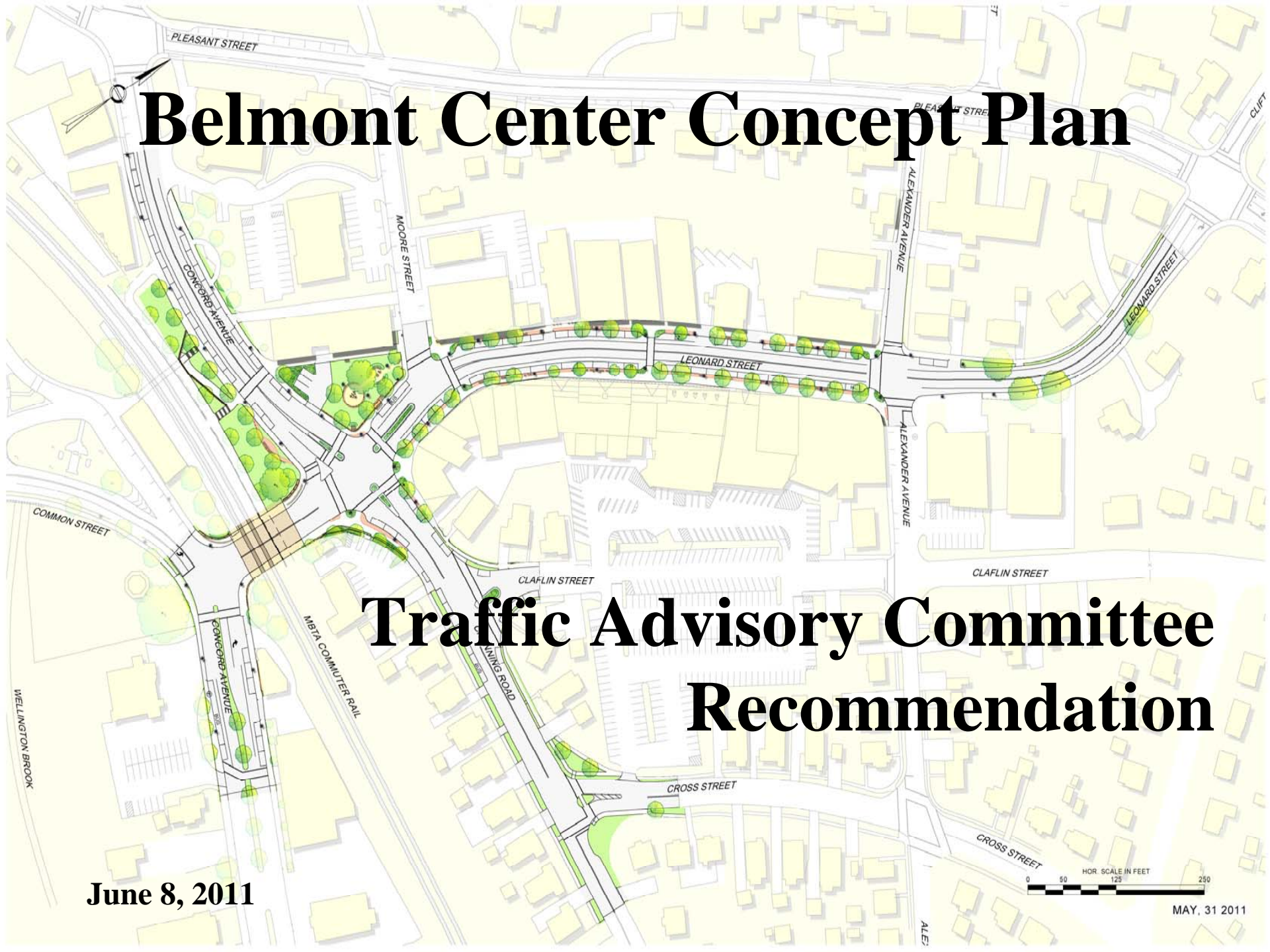


Belmont Center Concept Plan

Traffic Advisory Committee Recommendation

June 8, 2011

MAY, 31 2011



Belmont Center Concept Plan

Background

- The roadway system in and around Belmont Center is in need of repair
- Board of Selectmen agreed to commission a consultant to develop a concept plan to improvement the center

