



# Traffic Advisory Committee

## TOWN OF BELMONT

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

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2017 OCT -5 PM 2:15

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**Date:** October 5, 2017

**To:** Members – Traffic Advisory Committee

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

**Subject:** Agenda for Meeting on **Thursday, October 12, 2017 at 7:00 PM** in Homer Building Third Floor Gallery. If you cannot attend the meeting, please contact me via e-mail.

**7:00 – 7:10** Minutes (March 9, 2017, May 11, 2017, June 15, 2017)

**7:10 – 7:30** Intersection Discussion – Washington Street at Dalton Road/Sharpe Road

- Review VHB Report and Recommendations

**7:30 – 7:45** Cross Street Traffic Issues

- Update on 4 Way Stop Analysis
- Discussion on Next Steps of Public Process

**7:45 – 8:45** Intersections Discussion – Concord Avenue at Mill Street and Winter Street

- Public Hearing to Discuss Redesign

**8:45 – 8:50** Committee Organization

- New Members / Resignations
- Vote Officers

**8:50 – 8:55** Old Business

- Brighton Street Truck Restriction Signage
- Chenery Middle School Status Update
- Other

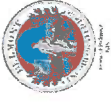
**8:55 – 9:00** New Business

- Flett Road Speeding E-mail
- Agassiz Street – Request for Parking Restriction
- Brighton Street at Hittinger Street – Request for Study
- School Street Turn Restrictions E-mail
- Other

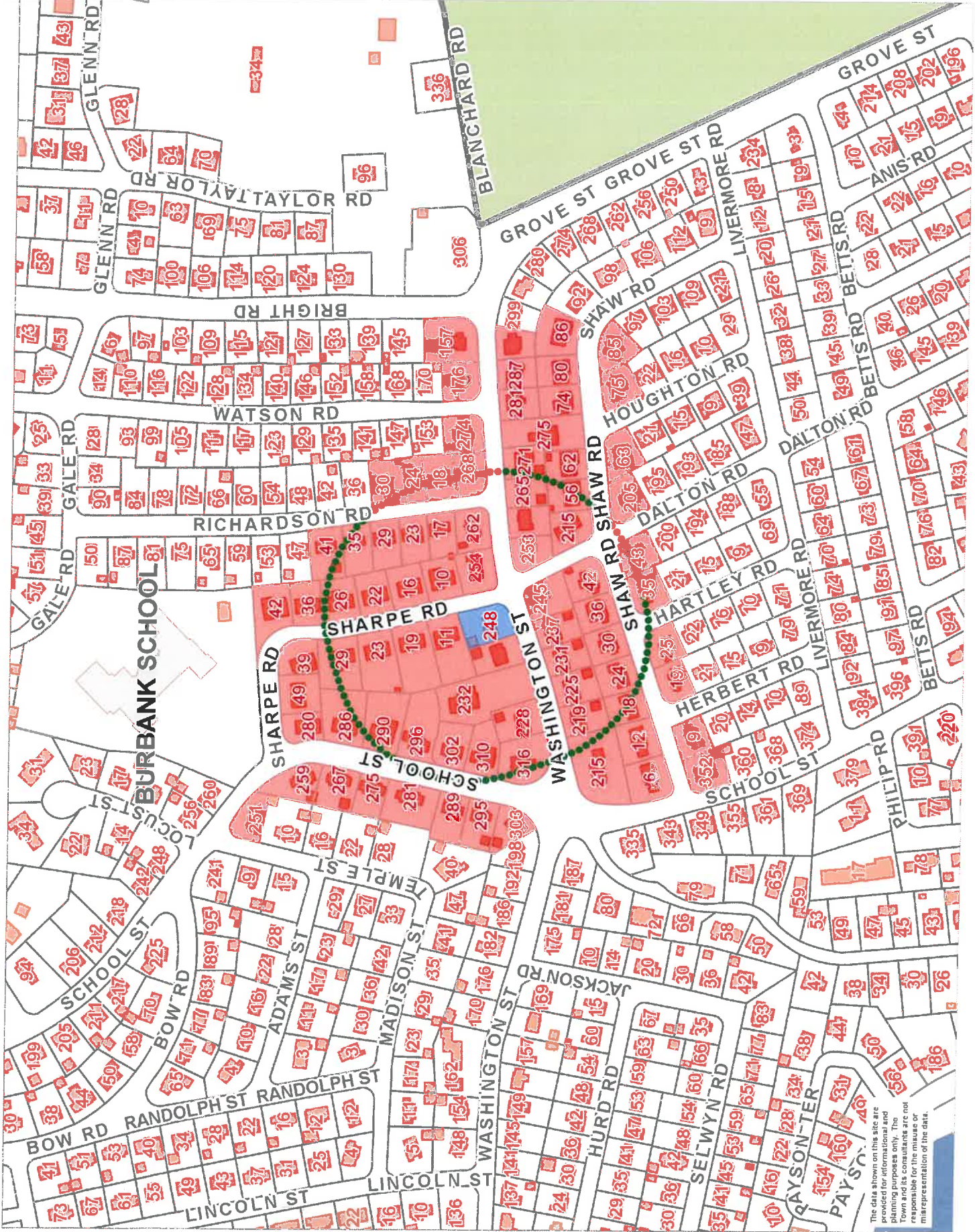
**9:00** Adjourn

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  
Phyllis Marshall, Interim Town Administrator  
Sgt Ben Mailhot, Belmont Police Department  
Richard McLaughlin, Belmont Police Chief  
Jay Marcotte, Director, Department of Public Works



- Town-Owned Buildings
- McLean Buildings
- Buildings
- Parcels
- Town boundary
- MA Highways
- Interstate
- US Highway
- Numbered Routes
- Charles\_poly
- Charles\_etc
- 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.





To: Glenn Clancy

Date: August 29, 2017

Memorandum

Project #: 13947.00

From: Laura Castelli, VHB  
Myles Baidy, VHB

Re: Intersection Improvements –  
Washington Street at Sharpe Road and Dalton Road

This technical memorandum presents the methodology and findings of an assessment for potential all-way stop control at the intersection of Washington Street at Sharpe Road/Dalton Road. The intersection of Washington Street at Sharpe Road/Dalton Road is an unsignalized intersection that provides connectivity to nearby schools and residential neighborhoods in the Town of Belmont. The analysis completed was primarily focused on operations at the intersection. The evaluation reviewed existing conditions in terms of safety and operations at the intersection and provides technical findings. Traffic counts at the intersection and associated analysis was conducted and documented and a traffic analysis was completed to assess existing traffic operations, delay, and levels of service (LOS).

