

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

APPROVED 6/14/12 ✓

RECEIVED
TOWN CLERK
BELMONT, MA.

JUN 26 4 40 PM '12

Minutes of Meeting May 17, 2012

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

Ex-Officio Members present: Clancy, PE; Sgt. Benjamin Mailhot, BPD

Also present: Don Becker acting as attorney for Jonathan Metropolis of 73 School Street, Suzanne Carry of 124 Orchard Street, Bill Ehmann of 64 School Street, Lynn Findlay of 93 School Street, Deborah Galli of 16 Myrtle Street, Gail Gorman of 96 School Street, Liz Hazen of 56 Fairmont Street, Stanley Lewis of 154 Goden Street, Christa Lucas as an employee of St. Joseph's Church, Malcolm Mackenzie of 41 Myrtle Street, Anne Marie Mahoney of 24 Goden Street, Gretchen McClain of 87 School Street, Marty November of 15 Goden Street, Pat O'Neil of 30 Glendale Road, Anne Paulsen of 90 School Street, Quinn Peterson of 32 Myrtle Street, Cathy Rush from the Cushing Square neighborhood, Pam Taylor of 32 Myrtle Street, George Wybieralla of 101 School Street, Xiaowen W Yang of 17 Myrtle Street

Linda called the meeting to order at 7:05. A quorum was not present.

Next Meeting: Scheduled for June 14, 2012

The Wellington School, Review of Traffic Management: Glenn explained that a follow-up review of town traffic changes is customarily made within 9 months of the implementation of those changes and that this hearing was designed to provide a forum for that review. Linda reminded the group that Wellington is no longer a neighborhood school and that there is a significant increase in traffic, both because of the increase in the student population and because LABB students now travel to the Wellington from all four of the participating towns. Several residents expressed their appreciation of Glenn's and the TAC's successful efforts to make the walk to school much safer for their children. Some neighbors voiced concerns.

Suzanne Carry of 124 Orchard Street reported that the traffic pattern is working well. She is concerned, however, that the speed of traffic coming down from Orchard Street poses a danger to the children. She also noted that parents do not observe the one-side-of-the-street parking restriction. In addition, some vehicles, including delivery trucks headed for the school, disregard the one-way traffic sign on Orchard Street. Larry reported frequent dispatches of officers to Orchard Street to ticket and move cars. Suzanne would like increased enforcement. Sgt Mailhot explained that he is the only full-time traffic officer for the town and that police resources are limited.

Bill Ehmann of 64 School Street is happy with the traffic changes.

Town of Belmont, MA

Traffic Advisory Committee (T.A.C.)

Lynn Findlay of 93 School Street has been very pleased with the changes. She is glad that parents are parking in front of her home to take their children to school. She is happy to see the increase in the number of children walking to school and she attributes this increase to the marked increase in the safety of the roads along that walking path. Lynn pointed out that Wellington now has a significant increase in students, and a particular increase in younger students, and a population of handicapped students.

Deborah Gali of 16 Myrtle Street has seen that the new traffic plan works very well. She reported that the changes have resulted in a great improvement in safety for students walking to Wellington, Chenery, and the High School.

Gail Gorman of 96 School Street told those assembled that she lives at the intersection of Goden and School Streets and she is glad there is a four-way stop at the intersection. Because there is not crossing guard at the intersection, a crosswalk is also important. Glenn will make sure that one is painted at the intersection. She has noted that approximately three vehicles disregard the one-way only sign on Myrtle Street each morning and turn right from Concord onto Myrtle Street to reach School Street. In response to Glenn's inquiry, the group indicated its unanimous interest in keeping Myrtle uni-directional during school-commute hours.

Malcolm MacKenzie of 41 Myrtle Street commended Glenn and the TAC for the traffic plan. He has noted a great improvement in the safety for children walking on both Myrtle and School Streets. He reported that, for the first time, he has many cars parking on his street and in front of his walkway and that he thinks that these cars contribute to the safety for the children--and that the increase in street parking is to be expected with the increased population of the school.

Gretchen McClain of 87 School Street has lived at that location for 12 years and reported that the 4-way stop signs at the intersection of School and Goden Streets are the most important improvement to street safety that she has seen. She encourages the town to maintain the current traffic plan. She and her neighbors used to stand in School Street like crossing guards to make sure their children could cross safely. Now they let their children cross the street without an adult escort. She had been worried that the already fast and heavy traffic at that intersection would be made worse by the resurfacing of the road, but the stop sign has made the road much safer for her children and others. As a resident, she is very happy to see children, families, and parents using the street to talk and walk. While some may not observe the four-way stop sign now, she believes that people will adjust to it.

