

Minutes
Traffic Management Advisory Committee
Wednesday June 10, 2020
7:00 P.M.
Zoom Meeting ID # 823-4252-8108
Adopted July 15, 2020

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

STAFF PRESENT: Robert Wilson, Traffic Liaison Engineer; Nikki Witham, Administrative Specialist, Daphne M. Collins, Recording Secretary.

PUBLIC PRESENT: Michelle Ripperger, Ciara Ripperger, Marcus Ripperger, Paul Garraffo, Hojjat Salmasian

Stephen DeLisi, Chairman, opened the meeting at 7:00 p.m.

1. NOMINATION AND ELECTION OF CHAIR

Mr. DeLisi offered his resignation as Chair.

Mr. Bauer moved to nominate Mr. McCullen as Chair. Ms. Tarantino seconded the motion. There were no other nominations. The motion was unanimously approved. (Mr. Hoyland was absent)

2. MINUTES FOR FEBRUARY 12, 2020

Vote: Justin McCullen moved to accept the minutes for December 18, 2019. Seth Bauer seconded the motion. The motion was unanimously **approved**.

3. FY2021 TMAC Meeting Schedule

Vote: Mr. Hoyland moved to accept the FY 2021 TMAC Meeting Schedule. Lt. McGrath seconded the motion. The motion was **approved**.

4. OAK STREET –Speed Study

PETITIONER: Michelle Ripperger, 68 Oak Street

Ciara Ripperger reported that there was excessive speeding and pedestrian safety concerns on Oak Street. She requested that a 4-way stop be located at the intersection of Oak Street and Maple Street. She argued that the speed study that was conducted was inaccurate since there were cones located on both sides of the traffic counter which acted as a warning signal and influenced driving behavior to reduce speed. Ms. Ripperger requested that another speed study be conducted.

Mr. Wilson stated that a traffic study was conducted in January of 2020. The study indicated that 85% of the eastbound traffic was measured at 26 mph with the westbound traffic at 24 mph. Neither speeds indicate the location of a 4-way stop.

Mr. Delgaizo added that to meet the warrant criteria for a 4-way stop the volume of traffic on both sides of the street had to be similar. The volume of traffic on Oak Street exceed the volume of traffic on Maple Street. If a 4-way stop is installed without meeting the warrant the Town would be liable for any accidents. He suggested that another traffic study be conducted in June, otherwise they should wait until September after vacation.

Ms. Tarantino noted that the intersection is dangerous affected as a cut through, by speeding, by stop confusion and the train tracks.

Mr. Hoyland reported that the intersection is part of a planned redesign which was scheduled for 2019 and rescheduled for 2021 due to CoVid19. The redesign will be part of a complete street approach which will have traffic calming elements such as curbing, and bike lanes.

5. NEIHOLDEN STREET AND WASHBURN AVENUE – NO PARKING SIGN

PETITIONER: Paul Garaffo, 313 Nehoiden Street

Mr. Garaffo reported that there was a two-hour parking limit on Neihoiden Street and Washburn Avenue. However, due to a lack of signage on Washburn Avenue the parking limitations are ambiguous. He'd like to see signs posted on Washburn Avenue where it connects with Neihoiden Street to better reflect the area parking limits.

Mr. Wilson reported that the area has been a two-hour parking limited area since 1992 on both sides of Washburn Streets from 9:00 a.m. to 3:00 p.m.

Vote: Lt. McGrath moved that parking limit signs be placed on Washington Street. Mr. Hoyland second the motion. The motion was approved.

6. WEBSTER STREET AT THE INTERSECTION OF HIGHLAND AVENUE – Sign replacement

PETITIONER: Hojjat Salmasian, 924 Central Avenue

Mr. Salmasian thought the “No Turn on Red” signs on the southeast side of the Webster Street at the Highland Avenue intersection was difficult to read. The lettering was red and faded.

Mr. DelGaizo reported the area is scheduled for a major reconstruction in Fall 2020 by MassDOT. Sign replacement is part of the reconstruction and the issue will be resolve during the reconstruction. He noted that the sign is relatively new and that the previous all black lettering resulted is less driver obedience. With the reconstruction only one lane will be allowed heading east on 128 which is now 2 lanes and there will be no turn on red.

No action.

7. CENTRAL AVENUE AT HUNNEWELL STREET AND AT LOUART DRIVE AND GLOVER ROAD NEAR SUNITA WILLIAMS ELEMETARY SCHOOL- End of School Zone Sign

PETITIONER: Hojjat Salmasian, 924 Central Avenue

Mr. Salmasian was concerned that there were no “End School Zone” signs on Central Avenue northbound on Hunnewell Street and southbound between Louart Drive and Glover Road.

Mr. DelGaizo reported that “End School Zone” signs are limited to streets that do not have a speed zone. Central Avenue has a Speed Zone.

Mr. Bauer inquired if cars continued slower after the school speed zone. Lt. McGrath reported that speed is not an issue at that location, and he would not want to enforce where there is no issue.

Ms. Stein was concerned with placing a 35 mph speed limit in an area where there are three schools in close proximity. It was counter intuitive to let drivers go faster. Lt. McGrath concurred. He thought it would be confusing to place a 35 mph speed limit adjacent to a school zone. Currently drivers can be stopped on school days if going above 20 mph at that location.

No action.

8. WEST STREET BETWEEN HIGHLAND AVENUE AND CENTRAL AVENUE – Speed Signage

PETITIONER: Hojjat Salmasian, 924 Central Avenue

Mr. Salmasian was concerned with drivers speeding on the downgrade of West Street.

Lt. McGrath affirmed that West Street was an enforcement area for police as it serves as a cut through for Babson College students. Intelligent signs work in enforcing the speed limit only for a short time.

Mr. Wilson reported that a speed study was conducted in 2016 on West Street and Hillside Avenue. The study indicated speeds at 36 mph on the downhill and 29 mph on the uphill.

Mr. DelGaizo suggested that a speed study be conducted again in June or September.

Vote: Mr. Bauer moved that a speed study be conducted on West Street and that speed sensors be placed at a location on West Street at the discretion of the Engineering Department. Mr. DelGaizo seconded the motion. The motion was **approved**.

9. OTHER BUSINESS

A) LIMIT THE NUMBER OF APPLICATIONS PER APPLICANT – Concern was raised over the number of petitions presented by a single applicant. The TMAC to schedule the item for a future Agenda item discussion.

B) UNRESOLVED/PROBLEMATIC STREETS – Lt. McGrath wondered how to define a problematic street when accident numbers do not support that definition as per Oak Street. Ms. Tarantino was concerned about petitions for streets that continue to come before TMAC with larger unresolved issues requiring redesign.

C) TMAC WEBSITE – Mr. McCullen wanted to visit the TMAC website.

The meeting adjourned at 8:45 p.m.