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# TRAFFIC CIRCULATION AND PARKING

TECHNICAL REPORT NO. 2  
A GENERAL PLAN FOR BELMONT, MASS.

PREPARED FOR THE BELMONT PLANNING BOARD  
ADAMS, HOWARD & GREELEY, PLANNING CONSULTANTS  
DECEMBER, 1962

TRAFFIC CIRCULATION AND PARKING

This is one of a series of reports on the various elements to be included in a General Plan for Belmont. It presents background material for the plan in a convenient form for review and discussion.

Material in this report may be superceded in a later report or in the General Plan report as a result of such discussions and studies of other elements of the plan which may affect this one.

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Prepared for the BELMONT PLANNING BOARD

ADAMS, HOWARD & GREELEY, Planning Consultants

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DECEMBER, 1962

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## I N T R O D U C T I O N

Belmont's road network is now being taxed close to its capacity by the inadequacy of the major highway system in this part of the metropolitan area, forcing traffic to pass through the town to avoid congestion elsewhere. Eventually, the planned state highway network will provide relief. The purpose of this report is to weigh probable future demands on the town's traffic circulation system and advance solutions which are aimed at meeting those demands with due regard to present and future land use in the town.

This report also makes recommendations concerning the need for off-street parking facilities in the principal business districts and evaluates the effects of present and future public transportation services—both companion aspects of a comprehensive circulation system.

## I. T R A F F I C C I R C U L A T I O N

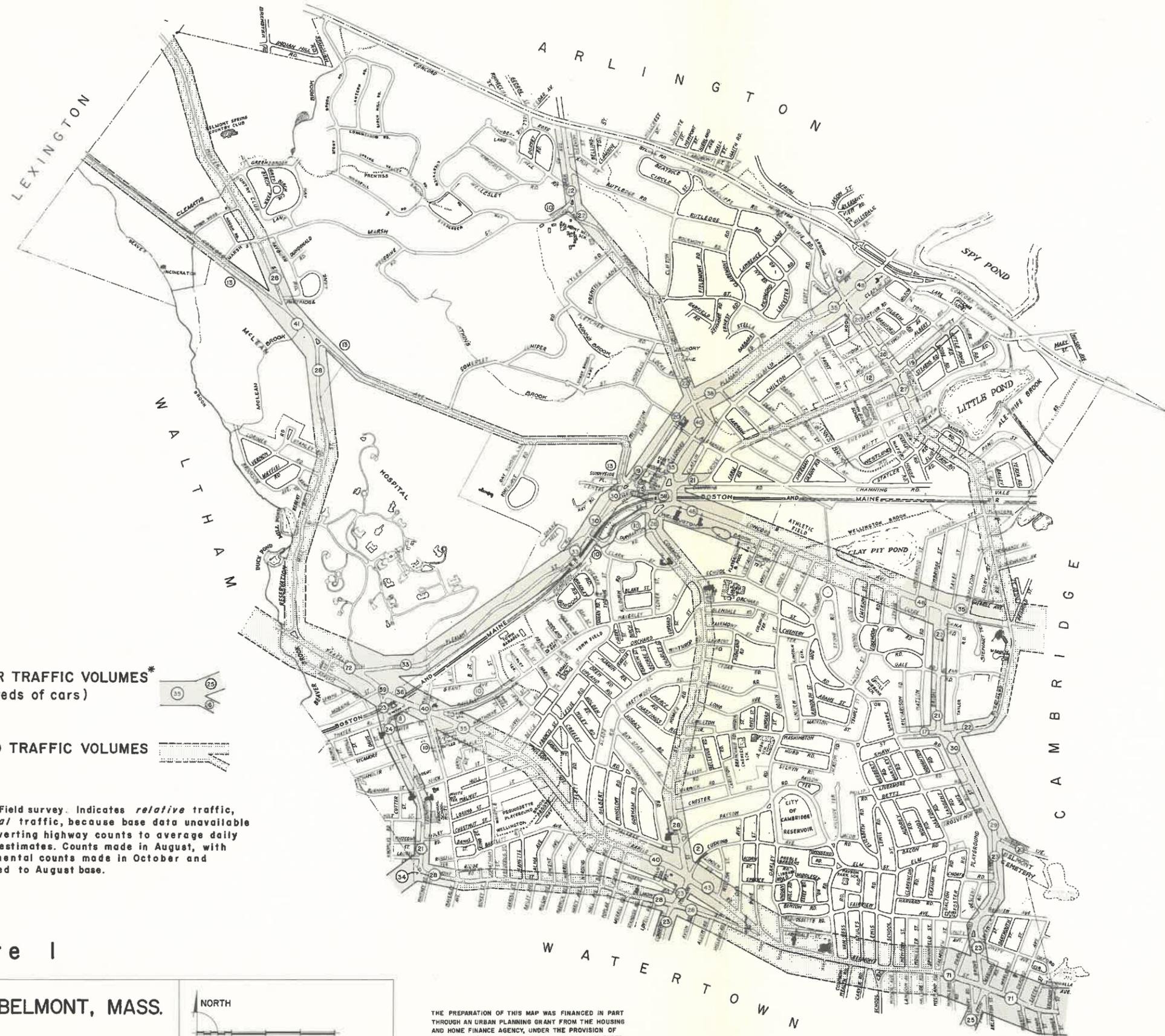
### Present Traffic Flows in Belmont

Figure 1 illustrates the results of traffic counts at principal intersections in Belmont. It confirms the extensive use by through traffic of Concord Avenue and Trapelo Road to avoid increasingly long delays on the Concord Turnpike and the Alewife Brook Parkway. It also verifies the importance of Common Street as a north-south connector along with Pleasant Street (Route 60).

