

2015 MAR 23 AM 10:30

## Town of Belmont, MA Traffic Advisory Committee (T.A.C.)

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**Meeting Minutes**, November 13, 2014

**Members Present:** Peter Curo, Joe Griffin, Don Mercer, Dana Miller (Clerk), Linda Nickens (Chair), Matt Sullivan

**Ex-Officio Members Present:** Glenn Clancy (Town Engineer), Sargent Benjamin Mailhot (Belmont Police Department).

**Also Present:** Cynthia Vergados, 623 Belmont Street

**Linda called the meeting to order at 7:02pm.**

**Minutes:** The minutes of the October 2014 meeting were approved.

**Marlboro Street and Unity Avenue:** In response to a resident's request that the town address traffic concerns at this intersection, Ben conducted speed studies on both streets. He found that, while the number of cars on Marlboro Street and Unity Avenue was similar, the ratio of speeding cars to all cars was higher on Marlboro Street than on Unity Avenue.

In a previous attempt to address resident concerns—and at the residents' urging—the TAC implemented turn restrictions in the neighborhood, but the residents then asked that these be removed. The TAC will consider further efforts to address traffic concerns in this neighborhood after the work on Belmont Street is completed next year.

**Wellington Lane:** From Shady Brook Lane to Concord Avenue, Somerset Street is a private road. The town is re-paving the public portion of the road: Somerset Street, from Shady Brook Lane, past Wellington Lane, to Pleasant Street. The road will be rebuilt in 2015 and will stay as narrow as it currently is. When the work is completed, the town will consider a speed study and the need for traffic interventions.

**Belmont Street:** Ben presented data from a speed study conducted on Belmont Street, between Common and Poplar Streets. Glenn will have a high-reflection sign installed for the crosswalk in an attempt to make the sign—and the crosswalk—more visible.

**Belmont Center Update:** On Monday, November 17, the town will hold a special town meeting to vote on funding for the Belmont Center update. In response to a resident concern, Glenn repeated the experiment with traffic barrels reducing Belmont Center traffic to one-lane on Leonard

Street, headed from Moore Street towards Common Avenue. Glenn had traffic data collected on Pleasant, Clifton, Prospect, and Leonard Streets every 15 minutes from 7:30 to 9:30am on weekdays, for two weeks with the barrels and two weeks without the barrels. An analysis of the data does not indicate that the reduction of traffic to one lane exacerbates traffic congestion on any of the monitored roads. The one lane traffic does, however, relieve traffic congestion at the intersection of Leonard Street, Concord Avenue, and Channing Road.

**Trapelo Road:** The Trapelo Road project is on schedule and Glenn feels that the project will be completed on schedule. The project is now pushing beyond Cushing Square, to the Oakwood Country Club. Glenn has worked with the construction team to reduce the amount of time that construction equipment is left in front of commercial properties. “No Parking” signs related to the construction are now managed on a week-to-week basis, in an attempt to minimize inconvenience to business and residents. The Cushing Village project is being coordinated and trees are being planted in Waverly.

**Lexington and Sycamore Streets:** Glenn and Ben will have data to present for our next meeting. The White Street crossing guard is working with the police department to determine what sort of barrel configuration might best protect her.

**New Business:** Ben received a letter about Concord Avenue, beyond Mill Street.

**The meeting was adjourned at 8:02pm.**

Respectfully submitted,

Dana Miller, Clerk



# 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

Peter Curro  
Joseph Griffin  
Donald Mercier  
Tommasina Olson  
Matt Sullivan

**Date:** November 6, 2014  
**To:** Members – Traffic Advisory Committee  
**From:** Linda Nickens, Chair  
**Subject:** Agenda for Meeting on **Thursday, November 13, 2014 at 7:00 PM in Town Hall Conference Room 4**. If you cannot attend the meeting, please contact Linda via e-mail.

