

## **TRAFFIC ADVISORY COMMITTEE**

minutes for Wednesday, September 24, 2003

**In attendance:** M.J. Frisoli, L. Nickens, A. Masciari, T. Riley, T. Turner, and T. Olsen:  
K. Hamilton, BPD; Absent: M. Gavin, P. Curro

**Also attending:** M. D'Andrea

7:05 p.m. Meeting called to order

Administrative items:

1. Minutes from previous TAC meetings. After reviewing the minutes from 09-10, **TR** moved that the TAC accept them without revision. Seconded by LN, the motion passed 7-0.
2. Reply from TAC in regard to correspondence from Mr. Harrington of Hawthorne St. **AM** wrote to Mr. Harrington on behalf of the TAC to address his concerns over conflicting signs in Cushing Sq. In her letter, **AM** encouraged Mr. Harrington to attend the upcoming Planning Board hearings that will discuss the Trapelo Rd. corridor. **TO** offered to provide transportation to Mr. Harrington.
3. Marlboro/Belmont St. update. A request by Marlboro St. residents to create a turn restriction from Belmont St. (westbound) onto Marlboro (e.g., "No Right Turn, 4pm to 7pm") prompted BPD to conduct a traffic count at this intersection. **KH** reported that the counts have been completed, and that he would discuss the results with Tom Gatzunis prior to the next TAC meeting (10-22). **KH** explained that he was opposed to such restrictions as a general principle. **TT** expressed a dissenting view that residents have a right to try to regulate traffic in their neighborhoods, and given the limited tools available, that such turn restrictions represent a viable option.

Report from Sgt. Hamilton (7:31 p.m.). **KH** reported that the general consensus is that the speed meter on White St. is a great success and has reduced speeds near Butler School. **TR** asked what have we learned from the changes made on White St. **KH** felt that we ought to revisit that question next spring at the end of the snow plowing season to evaluate the durability of the engineering changes as well as the overall impact on vehicle speed and volume.

**AM** asked about the turnstile-type barrier that has been installed at Washington & Goden Sts. near Chenery Middle School, and some discussion ensued as to the objectives of such a measure.

**TT** asked about the possibility and fiscal likelihood that additional speed meter signs like that installed on White St. could be purchased for other problem areas in Belmont. Each installation would cost ~\$2500.

Discussion of modifications to be made at Trapelo Rd. and Hawthorne Rd. (7:44 p.m.) **MF** stated her position that this site ought to be designated a School Zone as it is within the legal distance from the Butler School. This would include painting "School Zone" on Trapelo Rd in each direction, in addition to the roadway neck downs planned for construction in the immediate future. There were a number of additional suggestions

regarding possible interventions, including flashing School Zone signs like those in other locations in the region. **KH** recommended an incremental approach, and suggested that the ideas proposed were reasonable, but that they could be added at anytime in the future if the proposed changes to the roadway configuration were ineffective. Nevertheless, the TAC voted to recommend two changes. **TR** moved that “School Zone” signs be placed on Trapelo Rd between Sycamore and Hawthorne Sts. (one facing each direction); motion seconded by **LN**. Motion passed 7-0. **TO** moved that the TAC recommend to the BoS that speed meter signs be placed at all three elementary schools in Belmont, and that two additional signs be installed on Trapelo Rd near Hawthorne St. Motion, seconded by **AM**, passed 7-0.

**TT** enquired as to the status of the investigation of the pedestrian fatality at Trapelo Rd. and Sycamore St. (Ms. Scafidi, 07-30-03). **KH** reported there while there was a vehicle trailing the driver involved, there were no identified eyewitnesses. Despite the impression that the driver involved was speeding, there was no physical evidence in support of that contention because the vehicle had antilock brakes (ABS) and therefore there were no skid marks that could be used to estimate speed. **KH** stated the BPD will present their evidence at a magistrate hearing in Middlesex District Court (scheduled for 10-15-03), and that they will ask that charges of failure to yield to a pedestrian in a crosswalk, driving to endanger, and vehicular homicide be brought against the driver.

Miscellaneous matters (8:30 p.m.):

**MF** asked about “Yield to Pedestrian signs for Belmont Center. **KH** reported that seven of these signs have been received and will be placed strategically around Belmont. (These signs are now in the Center).

**KH** reported that a 10-hour traffic count at the intersection of Washington and School Sts. had been completed on 09-23-03. Based on the results, he recommended to the BoS that an “All-Way” or “4-WAY” Stop sign be placed at this intersection. (Currently, there is a Stop sign for drivers on Washington St. approaching this intersection). This recommendation will be made to the BoS as an Action in Writing at an upcoming, regularly scheduled meeting.

**MF** distributed a copy of a letter written by Belmont resident Jim Miranda recommending reconfiguration of traffic patterns at the “railroad bridge” intersection of Leonard/Common/Concord near Belmont Center. After brief discussion, the TAC concurred with **KH** that despite the appearance of chaos, the intersection works fairly well in practice, and that any changes would have a negative impact on traffic flow.

Meeting Adjourned at 8:56 p.m.