### Proposed State Highway Network

Figure 2 shows the existing and proposed expressway systems which will affect Belmont's traffic flow in the future. Route 2, the Concord Turnpike, is to be widened and connected directly to the Inner Belt. The Massachusetts Turnpike extension is under construction and is expected to be in operation in less than three years.

Also indicated is the Intermediate Belt expressway, which was included in the recommendations made last year by the Boston College Seminar Research Bureau. The alignment shown is approximate as no specific route has been suggested. At the present time, there has been no reflection of the need for this highway in state highway plans.



**FOUR-HOUR TRAFFIC VOLUMES\***  
(in hundreds of cars)



**ESTIMATED TRAFFIC VOLUMES**



\*Source: Field survey. Indicates *relative* traffic, not *total* traffic, because base data unavailable for converting highway counts to average daily traffic estimates. Counts made in August, with supplemental counts made in October and converted to August base.

**Figure 1**

**TOWN OF BELMONT, MASS.**

**RELATIVE TRAFFIC FLOW, 1962**

BELMONT PLANNING BOARD - DECEMBER, 1962

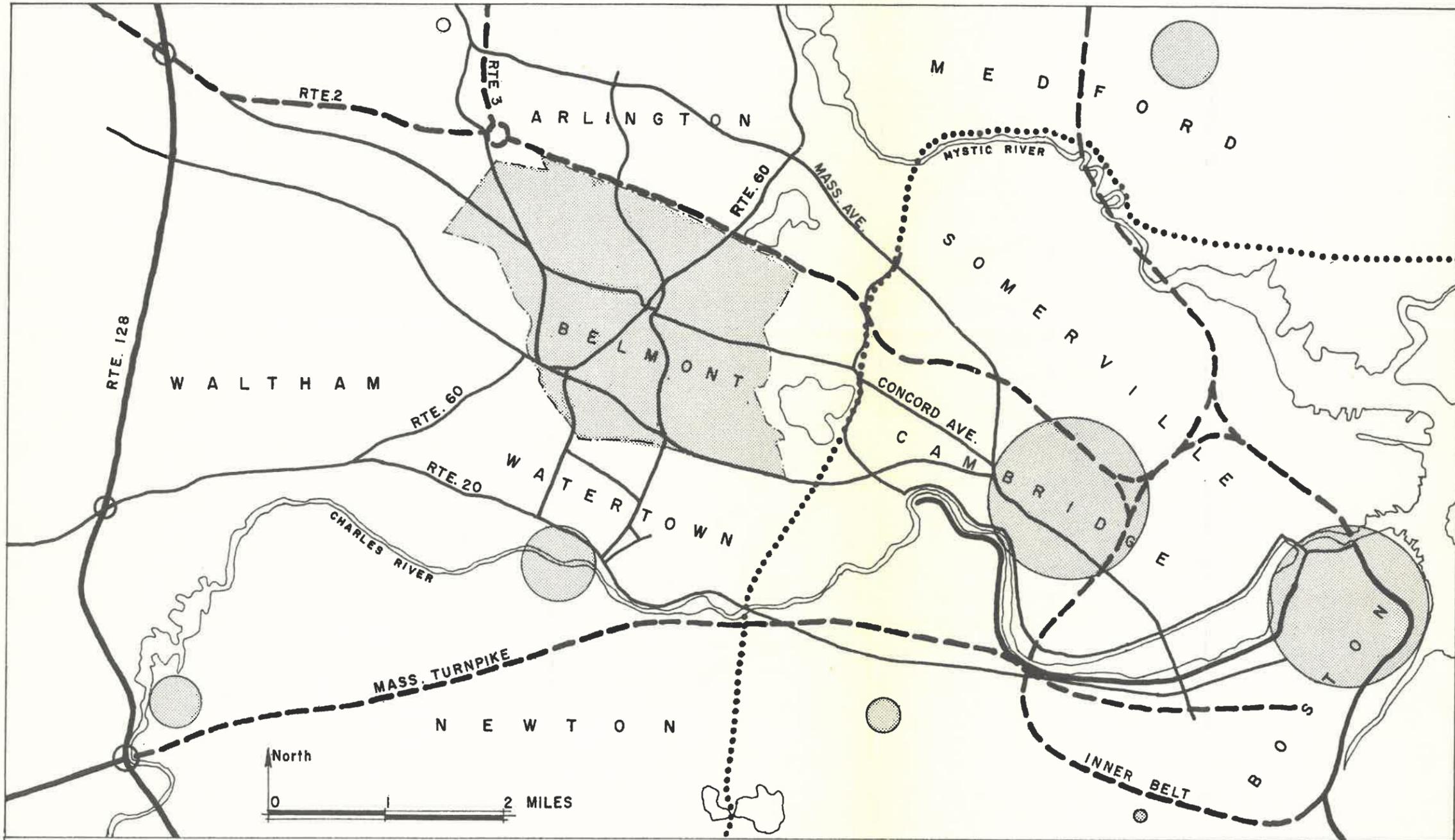
NORTH

0 500 1000 2000 FEET

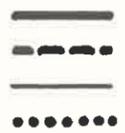
ADAMS, HOWARD AND GREELEY  
PLANNING CONSULTANTS - CAMBRIDGE, MASS.

