

# Traffic Advisory Committee

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Minutes of Meeting January 14, 2010

Members present: Linda Nickens, Tommasina Olson, Dana Miller, Peter Curro, Larry Macdonald, and Ron Sacca. Ex-Officio members present: Glenn Clancy, OCD and Sgt. Kevin Shea, BPD.

The meeting was called to order at 7:04PM by Linda Nickens, Chair.

The minutes for the December 10, 2009 Meeting were approved as amended.

Belmont High School-Wellington Traffic Pattern:

Glenn Clancy presented a proposed traffic pattern for the Belmont High School-Wellington School complex. He explained the parent's drop off and school bus routes. Traffic would flow one way from Hittinger St-Underwood St. end. The plan tries to address concerns about a better way to manage traffic with the addition of the Wellington School students. Parents dropping off Wellington students would enter from the far end of the parking lot, which would be now one way in, drop off students, make a left turn to access exit roadway. At this point there would be a short 2 way traffic pattern. A crosswalk would be installed from the modulars to the BHS entrance. A crossing guard would be assigned there. The school buses would make a right turn at the BHS end of the parking lot, drop off/pick up students by the modular units and exit the via the rear drive behind BHS. This roadway is already one way, so no change.. TO asked if the restrictions would be all day. RS has concerns about the additional U turn traffic at Goden St. Sgt. Shea expressed similar concerns about U turns at Watson Rd. GC suggested a stop sign be placed on Hittinger St. in addition to the one on Underwood St. TO expressed concerns about Continuous Ed Programs, Town Meeting and other events. GC proposed a "Do Not Enter 7:30 – 3:30" sign at the Hittinger-Underwood end of the parking lot. Parking restriction on the main entrance drive would be extended from 3:00 to 3:30. RS and DM feel that TAC should revisit as necessary to address issues that may come up. The accompanying diagrams are part of the minutes and show clearly the traffic patterns as discussed. BL stated that service, utility, special needs vans and school buses are the only vehicles to use the back roadway. RS expressed concerns about the children's play area for the Wellington students. He feels that area should be inside the tennis courts. BL said that there would be fencing around the modular units.

MOVED: Tommasina Olson moved that the plan be approved as laid out with an added Stop sign on Hittinger St. at the intersection with Underwood St. with restricted access to the

driveway before 3:30 PM. TAC will revisit changes once the new Wellington School is completed. Dana Miller seconded the motion.

The motion was PASSED UNANIMOUSLY

● Stone Road:

Sgt. Shea, BPD presented his analysis report. A copy of which is filed as part of the minutes. The study was broken into segments.

The first segment began on Monday January 11<sup>th</sup> at 10:37 am, and ended on Wednesday January 13<sup>th</sup>, at 12 noon. During this period 510 vehicles traveled Stone Rd. Average speed 21 mph. Number of vehicles above the 30 mph speed limit was 32. A total of 166 vehicles were recorded as traveling on Stone Rd. between 7 am and 9 am on Monday and Tuesday mornings. Between 7 and 9 am, 17 vehicles were recorded as speeding. (over 30 mph)

The second segment began on Wednesday January 13<sup>th</sup> at 11am, and ended on Thursday January 14, 2010 at 3 pm. During this period a total of 281 vehicles traveled Stone Rd. Average speed was 22 mph. Number of vehicles above the 30 mph speed limit was 23. A total of 77 vehicles were recorded traveling on Stone Rd. between 7 and 9 am on Thursday morning (1-14-10)

There are no sidewalks on Stone Rd. GC stated that the town owned land extends 7 feet from the gutter.

Sgt. Shea spoke about enforcement. The heaviest volume of traffic comes between 7 and 8 am, which coincides with shift changes. DM suggested that enforcement is the way to go.

MOVED: Dana Miller moved that TAC request Sgt. Shea of BPD apply extra enforcement at the AM school commute and send a copy of the report to the complainant. Tommasina seconded.

The motion PASSED UNANIMOUSLY

Old Business:

Chester Rd –School Zone: TAC defer action.

Post Office Crosswalk: BPD providing increased enforcement.

New Business: Ron Sacca would like TAC to revisit previous actions. He proposed a spreadsheet with reference numbers. GC will set up and manage.

LM would like to see documents attached to minutes and become a part of the record.

Sgt. Shea announced that the Belmont Police Department is now on Twitter.

Peter Curro moved and Dana Miller seconded a motion to adjourn.

The meeting was adjourned at 8:10 pm.

Respectfully Submitted,

Laurence P. Macdonald, Clerk

## Traffic Advisory Committee

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Residents/Others Present January 14, 2010

Laurie Graham, WBC and School Committee

Bill Lovallo, Wellington School Building Committee.



