

Minutes
Traffic Management Advisory Committee
Wednesday, February 8, 2023
7:00 P.M.
Forbes/McLeod Community Room
Public Safety Building
88 Chestnut Street
Needham, MA 02492
Livestreamed on Zoom Meeting ID #86312712408
ADOPTED APRIL 12, 2023

MEMBERS PRESENT: Justin McCullen, Chair; Donna Mullin; Guus Driessen; Lt. John McGrath; Tom Ryder, Town Engineer; Bob Ciccolo; Rhain Hoyland, Superintendent of Highways; Rebecca Tarantino; Barry McNeilly.

STAFF PRESENT: Tyler Gabrielski, Management Analyst; Robert Wilson, Engineer

PUBLIC PRESENT: (See attached Sign-In Form)

1. INTRODUCTION AND ROLL CALL

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

2. HILLSIDE AVENUE WEST SIDE ALONG ROSEMARY RIDGE CONDOMINIUM – PARKING ON SIDEWALK

PETITIONER: Jeanne McKnight, 100 Rosemary Way, Unit 336

Ms. McKnight serves on the Board of Trustees of the Rosemary Ridge Condominium Trust and was concerned about pedestrian safety along Hillside Avenue in the winter because cars park on the sidewalk. She reported that she had requested that the Town plow the sidewalk but was told that the Town could not plow the sidewalk because cars park on it.

Since her request, the Town has passed an ordinance that requires multi-family developments to plow the sidewalks in front of their properties. Rosemary Ridge Condominiums has a large frontage along Hillside Avenue and are also unable to clear the sidewalks because cars park on the sidewalks. She requested a sign be placed along the sidewalk that says “*Do Not Jump the Curb*,” rods with reflectors to be placed in the grass berm to prevent parking on the sidewalks; and that parking spaces be painted. She thought that painting parking spaces would be minimum as only six spaces would be affected.

Ms. McKnight was not requesting a parking ban along the property because these spaces serve the patrons of Needham Community Council. She expanded that the sidewalks along Hillside Avenue were good for pedestrian connectivity to the T, the high school, Rosemary Recreational Center, the Library and grocery shopping especially in the summer.

Ms. Tarantino asked if parking on the sidewalks was ticketable. Lt. McGrath responded that it was but it is hard to enforce as it is done throughout the Town.

Mr. Hoyland thought flexible rods placed in the berm was a good solution to prevent cars from jumping the curb and parking on the sidewalk.

There was a discussion about placing a sign that say: “*No Parking on Berm*” or “*Keep Off Berm.*” Ms. Tarantino thought such a sign may lead people to think that parking on the berm or sidewalks was permissible elsewhere.

Lt. McGrath offered that cars that park on the sidewalk on narrow streets like Hillside Avenue are doing so with good intention to make room on the road.

Mr. McNeilly thought rods were the best solution as they do discourage parking on the berm and sidewalk.

Vote: Mr. McNeilly moved that the Town, at its discretion, place rods and signs on the west side of Hillside Avenue along Rosemary Ridge Condominiums with the goal to discourage cars from parking in the sidewalk. Mr. Driessen seconded the motion. The motion was unanimously **approved**.

Ms. McKnight asked when the solutions might be implemented. Mr. Hoyland said that the rods could go into the ground as soon as there was no frost. His department will research further the solutions. He thought it would be between two to three weeks.

3. WARREN STREET – SPEED

PETITIONER: Brian Antonio, 276 Warren Street

Mr. Antonio reported that there were lots of children and pedestrians on Warren Street and he was concerned about speed during rush hours. He said a child was hit on a bike four years ago and a car ran into some hedges. He was concerned since there were no sidewalks and there was a blind spot at Warren Street and Junction Street. He was asking for the following: speed study, calming measures, stop signs, crosswalk, signage, and a curb bump out.

He noted that there was no easy way to take a left or a right turn at Junction Street intersection. He thought a crosswalk might be an improvement. Mr. McNeilly said that the bridge at Junction Street was a private way owned by the MBTA and Town solutions were limited. Mr. Hoyland noted that the Town has had limited success working with the MBTA. Mr. McNeilly concurred that the sight lines were difficult, and placing a crosswalk would be dangerous.

Mr. McCullen thought there were short- and long-term solutions. Short term: the *Stop* sign could be relocated and a stop line could be provided to improve the corner; and a traffic study be conducted. Long term: He suggested a traffic calming pilot program be conducted where expanded curbs could be painted, their outcome evaluated, followed by hardscape improvements in the future if the pilot proved to be successful.

Vote: Lt. McGrath moved to conduct a speed and car count on both ways on Warren Street, the most appropriate location to be determined by DPW. Ms. Tarantino to second the motion. The motion was unanimously **approved**.

Warren Street crash/accident data will be collected from the Police Department.

Vote: Ms. Tarantino moved that the intersections at Warren Street and Kimball Street and Warren Street and Junction Street be studied for paint calming measures. The motion was seconded. The vote was unanimously **approved**.

As an administrative action, the TMAC instructed the DPW to relocate the *Stop* sign and a stop line at Warren and Bridge Street be painted.

4. MINUTES OF JANUARY 11, 2023

Vote: Mr. Driessen moved to accept the Minutes of January 11, 2023. Ms. Tarantino seconded the motion. Ayes: 7; Abstention: Cicollo, Tarantino. The motion was **approved**.

5. OTHER BUSINESS/STATUS REPORT

- **Marked Tree Road** –A location on Marked Tree Road was identified for the installation of the former Forest Street speed radar sign.
- **Woodledge Road/Edwardel Road** – stop signs were relocated and stop lines were painted.
- **Great Plain Avenue/Maple Street** – painting had been completed. Mr. Ryder reported that he investigated the spot lighting system in Wellesley and found it to be too bright for the intersection. He continues to research spotlight systems.
- **West Street/Hillside Avenue** – the improvements at the intersection are included in the TIP Highland Avenue Intersection Safety Strategies. These intersections must have 10,000 vehicles per day. The intersection scored high because of the crash history at this location. Mr. Hoyland offered to present the strategies at a future TMAC meeting. Some of these strategies include bike lanes. Ms. Tarantino thought it was an urgent need intersection. Currently the area is scheduled on the CIP program out twenty years. On the TIP it's seven years out. To deal with it on the short term the intersection would need to be pulled out of the TIP program. Mr. Hoyland felt that the new transportation committee could get to it sooner. Mr. Wilson noted that there are many factors at the location: geometry, visibility and engineering issues. Ms. Tarantino was concerned about the traffic backed up on the tracks. Mr. Ciccolo suggested a three way stop excluding the road on the train tracks. Lt. McGrath noted an educational campaign would be needed if such a change was implemented. Mr. Ciccolo responded that he had success in an educational campaign when a new stop sign was introduced in another community. For two weeks, police did a courtesy stop with no tickets. Mr. Hoyland said the tracks can be brighten with paint.
- **Hillside Avenue Sidewalk Parking** – continued discussion on the early item. Ms. Tarantino thought a sign focused on snow occurrences such as: *No parking during snow occurrence* would

be effective since the problem is during the winter. Lt. McGrath thought the reflector rods would be enough. He suggested the outcome of the rods be evaluated before considering a sign.

6. ADJOURNMENT

The meeting adjourned at 7:30p.m.



88 Chestnut Street, Needham, Massachusetts

PLEASE SIGN IN

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