

**TOWN OF HINGHAM
TRAFFIC COMMITTEE**

Police Chief Glenn A. Olsson, Chairman
Sgt. Robert Mansfield, Representative for Chief Glenn Olsson
Dep. Chief William Powers, Representative for Chief Steven Murphy
Harry Sylvester, Engineering/DPW
William Ramsey, Planning Board
Richard Wehter

TO: Board of Selectmen
FROM: Chief Glenn Olsson
RE: Minutes of March 27, 2019 Traffic Committee Meeting
DATE: March 28, 2019

PRESENT: Chief Glenn Olsson, Hingham Police Department
Deputy Chief William Powers, Hingham Fire Department
William Ramsey, Planning Board
Harry Sylvester, Engineering/Hingham DPW
Thomas Molinari, Engineering/Hingham DPW
Richard Wehter

Chief Olsson called the meeting to order at 7:00 PM.

A motion was made by Richard Wehter, seconded by Bill Powers to accept the minutes of the previous meeting on 1/30/19 followed by a unanimous vote in favor.

1. Discussion of establishing a sidewalk policy

Harry Sylvester started off by saying that there is no funding allocated for the construction or maintenance of sidewalks. There are currently 60 miles of sidewalks in Hingham and by comparison, only 5 miles of sidewalks in Hanover. The Board of Selectmen determines if funding can be allocated for a specific sidewalk project. We are working to create a policy for the many requests that are received by the Traffic Committee so that there are specific guidelines and criteria to follow. Tom Molinari and Harry Sylvester presented an example of methodology used in a similar sized town which were discussed. They are: **Speed** – related to the number and severity of crashes. **Street classification**- arterial streets should have precedence since they have a higher pedestrian use, have a greater need to separate pedestrians from motor vehicles due to higher traffic volumes and speed, and are main links in a community. **Crash data** – a pattern of pedestrian crashes up and down a corridor which would indicate a need to provide sidewalks throughout, not just at crash locations. **School Walking Zones** – school walking zones typically extend from residential areas to an elementary school. Children are especially vulnerable, making streets (especially arterials) in these zones prime candidates for sidewalks. Transit Routes – transit riders need sidewalks to access transit

stops. **Other Pedestrian Generators:** community centers, medical centers, libraries, sports arenas where sidewalks should be given priority. **Missing Links:** installing sidewalks to connect pedestrian areas to each other creates a continuous walking system. **Constructability-**this is a major factor since it needed to be determined if trees need to be taken, width of the road, etc. Also, all abutters along the length/vicinity of the sidewalk (on both sides of the road) should be in agreement that the sidewalk be installed. In the event that most but not all residents sign a petition to install a sidewalk, the committee can collect speed and crash data as well as determine if there is a need for it and that it meets the established criteria. If it does, the committee can make a recommendation to the Board of Selectmen who will ultimately make the decision. It was pointed out that the estimated cost of a sidewalk for New Bridge Street is \$300,000.

2. Develop Traffic Committee Policies for residents' requests

The committee will be working on developing guidelines for common requests from residents such as signs, crosswalks, speed issues, etc.

3. Ideas for improving crosswalk at Union Street Field

There is currently a high visibility crosswalk as well as signs to notify drivers of an upcoming crosswalk on both sides of the street along with school zone signs. Chief Olsson said that perhaps we could look into a 25 MPH sign or create a safety zone as the field is in a school zone.

The meeting was adjourned at 8:15 pm.

Respectfully submitted,
Jan Jacobson, Administrative Assistant