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DATE: July 8, 2021
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Belmont Transportation Advisory Committee (TAC) Meeting

Minutes for Thursday, 13 May, 2021

Present: Dana Miller (Chair), Charles Hamad, Chip Gaysunas, David Coleman, Laurence MacDonald Jeffrey Roth (Secretary)

Absent: Jessie Bennett (Vice Chair), Jeremy Romanul

Also present: Staff: Glenn Clancy (Belmont Office of Community Development (CD) Director), Jay Marcotte (Belmont Department of Public Works (DPW) Director), Sergeant Paul Garabedian (Belmont Police Department (BPD)), Patrice Garvin (Belmont Town Administrator)

Finalized minutes; compiled on date: 2021-05-25; revised: 2021-05-27; finalized: 2021-06-17.

Announcements

1. Tonight's public meeting is occurring over Zoom.

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.

CONCORD AVE. RESTRIPING PROPOSAL:

Consultant Briefing

Bill Schwartz (Nelson-Nygaard Consultant) — An overview was provided by Nelson-Nygaard (Bill Schwartz and Brianne Weisgerber). This 15-minute presentation is appended to the end of these minutes. The presentation included some updates since the 1 April TAC meeting on this topic. More on-street car-parking was added into the west-bound lane between Blanchard Rd. and Underwood St. Safety elements were also added to the design at various locations, including those to facilitate cyclists making left turns out of the protected bicycle lanes.

Dana Miller (TAC Chair) — After the briefing concluded, Dana Miller invited comments and questions from the TAC members.

Charles Hamad (TAC) — He asked a question about whether there is parking across Emerson Road in the west-bound direction.

Bill Schwartz (Nelson-Nygaard) — He responded that there are parking spots there, and a bicycle box has been added to facilitate cyclists more safely being able to turn left into Emerson St. While there is still car parking on that stretch, approximately one fewer car-parking spot exists in these updated plans to enable left-turns for cyclists.

Charles Hamad (TAC) — He also asked about Goden Street getting backed up by the stop light there.

Bill Schwartz (Nelson-Nygaard) — He responded that this the stop light was added for safety and was studied extensively, and there is not a significant impact to congestion.

Chip Gaysunas (TAC) — He asked about the reasoning behind the bicycle box in the east-bound direction at the location of Cottage Street.

Brianne Weisgerber (Nelson-Nygaard) — She responded it is an established treatment to put a bicycle box at the front of a travel lane. The purpose of this marking is to alert drivers approaching the intersection to look for and yield to cyclists turning left out of a protected bicycle lane. It is a safety treatment used extensively in these kinds of situations.

Bill Schwartz (Nelson-Nygaard) — He reiterated that these bicycle boxes are added for cyclists who need to turn left. When used in conjunction with a traffic signal, they also allow cyclists to wait for a left turn signal, and therefore turn more safely while cars behind them yield. According to MGL, cyclists are considered vehicles, so when a cyclist is in front of a car, the cyclist has the right-of-way over vehicles behind the person.

David DeStefano (Belmont Fire Department Chief) — Chief DeStefano reported that he has reviewed this design, and was satisfied that the travel lanes were widened to be ≥ 11.5 feet throughout the whole section of Concord Ave. He has reviewed the design and determined that just as with the current configuration, it still adequately allows for continued access by fire trucks and any other rescue or public-safety vehicles. He said that the engineers have designed the roadway layout to be wide enough for commercial truck and bus traffic, which in turn makes it also sufficiently wide for any emergency vehicles.

Chief DeStefano also discussed the use of delineators between the bicycle lanes and the parking lanes, to provide some buffer area for safety. He said these types of signage and delineators look appropriate to him, because they would be on posts with springs. These bollards could be moved out of the way if needed and driven over by fire equipment. They are not something that would be obstructive to moving fire apparatus closer to the curbs, if needed. Another option would be a lower-profile delineators, though something flexible like what Nelson-Nygaard showed in their plans seems fine to him.

Chief DeStefano also mentioned that if a truck or fire vehicle needed to stop to service an emergency, it would likely need to block the entire roadway. Often times in emergencies it is safer to completely divert through traffic on a road anyway, to avoid the additional hazards of cars driving through an emergency scene like a crash or fire. He said he is not concerned about blocking a roadway if that is needed to maintain safety during a crisis situation, and this would likely only be for a very short period of time anyway.

Bill Schwartz (Nelson-Nygaard) — He said that these delineators are called flex posts, and they can be driven over if need be. These delineators can be placed in more densely-trafficked areas, but may not be placed everywhere in the design. The design does not have specific locations identified for these delineators to be placed.

Glenn Clancy (CD Director) — Glenn Clancy said that he does not intend to put signs on the bollards, as shown in one of the Nelson-Nygaard example visuals. He would probably

not recommend that the delineators be used everywhere, and instead would only be installed where needed. Mr. Clancy also said that this project is primarily limited to adding markings on the roadway, so Concord Ave. could still be plowed in winter in the same manner as currently, and not require any additional snow-removal equipment.

