



Transportation Advisory Committee, Arlington Planning Department,
730 Mass Ave, Arlington MA, c/o Laura Wiener

To: Board of Selectmen, Arlington, MA
From: Transportation Advisory Committee (TAC)
Subject: Russell Place Traffic
Date: 15 November 2013

At the request of the Board of Selectmen, the TAC undertook a study of Russell Place. The project was initiated by a resident letter (Attachment A) requesting that the roadway be studied for the purpose of imposing a speed limit and a one-way or time of day restriction due to traffic volume and anticipated traffic volume from the Alta development (then under construction) at 30-50 Mill Street.

Informal observations were made at Russell Place soon after receiving the request. It was determined that traffic conditions at the time did not warrant immediate action. The TAC waited until the Alta development was near full occupancy to conduct the study. The study indicated that Russell Place is operating at reasonable traffic volumes for conditions. Though some improvements could be considered as part of routine maintenance, no changes are currently warranted to the roadway.

TAC unanimously voted to recommend No Action in November. Please refer to the attached report for more information.

Respectfully submitted,

Elisabeth Carr-Jones – Working Group Lead
Howard Muise and Richard Turcotte – TAC Co-Chairs

Transportation Advisory Committee Members:

Elisabeth Carr-Jones, Wayne Chouinard, Jean Clark, Paul Kent, Jeff Maxtutis, Howard Muise,
Officer Corey Rateau, Scott Smith, Edward Starr, Richard Turcotte, and Laura Wiener

Web site; www.arlingtonma.gov/tac

Report: Russell Place Traffic

1. Introduction

For the purposes of this report, we will refer to the entire roadway beside the Minuteman Bikeway between Mill and Water Streets as Russell Place. (The actual jurisdictional status is more complex. The Town Engineer has provided documentation of the property boundaries for clarification. See Attachment B.) The roadway provides access to the residences and parking for the Russell Place development and to sticker parking areas. The roadway has a speed bump midway, beside the Bikeway connection to Buzzell Field.



Aerial view of Russell Place.

2. Analysis

Soon after receiving the Selectmen's request, the TAC made informal observations and determined that conditions at that time did not require immediate action. It was decided that a formal study the roadway should be done when the Alta development at 30-50 Mill Street was substantially occupied. (We've been told that it now exceeds 85% occupancy.)

Field observations and counts were then conducted during weekday morning, weekday afternoon, weekday evening and weekend peak hours. The counts indicate a maximum roadway usage of roughly 1 vehicle a minute during the morning, afternoon and evening peak hours and half that during the Saturday peak. This is consistent with traffic on a local roadway in Arlington. (Use of the Bikeway appeared to exceed use of the roadway at each of the peak periods.)

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WEEKDAY 7-8AM (11/13/13, clear 25°)	WEEKDAY 2-3PM (10/21/13, clear 65°)	WEEKDAY 5-6PM (10/31/13, light drizzle 50°)	SATURDAY 12-1PM (11/2/13, sunny 65°)
67 (24 EB, 43 WB)*	61 (23 EB, 38 WB)	60 (31 EB, 29 WB)	32 (10 EB, 22 WB)

* Approximately a third of the westbound vehicles used the sticker parking closest to Water Street.

Vehicle Counts for Russell Place

The roadway width varies from 24’ (adjacent to the Russell Place development) to 18’ (adjacent to the Cutters Mill development) to 16’ (adjacent to Buzzell Field).

No speed limit is posted, so there is an enforceable speed limit of 30 MPH. Observations indicated that the speed bump was effective in keeping vehicular speed below the enforceable limit. The speed bump is also well placed beside the pedestrian and cyclist crossing from the Bikeway to Buzzell Field.



Photo of speed bump looking west (with Bikeway at left)

The speed bump sign, roadway paint and the bump itself showed some signs of wear. They should be reviewed as part of regular roadway maintenance. The 16’ wide section of the roadway could also be reviewed for modest widening when the roadway is scheduled for repaving.

3. Conclusion

Russell Place is operating at reasonable traffic volumes for conditions. Though some minor improvements could be considered as part of routine maintenance, no changes are currently warranted to the roadway.

Transportation Advisory Committee Members:

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*Corresp. Lea's
11-Bl-12*

RECEIVED
SELECTMEN'S OFFICE
ARLINGTON, MA. 02174
Nov 15 10 47 AM '12

34 Russell Place
Arlington, MA 02474

November 9, 2012

Board of Selectman
Arlington Town Hall
Massachusetts Avenue
Arlington, MA 02474

To the members of the Board:

I am writing with reference to Russell Place and the potential traffic problems that will occur in the near future.

As the large apartment complex on Mill Street nears completion, many residents of Russell Place Condominium have expressed concern about the increase in traffic that will be generated .

