



# TOWN OF SWAMPSCOTT

## TRAFFIC STUDY ADVISORY COMMITTEE

ELIHU THOMSON ADMINISTRATION BUILDING  
22 MONUMENT AVENUE, SWAMPSCOTT, MA 01907

**MEMBERS**  
GINO CRESTA, DPW  
S. PETER KANE, PLANNING  
RONALD MENDES, PARKING  
JAMES POTTS, FIRE  
LT. THOMAS STEPHENS, POLICE

## JUNE 15, 2017 MEETING MINUTES

**Time:** 10:00 – 10:52 am  
**Location:** Swampscott Town Hall, Selectmen's Meeting Room, 22 Monument Avenue  
**Members Present:** J. Potts (Fire), P. Kane (Planning), R. Mendes (Parking Clerk), G. Cresta (DPW), G. Lord (Police, substitute)  
**Members Absent:** T. Stephens (Police)  
**Others Present:** Elizabeth Burns (resident), Cabot Dodge (resident)

Meeting called to order at 10:03a by Chair Kane.

### MEETING MINUTES

Committee reviewed the minutes from the March 9 meeting. No comments.

MOTION : by R. Mendes to approve Mar 9, 2017 meeting minutes, seconded by J. Potts, unanimously approved.

### TRAFFIC & PARKING REGULATORY REQUESTS

The Committee agreed to take items out of order based on residents in attendance interested in each item.

#### #E – REQUEST TO MODIFY TRAFFIC SIGNAGE (LAUREL ROAD & FOREST AVENUE)

Ms. Burns was present to discuss her request. She stated that she feels the current signage (a "Dead End," "No Through Traffic Sign," a street sign for "Laurel Road") are confusing to drivers and can create a danger due to all the students that walking around this area due to proximity to the middle school.

The Committee reviewed photos of the intersection (Forest Ave continues into the Unitarian Universalist Church and is essentially a dead end while Laurel Rd turns to the left). There's currently a "Dead End" sign on the right-hand side of Forest Avenue. The Committee discussed possible sign configurations and locations. Ms. Burns and Committee agreed that no one wants lots of signs. Ms. Burns said she only ever sees private vehicle drivers (no commercial, delivery, bus) who seem to get confused by the current signs.

J. Potts suggest a stop sign on Forest Avenue before turning left onto Laurel Road/going straight to the church. The Committee didn't think that was necessary.

MOTION : by G. Cresta to move "No Thru Traffic" and smaller "Dead End" signs to right-hand side of Forest Ave at the intersection (where the current larger "Dead End" sign is located), second by P. Kane, unanimous.

## #D – REQUEST TO ADD YELLOW DOUBLE-LINING OF STREETS (FOSTER POND NEIGHBORHOOD)

Cabot Dodge was present to discuss his request. Mr. Dodge is concerned with vehicle traffic in the neighborhood and suggested that yellow center lines be added to help delineate the two lanes of opposing traffic. He's experienced cars going very fast on turns where they end up on the opposite side of the street (potentially due to lack of lane indications).

Mr. Dodge provided a markup of proposed locations for striping (on curves and near intersections – along Burpee Road, Foster Road, and Windsor Avenue). The Committee reviewed the markup and discussed the areas outlined. Committee talked about whether striping should be done for entire lengths of the streets or just particular sections.

P. Kane suggest based on the road network that striping should probably be done on Foster Road but not on Windsor Avenue (northeast portion) since that portion of road services only a few dead end streets. G. Cresta suggested not doing Burpee Road because of the upcoming construction work that will happen at Machon School.

MOTION : by P. Kane to add yellow center lines on Foster Road for the full length of the street (from Windsor Avenue to Jesse Street), seconded by J. Potts, unanimous.

Mr. Dodge then asked the Committee to consider striping the lower portion of Burpee Road at the intersection of Essex Street. G. Cresta agreed with that request.

## #A – REQUEST FOR STOP SIGN INSTALLATIONS (SALEM STREET)

This was a continued agenda item from the March meeting. The item had been tabled to allow the Police Department to perform some research on accident data on Salem Street. The Committee reviewed the report from Lt. Stephens regarding the accident data from the last five years. The Committee agreed with Lt. Stephens' recommendation that the data doesn't support the need for stop signs at this time.

Item closed.

