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TOWN OF DEDHAM
COMMONWEALTH OF MASSACHUSETTS
TRANSPORTATION ADVISORY COMMITTEE

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JASON MAMMONE, P.E.
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JOSEPH FLANAGAN
DIRECTOR OF PUBLIC WORKS

MICHAEL D'ENTREMONT
CHIEF OF POLICE

RICHARD J. MCCARTHY, JR.
PLANNING DIRECTOR

ADRIENNE ALBANI
ASSESSING SPECIALIST

MEETING MINUTES

**Francis O'Brien Meeting Room, Town Hall
Tuesday, October 20, 2015 - 7 p.m.**

Present: John Bethoney, Chairman
James Antonizick, Vice Chairman
Costa Tsolirides, member
Dennis Guilfoyle, BOS member
Jason Mammone, P.E., Director of Engineering
Joseph Flanagan, DPW Director
Michael D'Entremont, Chief of Police

Absent: Richard McGuinness

Mr. Bethoney called the meeting to order at 7:15 pm.

Mr. Bethoney discussed reorganization of the committee. There is one vacancy and members were asked to speak with those who may be interested in applying. In addition, members were asked to think about potentially serving as chair or vice-chair and be prepared to vote on positions at the next meeting on 11/17/2015.

Mr. Bethoney called **Agenda item # 4, Traffic Calming Request #2015-001, River Street**, first as to accommodate a member of the public in attendance on this item. Mr. Brian Bergeron of 162 River Street stated his name and address for the record. Mr. Mammone reviewed and summarized the request. The request covers the area of River Street between Cedar Street and Whiting Ave. Applicant's concerns are speeding, traffic volume, pedestrians, and bicyclists. Mr. Mammone stated that River Street is a collector roadway, not a residential roadway and therefore does not meet the requirements according to the traffic calming policy.

Mr. Bethoney opened to public comment. Mr. Brian Bergeron of 162 River Street spoke of his concerns for pedestrian safety and speeding vehicles. He asked about Stop signs. Mr. Mammone stated all stop sign requests go through the BOS and not reviewed by the TAC. Through streets typically do not have Stop Signs as they can be a hindrance.

Chief D'Entremont stated the area was a balancing act between parked vehicles and pedestrians but more enforcement could be added in that area if needed.

Mr. Bethoney stated the committee was in the process of drafting a standard letter that reviews the traffic calming policy for collector roads.

Mr. Mammone will draft a letter to the applicant inviting her to the next meeting.

Mr. Bethoney opened **Agenda item 2, Traffic Calming Request #2013-003 Highland Street.**

Mr. Mammone summarized the request submitted by Loretta DiBlasio of 390 Highland Street dated 10/14/2013. Mr. Mammone reviewed his Initial Traffic Evaluation dated 10/3/2013.

Mr. Mammone's conclusion revealed traditional traffic calming measures were not recommended for Highland Street but he recommended advisory signs be installed at curve locations and Go Slow wording be painted on the road surface. In addition the neighborhood residents could purchase and utilize Step2 Kid Alert system and distribute flyers.

Mr. Bethoney opened to questions. Mr. Costa asked about the threshold for the crash data, Mr. Mammone stated it is a state average that is used in the analysis.

Mr. Bethoney asked for a **motion to approve** Mr. Mammone's conclusion for the use of non-traditional, low cost traffic calming measures such as advanced warning signs as outlined in his Initial Traffic Evaluation. Mr. Guilfoyle motion, second Mr. Antonizick, unanimously approved.

Mr. Bethoney open **Agenda item # 3, Traffic Calming Request #2013-004 Madison Street.**

Mr. Mammone summarized the request submitted by Kate McDermott of 21 Madison Street. Applicant's concerns are speed, volume, pedestrian and bicycle safety as well as parking issues at the section of Madison from East St to Elmwood Ave.

Mr. Mammone reviewed his analysis as outlined in his Initial Traffic Evaluation. Based on his observations and crash data, traffic calming is not recommended for Madison Street. Findings reveal Madison does not experience a higher than normal traffic volume, 12 years of crash data reveal only 1 (one) motor vehicle accident and the 85th percentile speed was determined to be 28 mph which is 2 mph below the prima facia speed limit of 30 mph.

Mr. Bethoney opened for questions. Mr. Guilfoyle asked if vehicles were parking on Madison for the train station. Mr. Mammone stated the street is a public way therefore there are no parking restrictions for on street parking on that section of Madison Street.

Being no further comment Mr. Bethoney requested Mr. Mammone draft a decision recommending alternative traffic calming measures to be presented at the next meeting.

Mr. Bethoney opened **Agenda item # 5, Traffic Calming Request #2014-001, Taylor Ave.**

Mr. Mammone reviewed the request submitted by Brian & Kim McKenna on August 4, 2014. The applicants concerns speed, pedestrian and bicycle safety, volume and poor road condition. Mr. Mammone mentioned that Taylor Ave. was on the road paving schedule so he delayed his study until the roadway was complete to get an accurate assessment of speed and volume on a newly paved road. He is hopeful to have an evaluation for the next meeting.

Mr. Bethoney opened **Agenda item # 6, Traffic Calming Request for Hobart-Iverson-Ford-Madison Street.**

Mr. Mammone reviewed the request and attached letter submitted on October 9, 2015 by Jeannine Lathum of 15 Iverson Way and Eileen Newell of 254 Madison Street.

Mr. Mammone - Iverson Way and Hobart Street are private ways and thus out of the purview to establish traffic calming measures. Ford and Madison are public but restrictions are currently in place.

Mr. Mammone will talk with applicant and residents about alternative measures with the hopes of convincing them to use same before this becomes an official Traffic Calming Request.

Mr. Flanagan mentioned that although a speed bump was considered an alternative method, it is not recommended as it can affect emergency response and plowing.

Mr. Tsolirides asked about additional traffic with General Dynamics.

Mr. McCarthy stated that a traffic analysis on General Dynamic's revealed 400 employees, not 400 cars and many employees would be traveling from west or taking the commuter rail. After 6 months of occupancy another traffic analysis is due.

Mr. Mammone will have a discussion with the applicant and neighbors and report back at the next meeting.

Mr. Bethoney stated the minutes from the July 21, 2015 meeting were before the committee but they would wait until next meeting for approval, at which time he would like all previous meeting minutes to be reviewed and voted upon for approval and filing with the Town Clerk.

The next meeting will be November 17, 2015.

Mr. Bethoney sought motion to adjourn, Dennis Guilfoyle, 2nd Jim Antonizick, unanimously accepted.