

TRAFFIC MANAGEMENT ADVISORY COMMITTEE

Minutes of November 09, 2011 Meeting
Public Services Administration Building
Needham, MA
DRAFT

IN ATTENDANCE,

TMAC Members: Thomas Stokes, Lt. John Kraemer, Jeffrey MacMann,
Robert Wilson, Glen Schneider, Donna Mullin, Richard Merson,

Guests: David Supple, Nick Bezrah, Kip Cawley, Richard Dodds, Amelia Cohen, Ian Hart,
Joanne Ahlgren

CALL TO ORDER

The meeting was convened at 7:05 PM by Mr. Stokes

I. INTERSECTION OF HILLSIDE AND HUNNEWELL

This case was presented by Mr. Cawley who reviewed his concerns about this intersection that is not formed at a 90 degree angle. Rather, the two streets intersect more diagonally creating sight line problems when crossing Hunnewell on Hillside (despite the presence of stop signs on Hillside). Concerns were also expressed about the speed of vehicles headed down the hill to Wellesley and the indecision and hesitancy caused by those who think the intersection actually is a four ways stop. Despite these concerns, Lt. Kraemer pointed out that NPD statistics show that the intersection has been the site of only 14 accidents over the last 7.5 years. **The Committee passed a motion** to conduct a traffic count when the machines are in working order which will update information on both volume and speed.

II. INTERSECTION, SPEED SIGNAGE AT HIGHGATE/WOODLEDGE/HELEN

Mr. Dodds and Mr. Bezrah noted that they had first presented their concerns about this intersection in June 2010. The main issues were speed on Highgate and indecision about right of way at the Helen/Woodledge intersection. The results of a subsequent traffic study were summarized noting that the imbalance in the traffic volume would not warrant a four way stop. There was a discussion of the possibility of stop signs at Helen and Woodledge. While this would clarify any questions about right of way, it would not address the issue of speed on Highgate. Mr. Dodds also noted that they had reviewed an array of possible traffic calming options but were unclear about the process of choice, feasibility and timing. Mr. Merson explained that various options could be considered as part of five year capital improvement plan and the bi-annual inspection/paving schedule. It was agreed that the case representatives would call Mr. Merson's office next week to find out if there is any information on the status of reconstruction or paving on Highgate Street in the current plans. In the interim, the representatives were asked to determine if there were any particular times of day when this problem was particularly severe.

III. SIGNAGE AT HILLCREST ROAD

Ms. Alghren presented her concern over two cars that were repeatedly parking in front of her house in order to avoid parking fees at Hersey Station. They are typically there all day making it difficult for her to back out of her driveway without going over the curb to avoid hitting the cars. There are two hour parking restriction signs on the other side of the street but not her side. Mr. Wilson reported that he had already reviewed the existing regulations and it turns out that are already in place to cover both sides of the street. The Committee agreed that since all regulations are already in place, the DPW simply needs to “refresh” the signage on the opposite side of the street and install new signs on Ms. Alghren’s side.

IV. OLD/PENDING CASES

Signage on Linden: Absentee complainant was concerned that cars parked on Linden were interfering with bus traffic in front of High Rock School. Lt. Kramer spoke with the crossing guard who saw no evidence of a problem other than standard congestion caused by vehicles waiting to make a left turn off Linden into the school. The Committee agreed to write a letter to Ms. Blum indicating that after an initial review, we did not feel that the current situation requires any remediation.

Right on Red Oak and Chestnut: Absentee complainant raised the question about the feasibility of permitting a right turn on red from Oak to Chestnut Street. The Committee discussed the fact that the width of the intersection and sight distance concerns precluded this option. It was agreed however, that DPW will investigate an improved synchronization of controllers between Oak and School Streets in an effort to improve traffic flow.

Signage Tillotson/Tanglewood/Damon: Absentee complainant is seeking stop signs at this intersection. The Committee agreed that there is simply not enough traffic volume at this intersection to warrant any action.

Signage Fairfield and Mann: Absentee complainant is seeking a four way stop at this intersection to limit the increased traffic taking this route as a “cut-through” to Greendale. The Committee agreed that this is largely a temporary condition caused by the 128 Add a Lane project. Since Ms. Gardiner has not been present to further clarify her concerns (after three times on the agenda) the Committee is removing this case from any further deliberation. This will be stated in a letter to the complainant.

The meeting was adjourned at 8:38 PM

Minutes compiled and summarized by Glen Schneider

