

3/29/23 Rose Street Meeting Notes

In Attendance:

Harold Kaplan
Andrea Todd
Jeannie Waltz
Serenity Bolt
Aiden Bolt
Charlie Giannoni
Melo Grant (City Councilor)
Dayton Crites (DPW staff)
Ravi Venkataraman (DPW staff)

Introductions

Andrea Todd (71 Rose St.) – Has worked with city councilors on three different iterations of Rose Street, and has already discussed the data collection process with the city in the past. Feels frustrated, having attended many meetings regarding Rose St. with no tangible outcomes during a five-year period.

Harold Kaplan (70 Rose St.) – Had felt optimistic months ago when he witnessed construction on Rose Street. He observed the paving and stormwater improvements, but still has concerns about speeding and traffic from years ago.

Jeannie Waltz – Lives in the blue house at the Rose St./Cedar St. intersection. She has been working with the city arborist on improvements, such as street trees to provide canopy cover to the roadway. Parts of the roadway cannot have trees because no curb exists. She has seen parking issues because of the lack of curb.

Serenity Bolt – Lives with son, Aiden, in the same blue house as Waltz. She has observed traffic and speeding issues. She holds fear when near the roadway, and feels unsafe on the street because of the way people drive on the street. She walks her son to school nearby.

Charlie Giannoni (63 Rose St.)

Melo Grant – New city councilor

Meeting Content

Dayton Crites reviewed the scope of the work and discussion, focusing on the Rose St./Cedar St. intersection.

Waltz asked if the entirety of Cedar Street will be repaved. Crites said he was unsure but it probably will be. Waltz asked if sewer line connections will be replaced with the repaving project, noting that older connections are negatively impacted by the paving project and the replacement of connections would provide savings to homeowners. Crites said he is aware of the drainage issues on the street, as well as the speeding and concerns about the raised intersection.

Crites reviewed the data. Todd expressed concerns about the data collection and the placement of the tubes when data was collected. Todd said that the tubes were placed on the northern segment of Rose St. (between Cedar Street and Manhattan Drive) during the least busy time of year. Waltz said that the data doesn't account for the delivery trucks for the convenience stores on the street. Crites said that he will follow up with DPW staff about the data collection. Waltz questioned the validity of the crash data, identifying one crash she was aware of that may not be in the data in the slide deck. Crites said that that crash is probably in the full dataset, that it may have been a property damage only crash, and that it may not be part of the subset highlighted in the slide deck.

Crites reviewed alternatives A (crosswalks) and B (raised intersection rebuild). alternative C (bump outs with rain gardens), and neighborhood enhancements in general.

Attendees were not keen on Alt B. Crites asked how he can assist with getting better data. Waltz asked about the importance of having data. Crites said that the data helps with decision-making processes, and with aligning the neighborhood's observations with the measurable results.

Kaplan noted the presence of speed bumps on all the nearby roads, saying that because nearby roads have speed bumps, people tend to use Rose St. as a cut-through during peak hours. Kaplan said he has two young daughters and that he wants traffic calming to improve the safety for children. Kaplan said he prefers bumpouts at the intersection. Kaplan said that on the northern section of Rose Street, drivers build up speed. Kaplan said based on the observed neighborhood activities, cutting speeds would improve overall quality of life.

Todd concurred with the need for traffic calming on the longer northern stretch of the street. Todd said she likes alternative C, does not like the raised intersection, and would be interested in some sort of roundabout or traffic circle. Todd said she is not pleased with the memorial present at the southeast corner of the intersection and would like some sort of community bulletin board at that location.

Kaplan asked for more information about artwork. Crites said that street art is something the city offers, that it may not have a direct correlation to lowered speeds, but does offer placemaking and can lower speeds.

Waltz identified sight line issues at the intersection that lead to parking issues and drug-dealing issues. Waltz suggested placing bumpouts at the areas within the intersection that do not allow for parking and is dead space. Waltz said she likes that alternative C would prevent people from parking at the stop signs. Waltz noted the truck traffic on the southern section of Rose Street (Cedar Street to North Street). Todd said that data collection on the southern section of Rose Street is needed. Waltz added that she has observed two crashes into the fire hydrant at the northeast corner of the intersection.

Todd asked about the feasibility of a speed bump at the southernmost stop sign at the intersection and a speed bump in the middle of the intersection. Crites said a raised crosswalk placement could be looked into.

Crites asked if, in conclusion, based on this discussion, the people present would be in favor of bulb outs, the removal of the raised intersection, the reduction of crossing distances and further data collection. Todd suggested the addition of a rain garden on the northwest side of the intersection, and the planting of short grasses. Waltz noted that Decatur Street worsened after bump outs were added. Giannoni asked Waltz if she was looking to narrow the street to one-way traffic. Waltz said that the

placement of planters to reduce the travel lanes to one would lead to more crashes, as cars would crash into planters.

Crites said that based on this conversation, he will be making a city-wide map identifying all the speed bumps, and analyzing the ramifications of those speed bumps on nearby streets. Waltz said that the installation of speed bumps and one-ways were a deliberate effort to divert traffic away from the Old North End. Grant reviewed the deeply rooted equity issues in the Old North End, and the lack of representation.

Todd said further follow up for the Rose Street/North Street intersection is needed.

Kaplan asked when to expect the proposed changes. Crites said that the paving project may occur in the spring/summer 2024, but that in the interim, a quick-build with planters and bulb outs could be installed. Crites said that the quick build could be installed early/mid-summer 2023. Todd asked for data collection before any quick build is installed, and that the data collection be done in the next few weeks while school is still in session. Todd asked about placing a data collection tube in the middle of the intersection. Crites said that such data would be skewed and affected by the turning movements. Bolt said she appreciated the construction because it drastically slowed down traffic.

Waltz and Todd have observed a DPW car parked in front of JR's store (Rose Street/North Street) corner where parking is not allowed.

Todd asked when she can expect a response from Crites. Crites said that he will come back to the neighborhood with quick build designs in about a month. Crites noted that the slickness of the intersection, the raised intersection itself and drainage issues will be addressed with the paving project in 2024. Giannoni expressed concerns about paint on roadways, having seen a number of bike crashes on painted roads because the surfacing is too slick.