

TRAFFIC MANAGEMENT ADVISORY COMMITTEE

Minutes of June 13, 2018 Meeting, 7pm
Public Services Administration Building
Needham, MA

IN ATTENDANCE

TMAC Members: Donna Mullin, Kara Holmquist, Stephen DeLisi, Lt. John Kraemer, Justin McCullen, Suzanne Stein, Rhain Hoyland, Seth Bauer

Guests: M. Presson, B. DeWolfe, J. DeWolfe, M. Lassonde, A. Stern

CALL TO ORDER

I. SIGNAGE ON MARKED TREE ROAD

M. Presson appear to discuss the issue of heavy vehicles driving on this street. He has walked up and down the neighborhood talk to residents – 50 out of 70 have signed his petition to get a sign that restricts heavy vehicles. He provided members with a packet with state traffic rules and regulations from MassDot and the signatures. He wants “no thru trucks” signs posted on intersections of Central and Great Plain and Marked Tree Road on both ends.

The road is narrow – 20 ft wide – at the narrowest. Also, the road is curvy and deteriorated. More people are using the street due to Waze, etc. He also suggested more enforcement and the sign that states mph. When he moved in, there were signs that said “no thru trucks”.

Currently, there are only 4 streets that are on the heavy load restricted list. Rhain said that back in the late 1990s when the town was capping the landfill and building a road at the RTS, the town put up those signs during that time. The town also plans in a year or two to pave Marked Tree Road. There was a discussion about the impact that this change would have on other traffic and the likelihood that the proposed truck exclusion will be rejected because the trucks would use alternate routes already accommodating truck traffic due to other truck exclusion routes. From Central Ave to Great Plain Ave, a right turn is prohibited. The next street is Bellevue and that would bring traffic into a much more thickly settled area. Restricting this type of traffic off of Great Plain is more doable because a truck can turn left on Central. The turn from Central on to Great Plain (left) is tight.

A motion was made unanimously approved to do a traffic study when school starts to look at the movement of traffic in this area, to determine the percentage of truck traffic, and the complete impact of installing such a sign.

II. CONCERNS ON DEDHAM AVE BETWEEN WEBSTER STREET & SOUTH STREET AND WARREN STREET AND HARRIS AVENUE

Brett and Jackie DeWolfe appeared and presented a packet of information detailing concerns and possible resolutions for these issues.

There are concerns with speed and aggressive driving on Dedham Ave. They see more in am and evenings – typical rush hours. It’s hard to get in and out of the driveway. The limit of 40mph gets people

in mindset that they are out of town area and the speed changes right there. There is no way to get across the street – no crosswalk.

See packet for more detail.

They would like to address both short-term and long-term solutions.

At the intersection of Dedham and Harris, the town funded a design 6-7 years ago. There were 4 concept plans, but were shot down by abutters. Now, they want to not do piecemeal, but to try to get a whole concept into the coordination on the complete streets approach. The Highway division has been looking at it.

If someone comes from Harris, they do a wide Uturn onto Warren. Sometimes driving on the sidewalk.

To change the speed, need to go to 85% percentile. Rhain said there already is some traffic calming – the street is not as wide. More narrow than it should be for a principal arterial.

How to signal to drive that are in a residential area? Advise 25mph; a couple hundred feet at Bradford is higher.

III. SIGNAGE ON MAPLE STREET & OAK STREET

M. Lassonde appeared to discuss the issue of cars parking at the intersection of Maple and Oak Street. Cars are parking too close to stop signs (on Maple), decreasing visibility. Some are parking to go to the train or to the hospital. The intersection is a 4 way stop. We discussed where the sign would go so that it does not block the stop sign. They don't need a petition because this is not creating a regulation.

A motion was made and unanimously approved to put up a sign that says no parking within 20 feet of the intersection, pending addressing the sightline issue.

IV. CROSSWALK, SPEED, SIGNAGE ON HILLSIDE AVENUE NEAR THE COMMUNITY COUNCIL

Alan Stern appeared to discuss concerns about parking on Hillside Avenue. He said there are a lot kids walking to and from the high school. Cars go fast around bend. NCC doesn't have enough parking and people park on both sides of Hillside Ave.

The police have been tagging when people park on the odd side and on the berms. He mentioned concerns that there are parking lots that go right into the street. It is hard to delineate what is a parking lot, sidewalk, street. We did a regulation last year regarding parking from the top of hill through Dale Street.

Where most people are parking is legal, but if on sidewalk is illegal. It is legal to leave 10 feet of travel roadway. Rhain and Tom said that they are meeting this month and had met with a consultant hired 1.5 year ago to do a sidewalk inventory system. As part of this, they are doing a gap analysis of sections of sidewalk that are missing. If not on that list, they can ask the consultants to look at it. It would be included the whole townwide plan, but there are over 80 miles of sidewalks and about 2 miles/year are done.

V. CROSSWALK SIGNAGE ON NEHOIDEN STREET

VI. CROSSWALK, SPEED, SIGNAGE ON GREAT PLAIN AVENUE BETWEEN CAROL ROAD AND INTERSECTION OF GREAT PLAIN/CENTRAL

Courtney Sodano appeared to request improvements to the crosswalk and signage. She was informed that the town is already addressing the issue, with plans for a flashing crosswalk sign and fresh painting with high visibility crosswalk paint. Engineering was going to check to see if the intersection was included in the town-wide engineering study that is already underway.

