

**TOWN OF HINGHAM
TRAFFIC COMMITTEE**

Police Chief Glenn A. Olsson, Chairman
Sgt. David Horte, Representative for Chief Olsson
Lt. John Haley, Representative for Chief Robert Olsson
Harry Sylvester, DPW
William Ramsey, Planning Board
Francis Donlan
Clark Frazier

TO: Board of Selectmen
FROM: Chief Glenn A. Olsson
RE: Minutes of March 23, 2016 Traffic Committee Meeting
DATE: March 24, 2016

PRESENT: Sgt. David Horte, Hingham Police Department
Harry Sylvester, Hingham DPW
William Ramsey, Hingham Planning Board
Clark Frazier

Sgt. Horte the meeting to order at 7:05 PM.

A motion was made by Harry Sylvester, seconded by Bill Ramsey, to accept the minutes as written of the previous meeting on 2/24/16. Unanimous vote in favor.

I. Request for 20 MPH sign to be posted on West Street

Sgt. Horte presented the letter from Quincy Avenue resident Donald Campbell requesting that a 20 MPH sign be posted on West Street heading south between Beal and Fort Hill Streets for the purpose of slowing down traffic. Both Sgt. Horte and Harry Sylvester said that there are already many signs in that area so there is no need for another one. These signs were posted when the train station came in and one more sign would be sign overload. Bill Ramsey made a motion to take no action on this matter, seconded by Clark Frazier with all in favor.

II. Results of Engineering Study of Fearing/North/Main Streets

Sgt. Horte presented the results of the engineering study which was done based upon the recommendation of the Traffic Committee to the Board of Selectmen. The study was done by John Morgan of CHA Design and Construction Solutions. It consisted of traffic volume and speed data, traffic capacity analysis, crash data, sight distance, as well as an evaluation of all-way stop criteria based on this data. The summary showed that the crash data shows that there were a total of seven reported crashes over a five year period, with no injuries reported. The existing two way stop controlled intersection has some deficiencies including offset alignment,

poor intersection sight distance, and poor peak level of service. The intersection meets one of the three criteria for installation of all-way stop control. It meets the minimum volume criteria for eight hours of the day. It also meets some of the secondary criteria including high left turn and pedestrian conflicts. Therefore, an all-way stop can be considered for this location per the MUTCAD. Installation of a four way stop would reduce delays and shorten queues on Fearing Road and Main Street but would increase delays on North Street. The offset alignment of Fearing Road and Main Street is a concern with respect to implementing all-way stop control. The length of the intersection could result in drivers misidentifying the intended direction of other vehicles. The presence of on street parking on North Street would impact visibility of stop signs. Curb bump outs and removal of parking spaces would be required to provide proper visibility of stop signs. The report concludes by stating that there are both benefits and concerns associated with the installation of all-way stop control at the intersection of Fearing Road, Main Street and North Street. The accident history indicates that it is not a high crash location despite the deficiencies related to sight distance and capacity. Due to the potential issues regarding the intersection alignment and stop sign visibility, changing the intersection to an all-way stop may not result in the intended safety benefit and therefore is not recommended. Sgt. Horte presented the idea of raised crosswalks that could be installed in front of the Post Office and St. Paul's Church. Funding could possibly be obtained by the "Complete Streets" program. Harry Sylvester said that raised crosswalks (which had been on Beal Street) cause noise pollution and would be a source of resident complaints. There would also be drainage issues. The Square had been reconstructed 10 years ago and prior to that, 50 years ago. Harry also said that stop signs that are not put in the proper place are dangerous. Harry Sylvester made a motion that no action be taken on the warrant article pertaining to this intersection. It was seconded by Clark Frazier with a vote of three in favor and one opposed.

III. Complete Streets Program

Sgt. Horte presented the information on "Complete Streets" which he obtained from attending a seminar. It is a reimbursement program for which Towns can apply by creating a policy for improving road for pedestrians and bicycles. The funding comes from casino revenue with \$12 million guaranteed for 2016. Harry Sylvester said that he is not in favor of this due to road size measurements. There is no room for bike lanes on many of the Town's roads. An issue with this program is that the reimbursement does not include engineering costs which can be significant. As a result, the project would cost more than the Town would be reimbursed which would create a deficit. Harry also said that DPW tries to create space for pedestrians and bikes anyway when possible but that roads with a speed limit of 30 MPH for greater are not advised to have bike lanes. More information on the program would be beneficial. Bill Ramsey nominated Clark Frazier to attend a seminar and report back. Bill Ramsey made a motion for that which was seconded by Harry Sylvester and approved unanimously. For next month's meeting – Harry Sylvester said that Kilby Street needs to be discussed. Mass DOT needs to address this intersection since 3A is a State road. The tentative date for next month's meeting is 4/27/16.

The meeting was adjourned at 8:10 pm.

Respectfully submitted,
Jan Jacobson, Administrative Assistant