

Town of Belmont, MA

Traffic Advisory Committee (T.A.C.)

2016 SEP 16 PM 2:36

Meeting Minutes, April 14, 2016

Members Present: Joe Griffin (Chair), Larry Macdonald (Vice Chair), Dana Miller (Clerk), Peter Curo (from 7:43pm), Linda Nickens, Tomi Olson, and Sue Pew

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

Others Present: Lisa Gibalerio, 20 Chandler Street; Nikolay Koumpikov, 46 Baker Street.

Mr. Griffin called the meeting to order at 7:01.

Minutes (7:01pm): Glenn asked that the minutes from the previous meeting be corrected so that, on the last page of the minutes, the referenced intersection is listed as Brighton and Pleasant Streets. With that one modification, the minutes were approved.

4-way stop-signs (7:04pm):

The Intersection of Lexington and Beech Streets (7:04pm): With 13 accidents at this intersection over the past 4 years, the data supports the installation of a four-way stop at this intersection. We have already held the hearing on this intersection and Glenn has already sent a memo to the selectmen to approve this four-way stop. After a brief discussion, the committee unanimously approved a motion to recommend the installation of a four-way stop at this intersection

The Intersection of Payson and Oakley Roads and the Intersection of Cushing Street and Oakley Road (7:06): Vegetation impedes driver sight lines at the intersection of Payson and Oakley Roads and, while the vegetation is legally restricted, it is very difficult to enforce the restriction. "Dangerous Intersection" signs are posted at both this and the Cushing Street - Oakley Road intersection. These intersections are on the walking routes for students. Even though the stop signs might have to be installed back from intersections a bit, the stop lines will be visible. We will schedule hearings for neighbors to discuss their concerns about the intersections and the proposed changes. Because the city of Cambridge owns all of the land around the reservoir, we will invite

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Cambridge representatives in to discuss the proposed changes at both intersections.

The Intersection of Slade Street and Creeley Road (7:15pm): We just installed a stop sign at the intersection of at Slade Street and Horace Road. "Dangerous Intersection" signs are in place and vegetation at the intersection of Slade Street and Creeley Road impedes driver sight lines. Glenn will invite residents to a hearing on May 12 to discuss their concerns.

The Intersection of Gilbert and Horace Roads (7:19): While there is some driver confusion at the intersection, Ben has observed that people tend to stop when they get to Brettwood Road. No accidents have been reported at this intersection since 1998. The committee declined to discuss any changes to signage at this intersection.

Chandler Street at the Intersection with Lexington Street (7:24): Lisa Gibalerio wrote a letter to the TAC describing her concerns about commuter cars parked on both sides Chandler Street's narrow roadway from 7am until 7pm. Ms. Gibalerio reported that it is dangerous to drive through the intersection and that it is dangerous to access driveways on Chandler Street. The TAC will invite neighbors to discuss the possibility of parking restrictions on Chandler Street at the intersection of Lexington Street.

Baker Street (7:35pm): Mr. Koumpikov explained that Baker Street has become increasingly dangerous for residents because drivers do not observe the "no turn" sign from Brighton Street, there is no sidewalk at the intersection of Baker Street and Concord Avenue, Baker Street is often congested, and cars travel too fast down the Street. Glenn will send out a letter to the neighbors about parking because, if the cars park in the legal area, the road will be less congested. Glenn explained that, while Belmont will share the cost with residents to install sidewalks, the slope from the house at Corner of Baker Street and Concord Avenue is so steep that it would require a retaining wall—and that is why no sidewalk has been installed. Ben will schedule some speeding enforcement on the street. Glenn will think about signage for Baker Street and will report back next month.

Brighton Street (7:47): Chris Grugan sent an email message to David Kale about Brighton Street traffic. Mr. Grugan reports that the traffic has suddenly gotten much worse. The TAC discussed Mr. Grugan's concerns

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with Sergeant Mailhot and Glen Clancy, who agreed that the traffic on Brighton Street is congested. No one, however, has observed a recent worsening of the traffic on this street. The TAC declined to take action in response to the email message.

The Brighton Street Truck Ban (7:52): Ben has the paperwork and is waiting on a response for a different sign issue before he addresses this issue.

Uplands Walking Paths (7:55pm): There are no Uplands walking paths for access from Uplands to Belmont. The developer should install walking paths—but will face challenges in doing so because of the wetlands. The TAC would like to find out if the school department plans to bus students from the Uplands to the town schools.