Derek made a motion that, if the intersection is NOT part of the engineering study, there should be a traffic study to determine whether the intersection should be designated as a safety zone.

Derek also moved to recommend a radar speed dynamic display if it was not recommended as part of the town-wide engineering study.

Both motions passed.

NO TRUCKS petition for Marked Tree Road Needham, MA – 6/13/2018 – (50 signatures of 70 addresses)

Presented to the Needham Traffic Advisory Committee by Mark Presson (54) & Margaret Gray (114)

Referencing Section 7-20 of Needham Traffic Rules & Regs – Section 10A-9 of MassDOT standard traffic code

FACTS

Marked Tree Road is narrow (20'), has curves, has large trees/poles near pavement & fast elevation changes

Pavement is in poor condition, w/ many patches, manholes as much as 3" out & many damaged asphalt curbs

There are (4) primary intersections (Great Plain, Oak (24'), High Rock (32'), Central) & (7) secondary intersections

Marked Tree Road has sidewalks only on one side & dangerously close to traffic in places

Central Avenue (27') and Great Plain Avenue (36') offer alternate routes for trucks

OBSERVATIONS

Pavement composition does not appear to be engineered for TRUCKS (deteriorated condition)

Natural gas leaks have been reported & numerous Eversource excavations have taken place

Many drivers on Marked Tree Road are seen texting or talking on their cell phones

Town of Needham trucks use Marked Tree as "cut-thru" (in lieu of Great Plain / Central)

Many Needham businesses use Marked Tree as a "cut-thru" (even with no service rendered)

"WAZE", "GOOGLE MAPS" & others are using Marked Tree as a "fastest route" (cars, trucks, cycles)

Amazon, FEDEX & UPS deliveries have increased significantly in recent years (trucks parked on road)

Some Marked Tree residents have opted for commercial garbage pick-up (truck traffic & parking)

Many commercial garbage contractors use Marked Tree as a "cut-thru" (even when no pickup)

Some Marked Tree residents have opted for professional yard & lawn care (truck traffic & parking)

Many commercial landscape contractors use Marked Tree as a "cut-thru" (even with no service rendered)

RESIDENT FEEDBACK

Many residents are long time residents (10 to 50 years) & have paid considerable property taxes

Many residents with young children express concern for their safety playing, walking or biking

Many residents have trouble getting into & out of their driveways (because of excessive speed)

Many residents have trouble turning from Marked Tree Road onto Central Ave. &/or Great Plain Ave.

Many residents complain of speeding cars, trucks and motorcycles (in excess of 30 MPH)

Many residents complain of truck noise day & night (as well as loud cars and motorcycles)

SOLUTIONS

"NO THRU TRUCKS" signs posted on Central & Great Plain as traffic approaches MTR – and on MTR

Better law enforcement of SPEED & stop signs – Alternate to post SPEED notification machines

Resurfacing of Marked Tree Road (what is the projected timeline & composition of resurfacing?)

Legal notice to businesses & TOWN departments that "cut-thru" violations will be enforced

Needham Traffic Management Advisory Committee

c/o Selectmen's Office

Needham Town Hall

1471 Highland Avenue

Needham, MA 02492

Fax: 781-449-4569

E-Mail: www.town.needham.ma.us

Please fill out this form and return it to the address above. The Committee will review your concerns, after which you will receive a written response.

Contact Name: MARK PRESSON Phone: 617-593-0019

Address: 54 MARKED TREE ROAD Date: 2-21-2018

E-Mail: MHPRESSON@GMAIL.COM

Location of Traffic Concern (please be specific): ENTIRE LENGTH OF MARKED TREE ROAD (WHICH RESTRICTS "HEAVY VEHICLES" PER 815B19 - SECTION 7-20 OF NEEDHAM TRAFFIC RULES/REGS)

What concerns do you have with this location? "NO THRU HEAVY VEHICLE" SIGNS ARE NO LONGER POSTED OR ENFORCED ON MARKED TREE ROAD. 18 WHEELERS, 20-TON TRUCKS, TOWN VEHICLES USE MARKED TREE ROAD AS A DRIVE-THRU IN VIOLATION OF TOWN LAWS. I REQUEST THESE "NO THRU HEAVY VEHICLES" SIGNS BE REPOSTED IN NUMEROUS LOCATIONS w/ COST PENALTY NOTED.

Are there any specific times that make these conditions worse? IT HAPPENS ALL TIMES EVEN DURING NIGHTS & WEEKENDS. IT IS ESPECIALLY CONCERNING WHEN CHILDREN ARE WALKING & BIKING

What solutions do you feel would address your concerns? _____

REPOSTING THE SIGNAGE THAT SPECIFICALLY NOTES THE DOLLAR COST PENALTY TO PETER DRIVE-THRU VIOLATORS (LARGE SIGNS @ GREAT PLAIN & CENTRAL AVE)

*****OFFICE USE ONLY*****

Date Received: _____ Meeting Date: _____

- c. At an intersection where a lawful Stop Sign exists, the driver of the first vehicle in a funeral or other procession shall be the only one required to stop before proceeding through the intersection.

SECTION 7-19: Unlawful Riding

It shall be unlawful for any reason to ride on any portion of a vehicle not designated or intended for the use of passengers when the vehicle is in motion. This provision shall not apply to any employee engaged in the necessary discharge of a duty or within truck bodies in space intended for merchandise.

