

TRAFFIC ADVISORY COMMITTEE
MINUTES
MARCH 9, 2017

2017 NOV 15 PM 2:25

The TAC was provided a power -point presentation by Paul Roberts, a resident of 54 Cross Street and a Town Meeting Member.

Mr. Roberts advised the TAC that Cross Street is 30 feet wide; that it is used as a "cut-thru," and that he believes there are problems with speeding and safety. He had gathered 50 petition signatures from neighbors on Winn, Cross and Oliver Road who are concerned about the safety of Cross Street. He believes that there are more cars, which contributes to greater speed. It was suggested that WAZE may be redirecting traffic thus contributing to the speed.

At the same time Mr. Roberts suggested that there are more children in the neighborhood citing 2 bus stops for the Middle School, Cross/Alexander and Dean Streets. Mr. Roberts proposed raised crosswalks as the solution to the problem.

Glenn Clancy reported on accident data from the Belmont Police Department and recommended a speed and volume traffic study for Cross Street. He also suggested that the TAC look at a possible 4 way stop at Alexander.

Proposal: More raised crosswalks

Cross street residents in attendance offered comments, including: a large turning radius at Cross and Brighton, also a hedge which obscures driving vision, pedestrians must actually cross 3 lanes because of the road's large turning radii and hedge. Traffic from Route 60 also contributes to the problem as it turns on Alexander on its way to turn right on Cross Street.

Mr. Clancy addressed the turning radii concern stating that it needed to be built for Trucks and Fire equipment.

One resident reported that attempting to cross Cross Street at Farnham while in the cross walk, cars still raced through ignoring his crossing. He was advised to report the license plate to the Police Department so that they can follow up.

Waterhouse Road resident asked that the TAC please consider unintended consequences of traffic pattern changes.

A TAC member stated that the Winn Brook Principal has, over many years, never acknowledged the need to engage with TAC regarding traffic issues on Waterhouse and Sherman despite being repeatedly informed.

Burbank School Update. Proposal for TM. Install improvements on School Street including sidewalks, curbing, pedestrian-activated sidewalk crossing light. Cost to the Town: \$38K. Mr. Clancy expects TM will approve this expenditure.

Brighton Street: Resident Camille Fuleihan offered the TAC his letter and pages of supporting petitioner's signatures. He reported on the massive volume of cars suggesting that the WAZE App is the cause of the volume as drivers seek to get off Route 2 to avoid the Rotary at its end. He suggested that we need to cut down the traffic by blocking Route 2. Exit into Belmont in the morning.

Mr. Fuleihan offered several suggestion including Belmont resident stickers, Transponders and Turn restrictions

Peter Curro, TAC member, and neighbor of Brighton Street offered that Cambridge is the problem. He reminded the TAC of the 1976 truck ban on Brighton Street requiring that trucks stay on Route 2. He also suggested that Belmont needs to halt cars from Route 2 going onto Brighton and Munroe.

Other resident suggestions included more and better signage as well as instituting no Left turns all the way on Rt 60 to Trapelo Road.

The Traffic light at Blanchard and Concord is also problematic, but Mr. Clancy advised that that signal is under Cambridge purview. It was also noted that London and Singapore have a Congestion charge. (In London it is \$14/day)

Residents conveyed their concern that this congestion was an environmental concern and a health hazard for students walking to the High School on Brighton Street. Tomi Olson(TAC) noted that there exists real need for personal mass transit.

Selwyn Road/Chenery Middle School: Principal McAllister has reiterated t to the teachers the "parking plan." Yet, Teachers are ignoring the DO NOT ENTER sign on Oakley. Buses are going down Selwyn. Teachers are parking in front of driveways. Sgt Maillot and Principal McAllister need to come up with parking ideas for this problem Neighbors were asked return to a future meeting of TAC

Uniform Speed Limits:

It will be proposed at Town Meeting that all Belmont Roads become 25 mph since all of Belmont is "thickly settled"

Mill and Concord; Concord and Winter: VHB has provided a proposal to develop traffic solutions at these locations. The committee will be holding hearings in the future to solicit resident input.

It has been proposed that the **speed limit around all schools be 20 mph.**

Respectfully submitted,

Tomi Olson, Secretary.



Traffic Advisory Committee

TOWN OF BELMONT

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

Laurence Macdonald, Chair
Dana Miller, Vice Chair

Peter Curro
Donald Mercier
Linda Nickens
Tommasina Olson
Elizabeth "Sue" Pew
Matt Sullivan

Date: March 3, 2017

To: Members – Traffic Advisory Committee

From: Glenn R. Clancy, Committee Liaison

Subject: Agenda for Meeting on **Thursday, March 9, 2017 at 7:00 PM** in **Town Hall Conference Room 2**. If you cannot attend the meeting, please contact me via e-mail.

- ✓ **7:00 – 7:05** Minutes (December 8, 2016)
- ✓ **7:05 – 8:00** Cross Street Neighborhood Petition (Paul Roberts, Resident)
 - Request to Install Raised Elements on Cross Street
- ✓ **8:00 – 8:10** Selwyn Road Update (Belmont PD) *TRAFFIC FLOW -*
- 8:10 – 8:20** Discuss New State Speed Limit Law – 25 mph limit
- 8:20 – 8:25** Old Business
 - Other (No Known Items)
- 8:25 – 8:30** New Business
 - ✓ • Brighton Street - Request to Limit Traffic Volume (Camille Fuleihan, Resident)
 - ✓ • Update on Burbank School Proposed Improvements (Glenn Clancy)
 - ✓ • Future Intersection Redesign Hearing Process (Glenn Clancy)
 - ✓ ○ Concord Avenue at Mill Street and Winter Street
 - ✓ • Other (No Known Items)
- 8:30** Adjourn

Note: Times are tentative depending on the flow of the meeting, the time of any particular item may deviate ten to fifteen minutes from the schedule.

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






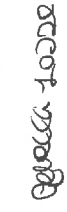






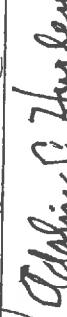



Petition to introduce additional raised crosswalks on Cross Street














<p>Petition summary and background</p> <p>Speeding is a problem on Cross Street, as more cars use Belmont as a 'cut through' when traveling to and from work. Cars speed through this residential neighborhood, including in the Winn Brook school zone, which hundreds of children traverse each day to get to and from school.</p> <p>Within the last decade, Cross Street has been the scene of numerous car accidents including a fatal accident involving a vehicle striking a pedestrian near the intersection of Cross and Alexander.</p> <p>Given the well documented links between car speed and the risk of severe injury or death in pedestrian accidents and the increase in car accidents and 'distracted' driving, the Town of Belmont needs to introduce additional features that force vehicles to slow down as they travel on Cross Street. Currently, a raised cross walk in front of Winn Brook School forces cars to slow down at that location. However, the rest of Cross Street represents more than a half mile stretch of wide, flat roadway that encourages cars to speed up, not slow down. More, raised walks and tables will enforce slow and safe driving on Cross Street. While it will not eliminate accidents, it will reduce their likelihood and, when they occur, their seriousness.</p>	<p>Action petitioned for</p> <p>We, the undersigned, are concerned Belmont residents and citizens who urge our leaders to act now to improve the safety of Cross Street and surrounding neighborhoods by introducing additional, raised crosswalks and/or raised tables, encouraging vehicles to travel more slowly and safely in this densely settled, residential neighborhood.</p>
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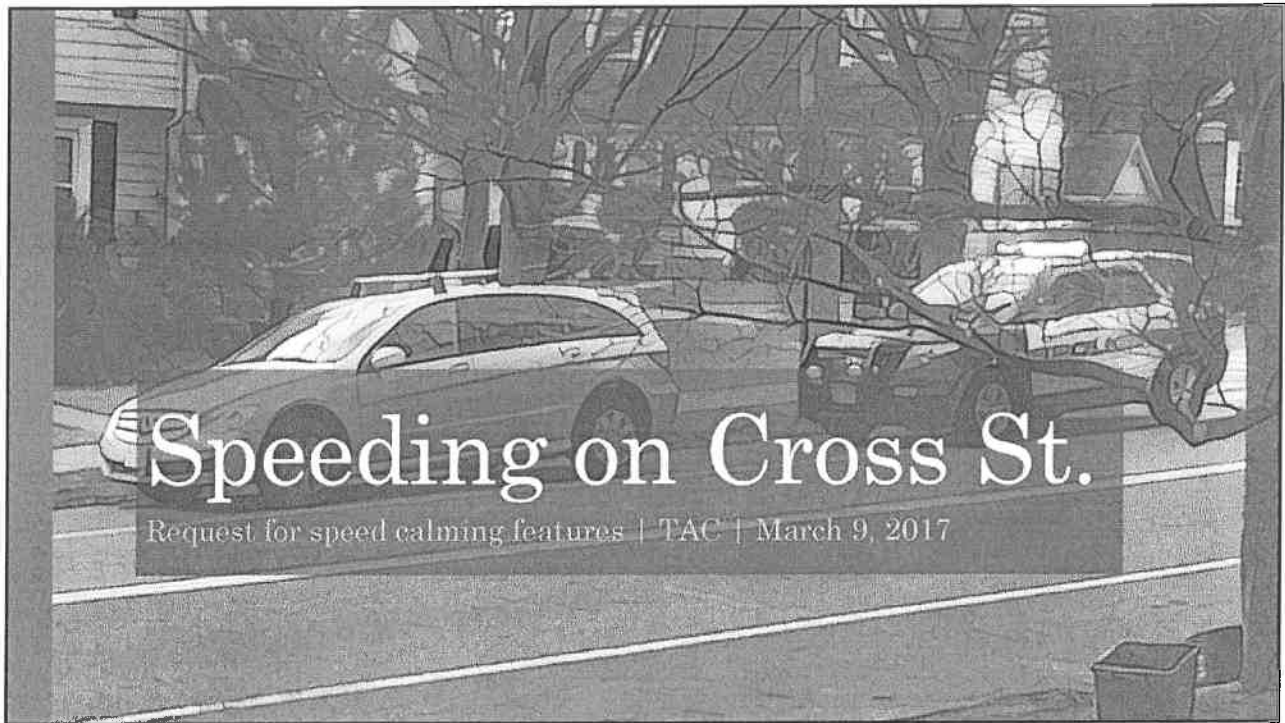
Printed Name	Signature	Address	Comment	Date
PAUL ROBERTS	<i>[Signature]</i>	54 Cross St.		1/14/17
Peter Guthrie	<i>[Signature]</i>	50 Cross St.	Peter.guthrie@verizon.net	1/14/17
Matina Madrick	<i>[Signature]</i>	67 alexander St	mmadrick@gmail.com	1/14/17
Rob Stoesser	<i>[Signature]</i>	26 cross st.	RobStoesser@gmail.com	1/14/17
Dan Foxsmith	<i>[Signature]</i>	20 Cross St		1/14/17
Chris Halloran	<i>[Signature]</i>	21 Cross St.	Chals79@gmail.com	1/14/17
Robert Lockwood	<i>[Signature]</i>	21 Cross Street		