New business, West Street (8pm): Glenn has spoken with a West Street resident who is concerned about parking and traffic on his street. Glenn has asked the resident to summarize the concerns in a letter addressed to the TAC. Ben reports that traffic and parking on West Street are a problem during school drop-off and pickup. Howard and Garden Streets have similar problems.

The meeting was adjourned at 8:18pm.

Respectfully submitted,

Dana Miller, Clerk



Traffic Advisory Committee TOWN OF BELMONT

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Belmont, Massachusetts 02478-0900
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Joseph Griffin, Chair
Laurence Macdonald, Vice Chair
Dana Miller, Clerk

Peter Curro
Donald Mercier
Linda Nickens
Tommasina Olson
Matt Sullivan

Date: April 8, 2016
To: Members – Traffic Advisory Committee
From: Joseph Griffin, Chair
Subject: Agenda for Meeting on **Thursday, April 14, 2016 at 7:00 PM** in **Town Hall Conference Room 2**. If you cannot attend the meeting, please contact Joe via e-mail.

- 7:00 – 7:05 Minutes (January 14, 2016)
- 7:05 – 8:00 4 Way Stop Discussion – Evaluate Locations (Town Engineer)
 - Lexington Street at Beech Street *Y - to BOS*
 - Payson Road at Oakley Road *Y*
 - Cushing Avenue at Oakley Road *Y*
 - Slade Street at Creeley Road *Y*
 - Gilbert Road at Horace Road *N*
- 8:00 – 8:10 ✓ Chandler Street (Resident) *Y*
 - All Day Parking Concern
- 8:10 – 8:15 Old Business
 - Other (No Known Items) *BAKER ST.*
- 8:15 – 8:20 New Business
 - Uplands Walking Path
 - Other (No Known Items) *-WEST ST.*
- 8:20 Adjourn

*CHEANEY LOT
NO LEFT TURN
[Symbol: a circle with a diagonal line through it and a smaller circle inside]*