Bill Schwartz (Nelson-Nygaard) — He said that there would likely be initial compliance challenges with the new designs near the High School, and the Town will probably want the delineators in locations where these challenges are expected to occur.

David Coleman (TAC) — David Coleman asked whether Nelson-Nygaard has overall parking demand numbers for the High School and the Concord Ave. roadway. He suggested that overflow parking could utilize the Concord Ave. on-street car parking. He said it would be worthwhile to have an estimate of the current student parking demand on Concord Ave.

Dana Miller (TAC Chair) — Dana Miller said that there is currently no parking at the High School for students. She said that we could not get a current estimate of student parking demand by looking at the number of cars parked on campus because none are parked on campus now.¹

David Coleman (TAC) — David Coleman asked a question about the area between Hamilton Rd. and Blanchard Rd., and the car-parking added there. He also mentioned that there is no cut in the median opposite Hamilton Rd. While U-turns were still possible slightly east of this location, is the turning radius sufficient there? Also, could the project include construction to install a cut in the median at Hamilton Rd.?

Bill Schwartz (Nelson-Nygaard) — Bill Schwartz responded that he may need to eliminate a car-parking space near the median U-turn location gap. Removing the median at Hamilton Rd. would be a major construction project, and would not be within the scope of this project.

Larry Macdonald (TAC) — Larry Macdonald asked whether the plan resolved the concerns from the previous meeting to the satisfaction of the businesses.

Bill Schwartz (Nelson-Nygaard) — Bill Schwartz responded that it would defeat the point of having the protected bicycle lane to have a large gap disconnecting it from Cambridge, so they added much of the parking back as requested.

Bill Schwartz said that as a result, now there is only a small change on that stretch to the on-street parking capacity. For example, near Trowbridge St. and Baker St., parking zones were added, allowing many vehicles to park there. Since the car-parking space markings were also removed, this allows many more smaller vehicles to park there now. That was one of their resolutions to accommodate more on-street car parking, as compared to the earlier design that Nelson-Nygaard presented.

Jeffrey Roth (TAC) — Jeffrey Roth said that in addition to teaching protocol, the bollards have a safety value, and it would make sense to include them in the design where possible. Winter removal can be done, as shown previously on Concord Ave. east-bound lanes. They will certainly add value when the project is first implemented, but will also provide a critical safety feature for vulnerable roadway users like cyclists, and encourage more people in town to use this bicycle lane.

Mr. Roth also said that he appreciated the considerations that the updated design includes for cyclists turning left at intersections.

¹ Question from JR: Are students also not permitted to park on Concord Ave. during school times currently, due to the construction work?

Dana Miller (TAC Chair) — Dana Miller then opened the meeting up to questions and comments from the public.

Ted Speros (981 Concord Avenue Resident) — Ted Speros asked a question about travel lanes becoming 11.5 feet, and whether that was more narrow than the original design. He asked what the goal is for reducing traffic speeds, and whether studies show traffic-calming effects from narrower travel lanes for cars.

Bill Schwartz (Nelson-Nygaard) — Bill Schwartz responded that 11.5 feet was actually quite wider than initially proposed, and is more than sufficient for maintaining use of Concord Ave. by larger vehicles like trucks, buses, and fire equipment. He said the plan has a fixed cross section to work with. Some areas of the bicycle lane and travel lanes vary in width, but the travel lane is a minimum of 11.5 feet everywhere. Turning lanes may be narrower, and can be 10 feet in some areas.

Bill Schwartz added that narrower lanes do generally improve safety, because motorists drive more slowly, and speed is the predominant factor in crashes. He also said that the bigger safety issue is having more than one lane, as multiple lanes increases speeds and reduces safety.

Jarrod Goentzel — He said that he greatly appreciates the efforts put into parking and the safety needs for cyclists. He asked a question about parking-protected bicycle lanes, and whether they can safely implement them around the many driveways. He asked whether the plan always provides enough space for drivers to see cyclists in the bicycle lanes when approaching any intersections.

Bill Schwartz (Nelson-Nygaard) — Bill Schwartz said that yes, there are setbacks of 10 feet from driveways, and 20 feet from roadway intersections, and this is specifically to provide safety buffers on both sides of those areas, and improve the visibility at all road and driveway intersections. These design features provide better line-of sight visibility to the drivers for people either in the sidewalk or bicycle lane.

Jeff Held (Owner of 31 Concord Ave.) — He said thank you for increasing the on-street car parking in the west-bound segment near Blanchard Rd. Where adjustments were made, he asked what the delta is in parking between the current arrangements and these proposed changes. He also mentioned the U-turn break near Blanchard Rd., and has driven through that many times. He suggested looking at that differently because it is so heavily used. He also said he would prefer to see the project start at Underwood St.

Bill Schwartz (Nelson-Nygaard) — He pulled up a table showing the changes to the numbers of on-street car parking spaces in the four blocks between Blanchard Rd. and Underwood St. The data from this table is inserted into Table 1 below. There is an overall reduction of 8 car-parking spaces, which is 26% reduction in the spaces there.