kellyk54@aol.com

Printed Name	Signature	Address	Comment	Date
Karen Kelly Lawrence McCormick	Karen A. Kelly	79 Alexander Ave	Cars fly through the Cross St + Alexander Ave Intersection	1/18/17
RAY LARSEN	Ray Larsen	115 Cross St		
Sharon Larsen	Sharon Larsen	115 Cross St		
Paul Richter	Paul C. Richter	119 Cross St.		1/14/17
Ellen Sugarman	Ellen Sugarman	119 Cross St		1/14/17
Shelly Dennis more McDermid	Shelly Dennis more McDermid	127 Cross St.		1/14/17
Tyler Papciak	Tyler Papciak	131 Cross St.		1/14/17
WALTER GUYER	Walter Guyer	152 Cross St.		1/14/17
RON MALCONIAN	Ron Malconian	172 Cross St		1/14/17
Bob Malconian	Bob Malconian	172 Cross St		1/14/17
KEITH BOWEN	Keith Bowen	178 Cross St.	kbowen@hbs.edu	1/14/17
Gail Lin	Gail Lin	200 Cross St.	LK44813@gmail.com	
JOANNE COLONS	Joanne Colons	210 Cross St		
Hongli Zhu	Hongli Zhu	218 Cross St		1/14/17
WM YOUNG	William Young	230 Cross St	WILLIAM1967@HOTMAIL.COM	1/14/17

Printed Name	Signature	Address	Comment	Date
NARRET		242 cross street	mail@anne-flare.com	01/14/17
Pamela		268 Cross St.		1-14-17
Julie Brady		219 Cross St.		1/14/17
Dave Brooks		203 Cross St.	brooks.david@gmail.com	1/14/17
George Dominick		56 CROSS ST	gmdmd@msn.com	1/15/17
Rebecca Loose		72 CROSS St.		1/15/2017
JACK LOOSE		72 Cross St.	SCOTT.LOOSE@GMAIL.COM	1/15/2017
TONY SALVUCCI		82 CROSS ST.	SALVUCCIA@gmail.com	1-15-2017
Jennifer Angel		100 Cross St.	raineyangel@gmail.com	1/15/17
Jon Iannelli		104 Cross St.	jon.iannelli@gmail	1/15/17
Amy Nguyen		112 Cross St.		1/15/17
John Sebastian		122 Cross St.		1/15/17
Achaline Purvis		272 Cross St		1/15/17
NEAL SNIPER		281 (Rob) St	neal.sniper@gmail.com	1/15/17
Michael L. O'Keefe		296 Cross. St		1/15/17
Ron Bertolin		314 Cross St.	ronb@jbsash.com	1/15/17

Printed Name	Signature	Address	Comment	Date
MARTA KABALIN		322 CROSS ST	mmkabalina@gmail.com	1/15/2017
Nada Bilalazi		332 CROSS ST.	nada.bilalazi@kipe.com	1/15/17
LAVEL Naylor		330 CROSS ST		1/16/2017
Fawwaz Chen		297 CROSS ST		1/15/17
CYNTHIA MALETZ		265 CROSS ST.		1/15/17
JOHN WHITEMAN		265 CROSS ST.		1/15/17
Brendan Connolly		138 Sherman St.	bconnolly@herbconnolly.com	1/15/17
Stephane Connolly		138 Sherman St.		
Allison Lennik		145 Sherman St.	allisonlennik@gmail.com	1/15/17
Andrew Burns		92 Waterhouse Rd	acburns77@gmail.com	1/15/17
Doug Connolly		105 Sherman St	dconnolly@herbconnolly.com	1/15/17
Lisa Starobin		54 CROSS ST		1/17/17
Michael Crowley		119 Farnham St	mcrowley@gmail.com	1/17/17



Agenda

- Who we are
- Our concerns
- Understanding the problem
- Our request
- Why now?
- Next steps...

Who are we?

- Presenter: Paul Roberts
 - Cross Street resident since 2005
 - Three children: 16, 15 & 12
 - TMM P8 (4th term)
- Also: Cross Street residents and other Winn Brook neighbors
 - Petition signed by 50+ residents
 - New residents and longtime residents alike
 - Others in audience who have not signed petition (intro)?

Our Concerns...

- Vehicle speed is a problem on Cross Street
 - Wide, flat avenue promotes speeding
 - Cut through from Brighton Street/Route 2 to points elsewhere (Concord Ave, Waltham, Watertown, etc.)
- Vehicle traffic on Cross Street has increased
 - Waze, Google Maps and other GPS enabled smart phone apps steer cars around high traffic areas
 - Belmont a “cut through” community to Boston/Cambridge, etc.
 - Town Center improvements have restricted travel lanes there, pushing more cars to Cross

Our Concerns...

- Changing neighborhood
 - Growing school age population in Winn Brook and CMS
 - Increased walking traffic and 2x bus stops with morning/pm pickup and drop off
- Changing use/transportation patterns
 - Cycling (transit to Fitchburg Cutoff Path to Alewife)
 - Walking/Jogging, etc.

Table 5: Total Elementary Enrollment, (K-4) 2010, 2015, 2020

	2010	2015	2010-2015 Change	2020	2015-2020 Change	2010-2020 Change
Burbank ES	327	343	4.9%	329	-4.1%	0.6%
Butler ES	361	363	0.6%	378	4.1%	4.7%
Wellington ES	434	572	31.8%	580	1.4%	33.6%
Winn Brook ES	441	456	3.2%	503	10.3%	12.5%
District Total	1,566	1,734	10.7%	1,790	3.9%	14.9%

Understanding the problem

- Speed is a factor in accidents and also severity of injury sustained
- Speed calming features can reduce both accidents and injuries resulting from accidents that do occur

