

**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 16, 2026 Safety Audit
DATE: April 17, 2026

PRESENT:

JR Frey, Town Engineer;
Matthew Mui, Assistant Town Engineer;
Ashley Broyer, DPW;
Rachel Agiorgitis, Senior Planner;
Sgt. Jeff Kilroy, Hingham Police Department;
Deputy Chief Dave Levenson, Hingham Fire Department;
Christina Earle, Traffic Committee;
Ali Kleyman, Boston MPO; Angie Byrne, Toole Design;
Christopher Bach, Toole Design;
Joelle Nutter, Toole Design.

The committee met on April 16, 2026 to conduct a safety audit of the Main Street Corridor in Downtown Hingham and to discuss roadway safety, pedestrian activity, bicycle access, traffic operations, and potential future improvements.

1. Existing Safety Concerns

Discussion focused on speeding, pedestrian safety, visibility limitations, and operational concerns throughout the Main Street corridor. Members identified speeding on downhill approaches into Downtown Hingham and at the Main Street/North Street intersection as

recurring concerns. Particular attention was given to left-turn movements from Main Street onto North Street, where drivers often focus on gaps in traffic rather than pedestrians crossing the roadway. Attendees also discussed visibility issues caused by vehicles parked near crosswalks, frequent U-turns associated with downtown angle parking, and the wide roadway cross-section that encourages higher vehicle speeds. Additional concerns included pedestrian crashes, bicycle crashes, lane departure incidents south of Water Street, and visibility restrictions created by roadway topography, parked work vehicles, and landscaping trucks.

2. Potential Traffic and Streetscape Improvements

The committee reviewed a variety of conceptual improvements intended to improve safety and reduce vehicle speeds. Concepts discussed included daylighting at crosswalks, gateway treatments approaching downtown, roadway narrowing, widened sidewalks, back-in angle parking, speed feedback signs, traffic calming measures, raised crossings, pedestrian refuge islands, curb extensions, and potential restrictions on certain turning movements. Members also discussed long-term concepts such as one-way circulation patterns, compact roundabouts, intersection redesigns, and strategies to reduce conflicts associated with downtown parking maneuvers. Consideration was also given to pedestrian protection measures including bollards and enhanced crossing treatments.

3. Bicycle and Pedestrian Environment

Participants emphasized the importance of creating a safer environment for pedestrians and cyclists of all ages and abilities. Discussion included the success of the RRFB near the post office, opportunities for additional bicycle parking, improved wayfinding, and the desire for protected bicycle facilities connecting residents to downtown destinations. Members noted strong bicycle activity by students, recreational riders, and families. The committee also discussed opportunities to shorten pedestrian crossing distances, improve ADA accessibility, expand public gathering space, and enhance the overall comfort and attractiveness of the downtown streetscape.

The committee adjourned for the site visits and reconvened at 4:00 pm in the East Hearing Room at Town Hall.

4. Post-Audit Debrief

Following the field review, attendees discussed priority concerns and potential next steps. The Main Street/North Street intersection was identified as a primary safety focus area, particularly regarding left-turn movements and pedestrian conflicts. Additional discussion centered on speed management strategies, parking operations, downtown circulation patterns, pedestrian accommodations, bicycle infrastructure, and non-infrastructure safety initiatives. Members reviewed concepts including temporary pilot projects, speed management technologies, driver education efforts, fleet safety improvements, and public outreach initiatives. The committee agreed that further evaluation would be necessary to determine the feasibility and effectiveness of the various concepts discussed during the audit.

The meeting concluded following discussion of potential safety improvements and future coordination with Boston MPO and Toole Design regarding recommendations for the Main Street Corridor.

Respectfully submitted,

Jan Jacobson

Administrative Assistant

Hingham Police Department