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

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**Meeting Minutes, December 11, 2014**

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

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

**Also Present:** Kate Bowen, 67 Bartlett Avenue; David and Sheila Flewelling, 36 Sycamore Street; Rose O'Neil, 77 Maple Street; Joel Semuels, 18 Bellevue Road; Newton Kupelian, 200 Trapelo Road.

**Linda called the meeting to order at 7:05pm.**

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

**Maple Terrace:** Maple Terrace is the main approach to the Butler School and is a one-way street at certain hours. The sidewalk area is undefined and many cars park, at last in part, on the sidewalk. As a result, pedestrians are forced to walk in the road. The police department has been issuing tickets to cars that obstruct the sidewalk or street traffic. Ms. Bowen and Ms. O'Neil made a presentation about the traffic problems on the street and asked for additional signage, a drop-off area (like the drop-off area on Sycamore Street), and that the TAC consider making the Maple Terrace a one-way street all of the time.

Ben reported that the Maple Terrace residents are angry about the parking tickets and that the residents don't want timed restrictions on parking because so many of them are in multi-unit buildings, use tandem-parking arrangements, and don't have sufficient space for off-street parking.

Glenn explained that sidewalks without shoulders are required to be a minimum of five-feet wide. He also explained that, if we were to install a curb, then we would need to restrict parking to just one side of the street and, perhaps, make the traffic unidirectional all of the time because the road needs to be wide enough to accommodate fire and other emergency vehicles. Glenn will look into options—including those for sidewalk curbing and a one-way street—for remedying the problems and he will plan for a neighborhood meeting in February.

**Lexington Street:** In an update, it was reported that a car had swiped a sign out of the crossing-guard's hand on the day before Thanksgiving.

Ben presented speed-study data, which showed that on Lexington Street, between Sycamore and Beech Streets, approximately half of the cars were traveling above the speed limit. Most of the speeding was between 8am and 2pm. Because part of the monitored area is in a school zone (for the Waldorf School) the speeds should have been lower than in the non-school-zone segment of the road and the speeding is particularly worrisome. The segment of Lexington Street between Beech and Belmont, which is in the school zone, also has a lot of speeding. Ben is currently conducting additional speed studies in this area. Sheila pointed out that the speeding hazard on Sycamore is exacerbated by bad sight-lines for drivers on the street.

Ben reported that there has been a steady increase in the traffic volume on Lexington Street over the last few years and that few drivers seem to be aware that they are driving through a school zone.

The committee discussed the possibility of installing a blinking speed sign for the down-hill side of the road. Glenn reported that these signs cost \$14,000 each. The committee also discussed raised crosswalks, which have been used with success in Watertown and on Blanchard Street. Larry raised the possibility of a solar-powered stop sign—he has seen one (with blinking lights on all eight points of the red side) on Packard Avenue, near Broadway, in Teele Square, Somerville. The Committee further discussed options for providing increased protection for the crossing guard. The idea for a barrel on wheels has been dismissed. A uniform would be too expensive.

**Belmont Center, The Final Concept Plan:** Adjustments to the Belmont Center reconstruction plan have been made and were approved by the selectmen and 70% of the Town Meeting. More handicapped parking spaces are being incorporated into the plan. The loading zones on both sides of Leonard Street have been adjusted to improve drivers' ability to see pedestrians in the crosswalk. The plan no longer includes a crosswalk on Leonard Street near the bridge because this crosswalk was considered too dangerous. Green space in front of the train station has been removed because permitting and negotiations with the MBTA are too complicated and because some want to preserve the option of installing a parking facility in this space. The bike lanes on Concord Avenue have been removed because, without claiming the space in front of the train station, Concord Avenue is not wide enough for bike lanes. The island system on Concord Avenue is being kept to allow for plantings. The bump-out on Channing is a bit bigger than originally planned.

Mr. Semuels told the committee that, after the Belmont Center reconstruction is complete, the railroad bridge will be powerwashed—the funding for this has been set aside. A milling machine will be used to rework the stone on the underside of the bridge. The town is looking into replacing the tube lighting in the tunnel. There is also a proposal to install lighting to highlight attractive bridge elements.

Yet to be resolved are the design details: the color of the sidewalk concrete, scoring of the concrete, tree species, the plan for a low wall containing the new park area and for another wall in front of the railroad area on Concord Avenue. Andy Rojas will finalize these details.

**Old Business:** Glenn reported that signs will soon be installed on Old Concord Road, Belmont Street, and at the intersection of Grove Street and Unity Avenue. In response to resident and driver calls, Ben will conduct a speed study at the intersection of Slade Street and Upland/Horace Roads. Glenn is checking to see if that intersection warrants a 4-way stop sign. Upland and Horace Roads already have stop signs. Glenn would like to add signs on Slade Street. The Wellington School principal and the Superintendent of Schools are planning to meet with Glenn to discuss ways to increase parent compliance with parking and traffic rules around the school. Glenn is looking into installing a “no parking” sign near the entrance to the Duncan Donuts parking lot at the intersection of Trapelo Road and Beech Street as a means of improving traffic safety for drivers entering and exiting the lot.

**The meeting was adjourned at 9:09.**

Respectfully submitted,

Dana Miller, Clerk



# Traffic Advisory Committee

## TOWN OF BELMONT

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

Peter Curro  
Joseph Griffin  
Donald Mercier  
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Matt Sullivan

**Date:** December 8, 2014

**To:** Members – Traffic Advisory Committee

**From:** Linda Nickens, Chair

**Subject:** Agenda for Meeting on **Thursday, December 11, 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 (November 13, 2014)
- ✓ **7:05 – 7:15** Residents Request for Traffic/Parking Modifications – Maple Terrace
- 7:15 – 7:45** Belmont Center
  - Review and Approval of Final Concept Plan
- 7:45 – 7:50** Old Business
  - ✓ • BPD Update on Traffic Studies
  - Town Engineer's Update – Installation of Requested Signage
  - Other
- 7:50 – 8:00** New Business
  - Resident Request for 4 Way Stop - Slade Street & Upland/Horace
- 8:00** 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



# Daniel Butler School, Item 1 (Maple Terrace/Dante Avenue Entrance)

This main entrance area is designated for "Roll and Go drop off," as well as being used as a large walking population entrance/exit. There are undefined/nonexistent sidewalks, unclear parking designation and insufficient signage.