Speed = accidents, injuries

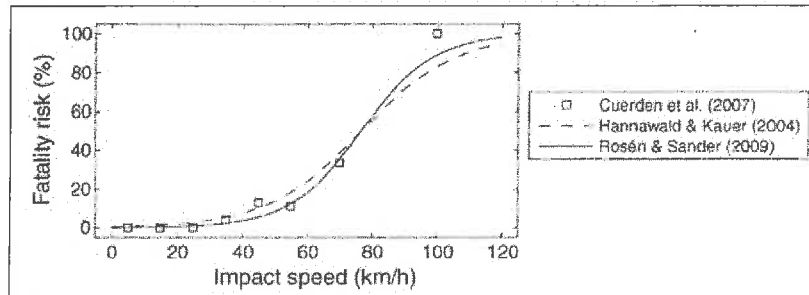


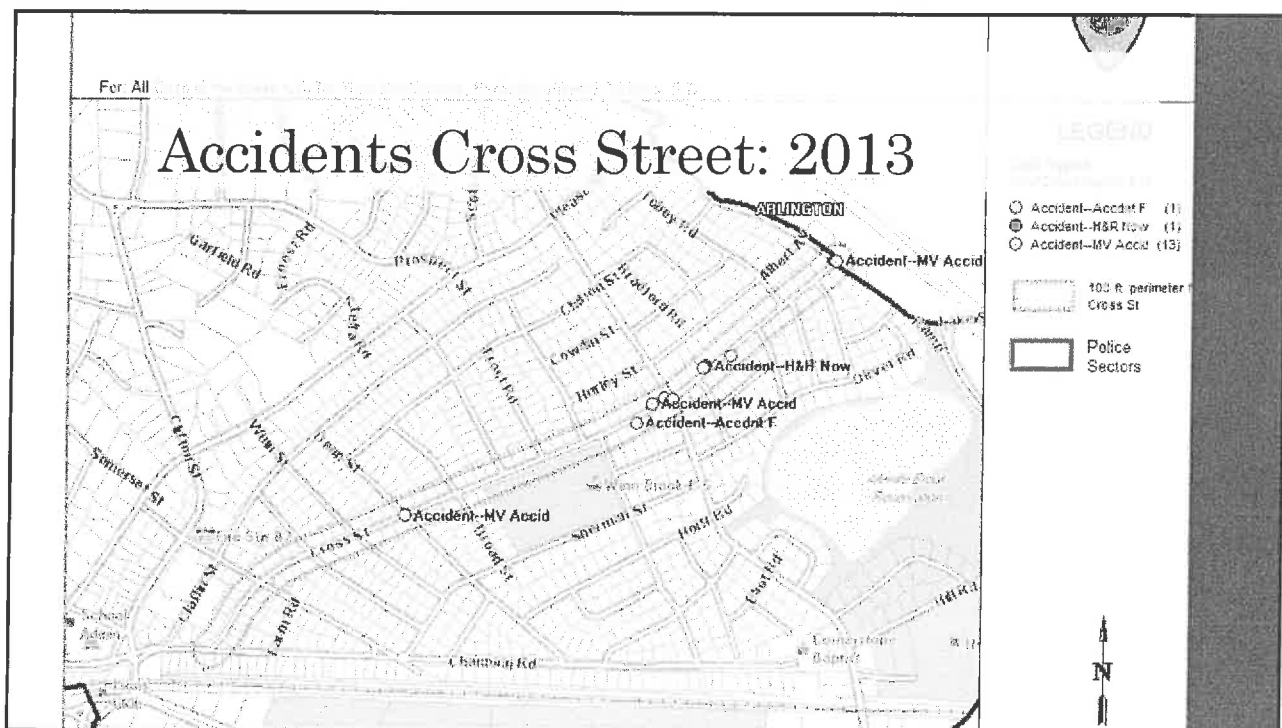
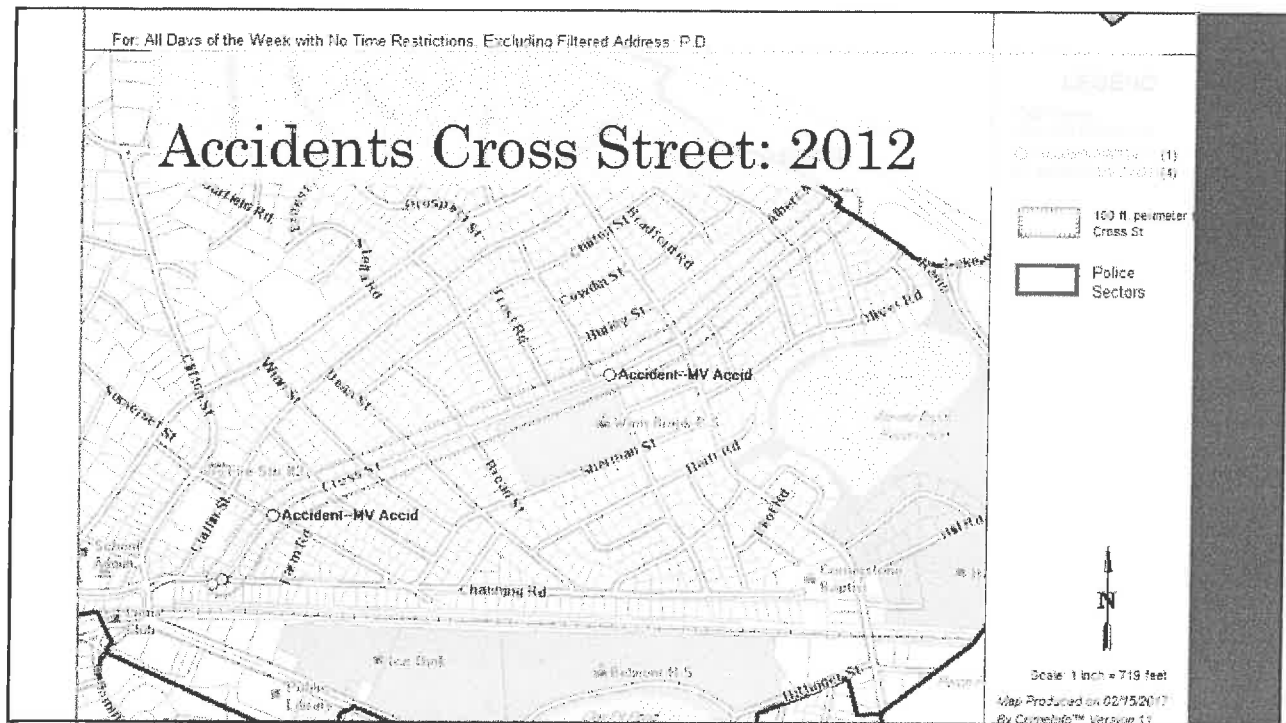
Figure 1. The fatality rate of pedestrians in crashes with passenger cars as function of the collision speed (from Rosén et al., 2011).

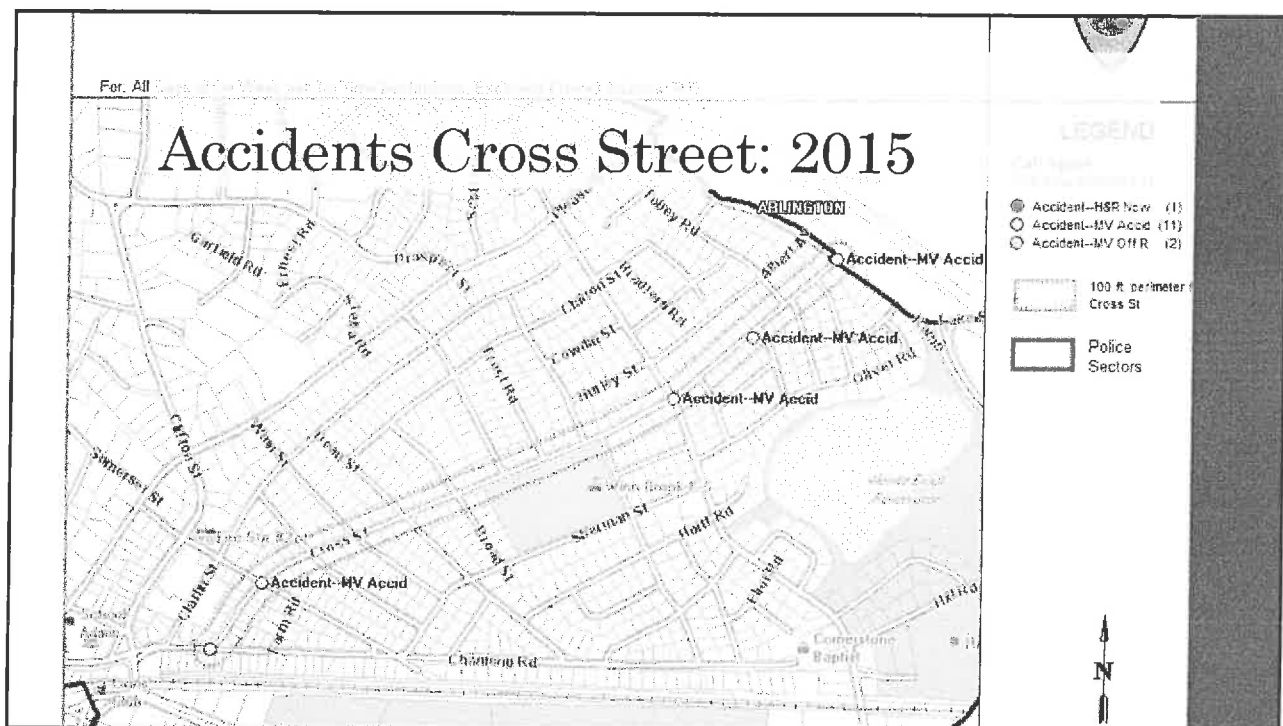
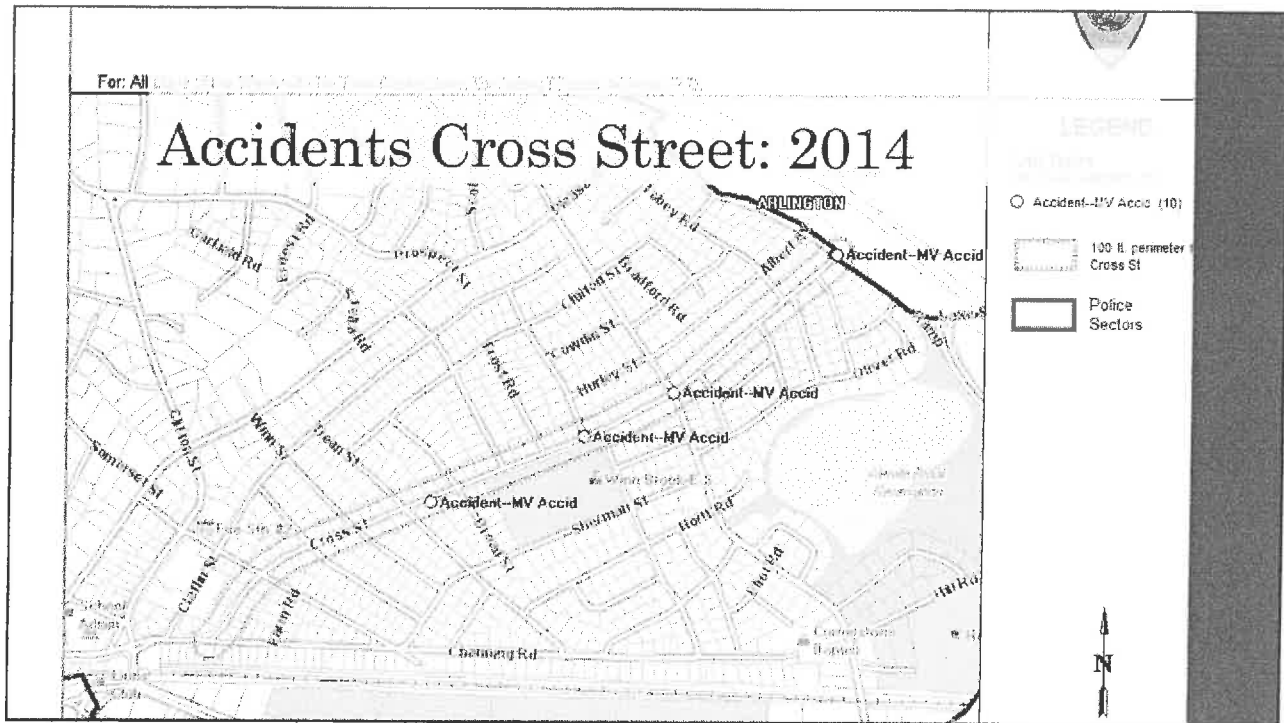
30 mph = 48.3 km/h