## Existing Conditions

Sharpe Road and Dalton Road intersect Washington Street from the north and south, respectively, to form a four-way, slightly askew unsignalized intersection. Washington Street is the major roadway running east to west through the intersection and is classified as an urban collector under local jurisdiction. The eastbound and westbound Washington Street approaches operate freely and consist of one multipurpose lane in each direction. Both Sharpe Road and Dalton Road are classified as local roadways and are under local jurisdiction. The Sharpe Road southbound approach and Dalton Road northbound approach operate under STOP control and consist of one multipurpose lane in each direction.

Sidewalks are provided along both sides of Washington Street, Sharpe Street, and Dalton Road. Crosswalks are provided across the Washington Street eastbound approach and Dalton Road northbound approach. Curb ramps with detectable warning panels at the crosswalks are provided and appear to be ADA compliant. A hedge, located on the southeast corner of the intersection, encroaches onto the sidewalk and into the accessible path.

## Traffic Volumes

VHB installed Automatic Traffic Recorders (ATRs) for a 48-hour period. The ATRs collected traffic volume and speed data. The ATRs were installed on Washington Street, east of Sharpe Road. VHB also conducted turning movement counts (TMCs) on a weekday from 7:00 AM to 7:00 PM. The TMC data were used to identify the movements of each vehicles through the intersection. All traffic volume and speed data collected are included in the attachments to this memorandum.

101 Walnut Street  
PO Box 9151  
Watertown, MA 02472-4026  
P 617.924.1770

Table 1 summarizes the daily traffic volumes from the June 2017 counts. Washington Street carries approximately 9,000 vehicles per day on a typical weekday. Traffic is heavier in the eastbound direction during the morning and in the westbound direction during the evening, reflective of typical commuter patterns in the Greater Boston area.

**Table 1 Traffic Volumes**

Location	Daily Traffic <sup>1</sup> (weekday)	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
		Volume <sup>2</sup>	K-Factor <sup>3</sup>	Dir. Dist. <sup>4</sup>	Volume <sup>2</sup>	K-Factor <sup>3</sup>	Dir. Dist. <sup>4</sup>
Washington Street, East of Sharpe Road	9,000	690	7.7%	66% EB	885	9.8%	70% WB

Source: VHB, Inc. Based on automatic traffic recorder (ATR) counts conducted in June 2017.

- 1 average daily traffic (ADT) volume expressed in vehicles per day
- 2 peak period traffic volumes expressed in vehicles per hour
- 3 percent of daily traffic that occurs during the peak period
- 4 directional distribution of peak period traffic (EB = eastbound, WB = westbound)

Based on the 12-hour (7:00 AM - 7:00 PM) intersection turning movement counts collected in June 2017, the peak hours were determined to be from 8:00 AM to 9:00 AM for the weekday morning, and 5:00 PM to 6:00 PM for the weekday evening. The TMC data for those hours is used to establish the existing traffic conditions for the peak hour traffic analysis of the intersection.

### Travel Speeds

To understand the role of vehicle speeds in operations in the study area, 48-hours of vehicle speed data were collected and analyzed. The 85<sup>th</sup> percentile speed is the speed at or under which 85% of drivers are travelling. This prevailing travel speed is generally used to form the basis of the analysis. For Washington Street, east of Sharpe Road the 85th percentile speed is 29 mph.

### Safety Data

To identify potential crash trends and/or roadway deficiencies in the study area, the most current vehicle crash data for the intersection were obtained from MassDOT for the years 2010 through 2014. It should be noted that not all crashes are reported in the database; those with property damage only totaling less than \$1,000 are often not reported. The crash data are included in the attachments to this memorandum.

Crash data were reviewed at the intersection and summarized in Table 2. A total of two crashes were reported during this time frame; one sideswipe in the opposite direction and one single vehicle collision with a tree. Neither of these crashes are considered susceptible to correction by an all-way stop installation.

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**Table 2 Crash Summary**

<b>Crash Characteristics</b>	<b>Number of Crashes</b>
<b>Year</b>	
2010	0
2011	1
2012	0
2013	0
<u>2014</u>	<u>1</u>
<i>Total</i>	2
Average per year	0.4
<b>Collision Type</b>	
Angle	0
Head-on	0
Rear-end	0
Rear-to-rear	0
Sideswipe, opposite direction	1
Sideswipe, same direction	0
Single vehicle crash	1
Unknown	0
<u>Not reported</u>	<u>0</u>
<i>Total</i>	2
<b>Crash Severity</b>	
Fatal injury	0
Non-fatal injury	1
Property damage only (none injured)	1
Not Reported	0
<u>Unknown</u>	<u>0</u>
<i>Total</i>	2
<b>Time of Day</b>	
Weekday, 7:00 AM - 9:00 AM	0
Weekday, 4:00 PM - 6:00 PM	0
Saturday, 11:00 AM - 2:00 PM	0
Weekday, other time	1
<u>Weekend, other time</u>	<u>1</u>
<i>Total</i>	2
<b>Pavement Conditions</b>	
Dry	1
Wet	1
Snow	0
Ice	0
Sand, mud, dirt, oil, gravel	0
Water (standing, moving)	0
Slush	0
Other	0
Unknown	0
<u>Not reported</u>	<u>0</u>
<i>Total</i>	2
<b>Non Motorist (Bicyclist, Pedestrian)</b>	0
<i>Total</i>	0

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### Traffic Operations

VHB conducted capacity analyses using SYNCHRO 9 software. Methods from the 2010 Highway Capacity Manual (HCM)<sup>1</sup> were used to evaluate how the unsignalized intersection accommodates the traffic demands, consistent with current MassDOT standards. Table 3 shows the existing condition results of the operations analysis at the unsignalized intersection.

As shown in Table 3, the minor street northbound and southbound approaches do not experience significant delays or queuing during the morning or evening peak hours. The northbound Dalton Road approach operates at LOS B and C in the morning and evening peak hours, respectively. The southbound Sharpe Road approach operates at LOS C during the both the morning and evening peak hours.

