



Transportation Advisory Committee

TOWN OF BELMONT

19 Moore Street
Homer Municipal Building
Belmont, Massachusetts 02478-0900
Telephone: (617) 993-2650 Fax: (617) 993-2651

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

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

Date: November 14, 2019

To: Members – Transportation Advisory Committee

From: Glenn R. Clancy, Committee Liaison

Subject: Agenda for Meeting on **November 21, 2019 at 7:00 PM in Conference Room 2, Town Hall**. If you cannot attend the meeting, please contact me via e-mail.

7:00 – 7:15 371 Belmont Street - Request for Handicap Parking Space

7:15 – 8:00 Myrtle Street – Request for Parking Restriction

8:00 – 8:15 Traffic and Truck Resident Compliant – Belmont Street

8:15 – 8:45 Traffic Calming Policy Discussion

8:45 – 8:50 Approval of Minutes (October 3, 2019, November 7, 2019)

8:50 – 8:55 Old Business

- No Know Items

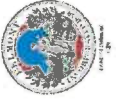
8:55 – 9:00 New Business

- No Known Items

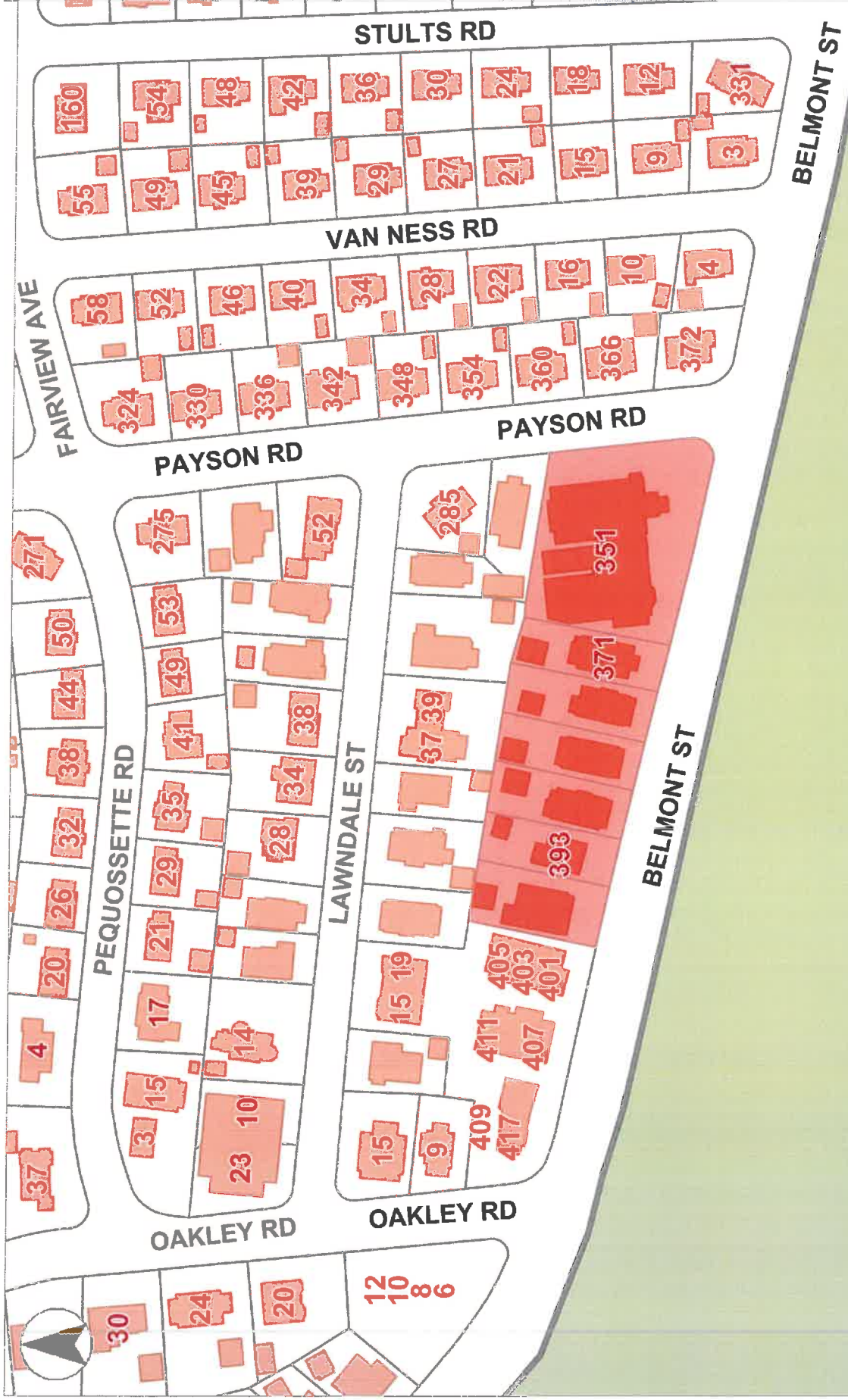
9:00 Adjourn

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 Marc Pugliese, Belmont Police Department
Jay Marcotte, Director, Department of Public Works
Richard McLaughlin, Belmont Police Chief