Jeff Held (Owner of 31 Concord Ave.) — Jeff Held added that he has looked at other roads, and has not seen this type of design before. He said the current “bicycle path” along Concord Ave. is sufficient for people to bike on, and the roadway does not need to be modified at all. He said drivers will no longer be able to use the bicycle lanes to pass other cars in front of them. He also said he did not want the bicycle lanes to accommodate two abreast cycling.

Jeffrey Roth (TAC) — Jeffrey Roth responded that this will not change the road from its current single-file configuration. Drivers passing into the bicycle lane is not legal, and is

Table 1: Proposed changes to parking spot numbers near Blanchard Rd.

Location	Current Car Parking Spaces	Proposed Car Parking Spaces
Blanchard Rd. to Hamilton Rd.	11	7
Hamilton Rd. to Baker St.	7	6
Baker St. to Trowbridge St.	5	4
Trowbridge St. to Underwood St	8	6
Total	31	23
Net Proposed Reduction	–	8

one of the safety problems with the current design. If people are currently doing this, it is causing safety problems. Mr. Roth also said that he would not call the current Concord Ave. bicycle lanes a bicycle path, because they are not separated from traffic and therefore less safe than protected bicycle lanes, and users currently are at high risks for both dooring hazards from parked cars, and being so close to heavy car traffic.

Mr. Roth also mentioned that Belmont does have a bylaw that parking is not permitted within 20 feet of intersections, and that parking must not block driveways. These are safety considerations that relate to everyone, whether it be drivers, walkers, or cyclists.

Dana Miller (TAC Chair) — In response to the comments, Dana Miller responded that the 5-foot protected bicycle lane was not intended for side-by-side, two-abreast biking. She also said that the plan does provide significant parking spaces for businesses and homes in that area near Blanchard Rd. Dana Miller also referenced the police parking survey that she had requested recently from Sergeant Garabedian. She summarized those findings, which indicated that on both days that the police surveyed the parking, there were plenty of empty spots, and that some of the spots seemed to be occupied by High School construction workers, and commuters or employees of nearby businesses.

Paul Garabedian (Belmont Police Department) — Sergeant Garabedian responded that the Belmont Police did these parking measurements, and also some enforcement along Concord Ave. to keep contractors from parking in this eastern segment of Concord Ave.

Jeff Held (Owner of 31 Concord Ave.) — Mr. Held added that people from Cambridge park cars in these spots near his house, and that it is a busily-used area.

Chip Gaysunas (TAC) — He followed-up on the bicycle boxes included in the design, which were included for left-hand turns. He is not sure about how they would work, and asked whether cyclists will feel protected there.

Bill Schwartz (Nelson-Nygaard) — Bill Schwartz said that the bicycle boxes are a NACTO and MassDOT recommended practice. They have been used in many cases, and are an established approach on all kinds of roads used by cyclists. Due to the fact that there is only one travel lane, the bicycle boxes are a good fit on Concord Ave., though these have even been used in multi-lane cases, like in Arlington Center

Andrea Helton (Concord Ave. Resident) — She said that she lives in 3-U rental housing building. The residents in her building own five cars, and only have two off-street spots. They need to park their cars overnight in other places, like the Sancta Maria facility and the Beth El Temple. She said that the MBTA 75 bus also now goes down that section

of Concord Ave. She would like Belmont to allow overnight, on-street car parking. Since many in her building are working from home, these car-parking problems for her residence are exacerbated.

Dana Miller (TAC Chair) — She said that changes to overnight parking regulations are not within the scope of this proposed plan, but the TAC could work with the residents to develop options to help deal with on-street parking being occupied by commuters, students, high school construction workers, or employees of nearby businesses. She said that perhaps a time-restricted parking, as has been implemented on the other blocks to Underwood St., might be helpful to address these problems. She offered to work with the residents to develop options to deal with problems caused by on-street parking being occupied by commuters, High School construction workers, or employees of nearby businesses.

Glenn Clancy (CD Director) — Glenn Clancy said that any car-parking restrictions that apply to others would also apply to residents, and that the police would enforce those rules for everyone. He said that having more information would help. Once you can focus on the source of the problem, then we can get creative to address the specific issue. He said he would need to have a handle on source of the parking problems mentioned by residents, and can then have time-limited parking, such as no parking before 8:30a or only two-hour parking, to solve any problems.

Lisa Giovanetti (Owner of 31 Concord Ave., same property as Jeff Held) — (Hamilton Rd. Resident?) She said that she is concerned about backing out of her driveway, and being able to see into the road, given how the parking lane would be placed closer to the travel lane.

Bill Schwartz (Nelson-Nygaard) — Bill Schwartz responded to this, and said they have analyzed turning radii for access to and from parking spaces and driveways. The setbacks are there specifically for these safety reasons, to provide drivers a better view of roadway traffic when exiting driveways. That is why the buffers are in place. This problem can happen today, either if a large truck is parked there, or when cars are parked too close to driveways or intersections.