**Table 3 Unsignalized Intersection Capacity Analysis**

Peak Hour	Movement	2017 Existing Conditions			
		v/c <sup>a</sup>	Delay <sup>b</sup>	LOS <sup>c</sup>	95 Q <sup>d</sup>
Weekday Morning	NB L/T/R	0.09	12	B	8
	SB L/T/R	0.18	21	C	15
	EB L	0.03	8	A	3
	WB L	0.02	8	A	3
Weekday Evening	NB L/T/R	0.18	16	C	15
	SB L/T/R	0.08	21	C	8
	EB L	0.00	8	A	0
	WB L	0.06	8	A	5

- a. Volume to capacity ratio.
- b. Average total delay, in seconds per vehicle.
- c. Level-of-service.
- d. 95th percentile queue, in feet.

<sup>1</sup> 2010 Highway Capacity Manual; Transportation Research Board: Washington, D.C.

## Evaluation of Proposed Traffic Control

VHB conducted an all-way stop warrant analysis for the intersection to determine if the traffic volumes are high enough to consider an all-way stop controlled intersection. The methodology used to determine if all-way stop control is warranted is based on the criteria set in the Manual on Uniform Traffic Control Devices (MUTCD)<sup>2</sup>. There are four warrants along with additional consideration criteria, defined in the MUTCD. The warrants consider the roadway geometry, traffic volume entering the intersection, and speeds. The warrants include:

- **Interim Measure Warrant:** Installing an all-way stop as an interim measure when more comprehensive improvements are being designed.
- **Crash Experience Warrant:** Installing an all-way stop as a countermeasure to correct vehicle crashes susceptible to correction by an all-way stop. Five or more crashes must occur in a 12-month period.
- **Eight Hour Volume Warrant:** The vehicular volume entering the intersection from the major street (both approaches) is at least 300 vehicles per hour for any eight hours and during those same hours, the combined vehicular, pedestrian, and bicycle volume entering from the minor street approaches is at least 200 per hour. The average delay due to minor street traffic should be at least 30 seconds per vehicle during the highest hour.
- **Eighty Percent Minimum Warrant:** Where no single criterion is satisfied, but all criteria above are satisfied to 80 percent of the minimum values (Note, if the 85<sup>th</sup> percentile approach speed is greater than 40 mph, 70 percent of the minimum values is acceptable).

Table 4 presents the results of the four warrants analysis completed for the intersection. Details of this analysis can be found in the attachments to this memorandum. An all-way stop control is not justified at the intersection based on the crash experience, eight-hour volume warrants, or the 80 percent warrant.

**Table 4 Traffic Signal Warrants Analysis Summary**

Type of Warrant	Meets Warrant?
Interim Measure Warrant	Not applicable
Crash Experience -Right Angled Collisions Warrant	No
Eight Hour Volume Warrant	No
80-Percent Minimum Warrant	No

<sup>2</sup> Manual on Uniform Traffic Control Devices; Part 4 – Highway Traffic Signals; U.S. Department of Transportation/Federal Highway Administration; 2009 Edition.

## Sight Distance

VHB reviewed sight distance at the intersection to determine if deficiencies in sight distance may be present at the intersection. Both intersection sight distance (the desired distance) and stopping sight distance (the minimum required distance) were evaluated. Intersection sight distance is the minimum distance needed for a vehicle at a stop sign to perceive and react to a vehicle traveling along the major roadway. Stopping sight distance is the minimum sight distance required for a vehicle traveling along the major roadway to perceive and react to a vehicle entering that roadway from an intersection. Stopping sight distance is often considered the minimum required distance because the traveling vehicle should be able to stop in adequate time to avoid a collision. However, intersection sight distance is desirable to ensure the stopped vehicle has adequate sight distance to make a proper decision. A deficiency would occur if, based on the standards set forth in the AASHTO "Green Book"<sup>3</sup> there was not adequate sight distance provided along any of the intersection approaches.

As shown by the results presented in Table 5, stopping sight distance was noted to be adequate along each approach to the intersection. However, intersection sight distance was noted to be deficient for left-turn movements exiting Dalton Road and exiting Sharpe Road. Sight distance deficiencies for left-turn movements exiting Dalton Road are due to a hedge located on the southeast corner of Washington Street and Dalton Road. Sight distance deficiencies could be corrected if the hedge were trimmed (and regularly maintained) or removed.

The town may also consider providing an all-way stop to mitigate the shortfall of adequate intersection sight distance. Although an all-way stop is not warranted, the regulations set forth in the Manual of Uniform Traffic Control Devices<sup>4</sup> allow the town to consider all-way stop installation in 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." The town may also consider installation of an all-way stop in locations where there is a need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes. It is noted that the intersection is within proximity to the Burbank Elementary School and the Chenery Middle School, although high pedestrian activity is limited to certain times of the day and year.

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<sup>3</sup> American Association of State Highway and Transportation Officials (AASHTO), A Policy on Geometric Design of Highways and Streets, 2011.

<sup>4</sup> Federal Highway Administration, Manual on Uniform Traffic Control Devices (MUTCD), 2009.



