

**Minutes**  
**Traffic Management Advisory Committee**  
**Wednesday, September 18, 2019**  
**7:00 P.M.**  
**Public Services Administration Building – Charles River Room**  
**500 Dedham Avenue**  
**Needham, MA**  
***Adopted October 16, 2019***

**MEMBERS PRESENT:** Anthony Del Gaizo; Rhain Hoyland; Stephen DeLisi; Seth Bauer; Justin McCullen; Donna Mullin; Susanne Stein; Daphne Collins, Recording Secretary.

**PUBLIC PRESENT:** See TMAC Sign-In Form of September 18, 2019 attached

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Stephen DeLisi, Chairman, opened the meeting at 7:00 p.m.

**1. MINUTES FOR AUGUST 14, 2019**

**Vote:** Justin McCullen moved to accept the Minutes for August 14, 2019. Seth Bauer seconded the motion. The motion was unanimously **approved**.

**2. OTHER BUSINESS/STATUS**

Status Updates can be found on the TMAC website.

**3. HIGHLAND AVENUE/MORTON TO ROSEMARY STREETS– Crosswalk & Speed**

**PETITIONER:** Leanne Ratti, 91 Noanett Road

No one appeared to address the item. The item was tabled to the next meeting.

**4. SOUTH STREET/CHESTNUT STREET – Pedestrian Signalization**

**PETITIONER:** Julie Freniere, 21 Stonecrest Drive

Rick and Julie Freniere presented. They indicated that it was difficult to cross the street at South Street at Chestnut Street and that there exists a blind spot. Adding to the difficulty there is no sidewalk on the north side of the street, no curb cuts and overgrown plant material. This area is well used by pedestrians to get to the train and downtown. For pedestrians to safely cross, cars need to stop at all four intersections. The Frenieres asked if a crosswalk and pedestrian signal could be installed.

Rhain Hoyland highlighted that the existing light signal was installed for traffic control and not for pedestrian use.

Anthony DelGaizo noted that to install a crosswalk a handicapped ramp is required. Handicapped ramps require landings which can't be done on South Street because it's a designated Scenic Road. He said a pedestrian phase could be built into the existing traffic light without a cross walk. Because Needham has

a large senior population (approximately 20-30% of its population) a pedestrian phase could be set at three feet per second, longer than the standard phase. He estimated the cost of a pedestrian phase control at approximately \$5,000. Mr. DelGaizo will investigate further the pedestrian phasing without a crosswalk.

**Vote:** Donna Mullin moved to install a pedestrian phase at South Street and Chestnut Street. This would include two pedestrian activated buttons and two pedestrian lights. Mr. Bauer seconded the motion. The motion was unanimously **approved**.

## 5. FISHER STREET – Signage

**PETITIONER:** Richard Hardy, 1347 South Street

Mr. Hardy was concerned that people were parking on the grass berms at the entrance of Red Wing Bay and the Charles River Peninsula to use the rail trail instead of the designated parking lots. He noted that the parking lots have plenty of available parking. He'd like that a **No Parking** sign be located along the berms with information about the available parking lots. He was also concerned about the litter in the area.

Mr. Hardy was informed that the berm is Town property and it is illegal to park on the berm. Placing calls to the Police for enforcement was recommended.

Mr. DelGaizo provided an update regarding off-street parking in the area. A citizen's group received a grant for trail head improvements at the Bay Colony Rail Trail. Mr. DelGaizo will be meeting with the group to discuss the project in October. The project is in the conceptual stages.

It was thought that people may need to be educated about the available parking. Mr. McCullen preferred not to populate the area with signs regarding standard regulations.

Mr. Hoyland suggested an aesthetically designed sign be placed identifying the parking.

**Vote:** Mr. DelGaizo moved that a sign directing to the parking lot be placed at the top of the entrance to the area. Mr. Hoyland seconded the motion. The motion was unanimously **approved**.

Mr. Hardy asked if **No Parking** on the berm could be included in the sign. Mr. Hoyland informed him that informational signs are limited to one piece of information. He suggested he call the Police if he encounters illegal berm parking and see if that has an effect. Later, if it is determined to be needed, blue/white **No Parking on Berm** signs could be installed in the area.

