

Minutes
Traffic Management Advisory Committee
Wednesday, April 14, 2021
7:00 P.M.
Zoom Meeting ID # 823-4252-8108
Adopted June 9, 2021

MEMBERS PRESENT: Justin McCullen, Chair; Seth Bauer, Vice-Chair; Donna Mullin, Rhain Hoyland, Superintendent of Highways; Anthony DelGaizo, Town Engineer, Lt. John McGrath, Rebecca Tarantino, Suzanne Stein.

STAFF PRESENT: Robert Wilson, Engineer; Daphne M. Collins, Recording Secretary, Rana Mana-Doerfer.

PUBLIC PRESENT: John Hagler

Mr. McCullen, Chair, opened the meeting at 7:00 p.m. and Roll Call was taken.

1. MINUTES FOR JANUARY 13, 2021 AND MEETING NOTES FOR MARCH 10, 2021

Vote: Mr. Bauer moved to accept the Minutes of January 13 2021 and the Meeting Notes of March 10, 2021. Ms. Stein seconded the motion. The motion was unanimously **approved**.

2. STATUS REPORT UPDATE

Mr. Wilson reported the following project updates:

- West Street and Stevens Road – update tabled to next month.
- Second Avenue – *Children Playing* sign installed.
- Jarvis Circle –Additional traffic and speed study conducted. Traffic counts at Nardone Road: 135 cars north bound; 103 cars south bound. Speed counts: 22 mph north bound; 23mph south bound.
- Warren Street and Great Plain Avenue – Traffic counts: 468 cars north bound, 705 cars south bound. Speed counts:28mph north bound; 29mph south bound.

Mr. Wilson noted that no action is warranted on Warren Street because of the asymmetry in the traffic count. He thought that the Warren Street speed count may have been affected because of construction occurring during the count. He recommended waiting on a decision on Jarvis Circle until all the counts have been calculated.

3. FALCON AND BOND STREETS INTERSECTION – Signage

PETITIONER: John Hagler, 10 Lawrence Road

Mr. Hagler requested that a four-way stop be located at the Falcon and Bond Streets Intersection. Concerns in this area have been brought to the TMAC in 2009, 2017, 2019. The intersection is difficult because of the curve on one street, two hills and a blind spot. There is a lot of confusion at the intersection – some treat it as a four way stop, others speed right through it. There was a recent traffic infraction at the location and the police acknowledged that it should be a four-way stop.

As a result of a decision by the TMAC, tracking lines were painted at the intersection. Mr. Hagler reported that “90% of cars drive on the wrong side of the dotted lines.” He argued that common sense dictated a four-way stop. Mr. Hoyland noted that the dotted lines were installed to help traffic to stay in its proper lane. It wasn’t done as an alternative to a four-way stop.

Mr. Wilson reported that counts were conducted in 2017. Results indicated the following: Traffic Counts: 427 cars north bound on Bond Street and 204 south bound. Speed Counts: 33 mph on Falcon Street and 27mph on Bond Street.

Mr. DelGaizo informed that without symmetry in traffic counts a four-way stop intersection is not allowed. Based on MUPCD criteria, the traffic volume must be balanced.

Mr. Hagler argued that other factors should be considered for a four-way stop such as the curve and blind spots.

Lt. McGrath was aware of the recent traffic violation at the intersection. He reported that the intersection is not a high accident intersection. He inquired if a four-way stop could be installed without the conditions established in the MUPCD. Mr. DelGaizo warned that the Town would be liable for all accidents if a four-way stop was installed without the criteria established in the MUPCD. It would be considered negligent.

Mr. DelGaizo was open to measuring the blind spot again and assigned Mr. Wilson to conduct the measurement.

Mr. DelGaizo said that the last traffic and speed counts were done within five years and considered acceptable data results. He suggested redoing the traffic counts to obtain a set of fresh data.

Vote: Mr. McCullen moved that speed and traffic counts be conducted for the intersection at Bond and Falcon Streets after September*. Mr. Bauer seconded the motion. The motion was unanimously **approved.**

The September count is to allow for post Covid19 traffic data.

4. CHARLES RIVER STREET AND CENTRAL AVENUE INTERSECTION – Crosswalk, signs and speed
PETITIONER: David Lazarus, 15 Oxbow Road

Mr. McCullen presented a brief overview of the presentation made by Mr. Lazarus and proponents requesting a pedestrian activated crosswalk at Charles River Street and Central Avenue at a meeting of March 10, 2021. (see *TMAC Meeting Notes of March 10, 2021* for full details)

Vote: Mr. McCullen moved to add the pedestrian phase and crosswalk improvements to the existing signal at Central Avenue and Charles River Street be included for consideration on the CIP list. Mr. DelGaizo seconded the motion. The motion was unanimously **approved.**

5. CHARLES RIVER STREET ALONG RIDGE HILL RESERVATION– Speed and Signage

PETITIONER: Heather Simmons, 65 Whitman Road

Mr. McCullen presented a brief overview of the presentation made by Ms. Simmons requesting a *Deer Crossing* sign and a 30 mph sign to prevent deer fatalities along Charles River Road and Ridge Hill Park Reservation. (see *TMAC Meeting Notes of March 10, 2021* for full details)

Vote: Mr. McCullen moved to install a *Deer Crossing* and a 30 mph speed limit signs on Charles River Street along Ridge Hill Reservation; the location of the signs to be determined by the DPW with input from the Parks and Forestry and Conservation Departments and authorization from the property owner on the east side. Mr. Bauer seconded the motion. The motion was unanimously **approved**.

6. MAY MEETING

Mr. McCullen reminded the TMAC that there will be no May meeting to prevent conflicts with Town Meeting and to allow members to attend.

7. ADJOURNMENT

The meeting adjourned at 7:42 p.m.