- Town-Owned Buildings
- McLean Buildings
- BUILDINGS
- Parcels
- Town Boundary
- MA Highways
- Interstate
- US Highway
- Numbered Routes
- Charles_poly
- Charles_arc
- Abutting Town Labels
- Abutting Towns
- Roads
- Major Road, Collect
- Minor Road, Arterial



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Printed on 11/14/2019 at 12:06 PM

Parcel ID: 3-147
PAYSON PARK CONG CHURCH
CHURCH BUILDING
365 BELMONT ST
BELMONT, MA 02478

Parcel ID: 3-147-Z
PAYSON PARK CONG CHURCH
365 BELMONT ST
BELMONT, MA 02478

Parcel ID: 3-199
CONNERS JEAN A
395-397 BELMONT ST
BELMONT, MA 02478

Parcel ID: 3-200
MURPHY TE JAMES P
KATHLEEN H MURPHY
55 HLL RD APT 602
BELMONT, MA 02178

Parcel ID: 3-201
BEAVERBROOK STEP INC
85 MAIN ST 2ND FLR
WATERTOWN, MA 02472

Parcel ID: 3-202
MILEY JOHN L
385 BELMONT ST
BELMONT, MA 02478

Parcel ID: 3-203
HIGGINS TE WILLIAM F
RITA MARGARET HIGGINS
78 TURNER ST
BRIGHTON, MA 02135

Parcel ID: 3-204
TOROSIAN TC KASPAR M
SUSAN TOROSIAN
P O BOX 620
BELMONT, MA 02478

Mona Hosny

371 Belmont street unit # 2 , Belmont MA 02478

Cell: 617-999-0749

September 30, 2019

Belmont traffic Department,
Belmont, Massachusetts

Dear Sirs,

I'm requesting to have a handicap spot place in front of my home as I have multiple medical conditions that limit my mobility, I'm attaching my PCP Doctor note any my handicap sign.

Sincerely,

A handwritten signature in cursive script that reads "M. Hosny". The signature is written in dark ink and includes a long horizontal flourish extending to the right.

Mona Hosny

371 Belmont street unit # 2 , Belmont MA 02478

[Redacted]



**MASSACHUSETTS
GENERAL HOSPITAL**

Mass General Primary Care Assembly Row
440 FOLEY ST.
SOMERVILLE MA 02145
Dept Phone #: 857-282-0777
Dept Fax #: 857-282-2386

September 25, 2019

Town of Belmont

Patient: **Mona Hosny**
MR Number: **6277068**
Date of Birth: **7/8/1951**
Date of Visit: **9/25/2019**

To Whom it May Concern:

Ms. Hosny is a patient of mine at MGH Primary care in Assembly row. She suffers from multiple medical conditions that limit her mobility. It is difficult for her to walk any distance without significant pain. She would benefit from having a handicap spot placed in front of her home.

Sincerely,

A handwritten signature in black ink, appearing to read 'Andrew P Fauteux'.

Andrew P Fauteux, MD

P77166045

Expires:

01-08-21

**Disabled Persons
Parking Identification Placard**



HOSNY

MONA

**Commonwealth of
Massachusetts**



Important: Remove before driving vehicle

NON-TRANSFERABLE

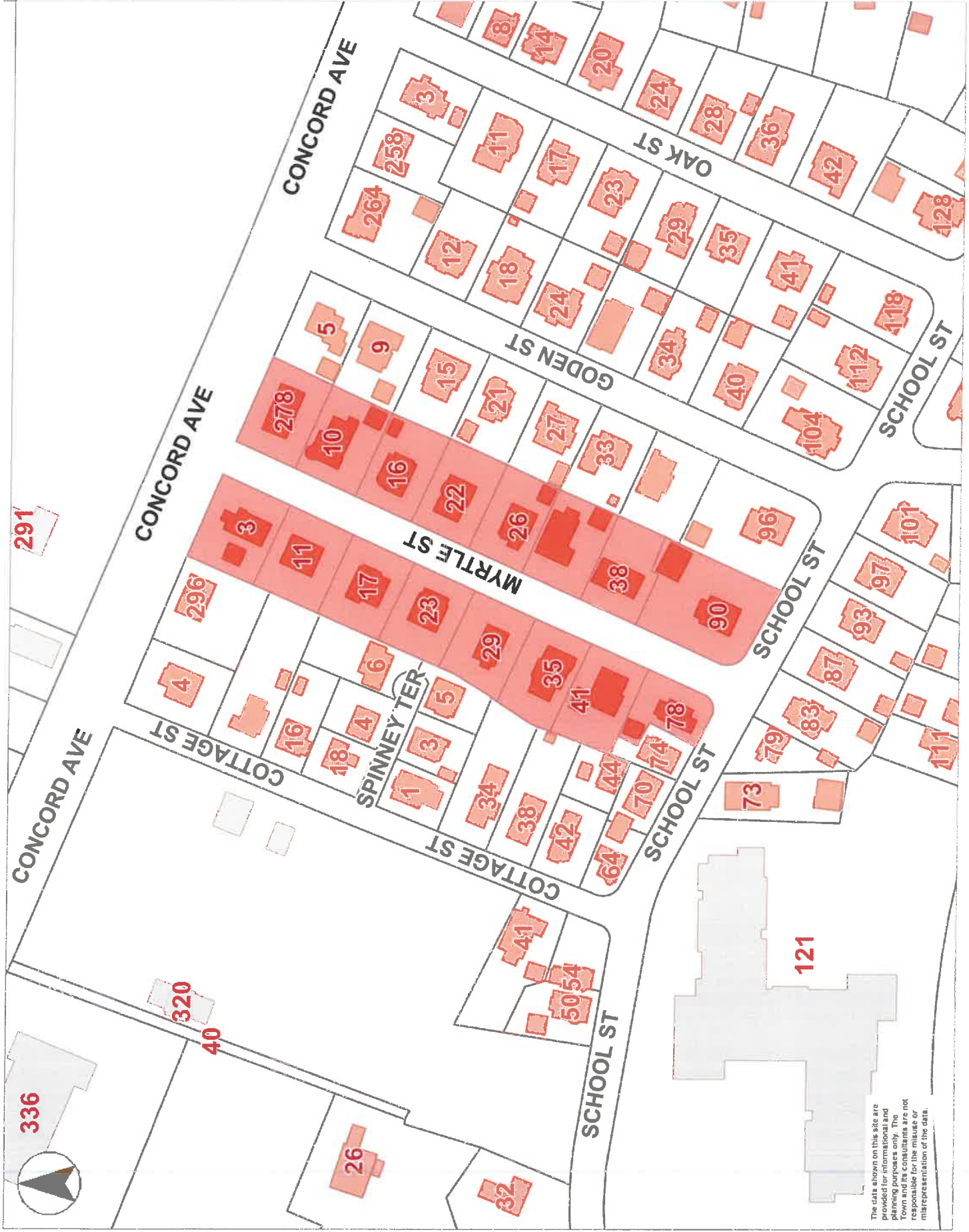
WARNING

Wrongful use by any other person may result in revocation of placard and/or \$500 fine and 30 day loss of license for first offense

use in private passenger vehicle
only
www.massrmv.com



- Town-Owned Buildings
- McLean Buildings
- BUILDINGS
- Parcels
- Town Boundary
- MA Highways
- Interstate
- US Highway
- Numbered Routes
- Charles_poly
- Charles_etc
- Abutting Town Labels
- Abutting Towns
- Roads
- Major Road, Collect
- Minor Road, Arterial



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Parcel ID: 24-24
FORSTER T A JOHN
MIT PO BOX 397048
CAMBRIDGE, MA 02139

