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BELMONT, MA

DATE: September 9, 2022
TIME: 9:29 AM

Belmont Transportation Advisory Committee (TAC) Meeting

Minutes for Thursday, 7 July, 2022

Present: David Coleman (Chair), Chip Gaysunas (Vice Chair), Jeffrey Roth (Secretary), Ken Lind, Chip Gaysunas, Daniel Eldridge, Laurence Macdonald, Larry Link

Absent: Charles Hamad

Also present:

Town Staff: Glenn Clancy (Belmont Office of Community Development (CD) Director), Andrew McFarland (MBTA), Olivia Mobayed (MBTA), Sergeant Paul Garabedian (Belmont Police Department (BPD)), Roy Epstein (Belmont Office of Selectboard)

Town Public Residents: Jeremy Taylor, Tony Barnes, Aaron Pikcilingis, Al Rizzi, Andrew Tobio, Brendan O’Leary, Carolyn Bishop Cathy Cherkerzian, Chet Messer, Ciro Maione, James Nager, Jane Shapiro, Jeff Held, John Chang, Ken Hynes, Petru Sofio, Xu Zhu

Final minutes, compiled on date: 2022-07-07; finalized on 25 August, 2022.

Announcements

1. Tonight’s public meeting occurred online using zoom video conference.

In keeping with Governor Baker’s Executive Order of March 12, 2020, “Order Suspending Certain Provisions of the Open Meeting Law” — The Transportation Advisory Committee Meeting of 1 April, 2021, was held by Remote Access through Zoom.

The meeting was called to order at 7:00p by Chairperson David Coleman.

MBTA proposal for new bus service on Waverley Street

MBTA Bus Network Redesign Overview

Olivia Mobayed and Andrew McFarland of the MBTA provided an overview of the MBTA Bus Network Redesign and Better Bus Project. Documents presented by the MBTA team are provided in Appendices 1, 2, and 3 of these minutes below.

David Coleman (TAC Chair) — David Coleman asked about the height of the buses used on this proposed #54 network.

Olivia Mobayed (MBTA) — Olivia Mobayed responded that the railroad bridge complicates this route. She said that the lane striping under the bridge could be redone to facilitate the taller buses getting through there more easily. Test buses have been run through there already.

Glenn Clancy (CD Director) — Glenn Clancy added to this bridge underpass discussion. He said that the Town chose to identify the underpass clearance as the height above the curb lines at the edges of the street, which is the shortest height of the roadway. Straddling the center of the roadway has sufficient clearance. However, he said there are concerns about turning right onto Channing Road from the center of the roadway, due to the wide turns needed for buses.

Olivia Mobayed (MBTA) — Olivia Mobayed responded that the MBTA does not yet know exactly how close to the center line the bus needs to drive need to be to clear the bridge. They are actively working on this question. She also said that driver training is a critical part of this new route design, and would be undertaken after a specific route is determined.

Chip Gaysunas (TAC Vice-Chair) — Chip Gaysunas asked about transit apps that can be used to track bus arrival times. He also asked about the role of MBTA bus drivers in the trial test runs for potential routes.

Olivia Mobayed (MBTA) — Olivia Mobayed responded that the same real-time tracking currently available would also be available on future bus routes. She also said that the MBTA safety department, in addition to real bus drivers, participate together in the bus-route test runs, to evaluate potential routes.

Ken Lind (TAC) — Ken Lind asked what went into thinking of why these new routes are being proposed.

Olivia Mobayed (MBTA) — Olivia Mobayed responded that the MBTA analysts used data from peoples' locations to better pinpoint routes that were needed. She said that the motivation was to serve cross-town trips, without having to go in/out of transfer hubs, due to the redistribution of work places, popular destinations, and places of residence over the past few decades

Andrew McFarland (MBTA) — Andrew McFarland said that anonymous aggregated cell phone data was used to track commuting and transportation routes. Also extensive outreach was done to solicit feedback from the public on what potential bus routes would be most useful to add . He said that they heard from many residents about where they would wanted to go on future MBTA bus routes.

Jeffrey Roth (TAC) — Jeffrey Roth asked about electrifying buses, which would lead to quieter buses and no diesel exhausts in neighborhood

Andrew McFarland (MBTA) — Andrew McFarland responded that the MBTA is overhauling the Quincy bus garage now, to allow full electrification of the fleets served by that hub. The rest of the bus garages would be electrified later on. He said there are ongoing, long-term plans for the MBTA to transition entirely to electric buses from the current diesel-hybrid buses. He said that these new electric buses will be quieter.

Dan Eldridge (TAC) — Dan Eldridge asked if these bus routes have been tested yet with real MBTA buses.

Olivia Mobayed (MBTA) — Olivia Mobayed responded that yes, bus tests on these new routes have been done already. She said these tests are very useful, and one test revealed the need to move the stop light back slightly at the intersection of Common St. and Waverley St. This type of feedback is useful for assessing feasibility of new routes. These route tests were run weekday mornings. Olivia also said that the MBTA Safety Board needs to approve this and all new routes, and that this step has not occurred yet due to the early stages of this project.

Larry Link (TAC) — Larry Link said that a website would be worthwhile to post to the audience which they can look at later on. He also asked how recently people were polled on these new routes.

Olivia Mobayed (MBTA) — Olivia Mobayed posted this info in the chat, and these documents are provided in Appendices 1, 2, and 3 below.

Andrew McFarland (MBTA) — Andrew McFarland said this is very recent, starting in 2019 and continuing until 2022. There have been approximately 3000 people that have provided feedback so far. This feedback has come both from transit riders and also the general public, which includes many Belmont residents.

Olivia Mobayed (MBTA) — Olivia Mobayed responded to a question about running this potential #54 bus route along Pleasant St. instead of Waverley St. She said there are no sidewalks over most of Pleasant Street, which makes it very difficult and hazardous to install bus stops along.

Laurence Macdonald (TAC) — Larry Macdonald said that he remembers from the 1940's — 1950's that there was bus service then along this proposed #54 route. He said he is also glad to see buses moving back to Belmont Center. He also added that Pleasant Street is probably not the way to route this bus, because it won't serve the Town residents who need to use it as well. He suggested perhaps the MBTA could use shorter buses that are not the typical 40-foot length. Finally, he said that routing this bus along Waverley St. would better service the Beech Street Community Center, Town Field, the Veteran's Center, and the dense population of residents living close to that roadway.

Roy Epstein (Belmont Office of Selectboard) — Roy Epstein said that he deferred speaking, and wanted to hear from residents with the time remaining for this meeting.

MBTA Bus Network Redesign Open Comment Discussion

David Coleman (TAC Chair) — David Coleman opened the floor to public discussion on this topic. He said that several letters and correspondence were received on this topic. Appendices 4, 5, and 6 contain the letters received by the TAC on this topic.

Richard Lesses (Resident) — Richard Lesses is a resident in Precinct 3, and lives near the end of Waverley St. near Trapelo. He said it is important to keep Waverley St. free of traffic backups. He said the roadway is not wide enough for on-street parking on both sides of street, and that bottlenecks can occur because of this car-parking problem in the afternoons. He said that the sidewalks along Waverley St. are also bumpy and uneven in some sections.

Olivia Mobayed (MBTA) — Olivia Mobayed responded that adding bus travel through areas that are dense makes sense and can reduce overall traffic. She said that the MBTA

collaborates with towns and cities to make sure bus routings are done in responsible and helpful ways.

Charles Styron (Resident) — Charles Styron said that often Waverley St. has cars parked on both sides of the street. He said he thinks that the car traffic will get worse from the proposed bus routes. He also said that at the Commuter Rail bridge, it would be hard for buses to get through there during rush hours.

Lisa Oterry (Resident) — Lisa Oterry said she is a resident on Waverley Terrace, and said that she would love to have seen a Brookline and Newton bus connections in the past. She wanted to confirm that both the return and outbound directions are proposed to go on Waverley St., and whether the number of buses would be 40 per day, or 20 per day. She also would like to know the number of proposed stops on Waverley St. that are notionally being targeted. She also asked whether there is a connection through to Concord Ave.

Olivia Mobayed (MBTA) — Olivia Mobayed responded that the number of bus stops varies, and are only notional at this point. The general rule of thumb is to have bus stops along a densely-populated route that are spaced apart by between 750 and 1400 feet. Along this section of Waverley St., she said there would likely be 4 – 5 bus stop pairs.

Catherine Bowen (Resident) — Catherine Bowen, who is a member of the School Committee, said she strongly supports expanding public transport in Belmont. She said we need more multi-modal connectivity on the transit routes. She said that she worked to improve crosswalks along Waverley St. to make it safer for kids to get to school. Catherine continued that having this bus service would be very helpful, and also asked if the MBTA also considered Common Street for this route. She added that she would like to see connectivity between Arlington, Belmont, Watertown, and Newton. Finally, she said that she wants to applaud the increased frequency of #73 MBTA bus.

Olivia Mobayed (MBTA) — Olivia Mobayed responded that the #54 would replace the current #554 bus.

Christina & Tony Maderios (Resident) — Christina & Tony Maderios, who live on Clover St., asked about the proposed bus stop there. They also asked about the motion of the traffic. They said that there are hazards on the road for motor vehicles during winter, due to the parked cars often along the street.

Roubik Manoukian (Resident) — Roubik Manoukian commented that he sees problems with the bridge, and said that the Common St. intersection has frequent back-ups. He also asked about trash receptacles, and how the bus would maneuver around them on trash and recycling pick-up days. He said that the hill near Common St. can be slippery, and he thinks the #54 bus should use Pleasant St. instead. He also said that we should carefully consider the pros and cons of both route options.

Sophia Jensen (Resident) — Sophia Jensen is a resident in precinct 4, and a BHS student, and she travels along this route a lot. She said it would be extremely beneficial to many town residents to have bus service along this popular route that services many important destinations both in Belmont and the adjacent towns. She said she often goes to Arlington Center, and this bus service would be very useful for that. She is also a member of the Arlington-Belmont crew team, and would like to use this route to get to practice, as one who does not drive a car. She said this bus service would limit congestion on the roadways, and be beneficial to many people living throughout the Waverley neighborhoods.

Cabell Eames (Resident) — Cabell Eames is a Lewis St. resident, and said that he applauds the efforts to add these improved transit options. He said that 60% of emissions come from transportation, and that electric buses are likely to be coming soon and replace all current hydrocarbon-powered buses. He said that out town needs more public transit. We also need to improve the uneven sidewalks. A lot of other cities and towns are taking this problem on, and he is glad Belmont is thinking about it, too. He said we need to reduce dependence on single-occupancy cars, and make transit more reliable and frequent, and therefore the roads safer and cleaner for all.

Katie Barrada (Resident) — Katie Barrada is a resident on Prince Street on Waverley St., and wants to be a voice of positivity for this project. She said we need to make buses more central, and that this #54 route would better serve the Beech Street Senior Center and Town Field. She said that another example of a similar type of bus route is the #132 MBTA bus in Malden near Oak Grove, which the city and MBTA made work already and has similar opposition viewpoints. She said this could be an analog to look at for our case in Belmont. Katie also said that transit service through neighborhoods is critical to getting families and kids around safely and ecologically.

David & Cindy Burns (Resident) — David & Cindy Burns live on Waverley St. and wanted to make people aware of the safety issues currently on the street. They highlighted the engineering question about the 8-foot bus loading zones and handicap access to the bus stop locations.

Glenn Clancy (CD Director) — Glenn Clancy responded to this questions and said the boarding zones are notional at this point, but would need to be in locations that could be safely identified both on the roadway and on the adjacent sidewalks and curbs.

Olivia Mobayed (MBTA) — Olivia Mobayed said that in some areas where insufficient right-of-way exists to implement these stops, the bus stops would need to be adjusted. She reiterated that the current bus-top locations were notional at this point. She said that there is strict ADA compliance required for bus stops, and that the MBTA follows these requirements as closely as possible. She clarified that 8 feet for the bus-stop zones refers to the depth between the property line and bus drop-off zone, and that the MBTA strives to follow this measures wherever possible.

