



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

FEBRUARY 13, 2018 MEETING MINUTES

Time: 10:30 – 11:50 am
Location: Swampscott Town Hall, Selectmen's Meeting Room, 22 Monument Avenue
Members Present: J. Potts (Fire), G. Cresta (DPW), T. Stephens (Police), P. Kane (Planning)
Members Absent: R. Mendes (Parking Clerk)
Others Present: Patrick McCarthy (resident), Victor Creatini (resident), Alejandra Creatini (resident), Maureen Higgins (resident)

Meeting called to order at 10:33a by P. Kane.

MEETING MINUTES

Committee reviewed the minutes from the Jan 3 meeting. No comments.

MOTION: by G. Cresta to approve Jan 3, 2018, meeting minutes, seconded by T. Stephens, and unanimously approved.

TRAFFIC & PARKING REGULATORY REQUESTS

#D – STOP SIGN REQUEST (RAILROAD AVENUE @ PINE STREET)

Victor and Alejandra Creatini were present to discuss their request. They have suggested that a stop sign be installed at the end of Railroad Avenue where it intersects with Pine Street. Mr. Creatini explained the reason for their request is to slow the traffic down. They like the stop sign that's been installed at the end of Pine Street where it meets Railroad Avenue, but he's seen an accident from the reverse direction and feels that people leaving the train station drive fast through the intersection. They're concerned about kids in the neighborhood. Mrs. Creatini said a stop line would also help call attention to it.

T. Stephens said it's unusual to have a stop sign when there's no crossing at the intersection, but also acknowledged that people do drive fast around that corner. He suggested putting in an island to force drivers to take a 90-degree turn instead of cutting the turn like they do currently. The Committee agreed that the island would work best. G. Cresta thought it might make snow plowing a bit difficult and J. Potts was curious about the effect on fire truck movements at the intersection.

P. Kane suggested that it would need to be drawn up before going to the Selectmen, as they would likely want to see the design of the island before approving it. This would allow verification that it will work for fire access and plows. The Committee agreed that the island should not have an impact with on-street parking (make sure it doesn't reduce parking space allocation). J. Potts suggested testing it by putting out a barrel with a "Keep Right" sign in the proposed location of the island.

G. Cresta also suggested installing a concrete rumble area similar to what was done at the monument before the formal island was installed.

MOTION: by T. Stephens to recommend to the BOS installing a temporary device to force a 90-degree turn at the location to run for a month in order to make a final recommendation to the BOS, seconded by P. Kane, unanimously agreed.

After the motion was made, Ms. Higgins joined the Committee to say that stop signs aren't effective and suggested that something other than a stop sign be used.

#F – GUARD RAIL REQUEST (87 ESSEX STREET)

Patrick McCarthy (of 87 Essex Street) had made a request for a guard rail at the street front of his property due to a recent auto accident that resulted in a vehicle in his front yard. Mr. McCarthy provided photos of the recent accident to the Committee. He would like a guard rail to ensure this doesn't occur again and noted there's a guard rail in front of the neighboring property. The Committee pointed out that the area around the existing guard rail isn't being maintained by that property owner and makes it an eye sore. The Committee was concerned the same thing would happen at 87 Essex St if a guard rail was extended there. Mr. McCarthy said he was happy to maintain it and had even started cleaning up around his neighbor's guard rail. P. Kane noted there isn't a unique street configuration that would give reason to install the rail at this location. G. Cresta and T. Stephens also stated that the existing guard rail hasn't been hit in the 15+ years since it was installed.

The Committee was understanding of Mr. McCarthy's concern. G. Cresta suggested a better option would be to install a street tree instead. It would look better and still have the effect Mr. McCarthy was looking for. T. Stephens also suggested the possibility of a wood rail instead of the metal highway rail which G. Cresta said would be cheaper than a metal version as his staff could install it in-house.

G. Cresta said there's a new Tree Task Force who's assisting with recommending tree species for usage in town. They'll be able to recommend a species that stays lower (so it won't impact above-ground utility lines).

MOTION: by G. Cresta to install a street tree in front of 87 Essex Street, seconded by J. Potts, unanimously agreed.

