

TOWN OF HINGHAM TRAFFIC COMMITTEE

Police Chief David P. Jones, Chairman

Sgt. Jeffrey Kilroy, Representative for Chief David Jones

Deputy David Levenson, Representative for Chief Steven Murphy

Ashley Broyer, Engineering/DPW

JR Frey, Engineering

Kevin Ellis, Representative for Planning Board

Mark Buonagurio

Christina Earle

TO: Select Board

FROM: Chief David P. Jones

RE: Meeting Notes of April 2, 2026 Safety Audit

DATE: April 3, 2026

PRESENT:

Lance Mortland, Hingham DPW; JR Frey, Town Engineer; Matthew Mui, Assistant Town Engineer; Mark Buonagurio, Traffic Committee; Deputy Chief Dave Levenson, Hingham Fire Department; Sgt. Jeff Kilroy, Hingham Police Department; Emily Wentworth, Community Planning Department; Joe Delorto, Boston MPO; Catrina Meyer, Toole Design; Christopher Bach, Toole Design.

The committee met on April 2, 2026 to review roadway safety concerns and discuss potential improvements at the intersections of High Street/Ward Street/French Street and Main Street/Cushing Street/South Pleasant Street.

1. High Street at Ward Street/French Street

Discussion focused on visibility concerns, speeding, and traffic operations at the intersection. Attendees noted that visibility from French Street and Ward Street is limited due to roadway geometry and the crest of the hill. Members stated, "Coming out of French going to Ward - cannot see to the left," though "Visibility pretty good from the other directions." They also noted, "Coming out of Ward - at an angle to High" with "Some limitations, crest of a hill impacts visibility." Members discussed how drivers frequently use the right turn slip lane in order to make left turns because they perceive it to be safer than using the primary intersection movements, and characterized the location as "One of the highest crash locations." The group also discussed that "People avoiding Main Street use Cushing, Ward, French to get to the north end of town" and that "Schools on Main generate a lot of traffic."

Speeding was identified as a recurring issue due to the design and width of the roadway. Members noted, "Speeds on High St are high" and "Talked about dropping them to 25." The group discussed that "High Street is statutory 30, but design of road provides perception for higher speed," and that "Relatively few curb cuts, speed builds along the street." Members

observed, "North side - wide shoulder w/ separated sidewalk" while "South side, no consistent sidewalks," and added, "May need to reconfigure mind set so people slow down as they approach the curve." Members also discussed frontage conditions including a "Dentist office" with "Wide open driveways" and asked, "How do we address w/o redevelopment?" while noting, "If reconfiguring the intersection, some access changes here may be necessary."

The group reviewed anticipated traffic impacts associated with the proposed Viking Lane development and recorded, "Viking Lane - Incoming new development," "32 units," and "2016-7 traffic study." Members noted, "Emily can share TIA," and described it as a "40B development" that "Had required an RSA, cancelled." Members also discussed speed management options including whether "another speed indicator sign closer to the intersection approach" would help. The committee discussed, "Can consider a 25 mph speed limit for ¼ mile in approach to intersection - with speed feedback sign," and referenced "Section 17c under chapter 90," noting, "Changing it for a short stretch is streamlined process" while "More broad speed limit change is harder," and that it would be "Back to 30 mph away from the intersection."

Members discussed pavement markings and enforcement, noting, "Like that they inform but don't constrain," and that "Sgt Kilroy - Like pavement markings for enforcement; gives more standing and allows us to clearly see traffic violations." The committee discussed traffic control concepts and reactions, including, "4-way stop - would drive people crazy," while emphasizing, "Issue is site lines, less speeding." Regarding near-misses, members observed, "Typically issues with a failure to yield - then drivers go straight across," and stated, "Missing a yield sign on slip lane."