Anne Paulsen of 90 School Street remarked on the effort that Glenn and the TAC expended to develop a coherent traffic plan that takes the entire neighborhood into consideration. She pointed out the importance of keeping all of the elements of the new traffic plan in place; altering any part would have negative repercussions on the whole.

Town of Belmont, MA

Traffic Advisory Committee (T.A.C.)

Quinn Peterson of 32 Myrtle Street Quinn commended Glenn and the TAC for its successful plan and asked that they not alter it. He gave voice to his concern about the speed with which cars travel on Myrtle Street. Considering the narrowness of the street and the lack of coherent sidewalks on the street, Quinn believes that it is important to maintain one-way traffic on the street during school commute hours.

Lucy Pullen of 83 School Street regretted that she could not be present at the meeting, but sent an e-mail message that she asked to be conveyed to the TAC. This message is as follows: "I can't make it to the meeting since I am volunteering at my daughter's school at that time and Scott is out of town this week. I have already told you that I think the traffic on School St has calmed down with the new patterns and stop sign in place. I still think it would be great if a raised sidewalk could go in near the school/St Joe's area."

Cathy Rush from the Cushing Square neighborhood has had several children that have attended the high school. She thinks the four-way stop has resulted in greater safety for students and drivers.

Pam Taylor of 32 Myrtle Street reported that the one way traffic on Myrtle Street has made walking to school much safer for the many children walking up Myrtle Street.

Xiaowen W Yang of 17 Myrtle Street urged the town to maintain the one-way traffic on Myrtle Street during the school commute hours. She explained that if there were both two-way traffic and school parking on Myrtle Street, it would be very unsafe for the children.

Don Becker, speaking on behalf of his client, Jonathan Metropolis of 73 School Street, has asked the town to erect no parking signs in the 15 to 20 feet on either side of Mr. Metropolis' driveway. Mr. Becker and Glenn Clancy had previously discussed the issue and Mr. Clancy is presenting it to the Board of Selectmen.

Liz Hazen of 56 Fairmont Street reported that there has been a significant increase of traffic on her street as a result of the traffic-flow changes. She now sees cars parked on her street for Wellington drop-off and pick-up and reported that these parked cars sometimes make it difficult to turn from Fairmont onto Common Street. She complained that Fairmont Street is deteriorating and that school busses now travel on her street. Ms. Hazen did not know if the busses served the Wellington School, the Belmont public schools, or private schools. Sgt. Mailhot volunteered to look into the bus traffic. Larry reported that when he leaves his post at Chenery at 8:40am, all of the traffic has ended.

Stanley Lewis of 154 Goden Street, near the intersection of Washington Street, reported that traffic and parking are problems on upper Goden Street. Mr. Lewis said that Goden Street is narrow and that the road is in bad condition.

Town of Belmont, MA

Traffic Advisory Committee (T.A.C.)

Christa Lucas—who is not a Belmont resident but is an employee of St. Joseph's Church—spoke several times and at length. She cited her background in road engineering and suggested that most elements of the school traffic flow plan be abandoned. Ms. Lucas explained that the one-way traffic on School Street from Cottage to Common Street from 8 to 9am and 2-4pm on school days makes it inconvenient for her to get to the Church. Ms. Lucas seemed most upset, however, about the Wellington community's continued use of the church parking lot. She reported that Wellington families use the church parking lot as a cut through from Orchard to School Streets and that many families still use the parking lot to drop off and collect their children at the Wellington School. Ms. Lucas reported that, once the church pre-school opens in the fall of 2012, the use of the church spaces will no longer be possible. Ms. Lucas felt that the church should not be responsible for keeping people out of its parking and driving spaces and that the town should amend its traffic patterns to better protect the church from driving and parking incursions. Ms. Lucas said that the church would not erect access barriers on their property or signs and that the town should do so. Ms. Lucas complained that there is no rolling pick-up at Wellington and that there is curb space for live loading that is not being used. It was noted, however, that residents had complained about idling and that live loading might exacerbate that problem. Lynn Findlay, who serves on the Wellington PTO, explained that the Wellington had made a concerted effort to educate parents about drop-off and pick-up procedures. The TAC advised Ms. Lucas to consult with the Wellington School administration and the School Committee to more effectively address her concerns about school-related incursions into Church property.

