

2018 MAY 30 PM 1:59



Traffic Advisory Committee

March 8, 2018

Minutes

Committee Members Present: Peter Curro, Michael Lanza (Clerk), Mary Gavin, Donald Mercier, Dana Miller (Vice Chair), Tomi Olson, Sue Pew

Ex Officio Committee Members Present: Glenn Clancy (Town Engineer), Officer Matt Benoit (Belmont Police representative to the committee)

7:06 pm Meeting was commenced.

7:07 Burbank School Parking Restriction

-Gale Road

Goal is to improve the parking and pickup situation at the Burbank Elementary School.

It's been determined that they need more area behind the school to have a more efficient drop off area for the students.

Currently there are 2 no parking signs. Proposal is to replace and add to the 2 existing signs.

Proposal is also to expand drop off hours.

57 gale Rd. resident- concern is the idling cars. In the afternoon there are no restrictions and the cars are always parked and blocking her driveway.

Glenn replied it is necessary to restrict the parking during certain hours and there hasn't historically been such a concern during pickup time with cars parking. The concern has been in the morning hour historically speaking. States that the idling issue will always be present regardless of where drop off is located, it is an unfortunate side effect of the drop off situation. Goal would be to increase the efficiency thus leading to less time waiting and less idling. Glenn suggested adding a no idling sign in the area.

Jessie Bennett – 15 Trowbridge St. Parent at Burbank, notes that it has been more congested this year and they have concerns with next year too. States it's a bottleneck currently. Wants the parking zone moved to increase efficiency. Make it a dedicated block to drop off and go. Thinks it would be a big improvement for that area. Has done educational campaigns to educate parents and make outreach to them.

Jeff Roth 78 Watson – wanted to thank us for taking this issue on. Echo what the Jessie said. States there are too many cars and its making unsafe. Mentions it discourages people from walking and biking to Burbank. Wants us to make it easy for bikers and walkers too. Wants clearer signs "no parking, no stopping, no standing" to get point across.

Larry agrees that signage should be clearer. Glenn states he will work on signage and wording for them.

APPROVED 5/12/18.

Sena 120 Elm St. President of Burbank PTA. Wanted to add that added safety benefit would be that it would help students cross. Believes not allowing parking on left side would improve the flow and safety. States that they currently use cones and speak with parents to educate them on parking restrictions.

Larry stated that the TAC is in favor for walking and biking to school.

Resident states she wants a crossing guard at the Chenery.

Resident states that she sympathizes with Burbank parents' concerns. States there are no sidewalks and it's dangerous. Mentions it's a major parking area and that everyone parks there. Suggests next step is to assess Maple Terrace for improvements. States the current sidewalk area is not enough.

Glenn mentioned they will be improving Dante St. soon and it will have positive benefit on the whole area.

Larry asked the committee if anyone wanted to make a motion. Glenn clarified the scope of the proposal (No parking restrictions on 55-57 Gale Rd. and along property of 50 Gale Rd. – the restriction on the signage would state "No parking or stopping Mon-Fri 8am-9am while school is in session" also the addition of no idling signs) and the motion was unanimously agreed upon to recommend to Board of Selectmen.

7:20 Town Wide Traffic Study

-Public Input

Glenn opened with thanking people for showing up. Recapped that we are having a study done on traffic. Introduced Sam Offei-Addo from the BSC Group. Glenn mentioned that resident input is an important piece. Mentioned that due to storm, we will have this issue on the next meeting agenda in case people thought the storm cancelled this meeting.

The need for a traffic wide study came about during the BHS redesign public hearing process. We recognize the BHS project will effect traffic and we want to implement positive change asap. Glenn stressed that the issue with traffic is throughout the town and we want to improve it asap regardless of BHS project. Are there ways to reduce the volume of traffic is one of the goals to the study. We should be prepared to accept that we not be able to change the volume, but we can affect how it is handled in Belmont.

Ms. Paulson – Stated that the traffic study needs to embrace safe walking to BHS. Notes the younger ages will be walking there now. She mentioned the BHS site plan and the entrance/exits. Pointed out that students will need to cross traffic lanes to reach BHS. Other organizations have stated to her that the BHS plan does not cater to good student safety. She visited Melrose High School, uses that as an example of it being done right. Her questions is can we make use of Concord Ave as a drop off instead of having it on the BHS campus – again for safety. Wants to know what the affect would be if we had more students arrive by bus to the schools. Wants the town to do a study on this. Wants to know if having two way traffic through BHS is really safe.

Senator Brownsberger – Mentioned this issue is driving everyone crazy throughout Boston. Had a traffic study completed and that congestion is inevitable. By 2040, it will be considerably

worse. Thinks it wonderful that we are doing the study and mentioned that we need to work on our regional transportation service. Mentioned he will continue to work on this issue. Wanted to mention that he has been working with DCR, and they are trying to improve Fresh Pond Parkway.

Evan Harris Statler Rd. His main concern is the new app bringing cars down his road. People are driving recklessly in the area. Is concerned for Winn Brook student safety. States Brighton St. has always been a problem area. Mentioned the 1987 traffic study and that nothing has changed. Wants the consultant to witness the problem first hand.

Joanne Harris Statler Rd. Mentioned her long commute to travel to make it to work. Can't get out of her driveway. Sees them checking their phones and the apps. Mentioned they are all out of towners. People do not follow the speed limit signs. Has said it's been happening last 3-4 years and it's getting worse.

Glenn asked her to elaborate how far the traffic is extending in order to make it to Brighton St. Glenn mentioned that smart phones have had a dramatic increase in the traffic overflow to side streets.

Judy Hanley Little Pond Rd. resident. Stated that they have problem from Brighton St. traffic backing up to Cross St. People are cutting through the neighborhood constantly in morning and evening. Her suggestions to alleviate the problem is to increase the traffic light signal, install no left turn sign, also suggested Lake and Mass Ave light being longer. Has also thought about the Belmont Center traffic, suggested a rotary in the middle of the center. Thinks charging out of towners is ridiculous idea.

Glenn responded that we did consider a rotary in Belmont center. It could not be done due to the bridge clearance minimum requirement. What we have now is determined to be the best way after studying the issue and computer modeling. Glenn states we have spoken with Cambridge and will continue to do so.

Elizabeth Dion Wellesley Rd. resident – Likes the idea of tolling through Belmont Center. Doesn't know if state will allow us to. Glenn stated he is looking into it legality wise. Glenn said we should be cautious to creating a ripple affect with other towns. Resident stated it is a school specific problem leading to the traffic. She also commented on the congestion and speeding problem. Stated that we don't have enough police to patrol these areas. Wants to know if we can put in video monitoring system to catch speeders and issue speeding tickets. States that the 25mph speed limit signage is being totally ignored. Wants us to look into feasibility of video monitoring and ticketing issuing.

Anne Marie Mahoney 24 Goden St. Concerned about BHS plans. Goden St is very narrow. Morning and late afternoon, they cannot get onto main rd. Mentions cars form 2 lanes of traffic on Concord Ave blocking the bike lane. States that parked cars limit road flow to one way, sites fire truck could not get down the street. In the last 3-4 years very heavy traffic volume using Goden St as a cut through. States that the idling cars lead to dirt on the windows and she can't keep up with cleaning them. Also cited athletic events and the issue with parking on Goden during the events.

Larry Baker St. Resident – mentioned the Baker St traffic problem. States that cars are flying up and down the road. Mentioned the smart phone app sending cars down his road as a cut through. Says it is getting worse.

Larry stated that he too is victim of traffic issue near his house in Belmont Center. Understand the Winn Brook area problems.

Tammy Calise Walnut St resident. – States that we need infrastructure in the community to slow cars down. She has over 100 community signatures in agreement that cars need to slow down and the volume needs to be addressed. States it has only gotten worse over the years, apps and other contributors have added to this issue. Encourages the traffic study to look at Butler neighborhoods. Gave us resident letter

Anna Abrams Goden St resident. – States that the current traffic situation is bad. Concern is kids walking to Chenery and the 4 way stop. States people drive through them all the time and is concerned for the younger kid's safety. Wants us to think about how we can decrease Belmont resident traffic. Is concerned a student will be struck. Second concern is relating to biking safety. Cars are going too fast and breaking the rules. Wants these items looked into. Also mentioned the BHS design and wants it to be part of a discussion. Concerned that entrance and exit is at the same location. Worries Goden St will be directly affected.

Glenn asked for clarification to pedestrian safety concern.

Dana's notes: Concern about kids crossing streets.

Charles Harmon, Meadow Lane. Mill Street Back-up: sometimes all the way from Trapelo to Concord Ave. Solutions have to be comprehensive.

2 things to do without hesitation: traffic enforcement—more tickets—and bike and pedestrian safety.

Kate Bowen there are automatic ticketing systems being used in towns already. Look at fees for buses--which may have gone up. We need to look at that. Has questions for us to act as liaison to other precincts/towns. Wants us to put sidewalks in. Had questions about the factors that are going into the study. Specifically, smart phone apps, etc. Wants to know more about that and has it become a factor in the design.

Glenn commented that we have the ability to reach out to these app's directly and request restrictions that we enforce in the town. States we are working with the consultant to monitor the smart phone usage in the cars traveling into Belmont – giving us a clear understand of the cars movement in the town. We will also be using a license plate survey to see how many cars are from out of town vs. residents.

Glenn will be making a recommendation to sidewalk and curbing being stalled when we reconstruct roads in the town. We are moving forward with a Complete Street policy. Believes that trying to discourage drivers is not the best action, people will drive if they want to drive. We have to recognize that discouraging traffic will not work.

Adam Dash – States this is a town wide problem. Mentions we are taking up the sidewalk policy to always install sidewalks with reconstructed roads. Mentioned that the TAC suggestions would

affect the BHS project and the traffic. Wants us to think about the high school in our 5-year plan decision.

Amy 21 Goden St. – Likes long term plan but mentions the plan suggested will most likely be the end result. States now is the time for planning strategies. Wants to know what all the options are. Her worry is we may miss the planning window and will create a worse situation.

Glenn clarified that this is not a 5 year plan, states we are aware of the traffic issues today and that we are working to improve it now. Glenn mentioned that the building committee will present in May to the TAC.

Alber 311 Brighton St. – Mentions that Brighton St is full of traffic and that the time it takes to move down Brighton is too long. Wants us to look into public transport and walking options. Suggests we create clearer paths through the town for people to cut through. States that as long as it is quicker to cut through Belmont streets, people will continue to.

Pat Radcliff Rd. – She lives right along Rt. 2 and is having a terrible time with commuters and waze traffic. Mentions cars are travelling too fast and that people are passing school buses on her street as they pickup students. Wants TAC to consider no right turns signs on her street to mitigate the traffic. Would like her neighbors to be considered in the study.

Deborah 30 Goden St resident. – States she has issue getting out of her driveway during rush hour. Suggested sharing two streets for BHS traffic flow near the high school.

Fred Paulson 90 School St. resident – Wants cooperation between building committee and the TAC. Mentions that the schematic plan has not had resident input to it. Wants more working meetings to come up with good plans. Mentioned the buses on Concord Ave. and that we need to increase the bus frequency both public and school buses.

Carolyn Bishop Orchard St. resident. - states it's hard to get out of her driveway. Noted that there is always one person per car during the rush hour commute. Suggests we need more traffic enforcement. Wants traffic rotary reinstalled near RT 2.

Russel 308 Brighton St. resident – Asked TAC for future meetings to present what's on the table, as an educational service. He stated he cannot pull out of his driveway most days. Mentions his son is not eligible for bus service to school, would like us to consider to increase the bus service to increase ridership. Asks us to look at Cambridge and what they are doing well to decrease the traffic flow and encourage the bus ridership. Mentioned that we need to do something to protect our side streets.

Glenn commented that everything is on the table and being considered in an order to improve the traffic. We are open to any solutions should it work.

Resident mentioned that we need more signage alerting drivers to school zones, speed limits, wants more raised crosswalks on Trapelo Road.

Glenn stated that Trapelo Rd. carries 25K cars a day and a raised crosswalk element would not work on it due to that. Mentioned he is looking into all the schools and improving the safety of them. Glenn thinks we need to do more with signage surrounding parks.

Jane Goden St. resident – Mentions the tunnel under the train tracks helping with the students walking commute. Mentions it will offer another entrance to BHS.

Don Mercier – Stated that kids need to be trained on exiting the buses safely.

Tomi Olson stated that she agrees with Don and that it is important to speak with the school department. Mentioned that the TAC worked hard on Hawthorne and that it should be looked at again if needed.

9:42 pm Old Business - Crestview and Wellesley Rd. Stop sign update:

Proposal for Stop sign was not approved but will be looked into more. Suggestion to ask resident with large hedge at that intersection to trim it back, was proposed.

9:57 pm New Business

None.

9:57pm 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
Mary Gavin
Michael Lanza
Donald Mercier
Tommasina Olson
Elizabeth "Sue" Pew
Matt Sullivan

Date: March 2, 2018

To: Members – Traffic Advisory Committee

From: Glenn R. Clancy, Committee Liaison

Subject: Agenda for Meeting on **Thursday, March 8, 2018 at 7:00 PM in Town Hall Auditorium – 455 Concord Avenue.** If you cannot attend the meeting, please contact me via e-mail.

7:00 – 7:05 Minutes (January 11, 2018, February 8, 2018)

7:05 – 7:20 Burbank School Parking Restriction

- Gale Road

7:20 – 8:50 Town Wide Traffic Study

- Public Input

8:50 – 8:55 Old Business

- Crestview Road at Wellesley Road – Stop Control Update

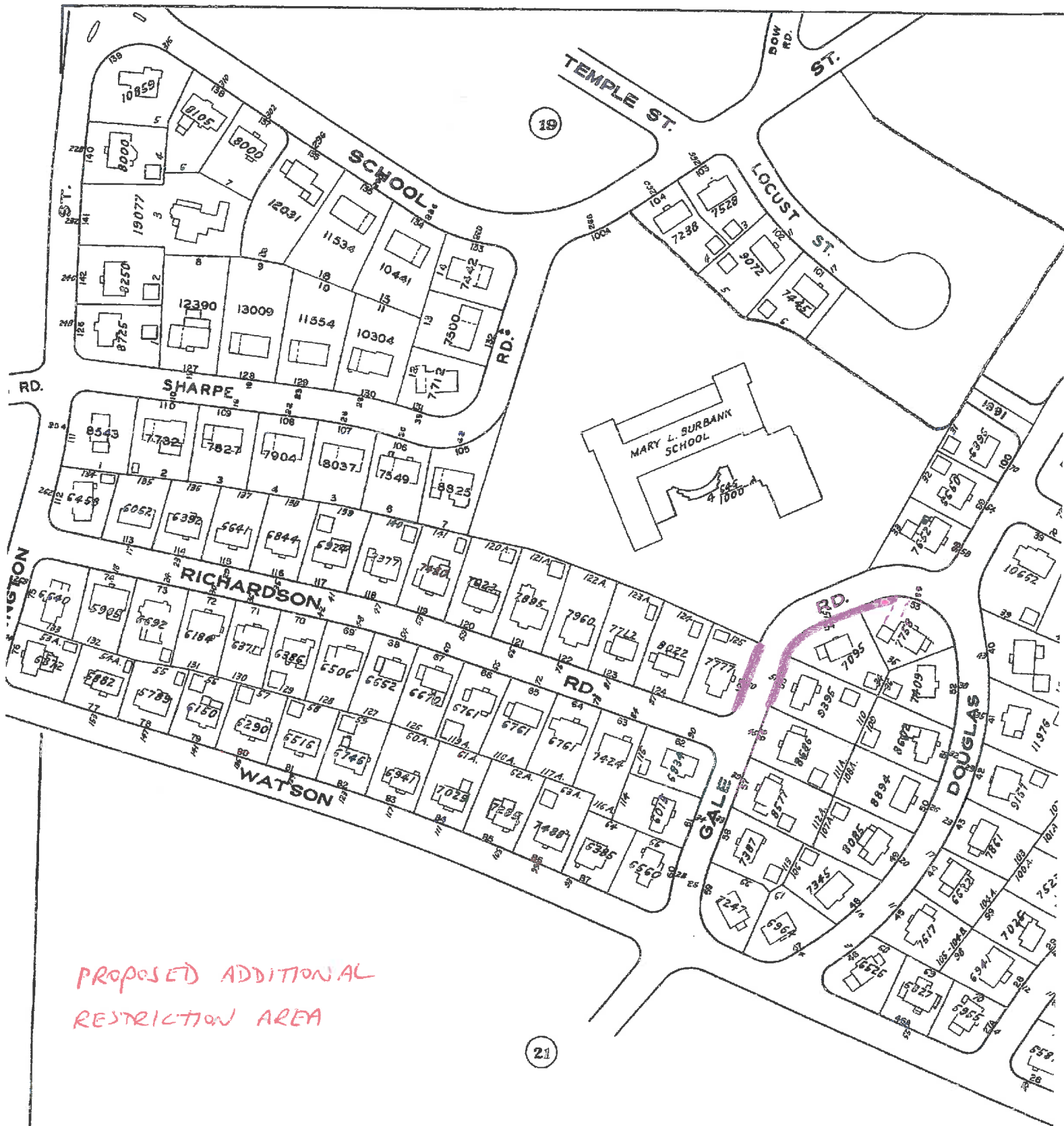
8:55 – 9:00 New Business

- No Known Items

9:00 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



Clancy, Glenn

From: Clifford, Tricia <tclifford@belmont.k12.ma.us>
Sent: Friday, January 26, 2018 9:26 AM
To: 'Clancy, Glen'; Clancy, Glenn; 'bmailhot@belmontpd.org'
Cc: Phelan, John
Subject: Burbank SRTS - Gale Road safety improvements

Dear Mr. Clancy:

As you know we have a student drop-off area on Gale Road on school mornings, and many parents park on Gale Rd in the mornings and in the afternoons when picking up children. We have seen a significant increase in drop off / parking traffic on Gale Rd since September for a combination of reasons:

- growing school enrollment, with more families traveling across the district from other neighborhoods;
- restricted parking on Sharpe Rd and removal of family drop-off area on Sharpe Road (Sharpe is reserved for school bus drop off/pick up only); and
- an apparent decline in walking to school because of winter weather, safety concerns, and the increase in cross-district travel.

To help manage the increase in volume we have two teachers on Gale Road each morning from 8:25-8:40 am to assist with the rolling drop-off, and we continue to send reminders to families about how to drop off safely and efficiently. Despite these efforts, serious safety concerns remain, particularly by the school drop off area, school path entrance, crosswalks, and intersections with Richardson Rd and Watson Rd.

We would like to share these concerns with you, and discuss some ideas for improving the safety of the area, recognizing that it is a residential street. We hope you will consider these ideas for improvements:

1. Posting No Parking 8-9AM signs on section of Gale Rd directly across from the rolling drop-off zone
2. Adding School Zones signs on Gale Rd, on both approaches to the school
3. Moving the Gale Rd crosswalk away from drop-off area, and to a safer area as determined by your office and BPD. The cross walk is in a dangerous spot, children are crossing and cars are dropping off, and there are also cars who are not involved with the school passing the cars dropping off.
4. Adding two crosswalks across Gale Rd at Watson Rd (currently there are two crosswalks across Watson, but none across Gale).

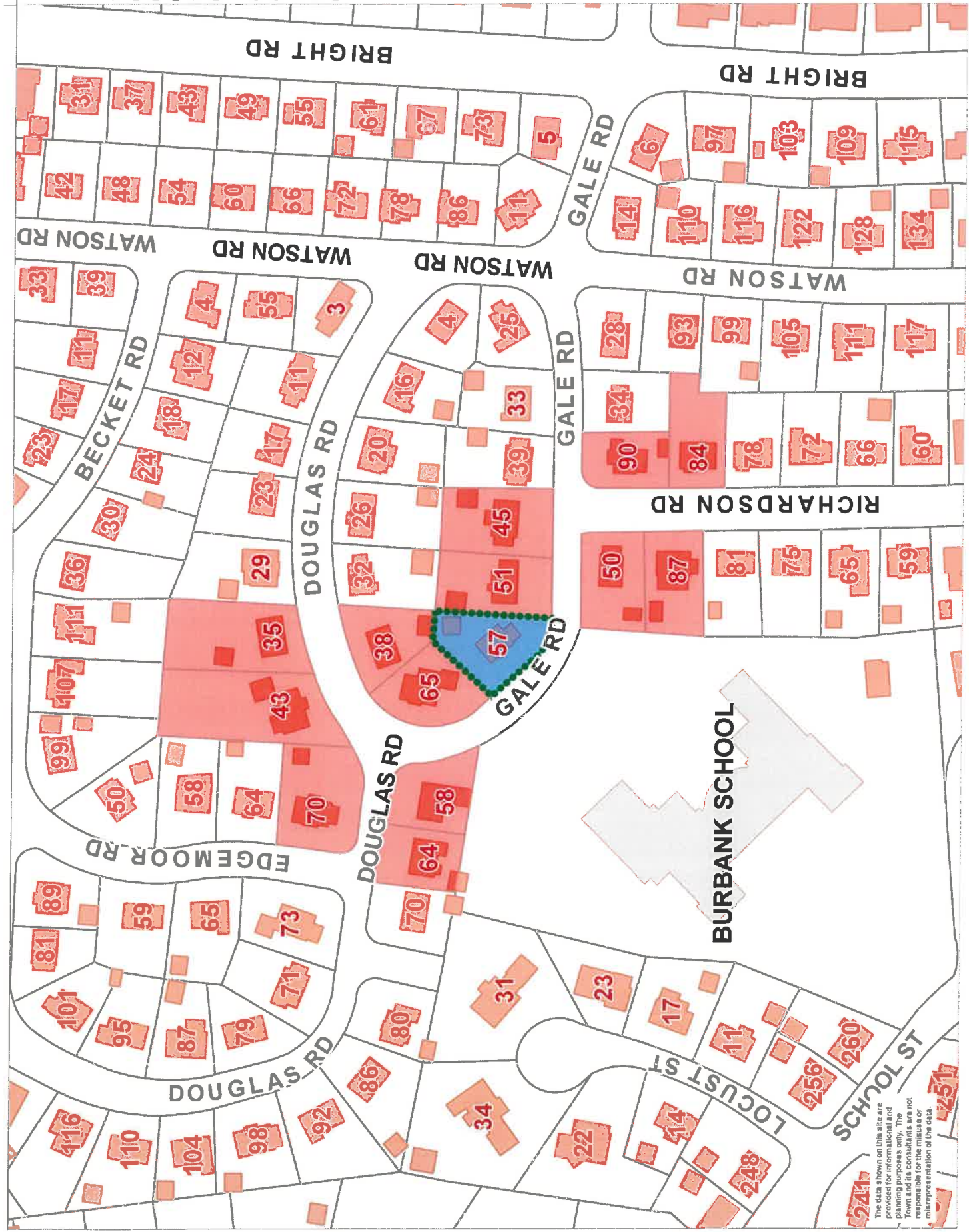
We would be happy to meet with you and to share further information and observations. Thank you for your time and consideration; we appreciate your ongoing support of safety for the school community.

Sincerely,

Dr. Tricia Clifford, Principal
& Burbank PTA Safe Routes to School Committee



- Town-Owned Buildings
- McLean Buildings
- BUILDINGS
- Parcels
- Town Boundary
- MA Highways
- Interstate
- US Highway
- Numbered Routes
- Charles_poly
- Charles_arc
- Abutting Town Labels
- Abutting Towns
- Roads
- Major Road, Collector
- Minor Road, Arterial



The data shown on this site are provided for informational and planning purposes only. The Town and its consultants are not responsible for the misuse or misrepresentation of the data.



Parcel ID: 20-54
VOLOZHANINA ELENA
57 GALE RD
BELMONT, MA 02478

Parcel ID: 20-124
RUSSO TE JAMES M
JUDITH M RUSSO
87 RICHARDSON RD
BELMONT, MA 02478

Parcel ID: 20-125
DISALVIO TE FRANCIS M
CHRISTINE M DISALVIO
50 GALE RD
BELMONT, MA 02478

Parcel ID: 20-39
HANLON TRS PATRICIA A &
HANLON FAMILY REALTY
PO BOX 283
JACKSON, NH 03846

Parcel ID: 20-40
FREIDBERG JEFFREY P 2000
KAREN S FREIDBERG 2000
43 DOUGLAS RD
BELMONT, MA 02478

Parcel ID: 20-41
BOULANGER TE ALBERT A
DIANE C BOULANGER
35 DOUGLAS RD
BELMONT, MA 02478

Parcel ID: 20-52
COURTNEY ETAL TRS
38 DOUGLAS ROAD REALTY
38 DOUGLAS RD
BELMONT, MA 02478

Parcel ID: 20-53
LINGHU TE BOLAN
LIU GUOHUI
65 GALE RD
BELMONT, MA 02478

Parcel ID: 20-55
HAVERTY TR RITA E
THE RITA E HAVERTY
51 GALE RD
BELMONT, MA 02478

Parcel ID: 20-56
COLLINS TE DAVID H
WAKIKO COLLINS
45 GALE RD
BELMONT, MA 02478

Parcel ID: 20-62
HAWKINS TE JAMES P
CYNTHIA J HAWKINS
90 RICHARDSON RD
BELMONT, MA 02178

Parcel ID: 20-63
BLUMBERG TE WILLIAM A M
DEBORAH D BLUMBERG
84 RICHARDSON RD
BELMONT, MA 02478

Parcel ID: 20-98
KNIGHT JR JT THOMAS F
FRANCES Y KNIGHT
58 DOUGLAS RD
BELMONT, MA 02478

Parcel ID: 20-99
JOANNOPOULOS JT JOHN D
KYRIAKI DUNUSSI
64 DOUGLAS RD
BELMONT, MA 02478

Clancy, Glenn

From: Harriet <[REDACTED]@yahoo.com>
Sent: Wednesday, February 28, 2018 5:39 PM
To: Clancy, Glenn
Cc: Harriet Wong; Clifford, Tricia
Subject: Re: Burbank SRTS requests and TAC meeting

Hi Glenn,

I received some input from other Burbank parents supportive of these improvements to safety on Gale Rd.

For the proposed parking restrictions, could the signage be worded such that it is very clear that people cannot park or stop (idle) or drop-off at the designated times?

For example, "No parking or stopping M-W 8-9 AM while school in session". Or your recommended wording in line with your signage for schools.

We think specific signage will be more effective in reducing the habits that are currently creating safety hazards.

Please let us know what you think, and whether the proposal to TAC can be updated accordingly.

Thanks,
Harriet

On Feb 23, 2018, at 2:36 PM, Clancy, Glenn <gclancy@belmont-ma.gov> wrote:

Hi Harriet:

The state defines a school zone as "...that section of a way which abuts the grounds of a school..." In order to establish a school zone certain warrants must be met. One such warrant requires that "the zone must contain a marked crosswalk"

When we look at the frontage of the school property along Gale Road there is no good place to relocate the crosswalk and still meet the warrant mentioned above. There is no good place because we need a location that satisfies sight visibility requirements and we need a location that we can construct the necessary accessible ramps. There is nowhere along the school frontage – other than where the current crosswalk is located- to locate a crosswalk.

Adding crosswalks at Watson and Gale will be very difficult because of the difficulty in finding a suitable location at the intersection to construct ramps and because once you place a crosswalk you need to relocate the Stop line four feet before the edge of the crosswalk. This would have cars stopping on Gale Road well before the intersection which will have an impact on sight visibility with oncoming traffic for cars coming from the direction of Bright Road.

Thanks, Glenn

Clancy, Glenn

From: Harriet Wong (h.t.wong@yahoo.com)
Sent: Friday, March 2, 2018 2:19 PM
To: Clancy, Glenn
Cc: Clifford, Tricia; Mary Lewis
Subject: Re: Burbank SRTS requests and TAC meeting
Attachments: Douglas-Gale intersection.JPG

Glenn,

Thank you for the TAC meeting agenda. Several Burbank parents are planning to attend, and will add support to the Gale Rd proposal, if needed. Thanks for making it the first item!

Gale residents seem to be fine with the proposed parking restriction. We delivered a letter from Dr. Clifford explaining the proposed change to all residents on Gale and several houses at the top of Richardson, and a couple houses on Douglas near the intersection with Gale. We were able to speak with several people (including owners of #50 and #57) all of whom are supportive of the measure to better control parking and to improve safety. We encouraged them to attend the TAC meeting.

We noticed this morning that cars were entering the top of Gale Rd from Douglas Rd pretty fast, approaching from both directions and swinging around the turn onto Gale to get to the school drop off (see photo attached). It seemed unsafe for the vehicles, let alone for any pedestrians who might try to walk or cross there. We thought perhaps a stop sign on Douglas (for traffic approaching from the direction of Edgemoor Rd) could help slow traffic and make it safer. We just wanted to bring this to your attention, while you and the TAC are considering Gale Rd.

Thanks again for all your work on this.

Best,

Harriet & Mary
Burbank SRTS


APPROVED 4/9/18



OFFICE OF COMMUNITY DEVELOPMENT

MEMO

MEMO TO: Board of Selectmen
Patrice Garvin, Town Administrator

FROM: Glenn R. Clancy, P.E. 

SUBJECT: Gale Road – Parking Restrictions

DATE: April 4, 2018

The Traffic Advisory Committee (TAC) on March 8, 2018 held a public hearing to discuss a request from the Burbank Elementary School to add parking restriction signage along Gale Road near the rear entrance to the school. Several school representatives attended the meeting.

Background

There currently exists a morning drop-off no parking restriction along the school frontage on Gale Road however it would be safer to extend the restriction across the street and to the first intersecting side street, Richardson Road. Extending the restriction will prevent people from parking in the area where children are dropped off and in some cases crossing Gale Road. Members of the Burbank PTA met with abutters on Gale Road and received support for the proposal.

Evaluation

The committee agreed that extending the existing restriction will make the area safer for morning drop off by preventing vehicles from parking on the sidewalk and in the crosswalk area.

Recommendation

The Traffic Advisory Committee unanimously voted in favor of posting parking restrictions effective during the morning drop off hour of 8 am to 9 am, as shown on the attached plan.

The TAC will monitor the situation for six months after signage is installed and determine whether the situation requires reevaluation.

Gale Road – Morning Drop Off Restrictions



April 4, 2018

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On behalf of the TAC, I respectfully ask the Board of Selectmen to authorize the Department of Public Works to implement the signage recommendations. There will be an increased cost in labor and materials to implement these recommended upgrades thus impacting the DPW budget.

Cc: Jason Marcotte, Director, Department of Public Works



-  Existing Drop-Off Restriction
-  Proposed Drop-Off Restriction

March 8, 2018

Traffic Advisory Committee
Town of Belmont, Massachusetts
455 Concord Avenue, Belmont, MA 02478

RE: Volume and Speed of Traffic on Butler Neighborhood Streets

Dear Traffic Advisory Committee,

As a resident in the Butler School neighborhood, we applaud Belmont's decision to hire a consultant to look for solutions to cut-through traffic. As a concerned resident, we want to make certain that the streets in the Butler School neighborhood, and more specifically adjacent to Trapelo Road, are prioritized. We are greatly concerned about the traffic on our neighborhood streets given the increased use of traffic apps that enable drivers to avoid congested roads, the recent infrastructure changes on Trapelo Road (e.g., medians, road diet), and the development in Cushing and Waverly Squares. While we greatly value the improvements being made to ensure the desirability and walkability of Belmont, we have seen an influx of cars cutting through our neighborhood streets to avoid traffic or to get from one neighboring city/town to another. The volume and speed of cars on streets adjacent to Trapelo Road (e.g., Flett, Johnathan, Bartlett, Walnut, and White Streets) not only lower our quality-of-life, they threaten the health and safety of our children, elders, and families.

The proximity of our homes to the street and little or no buffer between the sidewalk and road are two examples that our streets were designed to promote social interaction, support physical activity, and ensure safety. They were never intended to enable cars to quickly bypass traffic on major roads or to allow drivers to get from one adjacent city to another. The accompanying distracted driving and speed make our neighborhood streets unsafe for pedestrians and other drivers. Further, planned growth, if not done carefully, can increase congestion and cause drivers to speed up and take more risks.

Increasingly, we feel this to be the case on our neighborhood streets. Whether it is the backup from Waverly Square on Trapelo Road during rush hour, or just the desire to quickly get from one neighboring town to the next, we have seen an influx of cars. With the future development in Waverly and Cushing Squares, we only anticipate the number and speed of cars, and distracted and risk-taking drivers, to increase unless immediate action is taken.


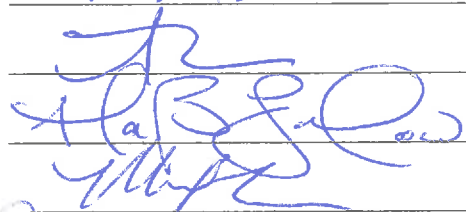

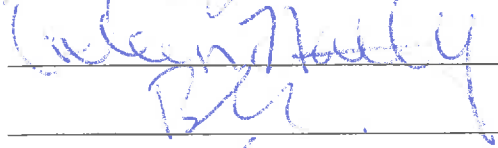
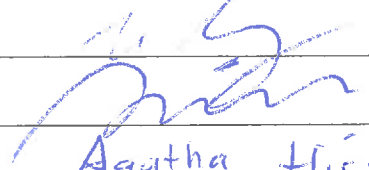
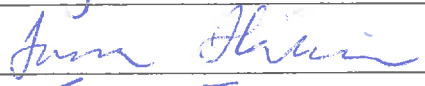




We the undersigned RESIDENTS of the Town of Belmont, Massachusetts, concerned for the safety and accessibility of pedestrians and other vulnerable users in the Butler School neighborhood, request of the Traffic Advisory Committee and traffic consultant to prioritize streets adjacent to Trapelo Road in the traffic study and subsequent solutions to effectively address the following concerns:

- **Accidents and injuries:** More than half of the traffic-related fatalities occur on neighborhood streets. For every pedestrian killed by a car, another 15 are injured. A pedestrian is 9 times more likely to die if struck by a car traveling at 30 mph compared to 20 mph.

- **Traffic noise:** Traffic volume, speed, and vehicle type all affect noise levels. Sound becomes noise when it interferes with our quality of life. Traffic noise can affect health and interfere with sleep, conversation, and other neighborhood pursuits.
- **Pollution:** A typical U.S. car emits enough pollution to create five tons of carbon dioxide a year. When traffic is not managed, there can be localized air quality problems. Traffic generated air pollution accounts for billions in healthcare costs each year in this country. Expenses accrued from poor health can lead to a number of undesirable conditions that could impact the vitality of Belmont including home foreclosures.

We appreciate your attention to this matter and look forward to the continued conversation to effective solutions.

Sincerely,


PVT/C

Harriet

Amy P

Catherine

Agatha Hirst

Jim Hirst

Tony Wiradjaya

Donald Hirst

M. Fitch

D. Fitch

TAMMY CALISE 29 WALNUT ST
PETE GOODRICH 31 WALNUT ST.
Alice Goodrich 31 Walnut St.
Aeda Farlow 27 Walnut St.
Mike Calise 29 Walnut St.
David Brosie 36 Walnut St.
Colleen Hartley 55 Walnut St
Brian Murphy 35 Walnut St
Ziggy Leslie 32 Walnut St
BERIS CORREDOR 25 Walnut St
Agatha Hirst 17 Walnut St
Irma Hartini 15 Walnut St
Tony Wiradjaya 15 Walnut St
Donald Hirst 17 Walnut St
M. Fitch 18 Walnut St
D. Fitch 16 Walnut St

Alex
JK Cass
Gar M Gula
Sally
B. [unclear]

S. [unclear]
Dawn [unclear]
Linda [unclear]

Gloria Sagarin
Bill Kelley
Frank [unclear]
John [unclear]
Carmen Delia
Lela Bosa

Mary Ann Miller

[unclear]
[unclear]

G. [unclear]
[unclear]
Curt [unclear]
Diane [unclear]

Jessie Cass 11 Walnut
Katherine Cass 13 Walnut
Jack Guilderson
Tiffany Guilderson
Ali Harmon 40 Walnut

Sarah Scheff 40 Walnut #1
Tawn Pulley 41 Walnut St
Yun. Sung 44 Walnut

Robin Sagarin 46 Walnut
Robiri Pulley 41 Walnut
Joseph Lombardi 56 Walnut St
Samir Baghdady 47 Walnut St
Carmen Baghdady 47 Walnut St
LEKA Hall St

68 Walnut St., Mary Ann Miller
Sara H. Jantz 70 Walnut St
Sara Bamber 70 Walnut St
Martin Kadansky 55 Maple St Belmont

Isabel [unclear] 96 Walnut
Adam Reese 88 Walnut
Angie Reese 83 Walnut
Brandon Murtz 33 Walnut St
Giselle Murtz 33 Walnut St

~~John~~
~~Ben~~
 Onofrella Padilla
 DePaula
 Luth
~~John~~
 Jennifer Arsenault
 Pete
 David Hubbard
~~Michael~~
 Lawrence Reed
~~John~~
 Rebecca C. Varnum
~~Kim~~ Kim Cassello
 Adriana D'Andrea
 Joseph D'Andrea
 Michael Delviscio
 Stephan James
 Kenny Liang
 Liang Zhang
 Andreas Windemuth
 Jeffrey Chan

92 Walnut St Belmont MA
 94 " "
 93 Walnut St, Belmont, MA
 89 Walnut St Belmont MA
 89 Walnut St Belmont MA
 23 WALNUT ST. BELMONT
 36 Walnut St Belmont MA
 28 Walnut St Belmont, MA
 28 WALNUT STREET BELMONT
 65 Maple St Belmont, MA
 63 Maple St
 67 Maple St.
 78 MAPLE ST. Belmont. MA.
 80 MAPLE ST Belmont MA
 73 maple St. Belmont
 16 Frederick St.
 92 Bartlett Ave.
 92 Bartlett Ave.
 21 Jonathan St
 21 Jonathan St
 29 " "
 " " "
 10 Jonathan St
 103 Maple St,



- **Traffic noise:** Traffic volume, speed, and vehicle type all affect noise levels. Sound becomes noise when it interferes with our quality of life. Traffic noise can affect health and interfere with sleep, conversation, and other neighborhood pursuits.
- **Pollution:** A typical U.S. car emits enough pollution to create five tons of carbon dioxide a year. When traffic is not managed, there can be localized air quality problems. Traffic generated air pollution accounts for billions in healthcare costs each year in this country. Expenses accrued from poor health can lead to a number of undesirable conditions that could impact the vitality of Belmont including home foreclosures.

We appreciate your attention to this matter and look forward to the continued conversation to effective solutions.

Sincerely,

Signature:

Print Name/Address

Azra B. Nelson
 Sirajul D.
 M. W. R.
 Parul Garg
 Megha Durukkar
 Meghan Estrada
 Anita Bagchi
 Robert Mitchell
 Bethany J.
 C. B.
 Alea Bowen-Knoakes
 Bart Nelson
 Kate Weinstein
 Latie Auffinger RBBig

26 Vincent Ave
 GITANJALI REGE 64 DEECH ST.
 ROSE O'NEIL / 77 MAPLE ST.
 Laura VanderHart 76 Agassiz Ave.
 2 Sycamore St. / Parul Garg
 57 Beech St Belmont
 21 Wilson Ave. Belmont
 6 Hawthorne St.
 13 Hawthorn St
 6 RIPLEY RD.
 C. Bowen 67 Bartlett
 67 Bartlett ave.
 26 VINCENT AVENUE
 Kate Weinstein 89 Hammond
 211 Lexington Street

Anna Lamere
D.J.

Peggy Bragg

Mary Jane Wiley

Katrina Norghanian

Rozanne Voz

Joan M. San.

Gerard C. Connolly

Peggy Croe

53 Maple Street
53 Maple St.

33 Walnut St.

20 Walnut Street

20 Walnut Street

14 " "

34 Walnut St Belmont, MA

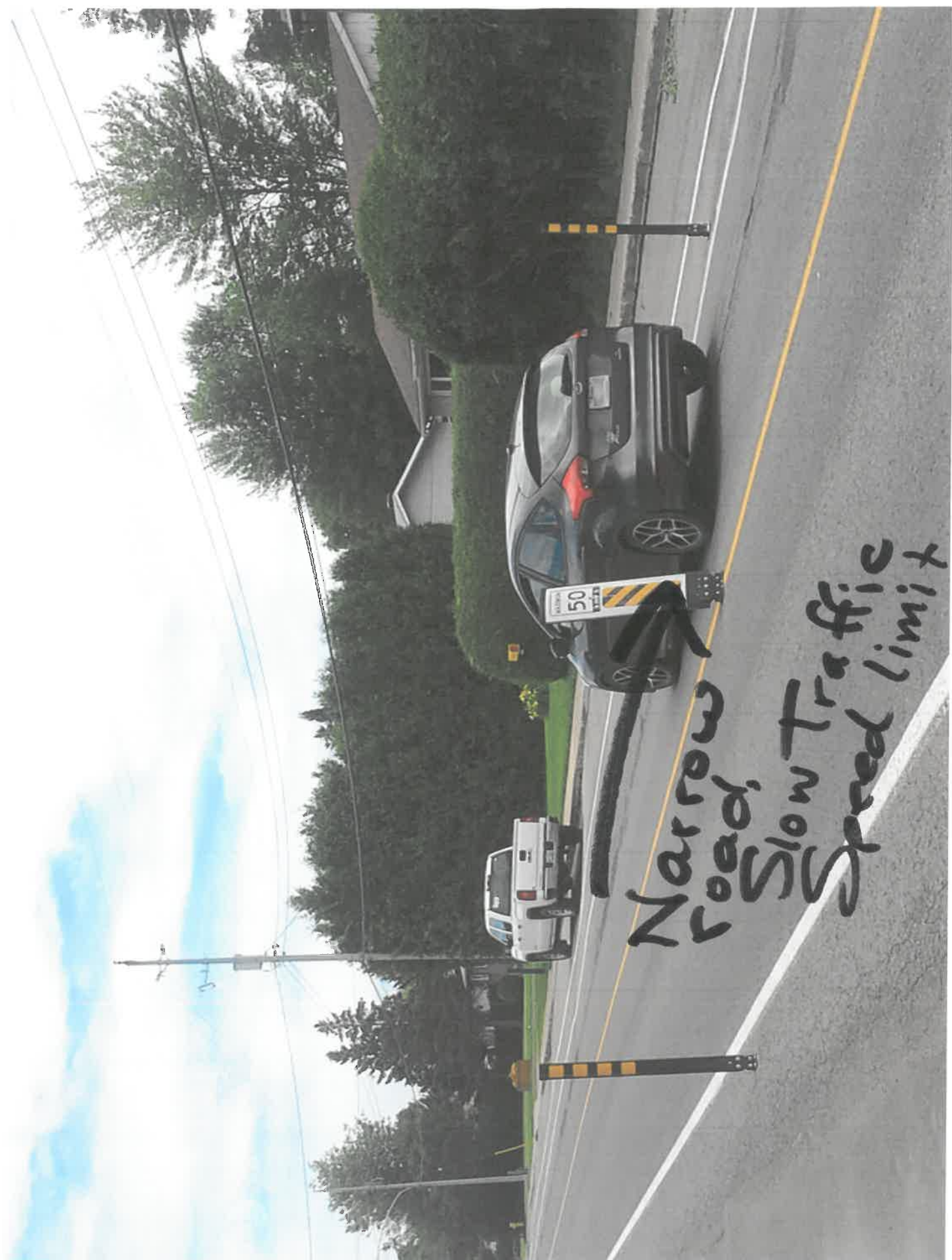
23 Walnut St Belmont

gown
Jim Blinn
Caryn Walker
Michael Russo
Julie S. Crockett
Teri J. Crockett

25 Grant Ave Belmont 02478
249 Beech St. Belmont
~~249 Beech St. Belmont~~
105 SEAC St Belmont
232 Trapelo Rd
232 Trapelo Rd.

Narrow
part of
road





Narrow Road,
Slow Traffic
Speed limit





Trail Entrance

Short Median

Speed Hump

Marked Crosswalk

Speed Hump