David Burns (Resident) — David Burns commented about the reconstruction at Common St. and Waverley St., and whether the intersection would support buses taking a right-hand turn from Common St. onto Waverley St. after the project is complete. He also said that people often back in and out of driveways along Kilburn Road.

Glenn Clancy (CD Director) — Glenn Clancy responded that addressing this question might simply involve repositioning of the stop line painted in the roadway.

Debbie Dobbins (Resident) — Debbie Dobbins said that she appreciates the work that the MBTA has put into this project. She asked whether any specific Waverley St. residents put feedback into the online survey. She thinks there will be drawbacks to her lifestyle to utilize Waverley St. for the #54 bus.

Olivia Mobayed (MBTA) — Olivia Mobayed responded that what we are doing right now is location-based outreach. The MBTA has already poled many people in Belmont, and tonight we are soliciting much additional feedback from Belmont residents, too.

Susan Lewis (Resident) — Susan Lewis said that she is encouraged to see buses being brought back into Belmont Center. As a commuter, she said that she understands the

concerns about getting buses under this bridge during rush hours, and she applauds the MBTA for returning bus service to Belmont Center. She said that she hopes with the #54 bus that it will be possible to create a route that does not cause problems for people living along Waverley St.

Heidi Seiger (Resident) — Heidi Seiger lives at the corner of Beech St. and Thomas St. and Waverley St., and she is a proponent of public transit. However, she thinks that idling of the buses would create air pollution, and also that with kids walking to the Wellington School the MBTA should think about the crosswalks used by those kids. She also said that snow shoveling in winter is a problem on the sidewalks close to where she lives. In addition, she said that there are already school buses and Minuteman buses along Waverley St. She asked about noise problems.

Martha Moore (Resident) — Martha Moore is a resident that lives on Waverley St. on the hill near Common St., and said that hill is slippery in winter and that the curve there could be problematic. She also said that the Town DPW yard is close by, and so there is already a flux of wide trucks on this roadway. She said that she preferred that this potential bus route would not change the on-street parking bylaws along Waverley St.

Ade Baptista (Resident) — Ade Baptista said that he is strongly supportive of this bus route to link Waverley St. and Belmont Center. He said that if he knew there was a reliable link to Belmont Center, he would probably would always take the bus there instead of drive a car. He said that he moved to Waverley Square for the Commuter Rail, and thinks that transit provides a lot of benefits to communities. He also said that he wants his kids to be able to use the MBTA bus system, as well as the rest of his family. He added that he thinks a lot of people would use this potential route.

Ade also said that we want these bus drivers on the road, since they are professionally-trained drivers. He added that MBTA bus drivers are some of best drivers. He also said that all of the potential problems identified would likely be addressed. Ade continued that another piece to talk about is increased traffic concerns — actually, the whole purpose of this is to reduce traffic, and that it would not create more traffic. Using cell phone traffic data, and can tell where traffic is. He said that two buses per hour not going to increase traffic, rather, they will actually help to reduce the number of cars on the road.

Ade also said that many people support this plan, but many people were at the movie night tonight and could not attend the meeting. He also said this would be big economic boon for the town by linking multiple town centers together and stimulating local business.

Karen Donelan (Resident) — Karen Donelan lives in Precinct 2 near Howells Road, and used to live near Waverley St. She said that she was excited to see this proposal and strongly supports it, and she would really want to have this bus plan implemented. As a member of the Council on Aging, she is excited to have better access to the things along this route — things such as the Beech Street Community Center, shopping locations, and grocery stores. She said that she is excited about bus going to Arlington, as well as Newton. Furthermore, she also said that the two commuter rail stations in Belmont don't well accommodate those with disabilities, and that she would like to see that improved, too.

Aaron Pikcilingis (Resident) — Aaron Pikcilingis said that he is strongly in support of this #54 bus plan, and he especially is in favor of the cross-links serving multiple communities. He believes that this is a great idea, and that it would benefit many people in town. He also said that Waverley St. is not uniquely narrow, and that many similarly narrow streets in Dorchester, Cambridge, and Somerville also serve as MBTA bus routes.

Permanent Partridge Lane Closing at Winter Street

Glenn Clancy (CD Director) — Glenn Clancy provided an overview of this project. The idea behind this project is to take away cut-through traffic to Winter Street that car drivers due currently to bypass traffic queues. He said that we have held several prior TAC meetings on this topic over the last several years. Glenn showed graphics about overall plan for Mill/Concord/Marsh as well as a close-up of the Partridge Lane area. He is proposing a low-riding barrier, making provision to let walkers and cyclists get through the blocked road. Non-emergency motor vehicles would not have ability to get through there, while emergency vehicles could get through if needed. The project would be a parallel treatment to the Horne Road situation in Cushing Square that was changed recently during the re-development of Cushing Village.

Chip Gaysunas (TAC Vice-Chair) — Chip Gaysunas asked if the previous engineering work that looked at redesigning this nexus allow for removal of the Partridge Lane intersection around the proposed roundabouts.

Glenn Clancy (CD Director) — Glenn Clancy responded that this is a conversation about basic ideas, but have not had a specific design yet. We would work on a specific design once the concept is approved. The current objective of tonight's meeting is for TAC to get resident feedback on this concept now.

David Coleman (TAC Chair) — David Coleman said that there have been multiple comments previously about the lack of sidewalks and safe walking routes in this area, so being able to access Rock Meadow is very important. Once this project is completed, it would form a nice pedestrian exit from that intersection, and would be a way to provide better walking access. He said it is important to contemplate now about a low-cost concept that deals with the cut-through car traffic, yet also improving walking and cycling access through there.

Glenn Clancy (CD Director) — Glenn Clancy said that the current conceptual design breaks the crosswalks into two segments by using "splitter islands", which makes a refuge for walkers, who then have to worry about crossing one direction of car traffic at a time. He said the Partridge Lane design improves walking in general, and also includes a bypass route for cyclists.

Jeremy Taylor (Resident) — Jeremy Taylor said that he supports the closing of Partridge Lane to through car traffic. He said that he is also submitting petition for speed tables on Winter Street, between Partridge Lane and #27 Winter St.

Glenn Clancy (CD Director) — Glenn Clancy suggested sending the petition and request into TAC via the Traffic Calming Policy. He said this would kick off doing a speed study.

Tony Barnes (Resident) — Tony Barnes said there are issues with Rayburn Rd. cut-through traffic, and drivers going too quickly through there. He said that walking on Winter St. currently seems very unsafe. He also said that school bus service was not continued any longer, and that we need more sidewalks there. Tony continued that we need safer routes to school. He said that the Town could test out this option easily without much effort, and would be positive for the safety of people coming from Rayburn Rd.

Ken Hynes (Resident) — Ken Hynes thanked the TAC for the opportunity to provide input into this discussion. He said that Glenn Clancy has been very responsive throughout this process. Ken lives on Partridge Lane, and does not drive through there to exit onto

Winter St., and instead uses Marsh St. because it is longer but safer. He said that this intersection at Partridge Lane and Winter St. has always been dangerous, from cars looking to avoid intersection at Marsh and Winter St. and the fast car speeds. He also said that this cut-through traffic will likely get worse with the developments finishing soon in Lexington closer to Rt. 2.

Chet Messer (Resident) — Chet Messer is a resident on Partridge Lane, and said that he supports this idea.

Al Rizzie (Resident) — Al Rizzie also supports this idea. He said that this is part of a larger problem, though this will help a lot and makes a lot of sense to do right now.

Chip Gaysunas (TAC Vice-Chair) — Chip Gaysunas commented about the speed of traffic around that corner, and that it would help with addressing this problem. He said that an extension of the sidewalk is needed to go all the way from Concord Ave. to Marsh St.

David Coleman (TAC Chair) — David Coleman said that the overall plan makes a lot of sense and helps with addressing many of these safety concerns from the excessive car traffic and cut-through traffic.

John Chang (Resident) — John Chang said he is a Rayburn Road resident, and that this has been an ongoing issue for several years, and that he supports this idea overall. He said that it is important to families in this neighborhood, as well as elderly neighborhoods. He also mentioned that many people use this area to walk and run from their homes to Rock Meadow and elsewhere.

Linda Galgone (Resident) — Linda Galgone is a resident at 75 Partridge Lane, and her major concern is ambulances and snow removal, and so she said that she is strongly against this proposed change. She said that she walks a lot to Rock Meadow from Partridge Lane, and that she thinks it is a very safe neighborhood already. She also said that u-turns are an issue as well.

Glenn Clancy (CD Director) — Glenn Clancy responded that emergency responses would be pre-planned to optimize how to get to any location on Partridge Lane, after this change were made. He said that the berms would be cross-able, and that “No Outlet” signs would also be installed at Marsh and Rayburn to help with people doing u-turns on this narrow road.

Xu Zhu (Resident) — Xu Zhu is a resident at 11 Rayburn Road, who has kids going to school, and said that rush-hour traffic is very unsafe. He wants to get the roundabouts installed soon. He also said that there are no sidewalks on the roads, and so it feels unsafe to walk to Rock Meadow.

Shahan Stepanian (Resident) — Shahan Stepanian said he is a resident at 30 Partridge Lane, and that she supports all the ideas being proposed here. He pointed out that all the voices are in favor tonight except for one resident, and that house location is actually not impacted by this cut-through traffic problem anyway.

Jeremy Taylor (Resident) — Jeremy Taylor asked about whether sidewalks are included in the future plans, and what can residents do to move that larger effort along.

Glenn Clancy (CD Director) — Glenn Clancy responded that funding is very tight right now, and that the best possibility is through some kind of state grant. He said that he would like to improve things, and that there is a long-term interest for implementing this larger-scope plan.

David Coleman (TAC Chair) — David Coleman said that the Partridge Lane closing could be tested out with orange barrels.

Larry Link (TAC) — Larry Link made a motion that TAC recommends approval for Community Development to proceed ahead with a plan to close off Partridge Lane to support traffic calming and to develop a plan to explore temporary or permanent measures to harden the turn from Concord Ave. onto Winter St., all in an effort to improve safety in this area and reduce cut-through car traffic.

Chip Gaysunas (TAC Vice-Chair) — Chip Gaysunas seconded motion. All TAC members voted unanimously in favor of this measure.

APPROVAL OF MINUTES

06/02/2022

The Committee reviewed the draft meeting minutes from the TAC meetings on 2nd of June, 2022. These TAC meeting minutes were reviewed, and minor corrections were suggested by Larry MacDonald and Ken Lind. Larry MacDonald made a motion to approve the minutes as amended. Dan Eldridge seconded the motion. A vote by roll call was made to approve these minutes as amended, and this measure was voted on favorably with a unanimous vote.

UPCOMING MEETINGS

David Coleman (TAC Chair) — David Coleman discussed the target upcoming meetings, which include a meeting on Thursday July 28th. He also said that an amendment of the sidewalk work is to be incorporated into Traffic Calming Policy.

CONCORD AVENUE PROTECTED BICYCLE LANES

Some discussion occurred on the Concord Ave. Protected Bicycles Lanes (PBL) project.

Glenn Clancy (CD Director) — Glenn Clancy reiterated the striping plans. He said that the town is on pace to start laying out striping week of July 11th. He and others plan to walk the street beforehand to work out final details.

Petru Sofia (Resident) — Petru Sofia ask what material (*i.e.*, paint, thermo-plastic, etc.) will be used for filling in the buffer zones.

Glenn Clancy (CD Director) — Glenn Clancy said that he is not sure yet what material will be used. He said that it is not likely to be thermo-plastic right now, and limited to paint for now. He stated that thermo-plastic could be used on some of the sections scheduled to be repaved next year. He also said that any flexible post locations would be determined prior to the implementation.

