

2018 MAY -2 PM 2:26



Traffic Advisory Committee

February 8, 2018

Minutes

Committee Members Present: Dana Miller (Vice Chair and Acting Chair for this meeting), Michael Lanza (Clerk), Peter Curro, Mary Gavin, Donald Mercier, Tommasina Olson, Sue Pew, Matthew Sullivan

Ex Officio Committee Members Present: Glenn Clancy (Town Engineer), Sgt. Ben Mailhot (Belmont Police representative to the committee)

7:04pm Ms. Miller called the meeting to order.

7:06pm Belmont High School Building Committee presented

Bill Lovallo, High School Building Committee Chair, ran through the attached documents and the timeline for the high school project. Glenn mentioned that the Town wide traffic study will come to fruition sooner than the high school project and that we will try and implement the town traffic issues as soon as we can.

Jason presented slides on the high school project

- summary of traffic work completed
- overview of circulation/safety issues on existing campus

Dana clarified the scope of the biking and walking and when that will be presented. Dana also asked about how to further encourage walking and biking and less car usage.

Jason, Traffic Consultant from Nelson Nygard, mentioned a staggered start for the different grades to reduce the traffic and delays. He clarified that this is a proposal that is going to continue to evolve as it's discussed.

Tommasina asked who is in charge of the Alexander tunnel. Is it going to be a school thing or a Town function? Also, when do we expect it to start? New Town Administrator, Patrice Garvin, mentioned it's not part of the high school project but it is being addressed. Don asked about the tunnel and how many people cross the train tracks. Don recommends that we have children walk across the tracks because he believes that is safer than having the children take a tunnel under the tracks, where they would get mugged. The consultant pointed out that Federal and State traffic regulations would not allow us to have children cross railroad tracks on a planned walking route.

Approved 4/12/18

Mary asked about Goden and School St. and if that is being considered with traffic. She pointed out that most of Belmont school kids will be in one main intersection. She cannot get out of her driveway on Long Ave. Is not a fan of the Goden St. traffic proposal. Glenn mentioned that the town-wide traffic study will address her concern, among many others.

Sgt. Mailhot commented that many families have to go to a few schools to drop off their kids. Stated that regardless of the proposed traffic signal at Goden Street that traffic loop will continue. Expert mentioned Goden St. residents' concerns about high-school traffic and light being added. Mentioned he wants to work with the TAC and town consultants to better help and inform the community.

Dana asked about pedestrians on site. Experts mentioned that in front of the school where the pond is, it will be walking only and will not have car flow (except for emergency access). Don suggested a drop off location on Concord Ave for the students to which the experts said it would most likely continue. Mary asked about parking accommodations to which experts explain that it will better accommodate after-school event parking. Sgt. Ben believe that this new parking addition and spreading of spots to the west will improve the parking situation.

March 8th is the opportunity for town members to make suggestions and comments on the Town wide traffic study.

8:04pm Traffic Consultant Discussion of the scope of work. Sam from BSC Group.

Glenn introduced Sam Offie-Ado of BSC Group and handed out the traffic study outline. Glenn read aloud all the processes on the Traffic Study Outline. Tommasina asked how long the traffic study will take. Glenn said mid-summer sometime. Glenn asked the TAC is there anything missing from the list? Sam from BSC said traffic data would be gathered during the school year before summer. Sgt. Ben mentioned on the data side that it shouldn't come from the PD but suggested we ask Waze and other map apps for their data on traffic in Belmont.

Dana mentioned that March 8th we will open up comments to the public. Glenn mentioned other communities and how they are adding to traffic into and through Belmont. Wants us to be aware of potential destination points (commercial and residential projects nearby) that increase the traffic through Belmont.

David Oddie – Goden St. resident: surprised that other towns Arlington, Cambridge, aren't as affected by traffic as Belmont. Brought up having a state involvement with the scope of the project.

Anne Paulson – Stated that there will be inconveniences to town residents when we add no left turns and no entry signs.

Glenn replied our main challenge is that many of our streets are residential

Ellen Schreiber – Brighton St. resident: Curious to know what is legal regarding who can come through Belmont. Mentioned that traffic will spread from one area to another when adding no enter signs. Not sure of the solution.

Resident was very happy about the traffic study scope.

Fred Paulson – regarding scope of the study, recommendations will cost money. Suggested we apply for programs to get more funding and wants the project to identify the funding aspect. Also mentioned our 3 shopping centers in Belmont and that we should take access to those into consideration. Also said that improving public transportation will help to decrease traffic and cars in town.

8:53pm Old Business

Glenn mentioned a resident's concern about the school-walking route at Hastings Road and Brettwood Road. A crosswalk and stop sign will be installed at this intersection this year when Hastings Road is reconstructed.

8:57pm New Business

Waverly St. -- A resident of that area mentioned that if vehicles are parked on 2 sides of Waverly Street, from Trapelo Road to Irving Street, it creates a danger. Wanted one side to be no parking. Glenn explained that he would have to present it to the TAC. He asked if Glenn believes there would be any interest in this. Asked if anyone has heard complaints about it. Sgt. Ben said there have not really been any parking complaints about this section of Waverly Street. Ben suggested a no parking here to corner sign where the road curves. Glenn said we would need a hearing for it. Glenn will suggest t resident ask his neighbors if they see a similar concern.

9:02pm Meeting Adjourned



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
Michael Lanza
Donald Mercier
Tommasina Olson
Elizabeth "Sue" Pew
Matt Sullivan

Date: February 2, 2018

To: Members – Traffic Advisory Committee

From: Glenn R. Clancy, Committee Liaison

Subject: Agenda for Meeting on Thursday, February 8, 2018 at 7:00 PM in **Homer Municipal Building, Third Floor Gallery**. If you cannot attend the meeting, please contact me via e-mail.

7:00 – 7:05 Minutes (January 11, 2018)

7:05 – 8:00 Town Wide Traffic Study

- Belmont High School Building Committee Presentation
- Traffic Consultant Discussion of Scope of Work

8:00 – 8:05 Old Business

- Hasting Road Pedestrian Improvements Update

8:05 – 8:10 New Business

- Waverley Street – Future Hearing – Parking Restrictions

8:10 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
Patrice Garvin, Town Administrator
Sgt Ben Mailhot, Belmont Police Department
Richard McLaughlin, Belmont Police Chief
Jay Marcotte, Director, Department of Public Works

FEB 8, 2018 TAC

Patrice Garvin, Belmont
Ellen Schreiber 49 Sandrick Rd
Pat Bussell BHS BC
Anne Marie Mahoney - Goden Sr.
Teresa Mancini Goden St
DAVID OTTE GODEN ST
Sam, offer-Addo BSC GP
Camille Fulerken 3 Sandrick
Jane Kluft 3 Sandrick
Fred Paulsen 90 School St
Anne Paulsen 90 School St
Debra Talanian 30 Goden Sr

BELMONT HIGH SCHOOL

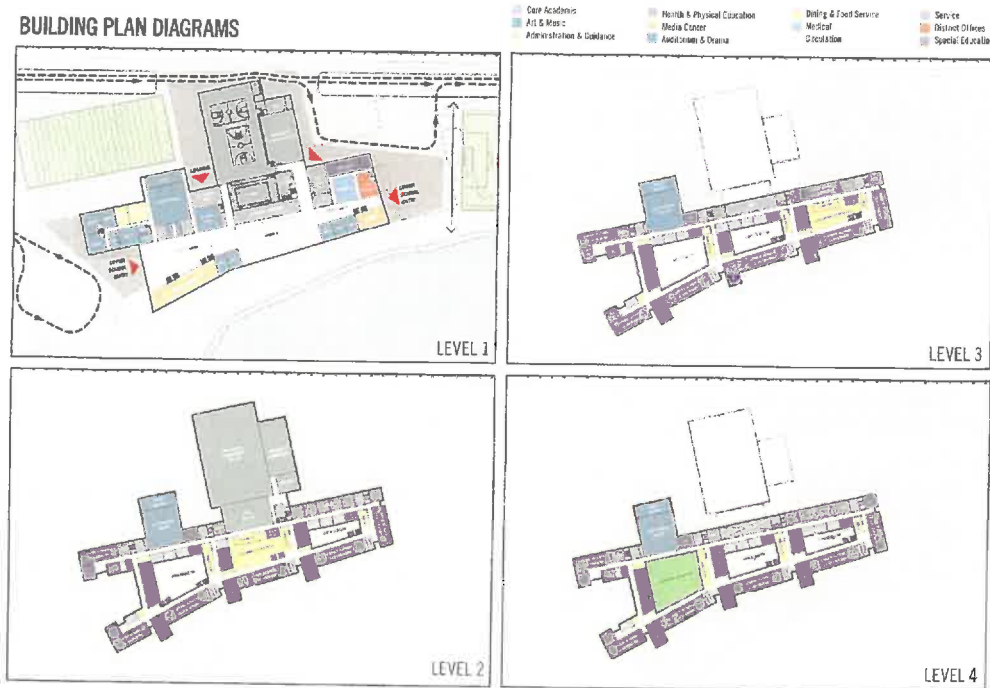
II. MINOR RENOVATION / MAJOR ADDITION / C.2.4

