

TRAFFIC MANAGEMENT ADVISORY COMMITTEE

Minutes of June 13, 2012 Meeting
Public Services Administration Building
Needham, MA
DRAFT

IN ATTENDANCE

TMAC Members: Thomas Stokes, Lt. John Kraemer, Jeffrey MacMann, Tony DelGaizo
Robert Wilson, Glen Schneider, Robert Meltzer, Donna Mullin, Mark Rosen

Guests: Amy Simone, Lyn Schwartz, Jen Brownridge, Jim Forrest, Joanna Ross, Nancy
Lankford, Lisa Khail, Maggie Shapiro, William McKluskey

CALL TO ORDER

The meeting was convened at 7:05 PM by Mr. Stokes

I. SIGNAGE AT BOND STREET AND WASHINGTON AVENUE

Ms. Simeone distributed maps of the intersection and discussed the absence of any controls to mitigate speeding thorough intersection without slowing or yielding. She was informed by the Committee that a traffic volume and speed study had been completed last week but had not yet been analyzed. Ms. Simeone agreed to wait for the results of the study prior to discussing the viability of a stop sign or any more prospective solutions with the Committee.

II. CROSSWALK/INTERSECTION AT CENTRAL AVE. AND WEST OR FOREST STREETS

Mr. McCluskey presented a series of slides to discuss the need for traffic controls at one of two locations on Central (West or Forest) in order to allow safer left turns from either of these streets. Both intersections face a high volume of traffic on Central that limits the driver's opportunity to make a left turn after reaching the intersection without being overly aggressive. The situation has become more pressing with the increase in traffic associated with the re-opening of Volante Farms. Mr. McCluskey was informed that a light at the corner of Forest and Central is currently included on the Town's Capital Improvement Plan for 2015

III. SPEED SIGNAGE ON GREENDALE AVE NEAR PARKER ROAD.

Ms. Shapiro presented a series of photographs to identify key portions of Greendale Ave that are particularly conducive to speeding. The presentation was supported by 7-8 residents from that stretch of Greendale Ave who reinforced the concerns. While the major their attention focused on traffic going down the hill towards Kendrick Street they did acknowledge that speeding on the narrow curving section of Greendale near Parker is a problem going the other way as well. The Committee discussed past efforts to make Greendale a safer route including the regarding of the intersection with High Street to improve sight distance to the mandated 200 feet. The Committee also discussed the pros and cons of various electronic sign that post the drivers' speed. **The Committee passed a recommendation** to conduct a speed and vehicle type study on this section of Greendale near Parker to empirically determine the severity of the problem. Prospective solutions can be discussed at the next meeting.

IV. CROSSWALK/INTERSECTION OF PARISH AND SHIRLEY ROADS.

Ms. Limaj spoke on behalf of residents of nine houses on Shirley Road (all with young children) who have concerns about the danger of crossing Parish to get to school. Her initial hope was to have a cross-walk installed to improve the situation. TMAC members explained however that a cross walk is not safe (and cannot be considered) if there is not sufficient visibility to allow for the necessary stopping distance (200 feet at 30 MPH). The **Committee passed a motion** to have the town Engineering Department conduct a site distance study of the intersection as well as a speed study to update findings from earlier measurements taken in 2009. Lt Kraemer also agreed to assign a motorcycle officer to further monitor the intersection.

V. SAFE ROUTES TO SCHOOL INFRASTRUCTURE ASSESSMENTS

Ms. Hoffmeister had made a previous presentation to the Committee and returned with a map of Hillside Elementary School students who walk and drive to school. Her primary concern was the difficulty of crossing Central Avenue at the corner of West Street. Coincidentally, she was present for the discussion under agenda item II (above) and was informed of plans to install a light at Central and Forest. This would create a natural break in traffic which would help to alleviate the challenge of crossing at West Street. The remainder of the discussion, led by Mr. DelGaizo, was devoted to the challenge of moving these plans any further up in the capital improvement queue before 2015. The Committee passed a motion to recommend that the Forest/Central construction be moved ahead of the Great Plain/Central intersection which has been delayed.

VI. INTERSECTION OF HUNNEWELL AND TAYLOR

Ms. Brownridge was not originally on the agenda but requested to present her case if there was time. She expressed concern about the number of vehicles using the one-way section of Taylor as a cut-through from Hunnewell to Central. She described the situation as problematic since it is a blind turn off of Hunnewell, no sidewalks on Taylor for pedestrians and little room to safely back out of her driveway. The discussion reviewed similarities with Noyes St in which the one-way direction was reversed. Various other options were also reviewed including a restricted right turn time, speed bumps and privatization of the road. Ultimately it was determined that the installation of raised curbing around the corner to Ms. Brownridge's driveway would help to alleviate the danger of tight turns. The Committee passed a motion to install approximately 20 feet of curbing on both sides of Taylor pending approval of the neighbor across the street.

VII. OTHER BUSINESS.

The Committee passed several additional motions:

- Continuation of "Speed Signage on Marked Tree Road" until complainant is present
- Continuation of "Signage on Linden Street until complainant is present
- Approve request for overnight parking at 45 Dogwood Lane
- Approve request of overnight parking at 123 Hoover Road
- Defer action on request for overnight parking permit 180 C Linden Street since it may be linked to "Signage on Linden" case that was continued until next meeting
- Approve the minutes of the April, 2011 meeting
- Approve schedule of meetings for coming year

The meeting was adjourned at 9:02 PM.

Minutes compiled and summarized by Glen Schneider