Larry Link (TAC) — Larry Link suggested that any walk-throughs should include Select-board Member Roy Epstein.

ADJOURNMENT

Chip Gaysunas motioned to adjourn, and Larry MacDonald seconded the motion. The meeting adjourned at 10:33p.

These minutes were respectfully submitted by Jeffrey Roth.

Appendix 1: MBTA Bus Network Redesign Project Overview

Bus Network Redesign

A better bus network: new connections, more service, more frequency.

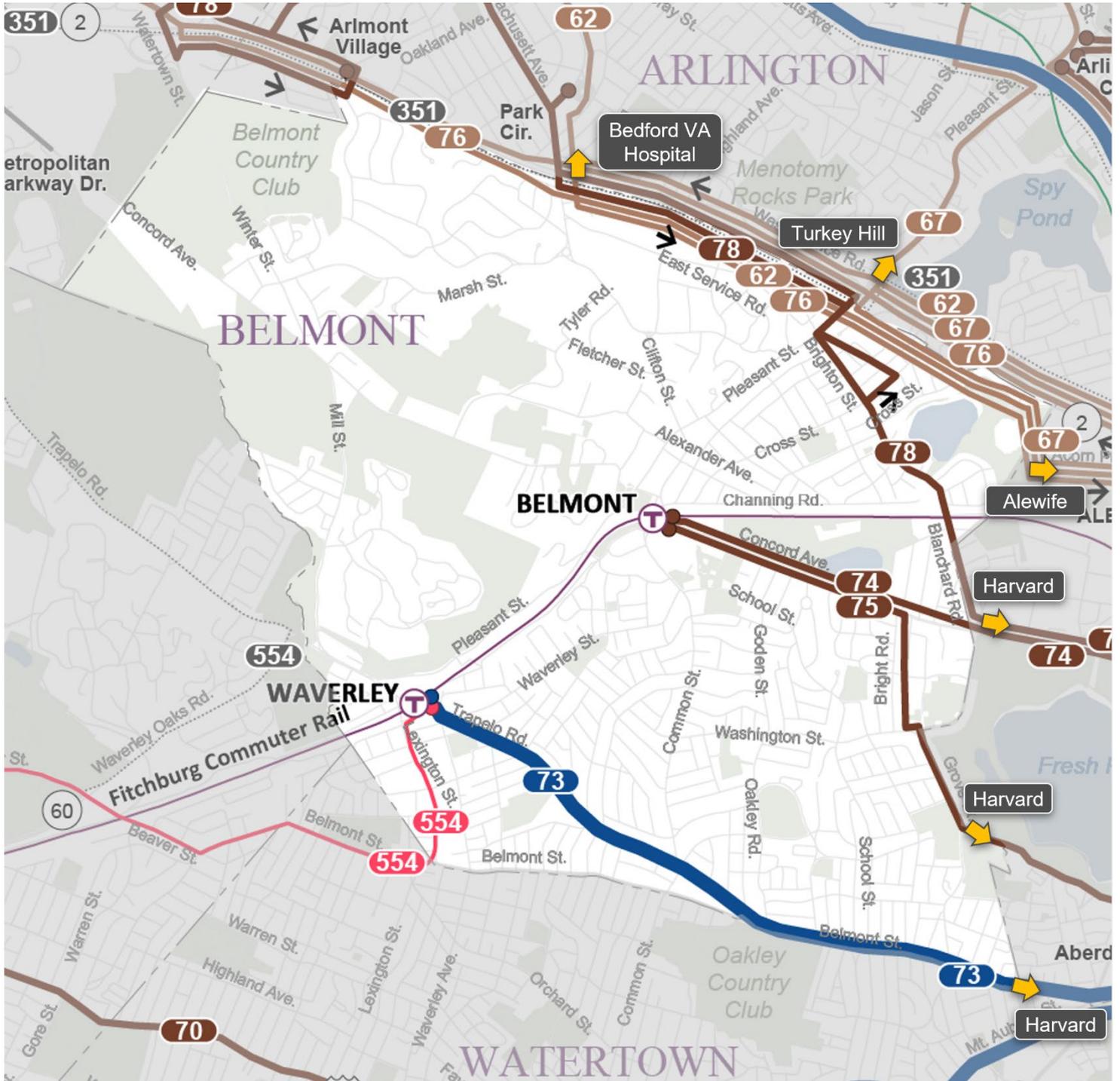
See what this means in **Belmont.**



Massachusetts Bay
Transportation Authority

Better
Bus
Project

The network, today



Service	
	Key Bus Routes Every 15 min or better midday and weekdays
	Every 30 min or better Midday and weekdays
	Every 60 min or better Service at least every 60 min midday on weekdays
	Less Than Hourly Service less than once every 60 min midday on weekdays
	Peak-Only
	Suspended due to COVID-19
	Non-MBTA Route
	Silver Line

Our proposal

All details and full-sized maps are available at: mbta.com/bnrd



Service

- 000 **Every 15 min or better**
5:00 am to 1:00 am, 7 days a week. In some cases this service is provided by two overlapping routes.
- 000 **Every 30 min or better**
6:00 am to 10:00 pm, 7 days a week. Some routes run more frequently at peak. Some routes have service as early as 5:00 am and as late as 1:00 pm.
- 000 **Every 60 min or better**
6:00 am to 7:00 pm 7 days a week. Some routes run more frequently at peak. Some routes run as late as 10:00 pm.
- 000 **Less Than Hourly**
- 000 **Peak-Only**
- 000 **Non-MBTA Route**
- 000 **Silver Line**



How your trip would change in Belmont

New Connections

If you're going to...	Your new route is...	What's new
Riverside, Auburndale, Waltham Center, Bentley, Waverley, Belmont Center, Arlington Center	54 Arlington - Waltham - Riverside	New Route 54 replaces parts of 67, 505, 554, 558 and extends to Green Line D at Riverside and does not serve downtown Boston; extends from Waverley to Belmont Center and Arlington Center; new weekend service



All details available at: mbta.com/bnrd

How your trip would change in Belmont

Current Routes

If you currently ride...	Your new route is...	What's new
62	62 Bedford - Lexington - Alewife	Route 62 weekend service operates as 62 not 62/76; adds new Sunday service
62/76 (Hartwell Ave, Worthen Rd)	62 Bedford - Lexington - Alewife	Travel to Route 62; some stops over 1/2 mi
67 (Turkey Hill - Mass Ave)	87 Turkey Hill - Arlington - Medford - Tufts - Sullivan	Route 87 extends to Turkey Hill via Davis & Arlington Center to replace 67
67 (Pleasant St)	54 Arlington - Waltham - Riverside	New Route 54 replaces parts of 67, 505, 554, 558 and extends to Green Line D at Riverside and does not serve downtown Boston; extends from Waverley to Belmont Center and Arlington Center; new weekend service
73	T73 Waverly - Harvard	Route T73 same route and adding more frequent late night and weekend service
74 (Concord Ave Belmont)	75 Belmont - Harvard	Route 75 same route and adding more late night service to replace 74
74 (Concord Ave Cambridge)	78 Arlmont Village - Harvard	Route 78 operates consistent service to Arlmont 7 days/week (currently in operation)
75	75 Belmont - Harvard	Route 75 same route and adding more late night service to replace 74
76 (Lincoln Lab/Hanscom - Marrett Rd.)	76 Lexington - Alewife	Convert Route 76 to peak only service. New more direct route via Marrett Rd; does not serve Lexington Center, Waltham St, and Worthen Rd
76 (Waltham St/Worthen Rd)	62 Bedford - Lexington - Alewife	Travel to Marrett Rd or Lexington Center; some areas over 1/2 mi from service
76 (Lexington Center - Mass Ave & Marrett Rd)	62 Bedford - Lexington - Alewife	Route 62 weekend service operates as 62 not 62/76; adds new Sunday service
78	78 Arlmont Village - Harvard	Route 78 operates consistent service to Arlmont 7 days/week (currently in operation)
84	78 Arlmont Village - Harvard	Route 78 operates consistent service to Arlmont 7 days/week (currently in operation)
554 (Waverley - Moody St)	54 Arlington - Waltham - Riverside	New Route 54 replaces parts of 67, 505, 554, 558 and extends to Green Line D at Riverside and does not serve downtown Boston; extends from Waverley to Belmont Center and Arlington Center; new weekend service
554 (River St - Boston)	505 Waltham - Watertown - Boston	Route 505 extends to River St, Washington St, Newton Corner and replaces part of 554, 554, 556, 558; shortens to not serve Lexington St and parts of West Newton; extends to Back Bay/Copley to/from Financial District
554 (Forest St, Trapelo Rd, Waverley Oaks Rd)	54 Arlington - Waltham - Riverside	Current service operation; some stops over 1/2 mi away on Lynnfield St in South Peabody

Routes with a “T” designation in front of the route number would have service every 15 minutes or better 7 days a week 5:00 AM to 1:00 AM.

All details available at: mbta.com/bnrd

What this means for you

More weekend service.

Proposed

175%

% increase in Sunday service
(revenue vehicle miles)

More **Sunday** service on **Route 75**.

Better access to major destinations.

Proposed

12K

More residents with faster,
more frequent service to
Arlington Center

New 7-day **Route 54** connects **Arlington, Belmont, Waltham, and Newton**.

Better service and connections to the places you want to go: **Sullivan Square, Charlestown, Downtown Boston, Arlington, Waltham, Watertown**, and more.

Simpler service.

Today

1

routes with consistent
service 7 days a week

Proposed

4

More routes that run the same service all day, every day. Fewer exceptions, variations, and complication.

- But we can't do this without you.
-
- ✓ Tell us what you think at mbta.com/bnrd

Appendix 2: MBTA Bus Network Redesign Project Time-lines

Bus Network Redesign



★ **Timeline:** 2018 – 2028
 ★ **Status:** Planning

Greater Boston has changed significantly in recent years, with shifting demographics, emerging employment districts, increasing traffic congestion, and changing travel patterns.

The Bus Network Redesign completely reimagines the MBTA's bus network to reflect these changes and create a better experience for current and future bus riders.

What's Happening Now



The proposed bus network map is available online. Check it out and give us your feedback at any of our virtual or in-person meetings this May, June, or July. You can also provide input using our online survey.

[Review the Proposed Bus Network Map](#)

Rider Benefits

- 25% more bus service
- 70% more weekend service
- 275,000 more residents would be near high-frequency service (buses running every 15 minutes or better, 5 AM – 1 AM, seven days a week)
- 115,000 residents of color and 40,000 low-income households would gain access to high-frequency service

Project Timeline

2021–2022: Planning

- **Summer/Fall 2021:** As we work towards our proposal for a new network, we'll continue to talk to riders and stakeholders about the project. We'll open an online engagement tool to gather rider input on our metrics and on your priorities for a new bus network—it will be available on this webpage.
- **Spring/Summer 2022:** We'll share our proposal for a new network and gather extensive public feedback on it.
- **Fall 2022:** We'll incorporate feedback into a final network map for Board approval.

2023–2028: Implementation

The new network will be implemented in several phases, starting with the rollout of new routes in spring 2023. We plan to add service over time as we continue to modernize our facilities and expand our fleet.

Our public information efforts during this time will be more extensive than any we've ever launched for a route change—we want to ensure that riders can learn and understand the new system before it's implemented.