Pedestrian and bicycle activity was discussed. Members noted a "Handful of kids walk/bike to middle school" and that "One individual was hit and then being escorted across by crossing guard/police," adding, "They were a victim in a crash in a crosswalk - Incident not represented in data." Members discussed that "Oakcrest small neighborhood - looking for a ped connection to High St," and referenced transit context including a "Bus stop west of intersection near Duck Ln" and "MBTA 222 - check ridership," while noting, "PD does not hear complaints about this." Vehicle size constraints for potential designs were also discussed, including "MBTA buses," "Fire," "Sand and Gravel 18 wheelers," and "Contractor vehicles." Potential improvements discussed included reducing the speed limit approaching the intersection, installing speed feedback signs, trimming vegetation to improve sight lines, relocating utility poles, and evaluating traffic calming measures such as raised crossings or table-top treatments, along with pedestrian accommodations, bicycle activity, and the possibility of future rapid flashing beacon installations.

2. Main Street at Cushing Street/South Pleasant Street

The committee discussed congestion and operational concerns associated with left-turn movements from Cushing Street onto Main Street. Members stated, "Coming out of Cushing taking a LT on Main is the dominant queue at this location" and that it "Takes 10 minutes to

get through." They noted it was "Tightened a while ago" and that the change "Slows commercial traffic, not car traffic." Members discussed pedestrian considerations including a "Crosswalk across Main Street" that drivers "Don't see until you are already there," and noted that "taking LT from S Pleasant may lead to rear end crashes with vehicles stopped at crosswalk." Members also discussed school-related pedestrian traffic, stating, "Students walking to South Elementary along Main Street here," and noted, "Main St is stacked up due to South School arrival and dismissal," with drivers who "floor it once they get out of the school traffic - approaching intersection, vehicles accelerating coming down the hill."

Visibility challenges were discussed, with members noting, "Main St - lots of commercial traffic - box trucks, vans, etc." that "Limit visibility for turning." Members referenced prior changes, stating, "Past change: Removing the straight across movement = reduced crashes" and that it is "Not as bad as it was." They also noted, "S Pleasant WB - need to stay right of island to take a left," and that changes were made "before Derby St Shoppes were as popular as they are today." Members stated that "Crash patterns are throughout the day - not just commuter based." Speeding discussion included, "Sgt. Kilroy: Speeding is not problem on Main St during daytime hours - so many cars you cannot go fast," while also noting, "Sometimes in the 35 section - get people going 50 off-peak," and, "Stretch where is it 40 - don't get speeding violations, busy road."

Near-miss and queuing discussion included, "People waiting to LT from Main St onto Cushing is a challenging movement," and that while "S Pleasant well managed, lower volume - Cushing side is the problem," "One person trying to take a LT there backs up the traffic." Members discussed the walking environment, noting "Set back sidewalks" and that there are "Lots walking and running, dog walks, heavily travelled and enjoyed." Bicycle activity was also discussed, including, "Sat and Sun morning lots of bicycle traffic" and "Gravel and Mountain biking on road - going to Wompatuck State Park." Members discussed bicycling treatments and conflicts, asking, "Bike lane on Main Street?" and noting, "Could widen sidewalk to do a SUP," while also stating, "PD get complaints here - drivers getting arguments with bicyclists." Members raised a specific conflict point: "Left turning vehicles on Main Street entering into Liberty Pole Road - people go around on the right shoulder," which "Can create conflict with cyclists." They noted, "Pocket LT lanes not out of the question - where volume demands it," and included a reference marker of "[HERE]."

Members discussed corridor signal operations and platooning, stating, "Main Street - N/S signals at other locations along the corridor sends platoons of traffic through - create extended queues for intermittent periods - then they clear." Side street and corridor connectivity items were discussed, including, "South Pleasant even for a cut thru - does not see high speeds," and that there are "No sidewalks - in Complete Streets prioritization." Members stated, "Would like to connect Main to Charles - Wompatuck State Park," and discussed that "Main St to Duck Pond - space, further east would need to take down trees," with acknowledgement that "Some trees are town forest" and that "Tree plans may show poor health tree health, so may remove in coordination with sidewalk plan." Members also cautioned, "SB Main St traffic has the potential to back all the way up through the

intersection." Possible future improvements discussed included pocket left-turn lanes, sidewalk widening, shared-use paths, roundabout concepts, traffic signal coordination, and roadway lane modifications. The committee also reviewed prior experiences with speed humps and discussed alternative traffic calming measures including raised crossings and gradual roadway treatments that would better accommodate emergency vehicles and winter maintenance operations.