SITE PLAN

ESTIMATED CONSTRUCTION DURATION : 42 MONTHS



BUILDING PLAN DIAGRAMS



3D VIEWS - BUILDING MASSING

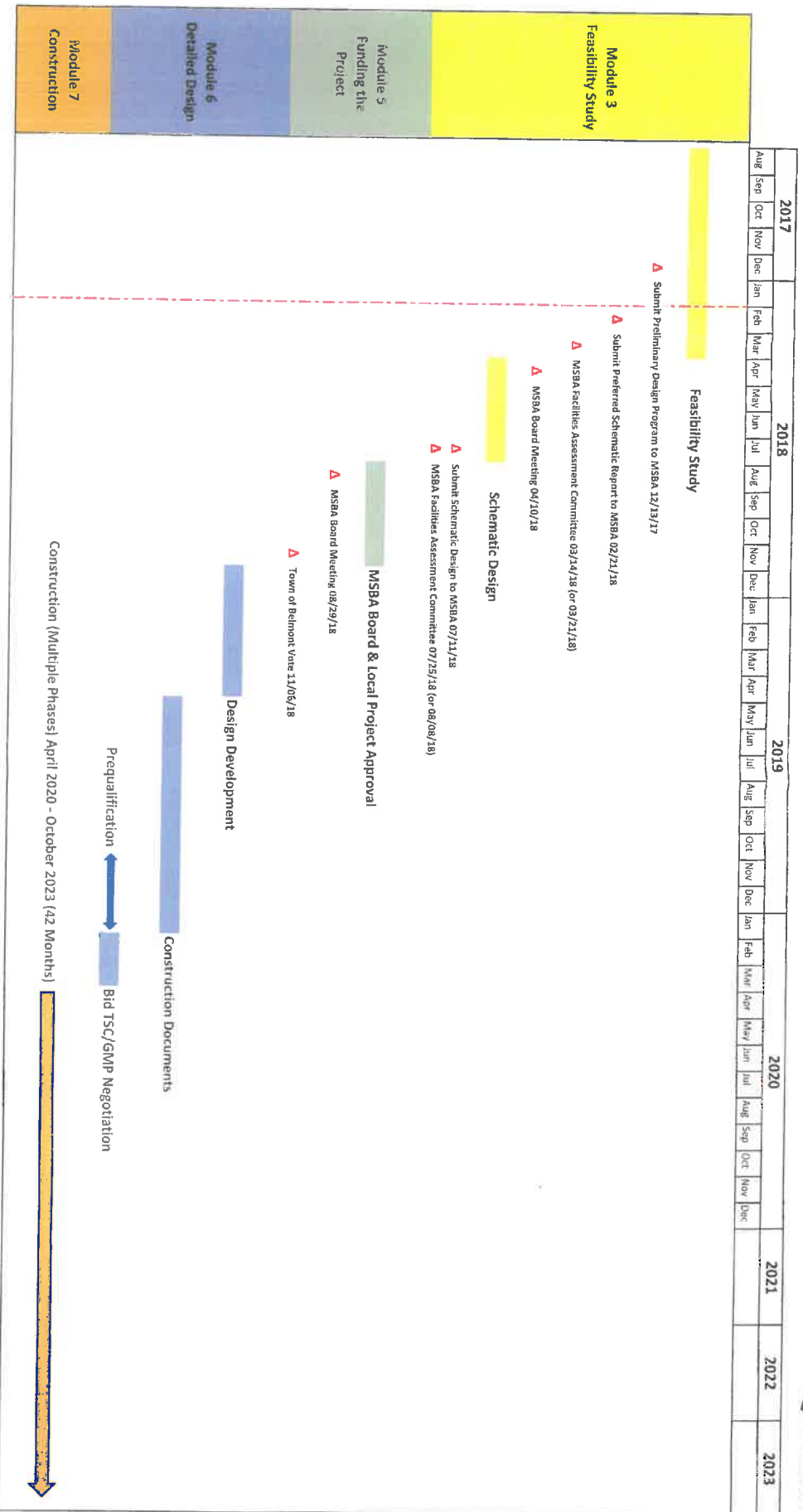


PREFERRED BUILDING CONFIGURATION

- 7-12 HIGH SCHOOL FOR 2,215 STUDENTS

451,800 GSF

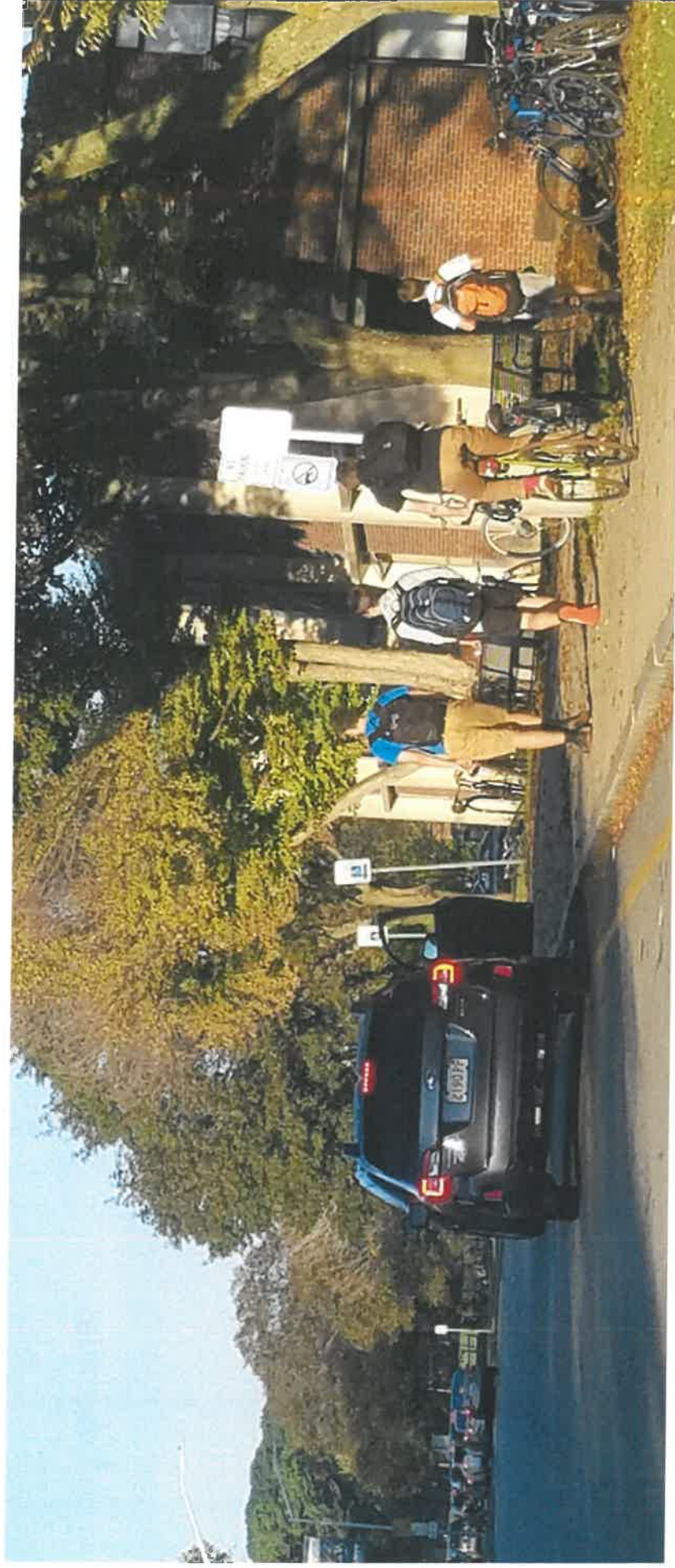
SUMMARY PROJECT SCHEDULE



BELMONT HIGH SCHOOL

Site Access Analysis

TAC Meeting, February 8, 2018



BELMONT HIGH SCHOOL

Site Access Analysis

Agenda:

- Summary of Traffic Work Completed
- Overview of Circulation/Safety Issues on Existing Campus
- Recommended Enhanced Access Improvements
- Summary of Off-Site Impacts



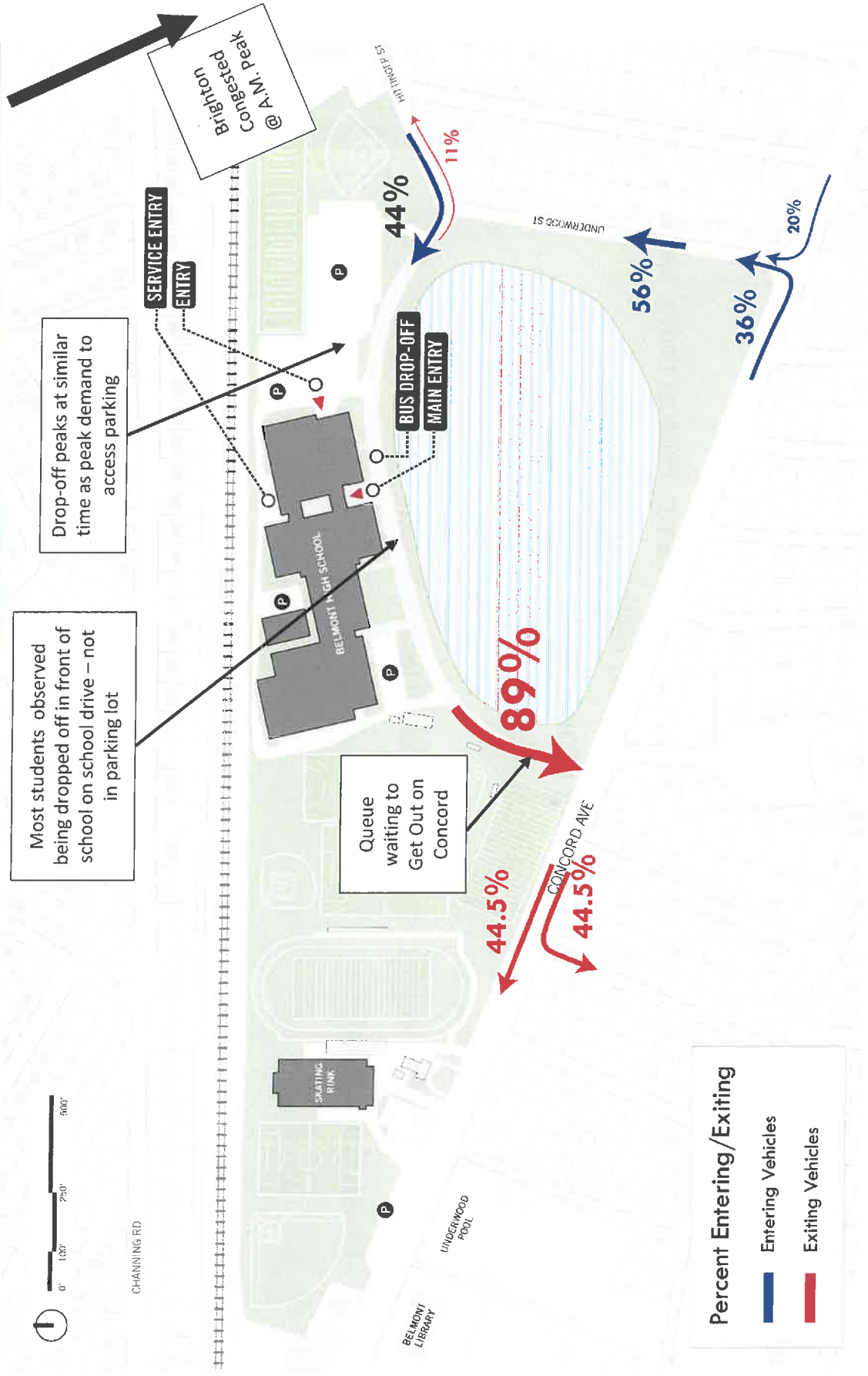
Transportation Analysis Steps: Existing Conditions

- Multimodal Site Access Observations
 - Traffic queues, drop-off activity, bus unloading, bike activity, walking routes, crosswalk conflicts, u-turns, MBTA activity, etc.
- Traffic Counts: 24 hour, Turning Movements
 - For six on & off-site intersections, for cars, bikes, and walkers
- Parking Inventory and Utilization
- Existing Traffic Performance Analysis (Delays & Queues)
- Crash Data Analysis



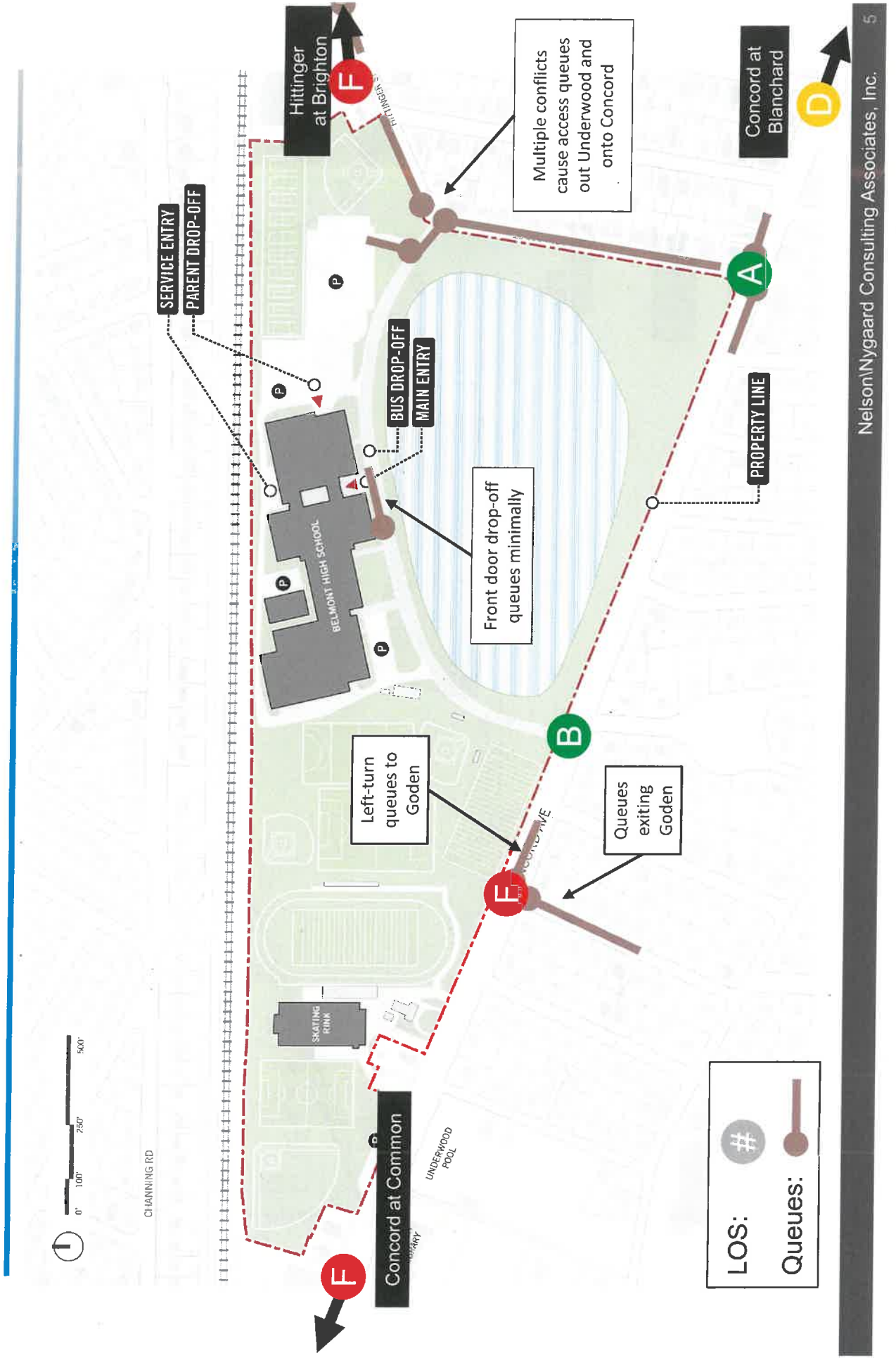
Morning Access Demand Patterns and Queues

Morning Drop-off Patterns: ~ 7:18 – 7:38 = Most congested at Underwood & Hittinger (Overall AM Traffic Peak = 7:15 - 8:15AM)



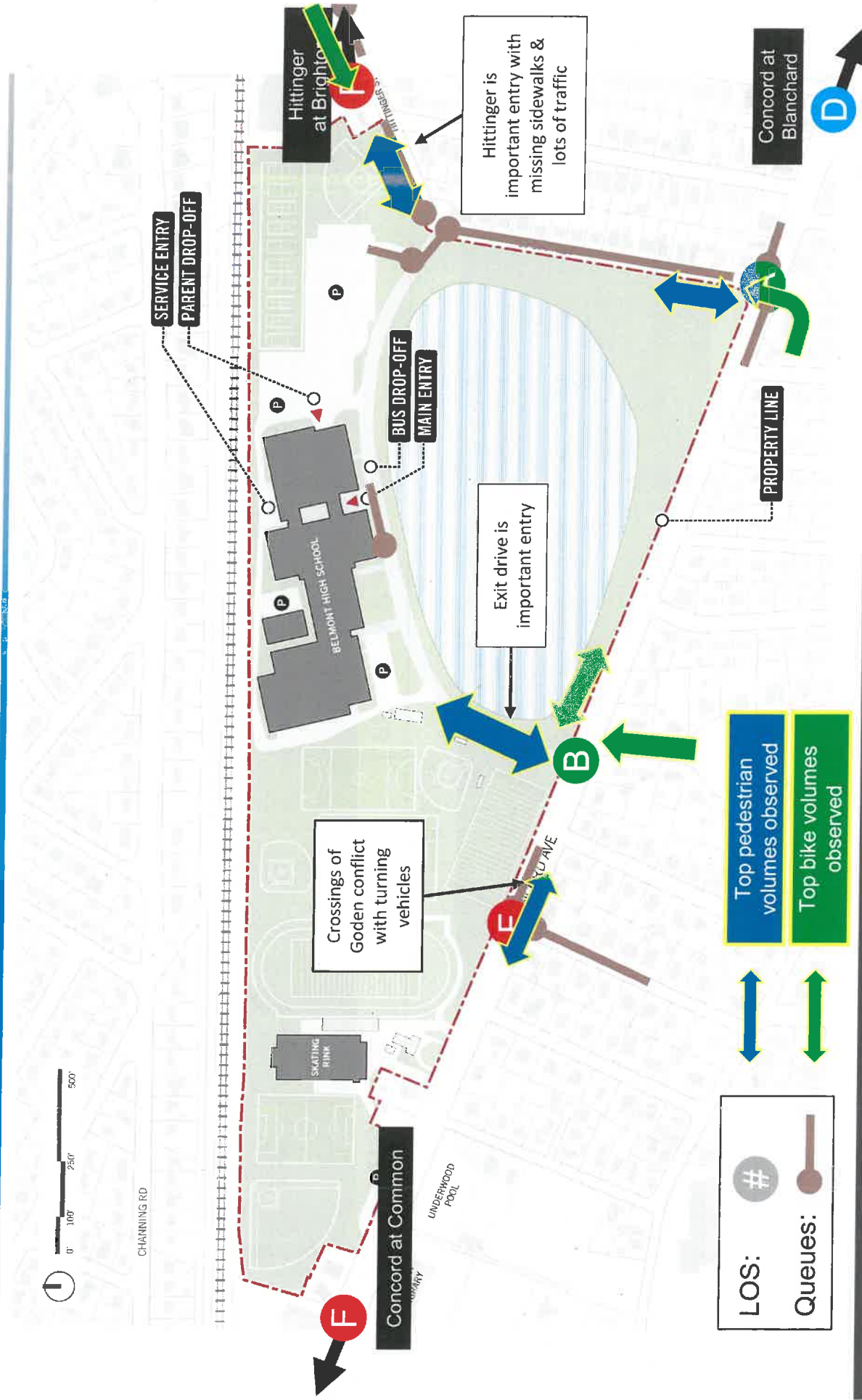
Existing Traffic Delays

AM Level of Service & Queues



Existing Traffic Delays

AM Level of Service & Queues & Walk/Bike Volumes



Trip Projections

Existing Travelers		Projected Travelers		
		Grades 9-12	Grades 9-12	Grades 7-8 Total
Students	1,317	Students	1,470	2,215
Staff & Teachers	151	Staff & Teachers	169	241

