



Transportation Advisory Committee

TOWN OF BELMONT

19 Moore Street
Homer Municipal Building
Belmont, Massachusetts 02478-0900
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Dana Miller - Chair
Laurence MacDonald - Vice Chair
Jessica Bennett - Clerk

David Coleman
Clifford Gaysunas
Charles Hamad
Jeremy Romanul
Jeffrey Roth
Annis Sengupta

Date: February 28, 2020

To: Members – Transportation Advisory Committee

From: Glenn R. Clancy, Committee Liaison

Subject: Agenda for Meeting on **March 5, 2020 at 7:00 PM in the Homer Art Gallery, Homer Municipal Building, 19 Moore Street.** If you cannot attend the meeting, please contact me via e-mail.

7:00 Call to Order

7:00 – 7:10 Approval of Minutes (February 13, 2020)

7:10 – 7:15 Update on non-TAC traffic and transportation work in Town

7:15 – 7:45 Presentation of Traffic Calming Recommendations - Rutledge Road

7:45 – 8:15 Presentation of Traffic Calming Recommendations – Village Hill Road

8:15 – 8:30 Update on MAPC Grant Application

8:30 – 8:35 Old Business

- Concord Avenue at Mill Street – Next Steps

8:35 – 8:40 New Business

- No Known Items

8:40 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: Patrice Garvin, Town Administrator
Off. Matt Benoit, Belmont Police Department
Jay Marcotte, Director, Department of Public Works
Jamie MacIssac, Belmont Police Chief



OFFICE OF COMMUNITY DEVELOPMENT

MEMO

MEMO TO: Transportation Advisory Committee
FROM: Glenn R. Clancy, P.E.
SUBJECT: Traffic Calming Assessment – Rutledge Road
DATE: February 25, 2020

Road Name: Rutledge Road **Limits:** Park Avenue to Clifton Street

Roadway Attributes

Pavement Width: 26 feet
Grade and Alignment: 2% - 9% (Park to Clifton)
Travel Lanes: 2
Pavement Condition: 51/100
Bike Lanes: None

Parking: No Restrictions
Sidewalks: None
Crosswalks: None
School Crossings: None

Classification: Local
Emergency Vehicle Route: No
Posted Speed Limit: No
Peak-Hour Volume: AM – 68; PM - 123

Other Regulatory Controls: None
85th Percentile Speed: 28 mph
Average Traffic Speed: 23 mph
Average Daily Traffic Volume: 654 vpd

Evaluation Scoring (Refer to the Policy for description of criteria)

Speeding: 10
Traffic Volume - 100: 60
Traffic Volume - %: 20
Collisions – Vehicle w/no injury: 0
Collisions – Vehicle w/no injury: 0
Collisions – Vehicle and Pedestrian / Bike: 0

Collisions – Fatality / Serious injury: 0
Users – Students: 0
Users – Bicyclists: 0
Users – Public Transit: 20
Users – General Pedestrian Activity: 0

Assessment Score: 110

Engineering Recommendations

Is the problem area a candidate for traffic calming installation? **Yes. Traffic counts meet the standard for cut-through traffic volume; In the east bound direction (Park Avenue to Clifton Street) during the 7:00 am to 9:00 am period and in the west bound direction (Clifton Street to Park Avenue) during the 4:00 pm to 6:00 pm period. In addition, there is a spike in vehicle speed, west bound, during the 4:00 pm to 6:00 pm period. During the evaluation period of Tuesday thru Thursday, 4:00 pm to 6:00 pm, 45% of vehicles were traveling above the desired speed of 25 mph. Most of the speeding vehicles are likely cut-through traffic and would be eliminated with an access restriction during this period.**

Which traffic calming measure(s) may be appropriate? **Left turn restriction from Park Avenue to Rutledge Road from 7:00 am to 9:00 am Mon – Fri; Access restriction from Clifton Street to Rutledge Road from 4:00 pm to 6:00 pm Mon-Fri.**

Could the measures be designed and implemented by the Belmont Office of Community Development or DPW or would outside engineering services be required? **This is an in-house effort.**

What would be the approximate design and installation costs based on local experience or state and national averages? Average cost per sign is approximately **\$150 / installed sign.**

Does the problem merit experimental installation of temporary traffic calming measures before a final determination is made? **No**

What might be trade-offs of the proposed traffic calming on the area that is the subject of the proposed traffic calming measures--for example, will parking or travel lanes be removed? The data indicates in the morning **some traffic is using Rutledge Road to bypass Park Avenue and Prospect Street. A left turn restriction will keep commuter traffic on Park Avenue where it belongs. In the afternoon traffic is using the upper Clifton Street to Rutledge Road route to avoid the long queue of vehicles at the traffic signal at Park Avenue and the Route 2 Access Road. An access restriction from Clifton Street to Rutledge Road would force traffic to remain on the Prospect Street to Park Avenue route.**