At the present time, the traffic that goes by on a daily basis has easily doubled during the nine years that I have been a resident of Russell Place. This road sees significant traffic due to the cars cutting through as a bypass of Massachusetts Avenue. It is hard to imagine what 170 plus tenants, leaving the complex on Mill Street, will generate each day.

I would like to bring this matter to the attention of the Board of Selectman and ask for consideration In dealing with this concern. A few suggestions have been brought to my attention with regard to resolving the problem: making this road one way OR signage that restricts access to the road during certain hours of the day that also displays posted speed limits.

Thank you for your attention to this matter. I look forward to hearing from you regarding our concern and what we may do to work with the town in finding a solution.

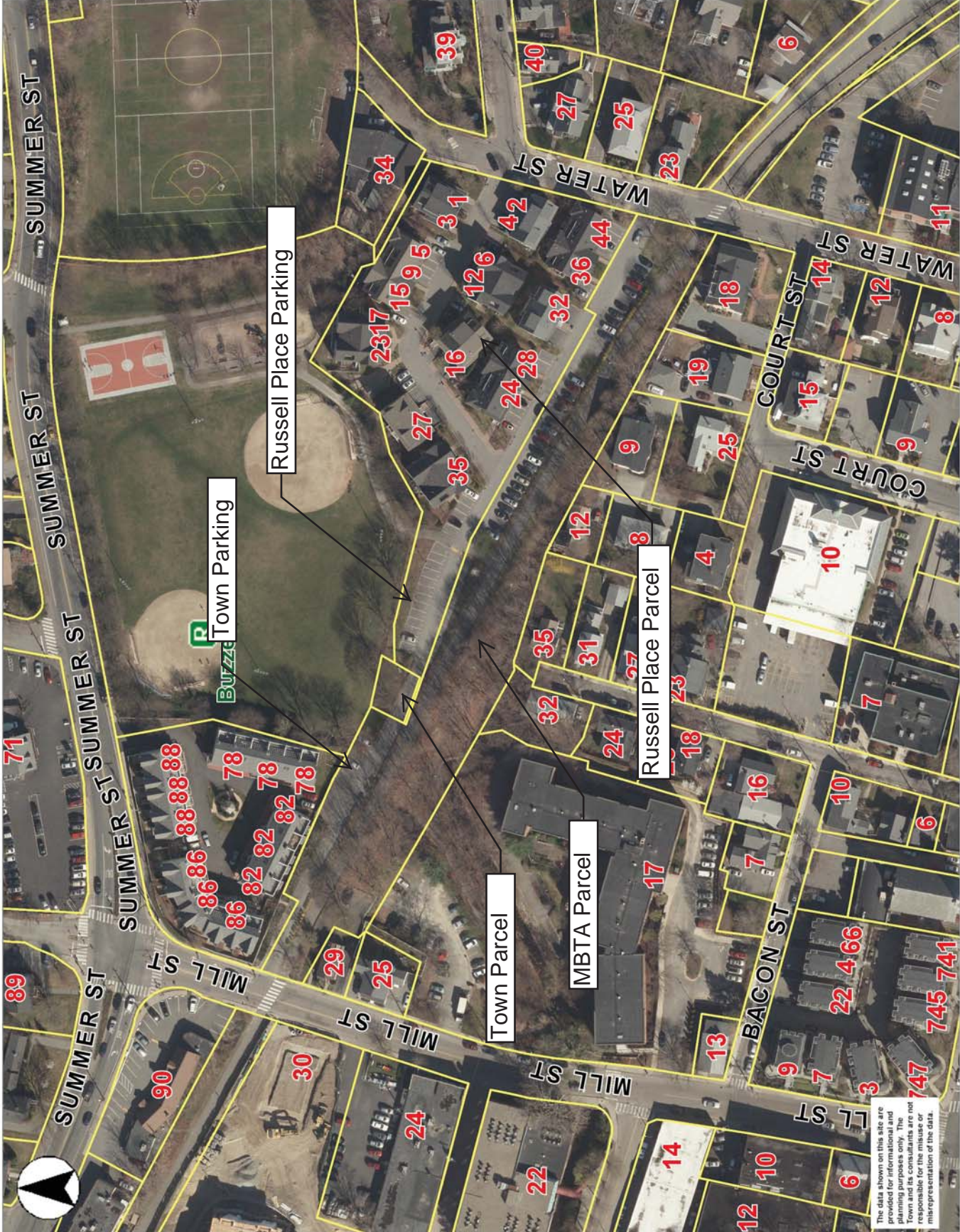
Sincerely,



Mildred M. Regan, President
Board of Trustees
Russell Place Condominium



Places by Category
 Police Station
 Fire Station
 School
 Recreational Facility
 Town Boundary



Russell Place Access Drive

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