= 1,468 total

= 2,457 total

Existing Travel Profile				Projected Travel Profile				
Mode	Staff & Teachers	Students 9-12	Trips	Mode	Staff & Teachers	Students 7-8	Students 9-12	Trips
Drop-off	1%	27%	357	Drop-off	1%	35%	27%	662
Carpooling	N/A	12%	158	Carpooling		10%	12%	251
Drive & park	90%	22%	426	Drive & park	90%	0%	22%	536
Bike	4%	12%	164	Bike	4%	10%	12%	261
Walk	1%	17%	225	Walk	1%	15%	17%	336
School Bus	1%	8%	107	School Bus	1%	30%	8%	344
Other Bus	3%	2%	31	Other Bus	3%	0%	2%	51

= 941 by car (64%)

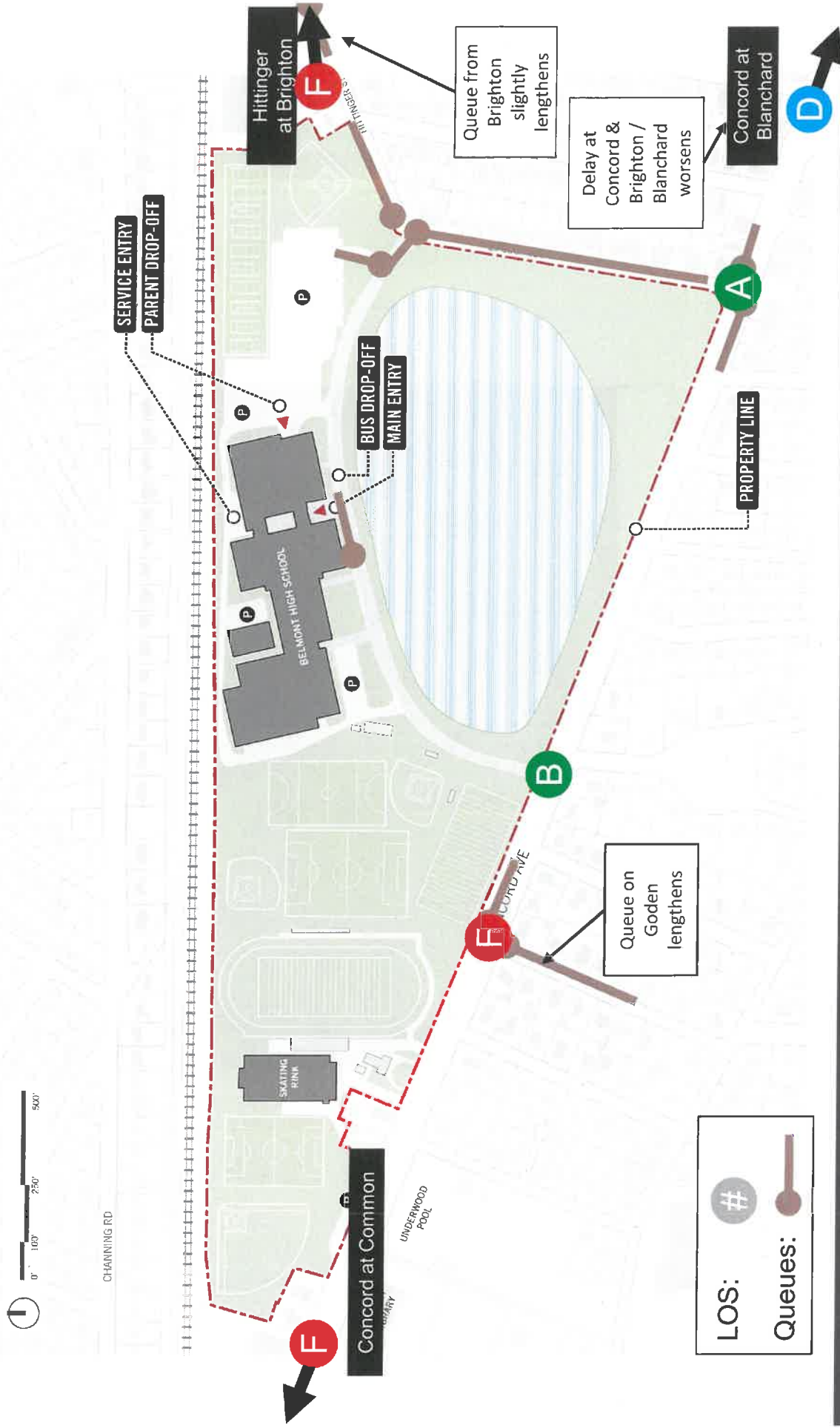
= 1,450 cars (59%)

Net New Future Trips (“Build”)

Projected Net				
Mode	Teachers	Students 7-8	Students 9-12	
Drop-off	2	261	41	
Carpooling		75	23	
Drive-park	79	0	18	
Bike	4	75	18	
Walk	2	112	34	
School Bus	1	224	14	
Other Bus	44	0	5	
New car trips	81	264	60	

= 405 new car trips (39% of 1029 new travelers)

No Build Future Traffic Delays AM Level of Service & Queues



Future Traffic Delays (Scenario 2.4)

AM Level of Service & Queues – Assumes 2,215 students in grades 7-12



Enhanced Access Improvements

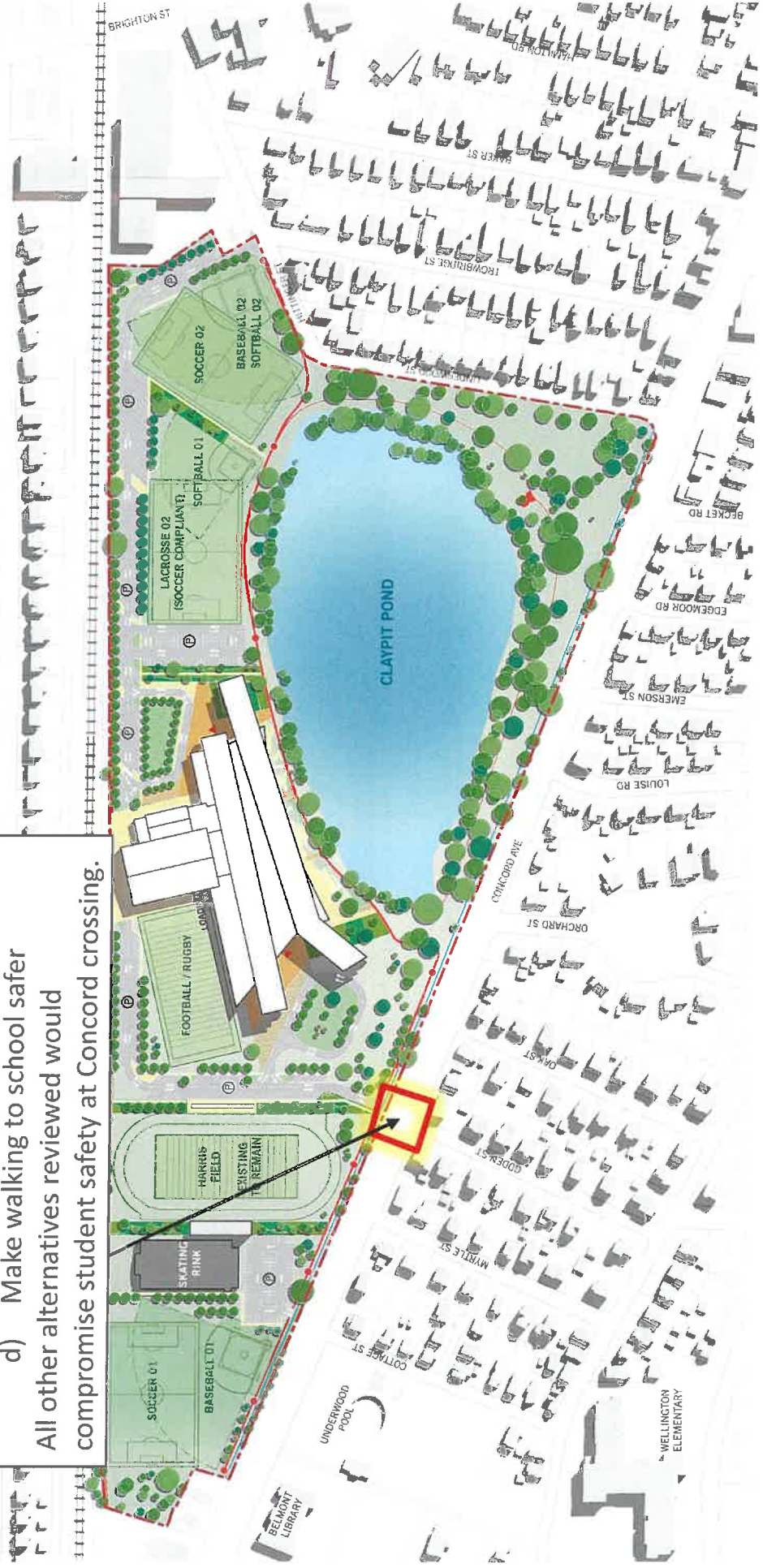
1. New signal/access at Concord & Goden: 4. Relocated on-site parking:
 - a) Reduces queues on Goden
 - b) Eliminates u-turns on Concord
 - c) Improves overall traffic safety
 - d) Makes walking to school safer
2. Two full-access site driveways:
 - a) Distributes traffic, reducing queues
 - b) Provides more circulation options
 - c) Improves fire/safety access
3. Two drop-off loops internal to the site:
 - a) Prevents any queues from spilling onto neighboring streets
 - b) Accommodates buses and cars
5. Walking & transit access enhanced:
 - a) New walk/bike only gateway on Concord
 - b) New signal at Goden
 - c) Improved walk/bike entry at Underwood
6. Biking access enhancements:
 - a) All above intersection improvements
 - b) Connections to the future multi-use path
 - c) Cross-campus bike path
7. Enhanced emergency vehicle circulation

1: Signalized Intersection at Goden

Compact, signalized intersection at Goden will:

- a) Reduce queues on Goden
- b) Eliminate u-turns on Concord
- c) Improve overall traffic safety
- d) Make walking to school safer

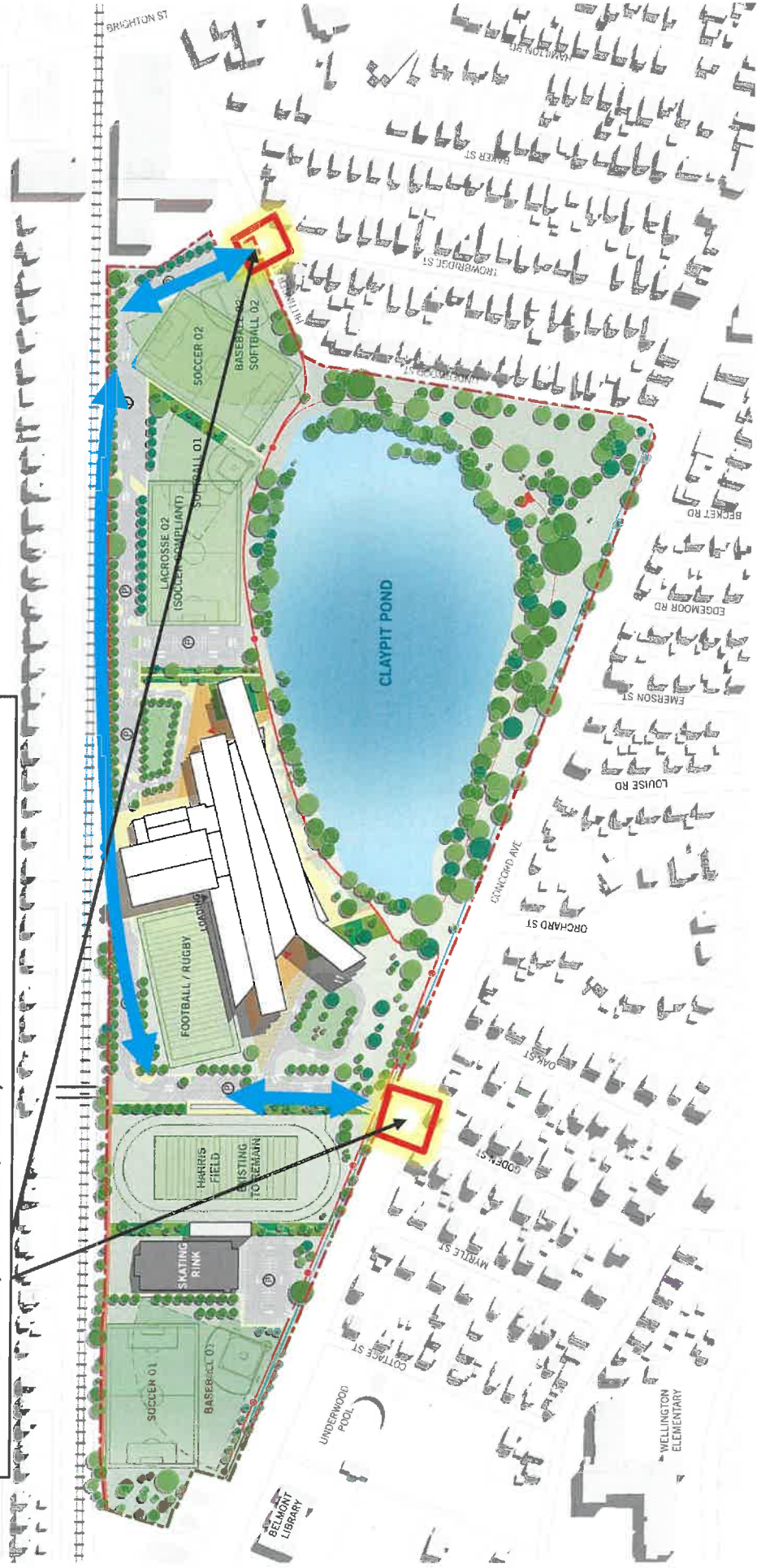
All other alternatives reviewed would compromise student safety at Concord crossing.



