

TRAFFIC MANAGEMENT ADVISORY COMMITTEE

Minutes of April 9, 2014 Meeting
Public Services Administration Building
Needham, MA

IN ATTENDANCE

TMAC Members: Mark Rosen, Anthony Del Gaizo, Stephen DeLisi, Robert Meltzer, Donna Mullin, and Glen Schneider.

Technical Advisor: Bob Wilson.

Guests: Danielle Darish, Gershan Gars, Gary Levine, Nicole O'Connor, Gretchen Siletto, Tad Staley, and Dan White.

Call to Order

The meeting was convened at 7:04 PM by Mr. Rosen.

I. Intersection, Speed, Signage on Country Way/Central Avenue:

Mesdames Darish, O'Connor, and Siletto presented their concerns with speeding vehicles on Country Way, primarily from Central Avenue to where Country Way splits, and particularly in the morning and afternoon when children are waiting for buses. There is only a sidewalk up to #50 Country Way, and the only signage is a single "slow children" sign across the road from #50 Country Way. Further, the Country Way split is dangerous, despite a single yield sign on the southern leg, as the sign is far from the actual intersection and is not effective. In addition, vehicles turning onto Country Way from Village Lane do not stop or yield, exacerbating the situation. The petitioners are seeking a long-term solution for dealing with both the speeding commuters, most of whom apparently live in the neighborhood, and the safety of the growing number of children on the block.

The petitioners were informed that the speed limit is set by the state, and due to Country Way's housing density, the authorized limit is 30 MPH. Furthermore, they were informed that speed bumps are not allowed on public ways. Speed humps or tables are allowable, but they are expensive, and would have to be planned and added to the list of improvements. The "little green men" were recommended, but the petitioners were told that they cannot be placed on the street. The Committee also suggested an informational campaign within the neighborhood. Regarding the yield sign at the Country Way split, it was installed about fifteen years prior as the intersection did not meet the warrants for a stop sign at that time. However, the intersection can now satisfy a warrant for a stop sign as the yield sign has proven to be ineffective. **The Committee passed a motion** to recommend to the Board of Selectmen to replace the yield sign on Country Way with a stop sign, and to perform a traffic study for the possibility of installing a stop sign at the intersection of Village Lane and Country Way.

Regarding sidewalks on Country Way, the petitioners were informed that they can put in a request to be added to the list. The Committee suggested that they make a formal request to the Board of Selectmen, and carbon copy the Department of Public Works.

II. Bike Markings on Greendale Avenue and Great Plain Avenue:

Messrs. Gars, Levine, Staley, and White presented Needham Bikes' proposal for bike markings on Greendale Avenue and Great Plain Avenue. At a previous meeting, Needham Bikes suggested putting down such markings as part of the formal bike plan, and the Committee requested Needham Bikes return with suggestions. Needham Bikes' proposal calls for an arrow and/or a graphic of a bike (standard symbols for bike markings) on areas where foglines are already painted and bike signs are already installed (areas where bikes have an implicit lane).

The Committee informed Needham Bikes that it is already a proponent of bike lanes and markings, as it approved the 2000 Bike Plan which incorporated these components. The Committee noted that the issue now is to convince the neighborhood. *The Committee decided to reserve the entire docket of the June 11, 2014 meeting for a neighborhood discussion on the installation of these bike markings.* Whereas safety concerns are given enormous deference by the Town, additional markings are also subject to the preferences of the neighborhood (as seen on Webster Street where the residents opted for the fogline over sharrows). The Committee noted that the neighborhood's level of support has to be documented in some fashion, such as in person at the June 11 meeting or on a letter of support. Needham Bikes agreed to come up with the specific design, size and locations of the markings, then talk to the neighborhood and perhaps circulate a support petition. Needham Bikes will also inform neighbors of the June 11 meeting.

III. Other Business

- The Department of Public Works, via Mr. Wilson, informed the Committee that the traffic study was completed at the intersection of Upland Road and Melrose Avenue, which concluded that Melrose has the greater traffic volume. **The Committee passed a motion** to recommend to the Board of Selectmen that a stop sign be installed on both sides of Upland Road at the intersection of Melrose Avenue.
- **The Committee passed a motion** to approve the minutes from the March 12, 2014 meeting.

Adjournment

The meeting was adjourned at 8:37 PM.

Minutes compiled and summarized by Robert Meltzer.