

Town of Belmont, MA

Traffic Advisory Committee (T.A.C.)

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Minutes of Meeting May 9, 2013

Members present: Larry MacDonald (Vice Chair), Don Mercer, Dana Miller (Clerk), Linda Nickens (Chair), Tomasina Olsen, and Matt Sullivan

Ex-Officio Members present: Glenn Clancy, PE

Also present: Sheila Flewelling

Linda called the meeting to order at 7:05.

Winter Street: Glenn presented an update on efforts to address neighborhood concerns about motor-vehicle speed and pedestrian safety. The findings of a police department speed study will be presented at the next meeting. Recommendations will be presented at the same time..

Lexington Street-Sycamore Street Intersection: Glenn reported on the BSC Group recommendations: signal timing at the intersection of Church and Lexington Streets should be corrected and the wire-loop detector should be repaired so that the signal timing is restored to the intended, original design.

Neighborhood resident, Sheila Flewelling commented on the accidents at the intersection and reminded the TAC that, while improvements at the intersection will help traffic back-ups, they will not improve visibility. Glenn hopes to present proposals for improved traffic safety at this intersection in June.

The meeting adjourned at 8:30pm.



Traffic Advisory Committee

TOWN OF BELMONT

19 Moore Street
Homer Municipal Building
Belmont, Massachusetts 02478-0900
Telephone: (617) 993-2650 Fax: (617) 993-2651

Linda Nickens, Chair
Laurence Macdonald, Vice Chair
Dana Miller, Clerk

Committee Members

Peter Curro
Donald Mercier
Tommasina Olson
Matt Sullivan

Date: May 6, 2013
To: Members – Traffic Advisory Committee
From: Linda Nickens, Chair
Subject: Agenda for Meeting on **Thursday, May 9, 2013 at 7:00 PM** in **Town Hall Conference Room 2**. If you cannot attend the meeting, please contact Linda via e-mail.

7:00 Call to Order
7:00 – 7:05 Minutes (3/14/2013)
7:05 – 7:15 Winter Street

- Review of Neighborhood Concerns - Update

7:15 – 7:30 Lexington Street at Sycamore Street

- Safety Concerns at Intersection - Update

7:30 – 7:35 New Business

- No Known Items

7:35 – 7:40 Old Business

- No Known Items

7:40 Adjourn

Cc: Board of Selectmen – Andy Rojas
David Kale, Town Administrator
Glenn R. Clancy, Town Engineer
Sgt Ben Mailhot, Belmont Police Department
Richard McLaughlin, Belmont Police Chief
Peter Castanino, Director, Department of Public Works
Karl Haglund, Planning Board

To: Peter Briere
From: Sam Offei-Addo
Re: Lexington Street at Church Street/Thayer Street Signal Issues.

Date: May 1, 2013
Proj. No.

BSC visited the intersections of Lexington Street/Church Street/Thayer Street and Lexington Street and Sycamore Street during the afternoon peak hour. The Town had indicated that vehicles were backing up from Church Street/Thayer Street intersection on Lexington Street as far back as Beech Street in the afternoon. The following observations were made during the visit:

1. Vehicles traveling northbound on Lexington Street indeed backs up from the signal at Church Street/Thayer Street through Sycamore Street to Beech Street.
2. The source of the queuing was the pre-timed operations of the traffic signal at Church Street/Thayer Street. The absence of vehicle detection at this intersection forces the signal to operate at very inefficient preset timing, independent of what is actually happening at the intersection.
3. Out of a total cycle length of 98 seconds, Lexington Street received 34 seconds, Church Street/Thayer Street received 39 seconds, and Pedestrian phase was 25 seconds. This happened every single cycle during the period of observation.
4. Church Street/Thayer Street received the full 39 seconds even when there were no or only one or two vehicles on those approaches. This happened most of the time during the field visit.
5. Under the pre-timed operations, the pedestrian signals came on every cycle for 25 seconds even when no pedestrian was present.

Recommendations:

6. Repair existing loops on Lexington Street, Church Street and Thayer Street approaches.
7. Traffic signals should be operated as actuated instead of the current pre-timed operations.
8. Pedestrian phase should be called only when the push button is actuated.
9. Modify the existing timing per the following: Church Street/Thayer Street– 24 seconds; Pedestrian Phase – 22 seconds (7 seconds walk); Lexington Street NB/SB – 40 seconds minimum

cc: