

Traffic Safety Committee
Minutes for December 8, 2022

Members present: Jerry Beltis,, , Linda Cebula, , Lincoln Hooper,

not present: Aram Goshgarian, Jerry Scannell

Others present: Chief Guillemette, Deputy Chief Considine, see attached list for members of public

1. Called to order 10 20 am by Chair Cebula

2. Approval of minutes from June 9, 2021. Motion to approve by Beltis, second by Hooper
Approved 3-0-0.

3 Correspondence: annual report given to Board of Selectmen on 10/24/2022.

4. Public Comment: several other public comments made under specific agenda items.

*Route 28 at Pilgrim Church- comments about safety of people crossing the road, traffic is not attentive, several pedestrian/vehicle accidents, major issue of not stopping for a person in a crosswalk. While there are signs and the orange barrel in the crosswalk. does not appear to be enough for safety. Chief Guillemette explained that if a person has just entered a crosswalk, still legal for a vehicle to pass through the other half. Suggestion there be installed a pedestrian crossing light (pedestrian pushes button and lights turn red for vehicles to stop, yellow strobe otherwise). Takes Mass DOT approval and costs about \$100,000 9per Hooper). A full traffic light would be impractical per police representatives and would also take Mass DOT approval. Other suggestions included ability of pedestrian to use a flag (Beltis to review costs and procedures) , presence of potable speed advisory signs (police will do this in rotation with other sites) (permanent advisory signs would require Mass DOT approval). Police also said that they would look to do more enforcement. Noted that Cyndi Williams (Harwich Chamber of Commerce) was able to get street lights repaired and the lumens increased, to provide more visibility. Also noted that approved permanent speed signs cannot just be moved-requires Mass DOT permission.

5 Old Business

a. Status of Miles/South/Pleasant- Hooper has followed up with Verizon to move their wires, which will then allow for the old pole to be removed and the slipper lane eliminated. MR Bench listed several areas of concern about this intersection and Miles/Pleasant streets (email attached to minutes). Hooper responded that a do not enter sign on slipper lane (from South onto Pleasant/Miles) would not be good, as the next left turn onto Pleasant/Miles is not enough for vehicles to make a safe left, which the reason for the pole moving to be able to enlarge that intersection and close the slipper lane. And there is need for continued hedge trimming, which the town can do if impedes safety and visibility.

Information provided regarding speed limits not posted-absent a posted speed limit, speed limit is 30. Regulation of speed limits and permanent signage is done thru the Traffic Warrant process, ie Mass Dot. Advisory signs may be through the Board of Selectmen.

b. Freeman/Route 28/Snow In Road- hedge cutbacks and blinking stop sign seems to be working.

Adding signs to indicate intersection would need to go through Traffic Warrant process (Mass DOT)

c. review of by-laws held for another meeting

6. New Business

a. Crossing lights at Old Colony Rail Trail and Oak street- Beltis moved. Hooper second, to support Bikeways Committee request for this crossing signal 3-0-0.

b. Speeding and dangerous intersections-comments on enforcement and vehicles just going over the speed limits. Very difficult for police to be everywhere all the time. Having a patrol car present does reduce speed but does not seem to make the behavior permanent.

c/d. Headwaters Drive and Cape Cod Regional technical High School- Route 124 issues: 45 speed signs at in a school area, no crosswalks (denied due to width of road) . Hooper will review what the correct signage should be, going one way 45 going other way 40. Considine to review the need for 3 stop signs at the "rock" on headwaters- could these be changed to yield signs. . Considine will also review signage requests re walkers on the left, bicycles on the left.

e. HarwichPort safety issues. Cross Street is narrow and has parking on both sides. Businesses located at Cross street/Route 28 compound ability to have reasonably safe two-way traffic flow. Some suggestions-remove all parking on right side (when entering Cross from Rte28), no beach parking signs, parking spots next to George's be 15 minutes for pick up only, make the 2 spaces next to Dunes only be for delivery trucks not for parking, better enforcement. Ms Ahrensfel requested to obtain a petition from neighbors so that there is direct evidence of specific request before TSC goes to Board of Selectmen.

f. Beltis moved. Hooper seconded Cebula as Chair, Beltis and Vice Chair and Goshgarian as Clerk, 3-0-0.

g. Other issues/ comments- TSC to meet more frequently

Meeting adjourned at 12:10 pm, motion by Beltis, second by Hooper, 3-0-0.

Minutes by Linda Cebula approved ___ July 11, 2023 _____

12/8/22

Rebecca Ahrensfeld

2416 CROSS ST
Reciprocity Artisan
CROSS ST. Salon
Residence

Kim MacRae 10 Cross St.