THE PREPARATION OF THIS MAP WAS FINANCED IN PART THROUGH AN URBAN PLANNING GRANT FROM THE HOUSING AND HOME FINANCE AGENCY, UNDER THE PROVISION OF SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

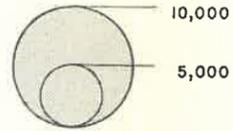
BASE MAP: JOSEPH W. KALES, TOWN ENGINEER



Existing Expressway  
 Proposed Expressway (state proposal)  
 Arterial Streets  
 Intermediate Belt (B.C. proposal)



Total Daily Person Trips, 1980  
 Originating in Belmont, Arlington  
 and Winchester



Source: Boston College Seminar Research Bureau,  
 Studies in Urban Transportation, Volume II, Table 8

Figure 2  
 PROPOSED EXPRESSWAY SYSTEM &  
 MAJOR TRAFFIC DESTINATIONS  
 IN BELMONT AREA

### Traffic Projections

The most recent comprehensive studies of future traffic in the Boston area are the Boston College Seminar Research Bureau studies, Travel in the Boston Region, 1959-1980, completed in April 1961, and the Hayden Harding & Buchanan, Inc. and Charles A. Maguire & Associates studies, Inner Belt and Expressway System, Boston Metropolitan Area, 1962, released in August 1962.

Following are the anticipated increases in traffic in Belmont and those surrounding towns from which traffic is likely to pass through Belmont:

Table I

TOTAL DAILY HOME-BASED AUTO DRIVER TRIPS, 1959 and 1980

<u>Town</u>	<u>1959</u>	<u>1980</u>	<u>% Increase</u>
Belmont	30,600	52,000	70.2
Arlington	46,600	89,000	91.1
Lexington	28,600	80,000	179.5
Waltham	49,600	97,000	95.5
Watertown	33,300	54,000	62.1

Source: Boston College Seminar Research Bureau, Travel in the Boston Region, 1959-1980, Vol. 1, pp 53 and 79.

The Inner Belt highway study projects daily traffic of about 110,000 cars per day in 1975 on Route 2, an increase of almost four times over the 1960 volume of approximately 30,000 as reported by the Massachusetts Department of Public Works.

Figure 2 shows the estimated destinations of the bulk of traffic originating in Belmont in 1959 and 1980, as determined by the Boston College study. The relative importance of each destination area is also generally substantiated by the Inner Belt highway study.

When the Inner Belt and radial expressway system is completed, the following traffic patterns are likely to result:

Traffic originating in the northern half of Belmont and that now passing through Belmont to Storrow and Memorial Drives enroute to the center of Boston and East Cambridge (M.I.T.) will use the Route 2 expressway.

Traffic originating south of the railroad in Belmont and bound for the center of Boston and East Cambridge will use Trapelo Road and Belmont Street to Storrow and Memorial Drives (traffic upon which will have been eased by the other expressways). Traffic from nearby Watertown is also likely to use the same route to avoid the toll on the Massachusetts Turnpike extension.

Traffic from Waltham to the center of Boston and East Cambridge will use Main Street (Route 20) and the Massachusetts Turnpike extension.

Most traffic from Belmont to Harvard Square will continue to use Concord Avenue (Arlington and Lexington traffic for Harvard Square will use the Route 2 expressway).

In the absence of an Intermediate Belt highway, north-south traffic in the Belmont area will continue to filter through the local street system. Arlington-Watertown traffic is likely to make heavy use of the Pleasant-Leonard-Common Street link as well as the Route 60 and the Pleasant-Lexington Street links. Traffic to and from Arlington Heights and points north of the Heights will make heavier use of

the Park-Prospect-Clifton Street link. Traffic between Lexington and Watertown-Newton will make heavier use of Winter and Mill Streets.

The most obvious implication of the above analyses is that a general traffic increase of about 70 per cent can be expected throughout the town in the next twenty years, and that proportionately greater increases can be expected on those routes which will be used by through traffic.

It has been the policy of the town to discourage traffic improvements that would be likely to attract still more traffic and adversely affect the residential character of the town. However, it must also be recognized that traffic will inevitably increase and that some improvements will eventually be necessary for the convenience of Belmont residents as well as for through traffic. The town might well give its support to the construction of the proposed Intermediate Belt expressway to reduce the amount of north-south traffic which will pass through the town.

#### Proposed Traffic Circulation System for Belmont

With foreknowledge of a general traffic increase throughout the town and heavier increases along specific routes, future street improvements should be planned to meet the long-range purpose of each street. This can best be done by classifying streets according to the type and volume of traffic they are expected to serve and by establishing design standards for future improvements of each class of street. The following street classification system is proposed for Belmont:

Major Streets, designed to carry relatively heavy volumes of primarily through traffic.

Collector Streets, designed to carry medium volumes of traffic from residential areas to major streets or highways.

Local Streets, designed to carry low volumes of traffic and to provide direct access to residential and commercial areas from the major and collector-street system.

Design standards for each class of street in Belmont should be flexible enough to provide (1) minimum standards in built-up areas where widening would be difficult and (2) higher standards in areas where extensive widening is either more feasible or unavoidable because of heavy traffic. Table II presents proposed standards for Belmont. The minimum standards generally coincide with existing minimum roadway standards in the town but add the possibility of restricting parking to one side of the street where necessary to improve traffic flow in the future.

Table II

Classification	PROPOSED STREET DESIGN STANDARDS						
	Roadway Width <sup>a</sup>	Parking Lane	Inner Travel Lane	Outer Travel Lane	Outer Travel Lane	Inner Travel Lane	Parking Lane
<u>Major Street</u>							
Desirable	60'	8	11	11	11	11	8
Minimum	44' <sup>b</sup>	8	14			14 <sup>b</sup>	8
<u>Collector Street</u>							
Desirable	40'	8	12			12	8
Minimum	32' <sup>c</sup>	8	12			12	c
<u>Local Street</u>							
	26' <sup>c</sup>	8	9			9	c

<sup>a</sup> Does not include sidewalks or planted strips on each side of the street.

<sup>b</sup> Wide travel lanes and 44-foot roadway would permit four 11-foot travel lanes to be instituted and parking eliminated if traffic demands so required.

<sup>c</sup> Parking on one side only.

