

Town of Belmont

Traffic Advisory Committee

January 10, 2008

Minutes of Meeting

Present: MaryJo Frisoli, Linda Nickens, Tommmasina Olson, Laurence Macdonald, Andrea Masciari, Philip Richmond and Ronald Sacca, Members. Also Present: Glenn Clancy, Town Engineer and Lieut. James MacIsaac, Belmont Police Department.

Absent: Peter Curro, Committee Member.

Citizen's Present: Josephine Paratore, Steve Marlin, Judy & Jamie Sheldon, Karen Kelly, Christine Madsen & Matthew Carlos, Rita Burns, L.E. & M.L. McCormick, Sharon Larsen, Douglas F. McMurtry, Paul Coradeschi, Jennifer Angel and Donald Mercier.

Also in attendance: Timothy McIntosh, VHB Traffic Consultants.

There being a quorum present, the Chair, MaryJo Frisoli, called the meeting to order at 7:08 PM.

The minutes for the December Meeting were approved.

The meeting was now opened for public discussion of the Cross Street reconstruction, Broad Street to Channing Road. Glenn Clancy and Tim McIntosh summarized the original plan as presented last month. Alternative plans 1 & 2 are very similar in design and scope. Some of the concerns expressed last month were, Safety, Speed, Yield, Large open intersection, placing the Stop sign on Cross St. with no control on Channing Rd., Sidewalks, HP Ramps (Curb Cuts), Creating a tighter Intersection and Shorter Pedestrian Crossings. There were some concerns expressed about stopping traffic on Cross St. and the effect queuing up would have on the environment as well as the backing up of traffic. Some residents suggested that the control be placed on Channing Rd., that we maintain the basic "T" design. This would address both the speed and queuing up concerns.

Tim McIntosh of VHB then presented an Alternative 4 design and proposal. This proposal would keep Cross Street as the main street by the use of a curve; angle the approach of Channing Rd. with a Stop sign, so that Channing Rd. approach was closer to a 90 degree angle. There would be a new location for the crosswalk, a new larger neck down on Channing Rd. Some parking on Channing Rd. would be lost, approximately 80 feet in length.

T. Olson is concerned about snow removal issues and the effect on the driveways of residents at the neck down. Not only would driveways be lengthened but access in and out would be more difficult. Tim M. expressed the downside of the new plan on parking.

G. Clancy stated that the actual loss of parking was closer to 160 feet. He too expressed concerns about driveways and that the plan would not address speed of traffic coming off Cross St. G.C. also stated the primary goals are safety and to maintain traffic flow. He cited concerns about visibility at the Stop sign on Channing Rd.

MaryJo Frisoli feels there are too many issues with the new proposal.

Linda Nickens suggested placing Stop signs on both Cross St. and Channing Rd.

Glenn C. said the the DPW has concerns about raised islands and the effect on trucks.

Ron S. expressed some concern on drainage issues.

Larry M. suggested that we eliminate Alternative 4 as an option.

Glenn C. said that he would have to meet with the residents of Channing Rd. if Alternative 4 is to be considered.

Christine Madsen, resident is concerned about traffic coming from Channing Rd. to Cross St. She favors an island at the intersection.

Glenn C. Buses must be able to turn onto Alexander Ave. We should retain the 4 Crosswalks and shorten length of Pedestrian Crosswalks.

MaryJo F. expressed concerns about Fire Trucks ability to negotiate the new intersection.

Doug McMurtry, resident, suggested the use of a 3 Way Stop sign at Cross St. and Channing Road.

Glenn C. cited Federal guidelines on regulations of Stop signs. Stop signs should not be used for speed control.

Glenn C. spoke about a Major vs. Minor approach. (Cross St. and Channing Rd.)

Paul Coradeschi, resident, opposes Stop sign, favors bumping out.

Lt. Mac Isaac, BPD, expressed concerns about Stop sign on Cross St. and the possible use of a Yield sign instead.

Tim M., VHB, Stop sign on Channing Rd. should be moved closer to Cross St.

Matthew Carlos, resident, cites safety of Pedestrians. He was almost struck by car when walking.

Glenn C. Can't stop all approaches. Doesn't see use of 4-way Stop as speed control. May create an unsafe condition. Focus on Pedestrian Safety.

MaryJo F. Primary Goal of TAC is Pedestrian Safety.

Karen Kelly, resident, expressed concern about speed on Cross St. from Broad St. to Channing Rd. Asked about use of raised intersection.

MaryJo F. stated that these raised Crosswalks were done mainly at elementary schools. Bright Rd. for the Burbank School, Cross St. for the Winn Brook School and White Street for the Daniel Butler School.

Steve Marlin, resident, said that he has called 911 for accidents at the Cross St. and Channing Rd. intersection. Favors slowing down traffic. He has noticed greater speed at peak hours. Create a safer zone for Pedestrians.

J. DeFelice, resident, expressed several concerns. Bump outs don't work, (improve signage approaching bumpouts) favors canted curbing, complains about parking on Cross St. especially during soccer season.

Don Mercier, resident, prefers pulling down Cross St. and hooking Channing Rd. into intersection.

Phil R. questions about the radius for T and School buses.

Larry M. suggested a blend of plans Alternative 1 and Alternative 4.

Unidentified Resident, asked about rerouting T buses. Slow Traffic for Pedestrian Safety. She also asked for better lighting at Crosswalks.

Paul Coradeschi, resident, suggested a blend of Alternate 2 and Alternate 4 plans.

Another resident asked about making Pleasant St. and Cross St. one way in opposite directions, thus creating a circular pattern around Belmont Center.

Linda N. responded that one way streets speed up traffic.

Matthew Carlos, resident, asked about better signage around raised crosswalks and asked about wider parking lanes on Cross St.

Glenn C. replied that reflective tape could be wrapped around signs by the DPW. He also stated that the parking lanes are 7 1/2 feet wide.

A question was raised about the use of granite curbing.

Glenn C. responded that the Pavement Management Committee had recommended the use of granite curbing in their report. He also spoke about the role of the TAC: Traffic and Traffic related questions.

Larry M. said he would like to see a conceptual plan blending Alt. 1 & Alt. 4.

Ron S, Speeding, is it really an issue?

Glenn C. states the public process is what it is. This intersection is not safe for Pedestrians. Are we losing focus? Look at safety for Pedestrians.

Phil R. says can't see wasting more money.

T. Olson, Get maximum, prefers blend of Alt. 2 & Alt. 4.

Glenn C. If we adopt Alternative 2, drop south side bump out on Channing Rd.

MaryJo F. Meeting now opened for Committee Discussion. TAC makes recommendation to the Board of Selectmen. BOS has final say.

MaryJo F, suggested a Yield to Pedestrians – State Law sign be placed on Cross St.

Philip Richmond, MOVED: That Alternative Plan 2 with modifications be recommended. Those modifications are;

- 1) Move Stop Sign on Channing Road westerly.
- 2) Remove bumpout on the South Side of Channing Road.
- 3) Flush Center Island
- 4) Yield to Pedestrians – State Law sign be placed on Cross Street.

Tommasina Olson seconded the motion.

The motion was VOTED and passed unanimously by the Committee.

Old Business: Blanchard Road, no response from the City of Cambridge.

New Business: Larry Macdonald brought up the question of installing no right turn signs on Selwyn and Hurd Roads at Oakley Road to correspond with existing School Traffic regulations in effect. Glenn Clancy will place this item on the agenda for February.

Motion to adjourn by the Chair, MaryJo Frisoli.

Meeting Adjourned at 9:10 PM

Respectfully Submitted,

Laurence P. Macdonald, Co-Secretary