

Town of Belmont, MA

Traffic Advisory Committee (T.A.C.)

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BELMONT, MA

2015 NOV 10 AM 9:07

Meeting Minutes, August 13, 2015

Members Present: Joe Griffin, Larry Macdonald (Vice Chair), Dana Miller (Clerk), Linda Nickens (Chair), Tomi Olson (from 7:48pm).

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

Also Present: Myron Kassaraba, 43 Hastings Road; Anne Paulsen, 90 School Street, Belmont, MA.

Ms. Nickens called the meeting to order at 7:02pm.

The minutes of the June 11, 2015 meeting were approved (7:02pm).

The Wellington School (7:03pm): The Committee recommended no changes to Glendale Road, which will be reconstructed in the near term. The Committee recommended that crosswalk signs be installed on either side of the School Street crosswalk between Common and Cottage Streets.

Hastings Road (7:17pm): Mr. Kassaraba made a presentation in support of his request that a stop sign be installed on Hastings Road at the T-intersection with Brettwood Road. Mr. Kassaraba explained his concern about the speed of car traffic on Brettwood and Hastings Roads, which are on the Safe Routes to School path. Mr. Kassaraba believes that the absence of sidewalk on some parts of the path and the tendency for Chenery students to cross Brettwood mid-block contribute to increased pedestrian risk. The Committee will reconsider ways to address pedestrian-safety concerns—including stop signs, cross walks and sidewalks—after Hastings Road is repaved, in the spring of 2016. In addition, Glenn will reach out to the Safe Routes to School group regarding the walking routes for the Chenery School.

New Business:

Common and Washington Streets (7:43pm): Sarah Dillon sent Glenn an email in which she requested that a flashing yellow “pedestrian” light be installed at the intersection of Common and Washington Streets.

Baker Street (7:49pm): residents have complained about speeding in the neighborhood.

Brighton Street Hearing (7:59pm): Glenn will send out a hearing notice to neighbors. Glenn and Ben will check to see if the truck ban certificate for Brighton Street can be enforced.

Four-Way Stops (8:08pm): In response to a request from Selectman Jim Williams, the Committee will consider which town intersections would benefit from the installation of 4-way stop signs.

Old Business:

Lexington and Sycamore Streets (7:53pm): \$48,000 has been allocated to install a raised crosswalk at the intersection.

The meeting was adjourned at 8:12pm.

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: August 10, 2015

To: Members – Traffic Advisory Committee

From: Linda Nickens, Chair

Subject: Agenda for Meeting on **Thursday, August 13, 2015 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 (June 11, 2015)

7:05 – 7:30 Wellington School

- Proposed Removal of Do Not Enter Sign – School Street
- Proposed Crosswalk Signs on School Street

7:30 – 7:35 Old Business

- Other (No Known Items)

7:35 – 7:40 New Business

- Baker Street – Speeding Complaint
- Other (No Known Items)

7:40 Adjourn

Cc: Board of Selectmen – Jim Williams
David Kale, Town Administrator
Glenn R. Clancy, Town Engineer
Sgt Ben Mailhot, Belmont Police Department
Richard McLaughlin, Belmont Police Chief
Jay Marcotte, Director, Department of Public Works
Karl Haglund, Planning Board

Clancy, Glenn

From: Margaret Waters <margaret_waters@yahoo.com>
Sent: Thursday, August 06, 2015 1:47 PM
To: Clancy, Glenn
Subject: Re: Glendale Road trucks and with School St. traffic detoured

Hi Glenn

Yes, we get trucks all day, and all summer. Last Tuesday, a Ryder truck pulled down the phone lines at the Orchard - Glendale intersection. Our internet/dsl service was out all day -- I work from home and lost a day's work while Comcast and Verizon fixed the lines.

Orchard ST. already has all the parent, teacher, buses, and school deliveries between 7-9am and 2-4 pm. Why would the town want to redirect School St. traffic away from School St and onto Orchard/Glendale and Cottage Streets at these congested hours? It's precisely the wrong time to add trucks and cars to the school drop off zone.

With children walking to school, and parents parking and unloading on Orchard St and Glendale Rds, the added traffic diverted from School St. just makes these smaller streets more unsafe.

Purecoat trucks drive down Orchard St every day at 8:12 am, during school drop off, for example. They don't want to be on Orchard; they're not delivering here - but they can't take School St. to Waverly, so they turn up Goden, across Orchard, turn at Common, turn back onto Waverly westbound. That's just one example of westbound traffic diverted from School St to an already busy Orchard (+ Glendale).

