



**OFFICE OF COMMUNITY DEVELOPMENT  
TOWN OF BELMONT**

19 Moore Street  
Homer Municipal Building  
Belmont, Massachusetts 02478-0900

**RECEIVED  
TOWN CLERK  
BELMONT, MA**

**TRANSPORTATION ADVISORY COMMITTEE  
Thursday September 16, 2021**

**7:00 PM**

**Location – Remote Meeting**

DATE: September 13, 2021  
TIME: 2:15 PM

**In keeping with Governor Baker’s Executive Order of March 12, 2020;  
“Order Suspending Certain Provisions of the Open Meeting Law” -  
All Participation by Committee and Town Residents will be by Remote Access  
If the audio becomes unavailable, the meeting will be paused until it can be restored,  
or the meeting will end**

**FOR PARTICIPANTS:** The Transportation Advisory Committee will start at 7:00 PM and you may join the meeting remotely starting at 6:55 PM.

Topic: TAC - September Meeting

Time: Sep 16, 2021 07:00 PM Eastern Time (US and Canada)

Join Zoom Meeting

<https://us02web.zoom.us/j/86995621233>

Meeting ID: 869 9562 1233

One tap mobile

+13017158592,,86995621233# US (Washington DC)

+13126266799,,86995621233# US (Chicago)

Dial by your location

+1 301 715 8592 US (Washington DC)

+1 312 626 6799 US (Chicago)

+1 929 205 6099 US (New York)

+1 253 215 8782 US (Tacoma)

+1 346 248 7799 US (Houston)

+1 669 900 6833 US (San Jose)

Meeting ID: 869 9562 1233

Find your local number: <https://us02web.zoom.us/j/86995621233>

TRANSPORTATION ADVISORY COMMITTEE  
AGENDA  
**Thursday September 16, 2021**  
7:00 PM  
Location – Remote Meeting

- 7:00** Call to Order
- 7:00 – 7:10** Election of Officers
- 7:10 – 7:15** Approval of Minutes (July 15, 2021)
- 7:15 – 7:45** School Street - Public Hearing
- Proposed 4 Way Stop at Orchard Street
  - Proposed Raised Speed Tables
- 7:45 – 8:15** Goden Street – Public Hearing
- Proposed 4 Way Stop at Orchard Street
  - Proposed Raised Speed Tables
- 8:15 – 8:45** Concord Avenue Bike Lanes – Preparation for Public Forum
- 8:45 – 8:50** Old Business
- Update on HSTWG Items
  - Status of Traffic Calming Traffic Studies
- 8:50 – 8:55** New Business
- No Known Items
- 8:55** Adjourn

# Town of Belmont School Street & Goden Street Neighborhood Traffic Calming

## Neighborhood Meeting

September 9, 2021 (Revised)



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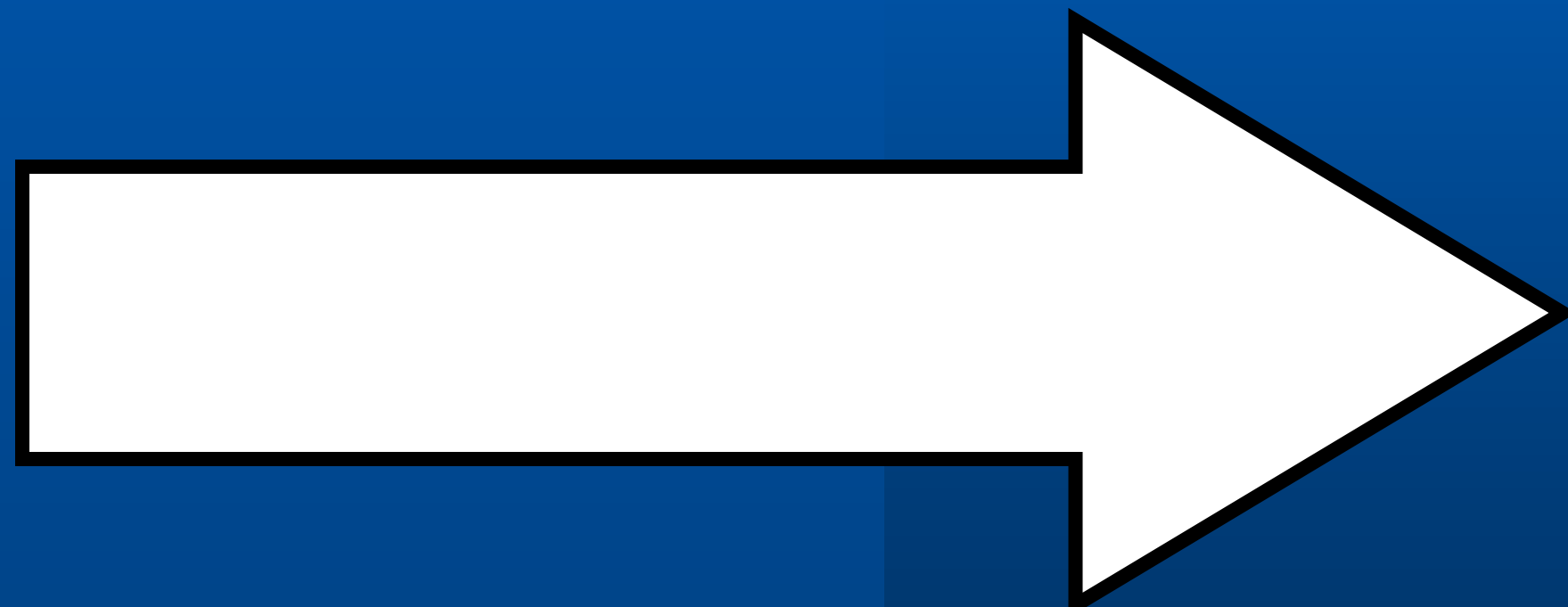