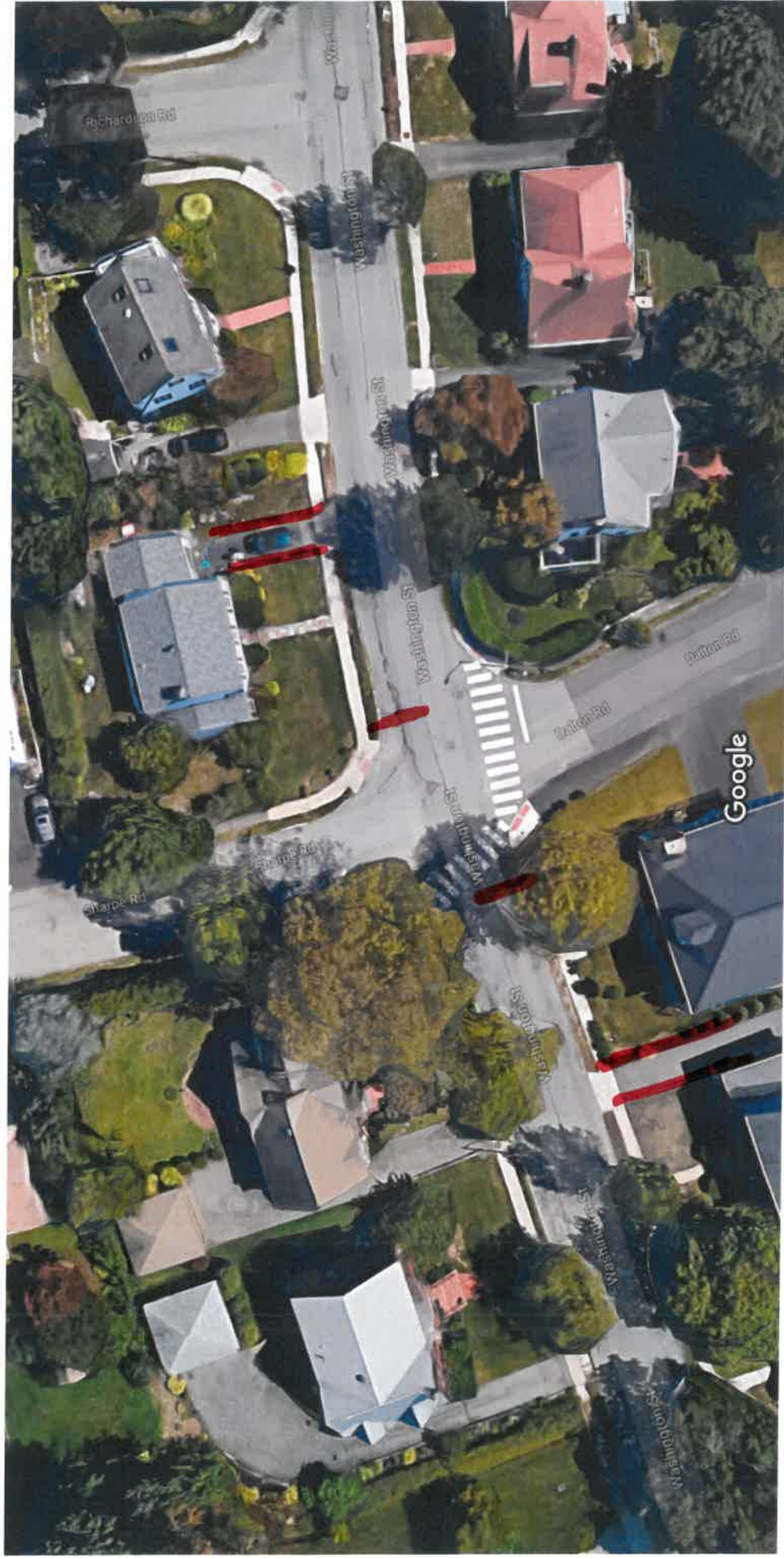
**Table 5 Sight Distance Analysis Summary**

Location	Stopping Sight Distance			Intersection Sight Distance		
	Traveling	Required	Measured	Turning	Desired	Measured
Sharpe Road	Eastbound	200'	400'	Left	335'	330'
	Westbound	200'	440'	Right	290'	400'
Dalton Road	Eastbound	200'	400'	Left	335'	180'
	Westbound	200'	300'	Right	290'	325'

Note: Required and Desired sight distance based on guidelines established in A Policy on the Geometric Design of Highways and Streets, Sixth Edition, American Association of State Highway and Transportation Officials (AASHTO), 2011 for the observed 85th percentile speeds; 30mph.

## Conclusion

Under 2017 conditions the intersection does not meet warrants for an all-way stop control. Volumes and delays of the intersecting traffic from Sharpe Road and Dalton Road do not meet the thresholds for the eight-hour nor 80-percent minimum volume conditions. Crash data collected from the MassDOT database indicate that only two crashes were experienced at this intersection over the past five years and neither of the two crashes are considered susceptible to correction by all-way stop installation. Intersection sight distance deficiencies were noted for left-turn movements exiting Dalton Road due to hedges obstructing operators view from Dalton Road to the east. A minor deficiency was also noted exiting Sharpe Road. Due to this deficiency in sight distance, an all-way stop may be considered. This deficiency could also be corrected if the hedge were trimmed or removed. Installation of an all-way stop would have only a minor effect on traffic operations and is not expected to substantially impact adjacent roadways.





# Speed Summary Report

For Town of Belmont on 5/18/2017 at 10:22 AM

Generated by John Steeves

Time of Day: 0:00 to 23:59

Location: Mobile, 56 Cross St

Dates: 4/2/2017 to 5/1/2017 (Su, M, T, W, Th, F, Sa)

Notes:

Hours	Mode	Speed Limit	Total # Vehicles	Total # Violations	% Violations	Average # Vehicles per day	Average # of Violations per day	Minimum Speed Recorded	Maximum Speed Recorded	Average Speed	50% Speed	85% Speed	Sign Effectiveness
0:00	Speed Display	30	179	76	42.5 %	25.6	10.9	5	45	28	28.1	33.0	52.0 %
1:00	Speed Display	30	110	38	34.5 %	15.7	5.4	5	39	27	27.5	31.6	51.4 %
2:00	Speed Display	30	109	63	57.8 %	15.6	9.0	7	41	31	32.0	35.0	51.2 %
3:00	Speed Display	30	67	24	35.8 %	9.6	3.4	5	39	24	24.6	27.4	41.3 %
4:00	Speed Display	30	150	40	26.7 %	21.4	5.7	5	43	25	25.4	29.3	52.2 %
5:00	Speed Display	30	370	222	60.0 %	52.9	31.7	5	44	30	30.6	34.2	56.2 %
6:00	Speed Display	30	1180	593	50.3 %	168.6	84.7	5	46	29	30.4	34.2	49.8 %
7:00	Speed Display	30	2335	1000	42.8 %	333.6	142.9	5	54	28	29.5	33.9	52.9 %
8:00	Speed Display	30	2772	908	32.8 %	396.0	129.7	5	47	27	28.7	32.6	52.6 %
9:00	Speed Display	30	2172	795	36.6 %	310.3	113.6	5	45	28	28.8	33.2	50.2 %
10:00	Speed Display	30	1562	505	32.3 %	223.1	72.1	5	46	27	28.2	32.7	45.4 %
11:00	Speed Display, Display Off	30	1797	561	31.2 %	192.5	59.6	5	45	26	27.3	31.2	46.9 %



