



Transportation Advisory Committee

TOWN OF BELMONT

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TOWN CLERK
BELMONT, MA

2019 APR 22 AM 9:08

Dana Miller - Chair
Laurence MacDonald - Vice Chair
Annis Sengupta - Clerk

Jessica Bennet
David Coleman
Clifford Gaysunas
Charles Hamad
Jeremy Romanul
Jeffrey Roth

Date: April 19, 2019

To: Members – Transportation Advisory Committee

From: Glenn R. Clancy, Committee Liaison

Subject: Agenda for Meeting on April 25, 2019 at 7:00 PM in Town Hall Conference Room 2. If you cannot attend the meeting, please contact me via e-mail.

7:00 – 7:05 Approval of Minutes (April 4, 2019)

7:05 – 7:30 Park Avenue

- Discussion of Proposed Intersection Improvements
 - Park Avenue, Prospect Street, and Marsh Street

7:30 – 8:00 Common Street Bike Lanes

- Bike Lane Striping Options
- Discussion on Public Hearing

8:00 – 8:50 Traffic Calming Policy—Review revised draft document

8:50 – 8:55 Old Business

- No Known Items

8:55 – 9:00 New Business

- No Known Items

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: Patrice Garvin, Town Administrator
Sgt Ben Mailhot, Belmont Police Department
Jay Marcotte, Director, Department of Public Works
Richard McLaughlin, Belmont Police Chief



Transportation Advisory Committee

April 4, 2019

Minutes

Committee Members Present: Dana Miller (Chair), Larry MacDonald (Vice Chair), Annis Sengupta (Clerk), David Coleman (arr. 7:23 pm), Clifford Gaysunas (arr. 7:05 pm), Charles Hamad, Jeremy Romanul, Jeffrey Roth

Committee Members Absent: Jessica Bennett

Ex Officio Committee Members Present: Sergeant Ben Mailhot (Belmont Police representative to the Committee); Jay Marcotte, Director, Department of Public Works

Ex Officio Committee Members Absent: Glenn Clancy (Belmont Director of Community Development and Town Engineer)

7:02 Meeting called to order

7:04 March 7, 2019 Meeting Minutes

Committee requested that minutes be amended to include include in our minutes a reminder to ask Glenn about funding for sidewalk improvements and any recent increase in available funds for sidewalk improvements.

- Motion to approve meeting minutes pending amendment from Glenn Clancy based on clarification on current year.

7:05 Payson Road

Glenn is hiring a consultant to design pedestrian improvements. The Committee reviewed a hard copy of original survey and a photo of the crosswalks, and will discuss the pedestrian improvements when they are presented to the TAC.

- Motion to defer further discussion of Payson Road passed unanimously.

7:06 Common Street Discussion, Part 1

- Mass DOT Recommendation from Safe Routes to School Report

TAC Chair Dana Miller presented that a 2017 MassDOT Safe Routes to School Report for the Roger E. Wellington Elementary School recommends that bike lanes be added to Common Street.

In addition, the Chair reported that she spoke with an administrator at the Belmont-Watertown United Methodist Church on Common Street and that the administrator suggested that they would be open to bike lanes despite the potential impact on funeral activities.

- Possible Bike Lane Striping

Glenn Clancy recommends bicycle sharrows on both sides of Common Street from Orchard Street to Concord Avenue Unitarian Church and striped bicycle lanes on both sides of Common Street from Orchard Street to Palfrey Avenue with a creative solution to the neck down the intersection crossing at Washington Street.

TAC would like to better understand the resources available for bicycle and pedestrian improvements. Would like a presentation from Glenn about funding and parameters for recommendations:

- How much funding is available per year and what is reasonable to propose and what is not?
- Would like a better idea on the basic parameters we are dealing with as we are making decisions.

- Discussion on Public Hearing

TAC Committee discussed a number of outstanding issues related to Glenn's proposed bike lanes, including:

- Impacts to Cushing Square businesses of the lost parking on Common Street between Chester Street and Payson Road. The committee would like more information about the parking, including:
 - the number of spaces that will be available in the Toll Brothers development at Cushing Square
 - the estimated date of project completion for the Toll Brothers property.
 - historical data is on parking from previous parking studies in Cushing Square.
- Members reported that Cushing Square businesses are interested in bringing the Belmont Center metering system to Cushing Square. The issue of whether metering systems in town should be linked to mobile apps was also raised.
- TAC members suggested raising the possibility of adding bicycle parking in Cushing Square to make it easier to use bicycles to access the businesses.

TAC members also discussed issues of safety pertaining to bicycle accommodations.

- TAC members prefer a higher grade of safety for bike accommodations than bicycle lanes and sharrows.
- TAC members reiterated a strong interest in hearing from experts such as Anne Lusk as to the safest design for separated bicycle facilities to aid in effective planning.
- Before a public hearing, the TAC would like Glenn Clancy (or a consultant) to explore whether anything more robust than simple striping would be possible for Common Street, including the following:
 - Protected bike lanes with stanchions or other device,
 - Two-way separated bicycle lane on one side of the road.