Upcoming Events

JULY 12, 2022, 3:00 PM
 Public Meeting | Bus Network Redesign - Forest Hills Station Open House
 Forest Hills station, Jamaica Plain, MA

JULY 19, 2022, 6:00 PM
 Public Meeting | Bus Network Redesign - Systemwide Open House
 Bruce C. Bolling Municipal Building, Roxbury, MA

JULY 21, 2022, 3:00 PM
 Public Meeting | Bus Network Redesign - Wonderland Station Open House
 Wonderland station, Revere, MA

JULY 26, 2022, 6:00 PM
 Public Hearing | Bus Network Redesign - Systemwide (Virtual)
 Virtual, Boston, MA

JULY 28, 2022, 6:00 PM
 Public Hearing | Bus Network Redesign - Systemwide
 State Transportation Building, 2nd Floor, Boston, MA

[View all events](#)

Past Events

JULY 7, 2022, 3:30 PM
 Public Meeting | Bus Network Redesign - Sullivan Square Station Open House
 Sullivan Square Station, Charlestown, MA

JUNE 28, 2022, 6:00 PM
 Public Meeting | Bus Network Redesign - Metrowest (Virtual)
 Virtual, Boston, MA

JUNE 23, 2022, 4:30 PM
 Public Meeting | Bus Network Redesign - Ashmont Station Open House
 Ashmont Station, Boston, MA

JUNE 22, 2022, 6:00 PM
 Public Meeting | Bus Network Redesign - Minuteman & Metro North (Virtual)
 Virtual, Boston, MA

JUNE 16, 2022, 6:00 PM
 Public Meeting | Bus Network Redesign - Inner Core (Virtual)
 Virtual, Boston, MA

[View all events](#)

Downloads

[View informational posters](#)

[Ver carteles informativos](#)

Presentations to the Board

Looking to learn more? You can view our presentations to the Fiscal Management and Control Board for more details about the Bus Network Redesign.

2021 Presentations	▼
2020 Presentations	▼
2019 Presentations	▼
2018 Presentations	▼

Contact

For other questions and comments related to Bus Network Redesign, please contact us at BetterBusProject@mbta.com.

For more information

[Sign up for email updates](#), and check back here for opportunities to share your input with the Bus Network Redesign Team.

The Proposed Bus Network Redesign Is Ready for Your Feedback



Check out the proposed bus network map and tell us what you think.

[View Proposed Map](#)

Transit Services

- Subway
- Bus
- Commuter Rail
- Ferry
- The RIDE

Plan Your Journey

- Trip Planner
- Station Info
- Service Alerts
- Maps
- Destinations

Riding the T

- Accessibility
- Parking
- Bikes
- Language Services
- Safety

Fares & Passes

- Fares Overview
- Add Value to CharlieCard
- Reduced Fares
- Order Monthly Passes
- Institutional Sales

About Us

- Leadership
- News & Updates
- Events
- Performance
- Careers

Business Center

- Business Opportunities
- Developers
- Financials
- Innovation
- Engineering Design Standards

Customer Support

- Contact Us
- Lost and Found
- Policies
- Request Public Records
- Civil Rights

Follow Us Online



Appendix 3: MBTA Bus Network Redesign Draft Network Map

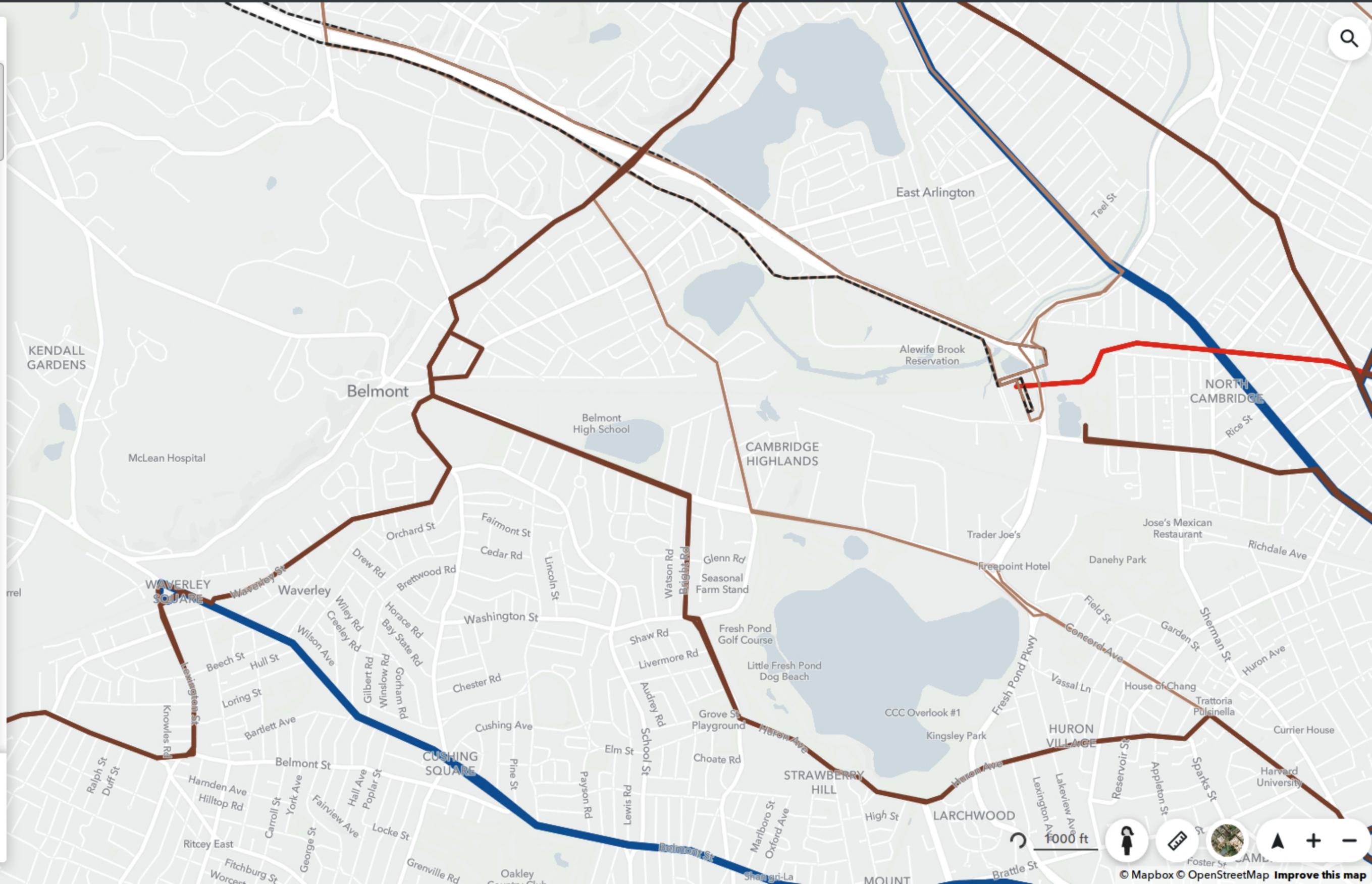
Transit lines

ALL LINES (125)

- 10 - South Boston-Andrew-Ruggles
- 11 - South Boston-Broadway
- 14 - Cleary Sq-American Legion Hwy-Nubi...
- 18 - Ashmont-JFK/UMass
- 19 - Fields Corner-Franklin Park-Ruggles
- 20 - Ashmont-Field's Corner
- 21 - Ashmont-Forest Hills
- 24 - Dedham Mall-Hyde Park-Mattapan-As...
- 26 - Mattapan-Fields Corner
- 29 - Ashmont-Franklin Field
- 30 - Mattapan-Forest Hills
- 34 - Legacy Place-Forest Hills
- 34E - Walpole-Dedham-Forest Hills
- 35 - Dedham Mall-Centre St-Forest Hills
- 36 - Dedham Mall-VA Hospital-Forest Hills
- 38 - West Roxbury-Nubian
- 40 - Readville-Germantown-West Roxbury...
- 42 - Forest Hills-Nubian-Broadway

Favorite stats

Within 0.25 mi of stops:
 ~1,779,400 population



Map navigation controls including a person icon, a bus icon, a compass, a scale bar (1000 ft), and zoom in (+) and zoom out (-) buttons.

Appendix 4: Compilation 1 of Comments on Potential MBTA #54 Bus

Clancy, Glenn

From: david coleman <davycoleman@gmail.com>
Sent: Wednesday, June 22, 2022 9:14 PM
To: Clancy, Glenn
Subject: [EXTERNAL]Fwd: Please help discourage Rt 54 bus route on Waverley

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

FYI

----- Forwarded message -----

From: Bakule, Joanna <jbakule@hbs.edu>
Date: Wed, Jun 22, 2022 at 6:47 PM
Subject: Fwd: Please help discourage Rt 54 bus route on Waverley
To: davycoleman@gmail.com <davycoleman@gmail.com>, william.brownsberger@masenate.gov
<william.brownsberger@masenate.gov>

Senator Brownsberger and Mr. Coleman,

I am sharing below my email to the Belmont Selectmen in strong opposition to the routing of the proposed #54 bus. As a person who lives along Waverley (corner of Edward and Waverley), I have seen cars jump the curb on the curve heading toward Common Street because the street is not wide enough to accommodate cars curving quickly around the corner. There is essentially no bike lane, yet kids bike down the street every day, particularly high school students for whom there is no car parking at the high school - and younger kids biking to soccer games at Town Field. Waverley is simply not wide enough for a bus. One step off of the curb would bring a child directly into the path of an incoming bus. Pleasant Street would seem to be a safer route between the Center and Waverley Square.

I look forward to hearing your response to my concerns and this important safety issue.

Best regards,
Joanna Bakule
[4 Edward Street, Belmont](#)

Begin forwarded message:

From: "Bakule, Joanna" <jbakule@hbs.edu>
Date: June 22, 2022 at 4:10:00 PM EDT
To: mpaolillo@belmont-ma.gov, adash@belmont-ma.gov, repstein@belmont-ma.gov
Subject: Please help discourage Rt 54 bus route on Waverley

Dear Selectman,

I was distraught to learn today of the MBTA's proposal to run a new bus route (Route 54) down Waverley Street. As a resident who lives on the corner of Edward and Waverley Streets, I feel strongly that Waverley Street is not even wide enough now for vehicles and bikes – and therefore certainly not wide enough for buses and bikes. I know and see so many children who ride their bikes down Waverley – en route to Wellington or the high school (where there is not enough parking for them to drive) and/or going to a soccer game at Town Field – and it is already dicey for them if there are cars going both ways on Waverley and the car in the lane with the bike can't widen out into the oncoming lane. Since we live at the curve of Waverley, we observe westbound traffic frequently crossing the center line as they are heading down toward Town Field. The street is simply not wide enough for a bus. I have a terrible feeling that this decision could result in a tragedy for a Belmont child and/or family. Waverley is not a big enough street for a bus route.

I cannot understand why Pleasant Street is not the proposed route between Waverley and Belmont Center. It is a wider street and with fewer residential abutters, the chance of a child/dog/elderly person simply taking one step off of the curb into the path of a bus is much less likely to occur.

Please attend the MBTA meeting this evening, June 22, and speak up against a bus route on Waverley Street.

Thank you for your attention to this important matter.

Best regards,

Joanna Bakule

4 Edward Street

Clancy, Glenn

From: Martha Moore <marmoor@aol.com>
Sent: Thursday, June 23, 2022 12:25 PM
To: davycoleman@gmail.com
Cc: Clancy, Glenn; Ariane Belkadi; Select Board Mailbox
Subject: [EXTERNAL]From TAC Website

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Davy,

I am a Town Meeting Member and resident living on Waverley Street. I am hoping you will share this letter of concern with the other members of the Traffic Advisory Committee. I left a message on Glenn's machine this morning. I am also copying Glenn and another Town Meeting Member who shares my concerns, Ariane Belkadi, plus members of the Select Board,

The MBTA is proposing Waverley Street as part of a new bus route that goes through town from Arlington thru Waverley Square and Belmont Center to points south. I like the idea that it may add convenient access to the bus for my neighbors, if some are open to using buses instead of automobiles. However I think there are safety issues involved that may make it unwise to use the street as a bus route, instead of using Pleasant Street, an obvious alternative.

The advantage of buses using Pleasant is that it is a straight road built for carrying heavy vehicles. Waverley is different, as it is an all residential street,. It is not a wide street like Common Street or Pleasant Street . It appears to be less sturdy and a bit narrower.