Belmont Center Concept Plan

Designer Selection

- The BSC Group was retained in 2005 for the redesign of the Trapelo Road/Belmont Street corridor
- Belmont Center project similar to the Trapelo Road/Belmont Street
- The BSC Group was chosen for Belmont Center

Belmont Center Concept Plan

The Public Information Process

- The Traffic Advisory Committee (TAC) hosted a series of public information sessions to solicit input on the many different interests in the center
- Traffic operations, parking supply, bicycle accommodations, pedestrian access and improved streetscape were all topics for discussion

Belmont Center Concept Plan

The Public Information Process (con)

Traffic Operations

- Traffic management was the initial focus
- One way pairings, round-a-bouts and the closing of Leonard Street were all evaluated.
- Peak traffic volume and geometric limitations of some of the roadways surrounding the center made dramatic changes impossible
- Current patterns found to be best alternative

Belmont Center Concept Plan

The Public Information Process (con)

Parking Supply

- The merchants feel strongly that reducing parking spaces will have a detrimental impact on their businesses
- Every effort was made to increase the parking inventory in the center
- The Planning Division is studying parking with the goal of better utilizing parking spaces through efficient management practices

Belmont Center Concept Plan

The Public Information Process (con)

Bicycle Accommodation and Pedestrian Access

- Bicycle advocates are interested in commuter bike traffic and providing an opportunity for cyclists to travel to the center to eat and shop
- Pedestrians require a more comfortable and safer means to get around the area.
- The wide Leonard Street right of way and the expanse of pavement on the north side of the bridge offer opportunities for bicycle accommodation and safer pedestrian movement

Belmont Center Concept Plan

The Public Information Process (con)

Bicycle Accommodation and Pedestrian Access (con)

- On the south side of the bridge crossing Concord Avenue or Common Street has long been a concern for pedestrians
- The nearest crosswalk is too far removed from the bridge and not utilized by most pedestrians trying to get to Belmont Center

Belmont Center Concept Plan

The Public Information Process (con)

Streetscape

- Wider sidewalks and improved pedestrian amenities such as benches and safe crosswalks a priority as was new, attractive street lighting

Belmont Center Concept Plan

Traffic Advisory Committee Discussion

- Angle Parking
- Single Lane Configuration
- Claflin Street and Cross Street Intersections
- Green Space Expansion
- Concord Avenue Widening