## OFFICE OF COMMUNITY DEVELOPMENT

### MEMO

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**MEMO TO:** Board of Selectmen  
Thomas G. Younger, Town Administrator

**FROM:** Glenn R. Clancy, P.E.

**SUBJECT:** Traffic Advisory Committee Recommendations  
High School – Temporary Wellington School

**DATE:** January 19, 2010

The Traffic Advisory Committee was asked by the Wellington School Building Committee to consider changes to the traffic flow pattern at the Belmont High School in order to better serve parents and other visitors to the school during drop-off and pick-up hours. The proposal is as follows:

- The eastern most entrance to the parking lot currently has two-way traffic flow and will be changed to one way into the parking lot. The parking lot end of the entrance will be marked Do Not Enter 7:00 Am to 3:30 Pm Mon - Fri so that visitors to the high school during off-school hours can exit school property to Hittinger Street. This will effectively result in the driveway connecting the high school parking lot to Hittinger Street becoming a one way road onto the campus during school hours.
- The existing road running along the rear of the high school will remain one way but will receive better signage.
- The No Parking restriction along the front access road will be extended from 3:00 PM to 3:30 PM so as to include the end of the Wellington school day.
- A Stop sign will be added to Hittinger Street at the intersection of Underwood Street to better control traffic flow between these two streets.

The Traffic Advisory Committee respectfully asks the Board of Selectmen to approve these recommendations. The TAC is also proposing that the changes remain permanent after the temporary Wellington School is removed. The situation will be monitored and if necessary the changes will be removed.



## OFFICE OF COMMUNITY DEVELOPMENT

### MEMO

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**MEMO TO:** Board of Selectmen  
Thomas G. Younger, Town Administrator

**FROM:** Glenn R. Clancy, P.E.

**SUBJECT:** Traffic Advisory Committee Recommendations  
New Wellington Elementary School

**DATE:** January 20, 2010

The Traffic Advisory Committee held several meetings in the fall of 2009 to discuss traffic issues at the new Wellington Elementary School. Members of the building committee and the public were present at the meetings. After careful consideration a plan was formulated. In general the plan is to control access to the school while keeping traffic moving away from the school site during drop-off and pick-up hours. The proposal is as follows:

- Access to Glendale Road will be restricted from Common Street between the hours of 7 and 9 Am and 2 and 4 Pm Mon - Fri. Traffic will be allowed to travel down Glendale Road from Orchard Street only.
- Access to Orchard Street will be restricted from Common Street between the hours of 7 and 9 Am and 2 and 4 Pm Mon - Fri. Traffic will be allowed to travel down Orchard Street from Goden Street only.
- Parents on Orchard Street will have the choice of accessing the Wellington School site for rolling drop-off or parking temporarily on Orchard Street and walking their children into the school. During the drop-off and pick-up hours access to the site will be from Orchard Street only and vehicles will exit onto School Street only.
- The Memorial Park side of Orchard Street along the school frontage will be posted No Parking Anytime and No Stopping or Standing. Parking will be allowed only along the school side for drop-off and pick-up. The school side of Orchard Street along the school frontage will be posted No Parking 7 - 9 Am and 2 - 4 Pm Mon - Fri.

A "bump-in" for parking along the school is not being proposed. The Traffic Advisory Committee felt this would limit the amount of available space for vehicles to park along the school. Police Chief McLaughlin was apposed to this idea believing parents will park on the Memorial Park side even with posted restrictions and therefore accommodations should be made to ensure enough room on the street for emergency vehicles. The TAC was encouraged by a report that the School Superintendant has formed a committee to look into traffic issues around all schools.

As a contingency plan the TAC would like the BOS to consider allowing funds, perhaps Pavement Management money, to be used to construct bump-ins along the school if the Chief's fears come to fruition.

- Traffic exiting the school site after drop-off/pick-up will not be allowed to turn left on School Street. A sign will be posted opposite the driveway exit stating No Left Turn 7 - 9 Am and 2 - 4 Pm Mon – Fri.
- Access to School Street, from Cottage Street to Common Street, will be restricted for traffic moving westbound 7 - 9 Am and 2 - 4 Pm Mon – Fri. All traffic moving westbound on School Street during these hours will have to turn onto Cottage Street, Myrtle Street or Goden Street.

During the morning commute traffic is heaviest on School Street heading eastbound. This traffic will still be allowed unimpeded access to School Street from Common Street. In the afternoon the pattern reverses however most of the peak commuter traffic occurs after 4:00 Pm therefore the restricted access to School Street for west bound motorists will almost exclusively impact parents of Wellington children. The TAC feels parents will happily trade off inconvenience for increased safety around the school property.

- Access to Myrtle Street from Concord Avenue will be restricted from 7 - 9 Am and 2 - 4 Pm Mon – Fri. This results in Myrtle Street essentially becoming a one-way street, from School Street to Concord Avenue, during these times.
- A raised crosswalk is proposed on School Street near Cottage Street. This is a heavily used pedestrian crossing. The final location of the crosswalk will be coordinated with the bus turn-in proposed in front of the new school.

The entire proposal outlined above was approved unanimously by the Traffic Advisory Committee.

The final element of the new Wellington Elementary School traffic proposal is a four way Stop approach at the intersection of Goden Street and School Street. An engineering study was done by the consulting firm of Vanasse Hangen and Brustlin, Inc. The study concluded that the warrants used to justify the need for a four way Stop approach were not met. However, the Manual on Uniform Traffic Control Devices, the governing document in such matters, allows engineering judgment to be used in cases where the strict warrants are not met. I believe the traffic mitigation plan proposed above will benefit by a four way Stop approach at this location and I also feel the alignment of this intersection causes enough confusion with motorists that a four way Stop approach will maintain safety at this location.

The four way Stop approach was approved by the Traffic Advisory Committee by a vote of 4 to 1.

The Traffic Advisory Committee respectfully asks the Board of Selectmen to approve these recommendations.