**7:00 – 7:05** Minutes (October 9, 2014)  
**7:05 – 7:45** Marlboro Street and Unity Avenue  
Residents Request for neighborhood traffic solutions  
Town Engineers Report  
Discussion on how to move forward  
**7:45 – 7:55** Wellington Lane  
Residents Request for speed mitigation (Town Engineer report)  
**7:55 – 8:00** Old Business  
•  Belmont Center Project Update  
•  Trapelo Road Project Update  
• Other  
**8:00 – 8:05** New Business  
• No Known Items  
**8:05** 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

*BELMONT ST*  
*BETTER COMMUNITY SIGNS?*

Date: 10/9/2014 02:42:39 pm

Start Date: 10/7/2014 09:00 am

End Date: 10/9/2014 03:00 pm

Time Interval: 60 minutes

Speed Interval: 5 mph

Posted Speed Limit: 30 mph

Average Speed: 20 mph

Highest Speed: 49 mph

50th Percentile: 21 mph

85th Percentile: 25 mph

Number Above Speed Limit: 18

Total Number of Vehicles: 814

Comments:

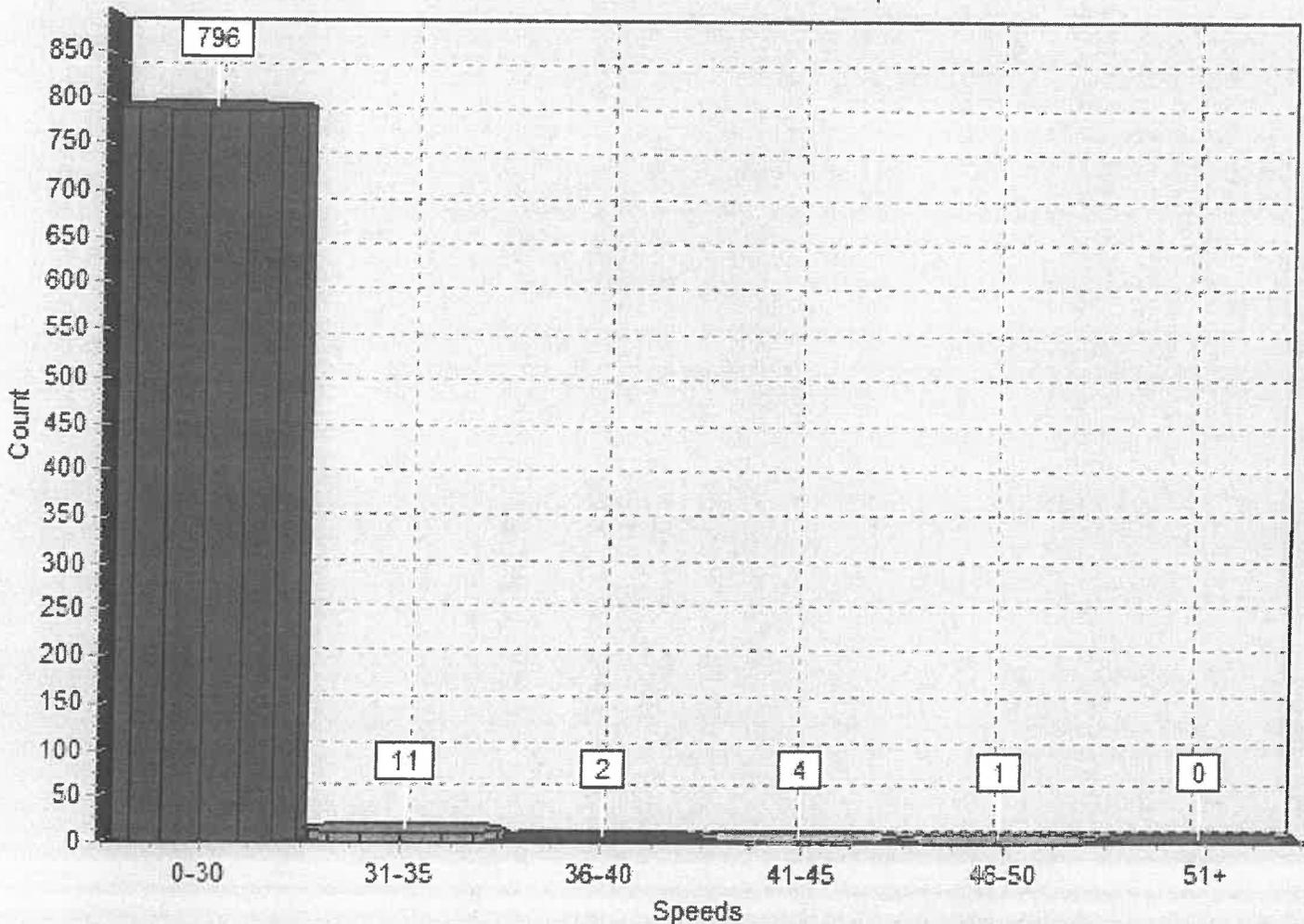
Unity Ave.