# All-Way Stop Warrant Criteria

Criteria based on:

- Reported Collisions
- Traffic & Pedestrian Volumes
- Additional Factors Relevant to the Intersection



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## *Guidance:*

03 *The decision to install multi-way stop control should be based on an engineering study.*

04 *The following criteria should be considered in the engineering study for a multi-way STOP sign installation:*

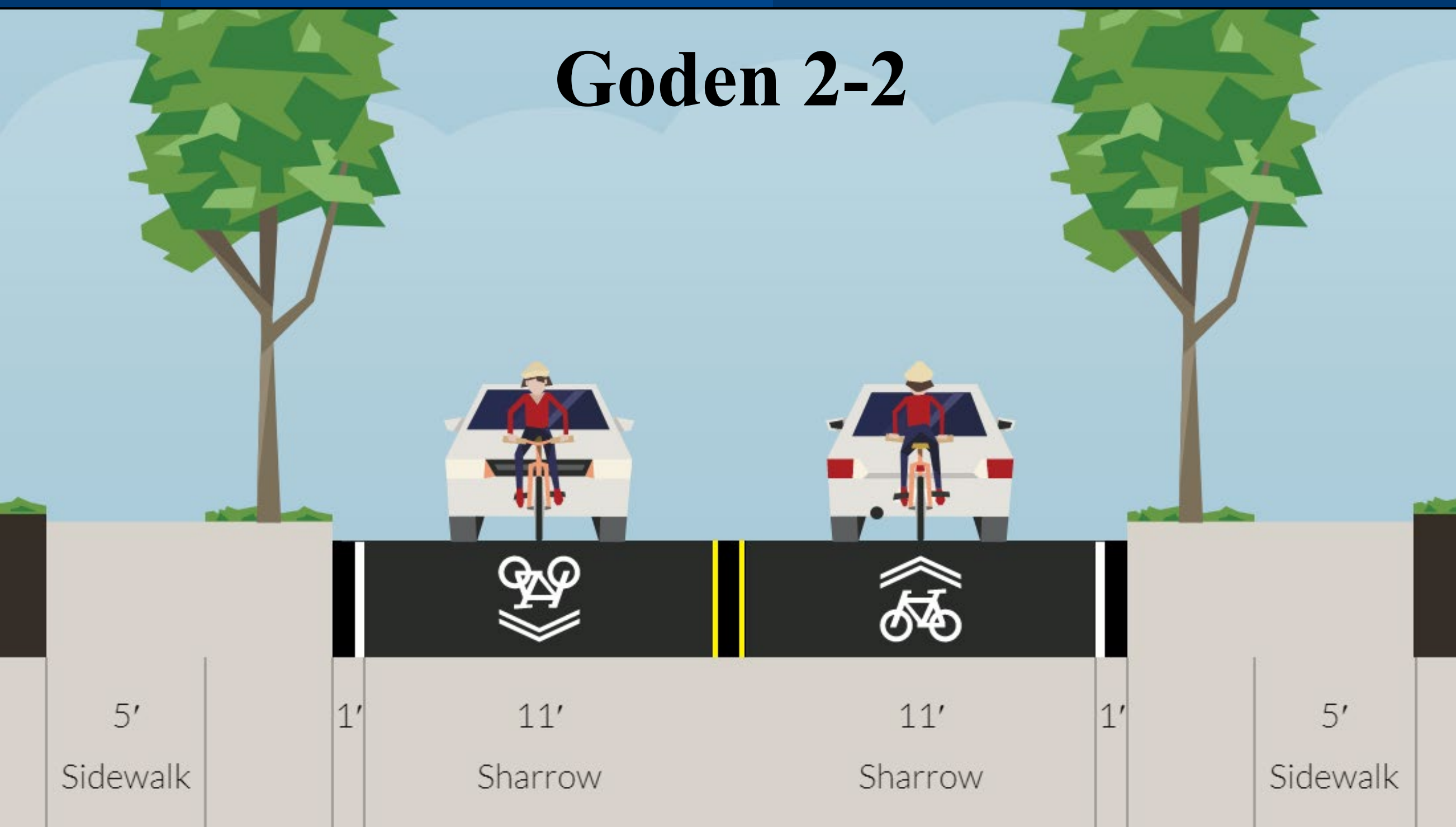
- A. *Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*
- B. *Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*
- C. *Minimum volumes:*
  - 1. *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and*
  - 2. *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
  - 3. *If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*
- D. *Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*

