

Failed Meeting
***All Actionable Items of this Meeting will be held at the next Public Meeting of
the TMAC on April 14, 2021***

Meeting Notes
Traffic Management Advisory Committee
Wednesday, March 10, 2021
7:00 P.M.
Zoom Meeting ID # 823-4252-8108
Adopted April 14, 2021

MEMBERS PRESENT: Justin McCullen, Chair; Seth Bauer, Vice-Chair; Donna Mullin, Rhain Hoyland, Superintendent of Highways; Anthony DelGaizo, Town Engineer.

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

PUBLIC PRESENT: David Lazarus, Matthew Heideman, Heather Simmons

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

1. MINUTES FOR JANUARY 13, 2021

Vote: Mr. Bauer moved to accept the Minutes. Ms. Mullin seconded the motion. The motion was unanimously approved. ***(Failed Meeting. Item to be brought up to vote on April 15, 2021).***

2. STATUS REPORT UPDATE

Mr. Wilson reported the following project updates:

- Dedham Avenue at South Street – *Left Turn Must Yield to Oncoming Traffic* sign has been ordered.
- Rivard Road – *Children Playing* sign installed.
- Central Street (near Webster Street before Rosegate Road) – *Curve Ahead with Side Street* warning sign with LED flashers installed.
- Jarvis Circle – Speed study conducted. Results indicate 17mph east bound; 23mph west bound. Additional speed study to be conducted in Spring at a different location.
- Stevens Road – Speed study conducted in October. Results indicate 23 mph south bound; 24mph north bound.
- West Street – Speed study conducted. Results indicate 43 mph west bound; 39 mph east bound. Street is a 30 mph limit. Mr. Bauer recommended that the item be brought up at the next meeting with Lt. McGrath for increased enforcement in the street.
- Oak Street – signal timing was adjusted in January.

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

Mr. Lazarus requested a crosswalk be installed at Charles River Road and Central Avenue with a pedestrian actuated light and a marked crossing. He said that there are 12 to 15 children living on Oxbow Road. There are no sidewalks in the area and the traffic on Central Avenue is heavy. The light at this intersection is the first light after a light in the center of Dover allowing commuters to travel unimpeded.

Navigating this area as a pedestrian to the Newman School or the Temple Aliyah is near impossible and more pedestrian protection needs to be provided. He suggested that if there was a crosswalk across Charles River Road and Central Avenue, pedestrians and runners could connect with the sidewalk side that would take them to the center of Town. He indicated that the area was in close proximity to Town resources such as Ridge Hill Park, Redwing Bay, a Dog Park, and Temple Aliyah but without sidewalks on this part of Town it is unsafe to access these areas by foot for those who want to walk, and that people opt out of walking because there is no safe place to cross. He said there was a petition with over 230 signatures in support.

Mr. Hoyland noted that capital projects are listed in priority need in the Town's Five-Year Capital Improvement Plan ("CIP"). There is no new sidewalk plan for this area to address this need. MassDOT had funds for connectivity with a small budget of four million dollars for all the communities within the 495 corridor. There may be more opportunities in the Commonwealth's Shared Streets program but that may take seven to eight years.

Mr. DelGaizo said that to allow a pedestrian actuation at that intersection the signal would have to be completely modified.

Mr. Bauer asked if there were any short-term pedestrian safety solutions. Mr. DelGaizo answered that a pedestrian crosswalk cannot be added to the existing signal without a major signal overhaul. Mr. Hoyland added that with a pedestrian crosswalk curbing, curb cuts, handicapped access and paved surfaces would have to be included.

Mr. McCullen asked if the area had been on any forecasted plans such as the Pedestrian Safety Crosswalk Audit Study. Mr. DelGaizo said no and that the next major intersection improvements projects queued on the CIP are Great Plain and Central Avenues; Gould Street and Central Avenue; and Great Plain and Greendale Avenues. The Great Plain and Central Avenues project is coming up for Town Meeting approval.