Between Grove St. & Marlboro St.

Device placed on pole in front of 46/48 Unity Ave.

Count vs. Speed

10/7/2014 09:00 am - 10/9/2014 03:00 pm



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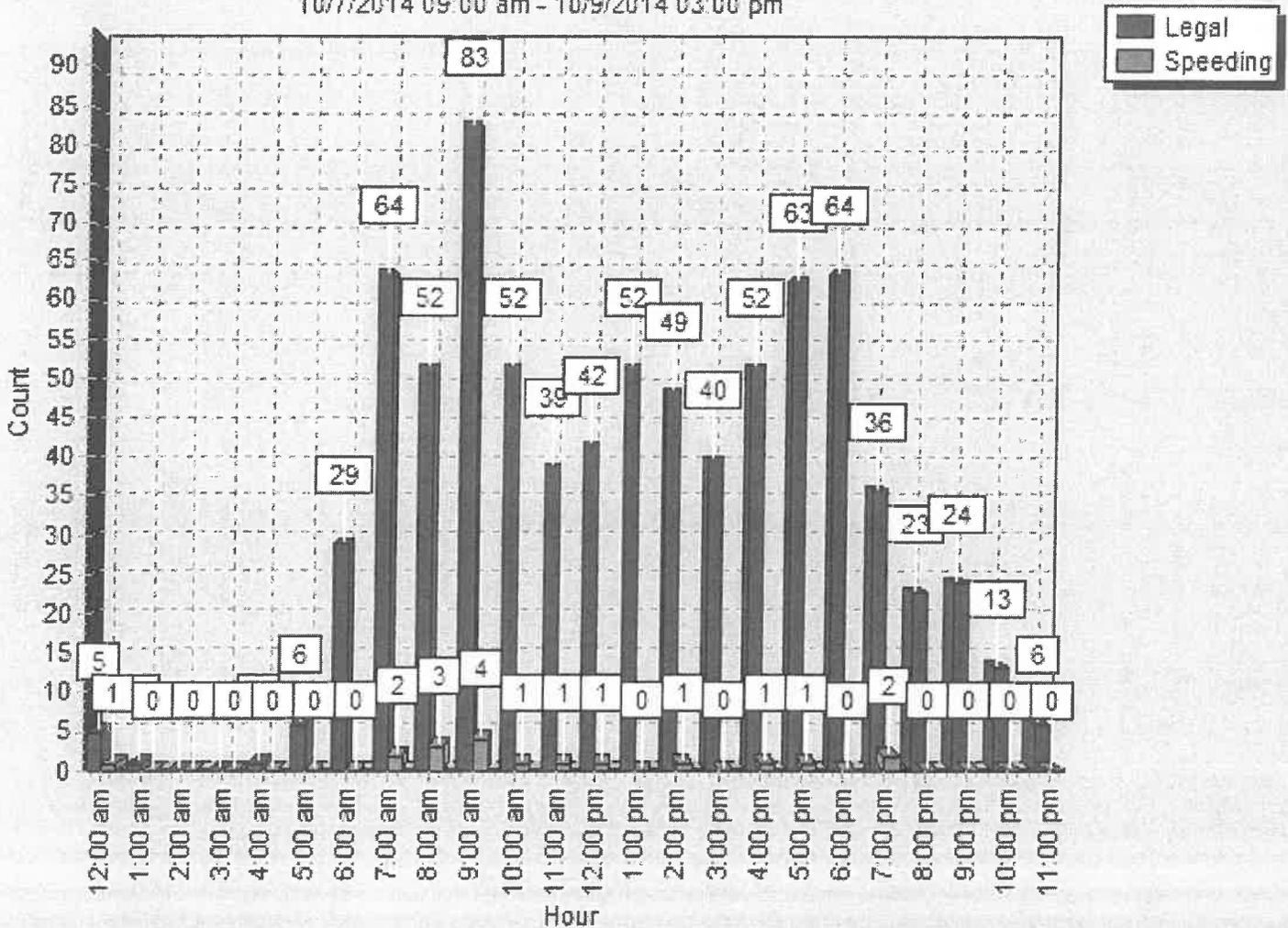
Unity Ave.

Between Grove St. & Marlboro St.

Device placed on pole in front of 46/48 Unity Ave.