Anne Marie Mahoney of 24 Goden Street reported that, while there have long been stop signs on Goden Street, the new stop signs on School Street have resulted in a long line of cars coming from Concord Avenue to School Street and then idling in front of her house during the morning commute from 8:00 to 8:15am. Ms. Mahoney said that she had no idea that a four-way stop was being considered until it had been erected. Glenn expressed his regret that Ms. Mahoney had not been aware of the public deliberation on the subject of the four-way stop. Ms. Mahoney also complained that the one-way traffic on School Street from Cottage to Common Streets from 8 to 9 am and from 2 to 4pm on school days necessitated her driving around the block to access St. Joseph's parking during those times.

Marty November of 15 Goden Street reported that traffic moves too fast on the street. He recently moved into the Goden Street address and he knew the street was heavily used, but he is concerned about fast and careless driving. To protect his children from this, he has parked his car in front of his house so that cars will slow down to avoid it. Mr. November asked if the temporary use of a movable sign reflecting driver speed might help reduce speeding on the street. Sgt. Mailhot suggested that the sergeant install the speed spy radar box to measure the speed of traffic on the Street. Linda suggested that a road cut be implemented on Concord Avenue opposite the high school as part of an effort to remedy traffic congestion on Goden Street.

Town of Belmont, MA

Traffic Advisory Committee (T.A.C.)

George Wybieralla of 101 School Street (at the corner of Goden Street) reported that the geometry of the intersections makes the four-way stop difficult and that cars lined up on School Street, waiting to cross Goden Street, sometimes block his driveway. According to Mr. Wybieralla, traffic is sometimes backed up all the way down Goden Street to Concord Avenue and car-horn honking has increased at the intersection. Mr. Wybieralla reported that the police seem to be constantly pulling people over. Mr. Wybieralla reported that he had not been consulted before the four-way stop was installed. Glenn expressed his regret that Mr. Wybieralla had not been aware of the public deliberation on the subject of the four-way stop and that he knew that backed up traffic sometimes blocked his driveway. Glenn will look into adjusting the location of the stop signs to ameliorate this problem.

Linda thanked the Wellington neighbors for attending the meeting. Glenn explained that he would send out a mailer announcing the next meeting on this subject.

Baker Street: Baker is a cut through street. Sgt. Mailhot reported that his traffic study indicated that the average speed of traffic was 28 mph and that the highest speed was 59 mph. Given this data, if a speed limit were to be posted, it would be for 34 mph. Sgt. Mailhot would like to put a speed trailer up on the street. Sgt. Mailhot suspects that the speeding issue is related to commuter traffic and he would like to schedule enforcement of the speed limit during the heavy-traffic times a few days a week for a month or two.

TAC Scope of Work: Linda and Glenn met with Mark Paolillo to discuss the TAC possible involvement in town parking concerns. Linda reported that Steven Rosales would like to be part of the committee that addresses this issue. Linda intends to discuss this topic at greater length with Mark.

Belmont Center Road and Sidewalk Work: Glenn will not be able to meet the grant submission deadline, so the project will be delayed by a year.

At 9:58pm, Matt moved and Dana seconded the motion to adjourn the meeting.