Jeffrey Roth (TAC) — He mentioned again about parking regulations requiring 20-foot spacing from intersections and no blocking of driveways.

David Coleman (TAC) — He wanted to encourage the roadway setup to be safer for everyone. When traveling from Blanchard Rd. to Hamilton Rd., it is likely to get stopped at that traffic light. Since cyclists are moving much slower than cars, they are more vulnerable given the speed discrepancy. This problem is compounded for families cycling with children, who bike more slowly. He added that Concord Ave. is a critical point that connects neighborhoods, businesses, and schools within Belmont, and also connects us to Cambridge, so having the cycling and walking connection there is very important. Furthermore, he said that Nelson-Nygaard put a lot of thought and careful thinking into these plans.

Dana Miller (TAC Chair) — Dana Miller responded to say she understood the desire for residents to have parking near their homes. She asked if we could put in restricted parking there, to help any potential problems.

Glenn Clancy (CD Director) — Glenn Clancy added that he thought it would be unlikely that high school students will park that far away from the school. He added that there are 90 off-street parking spaces in the school plan, and the town plans to allow use of those spaces for students when the school is fully open.

Mr. Clancy also said that the School Committee is working with the Select Board to designate 50 parking spaces along Concord Ave. for use by people accessing the school and/or athletic facilities. He said that it is very unlikely that this parking would extend so far to include this segment of Concord Ave. near Blanchard Rd.

However, he added that if the School Committee pushes the 90 student spots onto Concord Ave., then probably the 50 on-street parking spaces would go away, and he believes another location would possibly need to be found for those spots. Nevertheless, Mr. Clancy still believes that area east of Underwood St. would be an inconvenient place to park at, and would not likely be impacted by whatever happens with these parking areas under discussion.

Dana Miller (TAC Chair) — Dana Miller asked if we could hold a hearing in the near-term to discuss time-restricted parking options in this area. That may be a way to reserve the car-parking spots for residents, and not commuters.

Glenn Clancy (CD Director) — Glenn Clancy responded that it would make sense first to know what the School Committee will be doing with these plans. He would like to first see how the question about the 90 parking spaces will be resolved.

Lisa Giovanetti (Owner of 31 Concord Ave., same property as Jeff Held) — (Hamilton Rd. Resident?) She asked a question about whether the car-parking spots would be marked between Blanchard Rd. and Hamilton Rd.

Bill Schwartz (Nelson-Nygaard) — Bill Schwartz responded that these spots would be delineated, but in a way that allows a variable number of cars to be parked there depending on car sizes. That is, the car spaces would not be individually marked, but instead just the starting and ending points of the parking strips would be marked.

Charles Hamad (TAC) — Charles Hamad asked how many parking spaces are in the high school currently, and how many are in the future plan.

Glenn Clancy (CD Director) — Glenn Clancy responded that there will be 400 total on-site spaces at the new school, and that number is less than what existed before the project began.

Charles Hamad (TAC) — Charles Hamad added anecdotally that his kids regularly drove to the high school when they were students there and parking was abundant.

Bill Schwartz (Nelson-Nygaard) — Bill Schwartz responded that there is a struggle between parking capacity provided to all students, and the impact on traffic and congestion that arises when large numbers of kids drive to school.

Dana Miller (TAC Chair) — Dana Miller said she would like to get more feedback and analysis of the concerns, and be able to propose some ideas about time-limited parking and other ways to keep commuters, high school students, and construction workers from parking in these areas. She said she would like to act soon on addressing these concerns so that the plan could move forward.

Glenn Clancy (CD Director) — Glenn Clancy also said that we need to know about whatever parking plan is implemented to meet the time-lines for re-striping the roadway soon, including the section adjacent to high school. This needs to be done before the beginning of the school year in September. He said he is running out of time, so things need to be resolved soon if the same firm already on contract to re-pave the roadway section near the Middle/High School is also going to be used to do this re-striping work. He also said he

would likely not be able to postpone this decision to another TAC meeting.

Mr. Clancy said he is responsible to get this project moving, if it is included with the upcoming repaving project for Concord Ave. He agreed that he would like to include further considerations for residents. He said that he can put the existing plan into a contract, and adjust the design as needed since he has some flexibility in what exactly is implemented.

David Coleman (TAC) — David Coleman suggested that we should move forward with this approach, and that it makes a lot of sense.

Charles Hamad (TAC) — Charles Hamad asked if there will be a formal evaluation for this approach if it is implemented. He suggested someone collect data on traffic volumes, speeds, and crashes before and after to identify any changes in trends.

Sergeant Paul Garabedian (Belmont Police Department) — Sergeant Garabedian said he could potentially try to keep us updated on any overall trends observed by the Police Department.

Voting Motion

Wording for a motion on this matter was discussed. **A motion was made by Jeffrey Roth to recommend to the Select Board the implementation of the April 28th, 2021 striping plan for Concord Ave., with a delay in finalizing the plan for the roadway between Blanchard Rd. and Hamilton St.; this delay is to allow additional time to understand concerns about car parking on this block before finalizing this segment of the plan.** David Coleman seconded this motion.