Count vs. Hour

10/7/2014 09:00 am - 10/9/2014 03:00 pm



Date: 10/7/2014 09:53:42 am

Start Date: 9/30/2014 10:00 am

End Date: 10/3/2014 01:00 pm

Time Interval: 60 minutes

Speed Interval: 5 mph

Posted Speed Limit: 30 mph

Average Speed: 21 mph

Highest Speed: 51 mph

50th Percentile: 22 mph

85th Percentile: 28 mph

Number Above Speed Limit: 53

Total Number of Vehicles: 767

Comments:

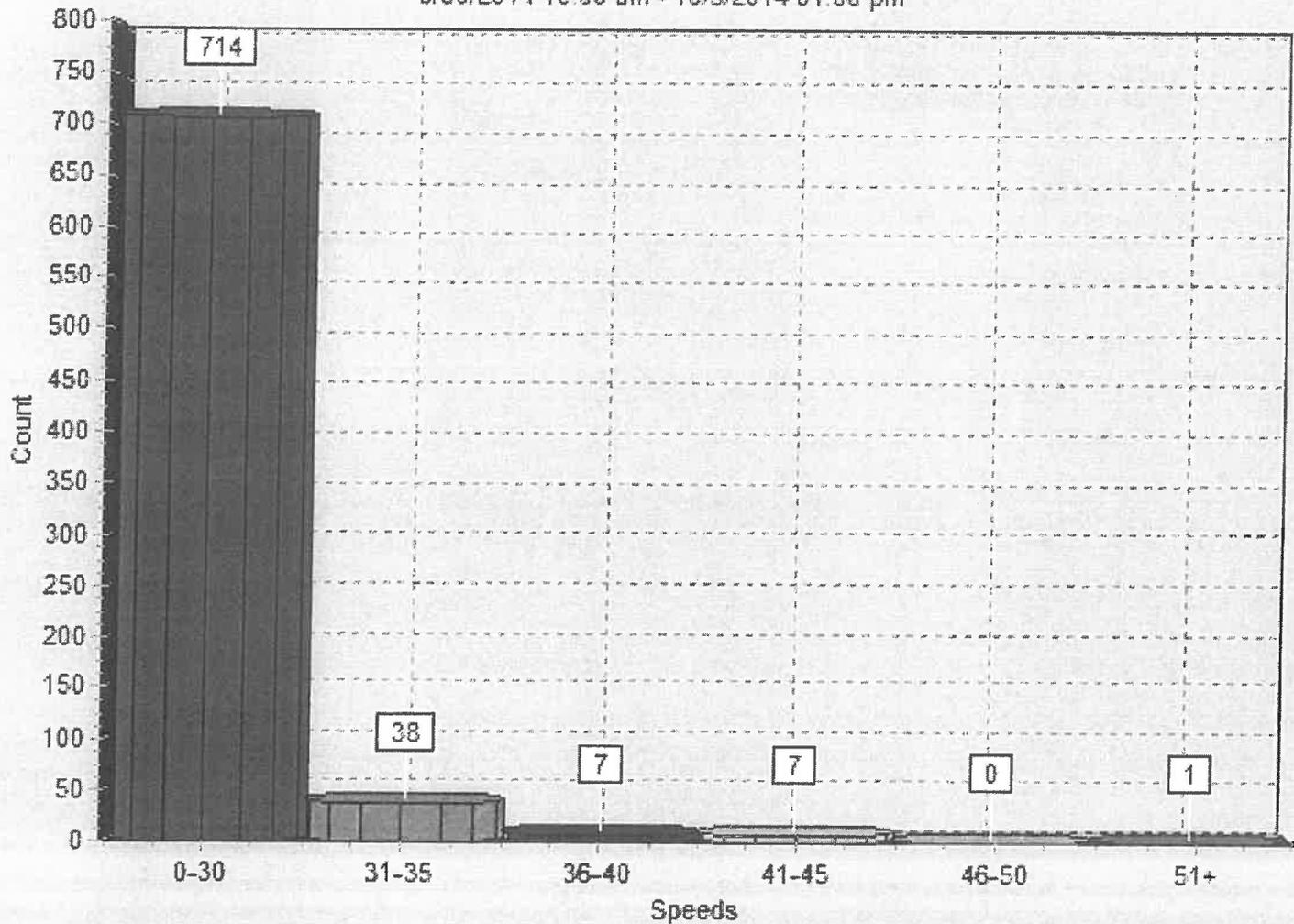
Marlboro St.