Belmont Center Concept Plan

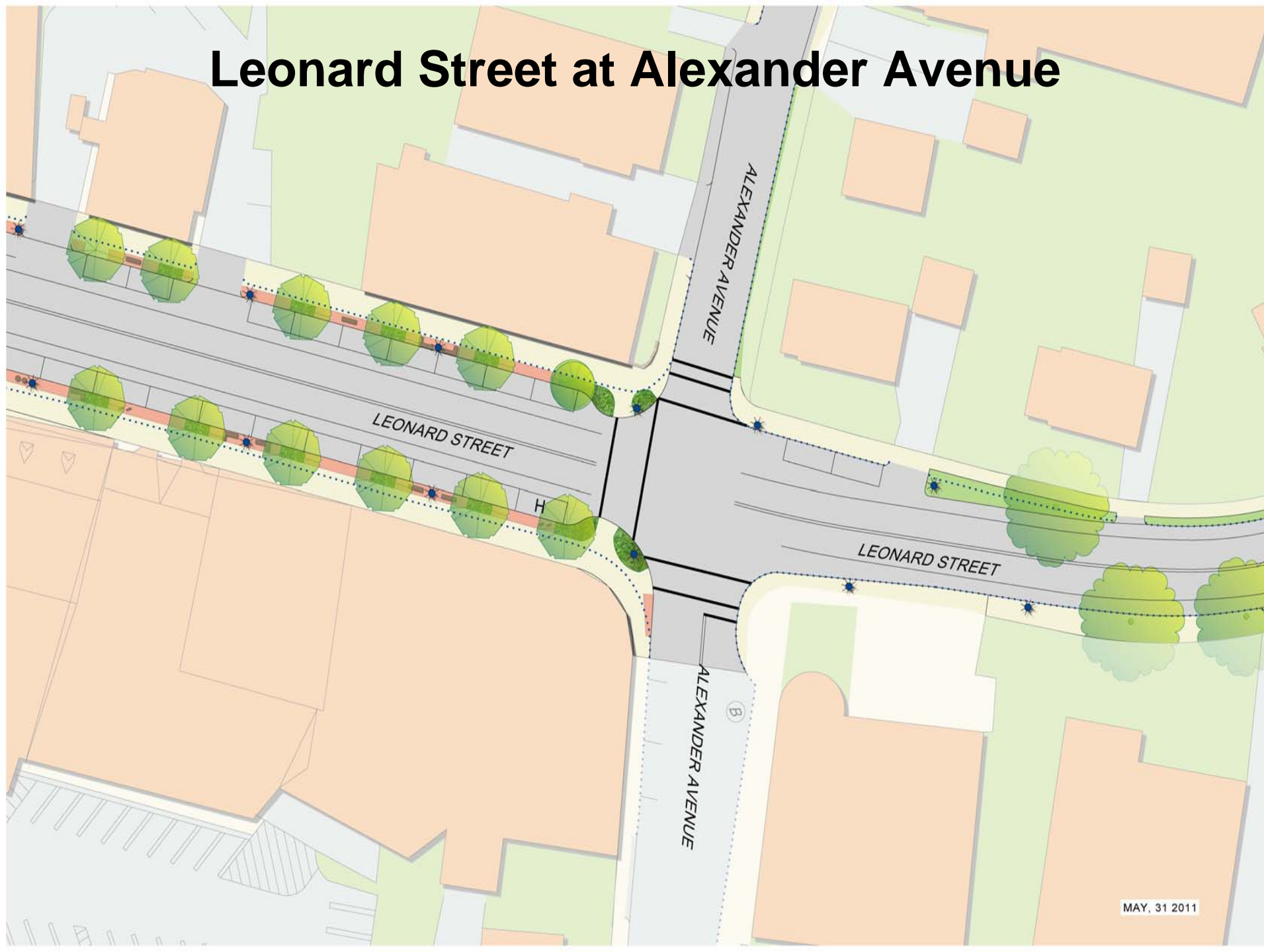
Traffic Advisory Committee Recommendation

- A single travel lane through the center
- Curb extensions at each crosswalk
- A new crosswalk system at the intersection of Channing Road, Concord Avenue and Leonard Street
- Extend the delta in front of Belmont Savings Bank to the existing sidewalk along the bank parking garage
- Widen Concord Avenue to create a new green space, an optional bike trail and additional parking
- Improvements at the Channing Road intersections of Cross Street and Claflin Street
- A new crosswalk on the south side of the bridge

Overview



Leonard Street at Alexander Avenue



Leonard Street

MOORE STREET

LEONARD STREET

BUS

CHANNIN

LZ

H

MAY, 31 2011

This is a detailed aerial site plan for Leonard Street. The street is shown as a grey road with a central dashed line and side curbs. It is flanked by orange-colored building footprints. Green circular shapes represent trees, and blue star-like symbols indicate specific points of interest or intersections. The plan includes labels for 'MOORE STREET' at the top left, 'LEONARD STREET' in the center, 'BUS' near the bottom left, and 'CHANNIN' at the bottom left. Specific areas are marked with 'LZ' and 'H'. A date stamp 'MAY, 31 2011' is located in the bottom right corner.