The proposed traffic circulation system, based on the above criteria, is shown in Figure 3. The justification for the proposed classification of each street shown is generally apparent from the existing traffic flow map (Figure 1) and from the foregoing analysis of probable future traffic patterns once the proposed expressway system is completed.<sup>1</sup> The only proposals open to question appear to be:

The designation of the Park-Prospect-Clifton Street link as a collector street, which might alternatively be classed as a major street. At the present time, this link carries less traffic than the Winter-Mill Street link, but (1) in the future it will carry all southbound traffic exiting from the Route 2 expressway in this area as now proposed and (a) it is a logical southward extension of Park Street in Arlington, which is now a wide major street and so designated in that town's General Plan.

The designation of the Winter-Mill-Lexington Street link as a collector street, which might alternatively be classed as a major street. At the present time, this north-south link carries a relatively heavy flow of traffic and the very large increase in traffic originating in Lexington (Table I) and other western suburbs suggests that this flow will continue heavy even after the expressways are completed; on the other hand, much of the present flow may be bypass traffic which would be absorbed by the future expressway system.

The designation of Channing Road and its proposed extension as a collector street in place of Cross Street (see further discussion below).

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<sup>1</sup> Completion of the proposed state expressway system in Metropolitan Boston is so urgent that it must be considered only a matter of time (probably ten years at most) before it is constructed. Street improvements should therefore be based on new patterns likely to result therefrom. In the meantime, while the inevitable increase in traffic will result in constantly worsening traffic congestion, only temporary expedients should be used to ease these problems unless the improvement would serve long-range traffic needs after the expressway system becomes operational.



STATE EXPRESSWAY   
(Schematic illustration. Plans not yet firm.)

MAJOR STREET 

COLLECTOR STREET 

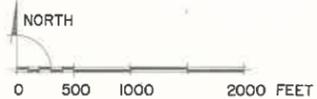
LOCAL STREET 

Figure 3

TOWN OF BELMONT, MASS.

PROPOSED CIRCULATION SYSTEM

BELMONT PLANNING BOARD - DECEMBER, 1962



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 PLANNING CONSULTANTS - CAMBRIDGE, MASS.

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BASE MAP: JOSEPH W. KALES, TOWN ENGINEER

### Major Street Improvement Proposals

Most of the streets designated in the proposed traffic circulation system can be improved, where necessary, by application of the proposed design standards in Table II. Major proposed changes from the existing street system are explained below.

#### 1. Belmont Center

Improvement of traffic circulation in the vicinity of the Concord Avenue railroad underpass has long been under consideration by the town. An effective solution of the problem requires an over-all plan for both sides of the underpass, with careful consideration of the direction of present and future major traffic flows through the area and the effects of any proposal on land use. Possible solutions include:

A traffic circle on the south side of the underpass, encircling the Belmont Congregational Church; or

The straightening of Common Street across the town park and Underwood Estate between the underpass and a point south of the Dumbarton Road intersection to obtain a right-angle intersection of Concord Avenue, Common Street and Royal Road, thus providing for easier traffic control.

The closure of Concord Avenue between Pleasant Street and the underpass (except to provide access to the Police and Municipal Light Departments) and the widening of Moore Street (and perhaps Pleasant Street between Moore Street and Concord Avenue), to provide wider separation between intersections on either side of the underpass and provide a larger site for new developments on the present Town Hall site; and

The realignment of Channing Road to intersect Leonard Street directly opposite Moore Street to provide better separation of intersections on either side of the underpass; or

The widening of Moore Street for one-way westbound movement and the designation of Concord Avenue between Pleasant and Leonard Streets for one-way eastbound movement, to provide some separation of conflicting turning movements which now cause congestion on the north side of the underpass.

The designation of a one-way system using Cross Street northbound, Alexander Avenue westbound and Leonard Street southbound to minimize the present large number of conflicting turning movements on the north side of the underpass.

It may well be that none of these possible solutions, which were the most feasible among many explored, would prove entirely satisfactory. In fact, traffic movements and volumes are so complex that the services of a traffic engineer would be needed to devise an effective solution. It is therefore recommended that the town engage a traffic engineering consultant at an early date to work with the Planning Board and the Town Engineer to evolve the best possible solution consistent with projected traffic needs and the over-all improvement of the town center (recognizing that the town center has many valuable assets, especially the Town Hall site and the Underwood Estate).

## 2. Channing Road Extension

As presently planned by the State Department of Public Works and its consultants, Boston-bound traffic from Belmont will enter the future Route 2 expressway from a ramp east of the M.D.C. ice rink. Under this proposal, Boston-bound traffic will approach the expressway via Cross Street instead of Pleasant Street, unless another access route is provided. Similarly, Belmont-bound traffic from Boston is planned to exit from the

expressway east of Lake Street and would also use Cross Street. In addition, Cross Street would experience a greater than average traffic increase because it is the main link between the Lake Street area in Arlington, Belmont Center, and other destinations south and west of the center.

Cross Street now bisects the Winn Brook residential area and passes by the elementary school, which is well located in the center of the neighborhood. Ideally, through traffic which would otherwise have to use Cross Street (and which may very well triple its present volume) should be routed around the periphery of the Winn Brook neighborhood, and Channing Road admirably suits this purpose.

If extended across Brighton Street and along the east shore of Little Pond, Channing Road could intersect the expressway's service road behind the M.D.C. ice rink. Whereas Lake Street parallel to Route 2 is now proposed for two-way movement as part of the expressway's service road, this portion could then be designated for one-way movement in an eastbound direction only, forcing traffic to use the Channing Road connection instead of Cross Street.

In addition to reducing traffic on Cross Street, the Channing Road extension has additional advantages: (1) it would go through vacant land (half of which is in an M.D.C. reservation around Little Pond) which could be developed with foreknowledge of the new road; and (2) it would provide direct access to the Route 2 expressway from the present industrial area around the Brighton Street railroad crossing, replacing the Lake-Cross-Brighton Street link.