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Hours	Mode	Speed Limit	Total # Vehicles	Total # Violations	% Violations	Average # Vehicles per day	Average # Violations per day	Minimum Speed Recorded	Maximum Speed Recorded	Average Speed	50% Speed	85% Speed	Sign Effectiveness
12:00	Speed Display	30	1695	604	35.6 %	242.1	86.3	5	45	28	28.7	33.2	46.1 %
13:00	Speed Display	30	1605	555	34.6 %	229.3	79.3	5	45	27	28.7	33.1	48.1 %
14:00	Speed Display	30	1587	545	34.3 %	226.7	77.9	5	48	27	28.3	32.7	44.5 %
15:00	Speed Display	30	1680	561	33.4 %	240.0	80.1	5	50	27	28.6	32.7	47.8 %
16:00	Speed Display	30	1608	513	31.9 %	229.7	73.3	5	41	27	28.2	32.6	49.2 %
17:00	Speed Display	30	1867	631	33.8 %	266.7	90.1	5	51	27	28.7	32.9	47.5 %
18:00	Speed Display	30	1719	517	30.1 %	245.6	73.9	5	44	27	27.9	32.4	46.4 %
19:00	Speed Display	30	1336	452	33.8 %	190.9	64.6	5	43	27	28.2	32.8	46.2 %
20:00	Speed Display	30	1030	364	35.3 %	147.1	52.0	5	41	28	28.9	32.8	49.2 %
21:00	Speed Display	30	740	294	39.7 %	105.7	42.0	5	56	28	28.9	33.0	51.5 %
22:00	Speed Display	30	531	196	36.9 %	75.9	28.0	5	42	27	28.8	32.5	49.1 %
23:00	Speed Display	30	321	132	41.1 %	45.9	18.9	5	44	28	29.1	32.7	48.7 %
Total Volumes / Avg Speeds	Speed Display, Display Off	30	28522	10189	35.7 %	4,010.4	1,435.0	5	56	27	28.5	32.6	49.0 %



# Speed Summary Report

For Town of Belmont on 5/18/2017 at 10:22 AM

Generated by John Steeves

Location: Mobile, 56 Cross St

Time of Day: 0:00 to 23:59

Dates: 4/2/2017 to 5/1/2017 (Su, M, T, W, Th, F, Sa)

Hours	Mode	Speed Limit	Total # Vehicles	Total # Violations	% Violations	Average # Vehicles per day	Average # of Violations per day	Minimum Speed Recorded	Maximum Speed Recorded	Average Speed	50% Speed	85% Speed	Sign Effectiveness
Total/Avg w/o Feedback			0	0	0.0 %	0.0	0.0	0	0	0	0.0	0.0	0.0 %
Total/Avg w/Feedback			26725	9628	36.0 %	3,817.9	1,375.4	5	56	28	28.6	32.6	49.0 %



# Speed Summary Report

For Town of Belmont on 5/18/2017 at 10:22 AM

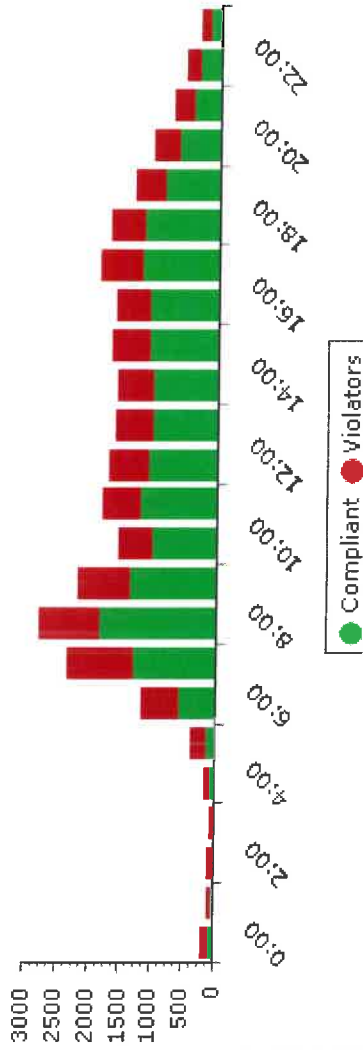
Generated by John Steeves

Location: Mobile, 56 Cross St

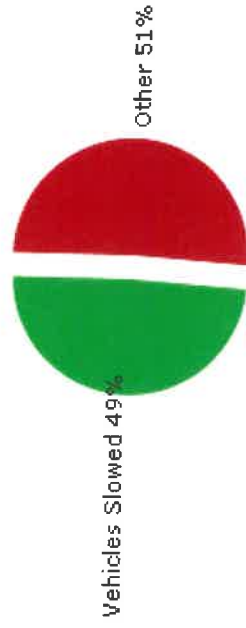
Time of Day: 0:00 to 23:59

Dates: 4/2/2017 to 5/1/2017 (Su, M, T, W, Th, F, Sa)

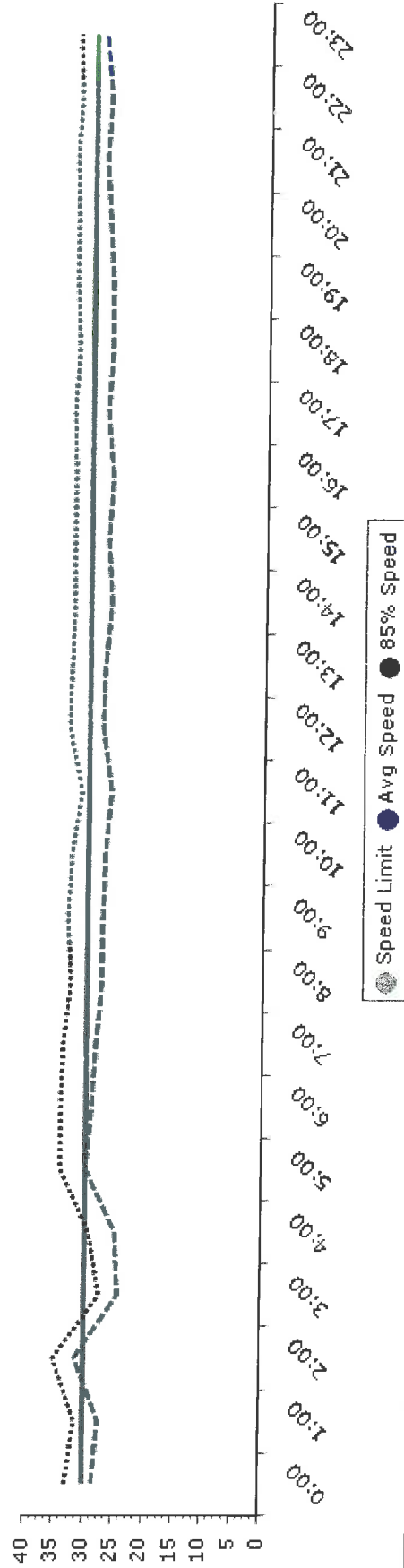
## Volumes by Compliance



## Sign Effectiveness



## Speeds





# Speed Summary Report

For Town of Belmont on 5/18/2017 at 10:22 AM

Generated by John Steeves

Location: Mobile, 56 Cross St

Time of Day: 0:00 to 23:59

Dates: 4/2/2017 to 5/1/2017 (Su, M, T, W, Th, F, Sa)