## *Option:*

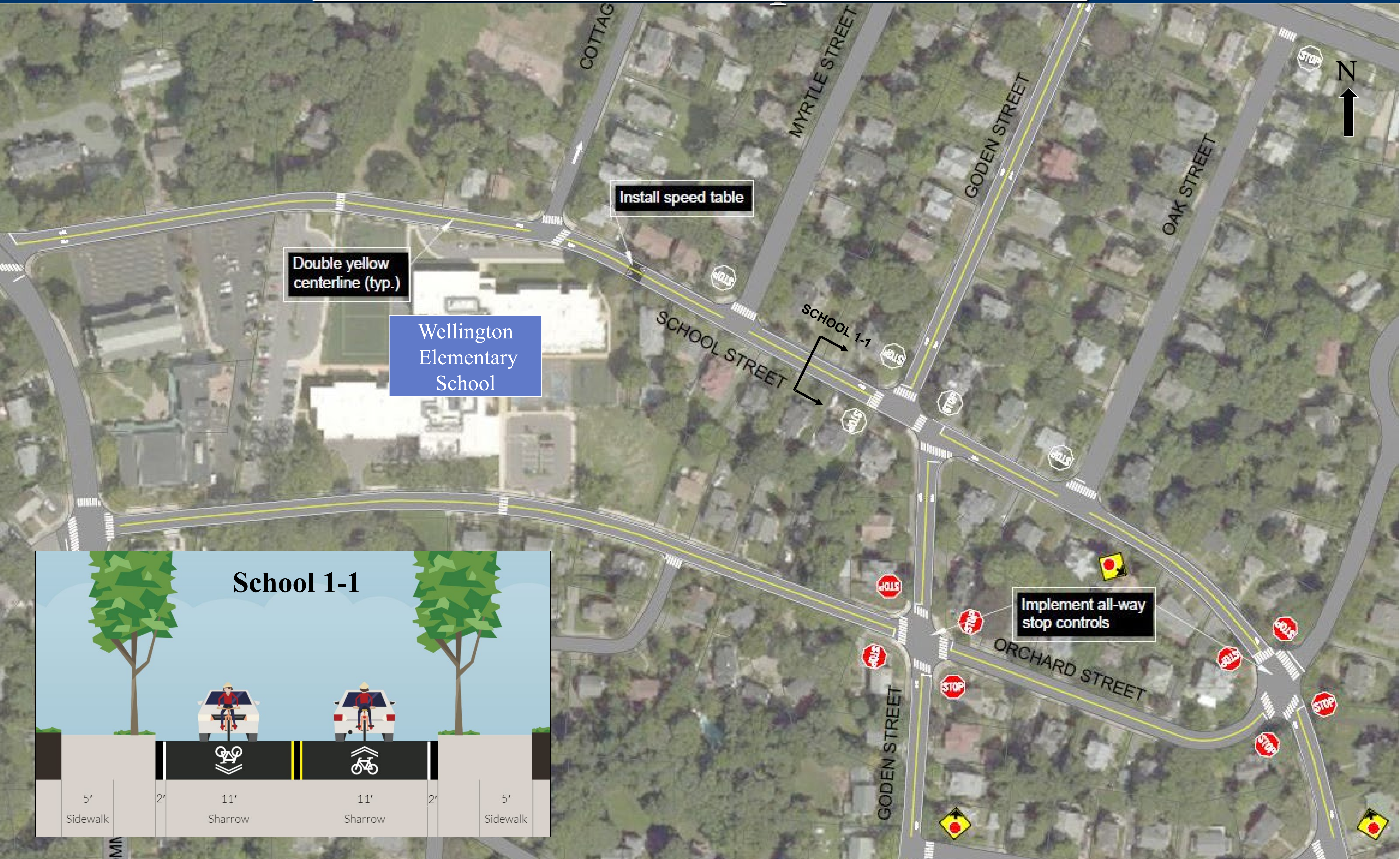
05 *Other criteria that may be considered in an engineering study include:*