Also, the original purpose of the School St Do Not Enter signs is not more. The Wellington principal has stopped allowing parents to pickup in the large teacher lot that runs from Orchard to School St. So there are no parents exiting the Wellington lot on School St. near st Joe's. Everybody parks and walks, no onsite pickup.

thanks for listening,

Margaret

On Thursday, August 6, 2015 1:03 PM, "Clancy, Glenn" <gclancy@belmont-ma.gov> wrote:

Hi Margaret:

The Do Not Enter sign on School Street is limited to 8-9 and 2-4 mon – fri. Are these Town trucks using Glendale Road? Do you think the Do not Enter is being “honored” all day long instead of the limited hours?

Thanks, Glenn

From: Margaret Waters [mailto:margaret_waters@yahoo.com]
Sent: Friday, June 19, 2015 11:23 AM
To: Clancy, Glenn
Cc: Yogurtian, Ara
Subject: Re: Glendale Road trucks and with School St. traffic detoured

Thanks, Glenn and Ara. My comment is less about the actual paving process and more about truck traffic.

Can we remove the Do Not Enter signs at School St. and Cottage St. that prohibit westbound traffic from School Street?

This failed experiment dates from the Wellington project, but only serves to push truck traffic onto Orchard, Glendale and Cottage.

The new Wellington Principal has stopped all afternoon pickup in the large parking lot, so there aren't even any parents coming out of the Wellington lot on School St anymore.

Thanks,

Margaret

On Friday, June 19, 2015 11:05 AM, "Clancy, Glenn" <gclancy@belmont-ma.gov> wrote:

Hi Margaret:

We are jammed up with this year's road work and haven't started thing about next year's list. I'll be in touch with you when we turn attention to Glendale.

Thanks ,Glenn

From: Margaret Waters [mailto:margaret_waters@yahoo.com]
Sent: Friday, June 05, 2015 6:13 PM
To: Clancy, Glenn
Subject: Glendale Road trucks and with School St. traffic detoured

Hi Glenn,

Thanks very much for adding Glendale Road to the list of roads being repaved in 2016. Just wanted to remind you that we've spoken a few times about the increased truck traffic on Glendale -- which has vastly accelerated the poor road conditions here.

Extra trucks and traffic on Glendale are direct result of the experiment of closing School Street at Cottage to east-west traffic. Your office changed the School St. traffic flow to ease Wellington parents' turning out of the school driveway. Entirely unintended effects -- pushing trucks from School Street to turning up Goden, across Orchard, down Glendale, turning on Common, turning back on Waverley. We also get double traffic of school buses on Orchard, because they can't access that part of School St.

I live at the corner of Glendale and Orchard Sts -- each day I see numerous dump trucks, tree trucks, bucket trucks, delivery trucks, etc, using tiny Glendale Rd instead of School St. Glendale has no lights, no curbs, and isn't designed as a major thoroughfare.

Lots of Glendale Rd tree branches are being broken by the added truck traffic, too. And as I mentioned last fall at TAC, trucks can't navigate the turn at Orchard +Glendale because it's so tight, so they come up on the Glendale sidewalk, one truck popping our concrete entirely.

Can we revisit the School St. "Do Not Enter" prohibition -- and keep School Street traffic going straight on School St to Waverly? Orchard has plenty of traffic already from Wellington. And Glendale is way too small to absorb School Street's truck traffic. Glendale is completely filled with parents parking at Wellington drop off and pickup. The added traffic + trucks diverted from School St. are unnecessary and unsafe.

It would be great if you could remove the School Street Do Not Enter signs to restore a straight flow down School St. instead of 4-5 turns in the current detour.

Thanks for your consideration,

Margaret Waters
106 Orchard St (corner of Glendale Rd.)

Clancy, Glenn

From: Benjamin Mailhot <bmailhot@belmontpd.org>
Sent: Thursday, June 12, 2014 8:41 AM
To: Clancy, Glenn
Subject: FW: Wellington School Crosswalk

Glenn,

Please see the email below about crosswalk visibility on School St near the Wellington School.

Thanks,

Ben

Benjamin J. Mailhot
Sergeant - Traffic & Records Division
Belmont Police Department
460 Concord Avenue
Belmont, MA 02478

Emergency Call 911

Phone: 617-993-2538

Email: bmailhot@belmontpd.org

From: Benjamin Mailhot [<mailto:bmailhot@belmontpd.org>]

Sent: Thursday, June 12, 2014 8:41 AM

To: 'Mike Najarian'; 'traffic@belmontpd.org'

Subject: RE: Wellington School Crosswalk

Mr. Najarian,

I will forward your concerns to the Traffic Advisory Committee who developed the plan for traffic safety around the Wellington School.

