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JAMES ANTONIZICK, VICE CHAIR
CARMEN DELLO IACONO
RICHARD SCHOENFELD
NEWCOMB STILLWELL
MARK MACLEAN**

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**TOWN OF DEDHAM
COMMONWEALTH OF MASSACHUSETTS
TRANSPORTATION ADVISORY COMMITTEE**

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DIRECTOR OF PUBLIC WORKS

MICHAEL D'ENTREMONT
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RICHARD MCCARTHY
TOWN PLANNER

SUSAN WEBSTER
ADMINISTRATIVE ASSISTANT

**MEETING MINUTES
Francis O'Brien Meeting Room, Town Hall
Tuesday, May 20, 2014, 7 p.m.**

Present: John Bethoney, Chairman
James Antonizick, Vice Chairman
Carmen DelloIacono
Richard Schoenfeld
Newcomb Stillwell
Mark MacLean
Jason Mammone, P.E., Director of Engineering
Joseph Flanagan, Director of Public Works
Sgt. Michael Feeley, Dedham Police
Richard McCarthy, Town Planner

Mr. Bethoney called the meeting to order at 7:12 p.m. He welcomed incoming member Carmen DelloIacono, the Board of Selectmen representative to the committee to replace Peter Reynolds.

TOPIC	Presentation by MAPC Transportation Planner David Loutzenheiser
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Mr. Bethoney said that the Committee had questions regarding the legitimacy of the policies of the Town, potential mitigation practices on Town and resident sides, and overall committee and Town perceptions regarding the studies that are performed, and how they actually represent the "issues" that may be perceived. Accordingly, he reached out to Mr. Loutzenheiser from the MAPC regarding traffic calming measures. He had presented a bicycle plan to the Planning Board, and is here as a resource.

Mr. Loutzenheiser reviewed the change in travel patterns across the country. Looking at the growth in the 70 largest cities showed that bicycle commuting is up 39% and public transportation is up 8%. The levels of driving are dropping. His source is the NACTO (National Association for City Transportation Official) Urban Street Design Guide, which is a complement to the AASHTO Design Guides. He noted that speed reduction mechanisms include medians, pinch points, land shifts, chicanes, speed humps, two-way streets, roundabouts, diverters, signal progression, building lines, street trees, and on-street parking.

Mr. Loutzenheiser showed a Power Point presentation of each method, the way each works, and his suggestions to the Committee. For instance, he suggested that parking on Barrows Street could be changed to parking on one side for a certain length, switching to parking on the other side for another length, etc. Roundabouts come in different types, i.e., rotaries, which are not typically desirable because of the fast entering speed and difficulty for pedestrians to cross. Other

roundabouts typically have slower entry speeds because the angle is usually tighter, and there are usually crossings for pedestrians. A third type is traffic circles in the middle of a street. These are often landscaped and are typically in the middle of residential streets, and speed is usually quite slow. Diverters are not often seen on the East Coast. Speed reduction is not very appropriate on local streets, but signal progression and timing of signals at a certain speed works in certain situations. In Dedham, buildings in the Square are built next to the sidewalk, so speeds on streets with a lot of vertical elements allow for slowing down traffic. Street trees do the same, particularly on residential streets. Side street parking narrows the street and allows for slower moving traffic. He showed slides of Harvard Street and Barrows Street in particular, which do not have proper curbs to prevent people from parking on sidewalks. He also said that these streets needed trees. Mr. Flanagan noted that they did plant trees, but took them out because there were no parking spaces for the two-family homes.

Mr. Bethoney said that, in his viewpoint, there has to be a significant, crazy problem to implement 90% of the information given. He asked Mr. Loutzenheiser whether, looking at the two reports for Harvard Street and Barrows Street, he believed that any of these methods were necessary to calm a circumstance in which it does not meet the action level. Mr. Loutzenheiser said that on those streets, given the policy, said no because the 85th percentile speeds are 25-26 mph. Mr. Bethoney asked how radically excessive do the volumes and speeds have to be on a given street in order to even consider any of the methods. Mr. Loutzenheiser said that the town has a priority list for pavement management of the streets. Mr. Bethoney asked him what would a street have to be to have to consider something such as chicane, provided money and the pavement management programs were not the issues. Mr. Loutzenheiser said that Barrows Street and Harvard Street do not have proper curbs to prevent parking on sidewalks. The question of rumble strips was raised, but Mr. Loutzenheiser said that these are used on edge lines, highways, and for cyclists.

Mr. Mammone asked Mr. Loutzenheiser what residents could use on their own for low cost traffic calming measures in the event that they want to be pro-active even if the streets do not qualify. Mr. Loutzenheiser said that street trees and off-street parking are elements that could be used. In addition, curbs prevent parking on the sidewalks. Residents, however, are concerned about cars being hit, as well as speeding, so this is a difficult issue. Mr. Bethoney asked how to implement changes and create compliance in neighborhoods, since people are used to parking in a certain manner. Mr. Loutzenheiser said that parking studies could be performed in the evenings, and there should be a meeting with neighbors to tell them not to park on sidewalks, and to provide them with options, i.e., curbs and trees.

Mr. Antonizick asked Mr. Loutzenheiser what kinds of speed could be expected if traffic calming measures are implemented. Mr. Loutzenheiser said he is not in an implementation position. He suggested talking to legislators to discuss speeds; these have not been voted on yet. Mr. Mammone is not sure how enforcement would be, however. He has attempted to get in touch for more information, to no avail.

Mr. Bethoney asked if there is someone else at MAPC who can deal with traffic calming, speed, safety zones, traffic lights, etc. Mr. Loutzenheiser said he would look for a sister agency. Mr. Bethoney thanked him and asked him to tell that agency what the Committee's goals are.

TOPIC	Committee Discussion
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Mr. DelloIacono asked if the Committee was looking for a recommendation on speed. Mr. Bethoney said they have not yet determined that. The speed bumps on Whiting Avenue have been highly successful, although Mr. Mammone said they were not implemented for speeding but for horizontal site distance. It has reduced speed to within the acceptable range of the mid to low 20's. Speed lights in front of every school have also been successful.

The Committee has reached a stalemate until it agrees on policy. There is a backlog of applications, but they will not start reviewing any of them until there is an agreement. Mr. DelloIacono said that often, the worst offenders on speeding are the residents themselves. The suggestion was made that a paving machine can put in a monolithic berm to see if that helps. Mr. Mammone also said that any approval is predicated on a balloting process with the residents. The Town would need significant support from them to make changes work.

Mr. Bethoney felt that this evening's discussions were productive. The next meeting is scheduled for June 17, 2014, at which time he hopes someone will be in to speak with the committee. Mr. Stillwell made a motion to adjourn, seconded by Mr. Antonizick. The vote was unanimous. The meeting ended at 9:00 p.m.

Respectfully submitted,

Jason L. Mammone, P.E.
Director of Engineering
Transportation Advisory Committee

