

Possible locations of handicap spots on Concord and Underwood

**177 feet of Protected Bike Lane
between Trowbridge and
Underwood**

**90 feet transition in
front of Trowbridge**

1

2

3



3 options for Veterans Memorial Handicap parking against the curb:

Position 1 on Concord west of Underwood ~ 20-25 feet to ADA curb cut

Position 2 on Underwood ~25 feet to ADA curb cut

Position 3 on Concord east of Underwood ~ 80 feet to ADA curb cut (w/ 20 foot set back)

Elements of a Handicap spot on Concord



**Bolt-down bollards define travel lane width for traffic calming and protect shifted bike lane and student parking spots.
~ 40 foot gap to allow for exit of Handicap vehicle.**

PBL protects bike lane and crosswalk to 7/8 school.

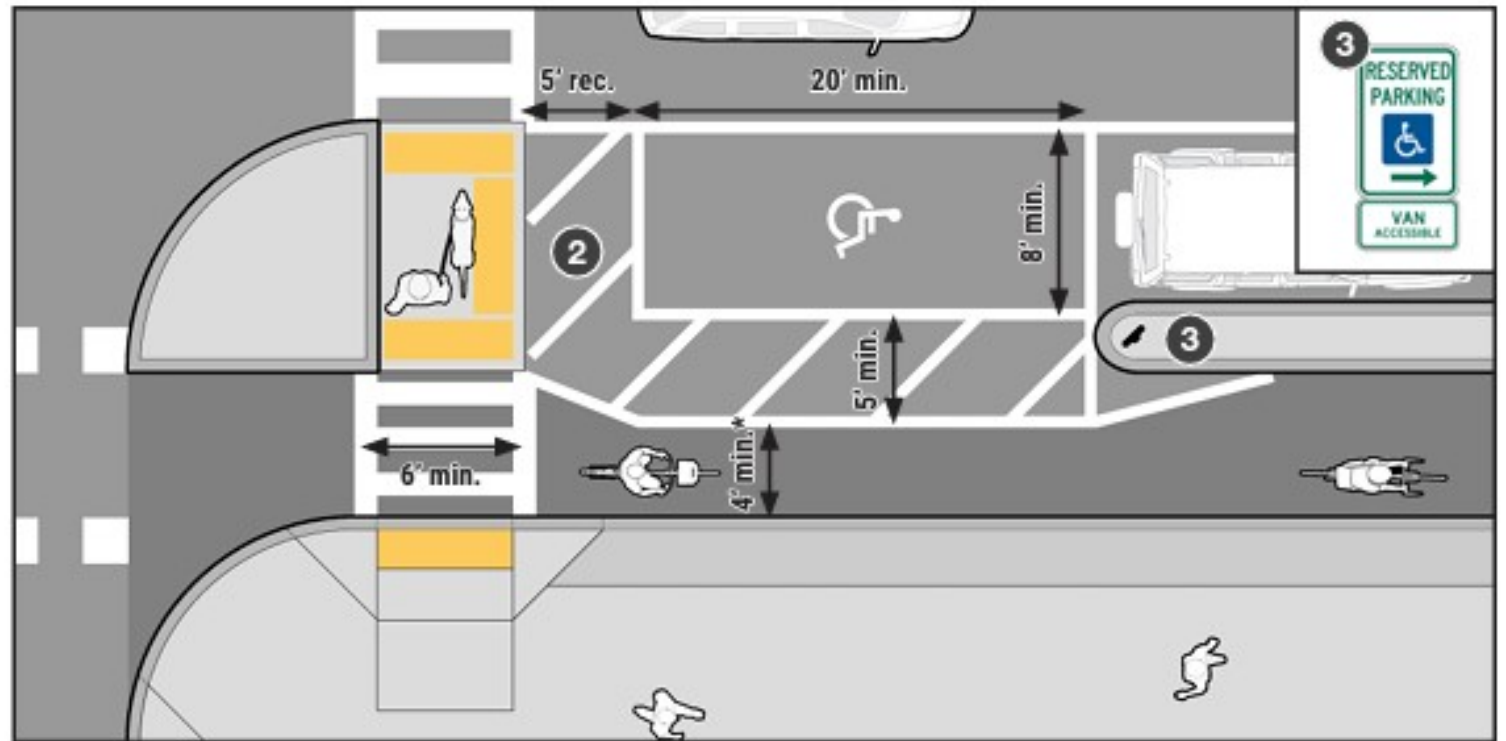
**60 foot transition to Handicap Spot
60 foot transition back to protected bike lane.**

