

**Minutes**  
**Traffic Management Advisory Committee**  
**Wednesday, December 7, 2022**  
**7:00 P.M.**  
**Charles River Room**  
**Public Services Administration Building**  
**500 Dedham Avenue**  
**Needham, MA 02492**  
**Livestreamed on Zoom Meeting ID #879-0218-5871**  
***Approved January 11, 2023***

**MEMBERS PRESENT:** Justin McCullen, Chair; Donna Mullin; Bob Ciccolo; Guss Driessen; Tom Ryder, Town Engineer; Lt. John McGrath, Rebecca Tarantino

**MEMBERS ABSENT:** Rhain Hoyland; Barry McNeilly

**STAFF PRESENT:** Tyler Gabrielski, Financial Analyst; Daphne Collins, Recording Secretary; Bob Wilson, Engineer

**PUBLIC PRESENT:** (See attached Sign-In Form)

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**1. INTRODUCTION AND ROLL CALL**

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

**2. MINUTES OF NOVEMBER 9, 2022**

It was noted that the discussion to change the meeting date from December 14 to December 7 was missing in the draft Minutes. Ms. Collins will include a section to reflect the discussion.

**Vote:** Mr. Ciccolo moved to accept the Minutes of November 9, 2022 with the addition. Mr. Driessen seconded the motion. Ayes: 5, Abstention 2: Mr. Ryder and Lt. McGrath.

**3. OTHER BUSINESS/STATUS REPORT**

Mr. Wilson provided an update on the following projects:

- **Country Way Split** – the painted stripping at the intersection has been completed. Traffic speed came in at 27mph – 31mph. A total of 972 vehicles with 70% turning right and 20% turning left. 11% of the vehicles were trucks.
- **Chestnut Street** – Traffic speed was identified at 39mph-42mph. A total volume of 6388 vehicles north and south bound. 9.5% of the vehicles were trucks. Mr. Wilson observed during a 7:30a.m. to 8:30am period 9 pedestrians and 3 bikes crossed Chestnut Street. Mr. Wilson observed at 8:30a.m. at the Lantern Lane bus stop approximately 20 people (10 children) congregate there and few at the bus stop at the other side of Chestnut Street at Emerson Road.

Post Covid socializing at the bus stop is a new neighborhood gathering event. There was a general conclusion that crossing Chestnut Street to be at the Lantern Lane bus stop is a preference and not a necessity. As identified by a speed sign, the speed limit at Chestnut Street is 35 mph. Follow-up – invite the petitioner for further discussion. Mr. McCullen will contact and inform the petitioner, and he will contact Shane Marchand, Director of School Transportation, to discuss the issue of bus stops/crosswalks.

- **Spring Street** - The traffic study identified speeds at 27mph and 23 mph with a traffic volume of 118 vehicles per day. 11.7% of vehicular traffic were trucks. The speed and vehicular volume were not significant. There was a peak period between 2:45pm and 3:15pm one day which was not replicated throughout the week. Lt. McGrath attributed the peak to a police construction detail.
- **Marked Tree Road** – The traffic study identified 3,315 vehicles per day at 35mph south bound and 34mph north bound. To be installed is a Curve Ahead with Speed tab. Possible candidate for a radar speed sign after criteria is established. Reconstruction of the street is in the 5-year Capital Improvement Plan.

#### **4. NEIHOLDEN STREET AND MEADOWBROOK ROAD /PARISH ROAD – SAFETY**

**PETITIONER:** Andrea Okerholm Huttlin, 108 Meadowbrook Road

Ms. Okerholm Huttlin reported that the intersection is confusing and dangerous. Vehicles coming from Rosemary Street and Parish Road are met by speeding traffic from Neiholden Street. It is dangerous for pedestrians. Mr. Cicollo called it an uncontrolled intersection. There was general agreement that it was a dangerous and difficult intersection.

Ms. Tarantino thought the intersection was a candidate for a round about or a four way stop. She also noted that the crosswalk visibility is a problem. She thought *Yield to Pedestrians* signs would be beneficial and to do continental crosswalks.

Mr. McCullen informed that stop signs are to stop right of ways and not to control speed.

Lt. McGrath said that accidents are recorded by distinct street location where the accidents occur making it difficult to collect information at the intersection. In addition, it is difficult to collect data because of the many variables at the intersections.

Mr. Ryder said that the intersection was reconstructed in 2003. Traffic data was collected in 2018 at Neiholden Street and May Street which indicated that there were 6000 vehicles per day at 33mph.

Mr. Driessen asked if data of accidents and collision was available. Lt. McGrath can gather the data.

Lt. McGrath asked if a dash turning lane line could be provided. Mr. McCullen suggested that a complete data collection of the intersection was necessary to determine short- and long-term solutions.

**Vote:** Mr. McGrath moved that a comprehensive engineering study be conducted to collect information on vehicular counts, speed on Neiholden Street and the number of left turns on Parish Road to Neiholden Street. Ms. Tarantino seconded the motion. The motion was unanimously **approved**.

**Vote:** Ms. Tarantino moved that the crosswalks at Meadowbrook Road, Neiholden Street, Rosemary Street and Parish Road be upgraded to continental crosswalks and that they be painted during a period when it is most appropriate for successful adhesion. Mr. Ciccolo seconded the motion. The motion was unanimously **approved**.

**Vote:** Mr. McCullen moved to install *Yield to Pedestrian in Crosswalk* signs on the *Stop* signs. Lt. McGrath seconded the motion. The motion was unanimously approved.

## **5. HOLLAND STREET – ON-STREET PARKING**

**PETITIONER:** Suzanne Kelly, 18 Holland Street

Ms. Kelly requested that a sign restricting parking during the high school hours similar to Brookline Street and Lindberg Avenue. She noted that Holland Street is a narrow street with parking prohibited on one side. It is the shortest street among those that lead into the High School. She reported that cars are parked in both directions and take up all the available spaces on the street during school hours. This has made it difficult for contractors and visitors to park on the street.

Lt. McGrath thought that the parking enforcement campaign on Rosemary Street and Memorial Park has displaced student parking to Holland Street. He said that wrong-way parking can be ticketed. He will contact the school department about informing the students about parking in the neighborhood. Mr. Ciccolo suggested a sustainable/green angle be offered.

Ms. Kelly was informed that a time limited parking ban would be applicable to residents as well. There was no interest in that option.

## **6. HERSHEY STATION PARKING LOT – PARKING LOT CIRCULATION**

**PETITIONER:** Oscar Mertz, 67 Rybury Hillway

Mr. Mertz noted that exiting the parking lot of the Hershey Station lot suffers from poor and irrational circulation pattern. The exit accommodates two turning lanes for left and right turns but queue lines are not exclusive which leads to confusion and traffic jams.

The Hershey Station parking lot is property of the MBTA and is out of the Town and TMAC's jurisdiction. The Committee recommended that Mr. Mertz take his convincing presentation to the MBTA for action. Mr. Mertz will be provided with the MBTA contact.

## **7. WEST STREET AT HILLSIDE AVENUE AND CRESCENT ROAD – LIGHTING**

**PETITIONER:** Karan Bhagat, 290 West Street

Mr. Bhagat noted that as a pedestrian he found the street light illumination to be too dim. He requested that either the lights be brightened, or more street lights be introduced.

Mr. Ryder noted that all the streetlights were changed to LEDs in 2019 and meet the Town's Policy. He reported that street lights were for car traffic and not for pedestrians. He would investigate adding lights to the pole or lowering lights in walking paths.

## **8. PROCESS AND EFFECTIVENESS OF TMAC MEETINGS – COMMITTEE DISCUSSION**

Mr. McCullen reported that the Transportation and Planning Review Committee will be recommending to established two committees dealing with transportation and traffic issues with different charges. One will likely be the TMAC.

Mr. Ryder reported that there is a Federal Radar Speed Sign Criteria which can provide information when creating the local criteria for locating radar speed signs in Needham.

Mr. Ryder reported that many of the GTI Traffic Study recommendations were implemented: Safety Zones and RRFBs.

Mr. Driessen offered the Brookline Cross Walk Policy as a model. It was suggested that it be compared against the GPI Town-Wide Pedestrian Safety Audit for the criteria for pedestrian studies.

The Crosswalk Pilot at Town at Highland Avenue has been positively received.

Mr. Ryder checked in with the Town of Wellesley who have experience with supplemental spot lights.

There was concerned about the barrel placed on Highland Street during Sunday services between the Christ Episcopal Church and the Town Library with a sign that says: *Yield Pedestrian Crossing*. This is an uncontrolled crossing.

Lt. McGrath asked if a false line by Sudbury Farms could be installed to narrow Highland Avenue and prevent vehicles jockeying for lanes.

## **9. ADJOURNMENT**

The meeting adjourned at 9:03p.m.



TOWN OF NEEDHAM  
TRAFFIC MANAGEMENT ADVISORY  
COMMITTEE

December 7, 2022 – Public Services Administration Building, Charles River Room

500 Dedham Avenue, Needham, Massachusetts

**PLEASE SIGN IN**

| NAME (PRINT)            | ADDRESS            | EMAIL                   |
|-------------------------|--------------------|-------------------------|
| Andrea Okerholm Huttlin | 108 Meadowbrook Rd | metricandrea@gmail.com  |
| Suzanne Kelly           | 18 Holland St      | sbkelly13@yahoo.com     |
| Oscar Mente             | 67 Rybany Hillway  | omente@gmail.com        |
| KARAN BHAGAT            | 290 West St        | KARAN K G B @ GMAIL. CO |
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