2: Two Full-Access Site Driveways Reduce Delays

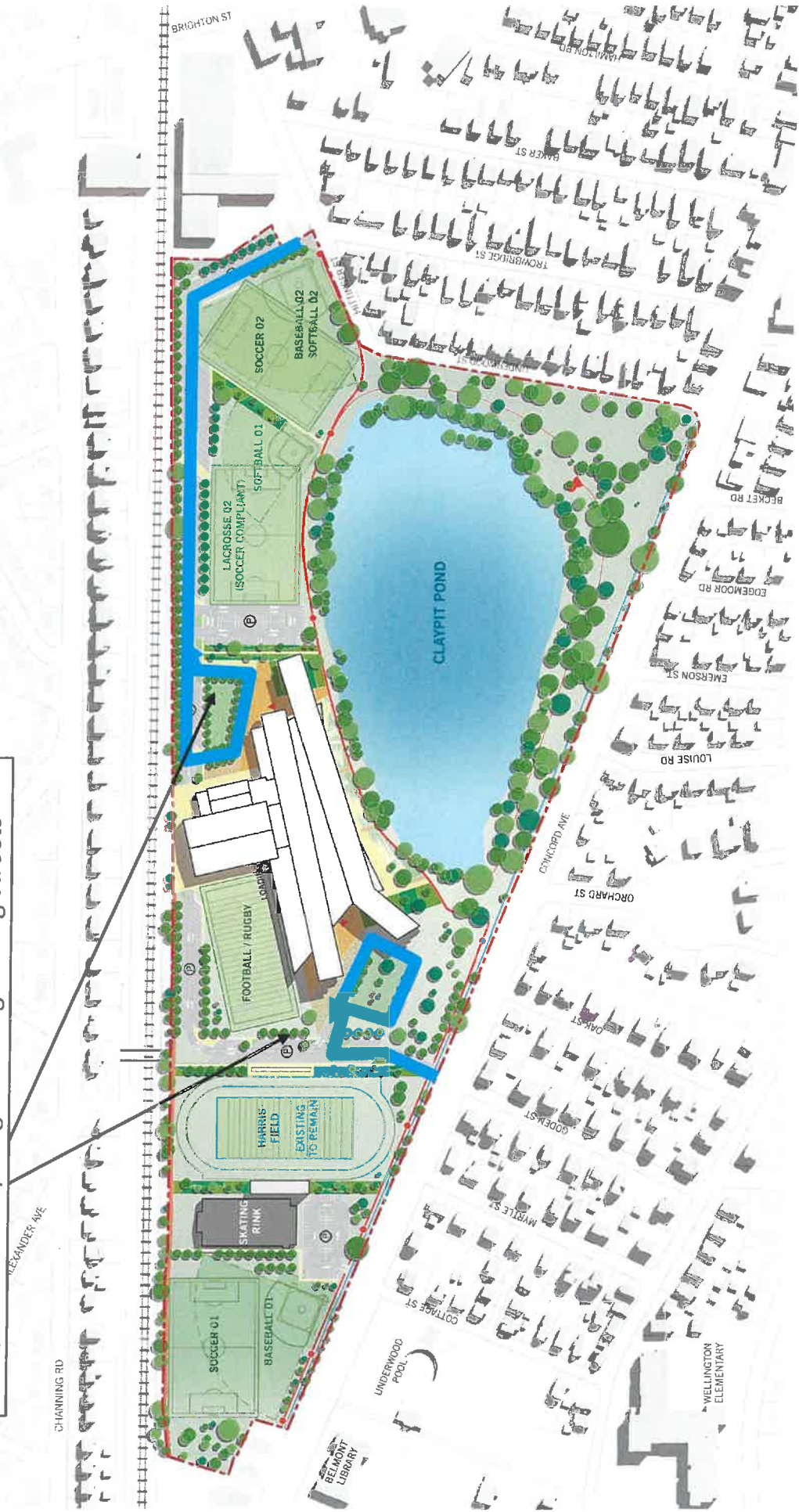
Two full-access site driveways will:

- a) Distribute traffic more evenly to reduce queues
- b) Providing more circulation options
- c) Improve fire/safety access



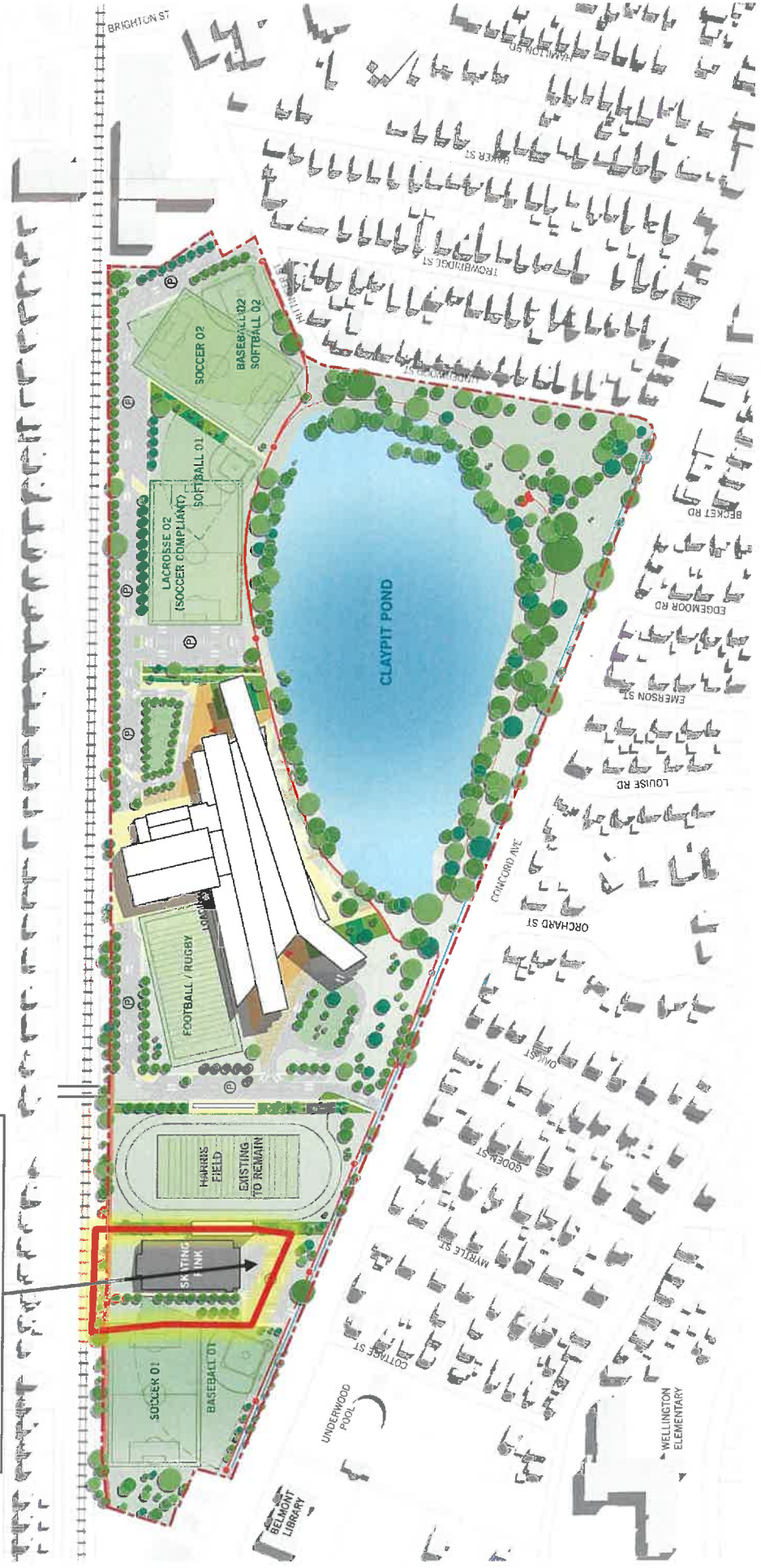
3: Internal Drop-Off Loops

Providing drop-off loops internal to the site prevents queues from spilling onto neighboring streets

