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

Meeting Minutes, June 9, 2016

Members Present: Dana Miller (Clerk), Don Mercier, Tomi Olson, Sue Pew, Matt Sullivan

Ex-Officio Members Present: Glenn Clancy (Town Engineer) and Sergeant Ben Mailhot (Belmont Police Department)

Others Present: John Gregg, 113 Oakley Road, and Mary Sabaloski, 96 Cushing Avenue

The Intersection of Cushing Avenue and Oakley Road

Sergeant Mailhot reported that there have been 3 accidents at this intersection in the past 4 years. After comments from Mr. Gregg and Ms. Sabaloski and some discussion, the TAC voted unanimously to recommend that the Board of Selectmen install a four-way stop at the intersection of Cushing Avenue and Oakley Road.

Old Business

Glenn provided information about the raised crosswalk that will be installed at the intersection of Lexington and Sycamore Streets before the start of the 2016-17 school year.

New Business

The election of TAC officers will be held at the next committee meeting.

The meeting was adjourned at 7:30pm.

Respectfully submitted,

Matt Sullivan

Traffic Advisory Committee
TOWN OF BELMONT

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

Date: **June 3, 2016**

To: **Members – Traffic Advisory Committee**

From: **Glenn R. Clancy, Committee Liaison**

Subject: Agenda for Meeting on **Thursday, June 3, 2016 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 (May 12, 2016)

7:05 – 7:30 ✓4 Way Stop Continued Public Hearing
- Cushing Avenue at Oakley Road

7:30 – 7:40 ✓Old Business
- Lexington Street Raised Intersection Update
- Other (No Known Items)

7:40 – 7:45 ✓New Business
- Committee Organization
- Other (No Known Items)

7:45 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

OFFICE OF COMMUNITY DEVELOPMENT

MEMO

MEMO TO: Board of Selectmen
David J. Kale, Town Administrator

FROM: Glenn R. Clancy, P.E.

SUBJECT: Intersection of Cushing Avenue at Oakley Road

DATE: July 7, 2016

Background

The Traffic Advisory Committee proactively evaluated several intersections including the intersection of Cushing Avenue at Oakley Road to determine if changes could be made to improve the safety of the intersection. This intersection suffers from poor sight lines and has a history of near misses. Currently Stop sign control exists on the Cushing Avenue approaches and Oakley Road functions as a through way.

Evaluation

The major problem with the intersection is poor visibility from both legs of Cushing Avenue due to the Payson Park Reservoir at the northeast corner and vegetation along the frontage of property at the southwest corner. Both corners create a challenge for vehicles exiting Cushing Avenue.

Between January 2102 and July 2014 there were three angle type accidents. This is not an overly high number of accidents however the TAC is aware of several near misses at this location and there is a "Dangerous Intersection" sign on the southbound approach of Oakley Road which is an indication of the difficulty southbound motorists have seeing traffic approaching from the left on Cushing Avenue.

Recommendation

This location is a candidate for a Four Way Stop approach. I have analyzed the intersection using the Manual on Uniform Traffic Control Devices, the federal standard for placement of Stop

signs, and I find a Four Way Stop approach is warranted.

Section 2B.07 of the Manual, Multiway Stop Applications, contains the sub-section titled, "Other criteria that may be considered," wherein criteria are presented for consideration of the placement of a Stop sign. Item c is applicable:

c. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to safely negotiate the intersection unless conflicting cross traffic is also required to stop;

I believe this condition is met.

In addition to adding new signage, existing signage is proposed to be adjusted for better visibility.