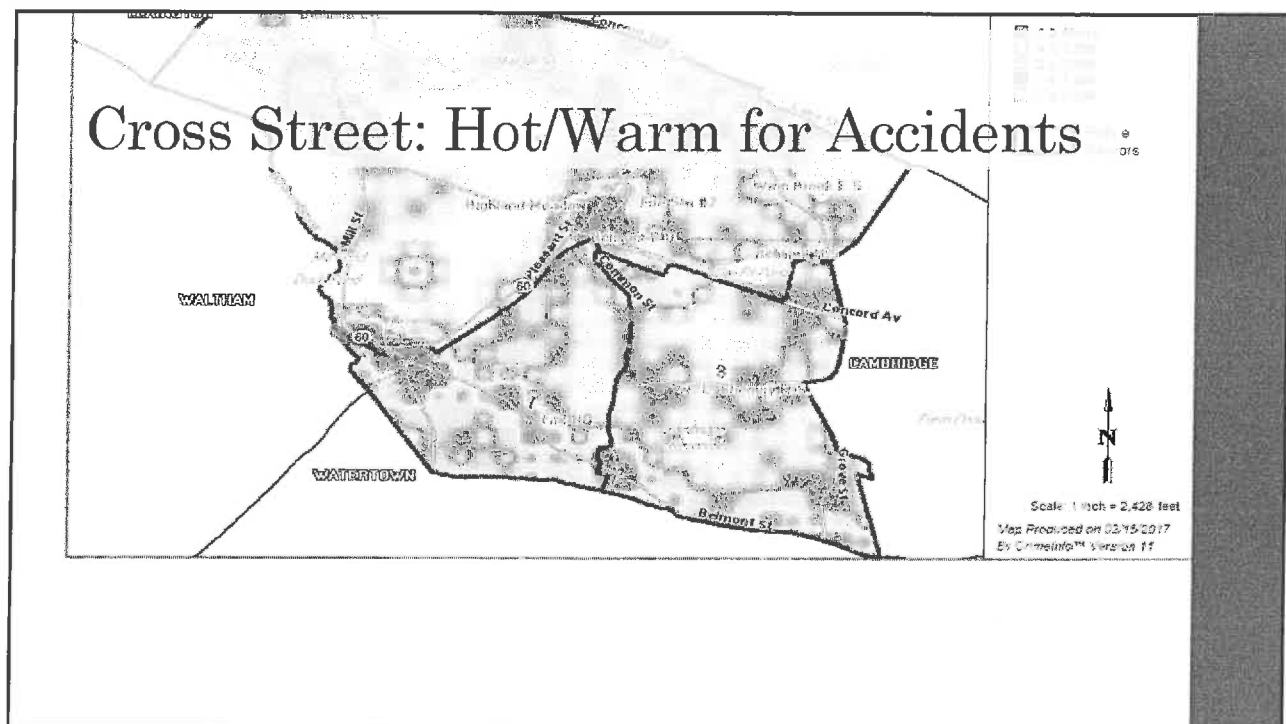
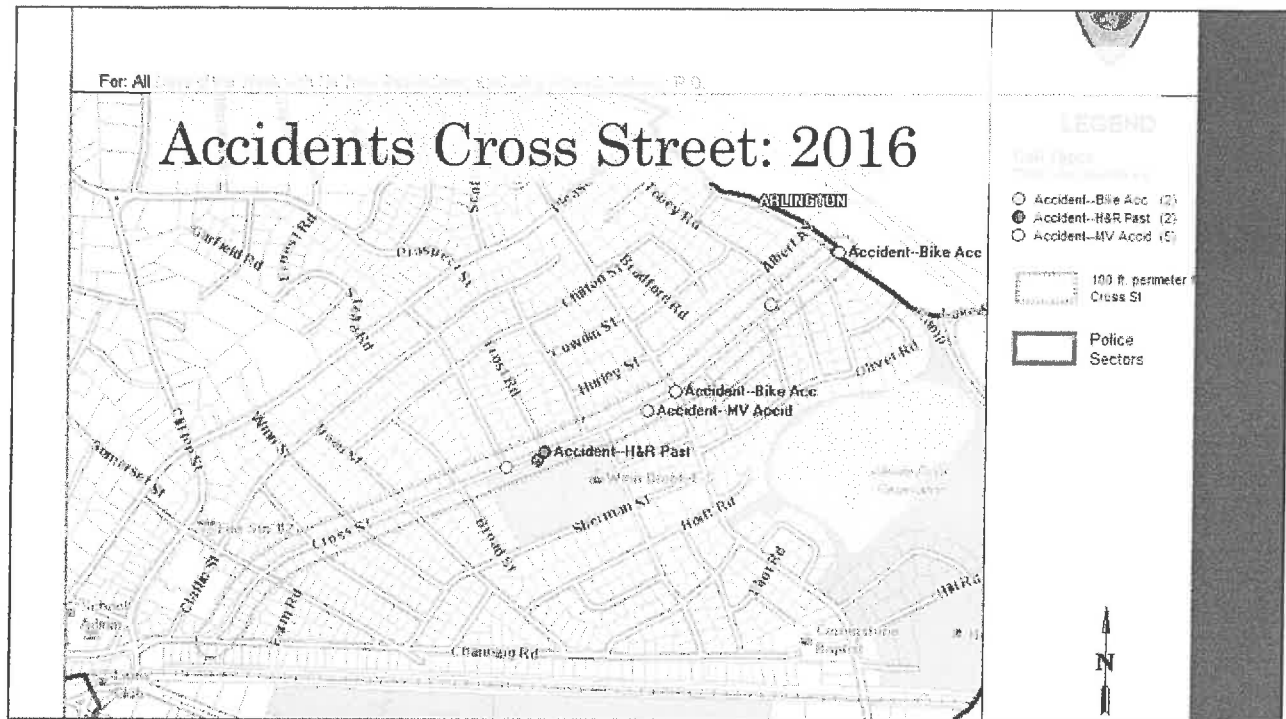
45 mph = 72.4 km/h