Mr. Lazarus asked if a crosswalk, sidewalk and signalization improvements for this area could get included in the CIP list in the long-term; and if there were any alternative crosswalk locations that could be considered in the short-term such as Pine Street by the dog park. Mr. Hoyland said Country Way towards Pine Street are being revisited for relief and improvement. Mr. DelGaizo wasn't aware of any other unsignalized area for a possible crosswalk. He noted that the area was a speed zone of 35mph to 40 mph. He didn't think that there was any area that would meet the criteria for a crosswalk under the *Pedestrian Crosswalk Audit Study Policy*; the only place that one would be authorized would be an intersection with a signal.

Mr. Heideman said his biggest concern was child pedestrian safety as there were lots of children in the area.

Eytan Shamash, 76 Oxbow Road, supports the petitioner. He has three children. They enjoy outdoors and attending Temple Aliyah. It would be helpful for his family if this issue is addressed with a signal and the posting of *Children in Area Playing* sign.

Tara Kileen, 339 Country Way, supported the reassessment of the Country Way sidewalks as it is very difficult to access Central Avenue from Country Way because of the traffic and speed.

Carl Jonassan, 1729 Central Avenue, asked why Central Avenue wasn't a 30 mph street and who controls the street. Mr. DelGaizo answered that Central Avenue was established as a speed zone to move traffic. The state determines the speed limit. The Town does not create speed zones and cannot decrease the speed for a speed zone. Studies to determine speed zones are limited to increasing their speeds. The street is a town street.

Mr. DelGaizo said that the pedestrian access at Central Avenue and Charles River Street intersection could be added to the CIP list and it could take approximately seven to eight years to be considered as the current Five-Year CIP is set. He warned that the list of pending projects is longer than what is on the current CIP list.

Lauren Maciejczak, 94 Oxbow Road, said she supports the request because of the number of children in the area who would benefit from a crosswalk to access Temple Aliyah. She has four children and four dogs who can't access the park that's in walking distance. She'd like to see the pedestrian improvements to the intersection included on the CIP list.

Marybeth McFarland, 99 Oxbow Road, said she never allowed her children to walk. There is no safe way to walk to Walker Park. Her children were never able to participate on walk-to-school days because it was so dangerous.

Mr. Hoyland noted that the list of sidewalks for improvements are reviewed internally with technical evaluations conducted by private consultants to arrive at budgets. That list is 40 years out. He did not want to mislead citizens about timing expectations.

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. Bauer seconded the motion. The motion was unanimously **approved**. *(Failed Meeting. Item to be brought up for discussion and vote on April 15, 2021).*

4. 1688 CENTRAL AVENUE – Speed and Parking Concerns

PETITIONER: Matthew Heideman, 1708 Central Avenue

Mr. Heideman reported that Matt Borrelli, a Town Select Board member and developer, was proposing building a 9,960 square feet day care facility for 100 children on a three-and-a-half-acre lot. The proposal will be managed by an existing Needham after school program that operates three buses. He thought that the area cannot handle the additional 100 cars in the mornings and afternoons and buses associated with

this project. He understood that the TMAC deals with existing traffic issues and concerns, but he wished to bring the potential future traffic problems to the Board for their information.

Mr. Borrelli has informed the community that a traffic study will be conducted. The neighborhood is scheduled to meet with Mr. Borelli in the next couple of weeks where they hope the traffic study will be presented.

Mr. Heideman was concerned that a traffic study conducted during the pandemic will not have a true accounting of the traffic during normal weekday traffic. The neighborhood is concerned about the impact of the project to neighboring residential streets in particular South Street which is not equipped to handle the additional cars.

The neighborhood has been informed in a letter that the drop-off and pick-up times will be staggered to reduce the amount of traffic. He reported when he was snowplowing recently between 7:00 and 8:00 when he counted 20 cars every five-minute period. This traffic volume was during the pandemic when there is less traffic.