- A. *The need to control left-turn conflicts;*
- B. *The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;*
- C. *Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and*
- D. *An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.*

# Upper Goden Street Improvements



# School Street Improvements

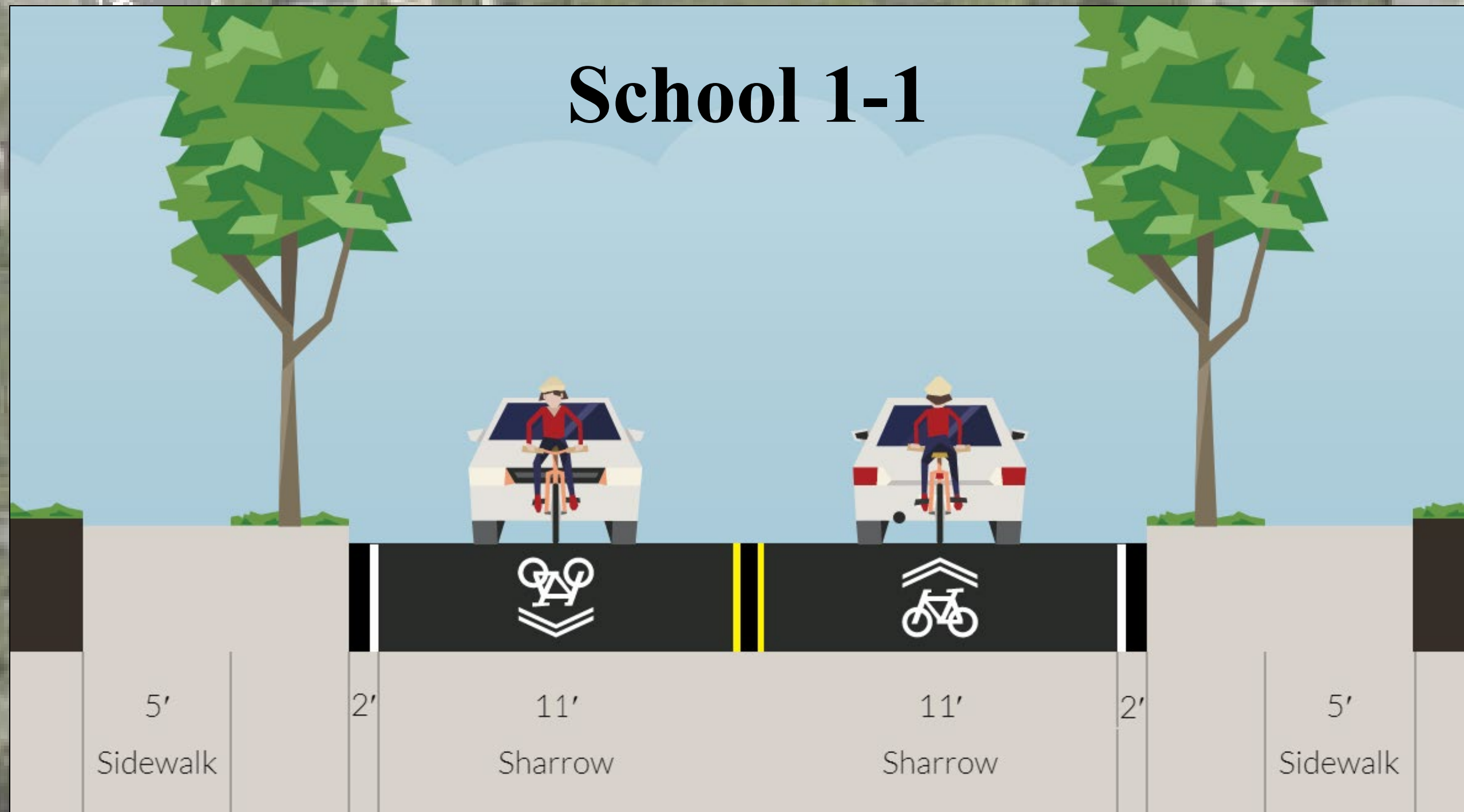


Double yellow centerline (typ.)