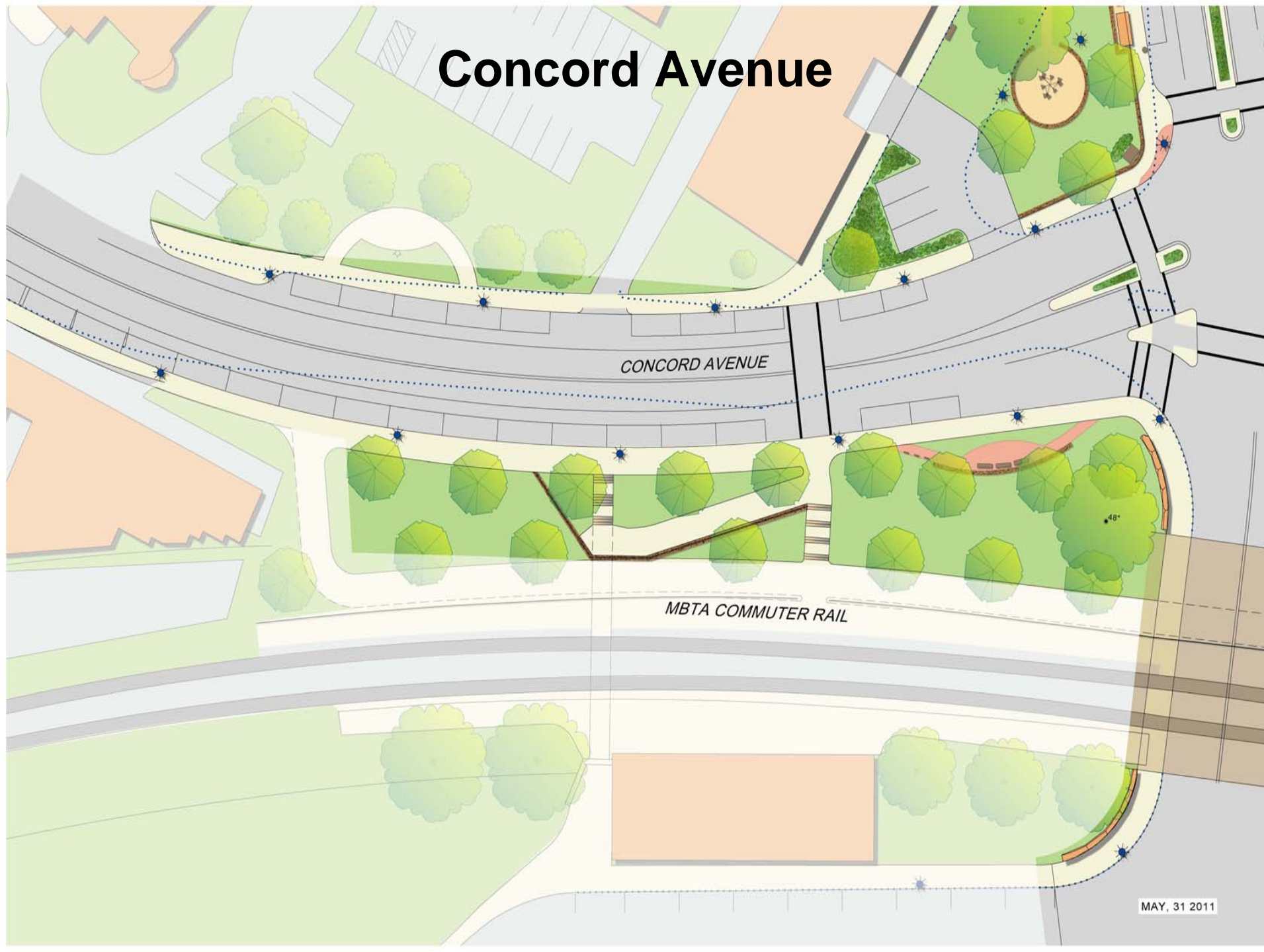


CHANNING

Intersection – Leonard Street / Concord Avenue / Channing Road



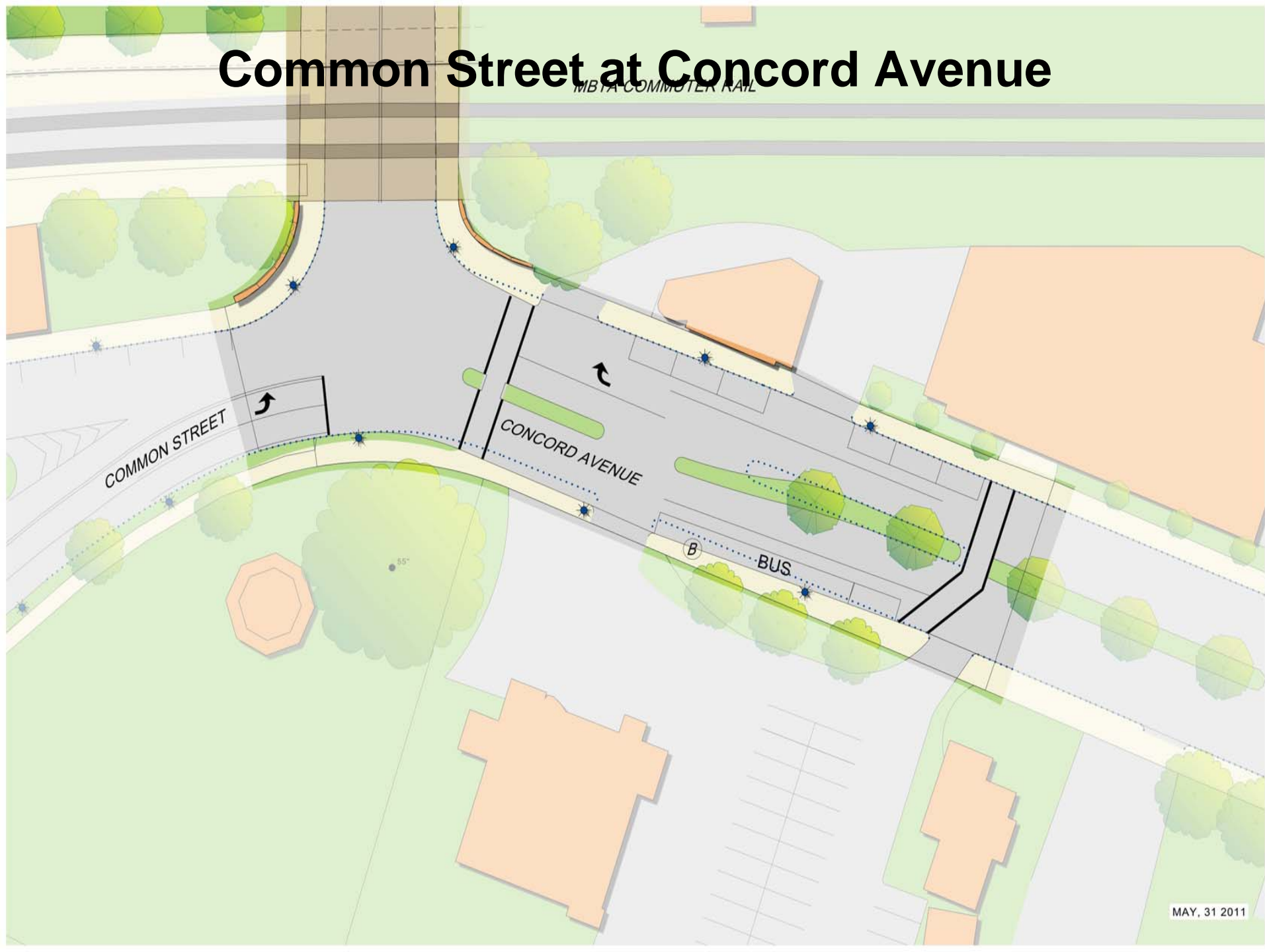
Concord Avenue



Channing Road Intersections – Clafin Street and Cross Street



Common Street at Concord Avenue



Belmont Center Concept Plan

Moving Forward

Cost Estimates

- Estimated cost of designing the project is \$210,000
- Estimated cost of construction is \$2.7 Million
 - Approximately \$650,000 is for lighting

Funding Options

- Design funds could come from the annual pavement management appropriation
- Construction could be funded by bonding a portion of the project and from state grant funds.
- Pavement management funds may be an option for paying the debt service on a bond issue.