## Overall Summary

<b>Total Days of Data</b>	8
<b>Speed Limit</b>	30
<b>Average Speed</b>	27.49
<b>50th Percentile Speed</b>	28.5
<b>85th Percentile Speed</b>	32.57
<b>Pace speed range</b>	29 to 38
<b>Maximum Speed</b>	56
<b>Minimum Speed</b>	5
<b>Display Status?</b>	Displaying Speed Feedback
<b>Average Volume per Day</b>	4,010.36
<b>Total Volume</b>	28,522



# Speed Summary Report

For Town of Belmont on 5/18/2017 at 10:26 AM

Generated by John Steeves

Time of Day: 0:00 to 23:59

Location: Mobile, 25 Cross St

Dates: 4/18/2017 to 5/17/2017 (Su, M, T, W, Th, F, Sa)

Notes:

Hours	Mode	Speed Limit	Total # Vehicles	Total # Violations	% Violations	Average # Vehicles per day	Average # of Violations per day	Minimum Speed Recorded	Maximum Speed Recorded	Average Speed	50% Speed	85% Speed	Sign Effectiveness
0:00	Speed Display	30	251	12	4.8 %	15.7	0.8	5	37	18	17.4	24.3	36.7 %
1:00	Speed Display	30	117	5	4.3 %	7.8	0.3	5	35	18	15.6	23.4	27.8 %
2:00	Speed Display	30	55	3	5.5 %	3.9	0.2	5	34	17	14.1	21.4	25.3 %
3:00	Speed Display	30	60	5	8.3 %	3.8	0.3	5	35	16	12.2	21.7	28.1 %
4:00	Speed Display	30	84	9	10.7 %	5.3	0.6	6	34	21	20.0	25.4	23.5 %
5:00	Speed Display	30	264	14	5.3 %	16.5	0.9	5	40	19	16.6	25.2	20.4 %
6:00	Speed Display	30	922	62	6.7 %	57.6	3.9	5	37	20	19.5	28.2	24.4 %
7:00	Speed Display	30	2106	125	5.9 %	131.6	7.8	5	39	20	21.3	28.0	25.3 %
8:00	Speed Display	30	2367	125	5.3 %	147.9	7.8	5	38	21	22.4	27.6	26.0 %
9:00	Speed Display	30	2343	101	4.3 %	146.4	6.3	5	43	21	22.4	27.5	23.9 %
10:00	Speed Display	30	2340	103	4.4 %	146.3	6.4	5	37	21	22.1	27.5	26.4 %
11:00	Speed Display	30	2430	83	3.4 %	151.9	5.2	5	37	21	22.3	27.5	26.2 %





# Speed Summary Report

For Town of Belmont on 5/18/2017 at 10:26 AM

Generated by John Steeves

Location: Mobile, 25 Cross St

Time of Day: 0:00 to 23:59

Dates: 4/18/2017 to 5/17/2017 (Su, M, T, W, Th, F, Sa)

Hours	Mode	Speed Limit	Total # Vehicles	Total # Violations	% Violations	Average # Vehicles per day	Average # of Violations per day	Minimum Speed Recorded	Maximum Speed Recorded	Average Speed	50% Speed	85% Speed	Sign Effectiveness
12:00	Display Off, Speed Display	30	2943	137	4.7 %	173.5	5.7	5	42	21	22.1	27.7	25.4 %
13:00	Display Off, Speed Display	30	2830	127	4.5 %	169.9	6.2	5	37	20	19.8	27.5	24.9 %
14:00	Display Off, Speed Display	30	3280	140	4.3 %	226.3	8.9	5	38	20	21.1	27.2	29.9 %
15:00	Speed Display	30	4134	222	5.4 %	258.4	13.9	5	44	22	23.8	28.2	26.4 %
16:00	Speed Display	30	4265	216	5.1 %	266.6	13.5	5	37	23	24.0	28.4	26.6 %
17:00	Speed Display	30	4375	229	5.2 %	273.4	14.3	5	41	22	23.7	28.2	27.2 %
18:00	Speed Display	30	3840	189	4.9 %	240.0	11.8	5	40	21	23.1	27.8	26.7 %
19:00	Speed Display	30	3124	107	3.4 %	195.3	6.7	5	37	20	21.5	27.3	28.1 %
20:00	Speed Display	30	2079	92	4.4 %	129.9	5.8	5	40	19	20.2	26.9	29.3 %
21:00	Speed Display	30	1606	60	3.7 %	100.4	3.8	5	37	19	18.1	26.5	31.1 %
22:00	Speed Display	30	902	39	4.3 %	56.4	2.4	5	37	19	19.1	27.0	29.8 %
23:00	Speed Display	30	493	25	5.1 %	30.8	1.6	5	38	19	17.7	25.8	30.9 %



# Speed Summary Report

For Town of Belmont on 5/18/2017 at 10:26 AM

Generated by John Steeves

Location: Mobile, 25 Cross St

Time of Day: 0:00 to 23:59

Dates: 4/18/2017 to 5/17/2017 (Su, M, T, W, Th, F, Sa)

Hours	Mode	Speed Limit	Total # Vehicles	Total # Violations	% Violations	Average # Vehicles per day	Average # of Violations per day	Minimum Speed Recorded	Maximum Speed Recorded	Average Speed	50% Speed	85% Speed	Sign Effectiveness
Total Volumes / Avg Speeds	Speed Display, Display Off	30	47210	2230	4.7 %	2,955.5	134.9	5	44	20	20.0	26.5	27.0 %
Total/Avg w/o Feedback			0	0	0.0 %	0.0	0.0	0	0	0	0.0	0.0	0.0 %
Total/Avg w/Feedback			38157	1826	4.8 %	2,385.8	114.2	5	44	20	19.9	26.4	27.0 %