Parcel ID: 24-25
HALSTON TE DANIEL W
LILIANE R WONG
10 MYRTLE ST
BELMONT, MA 02478

Parcel ID: 24-26
GALLI CHRISTOPHER J
DEBORAH GALLI
16 MYRTLE ST
BELMONT, MA 02478

Parcel ID: 24-27
OLLIGES TE DAVID M
JULIA A JACKSON
22 MYRTLE ST
BELMONT, MA 02478

Parcel ID: 24-28
SCANLON MADELEINE C
26 MYRTLE STREET
BELMONT, MA 02478

Parcel ID: 24-29
BERRY TE JAMES D
ANN K SHINN
15 PREBLE GARDENS RD
BELMONT, MA 02478

Parcel ID: 24-30
HARMON TE DAVID
KAREN INGWERSEN
38 MYRTLE ST
BELMONT, MA 02478

Parcel ID: 24-31
PAULSEN TE FREDERICK S
ANNE M PAULSEN
90 SCHOOL ST
BELMONT, MA 02478

Parcel ID: 24-32
DEDEO TE SCOT L
AMY R G DEDEO
78 SCHOOL ST
BELMONT, MA 02478

Parcel ID: 24-33
RAMANATHAN TE SHARAD
KATRIN DUEVEL
41 MYRTLE STREET
BELMONT, MA 02478

Parcel ID: 24-34
GOODMAN TE STEVEN
KRISTA B GOODMAN
35 MYRTLE ST
BELMONT, MA 02478

Parcel ID: 24-35
WHALEY TE JASON MILTON
MEREDITH MOSS QUINN
29 MYRTLE ST
BELMONT, MA 02478

Parcel ID: 24-36
LAIN TE BLANCA
CHEE LOW
23 MYRTLE ST
BELMONT, MA 02478

Parcel ID: 24-37
MORRIS TE BRENDA
EVE C ALPERN
23 CONGREVE ST
ROSLINDALE, MA 02131

Parcel ID: 24-38
SULLIVAN EVELYN C
11 YACHT AVENUE
W YARMOUTH, MA 02673

Parcel ID: 24-39
DOHERTY TE JOHN
TRACI DOHERTY
3 MYRTLE ST
BELMONT, MA 02478

August 25, 2019

Petition To the Transportation Advisory Committee


We, the neighbors of Myrtle Street would like to petition that parking is restricted to only one side of the street.

Myrtle Street due to its large trees is a narrower street than a typical street. Parking on both sides of the street has on several occasions obstructed circulation of emergency vehicles and residents have had to reach out to Belmont police. Emergency vehicle access is a real concern for the neighbors. Parking on both sides of the street and in very close proximity to residents' driveways is making exiting of our houses very difficult. There is a precedent on parking being restricted to just one side of the street, as currently there is "no parking on one side of the street during athletic events".

In addition we would like to address the speeding on Myrtle Street not only of cars but also construction trucks. We think this is only going to get worse as cars try to avoid the High School Construction traffic.

Thank you for considering our petition.

Karen Ingwersen and David Harmon



38 Myrtle Street

Amy and Scot DeDeo



78 School Street

Katrin Duevel & Sharad Ramanathan




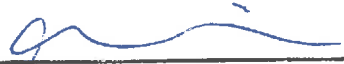
41 Myrtle Street

Steven and Krista Goodman



35 Myrtle Street

Ann Shinn & James Berry

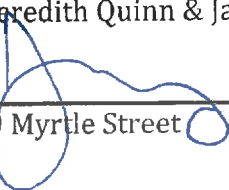

30 Myrtle Street

Madeleine Scanlon



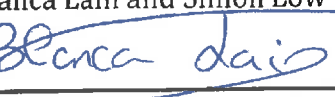

26 Myrtle Street

Meredith Quinn & Jason Whaley

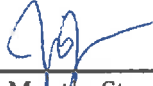
29 Myrtle Street

Blanca Lain and Simon Low

23 Myrtle Street

David Olliges & Julia Jackson



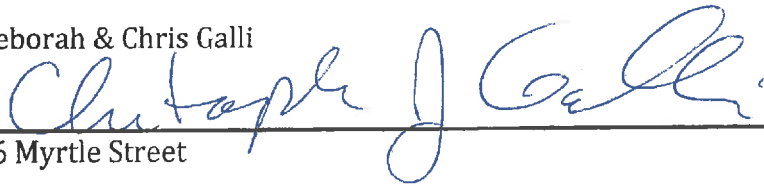
22 Myrtle Street

Eve Alpern & Brenda Morris



17 Myrtle Street

Deborah & Chris Galli



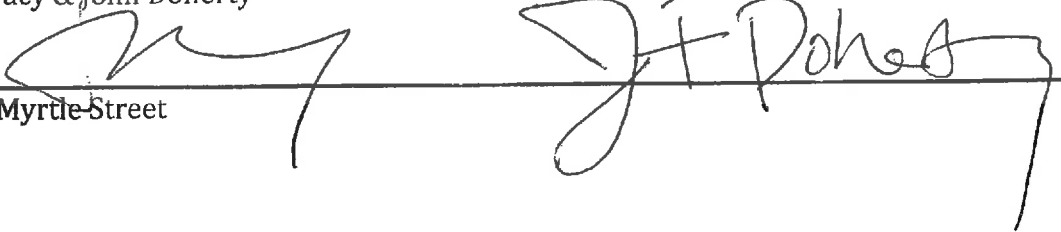
16 Myrtle Street

Liliane Wong & Dan Halston



10 Myrtle Street

Tracy & John Doherty



3 Myrtle Street



Transportation Advisory Committee

October 3, 2019

Minutes

Committee Members Present: Dana Miller (Chair), David Coleman (acting Clerk), Chip Gaysunas, Charlie Hamid, Jeff Roth