Appropriate one-way traffic regulations on the various intersecting streets could minimize problems resulting from the several sharp-angle intersections along the existing portion of Channing Road.

### 3. Pleasant Street

Future improvement of Pleasant Street may be considered in two segments on either side of the town center. South of the center, where the road is not tightly confined by private development or large trees, widening to the recommended width could readily be accomplished. There is also an opportunity for installing a landscaped center strip which would improve the visual appearance of the highway and increase its traffic efficiency. At the Trapelo Road intersection it is proposed that the road be straightened to parallel the railroad tracks and intersect Trapelo Road directly opposite the Lexington Street intersection, to serve better the increased flow which is expected along the Lexington-Pleasant Street link. Such a connection should also encourage northbound traffic in this area to use Pleasant Street instead of the narrower Waverley Street.

North of the town center, widening could not be accomplished without removing valuable shade trees and taking portions of adjacent yards. While it may be possible to postpone such action until the portion of Pleasant Street in Arlington is also widened, there seems little doubt that such widening will one day prove to be necessary. At the present time this could probably be carried out without taking any buildings, and it is therefore proposed that the route be surveyed and appropriate building lines be established to prevent any new construction from taking place within the needed right-of-way.

## II. PARKING FACILITIES

The provision of adequate parking facilities, both on-street and off-street, is of prime importance to the economic stability of the town's three main shopping areas: Belmont Center, Cushing Square, and Waverley Square. It is apparent from both observation and from the more specific data which follows that Belmont's shopping areas are in need of more parking space. In some cases this will necessitate the acquisition and clearance of existing developed properties, in spite of the long-standing tradition against taking houses for public purposes. Failure to act will, however, result in a continued decline and blighting of the business areas as shoppers shift to more attractive competing areas; and the town might eventually have to embark upon a costly urban renewal program if such areas were to be redeveloped to meet modern standards.

### The Existing Supply

Figures 4, 5, and 6 illustrate the amount and distribution of existing parking spaces available to shoppers in the three business areas. The total number of spaces available is recorded in Table III.

The adequacy of the parking in relation to the commercial floor space it serves is also indicated in Table III. There is no standard index of net floor space per parking space, because this varies in each shopping area according to the kinds of commercial activities and the proportion of shoppers who come by car (for comparison purposes it may be noted that in

Table III

INVENTORY OF PARKING SPACES AND COMMERCIAL FLOOR  
SPACE IN BELMONT SHOPPING AREAS, 1962

Area	No. of Parking Spaces <sup>a</sup>	Sq. Ft. of Commercial Floor Space <sup>b</sup>	Parking Index (Sq. Ft. of Floor Area per Parking Space)	No. of All-Day <sup>c</sup> Parkers	Ratio of All-Day Parkers to Total Parking Spaces
<u>Waverly Square</u>	146	52,700	360	55	38%
<u>Cushing Square</u>					
North of Trapelo Road	102	58,300	570	17	17%
South of Trapelo Road	182	32,100	175	37	20%
<u>Belmont Center</u>	410	91,700	220	61	15%

<sup>a</sup> Excludes spaces not usually available to shoppers, such as the service stations in all three areas, the Town Hall and telephone company lots in Belmont Center, the funeral home lots in Cushing Square, and the Ware Dairy storage lot on Trapelo Road in Waverley Square.

<sup>b</sup> Compiled from town atlas and field survey of commercial buildings. Office space, which demands less parking than sales and service space, is included at one-half its actual total.

<sup>c</sup> From field surveys, August 1962

new shopping centers there is usually no more than 100 square feet of floor area per car space). Recommendations for improvements, however, can be evaluated in the light of the adequacy of the existing index in each area.

Waverley Square, while it has a high index at the present time, has the least apparent parking problem, probably because it has a smaller array of stores than the other centers and more of its customers walk to it.

Cushing Square suffers from the fact that the width of Trapelo Road and the Common Street intersection discourages shoppers from parking on one side and shopping on the other. Therefore, the Square is analyzed as two separate areas for parking purposes. The high parking index on the north side of Trapelo Road confirms the familiar complaint of inadequate parking there. Meanwhile the more generous parking supply on the other side is seldom, if ever, taxed to its limit. The most obvious reason is that the municipal parking lot does not meet the location demands of the average shopper, i.e. it is too far removed from the main activity centers in the Square.

Belmont Center had a relatively good parking index of 240 before completion of the Alexander Street lot (which reduced the index to the present 220), but parking has always seemed in short supply there. This is primarily because the center now has the widest variety of commercial services, attracting the largest number of customers, and because it has a high percentage of shopper-drivers. Furthermore, in terms of convenience, the municipal lot between Cross and Claflin Streets is relatively distant from the shops and tends to be used only as a last resort.

All-day parking is another element of the parking problem, since all-day parkers pre-empt spaces which would otherwise be available to shoppers. Table III indicates that such parking is least prevalent in the areas of greatest parking shortage, but it nevertheless suggests that some improvement can be obtained by eliminating all-day parking within shopper-parking zones.

## Proposed Parking Improvements

### 1. Waverley Square<sup>1</sup>

Improvement of the parking supply in Waverley Square is directly related to efforts to improve the quality of the business center. Long-range improvement suggestions call for creation of a pedestrian mall behind the stores and development of additional parking on the opposite side of Thayer Street (see Figure 4). With the removal of houses now fronting on Thayer Street, a net increase of about 50 spaces (after loss of some existing spaces in the proposed mall area) could be provided and the parking index could be improved to 260 from the present 360 square feet per car space.