Jay Skowronek MURPHY'S GENERAL STORE, HP

Chris Gillemotte Harwich Police

Lincoln Hooper Harwich DPW

ROBERT J. FORTAO 37 Whip-O-Willow

Debera First 45 Whip-O-Willow

Russ & Louisa Allen Seaward Pt. - Intersection of
Chatham Rd & Long Rd

Jill + Charles McIntyre - Azalea + Headwater Dr. ~~SEAS~~

JOHN GEVRTSEN 200 SAT RD - PILGRIM CHURCH

WM D. ROWELL 466 MAIN ST. - PILGRIM CHURCH

Erny Thompson " " "

TOBY BENEH 41 Miles St

Representing:

BENEH FAMILY 41 Miles

WALKER FAMILY, South St

SPENCER " 37 Miles

HIGGINS " 38 Miles

Letter from Bob bench re Miles/South/Pleasant

From: bobbench@aol.com <bobbench@aol.com>
Sent: Friday, December 9, 2022 8:46 AM
To: MacCebula1@Verizon.net
Subject: Fwd: Traffic Safety Committee Meeting Dec-8-22

CORRECTION:

Article 3 should read RIGHT turn onto Miles, not LEFT.

-----Original Message-----

From: bobbench@aol.com
To: MacCebula1@verizon.net <MacCebula1@verizon.net>
Sent: Thu, Dec 8, 2022 6:21 pm
Subject: Traffic Safety Committee Meeting Dec-8-22

Thank you for your time this morning chairing the Committee meeting.

I came because the South/Miles/Pleasant intersection is on the agenda. My neighbors have submitted comments in writing to Harwich PD. Here are my contributions to the Meeting today:

1. The fundamentals about the intersection of South/Miles/Pleasant Streets are:

- High traffic volume
- too much speed
- too high speed limits
- too little signage

The speed limit on Forest St is 40mph from Zisson, through the intersection out to Rte28. A Town yellow advisory sign at Zisson/Forest states 30mph, but auto gps/navigation shows speed limit at 40mph. There are no standard MPH signs posted on Forest throughout, from Zisson to Rte 28. Going the other way, i.e. from Rte 28 to Zisson, there are no standard MPH or town advisory MPH signs until one gets beyond the golf clubhouse. Therefore, traffic running north-south and south-north through the intersection does so without any posted speed limits. Traffic is guided by the drivers' GPS/navigation systems or by no knowledge at all. After 30 years of observation, I'd say that most traffic either way on South/Forest goes through the intersection at speeds of 40-50 MPH.

Meanwhile, there are no MPH signs on Miles St from Rte 28 to South St and no MPH signs on Pleasant Street from Bank St to South St. There is one yellow Town advisory MPH sign on Miles facing east between South and Bank Streets. GPS/ auto navigation systems show the speed limits on Miles and Pleasant Streets to be 35MPH. After 30 years of observation, I'd say traffic along Miles and Pleasant runs between 30-40MPH.

There have been many accidents at the intersection of South/Miles/Pleasant over the years. There have been car crashes, cars on lawns, car/bicycle crashes, seniors vs youth driver crashes. These accidents fundamentally have been caused by excess speed.

We NEED speed signage along Miles/Pleasant/South/Forest Streets. We NEED lower speed limits across these dense residential neighborhoods.

2. The layout on the east side of the intersection seems to be a contributing factor to accidents at the intersection. That layout entails a "sliver" or diagonal running southeast to northwest while the confluence of Miles and Pleasant continue straight across the intersection. Traffic headed west southwest on Miles or Pleasant can easily flow into the diagonal headed northwest onto South St going North.

South Street headed south has two solid yellow lines as the road passes the diagonal. In other words, cars headed South on South are prohibited from taking a left turn into the diagonal because if they do so they risk coming head on into the flow into the diagonal from Miles and Pleasant. Yet, plenty take that left, causing plenty of brakes squealing and horn blowing and accidents. A transportation lawyer friend has termed the layout as "Malfunction Junction."

Appropriately, the Town has an initiative underway to eliminate the sliver and layout but when such happens is uncertain as it depends on when Verizon can move the utility pole and the wires that are located within a triangle of land between the road and the diagonal. That may take years.

So, in the meantime, why not mitigate the malfunction risks by simply installing a "Do Not Enter" sign at the northwest entrance of the diagonal sliver, more reinforcing the yellow double line and influencing drivers to take the proper left turn from South St onto the Miles/Pleasant confluence. I think people will obey the DNE signs.

3. Another influence on the intersection is line-of-sight as one drives south on South to take a left on Miles Street. Speed per se, plus lack of view, make for a scary left turn in my view, especially for the frequent and many bicyclists and pedestrians, including children, who use this side of Miles Street.

4. Traffic safety includes bicycles and pedestrians, and especially children as well as seniors. It must be emphasized that in recent years the volume of pedestrian and bicycle traffic in, around and through the intersection has soared. Even golf pushcart traffic has increased ! There have been bike/car accidents at this intersection. Seniors have had accidents at this intersection.

5. Topographically, the streets intersecting are all flat. Walkers use them all day long throughout the year. The Town has designated the streets as bicycle ways. Bicycles are frequent May through October. These streets have no sidewalks. These streets are dense neighborhoods full of people out and about on two feet or two wheels.

6. The Traffic Safety Committee WANTS to worry about the safety of people, be they on foot, on bikes, or in cars.

We can make life safer for people on Miles/Pleasant/South Streets by lowering the speed limits on those streets, increasing the signage so as to inform what those limits are, and improving line-of sight issues approaching the intersection.

7. Thank you for the opportunity to participate in the Traffic Safety Meeting.