Between Belmont St. & Unity Ave.

Device placed on pole between 20 & 24 Marlboro St.

Count vs. Speed

9/30/2014 10:00 am - 10/3/2014 01:00 pm



Date: 10/7/2014 09:55:44 am

Start Date: 9/30/2014 10:00 am

End Date: 10/3/2014 01:00 pm

Time Interval: 60 minutes

Speed Interval: 5 mph

Posted Speed Limit: 30 mph

Average Speed: 21 mph

Highest Speed: 51 mph

50th Percentile: 22 mph

85th Percentile: 28 mph

Number Above Speed Limit: 53

Total Number of Vehicles: 767

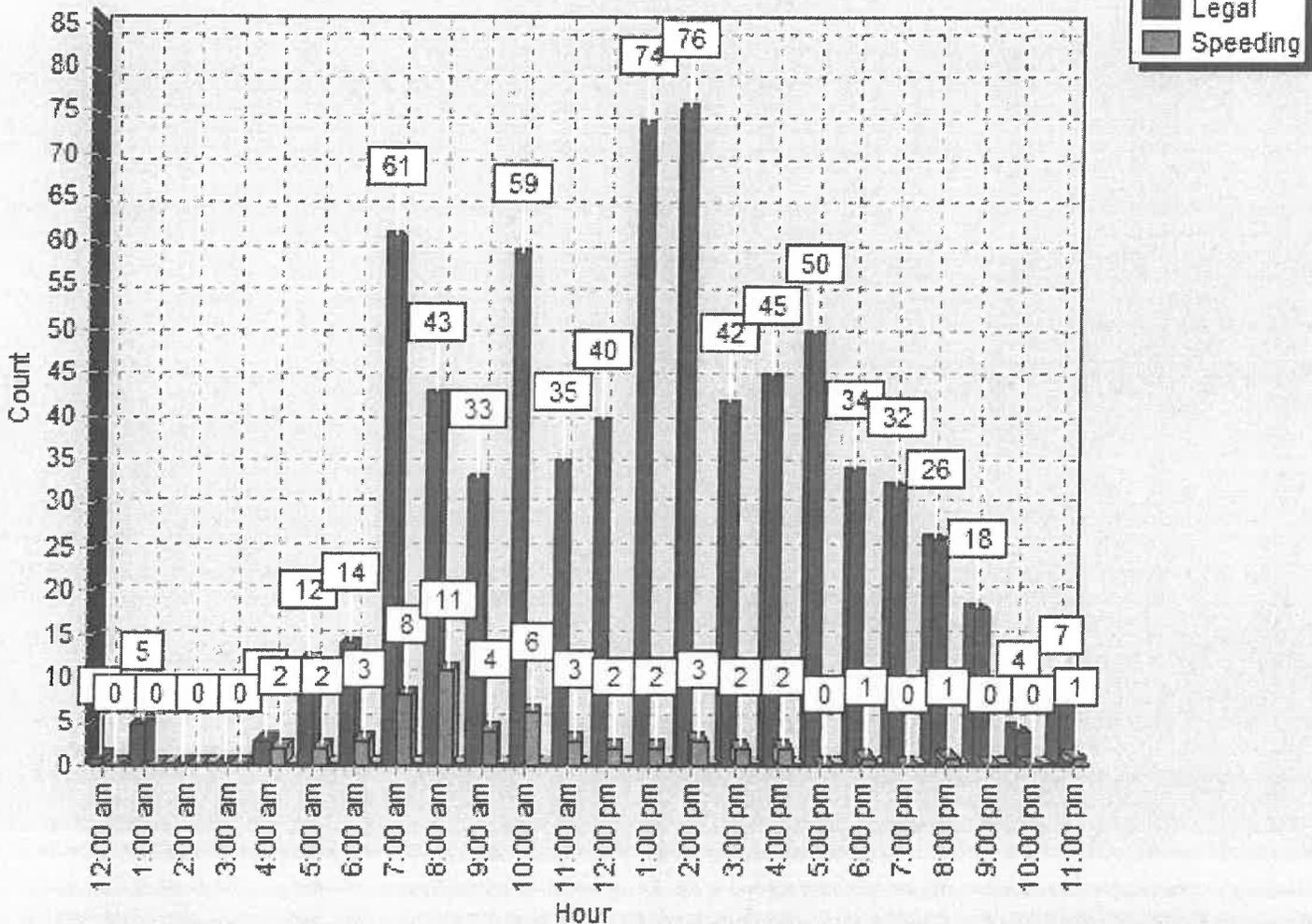
Comments:

Marlboro St.  
Between Belmont St. & Unity Ave.