SECTION 7-20: Operation of Heavy Commercial Vehicles

1. The use and operation of heavy commercial vehicles having a carrying capacity of more than 2 ½ tons, are hereby restricted on the following named streets or parts thereof, and in the manner outlined and during the period of time set forth.
2. Exemptions – Part 1 of this Section shall not apply to heavy commercial vehicles going to or coming from places upon said streets for the purpose of making deliveries of goods, materials, or merchandise to or similar collections from abutting land or buildings or adjoining streets or ways to which access cannot otherwise be gained; or to vehicles used in connection with construction, maintenance and repair of said streets or public utilities therein; or to Federal, State, Municipal or public service corporation owned vehicles. (See Schedule VI)

ARTICLE VII-A

PEDESTRIAN CONTROL REGULATIONS

SECTION 1: Pedestrians Crossing Ways or Roadways

Pedestrians shall obey the directions of police officers directing traffic and whenever there is an officer directing traffic, a traffic control signal or a marked crosswalk within three hundred (300) feet of a pedestrian, ~~no such pedestrian shall cross a way or roadway except within the limits of a marked crosswalk and as hereinafter provided in these regulations.~~ For the purpose of these regulations, a marked crosswalk shall only be construed to be that area of a roadway reserved for pedestrian crossing located between two solid white reflectorized 12 inch pavement markings in rural areas or markings not less than six inches wide in urban areas, said markings or lines being no less than six feet apart.

- (2) After the speed zones, proposed by the local authorities, are reviewed by the Department, they are returned to the municipality for formal adoption by the rule-making body. During this time, the municipality is responsible for any and all hearings required for adoption.
- (3) Upon receipt of notice of formal adoption by the municipality, the Department, acting jointly with the Registry, will certify and approve.
- (4) Certified regulation is returned to municipality.
- (5) Official Speed Limit signs may then be installed in accordance with the specific provisions of the approved speed regulation.
- (6) The Special Speed Regulation is then enforceable against violators.

Section 10A-9 Heavy Commercial Vehicle Exclusion

A truck exclusion from a municipal way may be authorized provided a suitable alternate route is available. The alternate route shall have an effective width and pavement structure which can safely accommodate the additional truck traffic. In addition the alternate route must meet one of the following conditions:

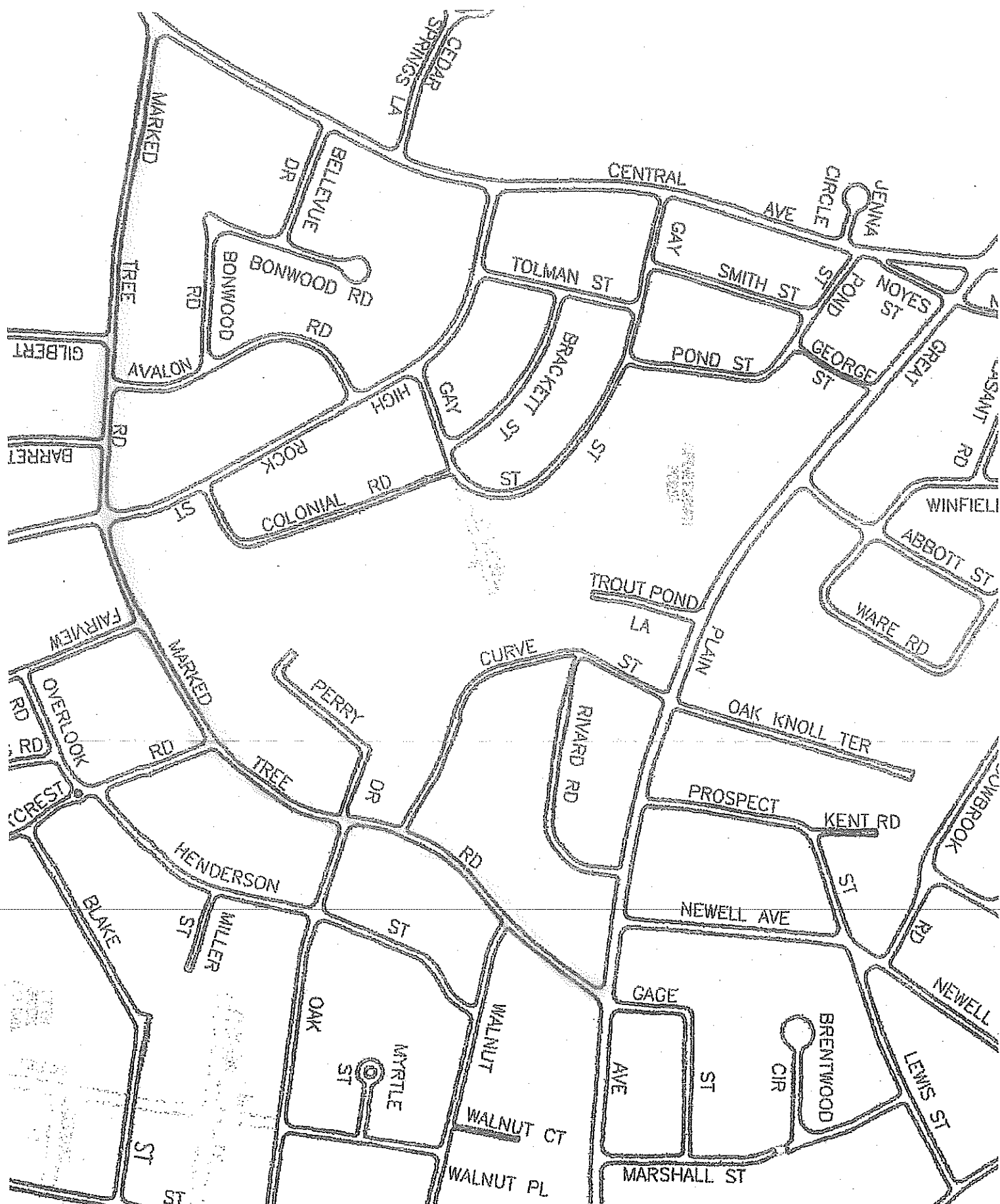
- (1) Lie wholly within the community making application,
- (2) Lie partially in an adjacent community but only on State Highway, or
- (3) Lie partially in an adjacent community but have the adjacent community's written approval.

Numbered routes are ineligible for heavy commercial vehicle exclusions, per Board of Commissioners, November 22, 1995.

An engineering study, as outlined in the Data requested below, must be made. In addition, one or more of the following may be sufficient justification for truck exclusion:

1. Warrants

- A. A volume of heavy commercial vehicles, which usually is in the range of five (5) to eight (8) percent, reduces the utilization of the facility and is cause for a substantial reduction in capacity or safety.
- B. The condition of the pavement structure of the route to be excluded indicates that further repeated heavy wheel loads will result in severe deterioration of the roadway. (subject to Department review)
- C. Notwithstanding the foregoing, in certain instances where land use is primarily residential in nature and a municipality has requested exclusion only during hours of darkness, a specific night exclusion may be granted.



PETITION

Marked Treed Road Residents

February 24, 2018

The undersigned support the request to the Needham Traffic Management Advisory Committee to post the "NO THRU TRUCKS" signage at both ends of Marked Tree Road as outlined in the Needham Traffic Rules & Regulations Section 7-20 restricting heavy vehicles (except for local deliveries).

Name	Address	Date	Phone	E-mail
Jen Williams	66 Marked Tree Rd	2-24		
Sam Williams	66 Marked Tree Rd	2-24		
PETER DONOVAN	67 Marked Tree Rd	2-24		
Patricia Lugo	67 Marked Tree Rd	2-24		
Brenda Parsons	77 Marked Tree Rd	2-24		
Rebecca Tarantino	82 Marked Tree Rd		617-335-9112	
Al Stewart	92 Marked Tree Rd			
Chloe Green	95 Marked Tree Rd			
Maya C. X.	103 Marked Tree Rd.		617-566-7591	
Gary Schneider	100 Marked Tree Rd			
John M. Son	106 Marked Tree Rd			
Raquel	106 Marked Tree Rd			
Carlynn Dunbar Mc	107 Marked Tree Rd			
Bob	114 Marked Tree Rd			
Clair Goches	115 Marked Tree Rd			
Donna	90 Marked Tree Rd		781-449-6644	
Phyllis Gonda	142 Marked Tree Rd			

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Name	Address	Date	Phone	E-mail
MICHEL GELMAN	141 MARKED TREE RD	2-24-2018	781-449-1424	
Bethanne Gelman	141 Marked Tree Rd	2/24/18		
Tom Gelman	141 Marked Tree	2/24/18		
Karen Brem	155 Marked Tree	2/24/18	617 930 4065	
Donald Quinn	169 Marked Tree			
Brian Hildner	31 Bennett	2/24/18		
Barbara Kreil	89 Marked Tree	2/24/18		
Janice G. Pratt	206 Marked Tree	2/24/18		
JEFFREY CHANT	204 Marked Tree	2/24/18		
Patrick DeMaio	237 Marked Tree	2/24/18		
Richard DeMaio	237 Marked Tree	2/24/18		
Richard Schoeller	242 Marked Tree	2/24/18	781-449-5476	schoeller@cornerstone.com
LISA ROBINSON SCHOELLER	242 Marked Tree Rd	2/24/18	781-449-5476	
Valerie Goldstein	25 Marked Tree Rd.	2-24-18	781-444-0187	
Nina Silber	20 Marked Tree	2/24/18		
Paul McGovern	6 MARKED TREE RD	2/24/18	617.602.8155	
Civ McGovern	6 MARKED TREE RD	2/24/18		

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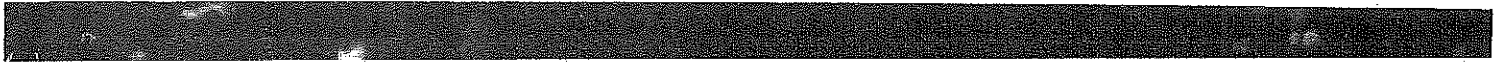
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Name	Address	Date	Phone	E-mail
	168			
	159			
Beth Baudes	158 MTR	5/15/18		bkbaudes@gmail.com
John Russo	148 MTR	5/15/18		J Russo 6518
PRABA	149 MTR	5/15/18		cut mail prabakrishnan@gmail.com



