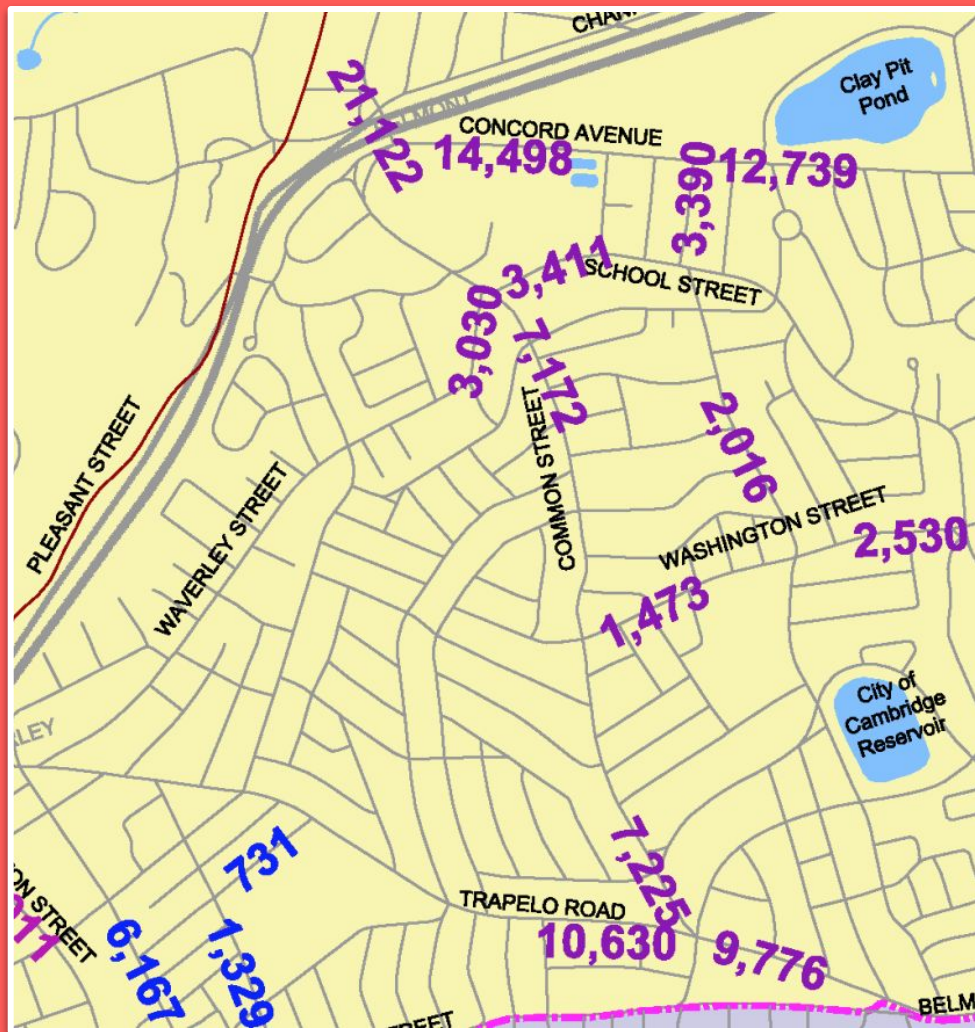


Common Street Repaving

(Summer 2019):

**An Opportunity to Calm Traffic
and Improve Safety
for Pedestrians, Cyclists, and Drivers**

Transportation Advisory Committee
June 26, 2019



More than 7,000 cars travel down Common Street in a 12 hour period

Source: Town Wide Traffic Study Presentation
4/2019

Existing Conditions



- ❖ 12-15' vehicle lanes encourage speeding and inattentive driving
- ❖ 12-15' vehicle lanes makes pedestrian crossing more dangerous
- ❖ Entering and exiting parked cars on Common is experienced as unsafe
- ❖ Absence of bicycle infrastructure increases risk for bicyclists



Residents are concerned about safety on Common Street

- ❖ Complete Streets Survey comments indicate that people are concerned about vehicle speed and crossing the street.
- ❖ Need for modification of driver behavior: slower speeds, more attention paid to other users.



Increasing safety for all users through Traffic Calming

- ❖ Increases safety for pedestrians, bicyclists, and transit users
- ❖ Reduces dangerous driving behavior
- ❖ Reduces the probability and severity of crashes.
- ❖ Results in more attractive streets and neighborhoods
- ❖ Makes walking and bicycling safer and more attractive options



Bike Lanes to Calm Traffic

Slowing cars down through the narrowing of travel lanes so that the prevailing speed is closer to the speed limit (25 mph thickly settled law in Belmont).

- ❖ Decreases width of travel lanes through the addition of bicycle infrastructure
- ❖ Lane narrowing encourages slower vehicle speed.



Proposed Accommodations

- ❖ Addition of 4' - 5' bicycle lane on north- and south-bound sides of street between Chester and the Washington Street intersection and between the Washington Street intersection and Orchard Street
- ❖ Possible placement of delineators at key narrow points to slow drivers and provide more protection for cyclists--the area under consideration would extend two blocks from the Long Avenue intersection to the Washington/Hastings intersection
- ❖ Removal of parking from both sides of street, between Chester and the Washington Street intersection and between the Washington Street intersection and Orchard Street (continuing exceptions for funerals and church parking on Sundays)

Pinch Point at Washington Street



Too narrow to add a bike lane.

Would add Shared Lane Markings (“sharrows”) to indicate shared use of roadway by both bicyclists and motorists in 25-mph zone.

Separated Bike Lanes: Delineators come in a variety of sizes, shapes, and colors; there are several cost-effective options



Common Street Bicycle Accommodation Concord Avenue to Brettwood Road



Common Street – Brettwood Road to Payson Road Bike Lane Alternatives