Device placed on pole between 20 & 24 Marlboro St.

Count vs. Hour

9/30/2014 10:00 am - 10/3/2014 01:00 pm



## Clancy, Glenn

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**From:** Sav5@aol.com  
**Sent:** Friday, June 13, 2014 2:43 PM  
**To:** Clancy, Glenn  
**Subject:** Oxford Ave Traffic & parking situation

Hi Glen,

I know Daniel from Belmont Corner has been talking to you about traffic issues in our neighborhood. We also have a serious issue on Oxford Ave. It is a big cut through street (and they speed) even more so than Marlboro. Parking is also horrific. We get many people who park on our street to take the bus into Harvard Square to go to work and leave their cars there all day. The street is also very narrow and they park on both sides. Getting by is very difficult especially in winter.

It would be great if we could talk about making streets in our neighborhood one way and restrict parking to 1 side of the street. Also posting a few signs for 2 hour parking would eliminate the people who park to go work in Boston. It would create better parking situation for our homes and neighborhood businesses.

I would appreciate hearing your thoughts. If I need to send this to someone else in town please let me know.

Best Regards,  
Jim

**James Savas**  
**Century 21 Adams Realty**  
**486 Common St.**  
**Belmont, MA 02478**  
**office: 617-489-6900**  
**cell: 617-529-5008**  
**email: [JSavas@C21Adams.com](mailto:JSavas@C21Adams.com)**  
**[www.JimSavas.com](http://www.JimSavas.com)**

## **Clancy, Glenn**

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**From:** Clancy, Glenn  
**Sent:** Thursday, November 06, 2014 2:40 PM  
**To:** 'lcnickens@verizon.net'; 'pfcirro@gmail.com'; 'Dana Miller'; 'mattsull74@yahoo.com'; 'Don Mercier (mercierbj@verizon.net)'; 'Laurence Macdonald'; 'Joseph.griffin@verizon.net'; 'tomi.olson@gmail.com'  
**Cc:** McLaughlin, Richard; Castanino, Peter; 'Karl Haglund'; 'bmailhot@belmontpd.org'; 'Andres T. Rojas'; Kale, David; Baghdady, Sami; Peter Hoerr  
**Subject:** TAC Meeting - November 13, 2014  
**Attachments:** TAC October 9 2014 minutes.pdf; TAC Agenda 11-13-14.pdf

Good afternoon TAC Members:

Please note the meeting will be held in the Town Hall Conference Room 4. The agenda and October 9 minutes are attached.

We have some data on Marlboro and Unity to discuss and then we will need to decide how to move the issue forward.

**Please Note: Special Town Meeting is Monday night November 17, 2014. The purpose is to vote funding for the Belmont Center Project. Having TAC members at Town Meeting ready to answer process questions will be very helpful. I hope some of you can attend.**

Thanks, Glenn

## **Wellington Lane E-mail**

**From:** steve weeks [<mailto:steveweeks21@gmail.com>]  
**Sent:** Wednesday, October 29, 2014 6:33 PM  
**To:** Clancy, Glenn  
**Cc:** Kathy Allen; Richard Pew  
**Subject:** Re: Wellington Lane - One Way

Hello Glenn. Regarding the above emails and our original inquiry about turning Wellington Lane into a one way street, I had a chance to speak with our neighbors today, Bob & Kathy Allen and Dick & Sue Pew, and we have all agreed on a different approach. Given that Wellington Lane is really only a single lane road, we all remain very concerned about a head on collision or worse, a car hitting a pedestrian, particularly since there is a bad blind spot at the crest of the hill. Since the road is now at least half paved, the Allens fear, and we agree, that turning Wellington into a one way road might solve potential head on accidents, but it will likely increase the already fast speeds that people now drive, which in turn will increase the potential risk to people walking up and down Wellington Lane.