## 6. GREENDALE AVENUE – Signage

**PETITIONER:** XINGNA LI, 136 Greendale Avenue

Ms. Li requested a **Children Crossing** on Greendale Avenue because the traffic speed on Greendale is 40 to 50 mph in a 25mph zone. She walks her 13 year old daughter across the street to catch the bus because of the speed. The bus will not stop if her daughter is not at the designated corner.

Mr. Hoyland felt that a ***Children Crossing*** sign might give a false sense of security and saturating the area with signs will make people inured to them.

Mr. DelGaizo suggested that the petitioner email Shane Marchand, Director of Transportation, to have the student stand on their side of the street and have the bus stop at the designated corner providing the security to cross.

The petitioner was invited to come back if a solution is not found through the School Transportation Department.

**7. CAREY ROAD – High School Parking availability awareness**

**PETITIONER:** Susan Herman, 13 Carey Road

Ms. Herman reported that her street is being used for all day parking by high school students. This on-street parking makes backing out of the driveway difficult. She thinks that Sudbury Farms employees may be using the Memorial Park parking and displacing students to use side streets like Carey Road. She wants the high school students to be aware that there are the Rosemary Pool Upper and Lower parking lots available for their use.

Mr. DelGaizo suggested that she contact the principal of the high school to inform the students of the availability of the Rosemary Pool parking lots

**8. KENDRICK STREET AND FOURTH AVENUE – Traffic Signal**

**PETITIONER:** Carol Frani, 58 Spring Street

Ms. Frani requested a traffic light at the intersection of Kendrick Street and Fourth Avenue. She has witnessed many accidents and was in a near miss accident.

Dennis Denette, 81 Carrol Street, West Roxbury, Boston, also petitioned for a traffic signal at the location. He presented that the area as congested with speeds beyond the 35mph limit. The only traffic control is a stop sign on Fourth Avenue. Turning off Fourth is poor and traffic backs up into the intersection. There are no crosswalks and the only sidewalk over the Charles River is on the opposite side of the road. Mr. Denette read a presentation and provided a hard copy for the record (see Exhibit 1 attached). His presentation addressed heavy traffic, poor sight lines, pedestrian and bike safety. He supported his presentation with clickfix requests and responses.

Mr. DelGaizo reported that a *Post Construction Traffic Study* has been conducted and Mass DOT is reviewing the study. He noted that the area has gone through tremendous changes with commercial tenants such as TripAdvisor, Sharp and NBC/Universal. Some efforts have been made to alleviate the congestions such as reversing 1 lane into Newton and 2 lanes into Needham to 2 lanes into Newton and 1 lane into Needham. He felt that the in order for Normandy to maintain and attract tenants they too will want and be pressured to take measures to improve the traffic situation. He informed that the Town hired their own consultants to conduct a Traffic Study in advance of the *Post Construction Traffic Study*. He stated that a traffic signal requires a study to insure it meets a Warrant. The traffic problems will be

further exacerbated with N2 Corridor Road Improvements beginning in October which will involve property taking and street widen along Highland Avenue and Needham Street.

Mr. McCullen further illuminated the challenges that face the area – on a single one mile stretch they there were six traffic lights controlled by three jurisdictions – Newton, Needham and MASSDOT. Mr. Hoyland concurred that this is a multiple jurisdiction challenge demanding engagement from the public and private sectors for a holistic global solution.

Mr. DelGaizo suggested that in anticipation of a traffic light study information and data on restricting left turns on Kendrick Street and Fourth Avenue be gathered.

**Vote:** Mr. Bauer moved that the Engineering Department conduct a traffic study on

- no left on Fourth Avenue going east on Kendrick Street, and
- no left on Kendrick going north on Fourth Avenue.

Mr. McCullen seconded the motion. The motion was unanimously approved.

Mr. DelGaizo assured Mr. Denette that the study will include the number of accidents at the intersection.

The meeting adjourned at 8:30 p.m.