TAC members are interested in holding a public hearing on striping bicycle lanes on Common Street. They would like to hear from at least the following stakeholders:

- Cushing Square merchant association;
- residents in the area;
- bicyclists who use Common Street.

TAC would like the hearing to include a presentation that explains the formation, purpose and activities of the new TAC, the current opportunity and constraints, and provides more information on the transitional time between repaving Common Street and the completion of the Toll Brothers project with a proposal for what parking is going to look like and estimate of what parking will be available when construction is done.

7:24

Updates on Common Street traffic incidents

Ben Mailhot updated the Committee on two recent incidents where pedestrians and bicyclists were injured on Common Street.

- Friday, March 29th, two adolescents (aged 12-13) were crossing Common Street, near the memorial, in traffic. The car's pedestrian detector alerted the driver who braked immediately. The first made it across but the second was hit by the car and had a laceration on the leg.
- [Date unknown] On Common Street at Hillcrest shortly after school let out, a boy rode down Hillcrest Road and into Common Street at full speed where he hit the side of a box truck, suffering a sprained wrist and bruising.
- Incidents illustrate the safety challenges of Common Street - there is no shoulder, once you are off the curb, you are in the lane; there isn't a good spot to cross because of the curb and the sight lines.

- At School Street and Common Street and Cross Street at Orchard, cars don't respect the crosswalks.

7:52

Common Street Discussion, Part 2

TAC continued a conversation about issues of safety on Common Street as they relate to striping bicycle lanes considering the hills, intersections and other factors. TAC also discussed how the proposed striping would fit into a more comprehensive plan for bicycle and pedestrian networks for the town. Members largely agreed on a need to gather more input from constituencies in town including

- Parents of children in the schools
- Safe Routes to School advocates
- Bicycle Advocates
- Other constituencies advocating for greater safety

Ben Mailhot reported that emergency personnel in town expressed concern concerned about traffic not being able to pull over during rush hour if physical separators like stanchions are used. Ben also reminded the TAC that future projects with more lead time, like those associated with the new high school, will allow TAC to explore these higher levels of service for bicycling.

(8:15 pm) Motion passed unanimously for the TAC to move to a public hearing to discuss the possibility of a bike lane on Common Street, with a request that Glenn Clancy explore what in addition to a bike lane is feasible on Common Street and to discuss a presentation that will be given at the public hearing with Glenn.

Because work on Common Street will not happen for a few months, TAC will discuss setting a date for the hearing with Glenn. It may be put off until June.

8:17

Old Business: Belmont Hill School Proposal

Belmont Hill School has come up with a nice plan to mitigate traffic problems using bike lanes and signalized pedestrian crossings at the circle where Park Street and Marsh Street come together. The School wants to apply for a MassWorks grant for the project. Towns can submit applications for multiple projects, and this is what we have ready to go. Glenn and Patrice are eager to see how the neighbors feel and if the town would support it. They would like TAC to convene a public hearing on the proposal.

TAC would like to arrange a pre-hearing team meeting with Glenn and Belmont Hill School to help us feel more prepared and comfortable with the proposal before a public hearing.

TAC would like to requests the following information from Belmont Hill School through Glenn:

- Can this proposal include raised crosswalks?
- Can this proposal include raised cycle tracks in the places where they are moving the curbs and link up with on-demand crossings.

Additional issues discussed regarding the hearing:

- Proposing a different hearing structure so the Committee is on the same level as the audience. We are there to learn what the stakeholders feel about this project and ascertain the facts; asking questions if we are confused; we can have input so if you have feelings about how to set it up.
- Identifying an appropriate location for the hearing.
- Understanding the anticipated outcome: Will the TAC be expected to give their approval/disapproval to the project at the end of the hearing?
- Understanding parameters of the MassWorks grant - are design costs refunded by the grant? Can TAC reasonably request changes to the project design?

Dates:

- April 25th, 7pm: Glenn and Belmont Hill School present to TAC.
- May 2nd, 7pm: Public Hearing on Belmont Hill School proposal.

8:42

Traffic Calming Policy Sections I - VII

TAC reviewed Sections I through VII of the revised Traffic Calming Policy and requested the following changes:

Section III:

- Strike “preliminary” from point 7 - “preliminary recommendation by TAC to Town Staff”.
- Strike “roundabouts” from “process does not apply to section.”

Section IV:

- Roundabouts are listed as traffic calming methods (see above edit to Section III).

Section V:

- Amend to say that requests for speed enforcement will be referred to the police department.

Section VI:

- Add language to say that additional signatures will be favorably construed.

9:10

Traffic Calming Policy Section VIII

DRAFT

TAC engaged in a preliminary discussion of the Section VIII, the criteria for initiating a traffic calming needs assessment. The committee agreed to postpone further discussion of this section until Glenn can walk the committee through how the criteria will play out in different instances. Issues raised included whether the distinction between public vs. private schools are relevant as opposed to the number of children enrolled in nearby schools.

Ben Mailhot alerted the Committee to the availability of speed study data through public records portal Nextrequest. It is not available for all streets in town but provides some indication of speeds at different times of day.