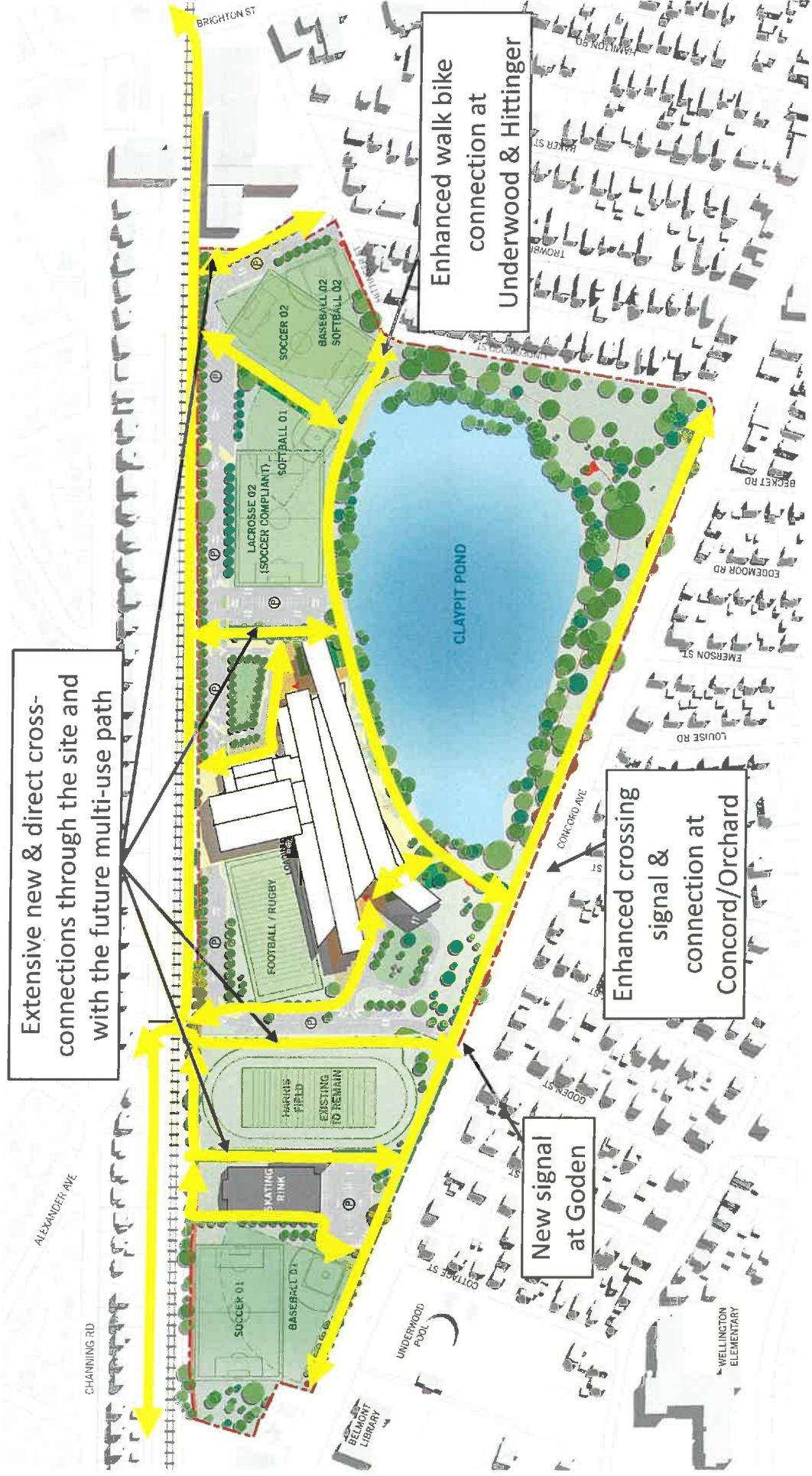


4: Mitigating Spillover Parking Effects

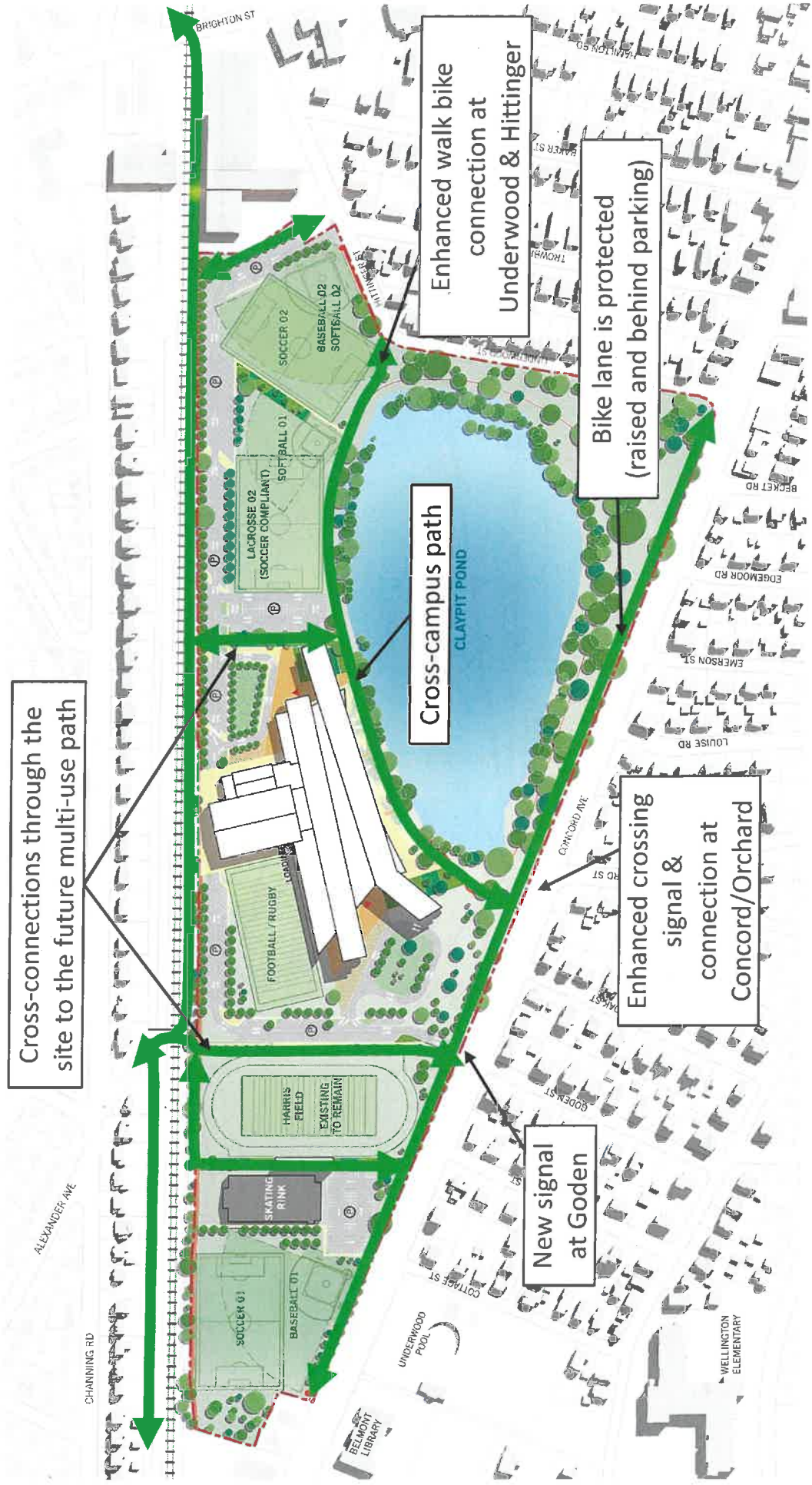
Parking at skating rink will
mitigate library, pool, and
game day spillover



5: Enhanced Pedestrian Circulation

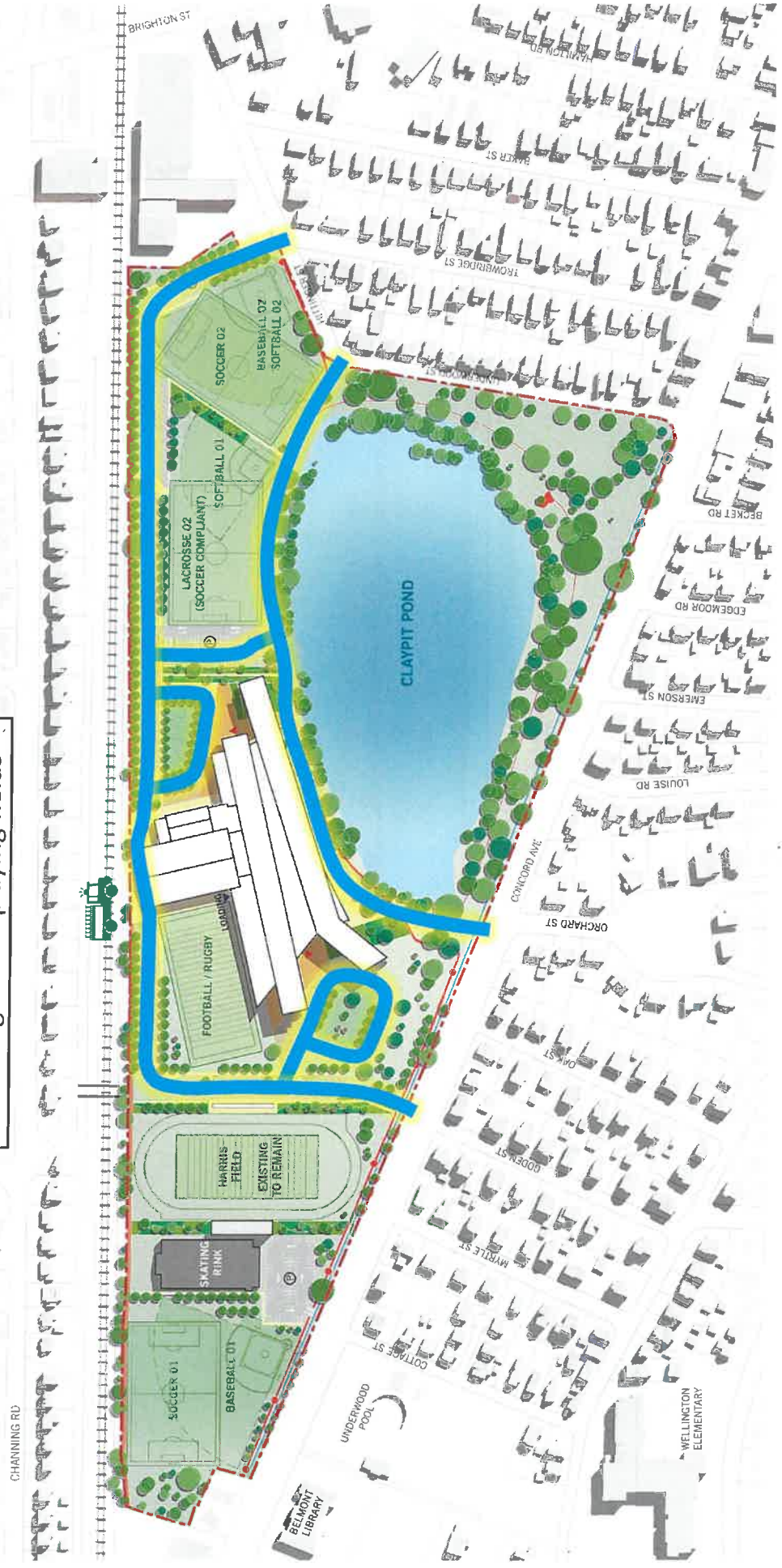


6: Enhanced Bike Circulation



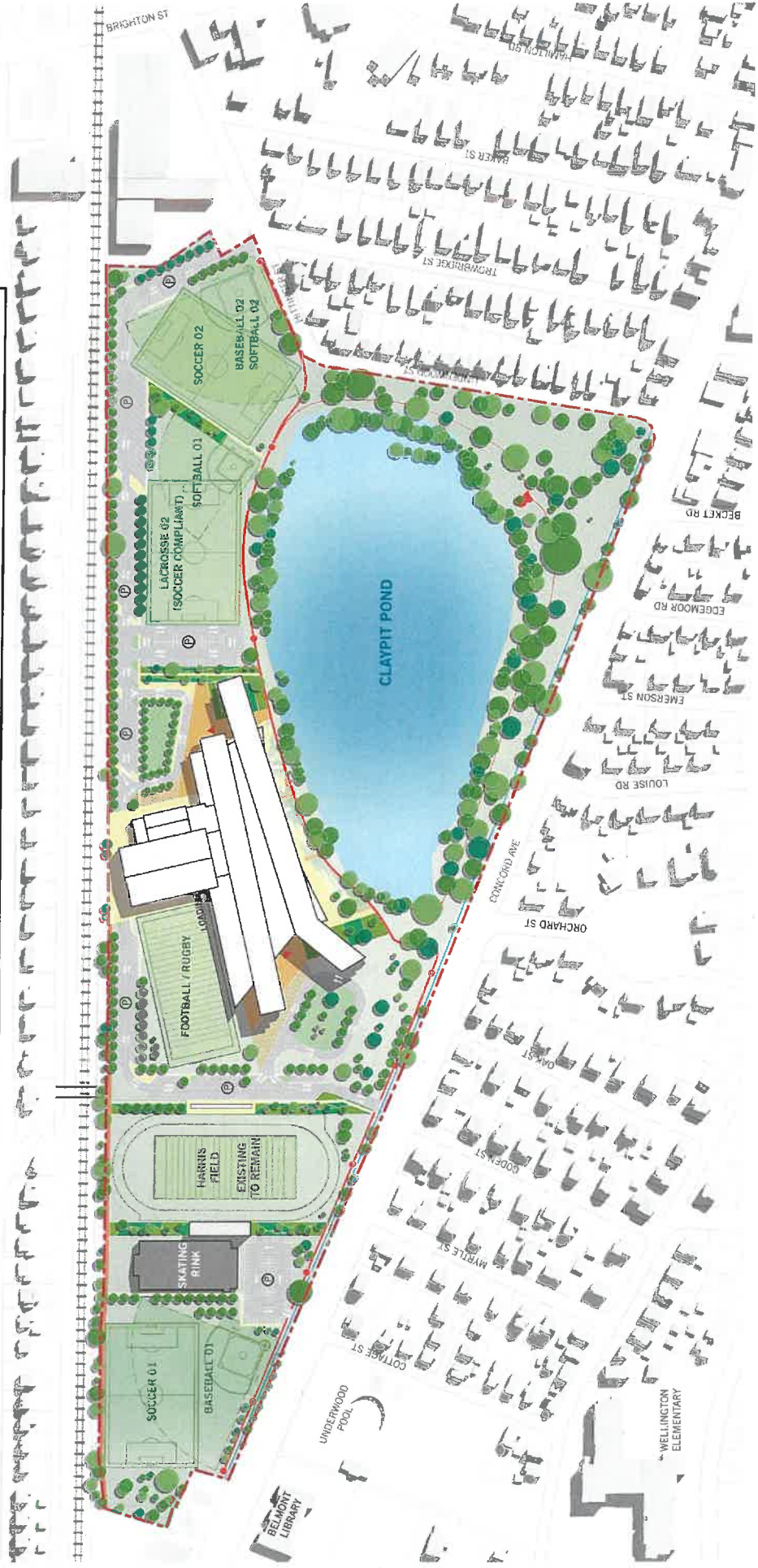
7: Emergency Access

Full-access to all sides of building and all playing fields



Access Improvements Overview

- Multiple access points for all travelers & needs disperses traffic and eliminates queue impacts
- Traffic impacts on surrounding streets greatly reduced
- New connections for walkers & bikers greatly improves safety
- Distributed parking accommodates campus users better & minimizes spillover



Off-Site Impacts

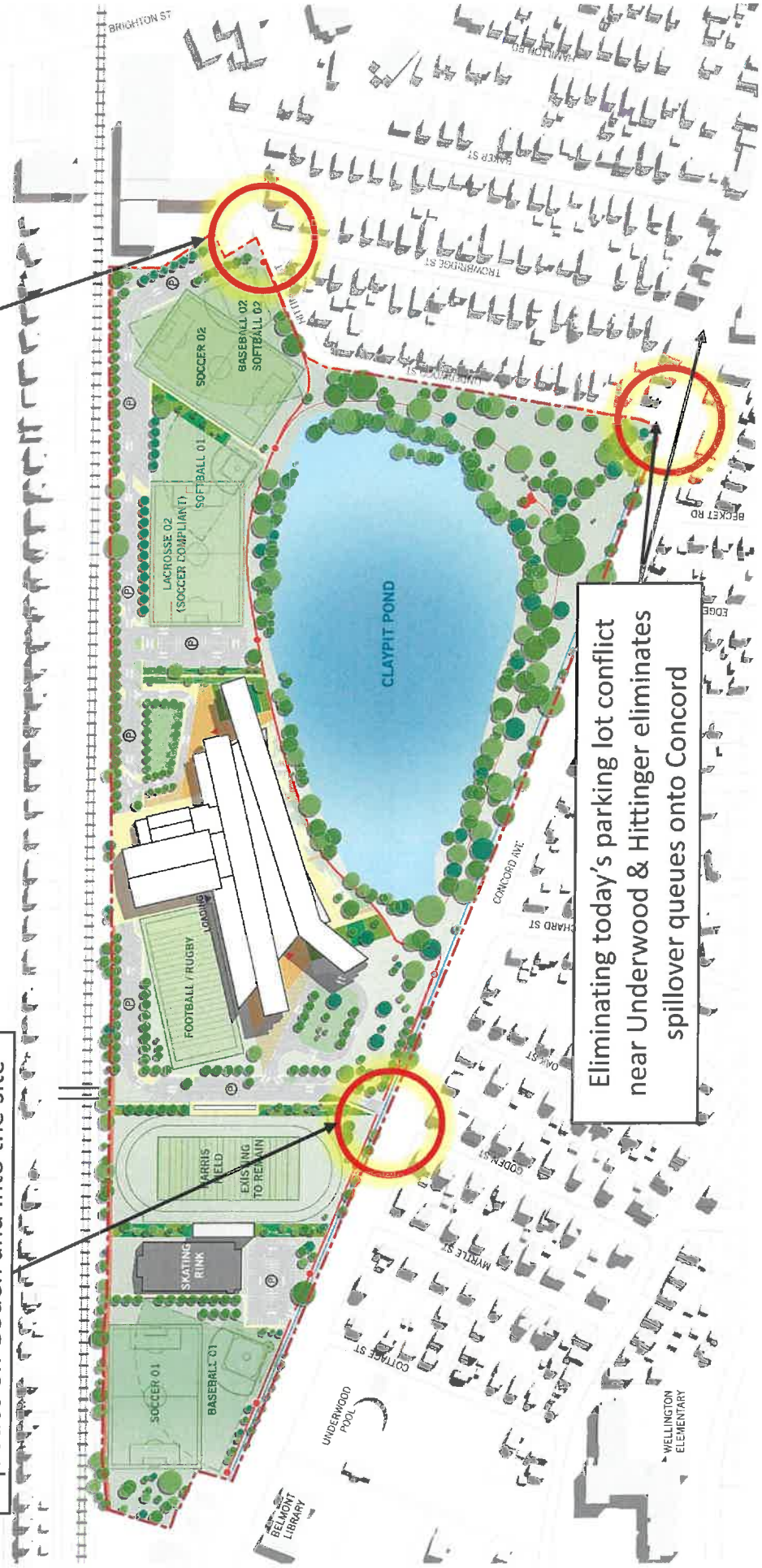
1. Shorter delay and queues:
 - a) Concord/Goden
 - b) Concord/Underwood
 - c) Underwood/Hittinger
2. Neutral impacts to Hittinger & Brighton
3. Minimal impacts to Blanchard/Brighton & Concord

