

Traffic Advisory Committee

Minutes of Meeting December 10, 2009

Members present: Linda Nickens, Dana Miller, Peter Curro, Larry Macdonald, Ron Sacca, Glenn Clancy, and Sgt. Kevin Shea.

Police Chief Richard McLaughlin was also present.

The meeting was called to order at 7:15PM by Linda Nickens, Chair.

Wellington School Traffic Discussion:

The parking and rolling drop-off on Orchard Street were the topics discussed. DM asked about the definition of the rolling drop off. Police Chief McLaughlin wanted to know where the cut-ins in the plans had gone. GC said that it was preferred to have a straight line curb on the right side of Orchard St. and no parking on the Memorial Park side of Orchard St. Police Chief McLaughlin stated that currently parking on the left side of Orchard St. was a day to day problem and enforcement is being used. GC said there is a major safety concern for children crossing Orchard St. with moving traffic. Laurie Graham stated that the School Superintendent has formed a committee of principals to look at drop off/pickup issues and look into changing behavioral issues of parents when dropping off and picking up children. She also mentioned that cut-ins limit parking and cause delays by cars having to move in and out of the cut-ins. Ann Paulsen spoke about signage concerns on Orchard St. She would like to see No Parking signs on the Memorial Park (left) side of Orchard St. Lm spoke about the rolling drop off at the Chenery Middle School. The Wellington School students are of course younger and parents feel the need to escort the students into the school. DM expressed concern about familiarity with staff and volunteers to escort the children into school. LG expressed the Superintendent's strong concern about the priority of the safety of the children. GC suggested that a period of trial and error for the first year, then revisit. Cut-ins if deemed necessary could be installed with funding coming from the Pavement management account with the approval of the BOS. RS pointed out that if cut-ins are installed there would be a loss of some trees along Orchard St. GC said there needs to be a contingency plan. AP stated that funding of installing cut-ins is the town's responsibility. LG stated that the Fire Chief does not want parking on the Memorial Park (left side) of Orchard Street. Fire and Emergency vehicles need direct access to the site without interference from parked cars on the left side of Orchard St. Chief McLaughlin said that we need to take the opportunity to relieve traffic flow and minimize traffic on Orchard St. AP said that more cars will be driving onto the site with the pass through from Orchard St. to School St. and on site parking. LG suggested looking at alternate ways for the children to get to school. AP suggested

that a plan be devised that would allow children to be picked up on certain neighborhood streets depending on grade/age level. GC said that Glendale Rd. should be one way Orchard St. to Common St. RS questioned the need for a raised crosswalk at School St. and Cottage St. DM responded that a raised crosswalk offers better visibility of children. William Ehmann, a resident, expressed concerns about handicapped accessibility at the same intersection. His concerns were alleviated after discussion about the raised crosswalk. He had misunderstandings about the concept. The discussion then addressed the issue of No Left Turn from the site on School St. A V angle was suggested to guide the traffic of site onto School St. This was quickly turned down because of safety concerns for emergency and public works vehicles. The restriction would only be in place 2 hours in the morning and 2 hours in the afternoon. DM spoke about issues on Myrtle St. Myrtle will be one way School St. to Concord Ave. Cottage Street will be one way School St. to Concord Ave. RS mentioned several times during the discussion that he wanted the 2 hour restrictions on the Wellington School be reduced to 1 Hour. No need to have 2 Hours. School starts at 8:40AM and 8AM to 9AM is sufficient time. Why inconvenience the public and the neighborhood. LG asked about the traffic flow on the roadway between Orchard St. and School St. It will be one way from Orchard St. to School St. The discussion then moved to the issue of 4 Way Stop Signs at School St. and Goden St.

4 Way Stop at School Street and Goden Street Intersection:

RS presented Accident and speed statistics on several intersections including Goden St. and School St. He feels strongly that the Goden St. and School St. intersection does not require a 4 way stop sign. GC feels that the impact of the new Wellington School Traffic flow will make a 4 Way Stop necessary. He can recommend with a clear conscience to the BOS that a 4 Way Stop is needed at the intersection of Goden St. and School St. A general discussion about crosswalks, traffic flow and pedestrian traffic followed. AP said that many people walk to the Library, High School, Belmont Center and Athletic Fields through this intersection. RS cited that stop signs cannot be used for speed control, he also questioned are creating a problem by installing a 4 Way Stop at this intersection. DM said we are managing flow of traffic. LN stated we make judgments. GC stated we try to make the best judgment. AP stated we are addressing issues-move and alleviate traffic flow from the Wellington School-there will be more traffic on School St.

Glenn Clancy suggested that there be 2 votes.

1 Vote for the Wellington School Traffic Mitigation

1 Vote for the 4 Way Stop at the intersection of Goden St. and School St.

Dana Miller MOVED:

To approve the traffic mitigation plan at the new Wellington School as discussed and defined by the TAC, excluding the 4 Way Stop at the intersection of School and Goden Streets, with a recommendation for the further evaluation of the parking bump-ins (cut-ins) on Orchard Street after the new school opens.

The motion was seconded by Larry Macdonald.

The motion was PASSED Unanimously.

Dana Miller MOVED:

To approve the 4 Way Stop signs at the intersection of School and Goden Streets.

The motion was seconded by Larry Macdonald.

The motion was PASSED by a vote of 4 Yes 1 No 0 Abstentions

Minutes:

October, 8 2009: It was Moved and Seconded to approve the October 8, 2009 minutes as amended.

VOTED: Unanimously to approve the October 8, 2009 minutes as amended.

Old Business:

Ron Sacca asked about the Carleton Circle No Left Turn from Common Street to Carleton Circle sign from 7AM to 3PM and 1:30 to 3PM. There have been no concerns about this, therefore no action was taken

New Business:

● Stone Road:

Ellie McCormack, of Stone Road, wrote a letter about scar speeding on Stone Road between the hours 7:15AM and 8:15AM. Sgt Shea will do a traffic and speed count on Stone Road. There has been stepped up enforcement by the police department. GC said that although there is no sidewalk on Stone Road, there is a 7 foot strip owned by the town on either side of Stone Road, leaving a 26 foot wide roadway. TAC will await report from Sgt. Shea before further action is taken.

● Post Office Crosswalk:

Linda Howe of Selwyn Road sent an e-mail complaining about vehicles, especially trucks and SUVs speeding on Concord Avenue. She claims they are going too fast to see pedestrians stepping out into the crosswalk. Sgt. Shea stated that there has been increased enforcement at this location. There is eye level signage both ways on Concord Avenue. At this Concord Avenue is a divided roadway. DM suggested that a raised crosswalk might aid visibility of pedestrians. Some of the concerns are accelerating traffic from Belmont Center after making the left turn under the bridge, traffic coming down from Common Street in the right lane moving fast. For speed enforcement GC said that 1/8 mile is needed to clock speed. No specific action taken at this time.

Meeting Adjourned at 9:25PM

Respectfully Submitted,

Laurence P. Macdonald, Clerk

Traffic Advisory Committee

Residents Present December 10, 2009

Laurie Graham, WBC

Eric Smith, WBC

Anne Paulsen, School Street Resident

William Ehmann, Resident