Perhaps more worrisome though, Waverley St. has several awkward turns in it. I am wondering about the advisability of having buses on the steeply angled and pitched part of Waverley Street near/at the intersection with Common. The hill at near point on Waverley is steep and it ices up early during winter storms. Vehicles there sometimes skid out on the hill. Just up the road from the Common St intersection as one travels west/southwest, there is a sharply angled curve at Edward and Waverley where the visibility is not good. Speeding drivers heading from the Trapelo end of the road sometimes come into that curve too fast, posing a threat to other drivers and/or pedestrians (including school children) on Waverley and where they cross Edward St .

On the western end of Waverley, the exit/entry at Trapelo Road, there is another awkwardly angled short stretch of road, just before it intersects with Trapelo. That part of the road is not so easy for vehicles to negotiate either, though it is not on steep terrain like the Common St end.of Waverley .

This evening my neighbor Liz Birch, appeared at the MBTA presentation for the new routes on Zoom. She commented on the curved bit of road near the front of her home, close to the Edward St intersection. She spoke of finding broken windshield glass in the street and the danger she had witnessed due to speeding cars as they come into that curve. She is the mother of two toddlers . Another family with young kids lives on the other side of Liz ' home, right next to the curve, and these kids play on the sidewalk in front of their house, where they may not be safe.

I am not enthusiastic about buses on Waverley for my own less community spirited reasons... Buses will add noise (air breaks, acceleration up the hill by my house, grinding gears on the hill next to my sidewalk, etc) . The usual NIMBY stuff I am sure.

But notwithstanding this , the safety issues for using Waverley for bus routing should be carefully considered in advance of any change. I understand that Glenn will be meeting with a rep from the MBTA to discuss the route.

Thank you for your consideration ,

Martha Moore

331 Waverley Street
Town Meeting Member Precinct 3

Clancy, Glenn

From: david burns <waverley244@yahoo.com>
Sent: Friday, June 24, 2022 11:02 AM
To: Clancy, Glenn
Subject: [EXTERNAL]Proposed Bus route # 54

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Glenn,

Dave Burns here. How are you doing? I am reaching the point of almost being an empty nester. My last one graduated from Belmont High this year and is off to Syracuse next year. I also have a son at UMass Lowell. It is incredible how that campus has changed!

Anyway, this morning we had a neighborhood meeting with Senator Brownsberger regarding the use of Waverley Street as part of the proposed #54 bus route. A quick poll by the Senator showed that no one there thought that Waverley Street should be used as part of the route and he suggested that everyone reach out to you to express our concerns.

When you have a chance I was wondering if we could speak on the phone. I would like to learn more why Waverley Street was selected over Pleasant Street for the stretch between Belmont Center and Waverley Square.

If it is easier for you to respond via email that is fine too. My mobile is: 

Enjoy your weekend.

Thanks,

Dave

Clancy, Glenn

From: Select Board Mailbox
Sent: Thursday, June 30, 2022 12:22 PM
To: Paolillo, Mark; Paolillo, Mark; Dash, Adam; Epstein, Roy
Cc: Garvin, Patrice; Hewitt, Jennifer; Clancy, Glenn; Select Board Mailbox
Subject: FW: [EXTERNAL]Tentative Support for MBTA Bus Route #54

From the SB email:

From: Mike X Macrae <nubinski@gmail.com>
Sent: Thursday, June 30, 2022 9:36 AM
To: William.Brownsberger@masenate.gov; Dave.rogers@mahouse.gov; Select Board Mailbox <selectboard@belmont-ma.gov>
Subject: [EXTERNAL]Tentative Support for MBTA Bus Route #54

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning,

I am a Belmont resident who lives adjacent to Waverly Street where there is currently a proposal to route the MBTA Bus #54. Public transportation is a vital component of our society and I strongly support the cost effective and strategic deployment of additional access.

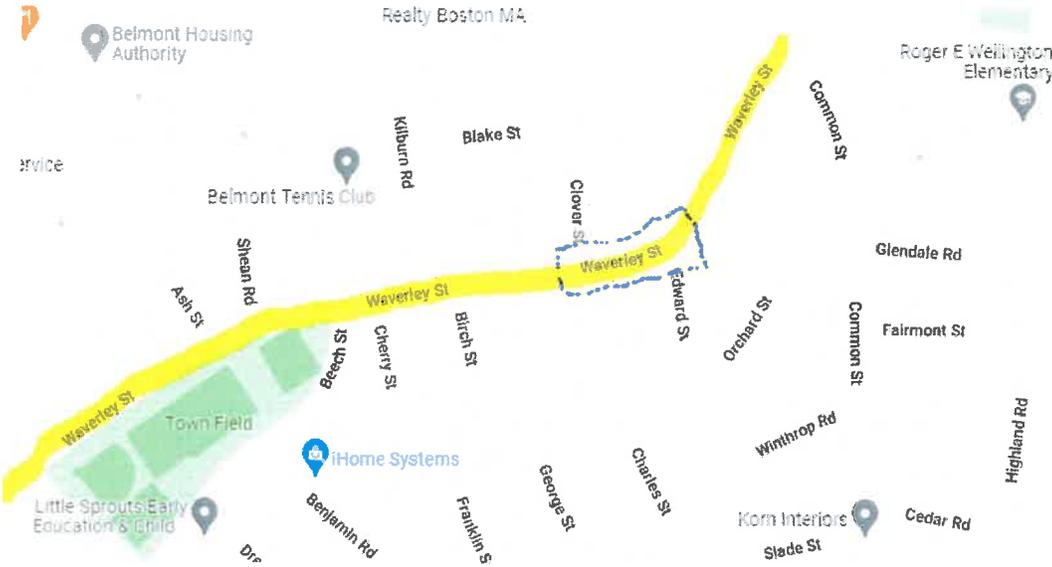
Before fully supporting the Route #54, additional information would be beneficial, namely the following:

- **Traffic impact assessment** - Will this public transportation option reduce or alter traffic flow patterns? How might the passage of an MBTA bus under the Fitchburg train bridge near Belmont Center impact traffic and safety in that intersection? Would this new route impact vehicle road noise? Impacts to air pollution from vehicle traffic?
- **Route safety on narrow streets** - Waverly Street is a two lane round without bike lanes and often has cars parked on the sides. Is there confidence founded in evidence that a bus could navigate this section of the route safely, including bicycle, pedestrian crossing, and parked vehicles ?
- **"Walk to school" safety** - As a parent of two children at Wellington Elementary, I have firsthand knowledge of the elementary pedestrian traffic crossing Waverly St. between Clover St. and Edward St. It may be prudent to install a well-marked CrossWalk in this area (blue box marked in map below) to ensure pedestrian safety. Such a CrossWalk would be wise absent the MBTA Bus route.
- **Alternative Routes** - Neighbors have suggested alternative routes, however it is unclear if they will provide the same level of access if located further from where most people live and thus bus stops would be significantly less convenient. If exploration of alternative routes is pursued, they should be compared with the same criteria listed above.

I am a regular cycle commuter, a parent who uses public transportation to explore our area with small children, and professionally experienced in the public health and economic benefits of public transportation. Increasing access improves socioeconomic equity in our communities and I am hopeful this local route can be a small part of that process.

Thank you for your consideration on this matter.

Michael Macrae
Kilburn Road, Belmont MA
617-485-8275



Clancy, Glenn

From: Contact form at belmontma <cmsmailer@civicplus.com>
Sent: Tuesday, July 5, 2022 12:49 PM
To: Clancy, Glenn
Subject: [EXTERNAL][belmontma] MBTA Better Bus Program - Proposed 54 Bus Route Da (Sent by Rich Hartley, rich.hartley@gmail.com)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello gclancy,

Rich Hartley (rich.hartley@gmail.com) has sent you a message via your contact form (<https://www.belmont-ma.gov/users/gclancy/contact>) at belmontma.

If you don't want to receive such e-mails, you can change your settings at <https://www.belmont-ma.gov/user/131/edit>.

Message:

Hi Mr. Clancy, I hope you had a good 4th of July!

I'm writing to you with some data that I've collected about the proposed 54 Bus route on Waverley St in Belmont that is part of the MBTA Better Bus program. This is the subject of the Belmont Traffic Advisory Committee meeting this Thursday at 7pm.

After talking with neighbors and driving the proposed route, I put together a list of issues with the proposed route that may help you in conversations with stakeholders throughout the process. I apologize that it is a lot to read, and truly hope that it is objective to support an informed decision and not biased by emotion as an abutter to the route on Waverley St.

After attending the MBTA presentation last week and hearing about the overall network redesign and the proposed 54 bus route, I was skeptical of the practicality of the changes. Like many of us, I want to see better, more predictable, and more accessible public transit.

Once I learned from Will Brownsberger that the MBTA was using actual anonymized commuter data from Verizon and Comcast, I started to get excited about the MBTA using 21st century tools to build a better system by making data-driven decisions.

The more I looked at the proposed 54 bus route, the more I've become concerned that the team at the MBTA does not have all the proper data regarding the proposed route to support this decision.

Here are some examples along with a suggestion for an alternative route:

* The Bridge - the MBTA commuter rail overpass in town center limits the flow of traffic into and out of Belmont Center along Leonard St at Common St, Royal Rd, Concord Ave, and Cross St. It is also too low to support the new fuel-efficient buses. Four lanes of cars and bikes use this bridge at most hours of the day, but there is only enough height for buses in the middle of the span:

* Height - In 2020, the MBTA changed the 74 and 75 bus routes to avoid the bridge because the new hybrid New Flyer Xcelsior vehicles were taller than the all-diesel buses and could not pass under the span. The bus now turns around in the loop in front of the Belmont Lion's club and terminates at the UU church on Concord Ave rather than circling the town center. There's a good picture in the article linked above of the older, shorter, non-hybrid all diesel buses just clearing the tunnel.

* Navigation - to pass under the bridge, the older non-hybrid buses were forced to use the left lane in both travel directions to make the height clearance. In the southbound direction, this wasn't an issue as the 74 / 75 buses previously turned left onto Concord Ave headed for Harvard Sq, however the 54 bus would need to cross a lane of heavy traffic to turn right to travel up Common St towards Waverley St. This is the same for the northbound travel towards Arlington - the bus needs to pass through the tunnel in the left lane which is marked for left-turn only to make clearance in the center of the bridge span then will have to fight right against a heavy travel lane to continue up Leonard St.

* Safety - During rush hour in both directions, morning and evening, the bottleneck at the bridge where 5 roadways converge at or near 5 crosswalks, results in a significant slowdown of traffic. This is also Belmont's only high-crash location.

* Traffic - Prior to COVID, traffic through the choke points at the three commuter rail crossings in Belmont was significant and it has almost returned to normal. I walked from my home on Edward St. to the commuter rail in 6 minutes and was never passed by a car as they sat through multiple light cycles at the intersection of School, Common, and Waverley St. without moving. This should be studied before counting on this route to enable a bus passage with any efficiency during both commutes - I personally avoid Common St to the town Center after 2:30pm on work days as navigation apps route most cars through here as an alternative to Route 2. Here are some specific areas of concern:

* Waverley @ Trapelo Rd - this intersection backs up significantly heading West on Trapelo due to the lights and the bottle neck over the commuter rail at Waverley Square. Traffic flowing from the east is usually unimpeded in this direction. The turn at Waverley onto Trapelo would be difficult for a bus to navigate without crossing lines or impacting the odd crosswalks at that intersection

* Waverley @ Common St - coming down the hill from Waverley onto Common St is tough on a good day, and much harder in the winter. At commute hours, you wait several light cycles just to get onto Common St towards the town center. In the morning, this is a high traffic crossing for school children walking to Wellington Elementary on the next block up (thus the state grant to narrow the intersection that is under construction now).