Ex Officio Committee Members Present: Glenn Clancy (Director, Community Development and Town Engineer), Jamie Maclsaac (Assistant Chief, Police Department), Jay Marcotte (Director, Department of Public Works)

7:05pm: Meeting called to order

7:05 - 7:25pm, Minutes: The Committee approved the minutes for the September 5 and September 19 meetings. The Committee also agreed to change the language in its second recommendation to the Select Board about the Lexington-Sycamore intersection: the TAC recommends that Glenn explore traffic-calming options for Lexington Street, but the TAC recommends neither for nor against using a consultant in this effort.

7:25 - 8:00pm, Traffic Calming Policy: After making some small corrections to the draft, the Committee approved the draft in its entirety. Glenn will post the draft TCP on the Town website and schedule a November 7, 2019 meeting for the Committee to invite public comment on the draft. For those who can't come to the meeting, the Committee decided to invite comment via email to Glenn Clancy. Jay will explore whether we might use the Beech Street Center for the meeting. Dana has written a summary of the draft TCP, and the Committee's interest in comment on the draft. When Glenn provides the date that he will post the TCP online, Dana will provide the summary to the media. In addition, the Police Department will provide a link to the draft TCP and information about the November 7 meeting on both their website and their Facebook page.

8:00 - 8:10pm, Upcoming TAC Work: The Committee is accumulating a backlog of hearings that have not yet been scheduled:

- **Rutledge and Village Hill Roads:** Glenn recommends conducting traffic studies for the Village Hill/Rutledge Rd areas the week of October 14th. Jay believes that National Grid will be out of the area in two weeks. National Grid is not abiding by the schedule they themselves set so there is some ambiguity here. The Committee hopes to hold these hearings in November.
- **Somerset and Wellington Lanes:** Glenn will schedule an October traffic study on Wellington and Somerset Streets. Jamie agrees that traffic studies on Rutledge, Village

Hill, Somerset, and Wellington can be conducted in October. The Committee would like to hold a hearing in November.

- **Trowbridge Street:** We want to hold a hearing to make sure that the neighbors understand the chicane that is being implemented on the street.
- **Myrtle Street:** The residents have submitted a petition for restricting parking to one side of the street.

8:10 - 8:15pm, Post-Intervention Assessments: In a discussion of the value of conducting speed and volume studies at some point after the Town implements traffic calming or regulatory traffic controls, Glenn agreed that such post-assessment studies would provide useful information. The Committee observed that such post-assessment studies would not be best conducted immediately following a traffic intervention, and that there may be advantages in conducting post-intervention assessments some months following the traffic intervention.

8:15 - 8:45pm, Budget Discussion: Glenn and Jay presented budget information to help the TAC better understand the budgetary constraints under which the Town operates. In addition to the Pavement Management Program budget, which is currently funded at around \$1.7 million, the Town might be able to access up to \$400,000 annually through the State-run Complete Streets program—but Complete Streets funds are available only if the Town's proposed projects are approved by the State. Beyond these two possible sources of funding for TAC-recommended projects, the DPW has 200,000+ dollars for sidewalk repair and can sometimes access other small sums of money through the Town's general fund. The Town's Capital Budget can also fund TAC-recommended projects and is being used for work at the intersection of Lexington and Sycamore Streets, on Sharp Road, and for speed bumps in front of the Burbank school. Additional State funding is sometimes available and our State Representative, Dave Rogers, has obtained \$150,000 of State funding for our signalization of the Lexington/Sycamore intersection.

So that the Committee could better consider the budgetary implications of TAC recommendations, Glenn explained that moving a catch basin can cost \$10,000 for each basin moved—accordingly, curb extensions at an intersection can cost \$80,000 if there are 8 catch basins that must be moved. The State-funded Complete Streets program won't fund basin work, so if one has to be moved as part of a Complete Streets project, the Town has to pay for it. As other examples of the cost of possible TAC recommendations, Glenn explained that a raised intersection can cost around \$43,000. By contrast, signage is \$100 to \$150 per sign. Installing a speed table is less than \$5000. Solar-powered feedback signs cost around \$3500. There is competition for limited resources.

8:45 - 9:00pm, New Business: As its next long-term project, the TAC will develop a Town transportation plan that incorporates a bicycle and pedestrian plan.