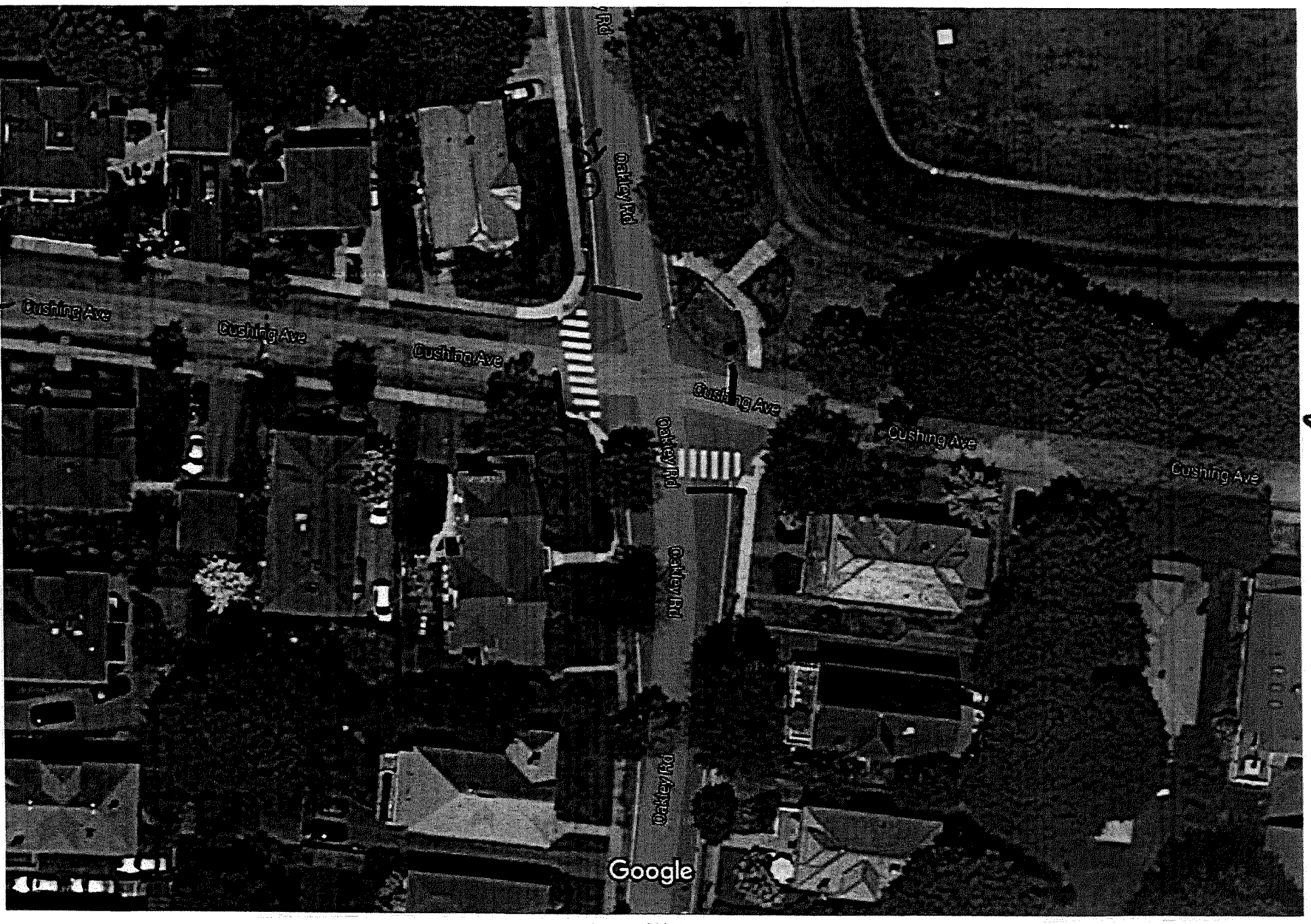
As with all new Four Way Stop approaches, advance warning signs will be erected temporarily to help motorists adjust to the new signage.

The Traffic Advisory Committee unanimously voted in favor of the Four Way Stop approach.

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

Google Maps



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Google Maps

Section 2B.06 STOP Sign Applications

Guidance:

01 *At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09).*

02 *The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:*

- *A. The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;*
- *B. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or*
- *C. Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.*

Support:

03 The use of STOP signs at grade crossings is described in Sections 8B.04 and 8B.05.

Section 2B.07 Multi-Way Stop Applications

Support:

01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.

02 The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

Guidance:

03 *The decision to install multi-way stop control should be based on an engineering study.*

04 *The following criteria should be considered in the engineering study for a multi-way STOP sign installation:*

- *A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*
- *B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*
- *C. Minimum volumes:*
  1. *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and*
  2. *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
  3. *If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*
- *D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*

Option:

05 Other criteria that may be considered in an engineering study include:

- A. The need to control left-turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

CUSHING AVENUE AT
OAKLEY ROAD

DATE	ACC. NO.	FATALS		INJURED		AUTO vs.					HOUR		TIME		CONDITIONS		TYPE OF COLLISION
		CHILD	ADULT	CHILD	ADULT	PEDES.	AUTO	BICYCLE	FIXED OBJECT	MISC.	A. M.	P. M.	DAY	NIGHT	WEATHER	STREET	
12-23-8	8989-415						1					12:56	x		clear	dry	inters.
07-02-92	92000790				1	1						1:51	x		clear	dry	H&R-ped.
11-10-00	1827						1					4:20		x	rain	wet	angle
09/24/02	2001213				1		1				8:30		x		cloudy	dry	angle
1-23-12	12000957				1		1				10:52		s		snow	snow	angle
6-23-14	14010512						1					7:25	x		clear	dry	angle
7-8-14	14011519				1		1					6:17	x		clear	dry	angle

