

## Summary of follow-up from April 12<sup>th</sup> Agassiz sub-committee meeting regarding local traffic issues

As a follow-up from the meeting that was held at April 12<sup>th</sup> at the Agassiz to discuss local traffic issues in the Prince, Orchard, Eliot, Dunster, Holbrook, Aldworth, and Dane street neighborhood, there was a follow-up sub-committee meeting held on Thursday evening, May 13<sup>th</sup>.

Four people from the group that signed up for that sub-committee met. to discuss changes implemented since the original meeting, the results of recent traffic studies, recommendations, etc. The four people were from Aldworth, Arborway, Dunster, and Orchard streets. The following is a summary of the discussion from that meeting.

**Recent changes:** There was a new stop sign at Aldworth entering Dane, on both streets at the Orchard and Dane intersection, and a new "No parking here to corner" sign on Dane St at Orchard. New stop signs were installed on Dane street at Dunster prior to the original Agassiz meeting. There was a BPD car noted parked near the Dane-Dunster intersection on one occasion that may have been for traffic enforcement.

**Traffic studies:** The following is a summary of daily traffic studies done over three days on Aldworth, Eliot, Orchard and Prince Sts. since the meeting. Based on a review of the data, there does not appear to be a real significant problem of speeding on any neighborhood street although some people may perceive otherwise. The ranges shown below are over the study period.

Street: Aldworth; # of cars 192-231; 85th percentile speed 22-23; average speed 17-18 mph

Street: Eliot; # of cars 1176-1389; 85th percentile speed 23-24; average speed 18-19 mph

Street: Orchard; # of cars 433-543; 85th percentile speed 23-24; average speed 19-20 mph

Street: Prince; # of cars 246-296 ; 85th percentile speed 22; average speed 17mph

For Dunster; the 85th percentile was 22 and Holbrook was 25

The study dates for the Aldworth, Orchard and Prince were 4/29 - 5/1 (Thurs-Sat); and Eliot was 5/6-5/8.

It was noted that the BTD's requirements for the city for implementing significant change require five conditions to be met including an average of more than 500 cars per day AND the 85th percentile must be greater than 30 mph for a 24 hour period..

**Immediate recommendation:** To request the city install crosswalk lines at the intersection of Dunster and Centre, and at Holbrook and Centre. These may have been eliminated in the past during construction, paving, etc. but both crosswalks may alert for pedestrians crossing and possibly slow traffic entering the two streets in question. Eliot, Aldworth, Prince and Orchard at the Centre St. locations already have crosswalks.

Also, notify the BPD since two members had noted many cars were not stopping at the new stop sign on Orchard at Dane for possible enforcement.

The group as a whole did not want to consider the need for an open session that would consider major traffic redesign. It was stated that one person that was unable to attend had suggested a possible open brainstorm session for considering redesign alternatives but the traffic does not seem to warrant that and could disrupt many people in the neighborhood.

**Other thoughts noted by one or more people:**

- One person not in attendance thought traffic was too fast on Orchard but traffic study was provided at the meeting did not confirm that.
- Possibly consider alternative at some future meeting that would allow a change such as having traffic on Orchard between Pond and Dane to be two way. This was not suggested as a way to reduce speed but for local convenience.
- Consider in a future meeting a bike way from Eliot in direction of the Jamaica way but it may be brought up as part of the Centre-South bike route also.
- Majority view that any major redesign of the Centre-South intersection at the Monument such as closing off one side of the Monument to traffic (and making the other side two-way) as one proposal has was not needed. The design team should also look at the flow of Eliot traffic entering the Monument area.
- If there is a speed problem in the local area in the future, the city and group should consider the use of well designed speed humps or raised crosswalks rather than the more abrupt speed bumps.
- Consider having the sub-committee available to meet on an as needed basis and also consider having the JPA establish a sub-committee for neighborhood traffic issues.
- Enforcement for motorists not stopping at crosswalks in the business district needed.

Thanks to those that participated in the meeting and shared thoughts.

Notes by Jack Fay Jr, Sub-committee chair