9:16

Meeting Adjourned.

Clancy, Glenn

From: Annis Sengupta [REDACTED]
Sent: Sunday, April 14, 2019 2:17 PM
To: Miller, Dana; Clancy, Glenn
Subject: Bicycle Planning Resources/Examples

Hi Glenn and Dana,

I am at the National Planning Conference this weekend in SF and in a session on Countywide Bicycle Planning. I thought this map of bicycle stress that was created by Montgomery County was really interesting and folks on the TAC might find it a thought-provoking resource. The videos that illustrate the stress are particularly powerful:

<https://mcatlas.org/bikestress/>

Other related resources are their Bicycle Facility Design Toolkit:

<https://montgomeryplanning.org/wp-content/uploads/2018/05/Bicycle-Facility-Design-Toolkit-May-2018.pdf>

County Approved Bicycle Network:

<https://mcatlas.org/bikeplan/>

Bicycle Parking Guidelines:

<https://montgomeryplanning.org/wp-content/uploads/2016/11/Bicycle-Parking-Guidelines-Final.pdf>

Overview website for the Bicycle Master Plan:

<https://montgomeryplanning.org/planning/functional-planning/bicycle-master-plan/>

CITY OF CAMBRIDGE

In the Year Two Thousand and Nineteen

AN ORDINANCE

In amendment to the Ordinance entitled "Cambridge Municipal Code."

That the Municipal Code of the City of Cambridge be amended by adding in Title Twelve entitled "Streets, Sidewalks and Public Places" a new Chapter 12.22 entitled "Cycling Safety Ordinance," which reads as follows:

Chapter 12.22 Cycling Safety Ordinance

Section 12.22.010 Short Title

This Chapter may be cited as the "Cycling Safety Ordinance" of the City of Cambridge.

Section 12.22.020 Purpose

This Chapter seeks to eliminate fatalities and injuries on City streets in accordance with the City's Vision Zero goals through safety improvements and the construction of a connected network of permanent separated bicycle lanes across the City.

Section 12.22.030 Definitions

- A. **"Adequate Directionality"** shall mean (1) a two-way street with a separated bicycle lane or lanes that allow bicycle travel in both directions, or (2) a one-way street with a separated bicycle lane or lanes that allow bicycle travel either in the direction of the flow of vehicular traffic or in both directions.
- B. **"Connectivity"** shall mean the provision of a Permanent Separated Bicycle Lane system that reflects desired routes between all major origins and destinations in the city.
- C. **"Cambridge Bicycle Plan"** shall mean the plan adopted by the City of Cambridge in October 2015 to create a framework for developing a network of complete streets, and which is entitled "Cambridge Bicycle Plan: Toward a Bikeable Future".
- D. **"Five-Year Sidewalk and Street Reconstruction Plan"** shall mean the City of Cambridge Department of Public Works' five-year work plan of May 1, 2018, as it may be amended from time to time.
- E. **"Improvements"** shall mean the construction of new City-owned streets, or the reconstruction of an existing City-owned street, including but not limited to full depth reconstruction, expansion, and/or alteration of a roadway or intersection.

Improvements shall not include routine maintenance, repairs, restriping of the road surface, or emergency repairs to the surface of a roadway (collectively “Maintenance”), provided that existing bicycle lanes will be restored to existing conditions or better.

- F. **“Permanent Separated Bicycle Lane”** shall mean a bicycle lane separated from motor vehicle traffic by a permanent vertical barrier that shall remain in place year-round, including but not limited to granite or concrete barriers and raised curbs, provided, however, that the bicycle lane need not be separated from motor vehicle traffic by a permanent vertical barrier for short stretches to accommodate crosswalks, curb cuts, accessible parking, intersections, and public transportation, and provided further, that existing bicycle lanes may be temporarily removed during construction of Improvements or Maintenance, so long as they are restored to existing conditions or better.
- G. **“Separated Network”** shall mean the proposed set of bicycle facilities identified in the Cambridge Bicycle Plan (Figure 5.14), or any plan superseding it, provided, however, that any such plan shall maintain Connectivity.

Section 12.22.040 Requirements

- A. Whenever Improvements are made to a City-owned street under the City’s Five-Year Sidewalk and Street Reconstruction Plan, the City Manager shall cause such Improvements to comply with the Cambridge Bicycle Plan, or any plan superseding it; provided, that if Improvements are made to a segment of the Separated Network, a Permanent Separated Bicycle Lane with Adequate Directionality shall be installed along that segment.
- B. Full compliance with the provisions of Subsection A above is not required where the City Manager can demonstrate through a written alternatives analysis, to be made public, why it is impractical to comply with the provisions of Subsection A above, and where there will be a loss of Connectivity if the provisions of Subsection A are not complied with, how Connectivity could be otherwise advanced, if possible. Full compliance with the provisions of Subsection A above will be considered impracticable only in those rare circumstances where the City Manager determines that the characteristics of the physical features or usage of a street, or financial constraints of full compliance prevent the incorporation of a Permanent Separated Bicycle Lane with Adequate Directionality.