9:00pm Adjourn



Transportation Advisory Committee

November 7, 2019

Meeting Minutes

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

Ex Officio Committee Members Present: Glenn Clancy (Belmont Director of Community Development and Town Engineer); Jay Marcotte (Director, Department of Public Works); Sgt. Matt Benoit (Belmont Police Department)

7:00 pm Traffic Calming Policy Public Presentation

Dana Miller, Chair, explained that the purpose of the meeting is to take comments on the draft Traffic Calming Policy before we submit it to the Town. The public may be given an opportunity to discuss specific issues with traffic around town after discussion of the policy is complete.

A draft of the policy is available for public review here:

<https://www.belmont-ma.gov/transportation-advisory-committee/pages/traffic-calming-policy-draft>

Miller introduced the committee members and gave a twenty minute presentation that provided an overview of the Transportation Advisory Committee (TAC) and the Traffic Calming Policy before opening the floor to public comments.

The TAC was created in January 2019. Nine volunteer members were appointed by the Belmont Select Board. The TAC works closely with the Belmont Police Department, the Town Engineer, and the Belmont DPW. The TAC is charged with making recommendations to the Select Board on transportation improvements and policies.

More information on the TAC is available at:

<https://www.belmont-ma.gov/transportation-advisory-committee>

Presentation highlights:

- The Townwide Traffic Study was completed in 2019. Results of the study are summarized in an April 1st presentation to the Select Board, available online here:
https://www.belmont-ma.gov/sites/belmontma/files/uploads/2019-04-01_belmont_townwide_study_bos_meeting_0.pdf
- The study documented the high volume of traffic present in Belmont.
 - 22,000 vehicle trips are documented on Trapelo Road at Mill Street
 - 21,000 vehicle trips are coming through the Belmont Center underpass.
- Most traffic coming through Belmont is not local.
 - 97% of traffic on Pleasant Street is from outside Belmont
- The Study recommended mitigation strategies including to
 - Employ self-regulating roadway design
 - Keep vehicles on the main roads

The Traffic Calming Policy is a response to these recommendations. Please refer to the posted presentation slides for details on the presentation.

Public Questions

1. Does every request go up to the Select Board?
 - No. Every request will receive a preliminary evaluation. If the preliminary evaluation is unable to document problems with cut-through traffic, the speed of traffic, and/or a history of collisions in the area in question, then the TAC will invite in the neighbors to discuss the findings of the preliminary evaluation and no further action will be planned in response to the request..
2. What is the process for appealing a TAC recommendation?
 - There is no formal process for appealing a TAC recommendation. Residents are invited to meetings with the TAC to discuss possible recommendations and the residents' opinions are solicited at these meetings before the TAC votes on any recommendations. The Select Board then considers the TAC recommendations.
3. How do you determine whether a car is from in-town or out-of-town?
 - For the Townwide Traffic Study, the consultants did a license plate study of the cars. They recorded every license plate physically.

4. Understanding that the specifics of the request may vary, what is the timeline from when a request is submitted and when you hear back about whether it will be followed up on?
 - The timeline of evaluation will vary depending on several factors, including such things as whether utility maintenance or roadwork could temporarily distort usual traffic behavior in the area in question; in such an event, the evaluation will be conducted after the utility maintenance or roadwork has been completed. TAC is committed to addressing requests in a timely manner.
 - TAC Member Gaysunas: Determining the timeline for implementation will also be influenced by other town constraints that may defer the project's implementation.

5. Is there a more extensive policy online?
 - If you go to the main page of the town's website, you can find all of the documents on the Transportation Advisory Committee page. The draft is available online here:
<https://www.belmont-ma.gov/transportation-advisory-committee/pages/traffic-calming-policy-draft>

6. Are there any specific proposals at this point?
 - The committee receives requests on an ongoing basis. If there is a transportation emergency, call the police. If there is a problem that is not an emergency, contact Glenn Clancy and the Select Board, and the concern will be brought to the TAC.

7. Has there been a study on the relationship between the volume on main streets and the cut through traffic on residential streets?
 - Yes. The town is aware that the volume of traffic on the main roads is contributing to cut-through traffic in the neighborhoods. Part of what the town wants to do is create a transportation plan for Belmont, including a determination of major routes that should carry the traffic and the local roads.

8. Since you have done a lot of studies and have access to a lot of data - would the TAC proactively decide to implement traffic calming in particular places around town?
 - Typically, the TAC doesn't work that way because neighbors would want to determine whether traffic calming is appropriate. The TAC does give the Police Department the option to recommend locations for consideration of traffic calming, and any proposal would be subject to a public hearing for which abutting residents would be notified. The Police

Department is aware of active trouble spots and Glenn Clancy, Town Engineer, has knowledge--but, generally, the process is initiated by residents.