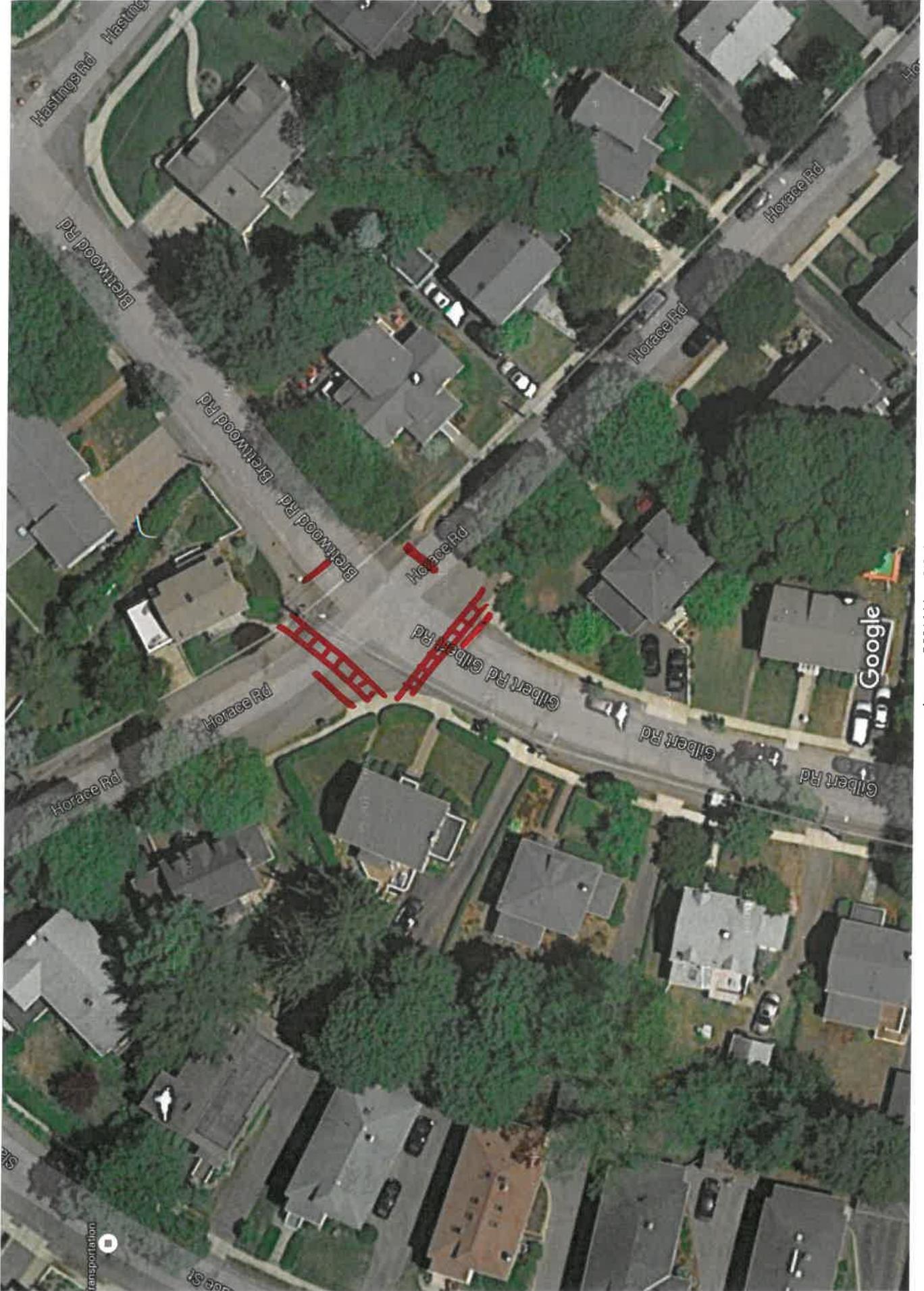
*CROSSWALK @
HURD RD. ?*

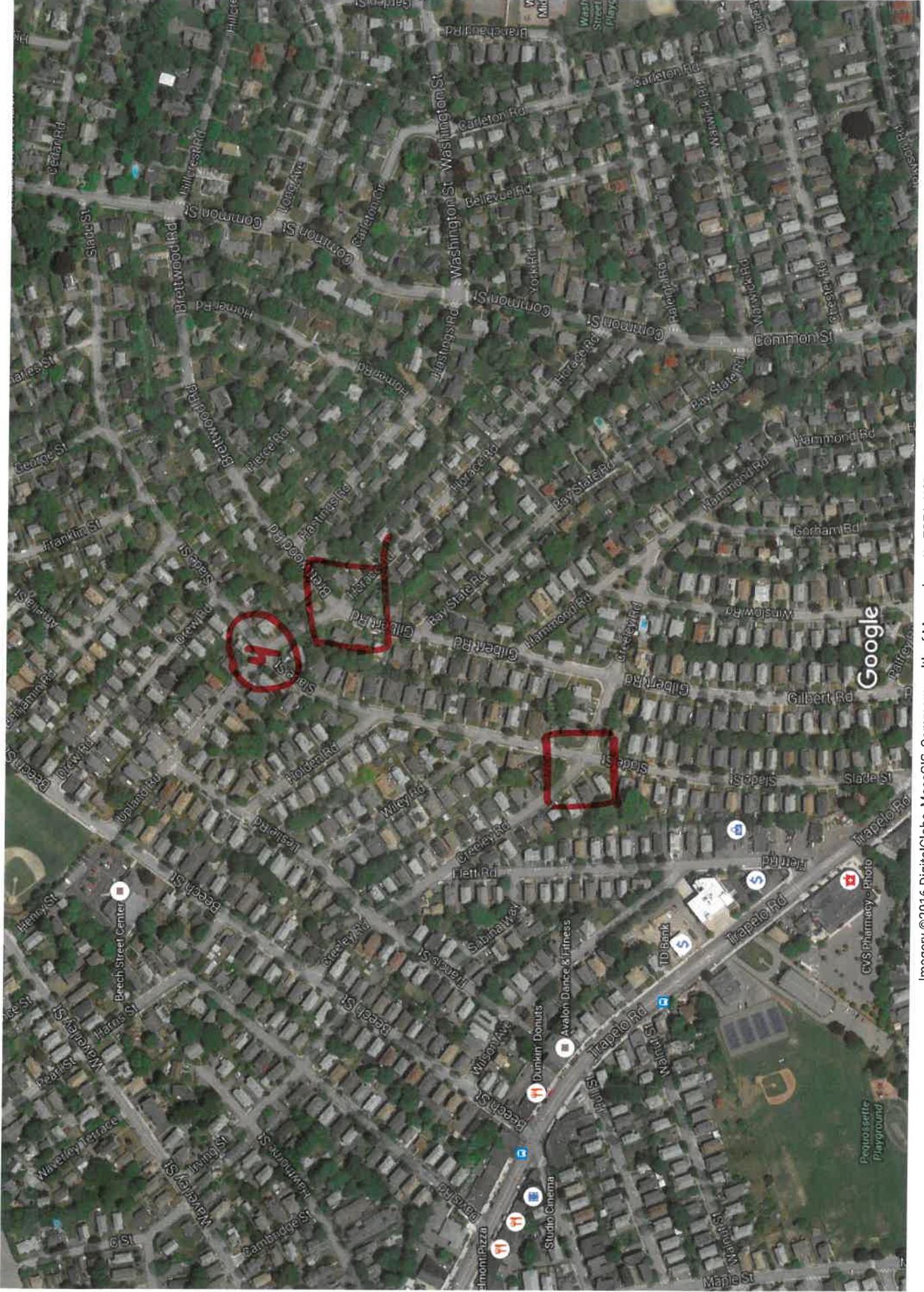
Note: Times are tentative depending on the flow of the meeting, the time of any particular item may deviate ten to fifteen minutes from the schedule.