#A – NO LEFT TURN/RIGHT TURN ONLY (BUENA VISTA STREET ONTO BURPEE ROAD)

G. Cresta had originally suggested installing a sign at the end of Buena Vista Street at intersection with Burpee Road to restrict traffic to making right turns only. T. Stephens noted this intersection has very little history of accidents occurring

there. The Committee discussed that it might be better to wait until they've seen the result/effect of the new flashing "Cation" sign that was installed near the intersection (on Burpee Road). The Committee agreed to table the discussion.

#B – INTERSECTION REVIEW (BURPEE ROAD AT ESSEX STREET)

The Board of Selectmen requested that the Traffic Study Advisory Committee review the intersection of Burpee Road at Essex Street due to complaints about access and turning onto and off of Burpee Road. G. Cresta informed the Committee that he had the traffic signal timing updated a few months ago due to the complaints that had been received. The updated timing sequence now ensures drivers won't wait for more than one minute at the signal. The traffic timing is set to one minute on Essex Street and 16 seconds on Burpee Road. He acknowledged that this timing does create a slight back up when school lets out, but it's a very short period of time and benefits pedestrian safety for the number of students who are walking and need to cross the street at this intersection. DPW hasn't received any complaints since the timing change was put into effect.

The Committee acknowledged the turning at this intersection is a bit difficult due to the limited width. They discussed the fact that it's difficult to make any improvement to the turning radius due to the existing placement of the buildings at this intersection. Any change would negatively affect the pedestrian access as the sidewalks would most like have to be reduced further where they already are narrow.

P. Kane will update the BOS with these points.

#C – CONVEX TRAFFIC MIRROR (HARDY ROAD ONTO ELMWOOD ROAD)

DPW received an anonymous request via SeeClickFix to install a convex traffic mirror for vehicles exiting Hardy Road onto Elmwood Road. G. Cresta noted that all convex mirrors that are currently up in town were bought by residents and DPW installed them. He's fine with maintaining this policy. If the resident would like to purchase the mirror, DPW will install it. The Committee wasn't certain the mirror was actually necessary, but is open to allowing it if the resident purchases it. P. Kane will have a message posted on SeeClickFix for the anonymous user to contact DPW about the purchase and installation.

#E – TRAFFIC LIGHT TIMING (HUMPHREY STREET AT REDINGTON STREET)

Detective Cheever had requested that the Committee review the traffic light timing at Humphrey and Redington Street. She has noticed that traffic has been backing up more than usual on Redington Street during morning dropoff at the Hadley Elementary School.

T. Stephens opened the discussion noting that even if the traffic light timing was changed to give more time for Redington Street traffic to exit, it would help because the traffic is backed up on Humphrey Street. He noted though that the sidewalk extension could be slowing down right-turning traffic from Redington onto Humphrey. He suggested that moving the sidewalk bumpout to the opposite side (in front of Yan's China Bistro), it may help to improve that traffic flow.

G. Cresta and P. Kane both noted they agree with that as well and had originally recommended the bumpout on that eastern side. G. Cresta said that moving the bumpout would require engineering drawings to ensure proper curb radius as well as storm water flow for the drains in the intersection. He would like this engineering work coupled with the speed table work in front of St. John's Church.

MOTION: by G. Cresta to recommend to the Selectmen to have the sidewalk bumpout at Redington & Humphrey moved to the eastern side of the intersection and request approval for the design and construction of this work (by combining it with the work in front of St. John's Church), seconded by J. Potts, unanimous.

OTHER BUSINESS – SIDEWALK/STREET DELINEATION IN FRONT OF 17 COLUMBIA AVENUE

P. Kane brought up a side item. He received a call from Susan Bishop (owner/operator of Massage Therapy at 17 Columbia Avenue) who was looking for assistance. Her clients have received a number of parking tickets for parking on the sidewalk in front of the business. This section of Columbia Avenue doesn't include any curbing between roadway and sidewalk, though the asphalt is paved separately so there's a visible seam/line between the two. She wanted to know if the Town would paint a line to better mark the separation between sidewalk and street.

G. Cresta agreed with this request and said his team can certainly paint that (and acknowledged it would require repainting in the future as the paint wears away). He noted that it would have to wait until the asphalt was warmer in order to ensure the paint adheres to the asphalt. P. Kane said he would inform Ms. Bishop of this paint work.

The Committee members reviewed their calendars and set the next meeting date for Tuesday, March 13, 2018.

MOTION: by P. Kane to adjourn the meeting, seconded by J. Potts, unanimous.

Meeting closed at 11:50a.

S. Peter Kane
Traffic Study Advisory Committee, Chair