* Common St @ Concord Ave - our priest referred to it as 'the Hail Mary Intersection' - you have to experience it to know it, particularly at heavy commute times. There is also heavy foot traffic through the town center at this intersection to get to the high school, commuter rail, etc.

* Leonard St @ Belmont Center - there are 4 major crosswalks in the town center that have no traffic light support. The street also bends and is narrow with street dining / barricades in use, significant parking turnover, etc. In the morning, cars take over 10mins to get from the Pleasant St turn down to the bridge, if not longer.

* Leonard St. @ Pleasant St - there is a good left-turn lane here to get from Arlington into the town center, but heading out to Arlington can be problematic as the right lane is usually blocked by cars waiting to continue up Prospect St. This is also a heavy school crossing in the morning for students walking to the Winn Brook Elementary and the High

* School.School Routes - Waverley @ School St and Leonard St at Pleasant St. are busy school crossings. Bus drivers would need to take extra caution turning at these intersections, especially knowing that they need to balance the aggression of getting through the light cycle with impatient kids who want to sprint across to school.

* Accessibility - both Waverley St and Leonard Street appear to be too narrow to host bus stops without completely obstructing the travel lanes.

* Waverley St - cars and contractor trucks / landscape trailers commonly park on the street which drops the travel capacity to one lane. On the hill to Common St this becomes dangerous with limited sight lines. Closer to Trapelo Rd, there is often a need for drivers to backup to allow room for oncoming traffic.

* Leonard St - parking is already at a premium and we have lost many businesses due to lack of customer parking. Including a bus stop in each direction would reduce the available parking by a noticeable percentage. The 74 / 75 buses used to stop on Alexander Ave next to the fire station, not on Leonard St. The parking lot behind the businesses supports some (the ones with back doors) but not others (without the back doors which require customers to walk all the way around the block). Accessible bus stops need 8ft of sidewalk clearance and 45-60ft of length, a significant size to add to both northbound and southbound directions in the Belmont town center on Leonard St.

Alternative - Pleasant St / Route 60:

One suggestion from the meeting this week with Senator Brownsberger was an alternative route down Pleasant St / Route 60, which would accomplish most of the goals of the new 54 route, while limiting the downside of traffic, accessibility, school crossings, and the bridge.

Rather than turning from Pleasant St to go down Leonard St into Belmont Center and towards the bridge, the bus could continue straight down Pleasant Street all the way to Trapelo Road, bypassing most of the congested areas and making much faster time to Waverley Square. I'll list the benefits and detractors of this route below:

Benefits:

- * Buses would run much faster from Arlington Center to Waverley Square along this route, especially during commute hours. This would lead to more ridership in both directions - this is the top benefit of this alternate route by far and certainly warrants its own traffic analysis.
- * There is no bridge to navigate, no prayers to utter...
- * Aside from the crosswalks at Leonard St & Pleasant St, there are no heavily trafficked school crossings along this route.
- * There are no significant hills, visibility is good for the entire route, and the road is wide enough to support the addition of accessible stops.
- * Stops at the Belmont Town Hall / Women's club would be a one-block to the town center, commuter rail station, and transfer to the 75 bus. This stop would be directly across from the Police Station for security and visibility.
- * Waverley neighbors can still have quick walking access to this route by using the Clark St footbridge which will soon be reconstructed to support the Belmont Community Bike path (connecting Waltham to Alewife and crossing this bridge) rather than having to walk to Belmont Center or Waverley Square. The footbridge enables the majority of residents along the Waverley St area to access Pleasant St / Route 60 with a short walk.
- * There would be no additional traffic, pedestrian impact, or parking loss impact to the businesses in the town center that are already stressed.
- * Using the Star Market Parking lot (knowing that permission may be difficult) would reduce the time to the Waverley Square bus stop, AND would enable direct access to this large grocery for community members that are unable to drive.
- * A bus route on Pleasant Street would align with the recently amended Belmont zoning bylaw that was updated in 2018 to support mixed use development (known as the South Pleasant Street Overlay District). This change was approved by town meeting to encourage more residential development along an underused corridor colocated with public transit options, particularly for seniors (55+ housing approval) who may be more frequent riders to the Waltham, Belmont, Arlington town centers than the residents around Waverley St.

Detractors:

- * The Pleasant St / Route 60 route is farther from many homes in Belmont than the Waverley St. route. It would be useful to look at the anonymized commuter data for trips originating in this area to model the impact of reduced ridership as a result.
- * There is no single stop where transfers from the 54 to the 75 bus and the commuter rail can be colocated. This option involves an approximately 350ft walk from Pleasant St to the 75 bus stop at the Belmont Center Commuter Rail station / Lions Club using the pedestrian underpass. Parking along Pleasant St would be impacted for bus stops, however this is much less of a premium parking location than the town center along Leonard St.

* Turning left from Pleasant St onto Trapelo Rd to get to the Waverley Square Bus stop will hit several traffic lights and be slower than idea, but overall should be much more efficient at commute times than the Waverley St route.

Overall, I think the 54 Bus route, along with the entire new network design process is a great idea that all our communities have needed for a long time. Please use these suggestions and analysis any way you see fit.

Thank you for your time and attention, please reach out anytime if you have any questions!

-Rich Hartley
11 Edward St
617-633-1793

Clancy, Glenn

From: david coleman <davycoleman@gmail.com>
Sent: Tuesday, July 5, 2022 4:17 PM
To: J. Roth; Chip Gaysunas; Clancy, Glenn; Larry Link; Epstein, Roy; Paul Garabedian; Laurence Macdonald; Marcotte, Jason; Ken Lind; Dan Eldridge
Subject: [EXTERNAL]Fwd: Belmont transportation Advisory Committee virtual meeting on July 7th at 7:00 PM
Attachments: 67822877783_68EE5C53-29E3-4612-8756-BB130634F881.jpg

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Another email on the proposed MBTA route along Waverly

Dave

----- Forwarded message -----

From: Mark D'Andrea, Jr <mark.m.dandrea@verizon.net>
Date: Tue, Jul 5, 2022 at 1:55 PM
Subject: RE: Belmont transportation Advisory Committee virtual meeting on July 7th at 7:00 PM
To: <gclancy@town.belmont.ma.us>, <davycoleman@gmail.com>
Cc: Martha Moore <marmoor@aol.com>, Senator Will Brownsberger <william.brownsberger@masenate.gov>, <will@brownsberger.net>

Glenn and Mr. Coleman:

I am writing to oppose the proposed Waverley Street bus route between Waverley Square and Belmont Center and to propose an alternate route along Pleasant Street.

I cannot attend the subject meeting – see attachment.

Her are my thoughts:

Waverley Street is not a good choice for the following reasons –

- 1) Waverley Street is narrow and without bike lanes.
- 2) Waverley Street is used by students walking to and from school.
- 3) Waverley Street is a 99% residential street.

- 4) Air pollution will increase dramatically in this residential area
- 5) Pedestrian safety will be adversely affected
- 6) Waverley Street is heavily used on both sides by pedestrians
- 7) J walking occurs frequently
- 8) Parked cars will restrict the flow of traffic

An appropriate choice would be Pleasant Street for the following reasons –

- a) Pleasant Street is a State highway, I believe
- b) Pleasant Street is used by few pedestrians
- c) Pleasant Street is not used by children going to and from school
- d) Pleasant Street has very few residential buildings
- e) Pleasant Street has only one intersection between Trapelo Road and Concord Avenue – Snake Hill Road
- f) Pleasant Street is an overall safer route for pedestrians and vehicles

Thanking you for your attention to this matter

Mark D'Andrea

97 Waverley St

iPhone 617-877-0772

Landline 617-484-2989

mark.m.dandrea@verizon.net

Clancy, Glenn

From: Christina Marsh <cmarshbelmont@gmail.com>
Sent: Wednesday, July 6, 2022 12:18 PM
To: Clancy, Glenn
Subject: [EXTERNAL]proposed MBTA 54 bus line

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Glenn,

I am reaching out to you regarding the new proposed MBTA 54 bus line.

It is terrific that the MBTA is proposing a new bus route to connect Belmont to Arlington, Waltham, and beyond without having to first go into Harvard Square. It is a very necessary improvement! The amount of time it currently takes to get from Belmont to these neighboring towns via public transport is prohibitive.

My understanding is that your office is working with the MBTA in evaluating the specifics of the route. Has Pleasant Street been considered as part of the route in lieu of Waverly Street? Waverly Street is a narrow street with several turn and sightline challenges, and the neighborhood is concerned how buses can navigate these restrictions in a safe manner. Pleasant Street, as a state highway, seems better suited to accommodate larger vehicular traffic such as buses. Pleasant Street would also offer several other improvements over the proposed Waverly routing including:

- A terrific opportunity to strengthen Pleasant Street as a commercial corridor within the Town of Belmont and directly link Belmont Center and Waverly Square via a quickly traversed route.
- Avoiding some of the worst traffic spots in Belmont and thereby being better able to maintain good travel times for the route. As you know, there is a high amount of traffic that backs up on Common Street in the late afternoon from the Leonard Street intersection all the way up to Waverly Street and beyond. Similarly, in the opposite direction, Leonard Street in the Center backs up often with traffic both in the morning and late afternoon.
- Avoiding the difficulties of the railroad underpass height restrictions at Belmont Center that limit in which lane the bus can fit (e.g. avoiding having to make a right turn from a left lane).

Thank you for considering our input and your team's work on this!

Sincerely,
Christina Marsh
Town Meeting Member, Precinct 3

Appendix 5: Compilation 2 of Comments on Potential MBTA #54 Bus

One Additional Waverley Street Comment

From: Clancy, Glenn (gclancy@belmont-ma.gov)

To: cag32765@msn.com; hamadc@aol.com; jromanul@gmail.com; davycoleman@gmail.com; jrothim@yahoo.com; larrymacdonald@yahoo.com; ken.lind@gmail.com; daniel.eldridge@gmail.com; albertlink49@gmail.com

Cc: pgarvin@belmont-ma.gov; jmarcotte@belmont-ma.gov; jmacisaac@belmontpd.org; pgarabedian@belmontpd.org; ddestefano@belmont-ma.gov; repstein@belmont-ma.gov

Date: Thursday, July 7, 2022, 5:45 PM EDT

Thank you.

From: Joe Bernard <joebernard57@gmail.com>

Sent: Thursday, July 7, 2022 4:43 PM

To: davycoleman@gmail.com; Dan Eldridge <daniel.eldridge@gmail.com>; ken.lind@gmail.com; jromanul@gmail.com; jrothim@yahoo.com

Cc: Clancy, Glenn <gclancy@belmont-ma.gov>; Will Brownsberger <William.Brownsberger@masenate.gov>

Subject: [EXTERNAL]MBTA proposal for new bus service on Waverley Street

Hi David, and other members of TAC,

I am unable to attend the Transportation Advisory Committee meeting tonight, so I would like to submit my comments on the MBTA proposal for new bus service on Waverley Street to you via email.

I live at 71 Waverley Street, and I am 100% in support of the MBTA's bus network redesign proposal. I am an occasional rider on the MBTA's current bus routes for Belmont, but I can say that my family and I will definitely use the bus more frequently once the new routes are implemented.

I have heard it proposed by other residents that the new route should be changed to Pleasant Street because Waverley Street is too densely populated and there are too many pedestrians. I say that is exactly why the route should be on Waverley Street! What is the point of a bus route if it avoids dense neighborhoods? In every one of the houses on Waverley Street and its adjoining streets lives a potential rider, and increased ridership is the key to the success of public transportation and the important role it plays in reducing carbon emissions. Because of the commuter rail tracks separating Waverley Street from Pleasant Street, it would be too difficult for me and other nearby residents to simply walk over to a bus stop there. Changing the route to Pleasant Street—which has a long stretch of no residential properties on either side—would cut ridership significantly, and cut my neighborhood out completely.