Vote by Roll-Call — The following committee members voted in favor of this article: Dana Miller, David Coleman, Charlie Hamad, Chip Gaysunas, and Jeffrey Roth. So TAC voted unanimously in favor of the current striping plan, and consideration of residents concerns about parking reductions.

Dana Miller (TAC Chair) — Dana Miller concluded this discussion topic by saying that further research by TAC would be done to evaluate and respond to the concerns from Jeff Held, Andrea (last name?) and others about parking on their block and how to approach these questions most constructively.

MINUTES REVIEW AND APPROVAL

The topic of review and approval of meeting minutes was discussed next.

1 April Minutes

The minutes were reviewed. The only change suggested was by Charles Hamad who said he had mentioned the parking regulations about setback distances required for 20 feet from intersections and ~10 feet from driveways. Jeffrey Roth said he would amend this to the minutes.

David Coleman (TAC) — He motioned to approve the minutes as amended.

Charles Hamad (TAC) — He seconded the motion.

All TAC members present voted in favor of approving these 1 April minutes as amended.

17 February Minutes

No changes were suggested to these minutes.

Larry Macdonald (TAC) — He motioned to approve the draft set of minutes.

David Coleman (TAC) — He seconded the motion.

All TAC members present voted in favor of approving the 17 February minutes.

OLD AND NEW BUSINESS

New Business – Water Drainage into Street from 217 Common Street Property

David Coleman (TAC) — David Coleman brought up an issue about the house at 217 Common St., that was bought in 2013 and recently renovated. He said a great deal of water comes off of that property and runs onto Slade St. and Common St.

This water also runs down across Charles St. and George St., and can freeze in winter. He brought this up because these roads are important access ways for children walking to Chenery and other schools. It seems like a chronic problem that should be given some attention. He added that even river stones were put down in that property's yard, perhaps as a tacit acknowledgment about water flowing regularly off the property. He asked about the hydrology of this hill and if there is a buried spring that is causing this problem naturally, or if it coming from the house's infrastructure.

Glenn Clancy (CD Director) — Glenn Clancy said that there is a high ground-water table there, and the issue with surface break-out of water from underground sources has occurred in areas around Belmont previously. The Town could check into this issue further and approach the homeowners about this if the problem expands. However, these issues can be complicated, and he would need to look further into it to offer an assessment of the situation.

New Business – Citizen Petition on Parking Bylaw

Patrice Garvin (Belmont Town Administrator) — Patrice Garvin said that a citizen petition was filed to the Town recently in regards to the parking bylaw. The author of this petition agreed to pull her article from Town Meeting, with the agreement that the Select Board delegate this topic to the TAC for discussion and evaluation. She said she would distribute this petition to Glenn Clancy to distribute it to the TAC members. The petition is in response to many construction workers parking on Concord Ave. near the high school, and also a motor-vehicle crash and visibility issues for residents exiting from driveways.

Patrice Garvin said these complaints led to some “No Parking Here to Corner” signs being installed, and resulting concerns about over-proliferation of such signs around Town. Given that a bylaw already allows enforcement against such car-parking problems, there could be a better solution to this matter. She would like the TAC to discuss this, and then bring it back to the Select Board for adoption and approval.

This petition is attached below (when available).

Glenn Clancy (CD Director) — Glenn Clancy said that he will provide this petition to the TAC members.

Charles Hamad (TAC) — He added to this discussion that commercial vehicles are often much larger than passenger cars, and often obscure traffic visibility when parked on Concord Ave. He said that the 20-foot stand-off regulation is not always adhered to.

New Business – TAC Open Positions and Appointments

Chip Gaysunas (TAC) — Chip Gaysunas asked if the TAC has a full contingent of members currently.

Dana Miller (TAC Chair) — Dana Miller responded that Annis Sengupta resigned over a year ago, and Jeremy Romanul is technically still a member of the committee but has not been attending meetings. So there are likely two unoccupied seats on the committee.

Glenn Clancy (CD Director) — Glenn Clancy asked Patrice Garvin if she knows the status of filling these vacancies.

Patrice Garvin (Belmont Town Administrator) — She said appointments are expected to be discussed by the Select Board over the summer period.

Glenn Clancy (CD Director) — Glenn Clancy said that Larry Macdonald, Dana Miller, and Jessica Bennett are all up for re-appointment this summer as well. However, he said that he was not sure when the Select Board would re-appoint people and add new people to fill the open seats. He added that the vacancy in 2023 is for the seat formerly occupied by Annis Sengupta, so a new person could potentially fill out the balance of her term, making it a two-year term.

Jeffrey Roth (TAC) — He said that Dan Eldridge had applied for the open seat a long time ago, and was familiar with many issues that TAC has worked on such as Concord Ave. safety improvements.