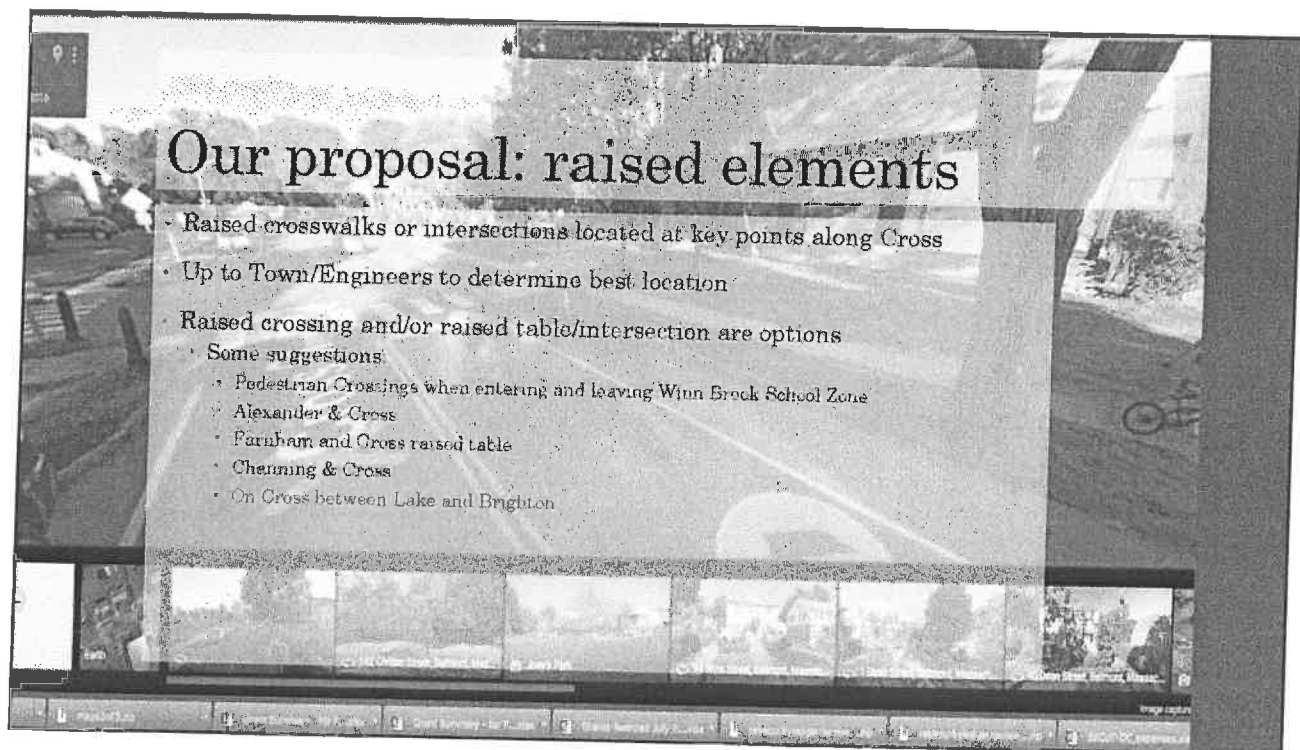
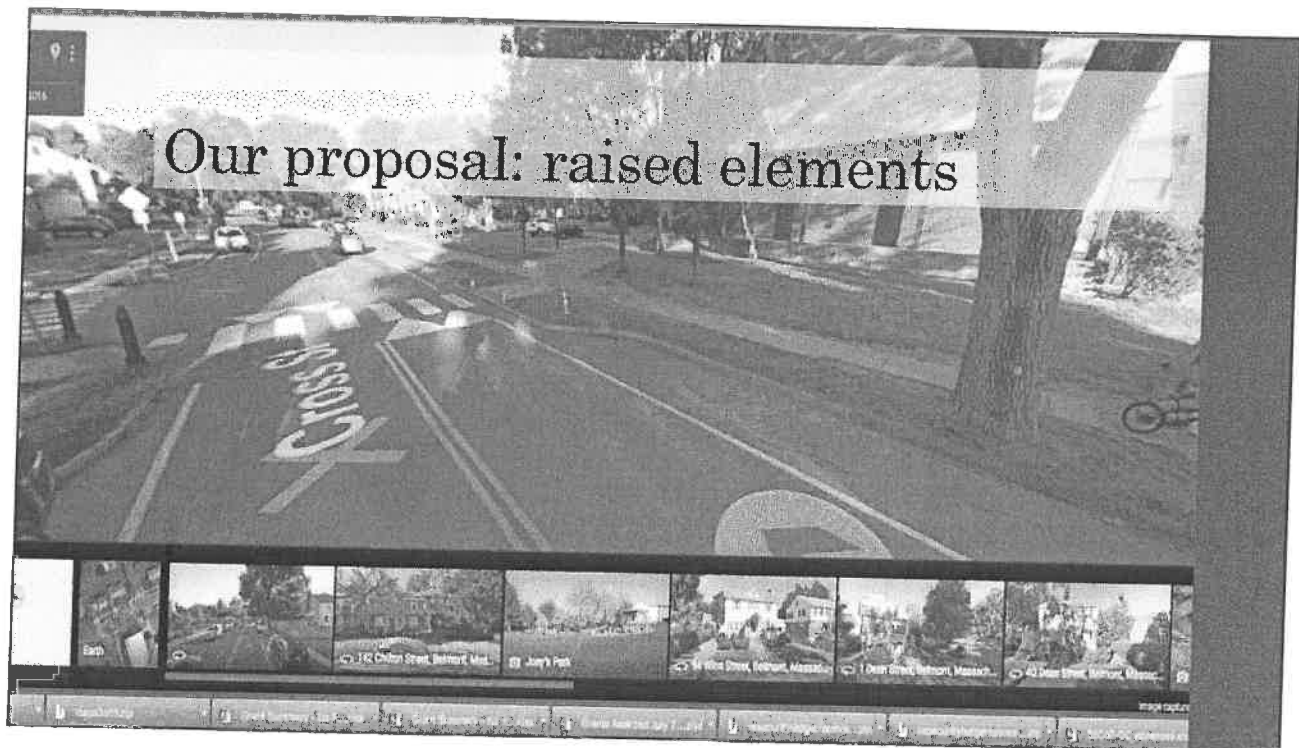
Understanding the problem

- Cross Street and surrounding neighborhoods the site of frequent accidents
 - Average of just over 10 per year for 2012-2016
 - Median is 10
- Major intersections are typical locations
 - Brighton and Cross
 - Alexander and Cross
 - Channing and Cross
 - Lake and Cross
- Minor intersections, also:
 - Winn Brook area a common location
 - Waterhouse and Cross
 - Frost & Munroe
- One fatality in last 10 years close to Alexander and Cross intersection









Thoughts...

- Already in use on Cross Street (at Winn Brook)
- Inexpensive and effective at reducing speed/accidents
 - Police enforcement is expensive (per hour) and intermittent
- Breaks up Cross Street “straight away” discouraging motorists from “flooring it”
- Increases safety, esp. around Winn Brook school zone
- Increasingly common response to “Waze effect” and changing traffic flows

Everyone’s doing it!



“Using crosswalks, wider sidewalks and traffic lights, these transportation engineers aim to make neighborhood traffic slow, safe, and friendly for pedestrians — not send frustrated commuters barreling down side roads.”

-- USA Today

Date: 2/28/2017

To: Traffic Advisory Committee, Belmont MA
Homer Municipal Building, 2nd Floor
19 Moore Street, Belmont MA 02478-0900

Need to limit Brighton Street Traffic during rush hours...

Over the last few years, and in order to avoid the route 2 rotary, commuters have started using the Route 60 and Lake Street exits to come down Brighton Street on their way to and from work. As a result, rush hour has turned our beautiful neighborhood into a parking lot full of fumes.

The situation has become quite dire and we need to do something about it soon: pollution has caused all flowers, plants, trees and houses to be filled with soot, no one dares to open their window for fresh air; the rush-hour traffic jams are causing all sorts of problems on Brighton Street for pedestrians, and drivers, including being a major factor in the tragic train accident that took place recently. Ironically, most of that traffic is for commuters passing through Belmont to Cambridge and Boston, and therefore has nothing to do with our town. Limiting traffic on state routes may involve state legislators, but Brighton Street is strictly a town street, rather than a state route, and therefore it should be the prerogative of the town to limit access to abutters only during rush hours.

The simplest solution, and the one that can be implemented promptly without the need for state legislation, is to place "no turn signs except for abutters during rush hours". This is best done by tackling the problem right at the source near Route 2 for the morning rush hour and near Concord Avenue for the afternoon rush hour. This will dramatically reduce traffic on Brighton Street, and will not increase other traffic in Belmont because the alternative Belmont detours will not make it easier for commuters that have been using Brighton Street to avoid the route 2 rotary.

There are other more comprehensive approaches that would help such as restricting the exit/entrance ramps from Route 2 to Belmont during rush-hours, or imposing a "Congestion Charge" on traffic going through Belmont during rush-hours (except for abutters and possibly HOV and low emission vehicles), as is done in central London to limit commuter traffic. However, these other approaches would possibly require state legislation and the expansion of the project to involve other neighboring towns, and would be costly and take a very long time to achieve.

The simplest solution outlined above is the most appropriate at this point, with others possibly being considered for the future. Note that the need is very dire, and that the side-streets that currently have signs stopping traffic during rush-hours are contributing to making things worse for Brighton Street traffic! The simple signs we envision near route 2 and near Concord Avenue would solve the traffic problems for Brighton Street as well as all the nearby side-streets.

Thank you,




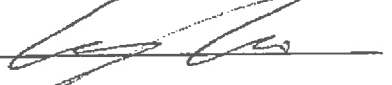



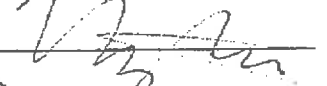
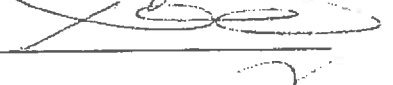
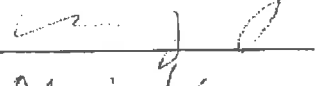
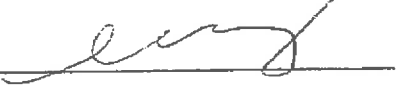
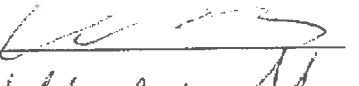
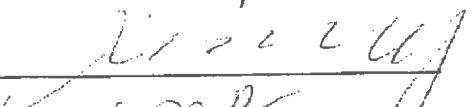

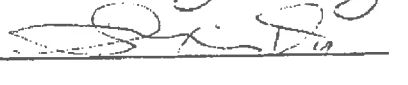


Camille F. Fuleihan, PhD

3 Sandrick Rd, Belmont MA

Tel: (617) 489-0818; Email: cam mouli@comcast.net

*Supporting signatures on following pages.