# Speed Summary Report

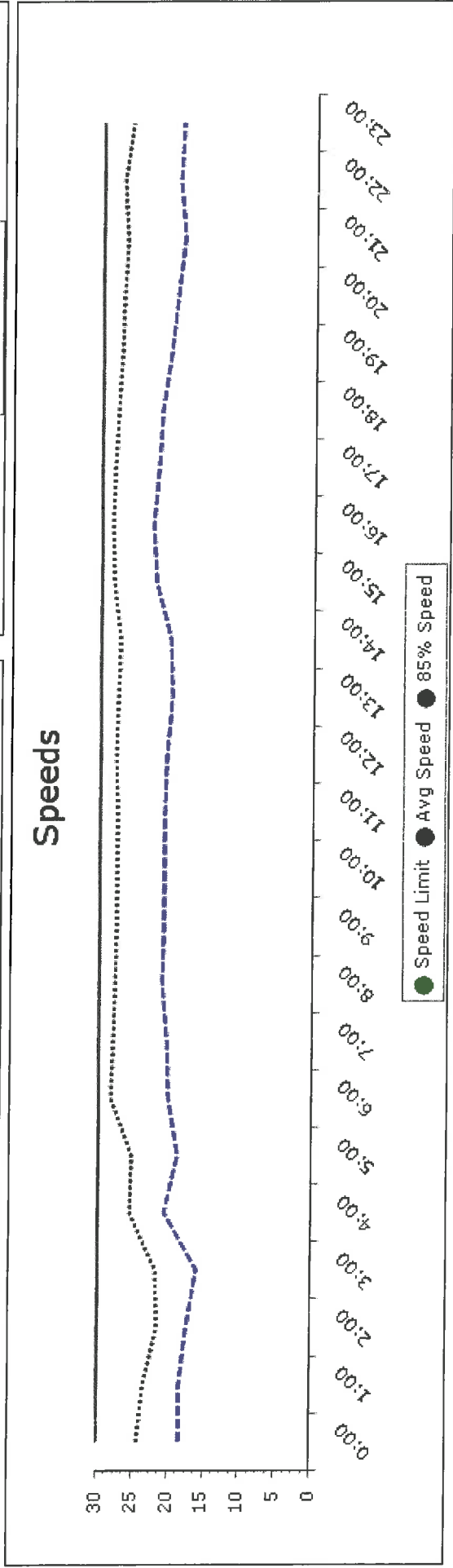
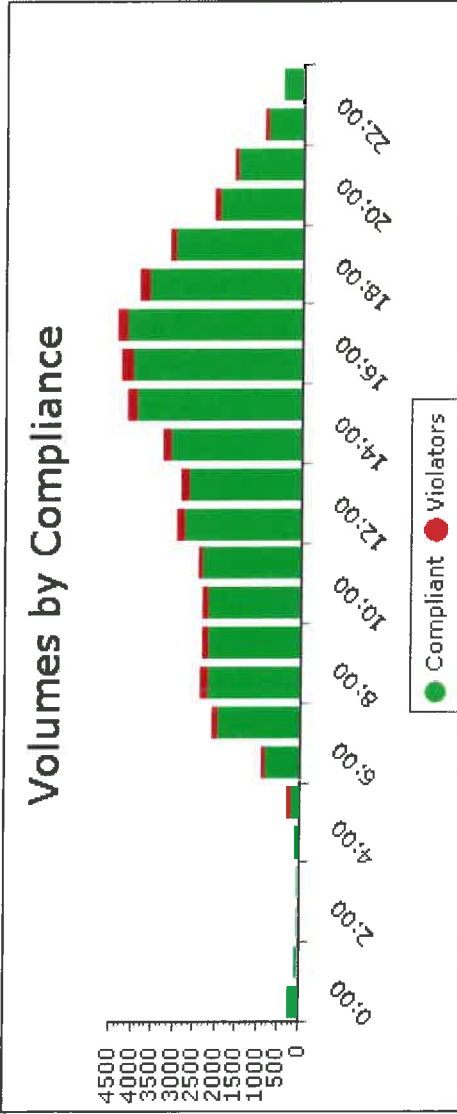
For Town of Belmont on 5/18/2017 at 10:26 AM

Generated by John Steeves

Location: Mobile, 25 Cross St

Time of Day: 0:00 to 23:59

Dates: 4/18/2017 to 5/17/2017 (Su, M, T, W, Th, F, Sa)