9. There is a difference between traffic calming and measures that rely on enforcement, so is a sign that says no left turn between 7-9 considered to be part of the policy?
 - Glenn Clancy: Those kinds of access restrictions can be implemented on the municipal level. The Select Board must approve any restrictions that are recommended by the TAC or other committees dealing with traffic issues in town. That kind of signage would go up because the traffic counts and the studies have determined that there is a certain percent of traffic above normal in certain hours. That is a regulatory approach. Volume and speed are two very distinct problems.

10. I understand that traffic signals are governed by the state. Does the state control the intervals of when pedestrian lights go on? At the signal I use in Cushing Square, cars turn right and left while pedestrians have a crossing. What does it take to change that sequencing? It is totally nuts. I have been at other intersections where when the pedestrian signal came on, all traffic had to stop.
 - Glenn Clancy: Traffic signals need to meet warrants from the Federal Highway Administration, and Massachusetts has adopted the Federal standards with amendments. Those warrants must be met. Once you meet that determination, engineers look at the data and design timing and phasing of signals to manage that activity. They do that at the approval of MassDOT. There are locations where you can design a signal so that there is an exclusive pedestrian phase. Allowing turns during a pedestrian phase is common. MassDOT looks at Level of Service. Level of Service A is the best - that means there is no delay at any time. One way you get at a reasonable level of service on the Trapelo-Road-Belmont-Street corridor is to allow simultaneous left hand and right hand turns during the pedestrian phase. We are starting to install signs that remind drivers to yield to pedestrians on turns. There are two in Cushing Square.

11. Is safe routes to school part of the traffic calming policy?
 - Safe Routes to School is a separate effort. Some TAC members participate in the Safe Routes to School effort.

Public Comment Themes

- **Process and Communication**

Residents raised concerns that the process, as it is described, lacks clarity about when issues raised to the committee will be addressed and how residents will know whether decisions have been made and whether their concerns will be addressed. One resident noted that, while there is a sense of urgency in relation to traffic issues on the part of residents, this sense of urgency is not reflected in the policy. In response, the TAC will explore whether the committee could provide email confirmation that requests had been received and could provide updates to the primary petitioner as to the status of the request as it moves through the process.

Residents also expressed an interest in knowing what other concerns had been brought before the committee and what the outcomes of the processes had been. The TAC will explore how best to make available to the public the prioritized list of approved projects that will be maintained--so residents can see what has been happening and what has been done. The TAC would like to explore wiki maps or other strategies to communicate with the public.

One resident suggested that the TAC set up a Parent Advisory Committee. The TAC explained that several committee members have children in Belmont. The parent perspectives are represented directly by committee members and through coordination with other town efforts that work directly with parents such as Safe Routes to School.

TAC members assured the public that the process is completed as expeditiously as possible.

- **Preliminary Evaluation Criteria**

One resident made a compelling case for expanding the criteria to include measures of demand and revising the criteria for speeding beyond the 85th percentile speed: "I work in public health and have an opportunity to work with communities on Complete Streets. I come from a public health lens. I am so glad we are trying to calm traffic so all modes can get to and from where they need to go. I have concerns about the criteria we are using, particularly the use of 85th percentile speeds at 30 mph.

Results show that the average risk of severe injury for a pedestrian struck by a vehicle reaches 10% at an impact speed of 16 mph, 25% at 23 mph, 50% at 31 mph, 75% at 39 mph, and 90% at 46 mph. The average risk of death for a pedestrian reaches 10% at an impact speed of 23 mph, 25% at 32 mph, 50% at 42 mph, 75% at 50 mph, and 90% at 58 mph. Risks vary significantly by age. For example, the average risk of severe injury or

death for a 70-year old pedestrian struck by a car traveling at 25 mph is similar to the risk for a 30-year-old pedestrian struck at 35 mph.

I would love to see some criteria in the policy that take into consideration places where our youngest are going to schools and parks and that recognize that demand is more important than the 85th percentile of speed. The use of the 85th percentile for speed was based on a 1964 Solomon Curve, which was based on what 85% of drivers feel is a comfortable speed to drive. Many drivers driving on our streets are driving 30 mph and if they hit my child, bad things will happen.

The National Transportation Safety Board's recommendations say we need to revise speed setting standards. See:

<https://www.nts.gov/news/speeches/JHomendy/Pages/homendy-20190409.aspx>

There are a lot of good best practices to look at. Fort Collins takes into consideration demand, for example, routes a certain distance from a bus line, and looks at equity and health - where there are populations 18 years old and younger, over 65, those of lower income without access to a car and therefore more at risk; that policy looks at safety measures and ADA compliance, sidewalk conditions, and it does look at speed limits and bicycle lanes.”

