

**Minutes**  
**Traffic Management Advisory Committee**  
**Wednesday, October 14, 2020**  
**7:00 P.M.**  
**Zoom Meeting ID # 823-4252-8108**  
***Adopted November 18, 2020***

**MEMBERS PRESENT:** Justin McCullen; Seth Bauer; Donna Mullin; Rhain Hoyland, Town Traffic Engineer; Anthony DelGaizo, Town Engineer; Suzanne Stein, Rebecca Tarantino, Lt. John McGrath

**STAFF PRESENT:** Robert Wilson, Traffic Liaison Engineer; Daphne M. Collins, Recording Secretary.

**PUBLIC PRESENT:** Jacqueline DeWolfe, Rachel and Matthew Hesser, Jon Bonnanzio, Meagan Coons.

---

Mr. McCullen, Chair, opened the meeting at 7:00 p.m.

Mr. McCullen recognized the contributions made by Richard Merson, Director of Public Works, on behalf of the TMAC and wished him the best in his retirement.

**1. MINUTES FOR SEPTEMBER 9, 2020**

**Vote:** Lt. McGrath moved to accept the Minutes for September 9, 2020. Ms. Tarantino seconded the motion. The motion was unanimously **approved**.

**2. STATUS REPORT UPDATE**

Mr. Wilson reported the following project updates:

- Holland Street between Webster and Manning Street – *Slow Down Children Present* Parking sign – reinstalled.
- Chestnut Street near Lantern Lane and Emerson Road – Bus Stop Signs installed.
- Falcon Street at Bond Street – Tracking lines painted.
- Wyoming Avenue at Arden Street – guardrail aligned.

Traffic counts were pending school opening.

**Chestnut Street at Oak Street Intersection** - Ms. Tarantino requested a status report on the left turn lagging green light which causes confusion. She suggested it be a green arrow. Mr. DelGaizo responded that the intersection is not wide enough for an arrow light. He suggested installing a *Delay Green* sign.

Ms. Tarantino also noted that the *No Right* sign should be removed, and the stop bar be moved back.

Lt. McGrath suggested that if the lagging green light at Chestnut Street and Oak Street Intersection is removed, no sign identifying a *Delay Green* would be needed.

Mr. Bauer suggested that the most effective solution be selected either remove the lagging green light or install a *Delay Green* sign.

Mr. DelGaizo agreed that either a Delay Green sign or removing the lagging green light would improve confusion at the intersection. He added that the right turn was evaluated - the stop bar needed to be adjusted and the *No Turn on Red* sign would have to be removed.

**Vote:** Lt. McGrath moved to relocate the stop bar back and the *No Right* sign be removed. Ms. Tarantino seconded the motion. The motion was unanimously **approved**.

**Vote:** Lt. McGrath moved to remove the lag time to the green light from Dover at the Chestnut Street and Oak Street intersection. Mr. Hoyland seconded the motion. The motion was unanimously **approved**.

Mr. McCullen asked that open pending projects identified in the Status Report be updated for the next meeting. Mr. McCullen will discuss with Mr. Wilson prior to next meeting.

**3. GREENDALE AVENUE FROM KENDRICK STREET TO WEBSTER STREET – Signage**  
**PETITIONER:** Robert Sullivan, 233 Greendale Avenue

Petitioner failed to show. Item tabled to next meeting.

**4. DEDHAM AVENUE AT BRADFORD STREET – Signage and Crosswalk**  
**PETITIONER:** Jaqueline DeWolfe, 242 Dedham Avenue

Ms. DeWolfe was concerned that the pedestrian crossing at Bradford Street along Dedham Avenue was too wide. Traffic along Dedham Avenue at 40 mph approach the intersection fast and wide. This makes it unsafe for pedestrians and children walking to school and DeFazio Field. She wanted to see traffic calming solutions be implemented such as barriers or planters to shorten the pedestrian crossing, stripe the crosswalk for visibility and lower the speed limit along Dedham Avenue.

Mr. DelGaizo was in favor of installing a continental crosswalk and to move back the stop bar. He noted that tightening the radius by 15' would be problematic for trucks who can't do the smaller radius. He suggested limiting truck traffic along the street which would require state approval.