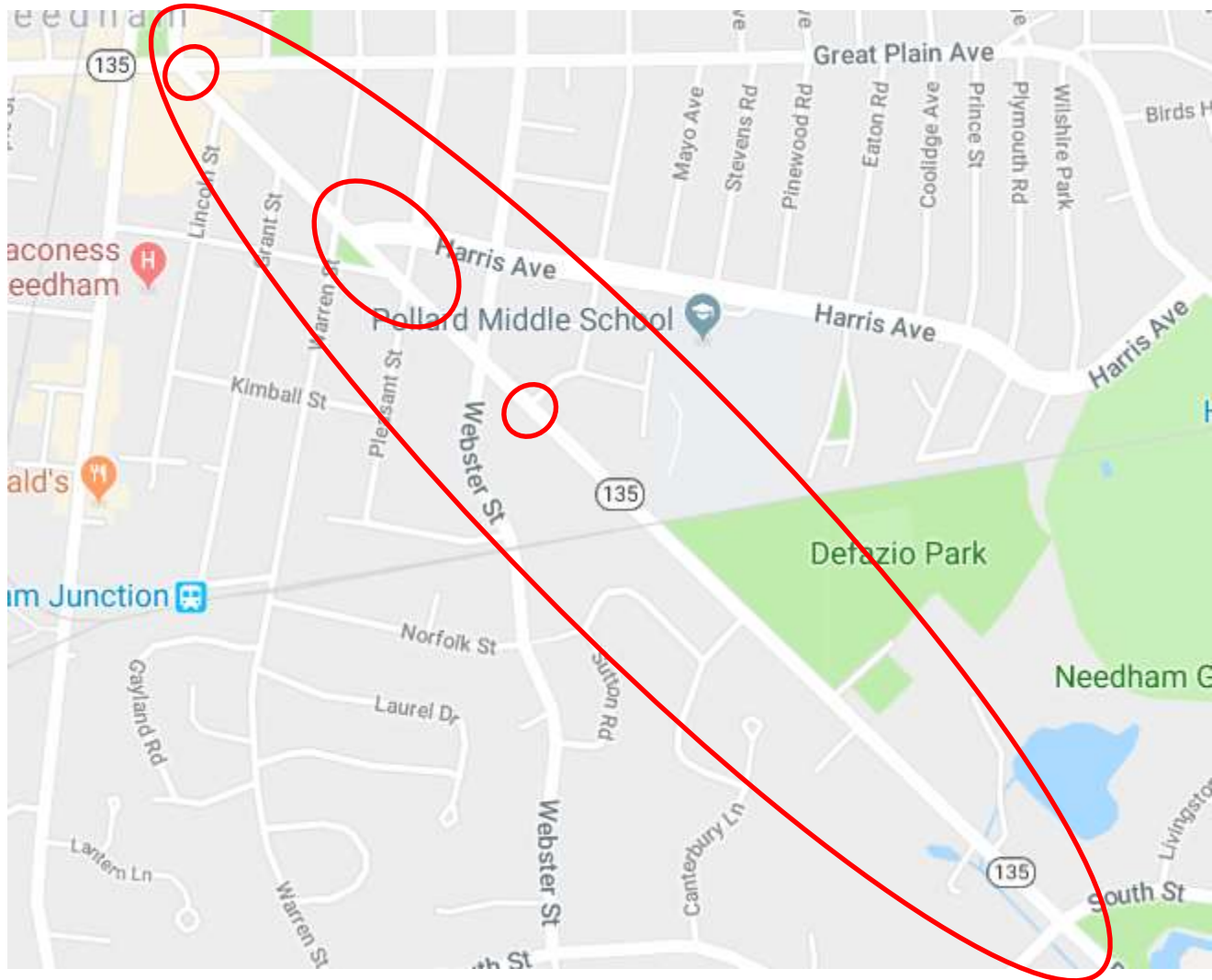
Dedham Ave

Presentation to TMAC

June 13, 2018

Concerns

- ❑ **Speed** on Dedham Ave, in addition to existence of **only one sidewalk** between Webster and South Street, and **zero pedestrian crossings**
- ❑ **Lack of visibility** for people crossing Bradford Street, Fair Oaks Park, Harris Street, Warren Street, and at Great Plain along Dedham Ave
- ❑ Lack of safe accommodations for kids/families to bicycle



