

Traffic Advisory Committee
December 6, 2007

Present: MaryJo Frisoli, Linda Nickens, Larry MacDonald, Ronnie Sacca, Tomi Olson,
Phil Richmond

Director of Community Development – Glenn Clancy

Residents:

Donald Mercer (DM);

Meeting called to order: 7:02 pm

Approval of Minutes

Minutes from 09/06/07, 10/ /07 and 11/1/07 –

LN – Motion to approve – 2nd AM - unanimously approved

AdministrativeMatters

Elections

TO nominated MF as Chari (until April) – LN 2nd – unanimously approved

TO - Nominated LN as Vice Chair – AM 2nd – unanimously approved

Secretary – MJ nominated LM and AM as co-secretaries – LN 2nd – unanimously approved

Cross Street Public Meeting

GC – we will be reconstructing roadway. Would like feedback from residents re pedestrian safety, concerns, comments, re final design. We have two well-defined travel lanes, crosswalks, sidewalks.

Tim Macintosh (VHB) Traffic Consultants, Watertown, MA – existing conditions – already constructed from Broad to Brighton St. 34' in width, one lane in each direction, on-street parking, two-hour parking, speed limit 25 to 35 MPH observed, generous grass strips. Mature trees. Parking restrictions get tighter towards Belmont Center. Premise is to rehabilitate the pavement as done in northerly section. Sidewalks as well. Channing and Cross – concern about configuration – wide open – a “sea of pavement.” Painted island is ineffective because it’s so wide. VHB wants to reconfigure mouth of Channing/Cross – provide small area for pedestrian refuge. Narrow pavement, formalize

crosswalk area, add stop control, sidewalk connectivity on opposite side of Cross/Channing. Narrow pedestrian crossings, define parking, narrow pavement. Could be applied at Alexander Ave. and Dean St. too. But not at every intersection.

Narrowing mouth will force traffic to slow down when making a right from Cross onto Channing

Making sure that emergency/public works vehicles can make turn. Option 1 is a little narrower than option 2.

Traffic counts are from 2000 and 2005.

GC – 5400 to 7500 vehicles per day. Road warrants vertical granite curbing, concrete sidewalks. If average daily traffic goes over 10,000 then design should change. GC does not feel it's necessary.

PR – if Cross St. becomes a shortcut, might require a traffic light. Questioned proximity of school to intersection. Concerned about kids going to and coming from school

TMac – 1500 feet away.

GC – volume would never warrant a traffic light. TAC added raised crossing at Middlecot due to volume of traffic. Curb extensions will make sense.

LM – crosswalks – cars stopped at stop sign at Alexander must sometimes back up to allow MBTA buses to make turn.

GC – only one crosswalk at Alexander to allow buses to make turn?

GC – Public Works not pleased with bumpouts, but they deal with them because residents want them for pedestrian safety. TAC has been hearing for years that people want their streets to be safe for pedestrians. Crosswalks should be installed in safe places (intersections) not mid-block. Require additional signage. Would like to add some logic back into the placement of crosswalks.

TMac – some locations too tight for bumpouts.

Channing/Cross – Donald Mercier – suggested stop sign on Channing Rd at Cross St, rather than have bumpout which could be moved to other side of street, with a crosswalk. Believes traffic will flow better.

GC – makes sense to stop traffic on Cross because people are crossing there

Steve Marlin (3840 Channing Rd.) – works outside of house. Member of Belmont Center Parking Committee. In favor of Option 1. cars whip around there. Safety is more

important than stopping cars and burning more gas. Has reported several accidents caused by drivers speeding up Cross St. Safety should come first.

No other residents opposed to narrowing of Cross St.

GC – concerned about raised refuge island for snow clearing purposes.

TMc – advantages – refuge island cuts down distance of crossing. Maintenance issues re snow plowing, but this island is small. People will also be forced to slow down when making left from Channing onto Cross

Sharon Larson (115 Cross St) - Thinks stop sign would create a traffic jam. Likes bumpout.

Unnamed resident (115 Cross St) - Is concerned that people shown detour from Pleasant St will now use Cross St all the time. Big trucks driving down Cross St in middle of night. People have cracks in ceiling from truck vibrations.

Unnamed resident – sloped curbs possible?

GC – Board of Selectmen, Pavement Management Advisory Committee – streets with lesser volume than Cross warranted sloped edging. Cross St. – reconstructed – took foot from shoulders to make wide enough parking lane and travel lane. Reconstruction of road should reduce impact of trucks on residences. As road is reconstructed, it is also regarded to take advantage of catch basins for better containment of runoff. Additional catch basins can also be added if needed.

Jennifer Angelo? (100 Cross St) - Would like crosswalk behind parking lot

GC – reconfigure intersection of Cross/Channing and make it a yield approach instead of a stop. Will not advocate adding another crosswalk between Alexander and Channing. Motorists may not be expecting so many crosswalks in such a short distance. Glenn will pursue redesign with Tim of VHB.

Tom White (19 Cross) – lives across from parking lot. Doesn't see any pedestrians crossing at intersection. Too dangerous. Cross mid-block.

Steve Marlin – If we can get people to cross at Channing and Cross, then we've solved the problem.

Donald Mercier – Would rather have parking than raised crosswalk.

GC – abides by Pavement Management Committee report which was endorsed by Board of Selectmen.

Jennifer – does not want to widen road. Doesn't see that widening parking lane is necessary.

GC – approximate target for completion of project is sometime in 2008. Not sure of exact date. Will have to work around Farmer's Market. Doesn't want to impact them if he can help it. Spring for Cross St.

LN – TAC will be having more meetings on this issue.

GC – will discuss further with Tim. Would like to wrap it up in January. Will send out another postcard.

Blanchard Road Truck Ban Exclusion – not on Agenda because Cambridge has not submitted anything to us that we've requested. Postponed until January.

Motion to Adjourn – AM 8:50

2nd LM