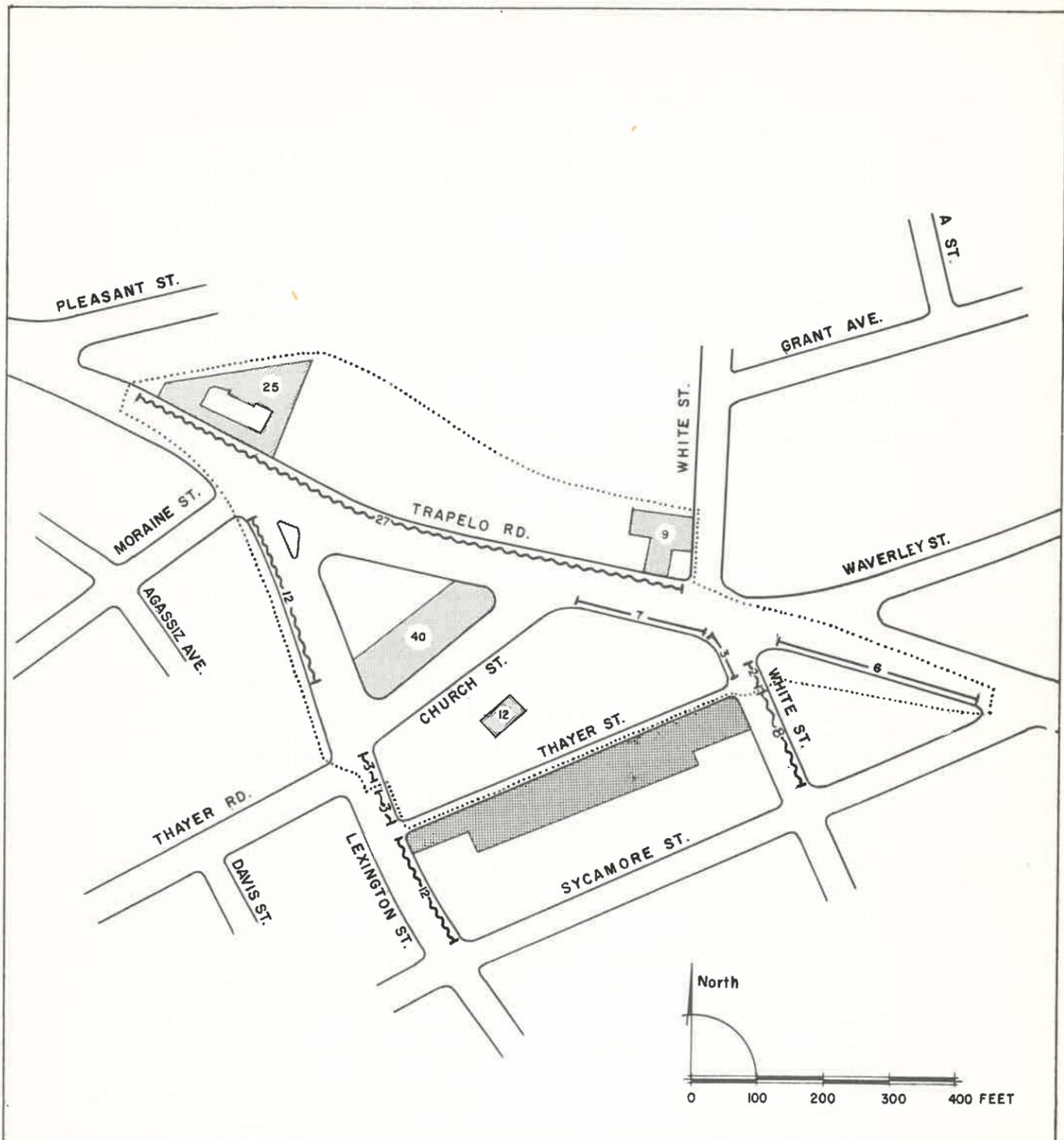
In the meantime, meters could be installed on the north side of Trapelo Road from White Street to the railroad bridge to make available spaces now largely used for all-day parking.

### 2. Cushing Square<sup>1</sup>

Proposals have been made at various times for the construction of a parking lot behind the stores on the east side of Common Street. A 110-car lot could be constructed by vacating a portion of Cushing Street, extending Linden Avenue to Common Street, and acquiring eight houses. The development would double the present parking supply, reducing the parking index to 270.