- VEGETATION BLOCKS OAKLEY RD NB

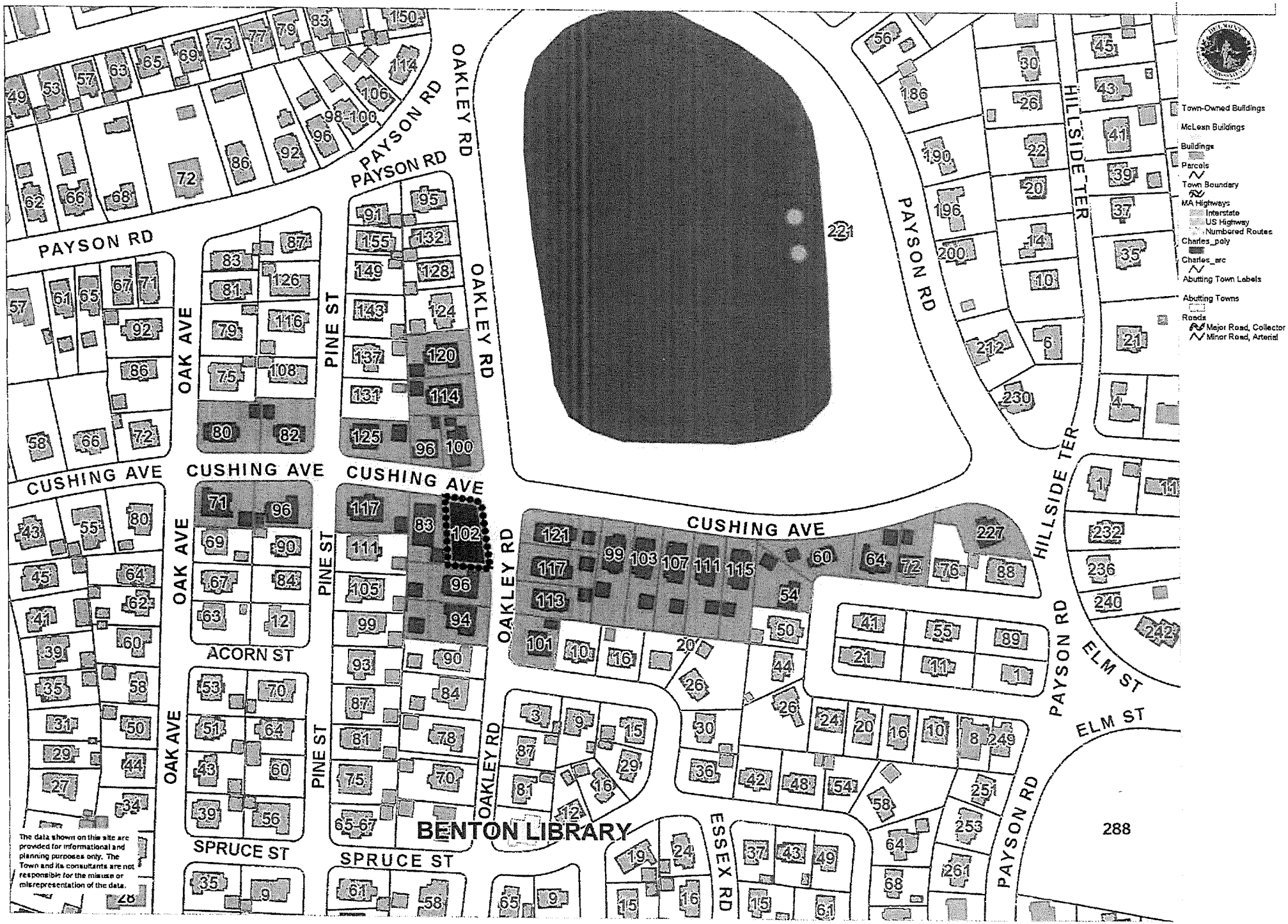
- RESERVOIR CORNER OBSTRUCTS VIEW OAKLEY SB & CUSHING WB

- NEAR MISSES

- 3 ANGLES IN 4 YEARS

- "DANGEROUS INTERSECTION" SIGNAGE.

John Gregg frallbu@verizon.net
113 Oakley Rd.


