

**Subject:** Fwd: Notes on RTC Meeting of 9/27/2018

Attendees

Kevin Kennedy  
Chris Bibbo  
Tim Higgins  
Jane Herlacher  
Ken Bassett  
John Vancor

Guests

John Carr, Resident  
Eric Zimmerman, Resident  
Rachel Drew, Resident

1. Minutes of the August 9, 2018 Meeting were approved.
2. Review of Traffic Operations at the Silver Hill and Weston Roads intersection.

Mr. Carr commented on the recent (2016) installation of 3-way stop signs at the Silver Hill/Weston Road intersection, citing his reading of relevant Mass DOT regulations. He specifically referred to thresholds for accidents, traffic volumes, and other vehicular related activity that must be met in order to introduce traffic control elements such as all-way stop signs. He stated that the intersection does not meet thresholds that would support the added stop signs.

John Vancor commented on Mr. Carr's point of view and acknowledged that based on an interpretation of applicable criteria for vehicular incidents the installation of all-way stops is not in compliance. This reading has been reinforced by way of discussions with Mass Highway District representatives.

Mr. Vancor and Chief Kennedy addressed the public safety issues of the intersection that led to the decision for all-way stop signs. Safety issues which relate to vehicular traffic were discussed. These include sight distance limitations and geometric constraints. The narrow pavement and the presence of a utility pole and a large tree at the edge of pavement, coupled with the tight turning radius, led to Weston Road traffic routinely encroaching into the opposing lane as motorists negotiated the turn.

Another concern was identified in that prior to implementation of the all-way stop, Silver Hill Road motorists may have errantly assumed that Weston Road motorists also had stop sign control. This could lead to confusion about which motorists had the right of way at the intersection

Other safety issues which relate to pedestrian, bicycle, and horseback rider activity passing through the intersection were also discussed. The safety of these non-vehicular uses of the public right-of-way are also threatened by the existence of narrow traffic lanes, trees in the right-of-way, utility poles, and vehicular speed.

Relative to violations of the stop signs which Mr. Carr had noted, Chief Kennedy noted that violations at this location are not dissimilar to conditions at other intersections in Lincoln.

Ms. Drew commented that traffic volumes through the intersection have increased substantially in recent years with higher speeds. The installation of stop signs has improved the situation from a resident perspective. Mr. Zimmerman agreed that the reduction of speed has increased safety for non-vehicular traffic and has facilitated exiting his residence onto Silver Hill Road during rush hour. Mr. Craig noted that the Town's cycling safety committee supports efforts to increase biker safety through traffic management measures, but that also the Selectmen are conservative relative to adding new stop signs at Town intersections.

Mr. Higgins summarized the discussion by citing the Town's history of balancing the sometimes competing forces of strict compliance with regulations versus safety and common sense measures that reflect the Town's particular conditions and values. He recommended that Town representatives again meet with Mass DOT regulators to review the particulars of the situation with an eye towards reaching agreement on a solution. The Committee agreed and will discuss options at our next meeting, date yet to be set.

### 3. Updates

- The Phase One Complete Streets projects are complete and have been well received. Further phases of the complete streets program will depend on availability of funds.
- The proposed stripping of the Tower Road/Route 117 intersection will proceed. Further changes to the physical layout of the intersection are envisioned to be part of Phase Two Complete Streets. Given the importance of the safety issues, Mr. Higgins suggested that the Town may wish to separately budget for the project in a future FY.
- Mass DOT has agreed to fund and conduct a safety study of the Route 2a corridor from 128 to Crosby's Corner.. The study will involve stakeholders from affected communities and user groups.
- A previous action item to add "no littering" to Cambridge Reservoir signs is under discussion with the Cambridge Water Board.

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