

Transportation Advisory Committee
Symmes Transportation Subcommittee (STS) Meeting Minutes
April 5, 2007, 5:30 PM, Town Hall Annex 1st Floor Conference Room

STS Members Present: Elisabeth Carr-Jones, Jeff Maxtutis, Kevin O'Brien, Scott Smith, Ed Starr (STS & TAC Chair)

Others present: Erik Moore (TAC Associate Member)

The STS met to review discrepancies between the 100% drawing set for the residential component of the Symmes project and the transportation section of the Special Permit document. Phase 1 Tasks of the Special Conditions were discussed as follows.

1. "Task A.4 Prepare for the possible future installation of a right-turn pocket for westbound traffic turning right from Summer Street to Hospital Road if future (Phase 2) experience indicates that its implementation is of significant benefit..." It is unclear whether the proposed sign at the corner of Summer Street and Hospital Road would conflict with the installation of a turn pocket as shown in the drawing set.

The STS resolved to remind the developer to be prepared for the contingency of installing a turn pocket, and that the placement of the sign should consider this contingency. The STS resolved further that if the right turn pocket is needed and the sign structure obstructs a reasonable pocket design, the developer will be responsible for moving the structure. Kevin reported that the scale of the sign had been reduced since the drawing set and that he would find and relay the most recent information to the STS.

2. "Task C.1 Narrow the entrance to Oak Hill Drive from Summer Street." This change did not appear in the drawing set.

Kevin recalled that this task was rejected by Engineering on the grounds that trucks and fire equipment could not negotiate the turn, but agreed to track down and report on the reason. Ed recalled that John Sanchez, then Director of DPW and a member of the TAC, voted with the TAC to approve the recommendation to narrow the entrance to Oak Hill. The STS agreed to contact the Fire Chief directly to get turning radius information, and to decide if it was feasible to narrow the entrance. If the STS determined that narrowing both sides of the entrance to Oak Hill Drive would hamper emergency equipment, then a curb extension should be installed only the west side of the intersection. Also the possibility of a pedestrian island was discussed.

3. "Task C.3 Install traffic calming device(s) on Oak Hill Drive north of Woodside Lane contingent upon abutter consensus as determined by the Engineering Department of the Town." The drawing set shows a temporary speed hump, with the Town to decide if permanent structure is to remain.

The STS provided Public Works with a recommended location for a speed hump on Oak Hill Drive. When contacted, the abutters at this location rejected the installation. Therefore, no speed hump (temporary or permanent) should be installed. If the residents of Oak Hill Drive still desire traffic calming, another option is a neck down at or near the recommended location for the speed hump. The STS will update the Symmes neighbors through their advisory committee and seek guidance on whether to pursue further options.

4. “Task D.1 Install sidewalk on entire length of Hospital Road.” A sidewalk does not appear between the new Hospital Road loop and Woodside Lane.

Although the connection to Woodside Lane was not specifically mentioned in the Task, the STS believed this connection to be a part of Hospital Road and that a sidewalk should be provided beside this roadway for access to the bus. Kevin agreed to communicate this to the developer.

5. “Task A.3 At the Summer/Grove and Summer/Oak Hill intersections, design and install traffic calming measures to include refuge islands and crosswalks at Grove and Oak Hill in accordance with the concept shown in fig. 8 of the TAC Report, without the pedestrian activated in-pavement lights and as approved by the Town.”

The STS recommends a revision to the drawings showing the recommended changes to Summer/Grove and Summer/Oak Hill intersections. Instead of the defined left turn lanes shown on Summer Street between Grove Street and Oak Hill Drive, the STS recommends retaining the middle double yellow line.

6. “Task D.6 Install and/or improve sidewalks on west side of upper Hemlock Street between Yerxa and Epping for Stratton Elementary School access.” The drawings show a short section of sidewalk to be added just east of the intersection of Hemlock with Yerxa.

Although the small section of additional sidewalk proposed in the drawings would be beneficial, the STS purposely included improvements from Yerx to Epping because of the poor condition and steep grade. The STS expected that the sidewalk between Yerxa and Epping would either be improved or replaced. Kevin agreed to communicate this to the developer. .

7. “Task A.2 Optimize signal timings at Summer/Mill/Cutter Hill intersection using existing equipment and in cooperation with the Town. The TAC shall specify the goals for the optimization.” This signal was not shown in the drawing set.

Since the STS was unable to determine if the developer intends to carry out this task and the traffic studies conducted were based on adjustments to this signal, confirmation of this Special Permit task may be required.

8. Adjourn.