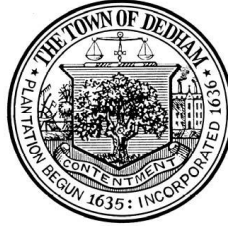


COMMITTEE MEMBERS

JOHN BETHONEY, CHAIR
CHARLIE PACKER, P.E. VICE CHAIR
DIMITRIA SULLIVAN
DANIEL O'NEIL
JACK KELIHER



JASON MAMMONE, P.E.
DIRECTOR OF ENGINEERING

JOSEPH FLANAGAN
DIRECTOR OF PUBLIC WORKS

MICHAEL D'ENTREMONT
CHIEF OF POLICE

KRISTEM MORSE
ADMINISTRATIVE ASSISTANT

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TOWN OF DEDHAM
COMMONWEALTH OF MASSACHUSETTS
TRANSPORTATION ADVISORY COMMITTEE

MEETING MINUTES
Remote participation via ZOOM
Tuesday, September 13, 2022 – 7 PM.

Present: John Bethoney, Chair
Charlie Packer, P.E. Member
Dimitria Sullivan, SB
Jack Kelliher, Member
Jason Mammone, P.E., Director of Engineering
Michael D'Entremont, Chief of Police
Joe Flanagan, DPW Director

Absent: Dan O'Neil, Member

Mr. Bethoney opened the meeting at 7:00 PM and reviewed the virtual meeting guidelines and protocols.

A roll call attendance was taken- above listed TAC members were present.

Agenda Item # 1- Traffic Calming Request #2021-005, Curve Street (Maverick St to Washington St): Keith Mahoney (Applicant)

The chair recognized Mr. Mammone to discuss the Curve Street application.

Mr. Jason Mammone shared a map with the group and began by explaining the history of the traffic calming request. During the Engineering Department's initial assessment, it was determined that 85 percent of the vehicles were traveling at a rate of 29 mph, which is nine miles an hour over the limit. They also determined that an average of 1500 vehicles per a day were traveling on the street, with 1100 of these going northbound to Washington Street. This would conclude that they are using Curve Street as a cut through.

Regarding vehicle/speeding citations, there were 42 total for a period of three years, averaging 8+ per year.

Mr. Mammone noted that when traffic calming measures are put into place, it can potentially push vehicles onto neighboring side streets. His study shows that several side

streets would be affected in this way. Oak Street would be the most likely alternative route in these scenarios. Therefore Mr. Mammone thought it best to study the speed and volume data on Oak Street.

On Curve Street the majority of vehicles were going northbound. However, the majority of vehicles on Oak Street were going southbound. 85 percent of vehicles were going 27 mph, not showing a lot of speeding on this roadway. Traffic enforcement and crashes were zero for the past three and five years respectively. It was important to note that the speeding could increase on Oak Street if traffic calming measures were implemented.

The Fire Chief has indicated this is an emergency response route for the town and he therefore suggested certain calming measures not be used. Speed cushions were recommended for Curve Street due to fire trucks not being impacted by them, but they still needed to be navigated properly by passenger vehicles.

Mr. Mammone was proposing five speed cushions be installed on Curve Street, to be strategically placed a certain distance apart taking into account driveways and cross streets. Since Oak Street may experience traffic spillage, it is recommended that speed humps be installed to mitigate this.

Financially the initial proposal is for \$57,000 for signage, striping, delineators, and the actual materials of the speed cushions. They would be installed for a trial period of approximately six months to begin July 1, 2023 and would be put into the DPW budget for fiscal year 2023.

Should the trial prove successful, and the speed cushions be installed permanently, an additional \$100,000 is proposed for reconstructing sidewalks along Curve Street. A no parking area would need to be enforced.

Speed monitoring by the Dedham Police Department is also recommended.

Charlie Packer asked about the no parking measures that needed to be implemented with the installation of speed cushions. Mr. Mammone explained that the town is required to enforce a parking ban within 50 feet of either side of the speed cushion to allow for emergency vehicles to pass.

Dimitria Sullivan asked if there had been any discussions regarding stop signs for this area possibly Curve Street and Oak Street. Mr. Mammone explained a crash analysis would be needed to determine if a stop sign was warranted for this area, and the crash data right now did not support that. It would therefore be used as a traffic calming measure which has been proven through many studies to cause the opposite affect of the intended use.

Ms. Sullivan then asked about the citations in the study and proposed some additional police surveillance. She also asked if there had been any analysis of studies that had been

proposed to the Select Board and Town Meeting and then been rejected. Mr. Mammone replied they were 2-0 for approvals of capital expenditures right presently.

Mr. Bethoney asked if there were any other members of the committee with questions, and there were none. He then thanked Mr. Mammone for his report. Mr. Bethoney stated that he currently used Oak Street frequently to avoid the light at Curve and Washington Streets, and he agreed with the analysis. He was in favor of installing the speed cushions if the neighbors were in agreement after the trial period.

Motion - A motion was made by Dimitria Sullivan to approve the proposal and recommendations as presented by Jason Mammone. The motion was seconded by Charlie Packer, and a roll call vote was taken.

Charlie Packer -	Yes
Dimitria Sullivan -	Yes
Jack Kelliher -	Yes
John Bethoney -	Yes

The motion passed unanimously, 4-0.

The proposal will now go the Select Board for approval.

Review and Approval of Meeting Minutes from 7/12/2022

Mr. Bethoney asked if members had a chance to review the minutes as drafted. There were no edits.

Motion – Charlie Packer made motion to accept minutes from 7/12/2022 as presented, the motion was seconded by Jack Kelliher and a roll call vote was taken.

Charlie Packer -	Yes
Dimitria Sullivan -	Yes
Jack Kelliher -	Yes
John Bethoney -	Yes

The motion passed unanimously, 4-0.

Old/New Business –

Jason Mammone stated that if anyone had questions or comments about the Colburn/Maverick traffic measures that have been installed, he was happy to hear them. Mr. Kelliher stated he had a number of occasions to drive there, and he felt the speed cushions were working and he approves. Mr. Bethoney stated he felt they were well placed, there was sufficient signage, and he felt they were well received by the neighbors.

The next meeting date would be Tuesday, October 11, 2023, at 7:00 pm.

Adjournment

Motion - Being no further business Jack Kelliher made a motion to adjourn the meeting at 7:30 pm, and the motion was seconded Charlie Packer. A roll call vote was taken.

Charlie Packer -	Yes
Dimitria Sullivan -	Yes
Jack Kelliher -	Yes
John Bethoney -	Yes

The motion passed unanimously, 4-0.