Respectfully submitted, Dana Miller, Clerk

Date: 5/15/2012 09:53:06 am

Start Date: 5/7/2012 10:00 am

End Date: 5/10/2012 05:00 pm

Time Interval: 60 minutes

Speed Interval: 5 mph

Posted Speed Limit: 30 mph

Average Speed: 28 mph

Highest Speed: 50 mph

50th Percentile: 29 mph

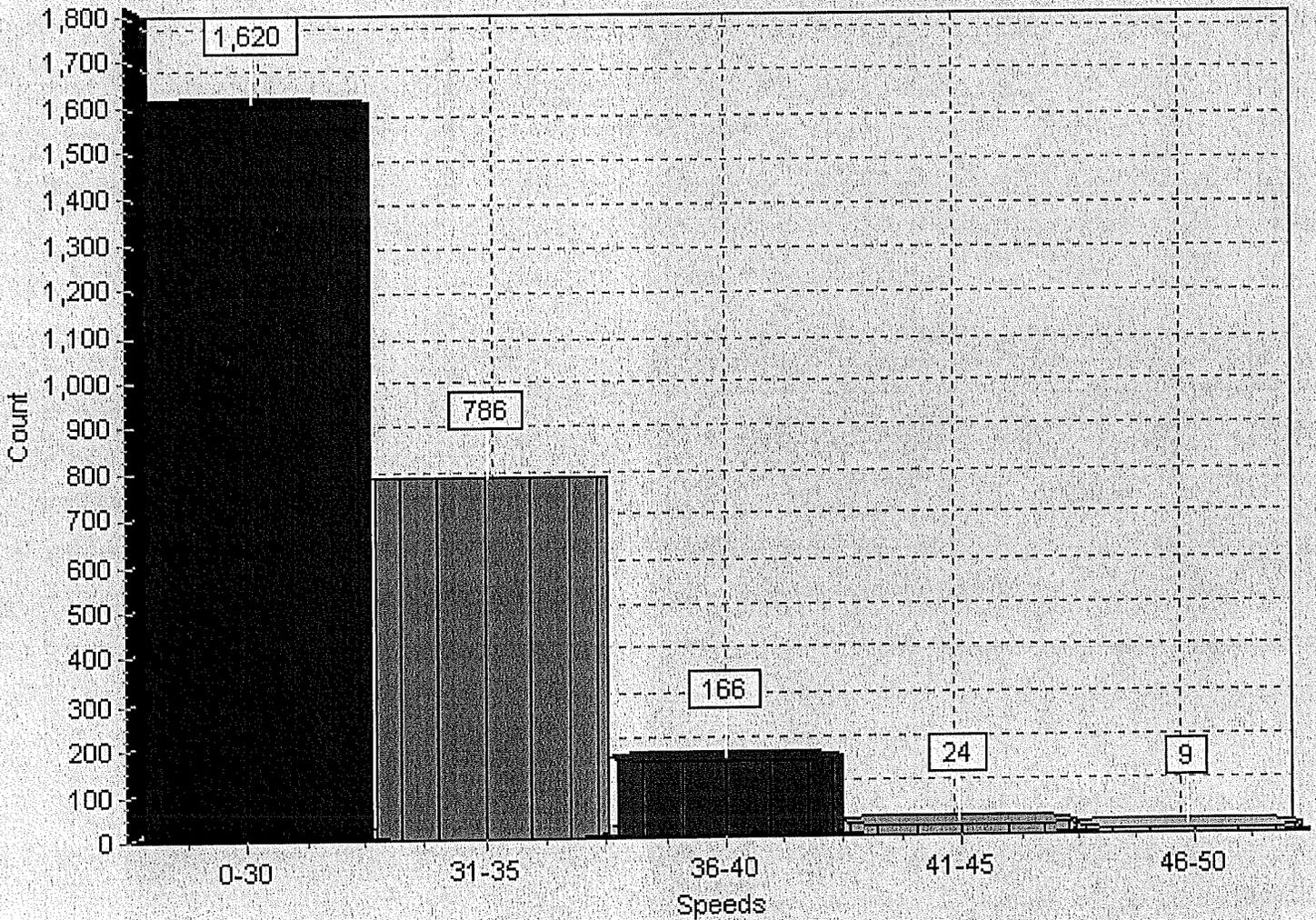
85th Percentile: 34 mph

Number Above Speed Limit: 985

Total Number of Vehicles: 2605

Comments:

Count vs. Speed
5/7/2012 10:00 am - 5/10/2012 05:00 pm



Date: 5/14/2012 08:26:11 am

Start Date: 5/7/2012 10:00 am

End Date: 5/10/2012 05:00 pm

Time Interval: 60 minutes

Speed Interval: 5 mph

Posted Speed Limit: 30 mph

Average Speed: 28 mph

Highest Speed: 59 mph

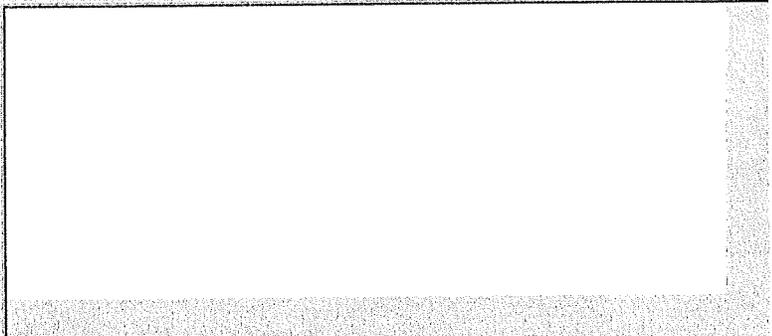
50th Percentile: 29 mph

85th Percentile: 34 mph

Number Above Speed Limit: 993

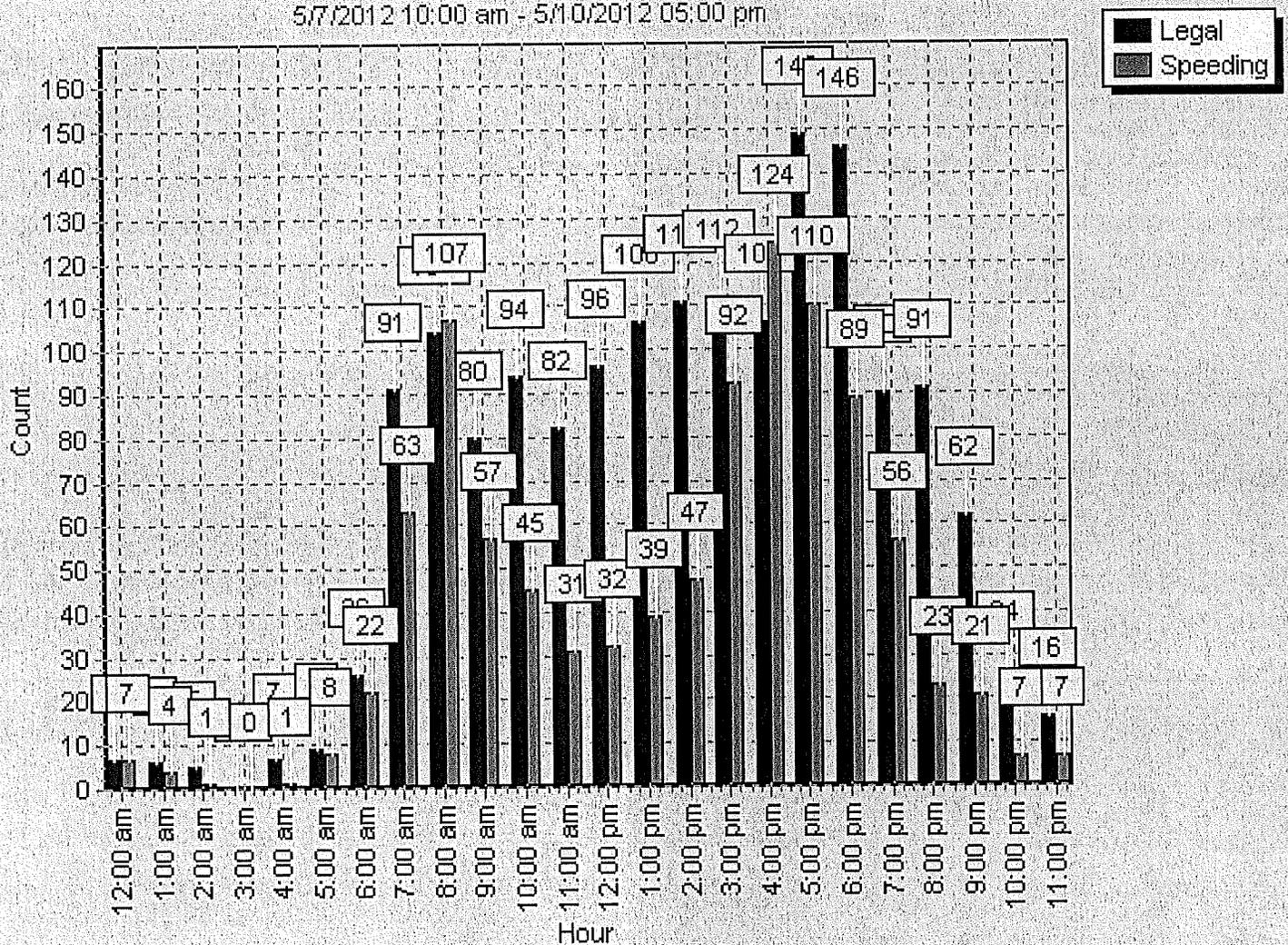
Total Number of Vehicles: 2613

Comments:



Count vs. Hour

5/7/2012 10:00 am - 5/10/2012 05:00 pm





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
Michael Bair
Peter Curro
Donald Mercier
Tommasina Olson
Matt Sullivan

Date: May 9, 2012

To: Members – Traffic Advisory Committee

From: Linda Nickens, Chair

Subject: Agenda for Meeting on **Thursday, May 17, 2012 at 7:00 PM** in the **Town Hall Board of Selectmen's Meeting Room**. If you cannot attend the meeting, please contact Linda via e-mail.

7:00 Call to Order

7:00 – 7:05 Minutes (4/12/12)

7:05 – 8:00 Wellington School Parking Follow-up - Public Discussion

8:00 – 8:20 Baker Street Traffic Data Presentation (Sgt. Mailhot to Report)

8:20 – 8:30 Discussion – Broadening Commission Scope to Include Parking Matters (Continued)

8:30 – 8:35 New Business

- No Known Items

8:35 – 8:40 Old Business

- No Known Items

8:40 Adjourn

Cc: Board of Selectmen – Mark Paolillo
Kellie Hebert, Interim 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