1: Shorter Delays & Queues

Goden signal reduces existing queues on Goden and into the site

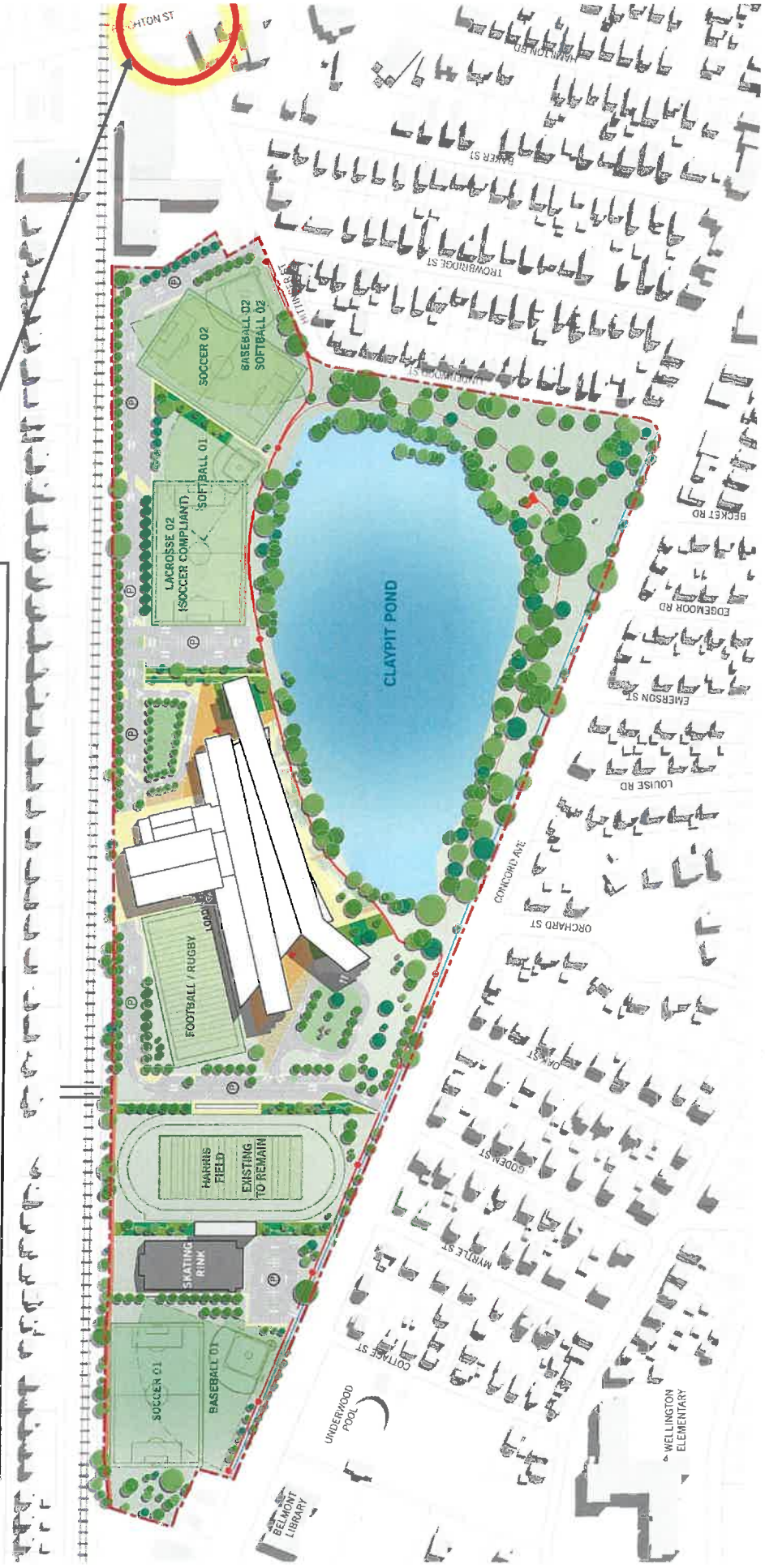
Eliminating today's parking lot conflict near Underwood & Hittinger substantially reduces queues

Eliminating today's parking lot conflict near Underwood & Hittinger eliminates spillover queues onto Concord

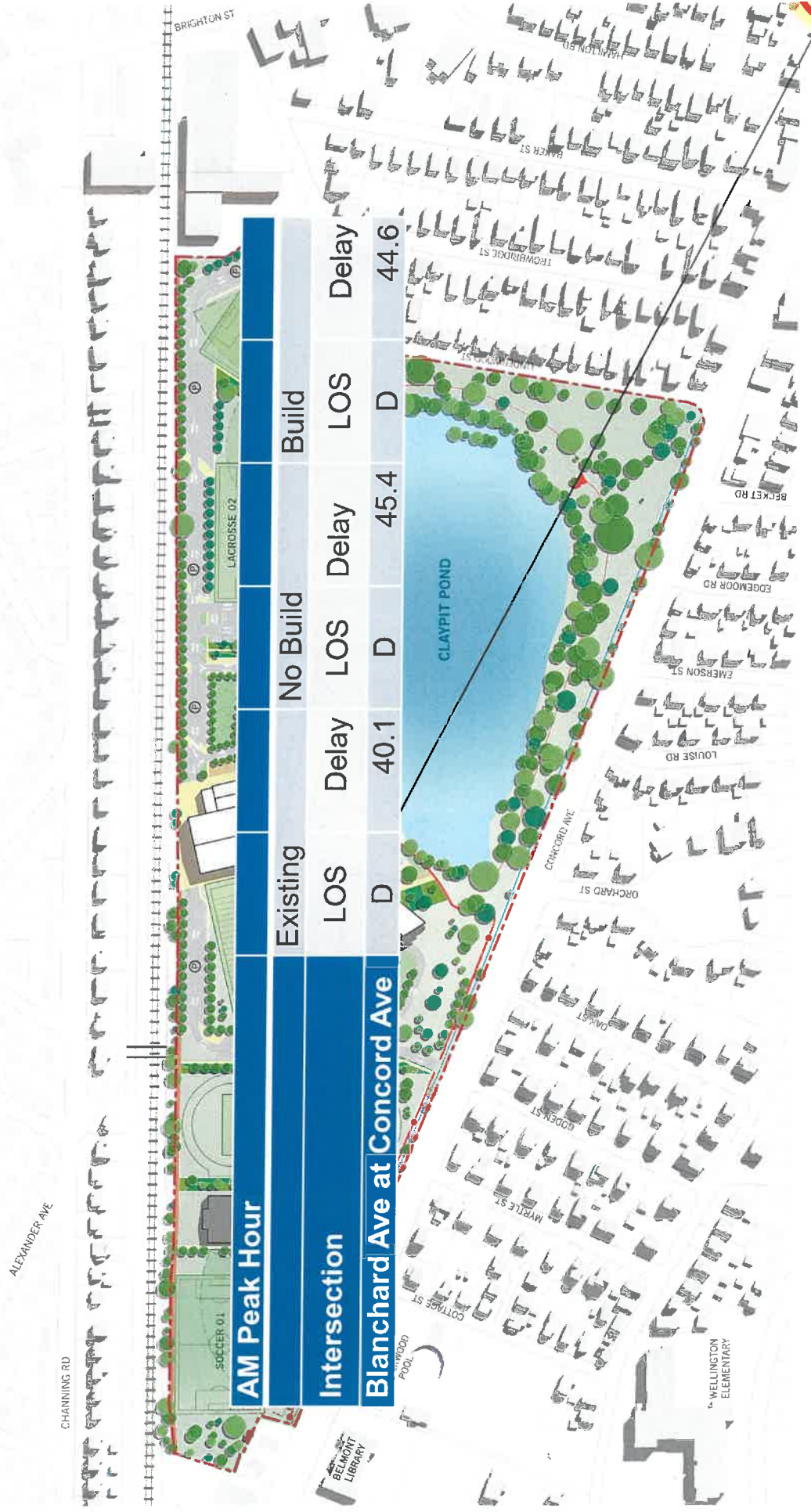


2: Neutral Impacts at Hittinger & Brighton

- Two site entry/exits provide options for drivers using Brighton
- Adding a signal at Brighton & Hittinger is not viable because it would force SB queues on Brighton onto the railroad tracks.
- Queues on Brighton are likely to remain under all scenarios.

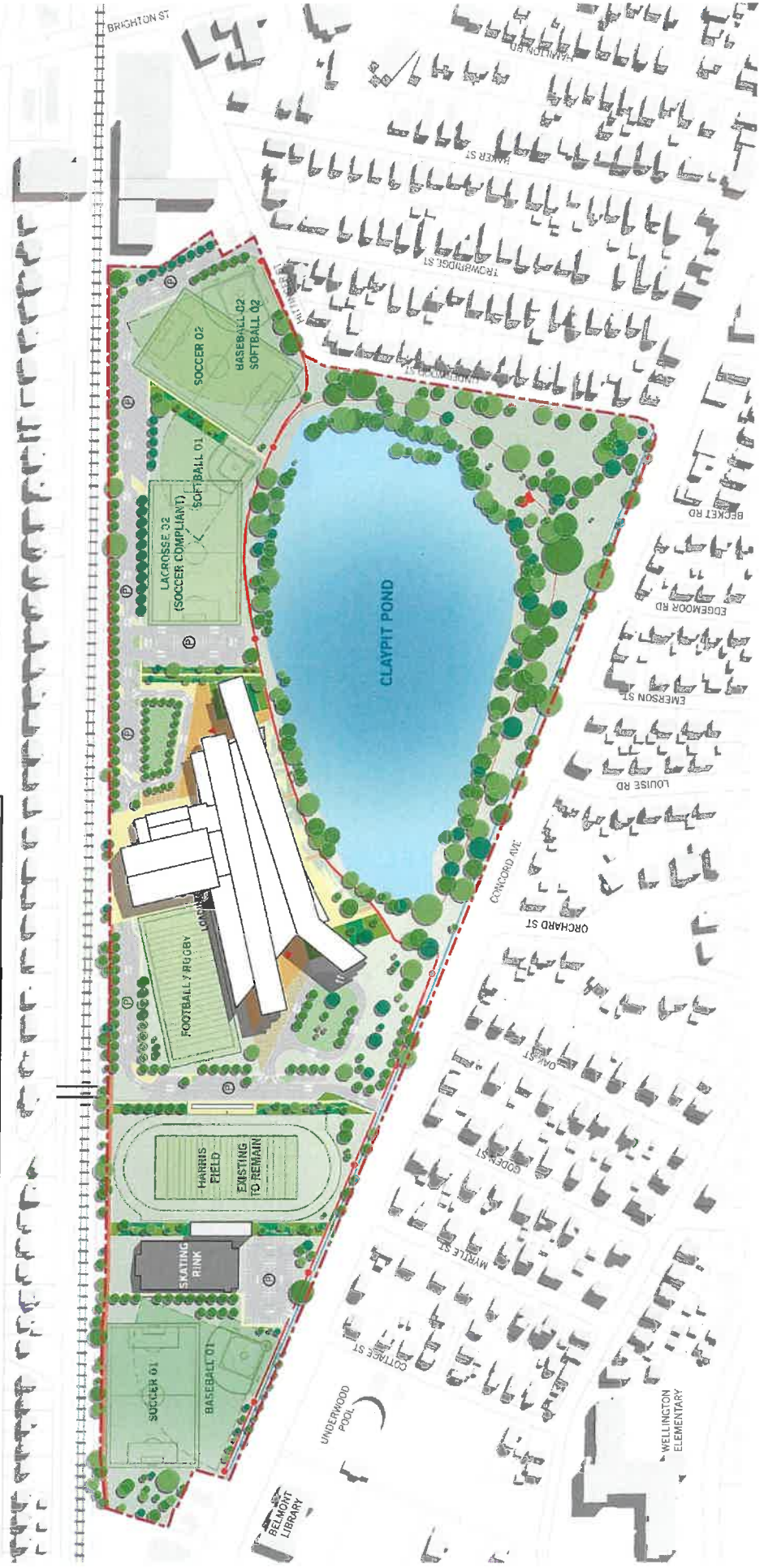


3: Neutral Impacts to Blanchard/Brighton & Concord



Access Improvements Outcomes

- Accommodate school expansion safely
- Reduce local traffic impacts
- Eliminate spill-over parking
- Incentivize more walking & biking to school



BELMONT HIGH SCHOOL

Site Access Analysis

TAC Meeting, February 8, 2018



TOWN OF BELMONT TOWN WIDE TRAFFIC STUDY OUTLINE

General Scope of Work

Problem: High volume of cut-through traffic during peak morning and afternoon times.