Here's a solution that we all hope you will consider putting into place as soon as possible. We believe that placing a speed limit sign (15 MPH) at either end of Wellington Lane will help to set driver expectations. Worst case, drivers know what the town expects and the potential liability awaiting if they speed and hit another car or pedestrian. Since we all know that some drivers will continue to speed up Wellington

Lane, especially with half the road now paved, when the town returns next spring to dig up the lane and repave, we'd like to see at least two speed bumps installed, one halfway up from the intersection of Wellington and Somerset and the other at or before the crest of the hill, just after the driveways at 20 and 21 Wellington Lane. That blind spot is the most dangerous location on the road.

Please let us know if these requests can be enacted sooner than later, particularly the speed limit signs. Thank you Glenn.

Best regards,  
Steve Weeks  
21 Wellington Lane



# Speed Summary Report

For Town of Belmont on 10/29/2014 at 2:53 PM

Generated by John Steeves

Location: Mobile, 589 Belmont St

Time of Day: 0:00 to 23:59

Dates: 7/31/2014 to 10/28/2014 (Su, M, T, W, Th, F, Sa)

Notes:

Hours	Mode	Speed Limit	Total # Vehicles	Total # Violations	% Violations	Average # Vehicles per day	Average # of Violations per day	Minimum Speed Recorded	Maximum Speed Recorded	Average Speed	50% Speed	85% Speed	Sign Effectiveness
0:00	Speed Display	30	1816	449	24.7 %	46.6	11.5	5	46	28	27.6	31.2	44.0 %
1:00	Speed Display	30	1095	243	22.2 %	28.1	6.2	5	41	27	26.9	30.4	42.2 %
2:00	Speed Display	30	784	207	26.4 %	20.1	5.3	5	46	27	27.3	30.4	38.7 %
3:00	Speed Display	30	470	142	30.2 %	12.7	3.8	6	43	28	27.5	31.0	37.9 %
4:00	Speed Display	30	594	163	27.4 %	16.1	4.4	6	41	27	26.9	30.3	33.0 %
5:00	Speed Display	30	1016	283	27.9 %	26.1	7.3	5	40	27	27.1	31.1	34.7 %
6:00	Speed Display	30	3505	905	25.8 %	89.9	23.2	5	46	27	27.6	31.6	40.9 %
7:00	Speed Display	30	7780	1232	15.8 %	199.5	31.6	5	48	26	26.4	30.2	55.6 %
8:00	Speed Display	30	9967	878	8.8 %	255.6	22.5	5	48	23	24.0	28.5	49.4 %
9:00	Speed Display	30	8538	1407	16.5 %	218.9	36.1	5	43	26	26.2	30.4	46.5 %
10:00	Speed Display	30	7891	1418	18.0 %	202.3	36.4	5	44	26	26.9	30.6	46.9 %
11:00	Speed Display	30	8556	1309	15.3 %	219.4	33.6	5	48	26	26.2	30.3	49.1 %



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12:00	Speed Display	30	9074	1478	16.3 %	232.7	37.9	5	48	26	26.6	30.4	49.8 %
13:00	Speed Display	30	8858	1616	18.2 %	227.1	41.4	5	49	26	27.0	30.8	49.8 %
14:00	Speed Display	30	10137	1482	14.6 %	259.9	38.0	5	51	26	26.3	30.0	44.7 %
15:00	Speed Display	30	10771	1724	16.0 %	269.3	43.1	5	46	26	26.5	30.3	47.5 %
16:00	Speed Display	30	11700	1504	12.9 %	292.5	37.6	5	46	25	26.1	29.8	51.9 %
17:00	Speed Display	30	12399	1170	9.4 %	310.0	29.3	5	46	25	25.2	29.0	47.6 %
18:00	Speed Display	30	10589	1108	10.5 %	264.7	27.7	5	43	25	25.5	29.4	48.3 %
19:00	Speed Display	30	8122	840	10.3 %	203.1	21.0	5	48	25	25.7	29.4	47.9 %
20:00	Speed Display	30	6460	774	12.0 %	161.5	19.4	5	43	26	26.2	29.6	44.4 %
21:00	Speed Display	30	5288	722	13.7 %	132.2	18.1	5	45	26	26.4	29.9	44.0 %
22:00	Speed Display	30	4134	725	17.5 %	103.4	18.1	5	51	27	26.7	30.4	45.0 %
23:00	Speed Display	30	2942	678	23.0 %	73.6	17.0	5	58	27	27.4	31.1	44.7 %
Total Volumes / Ave Speeds	Speed Display	30	152486	22457	14.7 %	3,865.0	570.3	5	58	26	26.5	30.3	45.0 %