I have also heard the complaint that the bus network redesign will increase air pollution in the area, and I would like to point out that is a short-sighted and/or uninformed complaint. The MBTA has a stated goal of decarbonizing, they have been using hybrid buses for over a decade, and have already begun purchasing fully electric buses with zero carbon emissions. Whether the first bus to run the new route down Waverley Street will be fully electric, I don't know, but I have no doubt that will be the eventual reality, especially once Belmont and its most passionately opinionated residents join the call for the MBTA to decarbonize urgently.

Lastly, you should know that I have been asked by people that live in other parts of town to join your meeting tonight in opposition because I live on Waverley Street. I can hardly find the words to tell you how frustrated I am that a new bus route that I am eagerly looking forward to might be derailed because of the opinions of people who live nowhere near it. I hope you are able to find a way in your meeting to determine whether commenters actually live on Waverley Street.

I have a 10-year-old son who has told me that he doesn't expect to ever own a car because of the environmental impact. We were delighted to hear about the proposed bus route, the timing of which coincides almost perfectly with his growing into a teenager who will be able to ride independently to travel within Belmont, or to Arlington, Waltham, Newton, and more without needing a car. Perhaps he will have changed his mind by the time he is old enough to drive—I'm sure he will change his mind about a lot of things between now and then—but I truly dread the thought of looking back five years from now and telling him that we could have had a bus stop eight houses away, but it didn't happen.

Sincerely,
Joe Bernard

Appendix 6: Letter of Support on Potential MBTA #54 Bus

4 Amelia Street
Belmont, Mass.

9 July 2022

Dear David Coleman,

Thank you and your Committee for arranging Thursday's Zoom meeting about the MBTA Bus Redesign Project. I write now to offer some comments I was unable to make on Thursday.

It struck me that virtually all the people asking questions and commenting had and used cars; the only clear exception was the single high school student, who is about to learn to drive. I do not have a car, am 79, and hence, to get around, depend on walking and the T. This would put in me in a group that seemed not to be well represented in the discussion, but which was mentioned as a top priority for the Project, the group who depend on buses and need (or at least wish for) frequent and reliable bus service.

I live at 4 Amelia Street in Belmont, one block from the Town Field at the playground end. Currently, I do almost all my errands about Belmont by walking. When I go to Cambridge, I take the 73 or the 75; when I go to Boston, I take one of these buses and the subway. On occasions when I need to go elsewhere, for example, to Arlington, I take other various T combinations. My experience is that the T will, eventually, get me where I want to go. I find the trip times given on the T Trip Planners visionary; anyone who expected connections suggested there to be reliable would often be sadly deceived. When I need to be someplace by a certain time, for example, a medical appointment in Boston or Symphony Hall for a concert, I will add an additional 20 or 30 minutes to accommodate fairly frequent occurrences like a "missed trip" in which a scheduled bus fails to arrive or a mysterious ten-minute halt by an E train.

Because the 75 runs less frequently than the 73, a "missed trip" by this bus poses a worse problem than a "missed trip" by the 73, so I will use the 73 when I need to be somewhere by a fixed time. Now that the 73 and the 75 leave Harvard Square from the same platform, one previous annoyance has been eliminated: when waiting for a 75 to Belmont which proved to be either late or about to miss the scheduled trip entirely, I used to have to decide whether to give up on the 75

and go down to the 73 platform to wait for a 73 – at the risk of missing the 75 which was merely going to be late. The announcement screens in the station are not reliable helps in such situations, as they sometimes announce that buses are “arriving” which do not actually arrive and sometimes post the arrival time of the next scheduled trip a few minutes before the scheduled bus actually arrives – thus deceiving newly arrived would-be passengers who, wrongly, conclude that they have missed the bus and leave the station. A further tweak that would be nice would be to consider the 73 and 75 schedules together, staggering the times more to create more frequent arrivals of one or the other for the many people who can use either one; at present, the arrival times are pretty coincident.

Far be it from me to complain when particular interest groups organize themselves, as the residents of Waverley Street appear to have done; however, I would hope that their concerns are not overweighted. I am inclined to agree with the resident who spoke at the meeting to note that he traveled many bus routes in Boston and grew up in a Brooklyn which managed narrow streets with buses. Fear of the loss of “parking” seems to me vastly overblown in Belmont and drives too much policy. The day after your Zoom meeting, I took my usual walk to the Star Market in Waverley Square to grocery shop. I returned by way of Waverley Street from its intersection with Trapelo Road to the Town Field, down Henry Street, to walk diagonally across the Town Field to the intersection of Beech Street and Orchard, and home. It took me fifteen minutes, from 11:45 to 12:00, to go from the beginning of Waverley Street to Orchard. In that time, I observed only three parked cars along this whole stretch of Waverley, none on one side of the street, and the three (plus a UPS delivery truck temporarily stopped), all in front of the handicapped congregate living facility. It is true that stopped trash trucks were causing cars to inch along at some places because it was not safe to try to pass the trucks.

I would urge you not to be overly impressed with expressed concerns for “our seniors” produced as reasons not to increase bus service, as some were in this meeting. Certainly, some old people (and others) are too disabled to walk a few blocks and might find any bus service useless. However, the idea that “our seniors” would be unable to find their way over what amounts to one long block, half of it consisting of a patch of the Town Field and the other half of Henry Street, to arrive at Waverley Street, seems absurd. It is belied by the ambulatory capabilities of almost everyone I have seen at the Senior Center. I noticed a similar dynamic in the expressed concerns about “our seniors” in an earlier Zoom

meeting about imposing some Town restrictions on Leaf Blowers. The landscape contractors and several residents painted a sad picture of “our seniors,” all apparently too feeble to use rakes and consequently desperately dependent on commercial businesses that use multiple leaf blowers. At least at that meeting, a few actual old women, somewhat mystified, chimed in to note that, like me, they mowed their own lawns and were happy to use rakes. Walking to buses, walking to errands, and doing yard work are, in fact, activities that contribute to the health of those able to engage in them.

The principal problem I have with depending on the T arises when I need to shop for items that are too heavy or too bulky to carry, some of which either are not available to be delivered or will only be delivered at very high cost. Recently I went on a little expedition to Home Depot in the Arsenal Yards in Watertown – another place I would really like to be on a bus route from Belmont. It was a nice day, so I took the 73 to just before the Star Market in Cambridge and walked on the Watertown-Cambridge Greenway to Arsenal Yards. On the way back, I went home more directly from the beginning of School Street in Watertown, on School Street to Trapelo Road, to Cushing Square, and home. This walk home took about one hour and twenty minutes, a time shorter than even the idealized T Trip Planner route involving three buses. Even taking the three buses would not eliminate the fact that I would still have to carry whatever I bought on the 12-minute walk home from the 73 bus stop. The other day, I was coming back from the Hillside Ace Hardware Store on Brighton Street with a moderately heavy package. It was hot, so I looked at the 75 bus schedule to see if one might soon be along. When I got to Concord Avenue, there was, indeed, a bus there, but it was stopped, with lights flashing, and no driver. Rather than wait around for the T to rescue the bus, I walked home along Concord Avenue and was never passed by a bus.

I would like to mention another bus issue that did not come up at the meeting: the lack of enforcement of the law prohibiting parking in bus stops. Painting “BUS” on the prohibited areas a few years ago perhaps made a tiny difference. However, as I wait for the 73 bus at Beech Street to go into Cambridge, I almost always observe cars stop to park in the bus stop, often several in turn over a fifteen-minute wait. Most of the drivers park in order to go into the convenience store on the corner. As I understand it, the fine for this offense is \$100, with the revenue going to the town. Failure to enforce this statute thus deprives the town of needed revenue. Parked cars mean that the bus drivers must stop in traffic, obstructing traffic and sometimes making boarding the bus unnecessarily

hazardous. In winter, the convenience store people shovel a little path through the mounds of snow to make boarding easier, but drivers will also block this little opening, forcing passengers to scramble over an icy mound. In all seasons, car engines are left running either when a lone driver goes into the store or when one person in a car goes into the store and another who has driven waits for him. Leaving an engine running with no driver in the car is another offence. In either case, the waiting bus passengers are made to breath in engine exhaust.

Again, I thank you and your Committee for your work on the Bus Redesign Project and I hope that you will continue to consider the perspectives and needs of people who do not drive and thus are more dependent on the T.

Sincerely,

Susan Staves

Appendix 7: Compilation 1 of Comments on Potential Partridge Lane Closure to Motor Vehicles

Clancy, Glenn

From: Ken Hynes <kenhynes87@gmail.com>
Sent: Thursday, July 7, 2022 12:25 PM
To: davycoleman@gmail.com; Paolillo, Mark
Cc: Clancy, Glenn; Jennifer Woolman Hynes
Subject: [EXTERNAL]Support for closing Partridge Lane

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Coleman and Mr. Paolillo,

I am writing to express my strong support for converting Partridge Lane into a cul-de-sac. I consider this to be an important first step in addressing the traffic safety issues related to the Winter Street, Mill Street and Concorde Avenue intersections, where there are frequent accidents and daily near misses. Traffic safety has been a long-standing problem for our neighborhood, having first been raised with the TAC as far back as 10 years ago.

Over the years more and more cars are using Rayburn Road and Partridge Lane as a cut through to avoid the traffic congestion of Winter Street. They often do so at high-speed, posing a risk to residents of both streets and especially to our children (including my own) who are waiting at the bus stop.

Given the increasing level of higher density development on Winter Street and Mill Street, I believe this problem will only become worse in the coming months and years. Closing Partridge Lane to through traffic will help ameliorate the safety issues that currently exist.

I would kindly ask that you share this email with your fellow TAC members. I look forward to addressing this matter with you during tonight's public consultation. Thank you.

Best regards,

Ken and Jen Hynes
33 Partridge Lane

November 8, 2015

Traffic Advisory Committee
Homer Municipal Building
19 Moore Street
Belmont, MA 02478

Dear Traffic Advisory Committee and Board of Selectmen

We the undersigned write to bring your attention to a serious public safety issue on Rayburn Road and Partridge Lane. Since the spring of 2015 this neighborhood has experienced a significant and continuing increase in the number of vehicles using Rayburn Road and Partridge Lane as a cut through in an attempt to by-pass the usual south bound traffic build up on Winter Street particularly during the morning commute hours between 7am and 9am. An initial complaint was brought to the Belmont Police Department's attention in May 2015 which deployed a patrol car and also an electronic speed sign to monitor traffic patterns over the course of about two weeks. I spoke with Sergeant Brian Mailhot personally during that initial monitoring period about the traffic concerns when he came to monitor the situation during one of the mornings in May. In June during the Senior PGA golf tournament, we raised concerns around residential public safety as traffic was diverted onto Rayburn Road from Marsh for a few days which made it very obvious that a small residential street like Rayburn is not designed to handle significant traffic loads which backed up a dozen or more vehicles at a time from the intersection of Partridge Road and Winter Street.

Since the start of school this September, traffic volume and intensity has increased even more than what we had experienced when initial concerns were raised in May 2015. **Many drivers speed down Rayburn Road from Marsh looking at their Smartphone's, not paying attention to children waiting for the school bus, neighbors walking their dogs in the morning, or other traffic turning onto Rayburn from Partridge.** It is not uncommon for vehicles of all types (cars, box trucks, transportation vans, etc.) hoping to use Rayburn as a cut through to by-pass traffic on Winter to be backed up at the intersection of Partridge and Winter as they try and squeeze into a very dangerous intersection due to the speed and limited visibility of vehicles turning onto Winter Street from Concord Avenue heading toward Route 2.