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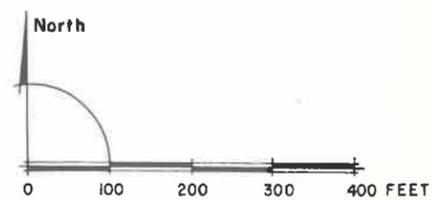
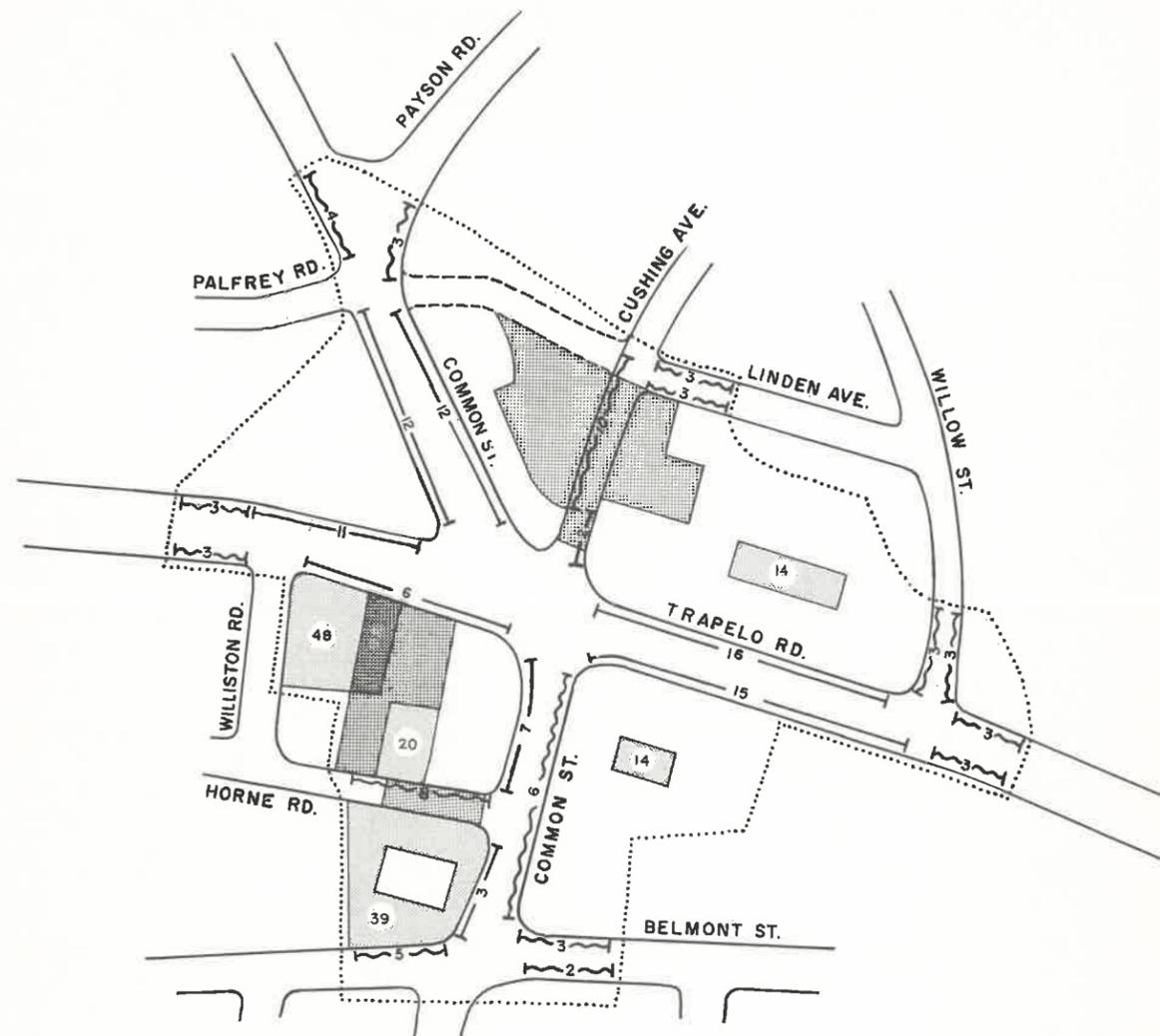
<sup>1</sup> Long-range over-all improvement programs for Cushing and Waverley Squares are described in Technical Report No. 3; only the parking element of those improvement schemes is discussed here.



- Existing Off-Street Parking
- Proposed Off-Street Parking
- Metered Curb Parking
- Unmetered Curb Parking
- Boundary of Study Area

**Figure 4**  
**EXISTING & PROPOSED PARKING**  
**WAVERLEY SQUARE**

December, 1962



- Existing Off-Street Parking
- Proposed Off-Street Parking
- Metered Curb Parking
- Unmetered Curb Parking
- Boundary of Study Area

**Figure 5**  
**EXISTING & PROPOSED PARKING**  
**CUSHING SQUARE**  
 December, 1962

On the south side of Trapelo Road the principal problem is to place the parking supply where it is more accessible and useable, as well as to increase it as much as possible to retain the high-volume stores there.