Old Business – Intersections of Mill/Winter/Concord Roadways, Traffic Signals, Pavement Management Plan

Glenn Clancy (CD Director) — Glenn Clancy updated the Committee about a new contract recently issued, and now in process, for field survey work by VHB to update the preliminary designs for the intersection improvement project around Mill St., Winter St., and Concord Ave. This survey work will allow more accurate assessments of how much land will be needed in Rock Meadow to implement this plan. He also said that it is unlikely the Town would make it into this year's MassWorks funding cycle for this project, and that it was more realistic to target 2022 for submission of such a funding application.

Ted Speros (981 Concord Avenue Resident) — Ted Speros said that the Winter Street round-about project was looked at recently by a surveyor. He said that if the proposed plans for Winter St./Mill St./Concord Ave. cannot be enacted upon for another year, would it be possible to move forward with closure of car traffic through Partridge Lane sooner.

Dana Miller (TAC Chair) — Dana Miller said the TAC would likely have to have a hearing about this topic.

Glenn Clancy (CD Director) — Glenn Clancy said that blocking car traffic through Partridge Lane is something he could consider for near-term implementation. It would mostly be staff time to implement it. He would still recommend a hearing occur to have this discussed. Long-term this is planned anyway to close off Partridge Lane, and it could be

looked at sooner. Even if it involves just signage, it would need to go through a public process.

Jennifer Hynes (Partridge Lane Resident) — She said that she is very supportive of the cul-de-sac concept for Partridge Lane. When the Town moves to resolve cut-through traffic, the traffic may get pushed to Rayburn Rd. and Partridge Ln., so it will be necessary to address this. With the addition of the stop signs at Marsh St., she said that car cut-through traffic has increased and made the road less safe.

Glenn Clancy (CD Director) — Glenn Clancy said this is an extension of the Winter St./Mill St. design process, but does not likely need to be as formalized or time consuming as the MassWorks application process. He mentioned the petition that was submitted several years ago from residents asking to restrict turns off of Marsh Street onto Raymond Rd., but at the time there was not unanimous neighborhood support for that change.

Jennifer Hynes (Partridge Lane Resident) — She said most of the neighbors supported that petition and only two opposed the petition. As a result, that petition was not approved.

Glenn Clancy (CD Director) — He responded that he feels that the full plan for this area will address these things.

Glenn Clancy (CD Director) — Glenn Clancy also said that the traffic signals were being installed at Lexington St. and Sycamore St. He believes that this intersection will be a lot safer once the project is completed, and this work will be wrapping up shortly.

Glenn Clancy (CD Director) — Finally, Glenn Clancy said that the Pavement Management Plan was impacted by failure of the recent tax override. In addition, the Office of Community Development had to cut the position for a resident engineer.

Adjournment

The meeting adjourned at 9:12p.

Minutes respectfully submitted by Jeffrey Roth.

Appendix 1: Concord Avenue Striping Plan Briefing, Nelson-Nygaard



Concord Avenue Stripping Plan

Town of Belmont, MA TAC

Bill Schwartz

May 13, 2021

N NELSON
NYGAARD



Presentation Agenda

- 1 School Project Background
- 2 Traffic Calming Project
- 3 Bus Stop Consolidation Plan
- 4 Parking-Protected Bike Lane
- 5 Discussion

We Put People First

Developing transportation systems to promote broader community goals of mobility, equity, sustainability, health, and economic development



Transit



Transit Corridors



Active
Transportation
and Safety



Cities and Streets



Parking and
Demand
Management



Paratransit
and Community
Transit



Emerging Mobility



Engineering
and Design

School Project Background

- For the HS project, Nelson\Nygaard worked with Perkins+Will to study existing conditions, plan new site, and evaluate impacts, all of which were part of an extensive community process
 - Walking: plan considers ways to improve safe and comfortable walking access to the campus, along school drives, and along an internal path network
 - Biking: plan incorporates dedicated biking facilities within the site, with connections to a new shared path along Underwood Road, future connections to the Belmont Community Path via an underpass to the north, and parking-protected bike lanes along Concord Avenue
 - Bus and Transit: all school bus activity is contained within the campus and MBTA bus stops located in conjunction with pedestrian crossings
 - Vehicles: two two-way entry and exit drives, with a new signal opposite Goden Street; drop-off zones proposed on Concord Avenue