Goal: To eliminate, reduce and or mitigate these cut-through volumes.

Process:

1. Identify entry points into and through Town, including:
 - Major roadways and intersections
 - Roadway ownership – state, local or private
2. Analyze available traffic studies and traffic count data
 - Review available traffic count data from the Town.
 - Meet with Town officials to determine additional traffic count locations, if required.
3. Solicit input from stakeholders
 - Meet with Town officials, Police, Fire & ambulance services
 - Meet with the Traffic Advisory Committee to solicit input from residents along major routes and neighborhood cut-through streets
4. Data Collection
 - Perform field inventory to document existing traffic regulations regarding turning movement restrictions.
 - Review existing regulations already implemented to determine their effectiveness and their potential impacts on other streets.
 - Perform origin-destination surveys to determine the level of cut-through traffic. Media access control (MAC) address of Wi-Fi enabled devices will be recorded and matched at the entry and exit points in the roadway network to estimate the percentage of cut-throughs.
 - Record vehicle license plates at selected locations for the Belmont Police Department to identify, in general, the origins of vehicles traveling through the Town.
 - Prepare roadway network map depicting traffic flow patterns through the Town.
5. Analyze Options
 - Identify countermeasures to minimize cut-through traffic.
 - Discuss the pros and cons for each countermeasure, including potential legal implications, impacts to residential access and other neighborhood streets, as well as emergency response time.
6. Report Preparation
 - Prepare draft report to document study methodology, findings and recommendations. Draft report will include data tabulations, traffic flow maps, critical cut-through locations, potential countermeasures to mitigate cut-through traffic, and recommendations.
 - Revise draft report to include comments from Town and submit final report.

The Belmont Rush-Hour Traffic Problem

- ▶ It has become serious and needs to be addressed
- ▶ Cut-through Traffic from/to Route 2 is the main Factor.
- ▶ Solutions should address the whole town rather than isolated sections.

The Gridlock during rush-hour is already having consequences

- ▶ Causing serious accidents (e.g., train accidents on Brighton St.)
- ▶ Preventing the free motion of emergency vehicles (Fire, ambulance, and police).
- ▶ Destroying Real-Estate values (e.g., Brighton St)
- ▶ Hurting local businesses.
- ▶ Traffic generated Pollution is affecting everyone, including students walking to and from schools → may lead to serious future health consequences.

Cut-Through Traffic is the main cause of the Gridlock

- ▶ School is a minor factor. The traffic jam starts long before the morning school commute and goes on long after the evening school commute. Also, summer does not provide a reprieve.
- ▶ Most of the problem is due to commuters trying to avoid route 2. Accounts to at least 70% of the traffic (Belmont Citizen Forum 11/9/2017) but probably closer to 90% on some streets.
- ▶ The recent exponential growth of the problem is due to GPS programs, such as Waze, which are directing Commuters to our residential streets.



Solutions

- ▶ Immediate solution:

Place signs at major town entrances of “Belmont resident / Business only” for rush-hour times (details to follow). Engage the GPS companies to direct traffic away from our streets on account of our rules and signs.

- ▶ Future solution:

Congestion Pricing (e.g., London). Impose a steep toll on Route 2 during rush-hour; or use such Electronic Toll Collection on the main arteries of Belmont with a resident exemption (ways to do that).

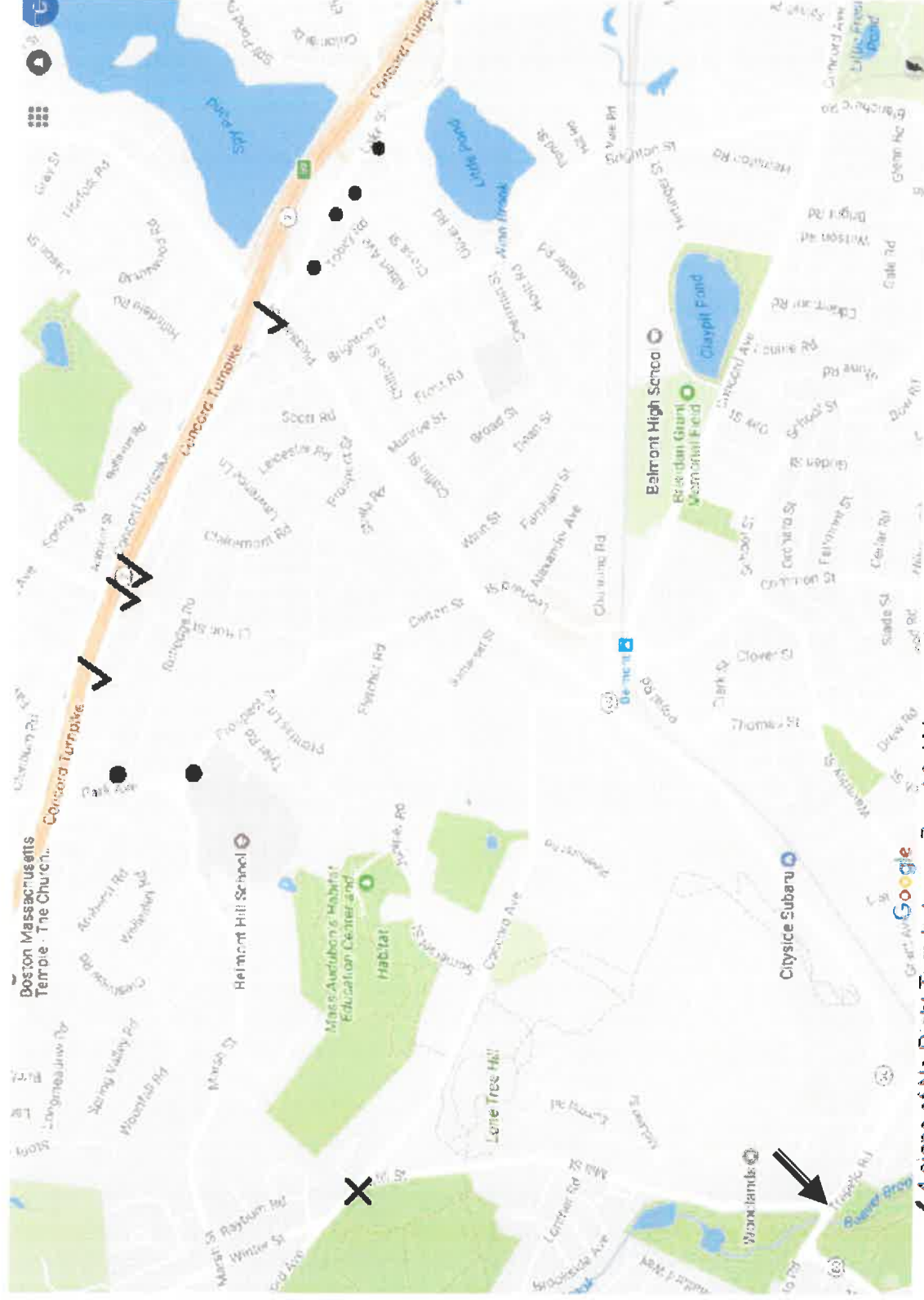


No entry during rush-hour except for Belmont Resident/business

- ▶ Proposed to the Traffic Advisory Committee last year backed by over 250 signatures. We were asked to wait for the high school report first.
- ▶ Done with About 20 signs placed strategically at the town entrances, and would let us eliminate the cumbersome in-town signs (50!) → cost effective and easy to implement.
- ▶ Already being implemented in various towns across America with Success (e.g., Freeport CA, Leonia NJ).
- ▶ For easier implementation, provide a tag to Belmont residents and Businesses. We could even offer it to commuters at very steep fees and save on our taxes!



Version 1a. Restricting Morning Rush-Hour traffic to locals only.