Name	Address	Signature
Allison V. Lenk	145 Sherman St.	Allison V. Lenk
Sean Li	237 Brighton St	Sean Li
Yao chen	237 Brighton St	yao chen
STEFANIE LIU	49 OLIVER RD.	Stefanie Liu
David Ching	181 BRIGHTON ST	David Ching
Shaun Dolan	3 Eliot Rd	Shaun Dolan
Geoff Davis	3 Eliot Rd	Geoff Davis
Sebastian Kossak	145 Sherman St	Sebastian Kossak
Patricia Cummings	21 Sandwick Rd	Patricia A. Cummings
Ronald Eckel	145 Brighton St.	Ronald Eckel
Stephanie Schechter	45 Larch Circle	Stephanie Schechter
Ann L. Carman	184 Brighton St.	Ann L. Carman
Martin Wagner	144 Sherman St	Martin Wagner
Kathleen M. Hogare	4 Hoitt Rd	Kathleen M. Hogare
Roda Kerins	27 Sandwick Rd	Roda Kerins
Emily Zavaro	60 Brighton St.	Emily Zavaro
Jessica Zavaro	60 Brighton St	Jessica Zavaro
Katharina Quecke	51 Hill Rd	Katharina Quecke
Mimmi Harianto	100 Brighton Rd	Mimmi Harianto
Ping Lay	100 Brighton Rd	Ping Lay
Christopher Lay	100 Brighton Rd	Christopher Lay
YIMMAZ RONA	9 SANDRICK RD	YimmaZ Rona

<u>Name</u>	<u>Address</u>	<u>Signature</u>
Haixi Liu	207 Brighton St.	
Bo Leng	207 Brighton St.	
Ming	201 13 R H Town	
Chunhua Qi	42 Oliver Rd	
YI JING	42 Oliver Rd.	
Ning Ma	11 Howard St.	
Xuemei L.	22 Lincoln St.	
Wei Zhang	119 Baker St	
Mei Li	410 Trapelo Rd.	Mei Li
Fang Xing	743 Belmont St	Fang Xing
Xiaoguang Wang	422 pleasant St	
Peng zhang	422 pleasant St	
Wenjie Ye	72 Chilton St	Wenjie Ye
Ling Song	9 Belmont Circle	
Jessica Zhang	51 Benjamin Rd	JMS
Jin Wang	247 Slade St	Wangji
Xiaoguang Gao	13 Penel St	
Liming Feng	13 Penel St.	Liming Feng
Suxia Du	340 CROSS ST.	
Pengwei Yang	340 CROSS ST.	Pengwei Yang
Mingsheng Zhang	223 Brighton St	
Kan Tao	411 Maple St	

NameAddressSignature

YOUQIN ZHANG	10 Colby St	youqin zhang
YU FEI XU	10 Colby St	yufei xu
Yingchun Ye	36 Hurley St.	Yingchun Ye
Hui Hu	27 Elizabeth Rd.	Hui Hu
Bin Zhao	27 Elizabeth Rd.	Bin Zhao
Jian Yang	35 Barker St	Jian Yang
Mingli ye	35 Chandler St.	Mingli ye
Ning Lu	26 Skahan St.	Ning Lu
Wei Chen	26 Skahan Rd	Wei Chen
LIXIN QIN	44 Plymouth Ave	LIXIN QIN
Yana Wang	9 Newcastle Rd	Yana Wang
Wenyang Sun	9 Newcastle Rd.	Wenyang Sun
Tingting Ge	20 Carleton Cir	Tingting Ge
Tracy Lam	16 Davis Rd	Tracy Lam
Xueyan Fu	29 Jason Road	Xueyan Fu
Benchun Miao	29 Jason Road	Benchun Miao
Wei Zheng	405 Belmont St.	Wei Zheng
QIN LIU	65 Middlecot St	QIN LIU
Birn Yang	62 Trowbridge St.	Birn Yang
Yijie peng	36 Hurley St.	Yijie peng
George Muthana	18 Stultz Rd	George Muthana



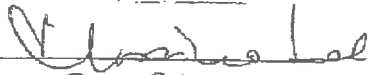
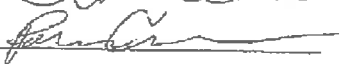
<u>Name</u>	<u>Address</u>	<u>Signature</u>
Joseph Thiel	256 Brighton St.	Joseph Thiel
Brenda Thiel	256 Brighton St.	B. Thiel
James Thiel	256 Brighton St.	J. Thiel
George Bieber	232 Brighton St.	George Bieber
Sam Wong	265 Brighton St.	Sam Wong
Patty Wong	265 Brighton St.	Patty Wong
Allison Lusztizis	90 Brighton St.	Allison Lusztizis
Edward Lusztizis	90 Brighton St.	Edward Lusztizis
Wald Jorkowski	108 Brighton St.	Wald Jorkowski
Terri Wong	108 Brighton St.	Terri Wong
Zhou Dai	124 Brighton St.	Zhou Dai
Liz Chaniotakis	152 Brighton St.	Liz Chaniotakis
Marios Chaniotakis	152 Brighton St.	Marios Chaniotakis
Roberta DeFrancisco	148 Brighton St.	Roberta DeFrancisco
Richard DeFrancisco	148 Brighton St.	Richard DeFrancisco
SRINIVASAN VENKATRAMAN	4 SANDRICK	Srinivasan Venkatraman
AKHILA PARTHASARTY	4 Sandrick Rd	Akhila Parthasarty
Stephen M Kerins	27 SANDRICK RD	Stephen M Kerins
Sarah Felton	81 Statler Rd	Sarah Felton
Jean Rolston	82 Statler Rd	Jean Rolston
Paul Roberts	54 Cross St	Paul Roberts
Lisa Starobin	54 Cross St	Lisa Starobin

NameAddressSignature

Jane Malar	3 Sandrick Rd	Jane Malar
Jane Malar	3 Sandrick Rd	Jane Malar
Camille Fulcher	3 Sandrick Rd	Camille Fulcher
BERT BARSOUM	14 SANDRICK RD	B. BARSOUM
Claude BARSOUM	14 SANDRICK RD	Claude R.
PENGHONG SHOU	26 Sandrick Rd	Peng Hong Shou
Monlan Yuan	36 Sandrick Rd	Monlan Yuan
Ying Chue	36 Sandrick Rd	Ying Chue
Chia Chue	36 Sandrick Rd	Chia Chue
Chia Chue	36 Sandrick Rd	Chia Chue
Chia Chue	45 Sandrick Rd	Chia Chue
Armen Mirzabegian	119 Brighton St.	Armen Mirzabegian
Carl Benazir	5 Oliver Rd Belmont, Ma	Carl Benazir
Ketan Benegal	216 Brighton St, Belmont MA	Ketan Benegal
Rilip Dorr	4 Coolidge Rd	Rilip Dorr
Mary Correia	188 Brighton	Mary B Correia
Kimberly Aulenback	170 Brighton St.	Kimberly Aulenback
GASSAM SALIBA	50 Brighton St	Gassam Saliba
Stephen Kerins Sr	27 Sandrick Rd	Stephen Kerins
MEENAL BAGLA	275 Brighton St.	Meenal Bagla
Russell Mann	308 Brighton St.	Russell Mann
David Trischitta	248 Brighton St	David Trischitta
PAUL HANKIN	280 Brighton St.	Paul Hankin

Mar 09 17:05:16p

p.1

Name	Address	Signature
JOSEPH E. CURRO	248 CROSS ST	
Ann M. Curro	236 Brighton St	
MASSIMO LODA	9 COLLINGE ROAD	
Patricia Curro	248 Cross Street	

2/22/17

Glenn Clancy

Community Development

Subject: Traffic Congestion CMS Neighborhood
Selwyn-Oakley

I am sure you are aware of the subject matter. The neighbors met with Larry & the Traffic Adv. Comm in December to discuss the situation. They agreed that something had to be done, but the TAC said they would have to have a meeting with you, CMS superintendent & Police to further discuss the situation & propose a solution.

What is the status of a meeting to discuss subject?
Please let us know when you plan to meet with TAC & CMS & Police on this matter.

Thank You

Bob Singler 53 Selwyn
rsingler@601.com

484-8483

W.L. Chenery Middle School: Weekly Staff Bulletin
Monday, January 23, 2017

1/23	(M)	2:30-3:30	SEL Steering Committee Meeting (Preparation for 2/8)
1/24	(T)	2:30-3:30	BEA Joint Labor-Management Meeting
1/25	(W)	2:30-3:30	PLT Meeting
1/26	(Th)	7:00pm	CMS Fine & Performing Arts: CMS Honors Concert
1/27	(F)	All Day	Last Day of Quarter #2
1/27	(F)	7:00pm	CMS Student Council: Ice Skating Night

Parking: I am working with Lt. Ben Mailhot of the Belmont Police Department's Traffic Division, as well as the town's Traffic Advisory Committee, on creating a new parking plan for Chenery Teachers. As someone who occasionally has to leave mid-day for a meeting and returns to find no spots left in the lot, I know how frustrating it can be to find alternative parking. I also know what it is like to be yelled at by a neighbor for parking along a side road. Looking forward, we will be engaging the neighborhood -- an extension of the work we have done thus far working with abutters on the modular classrooms -- to try to have a better relationship and establish a more clear parking and sharing conversation. Until then, please note the following limitations which are already in existence:

- Please do not park on Branchaud Road. That road is classified as a "non-conforming" road and any extra cars causes a lot of difficulty on such a narrow road.
- Please be aware of where you park on Selwyn Road; if possible, please do not park near a driveway (or opposite of a driveway, as it can be difficult to back out).
- Please remember to display your parking badge on your rearview mirror.
- Please do not pull your car up onto a curb or sidewalk.

Planning for 2017-2018: Although it seems early in January, it is already time to start thinking about next year. Specifically, there are three big topics on our collective docket:

- Team Structure: Which teachers will be joined to make a team? This is the first question that must be answered in terms of planning for next year. As such, it should be answered by May at the latest.
- Team Location: What classrooms will team teachers be assigned to? It is important to consider how room locations impact our students' learning experiences. These decisions should be made long before we depart for summer, not in June or July.
- Class Placement: I would like to have students -- at very least all of our specific populations (IEP, 504, ELL, METCO, Opportunities Program, etc) -- placed before we leave for the summer.

A few points worth noting before we begin tackling these topics in earnest:

1. I understand that these are big issues and, as such, they may be anxiety provoking. Therefore, they will not be done quickly nor thoughtlessly. Teacher input will be central to the process.

2. I understand that these topics have not been annual topics of conversation for Chenery. It is my belief -- and my experience as a school leader -- that these should be a conversation that we engage in every single year. It is a hallmark of what good schools do.
3. Our goal is not to simply "shake things up" nor to make "change for the sake of change." In fact, the net result of our conversations may be that no change is necessary. If that is the case then we are perfectly fine with that, so long as we can say with a straight face that we have had the conversation, thought of all the different the options, and made as informed a decision as possible.
4. No decision has yet been made on any of these topics. In fact, Torrance, Jon, and I have strictly avoided coming up with a plan ahead of time. Instead, all of our conversations have been on the same topic: *What is the most effective way to accept feedback from teachers?*
5. Our guiding question for all of these conversations will be the same: *Can we organize ourselves in a way that would be better for students?*

I know these three items have been topics of conversation at recent grade-level meetings with Jon and Torrance, and they will continue to have a more-or-less permanent place on GLM agendas moving forward. We will begin reaching out to teachers starting this week to schedule conversations on all three of these topics.

Looking Ahead/Save the Date:

- Grade 7 Presentation: On Wednesday, 2/8/2017 @ 8:40-9:40 (Session 1: Students from 7-1 and 7-2) and 10:40-11:40 (Session 2: Students from 7-3) in the Auditorium the Chenery PTO will sponsor an assembly on "Heat and Temperature" through the Museum of Science
- Grade 8 Assembly: On Tuesday, 2/28/2017 @8:30-9:15 in the Auditorium students will participate in a Course Selection Introduction Assembly for BHS.
- Grade 6 Presentation: On Wednesday, 3/29/2017 @ 9:30-10:15am in the Auditorium the Chenery PTO will sponsor an assembly entitled, "Mythmasters." Teams to be determined after next grade level meeting. Extended Homeroom will be postponed for the first group.
- Grade 8 Presentation: On Wednesday, 5/3/2017 @ 8:05-9:05 (Session 1: Students from 8-1 and 8-3) and 9:15-10:15 (Session 2: Students from 8-2) in the Auditorium the Chenery PTO will sponsor an assembly on "Music for Social Change" by Alastair Mooock.
- Grade 8 Presentation: On Wednesday, 5/24/2017 @ 8:05-9:05 (Session 1: Students from 8-1 and 8-3) and 9:15-10:15 (Session 2: Students from 8-2) in the Auditorium the Chenery PTO will sponsor an assembly on "The Trial of Anthony Burns."
- Grade 5 Presentation: On Wednesday, 5/31/2017 @ 8:30-9:15 and 9:30-10:15 in the Auditorium the Chenery PTO will sponsor an assembly on Ben Franklin

From your Lower School Assistant Principal:

- On Tuesday, 1/24/2017 @ 8:00-8:45 in the Auditorium the Chenery PTO will sponsor an assembly for the entire grade entitled, "Simple Machines Made Fun." Follow-up "break out sessions" will follow on January 24, 26, and 27. Grade 5 teachers have been given a schedule for breakout sessions. It will be re-sent. Due to the number of breakout sessions needed we regret that we could not avoid scheduling the first session during UA time. An email describing the details of the 8:00am assembly will be sent separately.

From your Upper School Assistant Principal:

- Grade-Level (8th) Meeting This Week: We will meet on Friday, 1/27 during F1 in Room 322. The agenda and updated minutes will be posted later in the week. Feel free to add items to the agenda when it is ready.
- Middle-Level Learning: As we begin our middle-level learning discussions during our “Planting a Seed” Series at grade-level meetings, feel free to peruse, read, and research the Association of Middle Level Education (AMLE) website when you have some time. Go to www.amle.org. On the left-hand column, choose “Browse by Topic” and find a wonderland of middle-level learning topics. See me in person if you have any questions—and stay tuned for more information in the coming weeks.

Thank you.

Clancy, Glenn

From: McAllister, Michael <MMcAllister@belmont.k12.ma.us>
Sent: Thursday, March 09, 2017 12:40 AM
To: 'mary_gorman@comcast.net'
Cc: 'bmailhot@belmontpd.org'; Clancy, Glenn
Subject: RE: Selwyn/Hurd Rd parking
Attachments: StaffBulletin_WeekOf1.23.2017.pdf

Hi Mary Beth,

Thanks for this communication. I regret that it has taken me so long to get back to you. Considering the importance of your inquiry, you deserved a more timely response.

I met with Sgt. Mailhot (CC'd here so that he is in the loop) of the BPD Traffic Division on Monday, January 9th, to do a "drive through" of the entire neighborhood. From that meeting, we agreed to do two things:

1. Sgt. Mailhot agreed to map out a more specific site plan for our teachers.
2. I agreed to communicate more clearly with my teachers about the parking expectations throughout the Chenery neighborhood, which I have done several times in our weekly staff bulletins. A sample of one of those communication is attached to this message for your reference (see item #1).

We are in the process of completing those two tasks currently.

As for a follow-up meeting, I am assuming that you are referring to a Traffic Advisory Meeting (rather than a Chenery-based meeting of neighborhood residents). If that is the case I am unaware of the TAC's schedule moving forward. I reassured Glenn Clancy and Sgt Mailhot that I would be willing to attend any future TAC meetings if I can be helpful. If you hear of any upcoming meetings please let me know. I think your decision to check with Glenn about that meeting is the right one. To ensure that both men are in the loop I am CC'ing them here.

Please let me know if you have any questions or concerns.

Respectfully,
Mike

From: mary_gorman@comcast.net [mailto:mary_gorman@comcast.net]
Sent: Wednesday, March 01, 2017 9:24 AM
To: McAllister, Michael
Subject: Selwyn/Hurd Rd parking

Good morning Mr. McAllister, I am a Hurd Rd. resident and am reaching to you as a result of the lack of follow up from a traffic/parking advisory board meeting that I and several residents of Selwyn and Hurd Rd attended in December 2016 . I understand that process takes time however we were informed that we would have a follow up meeting in February and as of today, it is my understanding that one has not yet been scheduled. I understand that the police department was going to meet with you and provide you with summary of our December 2016 meeting that included some very good suggestions on how to remedy the overflow of Chenery Staff parking on Selwyn and now Hurd which is very disruptive to the residents basic needs of pulling in and out driveways as well as parking in front of our own homes. The issue of non enforcement of the traffic laws due to the change in shift of the police department in the morning were also discussed. To this day this has not yet been resolved as staff and parents and school bus drivers continuously take a left hand turn out of the staff parking lot and drive down Selwyn and/or Hurd to either park or simply get on with their day.

I left a voice mail for Glenn Clancy this morning and I am hoping that between the two of you, the ball will get moving on this issue. I suggested to Mr. Clancy that all residents of surrounding streets be notified of the next meeting so we can speed up the process and come to a resolution as soon as possible.

I thank you for your anticipated cooperation.

Mary Beth Gorman
35 Hurd Rd.
Belmont Ma 02478
H 617 489 3373
C 617 932 9246
mary_gorman@comcast.net



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, Secretary & CEO
Thomas J. Tinlin, Administrator



October 17, 2016

Dear Municipal Official:

I am pleased to provide the attached information/guidance relative to the recent passage of Sections 193 and 194 of Chapter 218 of the Acts of 2016 regarding changes to the Speed Limit Regulations under Chapter 90, Sections 17 and 18 that was signed by Governor Baker on August 9, 2016. The new statutes become effective on November 7, 2016.

In preparing this guidance it is MassDOT's goal to present a consistent approach on the local implementation of these statutes with respect to the most recent traffic engineering recommendations of MassDOT, the 2009 Federal Manual on Uniform Traffic Control Devices (MUTCD), and The Massachusetts Amendments to the MUTCD (2012). It is our opinion that it is imperative to create a uniform implementation by municipalities that decide to adopt these statutes which will ultimately increase their effectiveness on a statewide basis. These recommendations have been made and are hereby presented as the Official Standards of MassDOT, as authorized by Chapter 85, Section 2 of the Massachusetts General Laws. MassDOT will, upon the request of local authorities, advise municipalities on all aspects of these regulations.