## #B – SIDEWALK EXTENSION CONCERN (HUMPHREY STREET)

Ms. Spinale who had submitted the request was not present. P. Kane reported that he had met with her last week to discuss her concerns at her business (Spinale & Co). The concerns included: that the installed bumpout at Humphrey St and Blaney St had taken away a parking space on Humphrey St. P. Kane showed her at the site that the bumpout is only as wide as the crosswalk. The parking space was "lost" because the spaces previously went all the way to the curb-cut

for the driveway entrance next to the building. MassDOT regulations require parking spaces to be set back from curbcuts and crosswalks (to provide proper turning and visibility). The space was only lost because the previous parking spaces did not meet the spacing requirements. Ms. Spinale also complained that the bumpout was causing her customers to pop their tires on their cars (because they would drive over the sidewalk bumpout to enter the first space). P. Kane noted that traffic guidelines are that drivers should back into parallel parking spaces and that the bumpout is designed in accordance with that. She also stated that she was upset that a parking space in front of Cassidy Insurance (business on the opposite side of Blaney St from hers) was converted to a handicap space and that it took away parking for her customers. P. Kane explained that the Traffic Study Committee had made that recommendation to the Board of Selectmen because the Town's Disability Commission had requested it. The Commission had requested the handicap space by Nguyen's Restaurant be moved west so that it would be in a location with more businesses (for easier access).

The Committee agreed with the points and felt there was no need for any action. The parking spaces are now lined to the appropriate standards, the sidewalk bumpout is designed within appropriate standards and for the express need to improve pedestrian safety, and the handicap space location was based on the Disability Commission request to provide more appropriate and easier access for handicapped individuals.

Item closed.

#### #C – REQUEST TO REMOVE ON-STREET HANDICAP SPACE (86 CHERRY STREET)

This request was submitted by Trisha Malphrus who previously lived at 86 Cherry Street. The Town had installed the on-street parking restriction for handicap use at Ms. Malphrus' request due to lack of off-street parking for her. Ms. Malphrus has since moved and asked the DPW to remove the restriction.

The Committee discussed the request. J. Potts asked if the restaurant across the street, Tony Lena's, would want to keep that handicap space. G. Cresta stated that the restaurant actually didn't want the space.

MOTION : by G. Cresta to recommend to the Board of Selectmen to remove the handicap-parking restriction in front of 86 Cherry Street, seconded by R. Mendes, unanimous.

#### #F – REQUEST TO IMPROVE PEDESTRIAN SAFETY (NASON & NEIGHBORHOOD ROADS)

P. Kane reviewed the request (requestor was not present) which was to look at improving the pedestrian safety at this intersection due to the amount of students that walk here. The curve of the intersection from Nason onto Neighborhood is very wide and Mr. Cucchi had noted in his request that people don't look to see if kids are crossing. The Committee discussed options such as a sidewalk bumpout and two crosswalks. P. Kane suggested that the Town could apply to the Safe-Routes-To-School program to have the intersection examined and recommendations put together. Going through the program could also open the Town to grant opportunities to pay for the recommended improvements.

Committee agreed with the recommendation to go through the Safe-Routes-To-School program process. DPW will work on the application; P. Kane offered to help as needed.

## #G – REQUEST TO REDUCE SPEED LIMIT TO 25 MPH (PURITAN ROAD)

P. Kane reviewed the request (requestor was not present) which was to consider reducing the speed limit on Puritan Road (currently posted at 30 mph) to 25 mph which would match the new statutory speed limit in town. P. Kane noted that Suzy Jones had also suggested that a weight restriction be considered for the road due to her concern that heavy vehicles on the road may have a negative effect on her home's structure.

The Committee noted that the heavy vehicles have been going down Puritan Road lately due to the repaving of Humphrey Street (traffic had been diverted down Puritan Road for the time period). The repaving has been completed so these vehicles should not be an issue.

G. Lord noted that if the street is posted at 30 mph but not actually listed as such in the official regulations, we could remove the sign which would then make Puritan Road also 25 mph (like all other non-posted streets in town). P. Kane noted that if the 30 mph limit is listed in the regulations, he'll need to consult with Town Counsel on the proper process to reduce it to 25 mph.

The Committee agreed that the road should be 25 mph. P. Kane will review the regulations and report back at the next meeting.

MOTION : by J. Potts to table the item for further review, seconded by G. Cresta, unanimous.

Meeting closed at 10:52a.

S. Peter Kane  
Traffic Study Advisory Committee, Chair