3. Post-Audit Debrief

The committee reviewed several conceptual options and agreed that additional evaluation would be necessary before determining preferred alternatives. Discussion emphasized balancing roadway safety, traffic operations, pedestrian access, emergency vehicle accommodation, and neighborhood impacts.

For High Street at Ward Street/French Street, members stated, "Visibility - north east corner is an issue," and discussed "Trimming vegetation" and relocating a utility pole ("Relocate utility pole"). Members also discussed roadway alignment issues, stating, "Horizontal and vertical curvature impacts safety." Speed limit discussion included, "Speed limit - make the 25 statutory - one or both sides," and noted, "Today there is an advisory sign with 25, making it statutory in advance of intersection on both sides is countermeasure," to "Pair with feedback sign." Members recorded, "Sgt. Kilroy - like idea to place at the quarter mile distance from the intersection - so there is time to slow down and space to enforce." Traffic calming options discussed included, "Table top crossing / speed hump?" and noted "Top of hill, less worry about drainage." Members discussed intersection form and control concepts, stating, "Side streets are the issue here," "Off-set Ts," and recorded that "Sgt. Kilroy demonstrated a quick-build pilot option in field." Concepts discussed included "Roundabout" and "Traffic signal." Members also discussed the slip lane control, stating, "Yield vs. stop sign on the slip lane," and added, "Check if there was a historic sign on google" and "Missing sign now." Members noted a marking/curb paint item: "North west corner - yellow corner painting" and that it "Will make it white." Pedestrian access needs were also discussed, including "Ped access needs" and access "To and around the Dentist corner," with acknowledgment that it "May need to balance sidewalk against parking," and providing connections "To and from the new development and trip generators" and "To and from Oakcrest." Additional concepts included "RRFB for High crossing?" and "Raised intersection to slow?"

For Main Street at Cushing Street/S Pleasant Street, members stated, "Historic district element - more of a final design consideration, should not constrain ideas now," and that the "Issue is more on traffic management than on safety." Concepts discussed included "Pocket LT" and "South Pleasant barrel closure?" Roundabout discussion included "Roundabout?" and a "Jughandle roundabout with some linear elements," with the preference statement, "Better than signal, continuous flow preferred." Operational and emergency vehicle considerations were discussed, including, "Deputy Chief Levenson - as long as it is not too tight, ok, need space for people to pull over in the circle," and design notes, "Chris: Typical 18ft circulating lane, striped narrower" and "Emily: Cobblestone in center island?" Signal

discussion included, "Signal?" and that it "Would need to time/coordinate with the 3 independent signals on Main Street," and noted, "Could be tough for emergency vehicles by constraining the space." Bicycle/pedestrian facility discussion included, "Main St - widen SW into a SUP" with the comment, "Would get a lot of support!" Lane width discussion included, "Main St lanes," "Good with 11 ft travel lanes, probably already in that range," and "Potential for striped bike lanes with 11' lane widths."

Traffic calming experience and alternatives were discussed, including, "Have not had the best experience with speed bumps," "Removed," "Poorly designed," "Fire Department did not like them," and "Speeding vehicles launched themselves over the bumps." Members discussed alternatives including "Raised crosswalk?" and "Table top in or broad crosswalks," and noted, "Don't love for plowing - more ok with a sinusoidal, gradual 6-8ft approach," while cautioning, "Maybe not for Main - people drive too fast."

The meeting concluded following discussion of next steps for continued coordination with Boston MPO and Toole Design regarding future roadway safety recommendations.

Respectfully submitted,

Jan Jacobson
Administrative Assistant
Hingham Police Department