

TRAFFIC MANAGEMENT ADVISORY COMMITTEE

Minutes of November 12, 2015 Meeting

Town Hall, Great Plain Room

Needham, MA

IN ATTENDANCE

TMAC Members: Jeffrey MacMann, Anthony Del Gaizo, Richard Merson, Stephen DeLisi, Ford Peckham, Mark Rosen and Glen Schneider

Technical Advisor: Robert Wilson

Guests: Betty Vogel, Harvey Shane, Melissa Lassonde, Roger B. Hunt, Patricia Falcao

CALL TO ORDER

The meeting was convened at approximately 7:05 p.m. by Jeffrey MacMann

AGENDA ITEMS THAT WERE DISCUSSED

I. Intersection of Hillside Avenue and Hunnewell Street

Betty Vogel presented her concerns that due to the high pitch of the bridge on Hunnewell Street from Highland Avenue to Hillside Avenue, traffic on Hunnewell Street coming from Highland Avenue does not slow down and, in fact, may speed up as it crosses over the bridge. It is very dangerous for pedestrians crossing Hunnewell Street as they cannot see oncoming traffic nor can the oncoming traffic see the pedestrians in time to stop. Ms. Vogel submitted a summary of her concerns and suggestions to rectify the situation. Possible solutions that were suggested were the installation of traffic lights, a 4-way stop, speed bumps or a rotary. It was also suggested that a curbing adjustment might be in order as a traffic calming device.

After a full discussion of the issues and potential solutions, a motion was made, seconded and passed to have a traffic study done to see the 85% speed, volume and type of traffic.

II. Intersection, Street Light at Central Avenue and Great Plain Avenue

Melissa Lassonde presented her concerns that it was extremely difficult, if not impossible, to make a left hand turn on any of the four legs of this intersection. Due to difficult sight lines on Central coming from Newton and the extended green light traffic on Great Plain from Wellesley has, making left turns towards Wellesley and towards Newman Elementary School is dangerous and often takes several light cycles to make the respective left turns.

After discussing potential solutions to the issue, a motion was made, seconded and passed to have a traffic study of the 4 legs of the intersection done since it has been probably 20 (?) years since the last study was done and traffic on Central Avenue has increased dramatically over this period of time.

III. Signage on South Street

Roger Hunt presented his concerns that “No Vehicles Over 2 ½ Tons” were no longer on the South Street. It was Mr. Hunt’s understanding that South Street was designated a “scenic road” and the heavy trucks that have been using South Street as a cut through are causing a deterioration of the road, environmental pollution noise disturbance. Mr Hunt submitted a summary of his concerns and the problems caused by the heavy trucks. As a consequence, South Street is no longer a peaceful, scenic road.

After discussing Mr. Hunt’s concerns and explaining that the “No Vehicles Over 2 ½ Tons” signs were temporary and since South Street has been reconstructed, there is no basis for installing the restrictive signs. However, with the completion of the Solar City at the Transfer Station, there should not be a many heavy trucks using the Street as a cut through.

IV. Signage on Pine Street

Patricia Falcao presented her concerns that notwithstanding Pine Street is one way from Central to Charles River Road, vehicles are traversing Pine Street in the wrong direction, especially near the intersection of Pine Street and Charles River Road. Also, even though there is a No Trucks Allowed sign, trucks are still turning on to Pine Street from Central Avenue. Ms. Falcao submitted an analysis of the situation that exists on Pine Street.

After a thorough discussion of the issues and potential solutions, a motion was made, seconded and passed to install a No Trucks Allowed/No Left Turn sign on the inbound from Dover side of Central Avenue at Pine Street, to re-position the No Trucks Allowed sign on the Pine Street side of Central Avenue and a “One Way” Arrow across from the entrance to the Dog Park on Pine Street.

OTHER BUSINESS

I. 2016 Proposed Paving/Sidewalk Plan

Richard Merson presented and explained the 2016 Proposed Paving/Sidewalk Plan

II. Traffic Management Status Update

Bob Wilson distributed the Traffic Management Status Update dated November 12, 2015. Bob advised that the speed study on Birch Street was completed and the 85% speed was 19 mph.

MINUTES

The Minutes of the October 14, 2015 TMAC meeting were approved.

ADJOURNMENT

A motion was made, seconded and passed to adjourn the meeting at approximately 8:35 p.m.

Minutes compiled and summarized by Mark Rosen.