

Traffic Advisory Committee Meeting Minutes

November 4, 2004

Present: MaryJo Frisoli – Linda Nickens – Tim Riley – Andrea Masciari – Tomi Olson - Sergeant Kenneth Hamilton; Glenn Clancy

Meeting called to order at 7:04 pm

Winn Brook parking issue – In our letter to the school, TAC will endorse the recommendation of the Belmont Police Department (BPD).

Ken Hamilton (KH) – reminded us of the children who were struck at the school in Stoneham. The BPD is very concerned about the occurrence of such an incident in Belmont. KH made a recommendation to Chief O'Malley – he would like to meet with the principal of the Winn Brook School regarding the safety of the kids and the parking situation. MaryJo Frisoli (MJF) will attend with him.

Sue Klippinger (SK), Juan Avandez and Jeff Maxtites(?) of the City of Cambridge presented their initial designs of the intersection of Grove/Washington/Blanchard.

In SK's opinion, this is a continuation of a similar meeting that was held in 2001. The goals back then, as now, were safe pedestrian crossings at bus stops, reduction of accidents, maintenance of traffic flow. They gave a brief overview of accident data – in 2001, people wanted Option A which consists of two "T" intersections. Since then, the corners have been tightened and the pedestrian crossings have been shortened for safety reasons. Option A now encompasses more green space, adds four crosswalks, improves sight lines and reduces vehicle speeds.

Option B – Washington Street is realigned. Similar to Option A – Bright is treated as high volume street. It accommodates major vehicle moves, there is one less crosswalk, and drivers are less likely to yield to pedestrians.

Option C includes a roundabout. The advantages are similar to Options A and B. Major vehicle moves will be accommodated with less vehicular delay and it includes four crosswalks. There will probably be longer queues.

Tomi Olsen (TO) asked about accident data from 2002, 2003 and 2004.

SK summarized the accident data as follows: In 2000 (6 accidents); 2001 (4); 2002 (3). No accident details – just numbers.

MJ – But a lot of close calls.

Jeff (Consultant) – Cannot fix all delays. Testing concepts now. Will provide traffic data if necessary.

KH – Option C could be a problem during inclement weather. Rotary would probably not be a problem for Public Works Department because it is 24 feet wide around the rotary.

Tim Riley (TR) – Concerned for cyclists trying to get through this intersection to the bike path.

Glenn Clancy (GC) – Concerned about back up with Option B on Grove Street at peak hours. There are 180 cars during the pm rush hour.

Adrian Catalino (267 Grove St., Cambridge) – Her driveway is very close to the intersection. Options A or B would not allow him to turn down Grove but would force him to go down Blanchard.

Brenda Fang (109 Bright) – is concerned about crossing into rotary during peak times. Cannot tell when traffic from Blanchard is going straight across.

Rudy Russo (2 Blanchard – Cambridge) – speeding cars and trucks from Concord Ave. Wants police enforcement and flashing stop light.

Claudette (?) (286 Grove – Belmont) – Update on traffic volumes? Seems to have increased. Hundreds of cars in morning. Would like to see signage that would redirect traffic to Concord Ave. Thinks Option C would increase traffic volume. Likes Option A. Would like raised crosswalks. Option B would increase traffic. Would like a four-way stop sign.

GC – Doesn't think Warrants would support a four-way stop sign.

Max(?) – Right of way is confusing. Stop signs not used as traffic calming but used as traffic control.

Bill Bosser (274 Grove – Belmont) Prefers Option A – concerned with pedestrians trying to cross in rotaries.

Residents promised that they will mow the grass in front of their houses. Laughter ensued.

Brian Goalman (286 Grove) Concerned about island in Option C and crosswalk in middle of intersection.

Conni DiCoco (214 Grove – Belmont) – Asked which Option would reduce traffic. SK – none will reduce traffic. Fresh Pond construction increased traffic. 1% growth in traffic every year.

MJ – will take input from tonight. Cambridge will incorporate input into one design. Would like to have a public hearing in February 2005. MJ explained process of following meetings.

GC – Board of Selectmen (BOS) committed in pavement management program – ready to go out to bid on Bright – would like to combine this with intersection construction. Construction could begin next year.

Cindy Martin (215 Grove – Cambridge) – Wants to reduce truck traffic.

MJ – If we want to move truck traffic, we have to tell trucks where else they can go.

GC – Discussed possible bike lanes.

Joyce Malcolm (Washington Street) – Likes Option A. Option C leaves a tremendous amount of roadway.

Bob Barn(?) (60 Blanchard – Belmont) – Alewife is truck route. Why aren't trucks going to Alewife?

MJ – This is one of the 7 most dangerous intersections – State wants to put signalization. Town and residents requested signalization, but the State is no longer willing to pay for it.

TO – Asked Cambridge to respond to question of truck traffic.

SK – Happy to come back another time to discuss trucks.

Mark D'Andrea (MD'A) (Waverley Street) – First effect should be to slow down traffic; (2) It should be clear to all drivers that they need to stop; (3) Crosswalks should be away from rotary; (4) Should be easy for people to get in and out of their driveways.

Several residents expressed a preference for raised speed tables like the ones on Rindge Ave. in Cambridge.

SK – would like feedback from Belmont regarding raised crosswalks.

GC – There is a raised intersection on White Street. He is concerned about the noise produced by them.

Show of hands:

Option A	19
Option B	0
Option C	3

Max(?) (Cambridge Consultant) – Speed tables used in more residential areas. Don't apply them to areas like this because of drainage and freeze-overs. Could be a challenge.

We were applauded.

GC – Met with Adam Tocci who is concerned that the neckdowns on Trapelo Road will dictate the longer-term design of the Corridor. Is concerned about safety.

Discussion about traffic calming.

TAC voted unanimously to keep the neckdowns at Willow and Poplar as is

Andrea Masciari made a motion to adjourn.

Meeting adjourned at 9:40