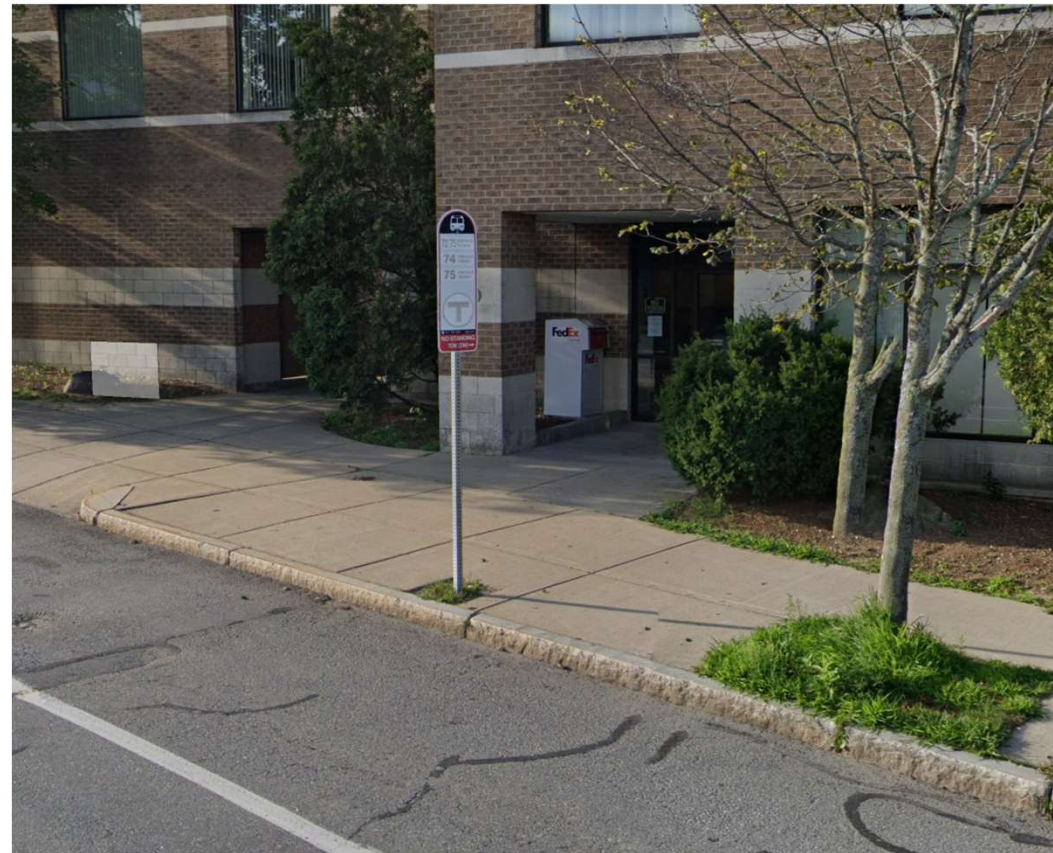
Traffic Calming Project



- Nelson\Nygaard was separately engaged to address impacts from the school project
- Conceptual plans for sidewalk and shared use path improvements along Hittinger, Trowbridge, and Underwood – Completed
- Concord Avenue (Cambridge Line to Leonard Street)
 - Consolidation of bus stops (from 16 to 8) – Bright Road to Leonard Street
 - Parking-protected bike lanes

Bus Stop Consolidation

- To improve the rider experience, bus stops should be spaced approximately every 1,300 feet (1/4 mile); stops that are too closely spaced contribute to service delays
- Existing bus stops on Concord Ave are spaced 400 to 600 feet apart
 - Three pairs of stops see fewer than six boardings/alightings per day (Edgemoor, Louise, 385 Concord, and stops opposite)
- Proposal is to provide four stops on each side of Concord Avenue spaced an average of 1,200 feet apart



