

TRAFFIC MANAGEMENT ADVISORY COMMITTEE

Minutes of December 13, 2017 Meeting, 7pm

Public Services Administration Building

Needham, MA

IN ATTENDANCE

TMAC Members: Donna Mullin, Kara Holmquist, Stephen DeLisi, Lt. John Kraemer, Tony Del Gaizo, Richard Merson, Seth Bauer, Suzanne Stein

Technical Advisor: Bob Wilson

Guests: George Giunta, Jr., John Negoshian, Deb Negoshian, Lisa Downey, Patricia Falcao, Lana Ostroskaya

CALL TO ORDER

Stephen gave a brief introduction to the guests about how the TMAC works.

I. SIGNAGE ON WEXFORD STREET

Attorney Giunta appeared on behalf of his client John Negoshian. He said Wexford Street is a bit of an unusual commercial district, kind of a wild west. There have been illegal “no parking” signs at the site in question since at least 1993. Someone has recently made complaints. Attorney Giunta’s request is to officially designate that area no parking. The reasons he gave are: 1) the spaces are across from a building that has loading dock and trucks need that area to maneuver 2) trucks stick out into street and block one lane. If people are parked at the spaces in question, then there is no passing lane and the only other way out is Charles Street. This street also has industrial users and one of those users gets deliveries that block that street too. If parking is allowed, this could make it impossible to get in and out of the area entirely. And 3) Mr. Negoshian also needs those spaces for his own vehicles to move in and out.

Comments were made from TMAC members that if the no parking is made official, then this applies to everyone – all businesses on Wexford Street, etc.

Stephen DeLisi said that some neighbors have petitioned to allow parking. Attorney Giunta said in the time since this came up before, two of the parties have signed letters changing their position on that petition, supporting the no parking signs.

Tony Del Gaizo has looked at the site and said that most of the area should be no parking; however, there is one area around 30 feet long, closer to the Highland Ave end, and that is the only area where parking could be allowed. Previous discussions of the TMAC have thought that it was better to keep it all no parking because of all the issues. Lt. Kramer mentioned that because of the bylaw change made by the Selectmen, there is no parking within 5 feet of a driveway, which would make this space available only 20 feet as there are driveways on each side.

Lana Ostroskaya commented that she is conflicted about whether there should be parking or not. Right now, half of street becomes an extension of his business. He is parking where he is asking there to be no parking. The real danger is that when they have occasional trucks for delivery, they block the street because there is no place to park. She can’t get in and out. She said this happens every day.

After a full discussion of the issues, a Motion was made and unanimously passed that a no parking regulation be created to make the existing no parking signs official, which may mean they need to be on posts (as opposed to the private property). This no parking area would be on the south side of Wexford Street between Franklin Street and Brook Road.

II. SIGNAGE AT INTERSECTION OF CENTRAL AVENUE AND PINE STREET

Patricia Falcao appeared to explain problems at the intersection of Central Avenue and Pine Street and is looking for input. The four points she made:

- 1) She is requesting a sign that says blind driveway around corner
- 2) People are going down the street the wrong way – there aren't enough one way signs and there aren't any wrong way signs
- 3) The no trucks sign on Central Street could be diverting trucks onto Pine Street
- 4) People don't know they are going from a 40 to 30 mph area – is there a need for a second speed sign?

Lt. Kramer said people do go the wrong way; some are residents. If signs are installed, they should be earlier before it is too late for people to see them. Lt. Kramer is likely getting a new device that could determine how many people are going the wrong way and to help narrow down where they are coming from (driveways, etc.) by using it in different increments.

People coming from the dog park may be most likely to be ignorant of the one way street; we should look at the signage that is there to see if it is adequate.

Richard suggested redesigning the entranceway to slow traffic onto Pine Street off of Central St (coming from the RTS). He said they will do some survey work and bring back some conceptals for TMAC to review. Tony doesn't recommend a blind driveway sign in the interim; he generally doesn't recommend unless there is something physical in the way. He said it might be possible to put a larger sign that would stand out better for people coming out of the dog park.

More research on this area will be done.

III. CROSSWALK, SPEED, SIGNAGE AT GREAT PLAIN AVENUE/GARDEN STREET

Lisa Downey presented a concern with the traffic on Great Plain Avenue where the road lanes have changed so people driving from the center of town toward Wellesley must merge from into one lane. This creates a problem with road rage and people racing to get by the other car. Therefore, there is a risk of hitting someone in the crosswalk. She said the stop for pedestrian sign is not visible.

L. Downey said she thinks the options are to 1) get rid of crossing entirely. She said this is better than sanctioning a crossing that is so dangerous or 2) have crossing signs with a flashing light. This is the only way that the crossing would be made safe. People crossing are also stepping out behind cars to cross.

Tony said there are Phase II improvements; info available on town website. This includes parts to improve pedestrian crossing, bump outs, more street lights.

In the meantime, having some type of alternating of flashing might help, Tony said, depending on the number of people that use it. It makes more sense to have the fewer people use it so it is noticed by drivers.

After a full discussion of the issues, a Motion was made and unanimously passed to study the volume of people using that crosswalk.

IV. OTHER BUSINESS/STATUS REPORT

L. Lipson submitted a signed petition from the residents on Hillside Avenue. Nine addresses are identified.

After a full discussion of the issues, a Motion was made and unanimously passed to install residential area signs/30 mph on either side of Hillside Avenue – one close to end of indented parking and the other between 383 Hillside Ave. and 389 Hillside Ave. (at the second house down enough of a distance where the property line is).

V. APPROVE MINUTES FROM NOVEMBER 8, 2017

The minutes of the November 8, 2017 meeting were reviewed and unanimously approved.

The meeting was adjourned at approximately 8:40p.m.

Minutes compiled by Kara Holmquist