

TRAFFIC MANAGEMENT ADVISORY COMMITTEE

Minutes of September 10, 2014 Meeting
Public Services Administration Building
Needham, MA

IN ATTENDANCE

TMAC Members: Jeffrey MacMann, Anthony Del Gaizo, Lt. John Kraemer, Robert Meltzer, Donna Mullin, Mark Rosen, and Glen Schneider.

Technical Advisor: Bob Wilson.

Guests: Keith McClelland, Alan Pisano, Scott Levingston, Christian Iantosca, Kevin Smith, Alifia Bangiawala, and Nidhi Kumar.

Call to Order

The meeting was convened at 7:02 PM by Mr. MacMann.

I. Speed and Signage on Elmwood and Whittier:

Mr. Iantosca informed the Committee that vehicles travel along Elmwood Road at a high rate of speed, and use that road as a cut-through to bypass the Great Plain Avenue/Greendale Avenue traffic light. Further, there is a blind curve on Elmwood Road near Whittier Road and Douglas Road that exacerbates the problem. This is concerning due to the large number of children in the neighborhood, most of whom walk to school along Elmwood Road. Additionally, there are no sidewalks in part, so children must cross the road. Currently there are faded “children at play” and “thickly settled” 12” x 18” signs at the Douglas Road/Elmwood Road and Whittier Road/Elmwood Road intersections. Mr. Iantosca requested a speed limit sign and some other sign to notify motorists of children. The Committee noted that the speed limit is in fact 30 MPH, and the posted 25 MPH speed tab is merely advisory. Mr. Iantosca offered to have a sign installed in front of his property at # 84 Whittier Road. **The Committee passed a motion** to replace the two faded signs and to install a “caution children” sign in front of 84 Whittier Road with a 25 MPH speed tab.

II. Intersection of Abbott Street and Winfield Street:

Mr. Smith presented his concern of the Abbott Street/Winfield Street intersection just off of Great Plain Avenue. In particular, a significant number of motorists cross through this intersection, but there is no signage. The result is a large number of “near misses,” possibly by motorists unfamiliar with the intersection. **The Committee passed a motion** to have the Department of Public Works conduct a traffic study at the Abbott Street/Winfield Street intersection for the purpose of testing the viability of a stop sign.

III. Intersection, Speed, Signage on Tolman Street Between High Rock and Gary Street:

Mr. Levingston informed the Committee that Tolman Street is used as a cut-through for Central Avenue, Gay Street, Smith Street, and other surrounding roads. Particularly at rush hour, there are streams of vehicles, some of which travel at a high rate of speed. Safety is his primary concern, both for neighborhood residents and for the children who are dropped off by their parents and then cross the road. Mr. Levingston has worked with the Newman Elementary

principal to put information in a school newsletter, but it did not resolve the problem. He has suggested a “no right turn” regulation as a potential solution. The Committee informed Mr. Levingston that a major drawback with “no right turn” regulations is that they affect everyone who live on and use the street, not just those using the street as a cut-through, and the actual effect would be to just push traffic to the next street rather than reducing volume. The Committee also noted that several of the streets in question are private roads, and that the Town does not approve signage on non-public ways. However, the Committee noted that “no parking” regulations may have a positive effect on pedestrian visibility. Mr. Levingston agreed to seek neighborhood support for “no parking” signs, which would require a petition signed by residents of the street where the regulation will be sought.

IV. Signage on Arch Street:

Ms. Banglawala requested that a “slow children at play” sign be installed at the intersection of Arch Street and Highgate Street. There are a significant number of motorists at rush hour, which is when children are outside playing. She also suggested a 4-way stop sign be installed at the Arch Street/Highgate Street/Rybury Hillway intersection, whereas it is currently a 2-way which stops traffic on Arch Street and Rybury Hillway. The problem is that vehicles on Arch Street sometimes do not stop at the stop sign, and a 4-way stop would increase safety. The Committee noted that the most effective solution would be to increase traffic enforcement at that intersection. **The Committee passed a motion** to recommend that the Police Department conduct traffic enforcement with the motorcycle officer at that intersection during rush hour.

V. Speed on Brookline Street and Falcon Street:

Mr. Pisano and Mr. McClelland presented their concerns associated with the speed of vehicles on Brookline Street, especially near the Brookline Street/Falcon Street intersection. A speed study was conducted recently, which supports the assertion of high speed (the 85% mark was 36 MPH). The petitioners suggested a speed table on Brookline Street, but the Committee noted that they are very loud and some neighboring towns are removing their previously installed speed humps and tables. The Committee also noted that Brookline Street is classified as a collector street, and therefore the Town is limited in what types of traffic calming devices can be installed in that location. It was also noted that this section of Brookline Street does not have granite curbing, which is a recognized traffic calming device. **The Committee passed two motions:** (1) to investigate devices appropriate for that street; and (2) to recommend to the Department of Public Works that the blocks of Brookline Street between Bancroft Street and Colgate Road be placed on the candidate list for granite curbing. The petitioners agreed to return at the Committee’s next meeting for a report on available traffic calming devices.

VI. Crosswalk, Signage on Greendale Avenue:

Ms. Kumar informed the Committee of the difficulty faced by pedestrians in crossing Greendale Avenue from Broad Meadow Road to Old Greendale Avenue. This is exacerbated by the fact that there is no sidewalk on the east side of Greendale Avenue in this section of the road. She requested the Town install some sort of signage or notice that pedestrians may be crossing. The Committee noted that there are no close crosswalks, but that there are currently not enough people on the east side of Greendale Avenue to justify a signal. The Committee also noted that it would not recommend a crosswalk because there are not enough pedestrians, Greendale Avenue is a very wide road, and vehicles are allowed to travel at 40 MPH. The Committee determined

that there is no effective solution in this case, and that the best thing will be the secondary effects of the Route 128 Add-a-Lane project, which, when completed, will greatly reduce the traffic volume on Greendale Avenue.

VII. Other Business:

- **The Committee passed a motion** to approve a parking pass for 8 Cefalo Road.
- **The Committee passed a motion** to approve the minutes from the August 13, 2014 meeting.

Adjournment

The meeting was adjourned at 8:56 PM.

Minutes compiled and summarized by Robert Meltzer.