# Speed Summary Report

For Town of Belmont on 5/18/2017 at 10:26 AM

Generated by John Steeves

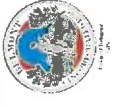
Location: Mobile, 25 Cross St

Time of Day: 0:00 to 23:59

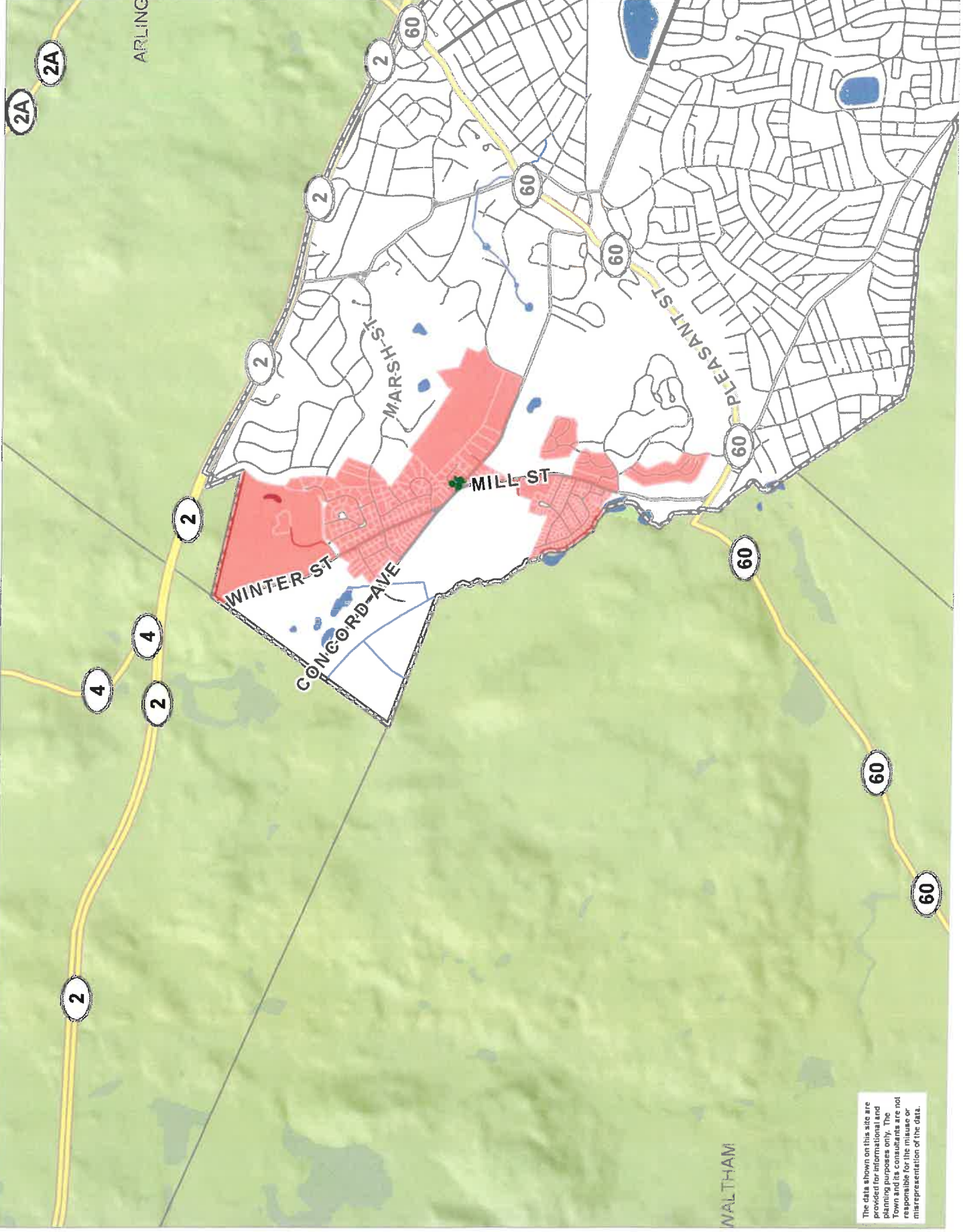
Dates: 4/18/2017 to 5/17/2017 (Su, M, T, W, Th, F, Sa)

## Overall Summary

<b>Total Days of Data</b>	17
<b>Speed Limit</b>	30
<b>Average Speed</b>	19.95
<b>50th Percentile Speed</b>	20.01
<b>85th Percentile Speed</b>	26.5
<b>Pace speed range</b>	21 to 30
<b>Maximum Speed</b>	44
<b>Minimum Speed</b>	5
<b>Display Status?</b>	Displaying Speed Feedback
<b>Average Volume per Day</b>	2,955.48
<b>Total Volume</b>	47,210



- Town-Owned Buildings
- McLean Buildings
- Buildings
- Parcels
- Town Boundary
- MA Highways
- Interstate
- US Highway
- Numbered Routes
- Charities\_poly
- Charities\_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.



Printed on 09/28/2017 at 01:35 PM

## Clancy, Glenn

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**From:** Anna Speros <sperosa@yahoo.com>  
**Sent:** Monday, May 01, 2017 12:49 PM  
**To:** Clancy, Glenn  
**Subject:** RE: Flett Rd. Traffic Concerns

Hello Mr. Clancy,

Thank you for taking the time to speak with me a couple of weeks ago regarding my concerns about Flett Road.

As I had indicated, my concerns are primarily that there is an increase in speeding on Flett Rd. which appears to be coming in from both entry points (more so from Trapelo). In addition, It seems that the intersection of Flett and Creeley could pose a potential problem where a car coming down Creeley from the Gilbert Rd. area and wanting to make a left onto Fleet, may not see a car or pedestrian coming from Flett as it is a somewhat awkward angle if you are not familiar with the area. Likewise, a car coming down Flett may not see a vehicle or a person coming from that way down Creeley. This has crossed my mind more so in the recent months as excessive speed down Fleet has become an issue. It seems a speeding vehicle down Fleet in this situation would not be going slow enough to stop on time at that intersection.

I understand that "speed bumps" are not an option but, if a stop sign at the end of the street at that intersection could be considered or any other measures that the town commonly utilizes to slow traffic, that would be much appreciated.

Thank you,  
Anna Speros  
617-875-4853

## Clancy, Glenn

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**Subject:** FW: Traffic Issue

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**From:** Anne Marie Mahoney [<mailto:bradley.lake@verizon.net>]  
**Sent:** Thursday, June 15, 2017 10:06 AM  
**To:** Clancy, Glenn; [bmailhot@belmontpd.org](mailto:bmailhot@belmontpd.org)  
**Subject:** Traffic Issue

Hi, Glenn and Ben,

I discovered that there is a Traffic Advisory Committee meeting tonight so I am sending along a request. I realize you may not get it on the agenda for consideration for a month or two, but that is fine. It would be good to address this issue before September, however.

As I'm sure you both are aware, between the hours of 4:30 and 6:30 (sometimes longer) Goden St., Cottage St., and School St. are clogged with traffic coming from the Grove St. direction and trying to get onto Concord Ave. going toward the Center. The travel app WAZE has greatly contributed to this situation. The result is that these streets are a horror show of impatient, bumper to bumper drivers trying to cut through the town. They are oblivious to the neighborhoods while they stay glued to their phones and drive down our streets. The most impatient won't tolerate the long lines of cars on Goden and Cottage and attempt to turn around in our driveways or just drive over our lawns. I saw a high school student nearly mowed down by one of these U-turners. Add an event on the fields and it's total gridlock.

I will spare you my diatribe on noise, ruined grass, dirty windows, and pollution and simply request that we find a way to limit this cut-through traffic. Is it possible to place a "No Right Turn/ 4:00 to 6:30" on Goden and Cottage at School? (The Wellington prohibition on through traffic on School St. ends at 4:00.)

One of my daughters and I stood at the end of our driveway (24 Goden St.) watching this crazy traffic and cars illegally parked for a sporting event while an ambulance with lights and horn blaring tried to get from Concord Ave. up Goden St. No one would give an inch. My daughter noted that if I were having the heart attack I would be dead before they got to me - all of four house lots from Concord Ave.

Anne Marie

*Anne Marie S. Mahoney*  
24 Goden St.  
Belmont, MA 02478  
[bradley.lake@verizon.net](mailto:bradley.lake@verizon.net)

*"And I shall have some peace there, for peace comes dropping slow, ..."*