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Total/Avg w/o Feedback			0	0	0.0 %	0.0	0.0	0	0	0	0.0	0.0	0.0 %
Total/Avg w/Feedback			152486	22457	14.7 %	3,865.0	570.3	5	58	26	26.5	30.3	45.0 %



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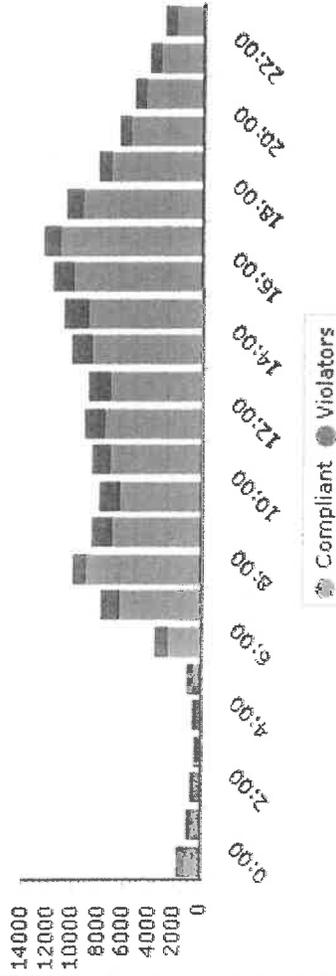
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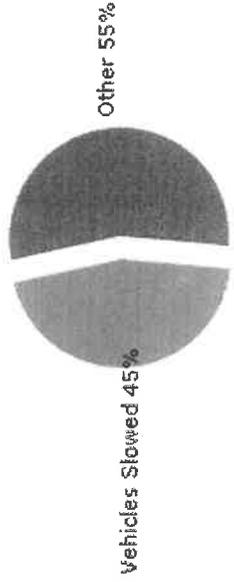
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## Volumes by Compliance

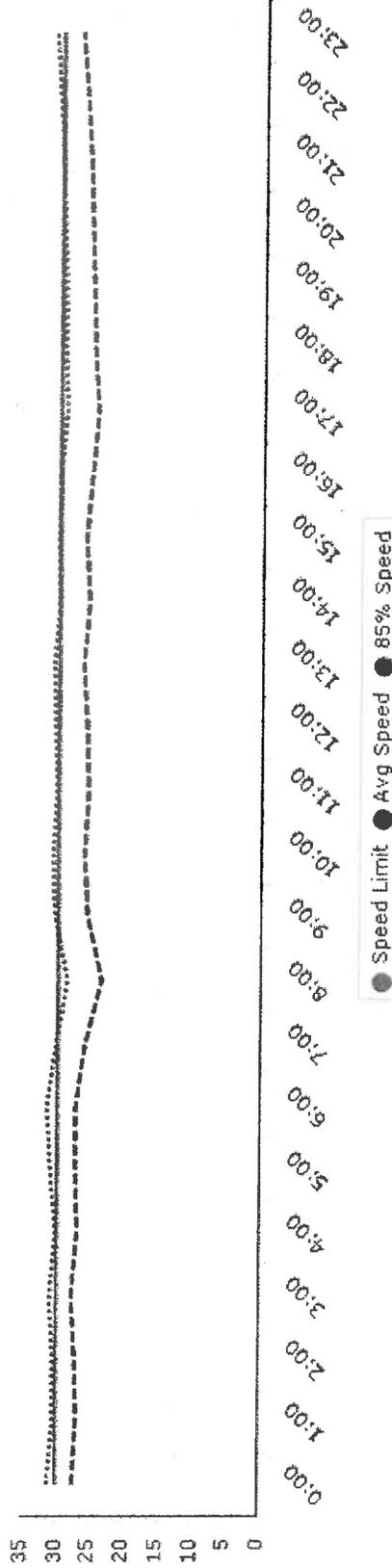


## Sign Effectiveness



Vehicles Slowed

## Speeds





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Dates: 7/31/2014 to 10/28/2014 (Su, M, T, W, Th, F, Sa)

## Overall Summary

Total Days of Data	40	
Speed Limit	30	
Average Speed	26.16	
50th Percentile Speed	26.51	
85th Percentile Speed	30.26	
Pace speed range	27 to 36	
Maximum Speed	58	
Minimum Speed	5	
Display Status?	Displaying Speed Feedback	
Average Volume per Day	3,864.96	
Total Volume	152,486	