What other areas of Belmont might be affected by the proposed traffic calming measures--for example, is it anticipated that traffic might seek alternative routes to avoid the traffic calming and, if so, what are the anticipated consequences of the traffic flowing onto these alternative routes? **In the morning and afternoon, if these recommendations are implemented, there is no obvious alternative route for a vehicle other than to stay on the Prospect Street and Park Avenue.**

General Comments

I recommend a three month trial period for the proposed restrictions after which time a follow-up speed and volume study be done. If the 85th percentile speed continues to be above the desired 25 mph Belmont Police should place their speed feedback trailer on the road to help recondition driver behavior.



OFFICE OF COMMUNITY DEVELOPMENT

MEMO

MEMO TO: Transportation Advisory Committee
FROM: Glenn R. Clancy, P.E.
SUBJECT: Traffic Calming Assessment – Village Hill Road
DATE: February 25, 2020

Road Name: Village Hill Road **Limits:** Park Avenue to Route 2 Access Road

Roadway Attributes

Pavement Width: 25 feet
Grade and Alignment: 4% - 10% (Route 2 to Park)
Travel Lanes: 2
Pavement Condition: 100/100
Bike Lanes: None

Parking: No Restrictions
Sidewalks: None
Crosswalks: None
School Crossings: None

Classification: Local
Emergency Vehicle Route: No
Posted Speed Limit: No
Peak-Hour Volume: AM – 79; PM - 134

Other Regulatory Controls: None
85th Percentile Speed: 28 mph
Average Traffic Speed: 24 mph
Average Daily Traffic Volume: 753 vpd

Evaluation Scoring (Refer to the Policy for description of criteria)

Speeding: 10
Traffic Volume - 100: 70
Traffic Volume - %: 20
Collisions – Vehicle w/no injury: 0
Collisions – Vehicle w/injury: 0
Collisions – Vehicle and Pedestrian / Bike: 0

Collisions – Fatality / Serious injury: 0
Users – Students: 0
Users – Bicyclists: 0
Users – Public Transit: 0
Users – General Pedestrian Activity: 0

Assessment Score: 100

Engineering Recommendations

Is the problem area a candidate for traffic calming installation? **Yes. Traffic counts meet the standard for cut-through traffic volume; In the southeast bound direction (Route 2 Access Road to Park Avenue) during the 7:00 am to 8:00 am period and during the 5:00 pm to 7:00 pm period; In addition, there is a spike in vehicle speed during both periods. During the evaluation period of Tuesday thru Thursday, between 7:00 am to 8:00 am, 46% of vehicles were traveling above the desired speed of 25 mph. Between 5:00 pm to 7:00 pm, 46% of vehicles were traveling above the desired speed of 25 mph. Most of the speeding vehicles are likely cut-through traffic and would be eliminated with an access restriction during these periods.**

Which traffic calming measure(s) may be appropriate? **Right turn restriction from the Route 2 access road to Village Hill Road, Dorset Road, and Ross Road, 7:00 am to 8:00 am Mon-Fri and 5:00 pm to 7:00 pm Mon-Fri.**

Could the measures be designed and implemented by the Belmont Office of Community Development or DPW or would outside engineering services be required? **This is an in-house effort.**

What would be the approximate design and installation costs based on local experience or state and national averages? Average cost per sign is approximately **\$150 / installed sign.**

Does the problem merit experimental installation of temporary traffic calming measures before a final determination is made? **No**

What might be trade-offs of the proposed traffic calming on the area that is the subject of the proposed traffic calming measures--for example, will parking or travel lanes be removed? **It appears traffic is using Village Hill Road, Dorset Road, and Ross Road to avoid the traffic signal at Park Avenue and the Route 2 Access Road. Turn restrictions on the Route 2 Access Road to Village Hill Road, Dorset Road, and Ross Road would force traffic to remain on the Route 2 Access Road.**

What other areas of Belmont might be affected by the proposed traffic calming measures--for example, is it anticipated that traffic might seek alternative routes to avoid the traffic calming and, if so, what are the anticipated consequences of the traffic flowing onto these alternative routes? **There is no obvious alternative route for a vehicle trying to get to Park Avenue from the Route 2 Access Road. The Route 2 Access Road to Park Avenue is the route commuter traffic should be utilizing.**

General Comments

I recommend a three month trial period for the proposed restrictions after which time a follow-up speed and volume study be done. If the 85th percentile speed continues to be above the desired 25 mph Belmont Police should place their speed feedback trailer on the road to help recondition driver behavior.