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

*- BAKER ST.
+ possible SIGNAGE
+ LEFT LETTER OUT.
- ACORN / UPLANDS
+ SCHOOL BUS*

GILBERT / HORACE





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.

Gilbert Road at
Horace 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			
7-13-59	Misc.								x					2:40	x			Fixed ob.	
11-20-68	4075										9:15				x		clear	dry	Angle
3-7-83	83-87X						1				8:00				x		clear	dry	angle
4-21-83	83-152						1							5:07	x		cloudy	dry	angle
05-09-95	95000594													9:00		x	clear	dry	rolled/ bushes
10-15-98	98001608										9:38				x		clear	dry	rolled/ sign

Clancy, Glenn

Subject: FW: TAC question

-----Original Message-----

From: Lisa Gibalerio [mailto:lgibalerio@yahoo.com]
Sent: Monday, March 28, 2016 11:16 AM
To: Clancy, Glenn
Subject: TAC question

Hi Glenn-

My street (Chandler) has turned into a parking lot for out-of-towners who need free parking. They arrive early, walk a few blocks to Waverley Station, and hop on the MBTA into town. It's always been a challenge, but lately it has gotten really bad.

They park on both sides of Chandler - all day - making the street very narrow, it's dangerous to get in and out of driveways, it's dangerous to get in and out of Chandler from Lexington you know the list of concerns!

ONE side of the street all day parking is doable, I guess - both sides is a drag!

I am writing for advice on how best to deal with this.

- Do I contact the Chair of TAC? (I would need her email) - Do I take photos and get signatures from neighbors?

Thanks for all you do -

-Lisa

Clancy, Glenn

From: Kale, David
Sent: Tuesday, April 12, 2016 5:20 PM
To: Clancy, Glenn; McLaughlin, Richard
Subject: Fwd: [Belmont MA] Brighton St traffic

Sent from my HTC EVO 4G LTE exclusively from Sprint

----- Forwarded message -----

From: "Chris Grugan" <Chris.grugan@gmail.com>
To: "Kale, David" <dkale@belmont-ma.gov>
Subject: [Belmont MA] Brighton St traffic
Date: Tue, Apr 12, 2016 8:38 AM

dkale,

Someone has sent you a message using your contact form on the Belmont MA site.

If you don't want to receive such e-mails, you can change your settings at <http://m.belmont-ma.gov/users/dkale>.

Message:

I don't know what changes have been made to traffic patterns around Brighton St, but suddenly traffic is horrendous. It is taking over 15 minutes to get from pleasant St through cross st during the morning rush hour. People are now taking left turns into the north side streets (Albert, Plymouth, etc) then causing gridlock as they try to cross back over Brighton to cut through the south side streets. This change is an utter failure.

Message sent by: Chris Grugan (Chris.grugan@gmail.com)

NO EVIDENCE THAT THE SIGNS ARE THE TOTAL CAUSE.
NO ACTION TAKEN
4/14/16