Attached please find a series of Frequently Asked Questions regarding the new legislation and speed zoning in general. The MassDOT Speed Limit website will keep the FAQs up to date based upon feedback and also has a comprehensive explanation of all things speed limit related in Massachusetts. Please visit it at:

<https://www.massdot.state.ma.us/highway/Departments/TrafficandSafetyEngineering/SpeedLimits.aspx>

Sincerely,
[signature on original]

Neil E. Boudreau
State Traffic Engineer

Encl.: Speed Limit FAQs

Frequently Asked Questions on Speed Limits

Q1. What are the laws and regulations that govern speed limits in Massachusetts?

A1. [Section 17](#) and [Section 18](#) of [Chapter 90 of the Massachusetts General Laws](#) (MGL c. 90 §§ 17 and 18) dictates the requirements for establishing posted speed limits and the statutory speed limits on all other streets and highways. In addition, MassDOT and all municipalities are required by [MGL c. 85 § 2](#) to follow the standards stated [Manual on Uniform Traffic Control Devices \(MUTCD\)](#) for the posting of speed limit signage.

Q2. What is a regulatory speed limit?

A2. With certain exceptions noted below, a regulatory speed limit is one that has a Special Speed Regulation and speed limit signs posted per [MGL c. 90 § 18](#). A special speed regulation is established by conducting an engineering study, having the authority responsible for legislating municipal traffic code approve the proposed speed zones (city- and town-owned ways, only), submitting the study and proposed speed zones to MassDOT, having a special speed regulation duly approved by the MassDOT Traffic and Safety Engineering Section and the Registry of Motor Vehicles, and, lastly, erecting [standard speed limit signage](#).

The Section 2B.13 of the MUTCD also states that, "Speed zones (other than statutory speed limits) shall only be established on the basis of an engineering study that has been performed in accordance with traffic engineering practices. The engineering study shall include an analysis of the current speed distribution of free-flowing vehicles." To comply with this statement, MassDOT has established Procedures for Speed Zoning, where all of the details for the required engineering study may be found.

Q3. How does a municipality create a Special Speed Regulation on a city- or town-owned way?

A3. Full details on the procedure for creating Special Speed Regulations may be found in the MassDOT Procedures for Speed Zoning. The following is a summary of the process:

1. Request sent by city/town to MassDOT District Office.
2. MassDOT will meet with city/town for detailed explanation of procedures (if requested).

3. City/town will submit proposed speed zones along with engineering justification and backup data.
4. Submittal reviewed by MassDOT District Office and Traffic & Safety Engineering Section.
5. If approved by MassDOT, special speed regulation prepared by MassDOT Traffic & Safety Engineering Section.
6. Regulation approved by city/town body that governs the municipal traffic code.
7. MassDOT Traffic & Safety Engineering Section and Registry of Motor Vehicles signs off on approved regulation.
8. Speed limit signs are erected by city/town. Speed limit is now enforceable.

Q4. What is a statutory speed limit?

A4. Statutory speed limits exist in the absence of special speed regulations and official posted speed limits. [MGL c. 90 § 17](#) requires that drivers operate motor vehicles at a rate of speed that is no greater than reasonable and proper with regard to the use of the road and safety of the public. Reasonable and proper speeds are defined as:

- 20 mph in a school zone;
- 30 mph in thickly settled or business district for at least 1/8 of a mile;
- 40 mph on an undivided way outside of a thickly settled or business district for at least 1/4 of a mile; and
- 50 mph on a divided way outside of a thickly settled or business district for at least 1/4 of a mile.

Section 2B.13 of the MUTCD does not require an engineering study to establish a statutory speed limit since they are set based upon geographic criteria in the absence of a speed regulation. However, with the exception to the types noted in Question 8, statutory speed limits do not include posted signs.

Q5. What is a thickly settled or business district?

A5. [MGL c. 90 § 1](#) of the MGL defines a thickly settled or business district as, "the territory contiguous to any way which is built up with structures devoted to business, or the territory contiguous to any way where dwelling houses are situated at such distances as will average less than two hundred feet between them for a distance of a quarter of a mile or over."

Q6. How does the new speed limit legislation passed in 2016 affect my town?

A6. [Sections 193 and 194 of Chapter 218 of the Acts of 2016](#) creates two new sections to Chapter 90 of the MGL:

- Section 193 allows the municipality to opt-in to MGL c. 90 § 17C, thereby reducing the statutory speed limit from 30 mph to 25 mph on any or all city- or town-owned roadways within a thickly settled or business district. The legislation also requires cities and towns to [notify MassDOT](#) of these changes.
- Section 194 creates MGL c. 90 § 18B, allowing municipalities to establish regulatory 20 mph safety zones. Since this creates a regulatory speed limit, the MUTCD requires an engineering study prior to the establishment of the safety zone and it should conform to the guidance found in the MassDOT Procedures for Speed Zoning.

Q7. If a city or town opts-in to Section 193 of Chapter 218 of the Acts of 2016, will that supersede any existing posted speed limit?

A7. No. This legislation only affects streets that are currently governed by a statutory speed limit. If an existing special speed regulation is in place, it will continue to govern.

Q8. Can cities and towns post their own speed limits?

A8. [Standard speed limit signs](#) may only be posted upon the establishment of a regulatory speed limit per [MGL c. 90 § 18](#) and the MassDOT Procedures for Speed Zoning. However, there are other speed-related signs that cities and towns may elect to post upon completion of proper engineering studies:

- Municipalities that opt-in to [Section 193 of Chapter 218 of the Acts of 2016](#) on a city- or town-wide basis may post Thickly Settled Speed Limit 25 Unless Otherwise Posted (MassDOT code [MA-R2-9A](#) or [MA-R2-9B](#)) signs at jurisdictional boundaries. MassDOT recommends that, if a city or town is considering opting-in to this legislation, that it is done so for the entire municipality to avoid potential confusion for drivers.
- Municipalities that opt-in to [Section 193 of Chapter 218 of the Acts of 2016](#) on a street-by-street basis may post Thickly Settled District 25 MPH (MassDOT code [MA-W13-4](#)) signs at the upstream ends of street.
- School Zone speed limits may be posted if established under the standards of the [MA Amendments to the MUTCD](#).
- Safety Zone speed limits may be posted and should follow MassDOT guidelines, as described in Q9.

Q9. What is the process for establishing Safety Zone speed limits?

Safety Zone speed limits are the only regulatory speed limits that municipalities can adopt without prior approval from MassDOT. Safety Zones cannot, however, be placed on State Highway without MassDOT approval.

Speed limits within a Safety Zone must be set at 20 mph and are intended to be used in areas where vulnerable road users are likely to be present. Examples of such areas are: parks and playgrounds, senior citizen housing and centers, hospitals or other medical facilities, high schools and higher education centers, and daycare facilities. Note that Safety Zones should not be used in place of School Zones for streets adjacent to grades 1-8 schools.

To establish a Safety Zone, MassDOT has developed the following minimum criteria:

- The street should be adjacent to a land use that is likely to attract vulnerable road users.
- The Safety Zone should contain one or more areas that have potential conflicts between motor vehicles and vulnerable road users that warrant a reduction in speeds such as crosswalks, driveways, or side streets.
- The minimum length of the Safety Zone should be at least 1/4 of a mile and it should not extend more than 500' beyond a side street unless an applicable land use continues along the adjacent block.

Regulatory speed limit signs are required to conform to the MUTCD, per MGL c. 85 § 2. Therefore, an engineering study must be performed to validate the posting of signage. The engineering study shall include an analysis of the current speed distribution of free-flowing vehicles.

In an area where a legal Special Speed Regulation has been enacted, the Safety Zone should be terminated with a Speed Limit (MUTCD code R2-1) sign that corresponds to the regulatory limit shown in the regulation. If the Safety Zone is in an area that has no Special Speed Regulation, it should be terminated with an End Speed Zone (MassDOT code [MA-R2-7](#)) sign.

Cities and towns are also responsible for modifying their Municipal Traffic Code to reflect the locations of all Safety Zones prior to the posting any signage.

Q10. Can speed limits be added or modified on city or town ways that have been constructed or reconstructed through a Federal Aid Project?

A10. All Federal Aid Projects in Massachusetts should have an executed Traffic Control Agreement signed between the municipality and MassDOT. The Traffic Control Agreement requires the city or town to maintain all traffic

control devices, including signage, in accordance to the approved plans for that project. Any modifications, including the addition of new signage, must be approved in advance by MassDOT. To request a modification to a Traffic Control Agreement, please contact:

*Massachusetts Department of Transportation
Highway Division - Traffic & Safety Engineering
Attention: Regulations Engineer
10 Park Plaza, Room 7210
Boston, MA 02116*

Q11. Are design drawings available for fabricating speed limit signs?

A11. MassDOT has created the following sign face drawings:

- [MA-R2-7 \(End Speed Zone\)](#);
- [MA-R2-8 \(Safety Zone Speed Limit 20\)](#);
- [MA-R2-9A or MA-R2-9B \(Thickly Setting Speed Limit 25 Unless Otherwise Posted\)](#); and
- [MA-W13-4 \(Thickly Settled District 25 MPH\)](#).

Other MassDOT standard sign designs may be found on the Traffic & Safety Engineering's [Signs page](#). All other sign designs may be found in FHWA's [Standard Highway Signs and Markings](#) book.