Mr. Hoyland supported the installation of a crosswalk and complete street design measures over signage.

Ms. DeWolfe did not support the limiting of trucks on the street. She supported curb extensions and shortening the pedestrian crossing.

Ms. Tarantino agreed that 40mph was too fast. She warned that crosswalks give a false sense of security. She asked if there was a *Stop* sign at the intersection. There is no *Stop* sign at the intersection. She supported the installation of a *Stop* sign and turning barriers. She was worried about the risk for pedestrian from the installation of a crosswalk.

Ms. DeWolfe supported a crosswalk and the additional protection it provides pedestrians. If a pedestrian is hit while in a marked crosswalk, the car is liable.

Mr. Bauer inquired where does Dedham Avenue 40mph traffic change to a slower speed. It changes across the street from Bradford Street. Mr. DelGaizo noted that the determination is made by the state. He did not support the installation of jersey barriers. He supported installing scored concrete which alerts car traffic to slow down and installing a crosswalk. He supported a *Stop* sign at the intersection.

There is a time limited *No Right Turn* sign on Bradford Street. Ms. DeWolfe had no opinion about the sign. She was concerned about the safety of this crossing 24/7 for school and DeFazio Park pedestrians.

**Vote:** Mr. DelGaizo moved to install a continental crosswalk at Bradford Street, *Stop* sign and move the stop bar. Mr. Hoyland seconded the motion. The motion was unanimously **approved**.

Mr. Hoyland reported that the Town is seeing a \$400,000 grant from the state for a complete street redesign along Dedham Street. The redesign includes rapid flash signalization at Harris and Dedham Avenues, crosswalks, handicapped ramps, and tightening of radii. There will be public hearings on the conceptals.

#### **JOHN STREET AT CENTRAL AVENUE - Signage**

**PETITIONER:** Rachel and Matthew Hesser, 7 John Street

Mr. Hesser was requesting that a *No Parking Here to Corner* sign be installed on the northside of John Street at the corner of Central Avenue for 58 feet. When cars are parked, it forces cars to drive on the opposite side of the street. A fence at 336 Central Avenue prevents visibility of Central Avenue. When cars are parked along this area, he has difficulty exiting safely from his driveway.

He noted that there is plenty of parking further down the street.

Mr. DelGaizo asked if the owner at 336 Central Avenue was asked if they were in favor of the *No Parking Limit*. Mr. Hesser responded that he hadn't.

The petitioner was asked to seek support from the property owner and from the neighbors along John Street and to submit the petition to Nikki Witham. Upon receipt, the TMAC would consider the installation.

#### **5. THORPE ROAD – Speed**

**PETITIONER:** Kara Buonpane, 36 Thorpe Road

John Bonnanzio, 29 Thorpe Road, reported that cars speed along the street when cutting through to avoid the light at High and Webster Streets and to make the train.

**Vote:** Mr. DelGaizo recommended that traffic tubes be placed for 1 week to get the count and speed data for Thorpe Road. Ms. Mullin second the motion. The motion was unanimously **approved**.

Mr. Bonnanzio suggested that the tubes be located at the beginning of Manning Street or Webster Street but would defer to the Town Engineering Department's recommendation.

## **6. MANNING STREET – Speed & Signage**

**PETITIONER:** Meagan Coons, 29 Thorpe Road

Ms. Coons reported that Manning Street is a by-pass street for Webster Street. She noted that there are few stop signs along Manning Streets and that installing a *Stop* sign would discourage the straight-away traffic along the street.

Mr. DelGaizo informed that in order to install a *Stop* sign the intersection must meet the warrant criteria. Major traffic flow cannot be stopped, a 4-way stop needs a balance of car counts. A study should be conducted to determine if an intersection meets the criteria.

Ms. Coons asked what other mitigation measures could be implemented. Mr. DelGaizo responded that the results of the data would provide options.

Mr. Wilson reported that the last study was conducted 20 years ago.

**Vote:** Mr. DelGaizo moved that traffic tubes be placed for one week to gather the count and speed data at Manning and Powers Streets. Ms. Mullin second the motion. The motion was unanimously **approved**.

## **7. ADJOURNMENT**

The meeting adjourned at 8:25 p.m.