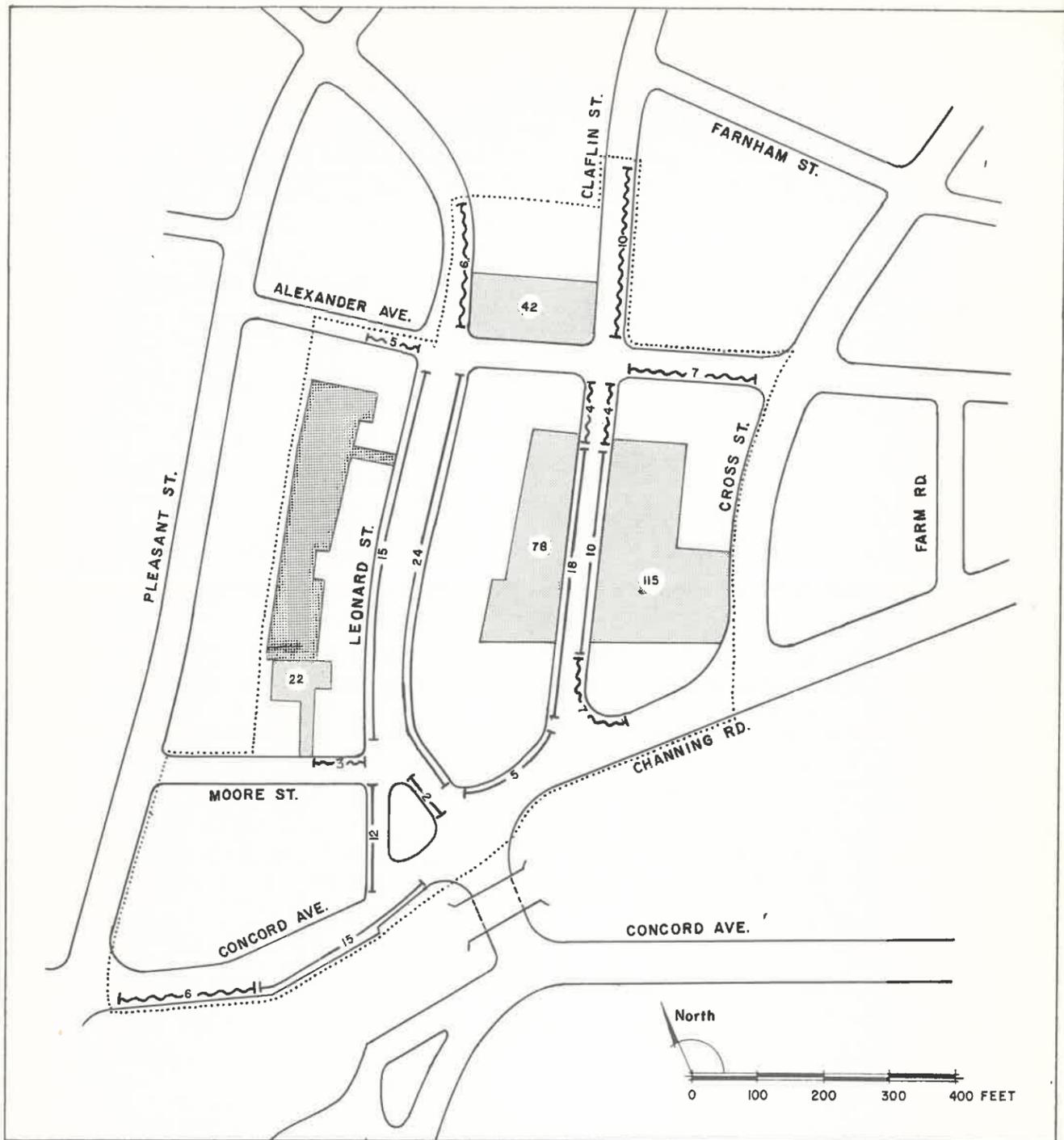
Figure 5 illustrates how these objectives might be achieved. In a first stage, accessibility to the municipal parking lot could be greatly improved by development of the open land behind the service station to provide a direct link to the rear of the municipal lot. Concurrent construction of a new main entrance on the Horne Street side of the present supermarket would greatly increase the sense of accessibility to the parking areas.

In a later stage, Horne Street could be closed to through traffic, using some of its width for parking, and one house and the service station could be removed to expand the parking area nearest the stores. Even with release of the western portion of the municipal lot, as proposed in Technical Report No. 3, the parking supply would be increased by 28 spaces and the index reduced to 150 square feet per car space.

The incursion of all-day parking into the existing shopper parking supply could also be reduced by the installation of additional meters on the west side of Common Street above Palfrey Road, and on Cushing Street (or on Linden Street when Cushing Street is incorporated into a parking lot).

### 3. Belmont Center

Parking in Belmont Center, with completion of the new municipal lot on Alexander Street, should be adequate for the present. Additional spaces



- Existing Off-Street Parking 
- Proposed Off-Street Parking 
- Metered Curb Parking 
- Unmetered Curb Parking 
- Boundary of Study Area 

**Figure 6**  
**EXISTING & PROPOSED PARKING**  
**BELMONT CENTER**  
 December, 1962

could be made available to shoppers if store managers eliminated all-day parking in the private lot behind the stores and if the town installed additional meters on Claflin Street.

Additional parking will be needed to serve new commercial development on the west side of Leonard Street. If the entire remaining frontage were developed commercially, the only place available for parking would be behind the stores. If the area indicated in Figure 6 could be developed (leaving 70 feet of frontage for future commercial development and using rear portions of properties fronting on Pleasant Street), parking could be provided for 70 cars and the parking index for the new commercial frontage could be held at 270, coming as close as possible to the present index in the center. Acquisition of the necessary property would have to be made by the town over a period of time and imaginative engineering would have to be done. A more economical but less attractive possibility would be to construct parking lots between the stores, with access direct to Leonard Street. This would reduce the amount of commercial floor space (and consequent tax values) as well as spoil the appearance of the street, so the first proposal should be given serious consideration.

It might be noted that the Plymouth Congregational Church plans to acquire most of the block in which it is situated for parking purposes. Should this materialize, church spokesmen have indicated that the parking area would be made available for public parking during weekdays. The proposed parking area, however, is likely to be on the north side of the church, which is farther than most shoppers are willing to walk. Thus, this possibility should be considered only a potential bonus and should not be counted on to reduce the long-range need for parking in Belmont Center.

## III. PUBLIC TRANSPORTATION

Despite the extensive use of the private car, it is expected that Belmont will continue to have a need for reliable public transportation. The community is now well served by buses operated by the Metropolitan Transit Authority and the Middlesex and Boston Street Railway. The only improvement in the present routes that might be worth consideration would be to divert the Belmont Center bus along Common and Washington Streets, in order to serve more effectively the residential area south of Concord Avenue. This would necessitate the widening of Washington Street or else the strict limitation of parking to one side of the street.

A rapid transit line through Belmont using the Boston and Maine tracks and connecting to the present terminal at Harvard Square was proposed in the 1947 Coolidge Commission Report. Currently the Mass Transportation Commission is embarking on an extensive transportation study covering the entire metropolitan area, but it will be some time before firm proposals for rapid transit extensions will be put forward by the Commission.

Should rapid transit service be extended to Belmont at some future date, the Boston and Maine right-of-way remains the most likely route. In such a case it could be expected that stations would be established at Waverley Square, Belmont Center, and Blanchard Road, all of which

are locations where the problem of providing adequate commuter parking would be acute. However, the possibility of rapid transit service being extended to Belmont is considered sufficiently remote to preclude the necessity of developing specific solutions to the parking problem at this time. Such solutions would logically be a part of any recommendations for the extension of the Metropolitan Transit Authority system through Belmont.

