

Minutes
Traffic Management Advisory Committee
Wednesday, June 8, 2022
7:00 P.M.
Charles River Room
Public Services Administration Building
500 Dedham Avenue
Needham, MA 02492
Livesteamed on Zoom Meeting ID #884-5257-4576
Approved July 13, 2022

MEMBERS PRESENT: Justin McCullen, Chair; Lt. John McGrath; Donna Mullin; Barry McNeilly; Thomas Ryder, Town Engineer; Rebecca Tarantino; Rhain Hoyland, Highway Superintendent

STAFF PRESENT: Robert Wilson, Engineer; Tyler Gabrielski, Financial Analyst; Daphne Collins, Recording Secretary.

PUBLIC PRESENT: Sue Cotton; Robert Onofrey; Richard Graham

1. INTRODUCTION AND ROLL CALL

Justin McCullen, Chair, opened the meeting at 7:00 p.m. and Roll Call was taken.

2. MINUTES OF APRIL 13, 2022

Vote: Mr. McCullen moved to accept the Minutes of April 13, 2022. Mr. McNeilly seconded the motion. The motion was unanimously approved.

3. STATUS REPORT UPDATE

Mr. Wilson reported the following project updates:

- **Charles River Street near Ridge Hill** – *Deer Crossing* sign was installed in August of 2021.
- **Highland Avenue at Oakland Avenue** – LED *Stop* sign installed in April 2022.
- **Greendale Avenue at Cheney Street** – 35 MPH sign with solar power LED installed in March 2022.
- **Rosemary Street near Highland Avenue** – 2 Hour *Parking* signs installed on May 2022.
- **Forrest Street-Speeding and Signage** – Mr. Hoyland reported that a *Speed Indicator* sign takes some time to hard wire. To install two signs in each direction will cost approximately \$8,000. The signs can be programmed remotely for messages and icons.

There was a discussion for the need to have a criteria to manage the inevitable requests and demand for these type of speed signs.

Lt. McGrath advised that there be enough solar energy to operate the signs. There have been issues where the signs failed to operate because of tree shade and cloudy days. He inquired if it could be tested prior to purchase and installation. Mr. Hoyland said it would be difficult to test because the signs are permanent with hard wiring involved. He would investigate it.

It was determined that Forrest Street was eligible for a *Speed Indicator* sign based on the following:

- No sidewalks;
- Excessive speed;
- Curved road;
- Poor sight distances;
- College location; and
- Both sides of the road require signage.

Vote: Ms. Tarantino moved to install Speed Indicator signs at Forrest Street at locations to be determined by the DPW. Ms. Mullin seconded the motion. The motion was unanimously approved.

Lt. McGrath suggested that the neighbors be contacted for their input on possible locations.

4. SUNSET ROAD –SCHOOL PARKING

PETITIONER: Sue Cotton, 48 Sunset Road

Ms. Cotton reported that people were parking on her deadend street to pick-up their children instead of waiting in the live parking for pick-up and drop-off at Sunita Williams School. Prior to Covid, the crossing guard had a temporary easel sidewalk sign noting not to park on the side residential streets. She would like a *No Parking; Do Not Enter*; or a *No Pick-Up or Drop-Off During School Hours* sign to discourage school pick-up on the street. Lt. McGrath noted that he would not be able to enforce a *No School Pick-Up or Drop-Off* sign. The sign would apply to the residents as well as for the school hour drivers.

Mr. Hoyland noted that this was not a problem before the existence of the school and that the Special Permit included a condition that if there were parking/traffic issues to bring them up to the TMAC post occupancy.

Ms. Tarantino suggested that the school needs to remind parents about not parking on residential streets and to use the live-parking loop.

Lt. McGrath will talk with the Crossing Guard about the temporary sidewalk sign and to the school about sending reminders to parents about the pick-up and drop-off rules.

5. PINE STREET– SPEEDING AND ENTRANCE/EXIT

PETITIONER: Robert Onofrey, 49 Pine Street.

Mr. Onofrey has lived on Pine Street since 1980 and he has seen the speed increase on the street. He also noted that the street was originally a two-way street that was converted into a one-way street after the

blizzard of 1978. Daily he sees traffic going the wrong way on the street exceeding the 30mph speed limit. He would like to see the speed decreased to 25mph. The street has no sidewalks.

A solar radar speed sign was placed on the street, but it was ineffective because of the lack of sun to operate the sign.

In addition, Mr. Onofrey noted that the entrance and exit of Pine Street should be realigned to decrease the traffic on Pine Street.

Mr. Ryder reported that a major watermain is planned for Central Avenue and may provide an opportunity to evaluate the intersections in the Pine Street area. He noted that there are concept plans being developed at both the Pine Street intersections at Central Avenue and Charles River Street.

Mr. McNeilly reported that the speed signs have vegetation growing around them and are not very visible.

Lt. McGrath suggested that the *30mph* signs be removed and be replaced with Thickly Settled Area signs, and that enforcement presence be placed on the street.

Mr. McCullen offered that the *Do Not Enter* sign outside the Dog Park be repositioned.

Mr. Onofrey inquired if the road could be painted with Wrong Way directional information.

Vote: Lt. McGrath moved to remove the speed signs and that they be replaced with *Caution Children Playing* or with an appropriate speed calming sign determined by the Highway Division. Ms. Tarantino seconded the motion. The motion was unanimously approved.

Vote: Mr. McCullen moved that the *Do Not Enter* sign at the dog park be relocated to optimize its effectiveness. The location to be determined by the DPW. Mr. McNeilly seconded the motion. The motion was unanimously approved.

6. NEIHOLDEN STREET AND LEWIS STREET – CROSSWALK

PETITIONER: Richard Graham, 56 Prospect Street

Mr. Graham reported that cars do not stop at the crosswalk located on Neiholden and Lewis Street. He conducted a petition of 69 people who supported improvements to the crosswalk. He would also like to see a pedestrian actuated crosswalk and for there to be police presence to catch violators. He provided a video of him with his children not being able to cross because the cars failed to stop.

Lt. McGrath reported that the video Mr. Graham provided had no enforceable violations. Enforcement requires that the pedestrian be physically in the crosswalk and has to be ten feet from the center line for there to be a violation. Mr. McCullen has been working on this safety issue and encouraged Mr. Graham to join him in bringing this to the legislature and State Representative Garlick, in particular.

Mr. McCullen suggested moving the sign and having double signs in both directions.

Mr. Hoyland recommended that the crosswalk be repainted in the Continental style to improve the crosswalk's visibility as the existing crosswalk does not meet current standards. The Continental stripping can be done in the Fall or Spring 2023. Epoxy beads could be added to increase the crosswalk's visibility at night. Mr. Hoyland also recommended that the signs be florescent ones to make them more visible.

Mr. McCullen recommended that high visibility green signs be installed on both sides.

It was agreed that a vote was not necessary and that the improvements could be handled administratively.

7. ADJOURNMENT

The meeting adjourned at 8:28 p.m.