

**TOWN OF BELMONT
COMMUNITY PATH IMPLEMENTATION ADVISORY COMMITTEE**

2017 MAR -9 PM 2:32

**MEETING MINUTES
October 26, 2016**

Present: Russel Leino, Chair; Brian Burke
Absent: Michael Cicalese; Heather Ivester; Vincent Stanton
Staff: Jeffrey Wheeler, Office of Community Development

The Committee and Pare held a public engagement meeting focused on the western end of the Path – Waverley Square to the eastern end of the DPW yards.

Prior to the meeting, presentation materials were available for the public to review at 6:30 p.m.

7:05 p.m. Meeting began (no quorum present)

Mr. Leino, introduced the consultants and opened the meeting. He provided a brief overview of Study and the purpose of the meeting.

The consultants presented a PowerPoint presentation reviewing segment options and the matrix. Questions from the audience followed that the consultants responded to. The attached memorandum from Pare, dated October 31, 2016, summarizes the public feedback received at the meeting.

At the conclusion of the meeting, the consultants noted that the PowerPoint presentation will be made available online through the Town of Belmont webpage.

9:05 p.m. Meeting concluded

MEMORANDUM



DATE: October 31, 2016
TO: Jeffrey Wheeler – Belmont Planning
CC: Project File
FROM: Amy Archer
RE: Meeting 2 – Western End Notes

Community Meeting No. 2, focusing on the western end of the Belmont Community Path from the Waltham connection to the eastern end of the DPW, was held on Wednesday, October 26, 2016. The following summarizes the discussions held during the meeting:

- Concern was raised that workshop/survey did not show strong need for parking, and higher preference for recreation than commuting; however, captured responses predominantly from residents. Users from outside Belmont may need parking and have higher tendency to use for commuting.
- Question was raised regarding potential to place path within widened culvert under Trapelo Road. Response reiterated from field walk that as the culvert carries water under the road, the path would also be prone to flooding or would require extensive pump/water treatment system.
- Acknowledgement from some who expressed preference on the west end walk to being within the mature wooded area, that this could be remote and unappealing to some.
- Conversation regarding ramps shown at Waverley Station and ADA compliance – clarified that ramps would add ADA access to station, but not bring it entirely up to ADA compliance, which requires full-high platforms.
- Some expressed lack of comfort for option within Waverley Station box, while others expressed lack of comfort of crossing Lexington Street and Trapelo Road.
- Though the idea of a park at Waverley Square is appealing, many voiced doubt that it could advance without significant delay due to MBTA interaction. It was noted by the Pare Team that the box over does not necessarily need to touch the station, although it would be beneficial to make all improvements simultaneously.
- Public agreed that Waverley Square businesses may appreciate conversion of Church Street to one-way westbound traffic, increasing parking along store fronts.
- Alternative W9a – who owns land between MBTA and paper street parcels? The carwash and Belmont Motors each own to the center of the paper street parcel.
- Preference given to having a dedicated bike area and separate space for lower speed users.
- Interest expressed in weighting safety higher than anything else on the matrix, combined with having roadway crossings be identified as least safe.