PAYSON RD
OAKLEY RD
CUSHING AVE
OAK AVE
PINE ST
HILLSIDE TER
ELM ST
ACORN ST
SPRUCE ST
ESSEX RD
BENTON LIBRARY
221
288
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
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0
270
540 ft
Printed on 06/03/2016 at 08:32 AM
Belmont, MA MapsOnline

Parcel ID: 5-18
WALSH TE RICHARD
MARGARET F WALSH
102 OAKLEY RD
BELMONT, MA 02478

Parcel ID: 4-16
EBERT JOHN H
54 TOWNSEND RD
BELMONT, MA 02478

Parcel ID: 4-17
GUENTERT TRS MARTIN H
60 TOWNSEND REALTY TRUST
60 TOWNSEND RD
BELMONT, MA 02478

Parcel ID: 4-18
DONG TC JIJUN
TIAO XIE
64 TOWNSEND RD
BELMONT, MA 02478

Parcel ID: 4-19
PITTS YAKATERINA A
72 TOWNSEND RD
BELMONT, MA 02478

Parcel ID: 4-28
DIBBLE TE WARREN G
ALEXANDRA J BURKE
227 PAYSON RD
BELMONT, MA 02478

Parcel ID: 4-30
CORAPI TE LOUIS R
JANNA MIA CORAPI
#31105314 PO BOX 311
MENDHAM, NJ 07945

Parcel ID: 4-31
STAVROPULOS TRS MARY
107-109 CUSHING AVENUE
109 CUSHING AVE
BELMONT, MA 02478

Parcel ID: 4-32
GUZZETTI TE PASQUALE A
ROSEMARIE GUZZETTI
105 CUSHING AVE
BELMONT, MA 02478

Parcel ID: 4-33
WESTERMARK TE GARY R
ELAINE D WESTERMARK
101 CUSHING AVE
BELMONT, MA 02478

Parcel ID: 4-34
RUSSELL TE RAYMOND M
VIRGINIA S RUSSELL
97 CUSHING AVE
BELMONT, MA 02478

Parcel ID: 4-35
FIJUX TE DAVID B
ROSEMARIE FIJUX
119 OAKLEY RD
BELMONT, MA 02478

Parcel ID: 4-36-115
COLLEARY TE DARA
SARA F COLLEARY
115 OAKLEY RD
BELMONT, MA 02478

Parcel ID: 4-36-117
LUBARR TE JOSHUA D
LISA R LUBARR
117 OAKLEY RD
BELMONT, MA 02478

Parcel ID: 4-37
GREGG TRS JOHN T AND
RYEN GREGG REALTY TRUST
113 OAKLEY RD
BELMONT, MA 02478

Parcel ID: 4-38
KAUFMANN JEAN-MARIE
101 OAKLEY RD
BELMONT, MA 02478

Parcel ID: 5-16
ARMSTRONG ANN L
92 OAKLEY RD
BELMONT, MA 02478

Parcel ID: 5-17
ROBINSON RICHARD A
138 JORDAN RD
BROOKLINE, MA 02446

Parcel ID: 5-19
CONTI TRS RICHARD J &
CONTI MAY FAMILY
81 CUSHING AVE
BELMONT, MA 02478

Parcel ID: 5-20
WALKER JR TC FREDERICK M
C/O SHERYL F WALKER
465 MASSACHUSETTS AVE APT 1
BOSTON, MA 02118

Parcel ID: 5-57
ILIESCU LE ESTHER
THE ILIESCU IRREVOCABLE
94-96 PINE ST
BELMONT, MA 02478

Parcel ID: 5-58
PETERSON ROSEMARY
71 OAK AVE
BELMONT, MA 02478

Parcel ID: 6-203-118
HARDT MARKUS
118 OAKLEY RD
BELMONT, MA 02478

Parcel ID: 6-203-120
POLANSKY SCOTT P
120 OAKLEY RD
BELMONT, MA 02478

Parcel ID: 6-204
HUTCHINS TE RALPH H
JANET C HUTCHINS
2149 IMPERIAL POINT DR
FT LAUDERDALE, FL 33308

Parcel ID: 6-205
MORRISSEY JR JT JAMES L
MARGARET A MORRISSEY
100 CUSHING AVE
BELMONT, MA 02478

Parcel ID: 6-205-A
SAMA TE FRANK P
MARY A SABOLEFSKI
96 CUSHING AVE
BELMONT, MA 02478

Parcel ID: 6-206
HANIFY TE JOHN D
BARBARA F HANIFY
123-125 PINE STREET
BELMONT, MA 02478

Parcel ID: 6-215
MURPHY TE CHARLES R
ELIZABETH MURPHY
82 CUSHING AVE
BELMONT, MA 02478

Parcel ID: 6-216
MCEVOY CHRISTINE M
80 CUSHING AVENUE
BELMONT, MA 02478