Opportunities

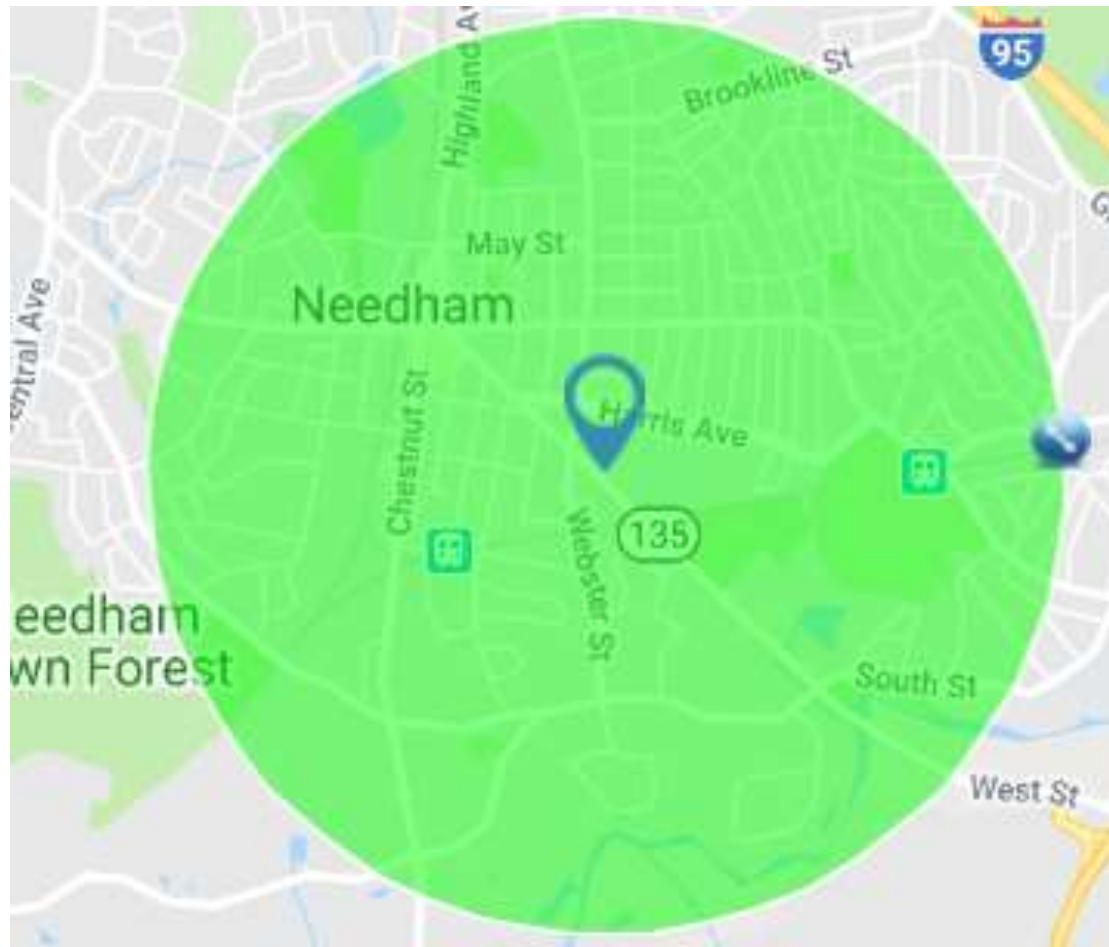
- **Speed** on Dedham Ave, in addition to existence of **only one sidewalk** between Webster and South Street, and **zero pedestrian crossings**
 - ☐ Slow speed by design
 - ☐ Add sidewalks where feasible
 - ☐ Add crossings
- **Lack of visibility** for people crossing Bradford Street, Fair Oaks Park, Harris Street, Warren Street, and at Great Plain along Dedham Ave
 - ☐ Add crossings and pedestrian islands
 - ☐ Shorten crossing distances
 - ☐ Slow speed by design
 - ☐ Increase lighting
 - ☐ Short-term fixes/pilots
- Safe bicycle facilities for all ages and abilities

Dedham Ave at Bradford towards DeFazio

40 mph, only 1 sidewalk, 0 crossings



Within 1 mile: neighborhoods, parks, schools, transit, medical services, grocery store, YMCA, Town Hall, Rosemary Pool, and more



Speed impact and visibility



Credit to: Federal Highway Administration

Source: *AARP Impact Speed and a Pedestrian's Risk of Severe Injury or Death 2011, p. 1*