Mass DOT Guidance on Accessible Space Design

INTERSECTION LOCATIONS

Locate accessible parking near an intersection to connect to curb ramps (see [EXHIBIT 5C](#)). Where feasible, avoid placing accessible spaces in near-side locations to preserve intersection approach clear space (see [Section 4.2.5](#)). Consider side street locations for accessible parking where far-side placement conflicts with bus operations.

- Pedestrian crossing islands with cut-throughs are recommended to prevent parking encroachment. ①
- A rear access aisle may abut pedestrian crossing island in constrained situations. ②



* A bike lane width narrower than 5 ft. requires a design exception.

A complimentary design; Source: Our Streets, Minneapolis



Pleasant St. Crossing



Pleasant St SRTS Grant Timeline

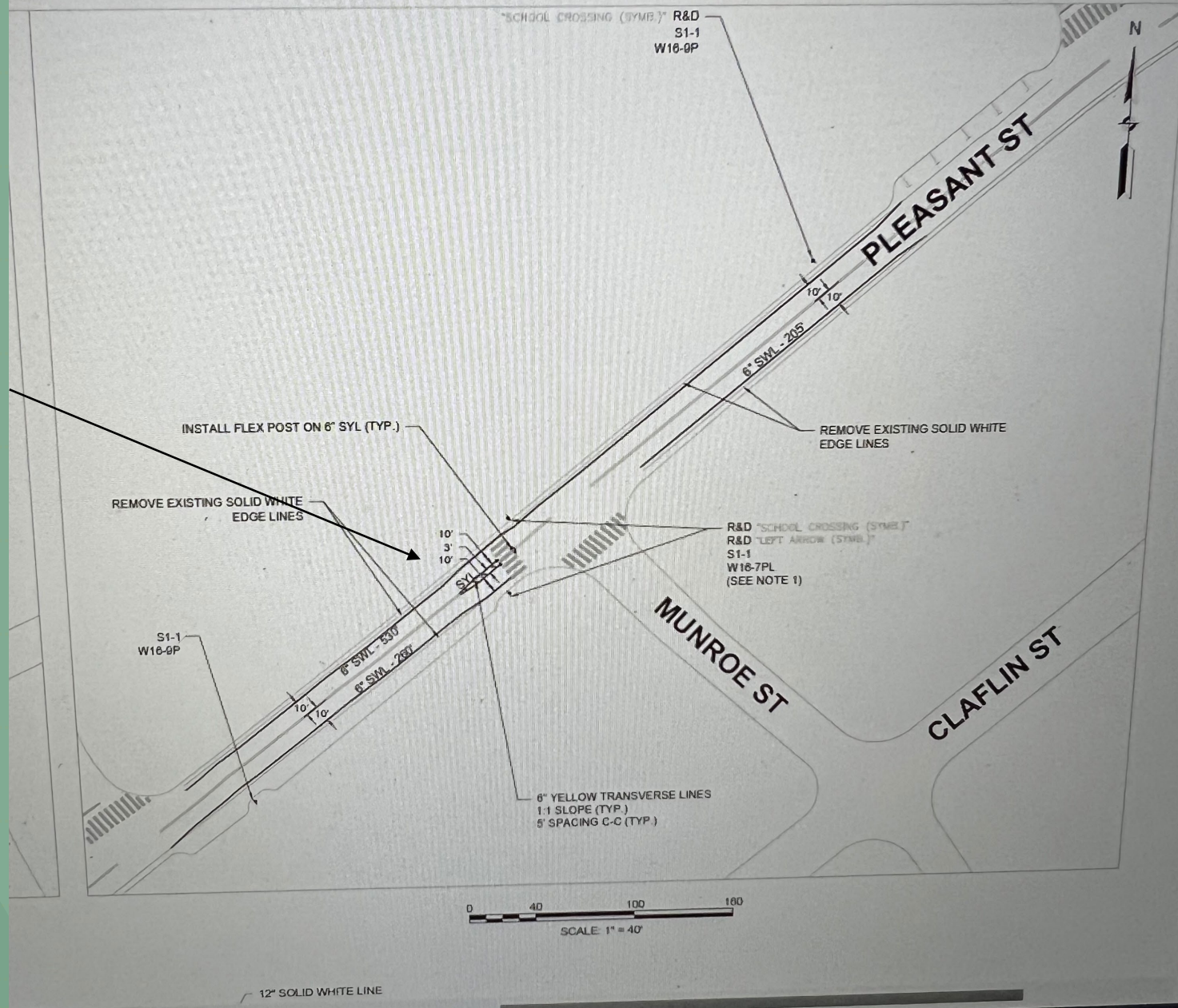
- August 23, 2022; TAC members attend online info session for SRTS signs and lines grants and writes (September 23) to Winn Brook PTA to propose applying for the grant for Pleasant St.
- September 23, 2022; Winn Brook SRTS/PTA with TAC supporting applies for SRTS Signs and Lines grant for Pleasant-Munroe crossing.
- October 2022; Belmont is chosen for a grant for this crosswalk.
- November 17, 2022: AECOM/MassDOT SRTS meets with TAC/PTA for Needs Assessment site walk.
- December 12, 2022; Belmont town administration signs Memorandum of Understanding with AECOM/SRTS for project completion.