Regards,

Sgt. Mailhot

Benjamin J. Mailhot
Sergeant - Traffic & Records Division
Belmont Police Department
460 Concord Avenue
Belmont, MA 02478

Emergency Call 911

Phone: 617-993-2538

Email: bmailhot@belmontpd.org

From: Mike Najarian [<mailto:m.najarian@baystatepools.com>]

Sent: Thursday, June 05, 2014 10:40 AM

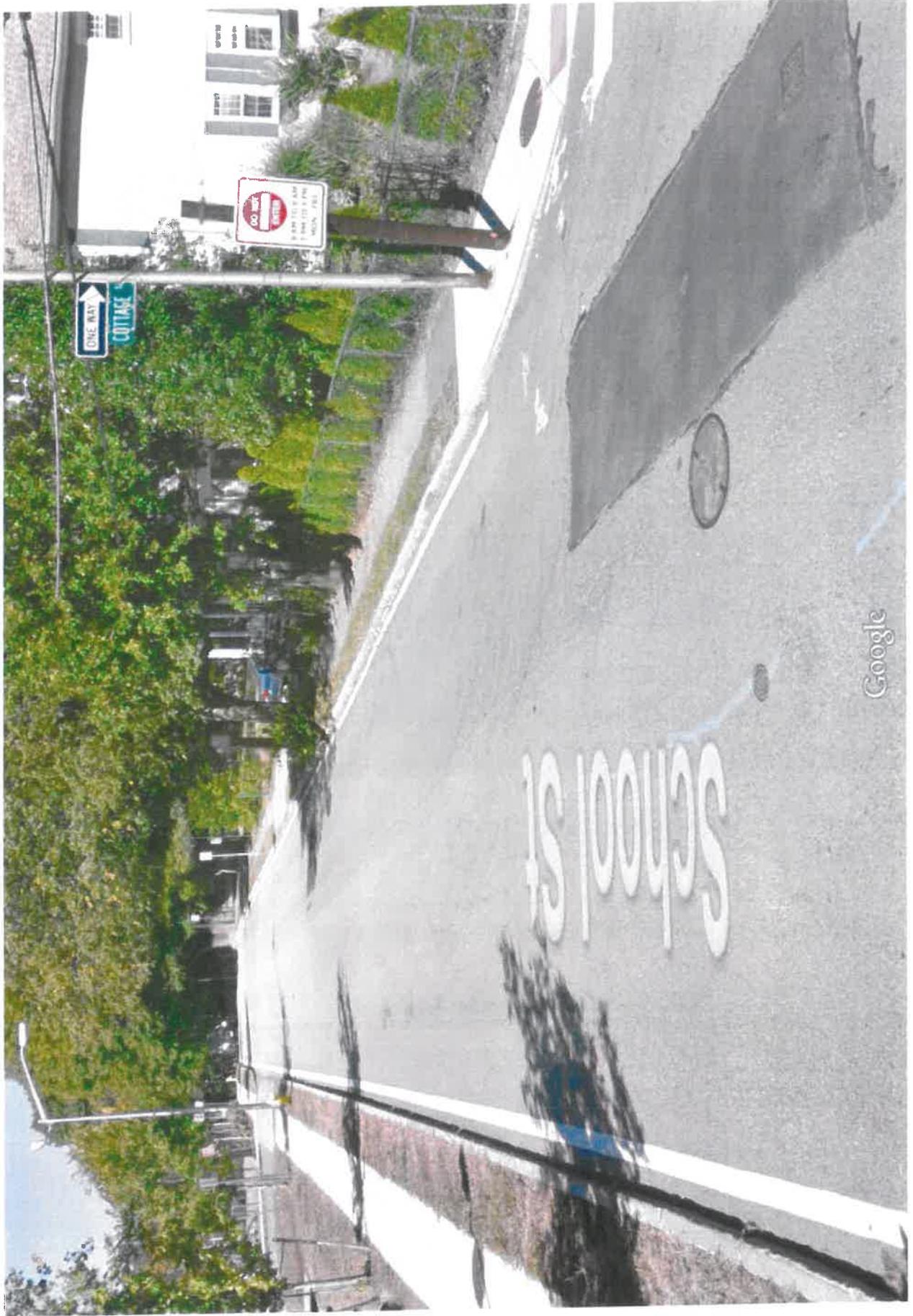
To: traffic@belmontpd.org

Subject: Wellington School Crosswalk

Good Morning Sergeant,

I work at Baystate Pool Supplies in Cambridge and drive by the Wellington School on School Street every day. I have a concern about a crosswalk at the top of a slight hill in front of #30 School Street. This crosswalk is not visible until you drive over it, while all the other crosswalks around the School are clearly visible as you drive towards them. I've seen crosswalk warning signs all over Belmont and I truly believe that this crosswalk needs that type of advanced warning. After the School rebuild, I drove by and all the other crosswalks were newly painted. I got to this one and was annoyed at a family crossing in the middle of the street when there were clearly marked crosswalks elsewhere. When I crested the hill I finally saw the crosswalk. You shouldn't need your memory to be aware of a crosswalk involving children, you should just need clear sight. I'm not a Belmont resident, but that shouldn't matter when children are the concern. I'd appreciate a response regarding anything else I can do to help remedy this safety matter. Thank You.