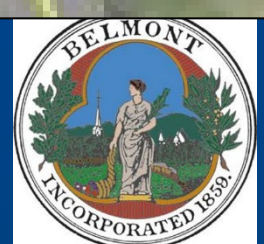
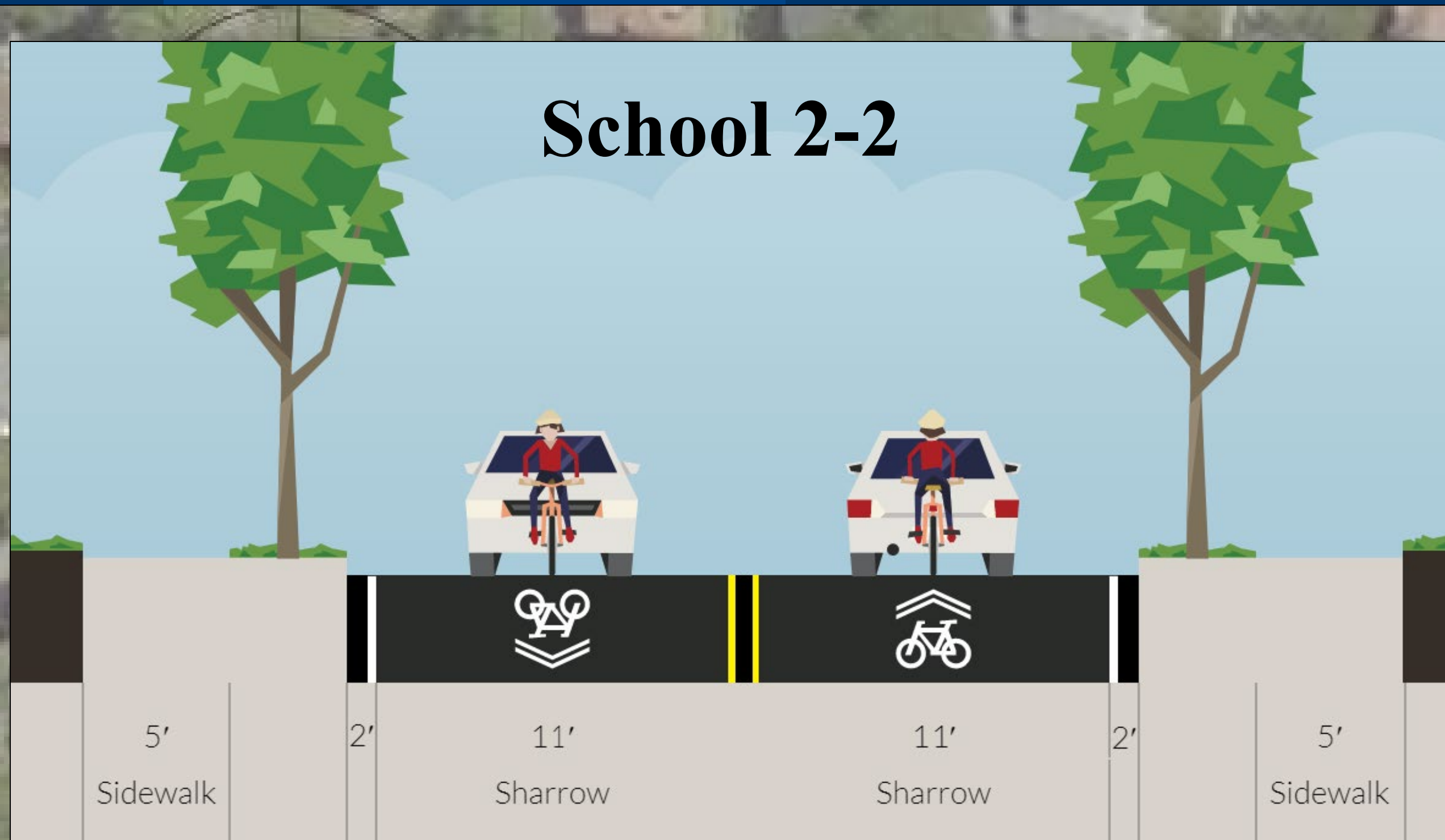
Wellington Elementary School

Install speed table

Implement all-way stop controls



# School Street Improvements





# Questions & Comments



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BSC GROUP