

Unofficial Meeting Notes
Bedford Transportation Advisory Committee (TAC)
Wednesday 12 June 2019, 7:30 PM
Bedford Town Hall, Lower Level Conference Room

Attendees: Scot Shaw, Dawn LaFrance-Linden, Sandra Hackman

Guests: Ralph Hammond, John Ratichek, Jeanette Rebecchi

Because we did not have quorum for this meeting, no official TAC meeting was held. These are notes for the discussions that were held among those present.

Jeanette Rebecchi spoke about her role as the new Transportation Program Manager at the DPW. Hers is a part-time position to manage and coordinate the initial stages of infrastructure projects, which means that her role ends when construction begins. She has experience with complete streets, and in particular mentioned concerns for inclusion of pedestrian crossing lights and painted “bike boxes” at intersections, in addition to bike lanes.

Jeanette said that her goals for the next two years include establishing better processes for maintaining the list of planned and prioritized upcoming construction projects, creating procedures for engaging with all residents and stakeholders, moving ahead on the Great Road master plan, and implementing more of the priorities identified in the bike/ped master plan.

There were a few near-term projects that we discussed. DPW has asked the state to stripe the state-owned portion of the Great Road after repaving with 11 foot or narrower traffic lanes, leaving room for bikes in shoulders that are as wide as possible. The plan is not to put in bike lanes, because there is not sufficient road width to have them be continuous in the corridor. The bus shelter installation should be moving forward; there was one purchased by the town, and one donated (the Selectmen need to vote to accept the gift, but it looks good to the DPW). The first installation will be on South Road at Railroad Ave.

John Ratichek attended to speak about cut-through traffic on Frances Kelley Road / Daniels Drive / Reed Lane / Kingsley Terrace. These neighborhood streets are used as a cut through from Page Road; however, cars using it leave Page only to re-merge onto Page, suggesting that there is no net gain to traffic flow by doing so, only the negative impact to the neighborhood. We discussed the various options to slow down traffic through the neighborhood, and the upcoming sidewalk work that is planned in the area that may help with safety.

John also asked about the timing of the pedestrian crossing indicator at Loomis and Great Road. Pedestrians are given the indicator to cross Great Road at the

same time that cars on Loomis get a green, and many of those cars are turning left onto Great Road, putting them in conflict with the pedestrians.