Main points from SRTS Application

- This crosswalk is the main pedestrian connection from Winn Brook catchment area above Pleasant St to Winn Brook; 1,100 feet from the Clifton crosswalk, 1,500 feet from the Brighton Crosswalk.
- Survey done by Winn Brook PTA in 2018/2019 identified this crosswalk as point of major concern of parents who want their children to walk to school. BPD and PTA survey agree that cars ignore parents/children entering the crosswalk.
- 2018 Townwide traffic study reported 12-hour traffic counts of 11,000 and 17,000 at two measurement points to either side of the Munroe St. crossing on Pleasant St.
- The Winn Brook arrival window corresponds with the morning peak traffic hour for Pleasant St.

SRTS Design for Pleasant Crossing

RRFB Lighted Sign at Crosswalk

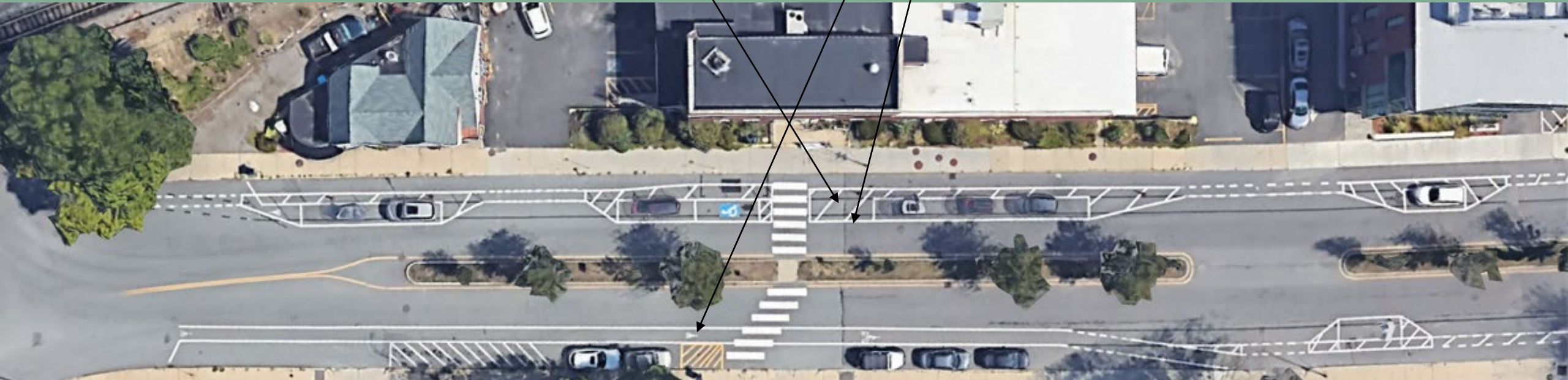


Post Office Upgrades

**Bolted
Bollards/Dividers**



Stencils for Bike Lane



Post Office Upgrades

Bolt-Down Speed Table for Post Office