He believed a traffic detail would be necessary to assist the exiting cars turning left onto Central Avenue from the facility. He was concerned that with more cars on a street without sidewalks the safety risk for pedestrians and cyclists will increase.

He reported that Mr. Borelli said that preliminary results of the traffic study indicate that the level of service will not be degraded. He questioned that result and its significance. He was also concerned about the impact on the delivery of emergency services by Police, ambulances and Fire with the increase in traffic.

In addition, he was concerned about a sewer installation from Country Way to 1688 Central Avenue and its impact on traffic and wanted assurances that the road be fully repaired once the project is completed.

Mr. DelGaizo was aware of the daycare project. The developer will be submitting an application in March and presenting it before the Planning Board in April.

Mr. McCullen informed the petitioner that the pending proposal is not in the purview of the TMAC. He urged the petitioner and interested citizens to take their concerns to the Planning Board.

Holly Clarke, 1652 Central Avenue inquired if there are traffic counts for Central Avenue from the Transfer Station to the Dover line. Mr. McCullen affirm that counts had been conducted along Central Avenue. She said the traffic is very busy on Central Avenue from 6:30 a.m. to 9:00 a.m. and it is very difficult to get in and out of their driveway at that time. She requested that any expertise possessed by the TMAC regarding traffic mitigation be shared as the traffic concerns by the neighborhood are legitimate.

Carl Jonassan, 1729 Central Avenue, was concerned about the additional traffic and the impact on residential streets seeking to avoid Central Avenue. He has heard that the proposal is expected to be increased another 10,000 square feet to accommodate an additional 100 students. He was troubled by the speeding of over 40mph on Central Avenue.

Steven Jonas, 1652 Central Avenue, commutes on Central Avenue. He was concerned that a study conducted during the pandemic will not provide realistic results. It is very difficult for him to turn right on Central from his property on weekday mornings during peak commute hours. Central Avenue is heavily burdened because of the dump, Newman School, Sunita Williams School, Volante Farms and Eliot Street and hopes any study will consider these factors.

Mr. Bauer shared that his neighborhood was very concerned about the possible increase in traffic from the large development at 700 Greendale Avenue. Now completed and occupied, the projected traffic outcomes did not come to fruition. He did agree that a traffic study conducted during the pandemic was a legitimate concern.

Mr. DelGaizo repeated that the appropriate process for these concerns was the Planning Board. The Planning Board sends all submitted materials to the Engineering Department for review and comments. The materials are posted on the Planning Board website and are available to the public electronically. Traffic consultants are aware of Covid19 and its impact on studies; the studies factor Covid19 and are adjusted accordingly. The Planning Board Public Hearing will be posted and held on line. Presently there is nothing to look at or review as there is no submitted application. The project application for this type of proposal must include comprehensive plans and documentation that will be thoroughly reviewed through the standard technical administrative review process.

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

PETITIONER: Heather Simmons, 65 Whitman Road

Ms. Simmons reported that two deers have been hit and killed in the last two to three years and she has nearly hit a deer on Charles River Road. Deer frequently cross the street and can be seen in the area. Charles River Street has no speed limit signs. She'd like to see a speed limit and a *Deer Crossing* signs posted by the woods.

Mr. DelGaizo had no objection to locating a *Deer Crossing* and a *30 mph* signs. He noted that the property owner of the house where the sign will be posted needs to agree. Ms. Simmons said that there are no private homes along the woods only on the east side.

It was agreed that the location of the signs to be determined by the Town with input from the Parks and Forestry and Conservation. Ms. Simmons suggested that the signs be located where the deer were hit along Charles River Street and Ridge Hill Reservation passed Belle Lane and Witham Road.

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. Ms. Mullin seconded the motion. The motion was unanimously **approved**. *(Failed Meeting. Item to be brought up for discussion and vote on April 15, 2021).*

ADJOURNMENT

The meeting adjourned at 8:44p.m.