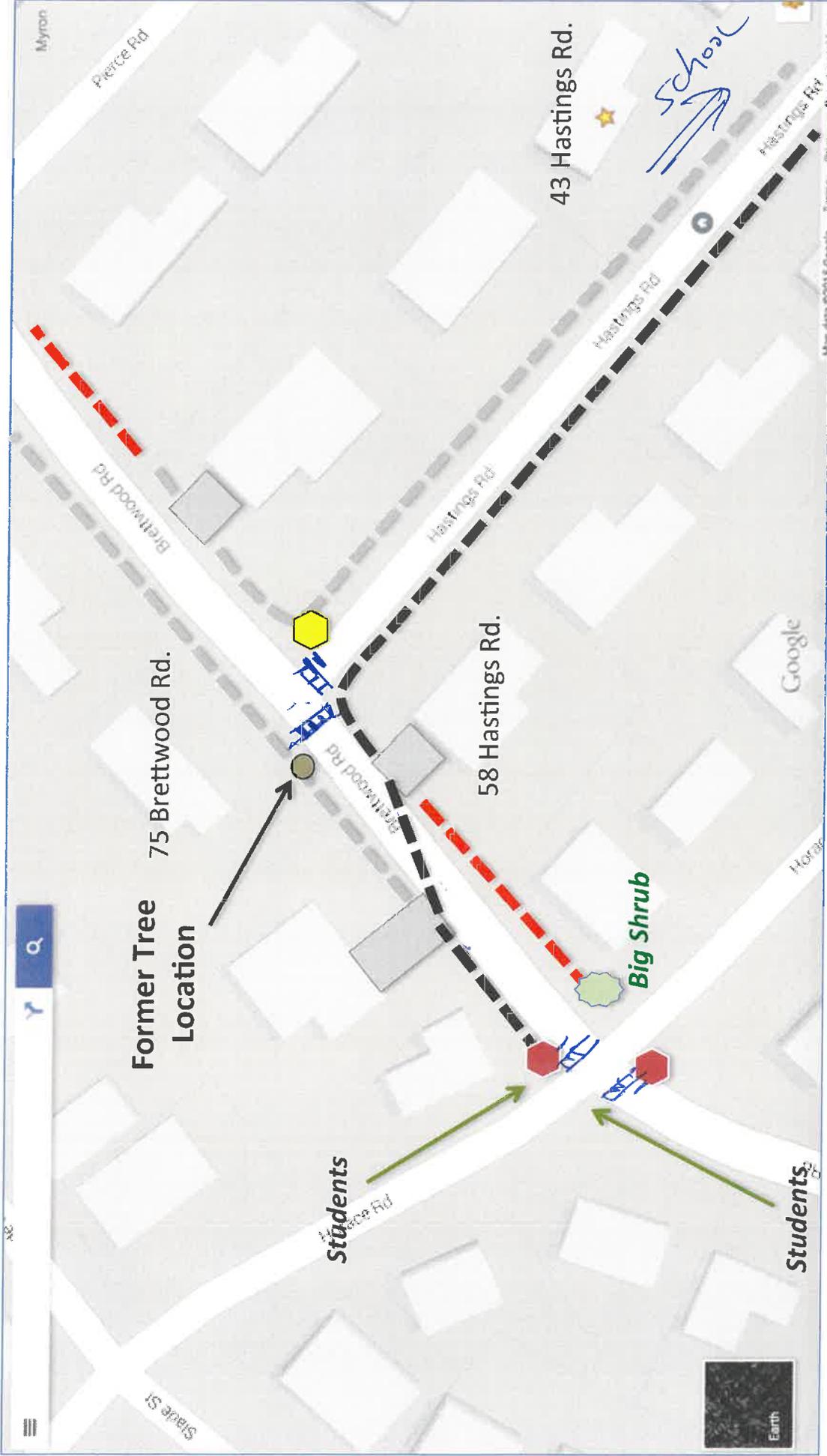




Hastings Rd. & Brettwood Rd.
Stop Sign Request

8/13/15

Brettwood & Hastings are a major walking route to Chenery for Students



- Walking Route to Chenery MS
- Private Driveway
- Sidewalk
- No Sidewalk
- Existing Stop Sign
- Proposed Stop Sign
- Existing Stop Sign
- Proposed Stop Sign

Hastings & Brettwood



Hastings – approach to Brettwood



Brettwood – sidewalk ends well before Horace. Need to walk on street to cross.

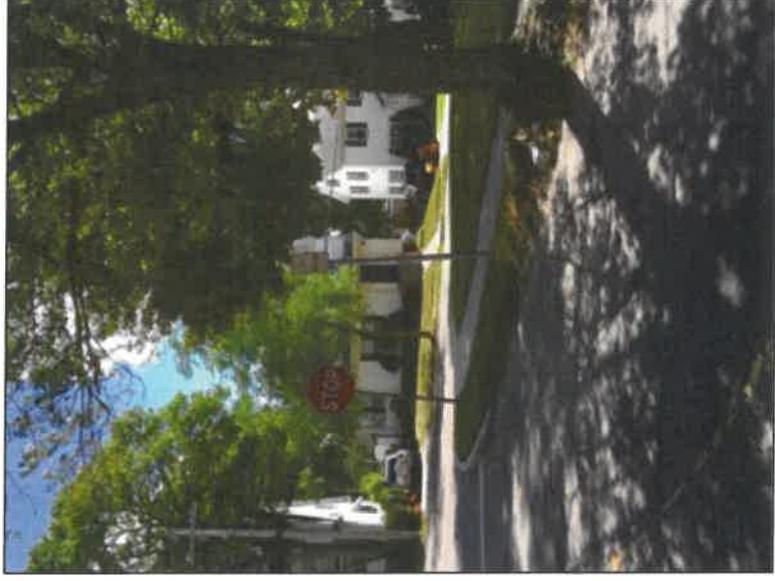
BrettwoodCrossing



T intersections with Stop Signs



Oak & Payson



Hammond & Palfrey



Chester & Common

Clancy, Glenn

From: Sara Dillon <sdillon@suffolk.edu>
Sent: Monday, August 10, 2015 4:42 PM
To: Clancy, Glenn
Subject: RE: Common Street

Thanks, Glen--I may be out of town with my daughter this Thursday, otherwise would love to attend. I would then have to attend the next one.

I think flashing lights and/or a push button red light are so much better than what is there now. I see zero speed enforcement on Common Street--it is a wild cut-through starting at 6 in the morning.

As mentioned, I believe the Washington Street intersection deserves a lot more--speed bumps or something else. as for the investment issue, I think the lives of the middle school children and quality of life are huge in relation to a fairly modest flashing light. No one could reasonably argue that the light at the high school is the same as the Washington Street intersection with the lines painted on the road.

I look forward to talking with the committee.

Sara Dillon

From: Clancy, Glenn [gclancy@belmont-ma.gov]
Sent: Monday, August 10, 2015 4:12 PM
To: Sara Dillon
Subject: Common Street

Good afternoon Ms. Dillon:

I received your voice-mail regarding the traffic on Common Street. The Traffic Advisory Committee is meeting this Thursday evening. I have attached the agenda. You are welcome to attend and speak to them about Common Street.

Regarding a flashing yellow light at Washington Street: The Town of Belmont does not have funding to install such a system. Frankly, I often use Concord Avenue in Cambridge where flashing yellow lights are in use and I don't see a great difference in motorist behavior; pedestrians still need to wait 3-4 cars before one will stop and let them cross. It is an enforcement issue and I know Belmont police has a program of crosswalk enforcement . Sgt. Mailhot will be present Thursday night. We can ask him about it then.

Thank you,

Glenn R. Clancy, P.E.
Director of Community Development
Town Engineer