

## Danielle Delaney

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**From:** Danielle Delaney  
**Sent:** Wednesday, October 19, 2022 2:33 PM  
**To:** Danielle Delaney  
**Subject:** FW: support FOR stop sign @ Exeter/Berkeley - bulleted for easier reading

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**From:** jane hanser  
**Sent:** Wednesday, October 19, 2022 1:18 PM  
**To:** Andreae Downs <adowns@newtonma.gov>; John Oliver <joliver@newtonma.gov>; Tarik Lucas <tlucas@newtonma.gov>; Julia Malakie <jmalakie@newtonma.gov>; Alicia Bowman <abowman@newtonma.gov>; Rebecca Walker Grossman <rwgrossman@newtonma.gov>; Richard Lipof <rlipof@newtonma.gov>  
**Cc:** Danielle Delaney <ddelaney@newtonma.gov>  
**Subject:** support FOR stop sign @ Exeter/Berkeley - bulleted for easier reading

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Honorable PS&TC Committee,

I would like to write in support of the TC's approval of the stop sign on Exeter St, before Berkeley St, TC46-22, and in opposition to the appeal of that decision.

- I remind Traffic Council that last week a NNHS student was tragically killed in Needham in his motor vehicle at a "T" intersection that lacked a stop sign or any mechanism to warn the driver of an upcoming road and intersection.
- The safe choice at this location, just a few yards from an elementary school safety zone, is a stop sign. The school safety zone is so close to this location that the sign is visible from the intersection.
- Berkeley Street itself is a curved street that connects the Pierce Elementary School, on Temple St, to Chestnut St. There are residences along Berkeley St, making this a residential neighborhood, but Berkeley is an E/W street with an elementary school at one end that connects to a major N/S artery, Chestnut St and, as such, there is a high volume of automobile drivers using Berkeley to make their way either east to Chestnut Street, or west to Pierce to pick up or drop children off in the morning.
- The home on the NW corner of Exeter and Berkeley has a fence that obstructs the vision of a driver, requiring him to pull out further into the Berkeley St to see if traffic is coming east from that direction.
- Other than two stone pillars marking the driveway, the home itself located ahead on Exeter, is set back almost 150 ft from where a driver would need to stop before he/she enters the Berkeley roadway and is not entirely noticeable or visible to a driver.
- To the right along Berkeley is a utility pole and a post office relay box, also obstructing turning vision.
- Morning and early evening darkness many months of the year, when children are walking to or from school and /or being driven to and from school, and inclement weather, make the Berkeley St roadway that much more difficult for a driver heading north on Exeter to anticipate what's up ahead. Driver safety means a driver must be able to anticipate what lies ahead in the road, directing him how to proceed. A stop sign by design will glow in the headlight in darkness or inclement weather and be a warning, well in advance of entering the road.

- **I do not consider an isolated stop sign to be an eye sore. It is a tool the City has in its toolkit to promote safety, the safety of our children walking to and from school and also the safety of people driving, that drivers like me rely on heavily.**
- **Exeter is the last N/S street before the elementary school (which is to the west). 200 ft to the east, Prince St before Exeter is even further away from Pierce Elementary School and the School Safety Zone, and there is a stop sign located there. Chestnut is the next street to the east, 400 ft away. This is not a residential neighborhood overrun with stop signs.**
- **I am concerned about the phrase “too many” as in “too many” stop signs. If the stop sign *could* prevent harm and it is *not* installed, and someone is hurt in the process, it would be one stop sign too *few*. There is already one vehicle crash in the record, noted in the TC notes. It is important to support City efforts to encourage our children to walk and bike safely to and from school, especially given all the factors listed above.**

**Thank you.**

**Jane Hanser  
citizen member, Transportation Advisory Group**