This concern about the criteria was echoed by other members of the public who felt that a safe speed for local streets is closer to 20 mph than 25 mph.

TAC members are favorably disposed to re-examine the preliminary evaluation criteria, particularly the 85th percentile speed criterion. TAC members have been looking at updated standards, including those produced by NATCO and those being employed in other municipalities, such as Cambridge.

- **Regulatory Traffic Controls**

Although the TAC emphasized that the policy is focused on implementing self-enforcing roadway designs, residents expressed a continued interest in using regulatory traffic controls to manage cut-through traffic in town. Residents requested information about the TAC implementing restricted access signs or other traffic regulatory controls to reduce cut-through traffic on local roads. The side-streets feeding into Mount Auburn Street near Mt. Auburn Hospital in Cambridge were referenced as a successful example as well as Brookline's implementation of a resident-only

ordinance. The Belmont Police Department provided the following information on access restriction signs:

- Belmont currently has 60 access-restriction signs in place and only 4-6 officers available to enforce those restrictions. When the restrictions are enforced on one street, traffic goes into the next street over. I don't want to get people's hopes up that if there is a sign put in, that we will be able to enforce it.

TAC members experienced in traffic management shared a similar concern that the restrictions are frequently ignored especially by Belmont residents trying to access the schools in town. The restrictions in place apply to everyone and in combination can make getting through town and accessing the town's amenities challenging for residents, not only commuters. The TAC also noted that resident-only restrictions would similarly create challenges for residents with out-of-town guests or family. It applies to everyone and can have unforeseen consequences.

Residents also raised the issue of removing 30- and 35-mph speed limit signage that was required for special speed areas when the thickly-settled speed limit was 30 mph vs. the 25 mph speed limit of today. Belmont's Town Engineer reported that he has placed a request to MassDOT to remove the 30 and 35 mph signs. MassDOT has said that Belmont would need to do special speed studies to determine that a change in speed limit is warranted.

- **Traffic Flow**
One resident raised a concern that the town should also consider how to improve the flow of traffic through town so that traffic can move smoothly through town unimpeded. The TAC clarified that a town-wide transportation plan would take issues like traffic flow into account but that the committee is concerned about balancing the needs of motorists with those of bicyclists and pedestrians and that pedestrian safety is currently paramount.
- **Driver/Pedestrian Education**
Residents expressed interest in educating drivers about the 25 mph speed limit in town and educating pedestrians about the importance of using crosswalks. The TAC is interested in exploring a town-wide transportation plan, including considering which roads are appropriate to consider as main roads versus local roads, how to accommodate bicyclists and pedestrians through town, and how to educate all modes

about transportation safety. That will begin to happen after the Traffic Calming Policy is finalized.

- **Coordination with and Reference to Other Transportation Initiatives**
Residents expressed an interest in having the Traffic Calming Policy explicitly reference and link to other related transportation planning efforts in town, particularly the Complete Streets program and prioritization list. Interest in understanding the relationship among the TAC, the High School Traffic Working Group, Complete Streets, and Safe Routes to School was an overarching theme of the conversation.

TAC member D. Coleman gave the public some additional background information on the Complete Streets program:

- Complete Streets is the idea of rebalancing the use of the streets. Belmont has a Complete Streets program and it provides another way to address a traffic calming issue outside of this policy. The consultant that put together the Complete Streets analysis created a wiki map to collect data on particular problem areas in town. You could see a list of other people's complaints. A wiki map is something you could do besides a spreadsheet. The Complete Streets program is tied to funding put out by the state - \$400,000 per year. The consultant came up with a prioritization plan based on input we have been getting for that program.

Specific Problem Areas:

- **Wellington Lane**
A contingent of residents from Wellington Lane, for which a traffic calming request is currently before the TAC attended the meeting and provided some information about the problem on their road as they are aware of it. The following is one comment that exemplifies the problem as reported:

A resident of Wellington Lane, gave the following statement: "Our street is one block road between Concord Avenue and Somerset Street. We now have three young children on the street. We haven't had children here for a long time. Officer Ismello put a device up to assess traffic for a week. It is not a completely improved road, it is narrow, and cars try to pass each other on it. There are no pavement side pieces. The officer was unsure whether he was getting anything from the electrical device. I went out and studied the traffic over 90 minutes. I counted 68 cars; many hitting 30 mph. Those of us who live there are concerned."

The TAC provided the update that the Belmont Police Department has finished collecting data from the roadway and that we expect to have an update on the process at an upcoming meeting of the TAC. Residents of Wellington Lane will be notified when that meeting is coming up.

8:40 pm

Meeting Adjourned