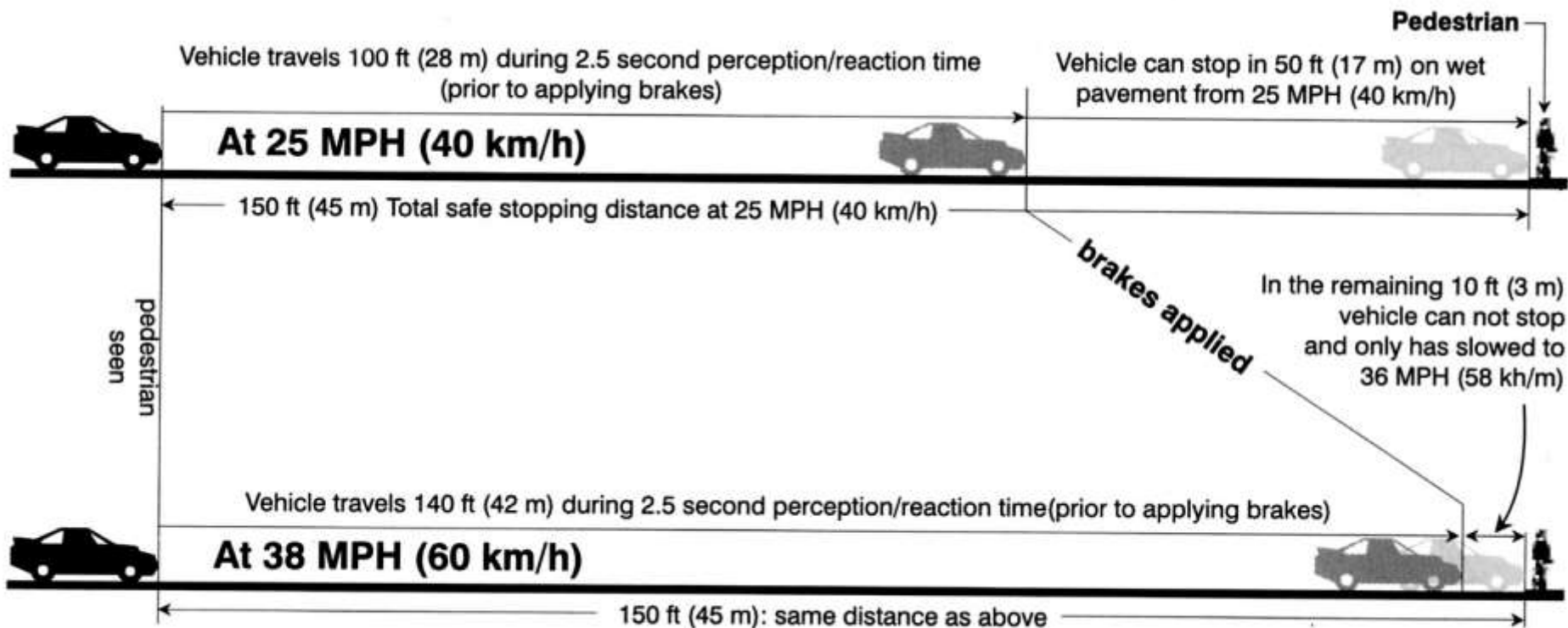


Figure 2: Relationship between safe stopping distance and travel speed

U.S. Dept. of Transportation

Crash Data along Dedham Ave



Source: Massachusetts Crash Portal

Crash Data at Harris Street



Dedham Ave @ Harris Street

- Long crossing creating long exposure time
- No curb cuts



Dedham Ave @ Warren Street (north)

- Long crossing creating long exposure time
- People driving drive on sidewalk around turn



Dedham Ave @ Warren St (south)

- People driving pass cars in single lane by driving up on to grass/park, creating double threat for people using crosswalk











Dedham Ave @ Fair Oaks Park

- No crosswalk at Fair Oaks Park; long crossing creating longer exposure time



Dedham Ave @ Bradford

- No crosswalk at Bradford; long crossing creating longer exposure time



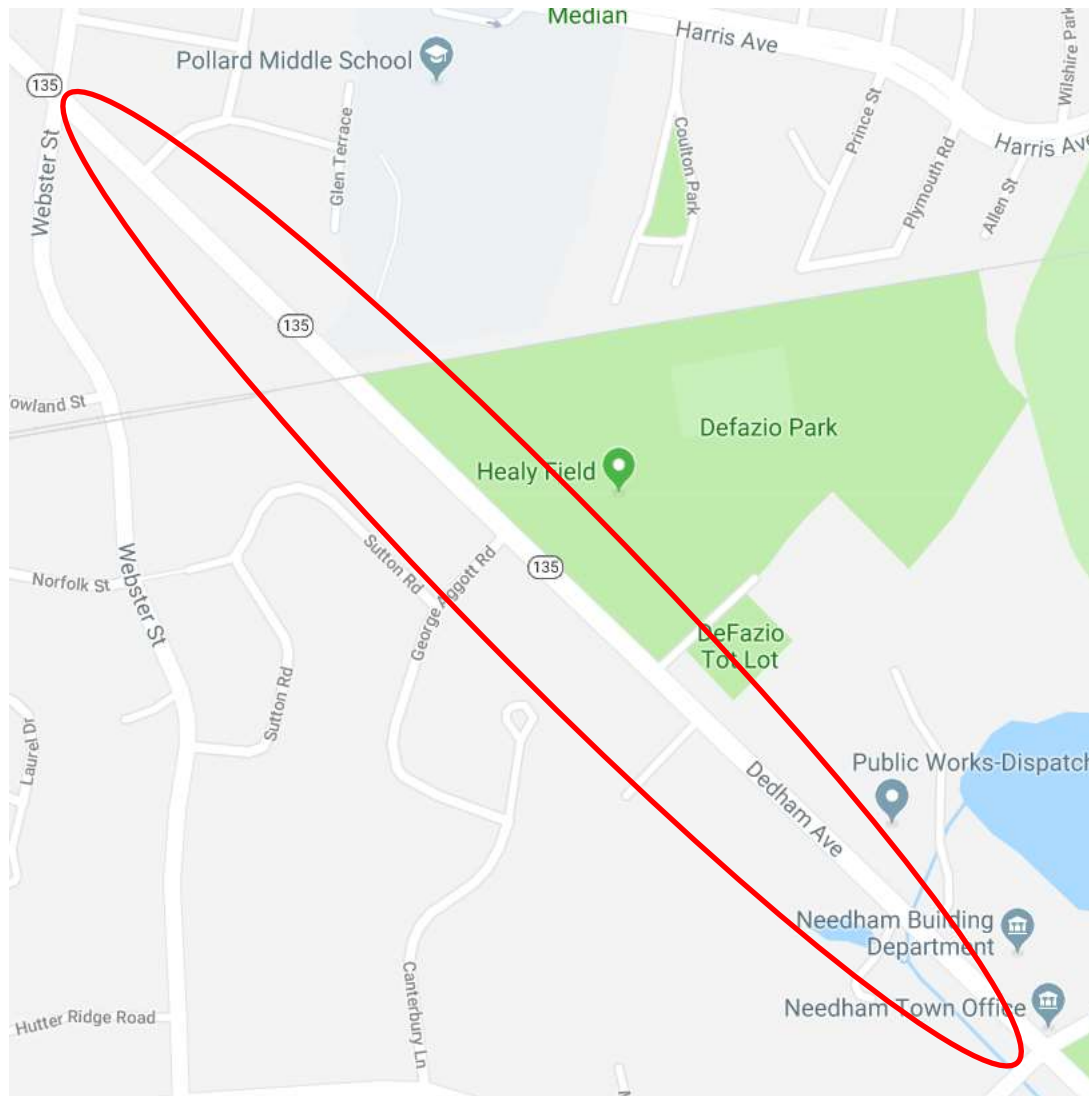
Dedham Ave @ Great Plain



- No visibility when crossing to island from Dedham Ave
- Not enough time to cross signalized intersection (no time left in photo)