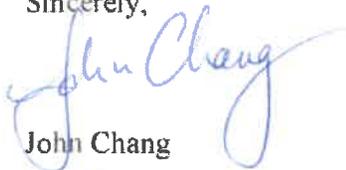
While the neighborhood understands that our roads are public thoroughfares, the increase and intensity of cut through traffic on Rayburn during morning commuting hours is no longer just a nuisance but has become a **serious public safety concern for residents in this neighborhood** and surrounding who have always viewed it as a safe place to walk, especially in the morning. The number of school age children who wait for their respective school buses each weekday morning has increased substantially over the past few years. While many long time residents are now well into their senior years, they still enjoy being able to walk in their quiet neighborhood. The volume of traffic and speed at which it is traveling presents a serious risk to our children and residents who must now walk with extreme caution and wait in their driveways. We fear that the traffic risks, especially to our children, will continue to escalate in the coming weeks with the arrival of winter weather driving conditions.

The use of quiet residential streets as a thoroughfare for morning commuters is unacceptable to the residents of Partridge Lane, Dundonald Road, and Rayburn Road, many of whom were attracted to this area of Belmont due in large part to its relative tranquility. **As such, we the undersign respectfully request traffic be restricted from turning onto Rayburn Road from Marsh Street Mondays thru Fridays between the hours 7:00am to 9:00am through the use of a "Do Not Enter" sign clearly posted around the entrance of Rayburn Road from Marsh Street.** This request is consistent with traffic restrictions that have been implemented between the morning commuting hours of 7am and 10am by the town of Belmont for our neighbors living on Robinwood Road, Marsh Street, and Hough Road who have also experienced significant increases in commuter cut through traffic turning in from Winter Street.

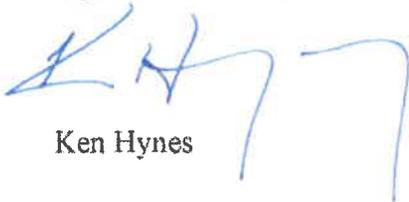
With the winter weather fast approaching, we respectfully ask that this request be added to the Traffic Advisory Committee meeting agenda on November 12, 2015 to expedite the review and discussion as quickly as possible. We hope that a decision and action on this request can be completed within the next month.

Thank you in advance for your prompt attention to this matter. Should you have any questions regarding our request please contact our neighborhood representatives Mr. John Chang of 16 Rayburn Road at 617-548-6359, email: zithroman@aol.com or Mr. Ken Hynes of 72 Partridge Lane at 617-312-3213, email: kenhynes87@gmail.com

Sincerely,



John Chang



Ken Hynes

Representing the residents of Dundonald Road, Partridge Lane, and Rayburn Road

July 3rd, 2022

TO:

Belmont Transportation Advisory Committee
Belmont Town Hall
455 Concord Ave.
Belmont, Ma. 02478

COMMUNITY
DEVELOPMENT
2022 JUL -7 AM 10:09

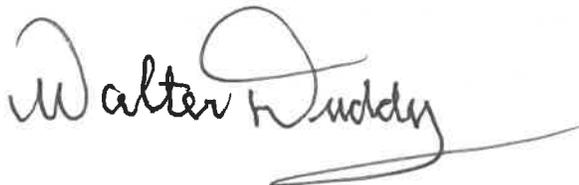
FROM:

Walter F. Duddy
75 Partridge Lane
Belmont, Ma 02478

Dear Committee Member,

I have lived at 75 Partridge Lane for the past 40 years. I recently received your post card with what I consider to be a ridiculous proposal. What is the merit of closing Partridge Ln. @ Winter St? In all the many years in have lived in Belmont, this intersection has never presented a problem. A good friend of mine lived and grew up in the "50's" on Partridge lane, and told me it never presented a problem even then. I am self employed, and for all the 40 years I have lived there, I have almost exclusively used this entrance /egress every day. When I come home every night up Mill St., stop at the stop sign , cross the intersection into Partridge Ln, to my home. To close this, I would have to go down Winter St., into a row of 12 cars, wait my turn at the four way intersection and traffic light, turn right onto Marsh St., turn right onto Rayburn, turn left onto Partridge Ln. By the time this is accomplished, 10 minutes will have expired! Also, for safety reasons, I.E. FIRE, POLICE, AMBULANCE, not to mention fuel oil trucks, FED-X , U.P.S., U.S MAIL, and rubbish collection, it will create another traffic situation. I have spoken to someone at the town yard, and they told me that It would cause a major problem in snow conditions for plowing. I believe that I have lived on Partridge Lane longer than any other resident. When I moved there , every one of the neighbors thought that no problem existed. There has been a radical change in the neighborhood with "MAC MANSIONS", and a lot of the recent arrivals have no historic information of this neighborhood. Several of the houses are "rentals", and the occupants will be gone before you know it. I intend to stay here. I own another piece of property in Waverly Sq. (commercial), pay a hefty amount of taxes to the town, and feel invested in the community. This idea is the epitome of foolishness! It is trying to fix a non existent problem, to satisfy some one who does not have the neighborhoods best interests in mind, but their own. I am vehemently **opposed** to this proposal, to cater to someone's "whim", and disrupt a useful, and safe situation that existed since the inception in the "50s" of Partridge Lane! Thank you, and please think about the need, or usefulness of this proposal.

Sincerely,



Clancy, Glenn

From: Ted Speros <tedsperos@gmail.com>
Sent: Thursday, July 7, 2022 1:12 PM
To: Clancy, Glenn; davycoleman@gmail.com; Paolillo, Mark
Subject: [EXTERNAL]Cul De Sac Partridge Lane

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Coleman, Mr Clancy and Mr. Paolillo,

I am writing to express my strong support for converting Partridge Lane into a cul-de-sac. I consider this to be an important first step in addressing the traffic safety issues related to the Winter Street, Mill Street and Concord Avenue intersections, where there are frequent accidents and daily near misses. Traffic safety has been a long-standing problem for our neighborhood, having first been raised with the TAC as far back as 10 years ago.

Over the years more and more cars are using Rayburn Road and Partridge Lane as a cut through to avoid the traffic congestion of Winter Street. They often do so at high-speed, posing a risk to residents of both streets and especially to children who are waiting at the bus stop.

Given the increasing level of higher density development on Winter Street and Mill Street, I believe this problem will only become worse in the coming months and years. Closing Partridge Lane to through traffic will help ameliorate the safety issues that currently exist.

I would kindly ask that you share this email with your fellow TAC members. I look forward to addressing this matter with you during the upcoming public consultation. Thank you.

Best regards,

Ted & Elaine Speros

981 Concord Ave, Belmont, MA 02478

Appendix 8: Compilation 2 of Comments on Potential Partridge Lane Closure to Motor Vehicles

Two More Partridge Lane Comments

From: Clancy, Glenn (gclancy@belmont-ma.gov)

To: cag32765@msn.com; hamadc@aol.com; jromanul@gmail.com; davycoleman@gmail.com; jrothim@yahoo.com; larrymacdonald@yahoo.com; ken.lind@gmail.com; daniel.eldridge@gmail.com; albertlink49@gmail.com

Cc: pgarvin@belmont-ma.gov; jmarcotte@belmont-ma.gov; jmacisaac@belmontpd.org; pgarabedian@belmontpd.org; ddestefano@belmont-ma.gov; repstein@belmont-ma.gov

Date: Thursday, July 7, 2022, 5:43 PM EDT

Thank you.

-----Original Message-----

From: Jesse Barnes <jesse.g.barnes@gmail.com>

Sent: Thursday, July 7, 2022 4:16 PM

To: davycoleman@gmail.com

Cc: Clancy, Glenn <gclancy@belmont-ma.gov>; Paolillo, Mark <mpaolillo@belmont-ma.gov>

Subject: [EXTERNAL]Partridge Lane closing

Mr. Coleman-

I have lived at 59 Partridge Lane for 15 years and am writing in support of the proposal to close the Partridge-Winter intersection. This is an important first step to address the safety issues with traffic in this area and I am very grateful for your consideration.

I am traveling and sadly cannot attend today's meeting in person and so am expressing my view here. Others will speak to several considerations but I would like to highlight one that also merits attention: the danger to pedestrians/bikers from cars entering Partridge from Concord Westbound.

A car on Concord traveling Westbound descends the hill often at speed. Cars merging from Mill also accelerate to keep up, so many cars hit the Winter-Concord intersection moving quickly. If they enter Partridge they turn right on Concord then immediately another right on Partridge. In total this turn is probably close to 140 degrees - not far from a u-turn. This car has zero visibility to Partridge until the turn is made...the angle is too sharp and bushes obstruct the view. If a person happens to be walking to Rock Meadow they will be on that same side of Partridge but totally invisible to the driver until it is too late.

I have 5 children and have always told them to be extremely careful when walking there. I walk my dog daily and have had some narrow misses. It is only a matter of time before something happens given the lack of visibility and pressure to maintain speed coming from the prior intersections. Closing this access is a necessary step for safety.

This is neither the only issue nor the most important but might not be mentioned by others. I will add that my teenage drivers do not even use the Partridge-Winter access as it is too dangerous/frightening. They drive around. Closing this access will therefore be strictly a net positive for our family's safety both in cars and on foot.

I urge you to take this step and hope it is the first toward improving safety around the Concord-Winter interchange. I am certain that absent these changes it is only a matter of time before a serious accident occurs.

Thank you so much for your consideration and for your efforts for our community! I appreciate your time. Please feel free to share this with anyone else relevant and don't hesitate to reach out if I can be helpful to provide any additional information on this matter.

Best,

Jesse Barnes

59 Partridge Lane

617-447-6186

From: Chet Messer <chet0506@msn.com>

Sent: Thursday, July 7, 2022 3:25 PM

To: Clancy, Glenn <gclancy@belmont-ma.gov>

Cc: John Chang <zithroman@aol.com>; Ted Speros <tedsperos@gmail.com>; Ken Hynes <kenhynes87@gmail.com>; Jennifer Woolman Hynes <jennifer_woolman@hotmail.com>; JJ Cornelius <drjjcornelius@gmail.com>; Shahan Stepanian <shahanstepanian@gmail.com>

Subject: [EXTERNAL]Facts and Support for the closure of Partridge Lane at Winter St.

Members of the Transportation Advisory Committee,

The closure of Partridge Lane at Winter St satisfies directly four of the five objectives of traffic calming policy adopted in January 2020, and all five if the safety of children using bicycles in the neighborhood is considered.

My name is Chet Messer. I live at 23 Partridge Lane. The kitchen window, over our sink, looks directly down Rayburn Rd. I can see the traffic coming towards Partridge Lane, then making a right onto Partridge Lane and proceeding to the end of Partridge and exiting left onto Winter St. With cars making the turn from Concord Ave. onto Winter St., they immediately encounter autos exiting left out of Partridge. This makes the turn from Partridge Lane onto Winter St. a dangerous proposition unless a polite motorist on the opposite side of Winter St. allows a person to cut into the line of traffic at the Winter St /Concord Ave stop sign. The danger will be eliminated by closure of Partridge Lane. In the summer taking a left from Partridge lane onto Winter St is even more perilous due to the foliage blocking your view of oncoming cars turning off Concord Ave onto Winter St.

In the late fall, winter, and early spring without leaves on the trees, I can observe autos turning left off Marsh St onto Rayburn Rd. This route is obviously chosen to avoid the 4 way stop sign at the intersection of March St and Winter St. and the long lines of vehicles that accumulate at the stop sign at the intersection of Winter St and Concord Ave. during rush hours.

Recently, I have observed vehicles turning right onto Partridge lane from Winter St and then left onto Rayburn road as they cut through the neighborhood to access Marsh St. without a stop sign. Some of these vehicles travel at speeds above the 25 MPH limit.

In addition to the children who ride their bicycles and other forms of child level transportation, we have many people who walk their dogs or walk for exercise along Rayburn Road as well as around the circular pattern of Partridge Lane which intersects with Rayburn Rd in two locations. The closure of Partridge Lane at Winter St. will substantially reduce vehicle traffic on Rayburn Road and Partridge lane and thereby improve the safety for those who walk or play in the neighborhood.

Thanks for your consideration,

Chet Messer

23 Partridge Lane