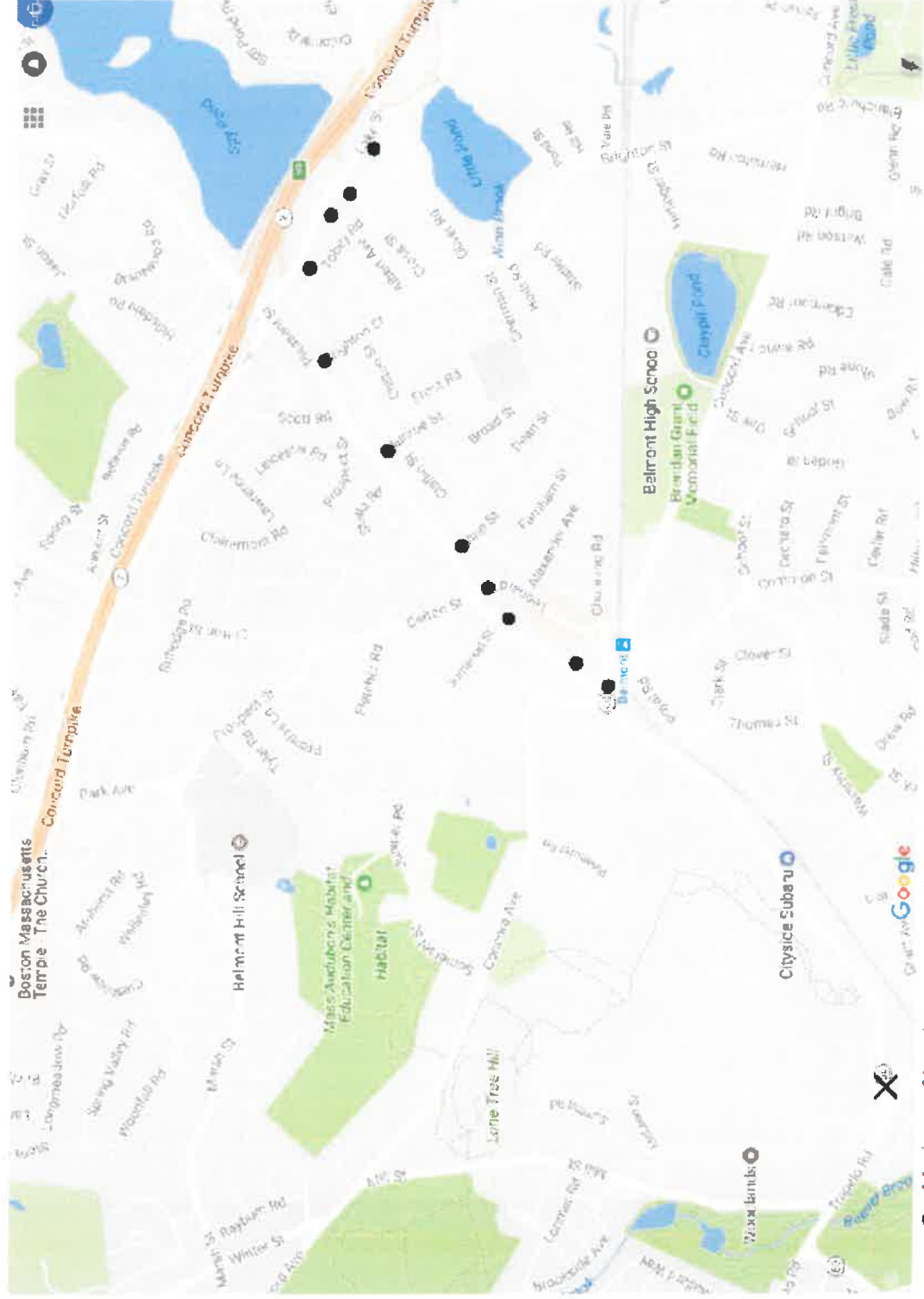


✓ 4 signs of No Right Turn between 7 and 9 AM except for Local Access

X 1 sign of No Left Turn between 7 and 9 AM except for Local Access

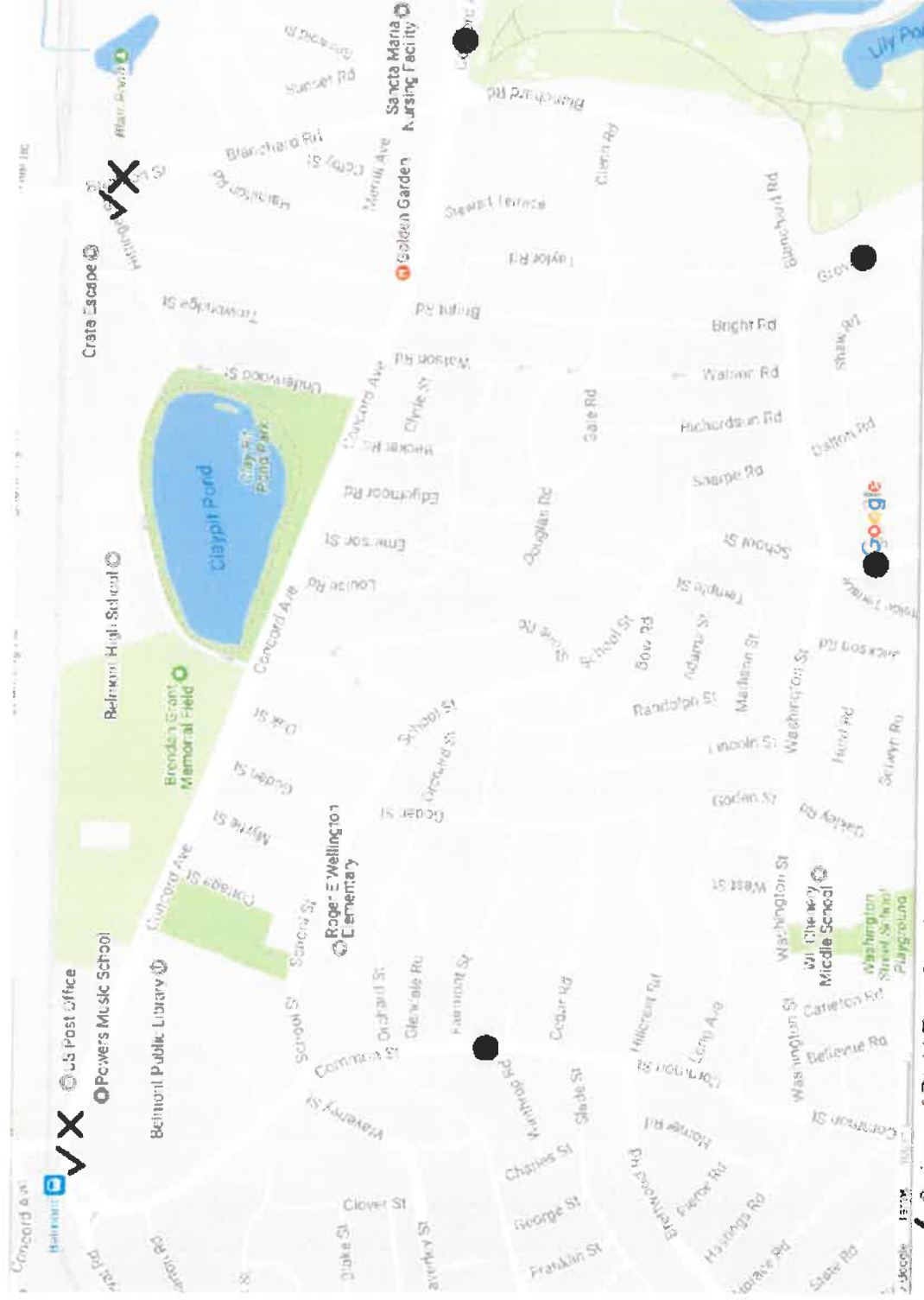
● 6 signs of local access only (no Left or Right turns) between 7 and 9 AM

Version 1b. Restricting Morning Rush-Hour traffic to locals only.

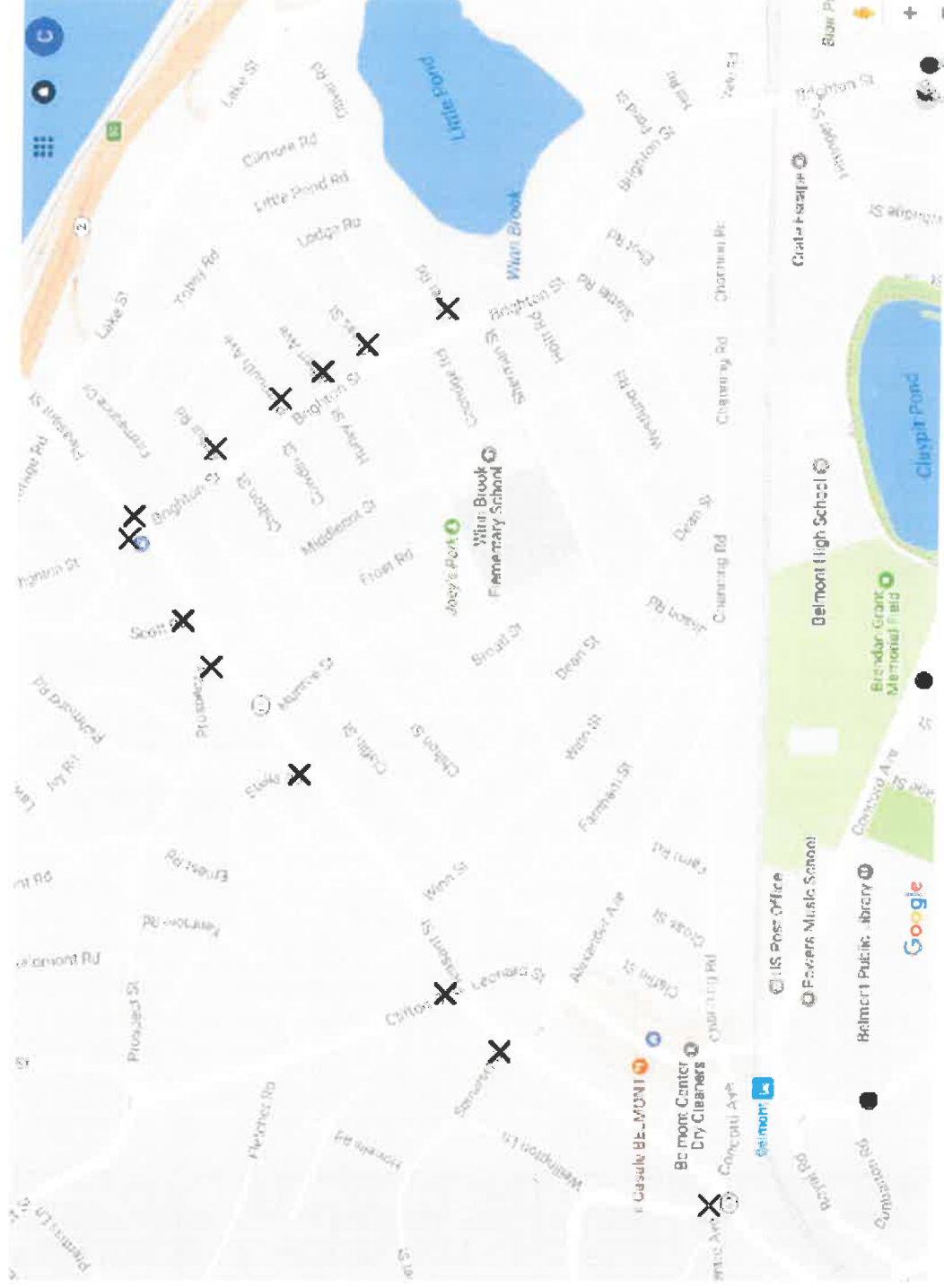


- 11 signs of local access only (no Left or Right turns) between 7 and 9 AM
- ✗ 1 no left sign between 7 and 9 AM except for local access.

Version 2a. Restricting Evening Rush-Hour traffic to locals only.



Version 2b. Restricting Evening Rush-Hour traffic to locals only.



- X 13 signs of no entry between 5 and 7 PM except for local access
- 3 signs alerting drivers that there is no access to Route 2 between 5 and 7 PM

Conclusion

- ▶ Problem is serious; mainly caused by Cut-Through Traffic; and needs to be addressed.
- ▶ We propose a two-prong approach:
 - Place Signs restricting rush-hour traffic to Belmont Resident/business only, with tags for easier implementation → can be done now!
 - Congestion Pricing on Route 2 (or main Belmont arteries). May require state approval → long-term solution.



References

- ▶ **Restricting Rush-hour traffic to residents only**
 - <https://www.mercurynews.com/2017/06/25/roadshow-stay-off-my-street-waze-woes-spreading-to-more-cities/>
 - http://www.slate.com/blogs/moneybox/2017/06/16/suburbs_finally_figured_out_a_way_to_get_rid_of_pesky_drivers_on_waze_short.html
 - <https://www.nbcbayarea.com/news/local/Fremont-Traffic-Congestion-Apps-Waze-Google-Maps-Countermeasures-443936333.html>
 - <http://abc7ny.com/traffic/nj-town-to-close-streets-to-non-residents-during-rush-hour/2747744/>
 - <https://www.cbsnews.com/news/traffic-apps-waze-traffic-nightmare-leonia-nj/>
- ▶ **Congestion Pricing**
 - <https://ops.fhwa.dot.gov/publications/congestionpricing/sec2.htm>
 - <http://www.belmontcitizensforum.org/2017/07/10/a-cure-for-belmont-traffic-congestion/>
- ▶ **Belmont Cut-Through Traffic**
 - <http://www.belmontcitizensforum.org/2017/11/09/belmont-traffic-driving-in-out-and-through/>

Hastings Rd. & Brettwood Rd. Stop Sign Request

8/13/15

This is an aerial map of a residential street intersection. The map features several streets: Myron Rd at the top, Brettwood Rd running diagonally from the top-left to the bottom-right, Hastings Rd running diagonally from the top-right to the bottom-left, and Slade St at the bottom. A yellow hexagon is located on Brettwood Rd, with a black arrow pointing to it from the text "Former Tree Location". A red dashed line runs along Brettwood Rd, and a black dashed line runs along Hastings Rd. A green arrow points from the text "Students" to a red octagon at the intersection of Brettwood Rd and Hastings Rd. Another green arrow points from the text "Students" to a red octagon at the intersection of Hastings Rd and Slade St. A green star is located on Hastings Rd, with the text "43 Hastings Rd." next to it. A green star is also located on Hastings Rd, with the text "58 Hastings Rd." next to it. A green star is located on Hastings Rd, with the text "Big Shrub" next to it. The map includes a search bar at the top-left, a compass at the top-right, and a scale bar at the bottom-right.



Hastings & Brettwood



Hastings – approach to Brettwood



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

BrettwoodCrossing



Many students walk this route to Chenery every school day.

T intersections with Stop Signs



Oak & Payson



Hammond & Palfrey



Chester & Common

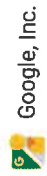


Google Maps 77 Brettwood Rd



Image capture: Apr 2016 © 2018 Google

Belmont, Massachusetts



Street View - Apr 2016

4/12

OFFICE OF COMMUNITY DEVELOPMENT

TOWN OF BELMONT

19 Moore Street

Homer Municipal Building

Belmont, Massachusetts 02478-0900



Telephone: (617) 993-2650 Fax: (617) 993-2651

Building Division
(617) 993-2664
Engineering Division
(617) 993-2665
Planning Division
(617) 993-2666

January 29, 2018

Mr. Mason T. Peltz
174 Beech Street
Belmont, MA 02478

Re: Letter of January 15, 2018

Dear Mr. Peltz:

I am in receipt of your letter dated January 15, 2018 wherein you offer two suggestions to increase safety and traffic flow in Belmont.

Your first suggestion is to post a No Parking restriction on one side of Waverley Street from Trapelo Road to Irving Street. In order for the Board of Selectmen to consider a posted parking restriction the Traffic Advisory Committee must hold a public hearing and solicit comments from everyone in the neighborhood where the restriction is proposed. The Traffic Advisory Committee meets monthly and their March 8, 2018 meeting is currently available for such a hearing. Please let me know if you would like to submit your suggestion to the committee. Your attendance will be required as the person proposing the idea.

Your second suggestion involves changing the traffic signal timing on Trapelo Road at Mill Street. This one is not so easy to accommodate. The signals on Trapelo Road are coordinated from Mill Street to Pleasant Street to Moraine Street to Lexington Street. You can't change one without impacting all four locations. Trapelo Road between Mill and Pleasant is functioning as well as it can. There is too much volume trying to get out onto Trapelo Road from Mill Street and since the Town was unable able to widen the right of way of Trapelo Road at the gas station near Pleasant Street (this would have required taking the gas station property) the traffic heading into Waverley Square, at Trapelo and Pleasant Street, is forced down to one lane instead of the desired two lanes. The result is that during some moments of peak volume traffic the roadway from Mill Street to Pleasant Street can get overly congested.

Thank you for your letter. If you would like to pursue a March 8, 2018 hearing with the Traffic Advisory Committee regarding the parking on Waverley Street please contact me by February 26, 2018 so that I will have time to notify all concerned parties.

Respectfully,

Glenn R. Clancy, P.E.
Director
Town Engineer

RECEIVED
BOARD OF
SELECTMEN

2018 JAN 19 A 11:55

MASON T. PELTZ
174 Beech St.
Belmont, Ma 02478
January 15, 2018

Belmont Board of Selectmen
Town Hall
455 Concord Ave
Belmont, Ma 02478

Gentlemen:

I have two suggestions I would like you to consider implementing that I believe would increase safety and traffic flow at little to no expense to the town.

Waverly Street, between Trapelo Rd and Irving St. currently allows parking on both sides of the street (actually the entire stretch to the Beech St light permits two sided parking, but I am only focusing on this small stretch of road from Trapelo to Irving). When cars are parked on both sides of Waverly, moving traffic must swerve to go around the parked cars, often into the line of oncoming traffic. The problem becomes exacerbated when there are moving trucks because of their size or when snow is piled on the sides of the road as was the case last week. My suggestion is to place several signs making that small stretch of road one sided parking, as is the case now for much of Beech Street.

My other suggestion involves a tweak to the stop light at the intersection of Trapelo and Mill Streets. Currently both lanes of west bound traffic on Trapelo get a red light and must come to a full stop. When that occurs, the east bound Trapelo traffic get a green arrow permitting vehicles in the left lane to make an unimpeded turn onto Mill St. while the right lane may continue straight until both east bound lanes must stop when the light turns fully red. Most of the time this works just fine. But at rush hour, particularly the afternoon rush, the sequencing of the lights a bit further east (Pleasant and beyond) causes a back-up at the Mill Street intersection making it difficult for vehicles to find space to proceed onto Trapelo that are trying to make a left turn from Mill St. to Trapelo east bound because there is little to no break in the east bound Trapelo traffic. My suggestion is to tweak the east bound Trapelo light, such that when the left turn arrow to Mill Street turns green, the right hand Trapelo lane light gets changed to red and must stop. Because of the sequencing of the lights further east on Trapelo, it should allow for some "thinning" of Trapelo traffic between Mill and the Pleasant Street light. Although admittedly not a perfect solution, I believe this light tweak might permit some cars from Mill Street to more easily turn east onto Trapelo, again at a minimum to zero expense to the Town.

Sincerely,


Mason T. Peltz