raised intersection shall be based upon the recommendation of an experienced licensed professional

with guidance taken from the Manual on Uniform Traffic Control Devices (Source: U.S. Department of Transportation Federal Highway Administration, MUTCD 2009 Edition)

Raised Pedestrian Crosswalk: A raised section of pavement (typical height of less than 4 inches, 8 to 10 feet long) to direct motorists to the pedestrian level but more importantly force motorists to travel at reduced speed in order to cross over the feature. Raised crosswalks also improve accessibility by allowing a pedestrian to cross at nearly a constant grade without the need for a curb ramp and visibility to approaching motorists. This feature has a trapezoid-shaped cross-section to slow motorists at the pedestrian crossing where slowing will be most effective. Implementation of a raised pedestrian crosswalk shall be based upon the recommendation of an experienced licensed professional with guidance taken from the Manual on Uniform Traffic Control Devices (Source: National Center for Safe Routes to School, SRTS Guide).

Approved as to legal form and character:



DONNALYN B. LYNCH KAHN
City Solicitor

Under Suspension of Rules
Readings Waived and Adopted
20 yeas 0 nays 4 absent (Aldermen Fuller, Johnson, Kalis and Leary)



(SGD) DAVID A. OLSON
City Clerk



(SGD) SETTI D. WARREN
Mayor

Date: 12/27/15