Zero crossings between neighborhoods, parks, schools, town building



Opportunities

Curb ramps for accessibility



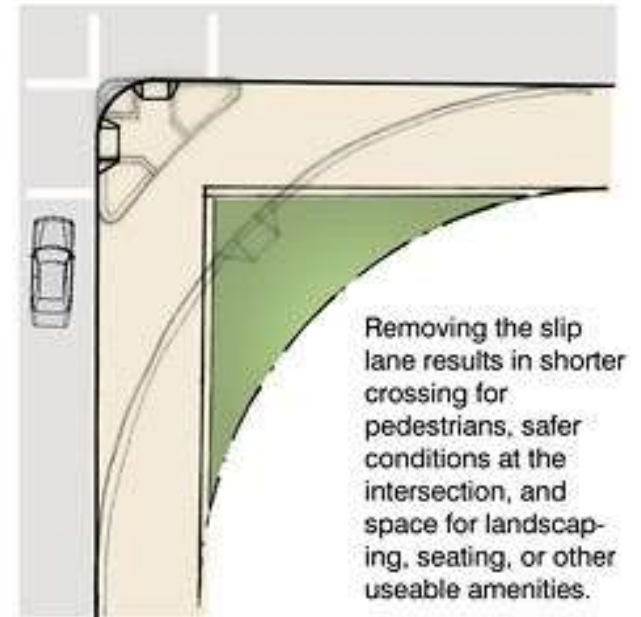
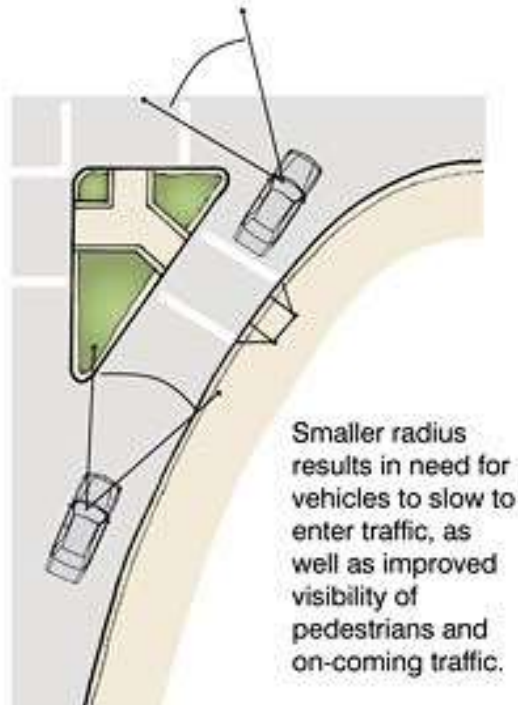
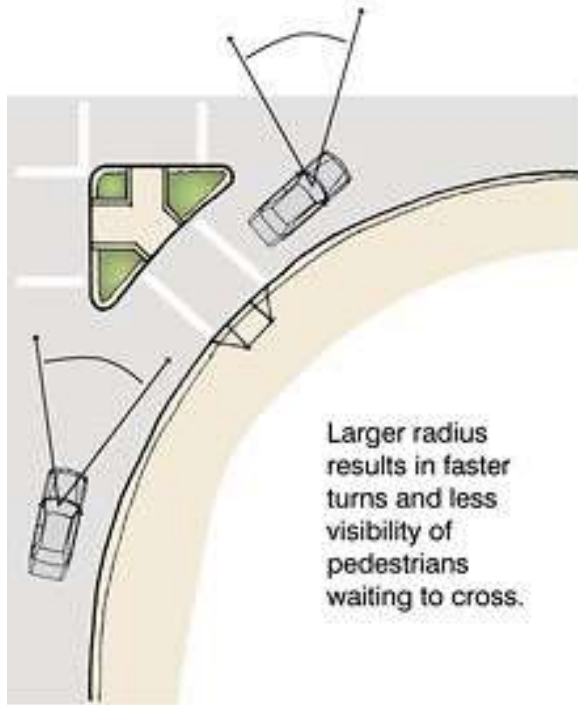
Curb extensions

- Purpose:
 - Slow vehicles
 - Increase visibility for people crossing
 - Shorten exposure time of people mixed with vehicles
- Short-term: cones, paint, flex posts
 - Opportunity to pilot designs
- Long-term: hardscape
 - Opportunity to extend green space



Example use of paint and planters, flex posts, cones, benches, etc.





Pedestrian crossing island (short-term)



Pedestrian crossing island (long-term)



Safe and comfortable space for people to bicycle



Pedestrian crossing islands with shoulders/bicycle lanes



Town wide

Lack of visibility at crossings not unique to Dedham Ave



People bicycling around Needham