Proposed MBTA Stop Consolidations and Adjustments



Legend

- Maintained Bus Stop
- ✕ Removed Bus Stop

Parking Protected Bike Lanes

Example from Portland, OR

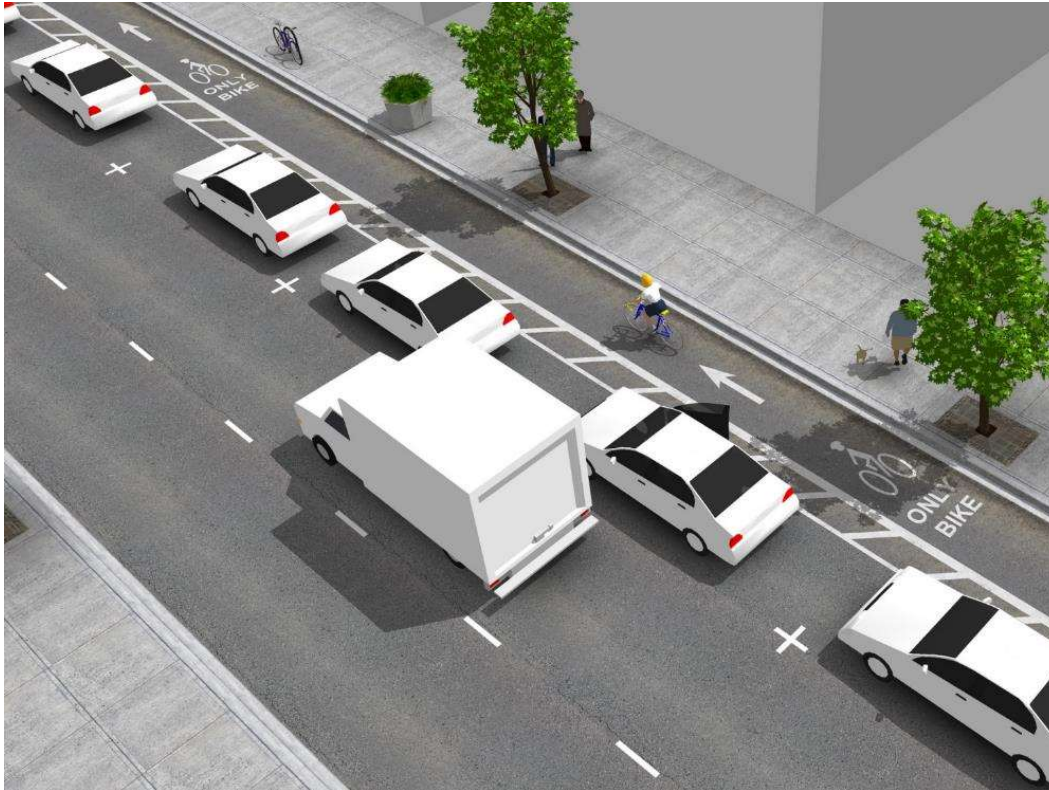




Concord Avenue Today

- Existing bike lanes are between travel lane and parking lane
- The current layout may discourage less experienced bike riders from riding on Concord Avenue
- Vehicles sometimes park in bike lanes
- Motorists opening doors from parked cars pose a potential danger to bike riders

Benefits of Parking-Protected Bike Lanes

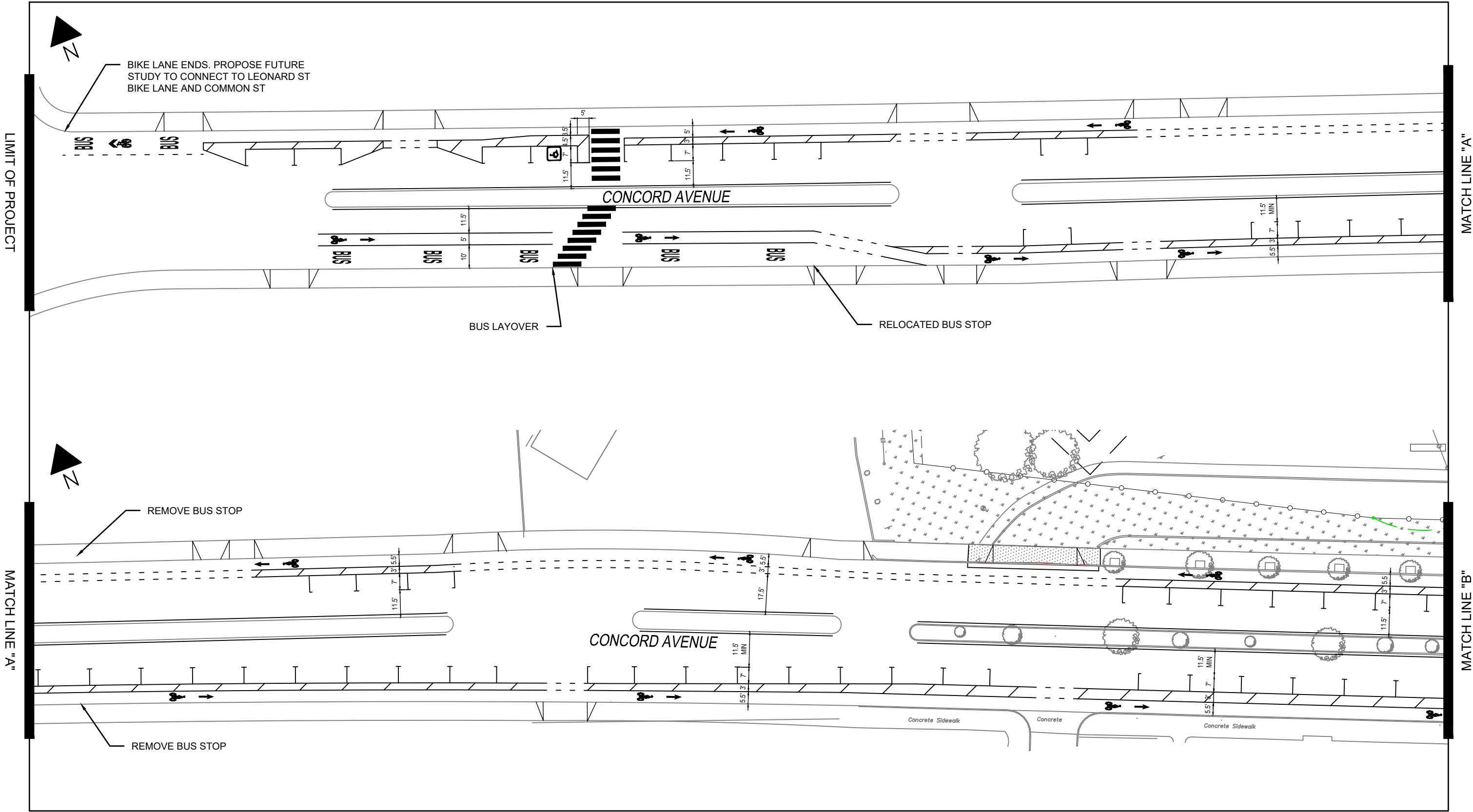


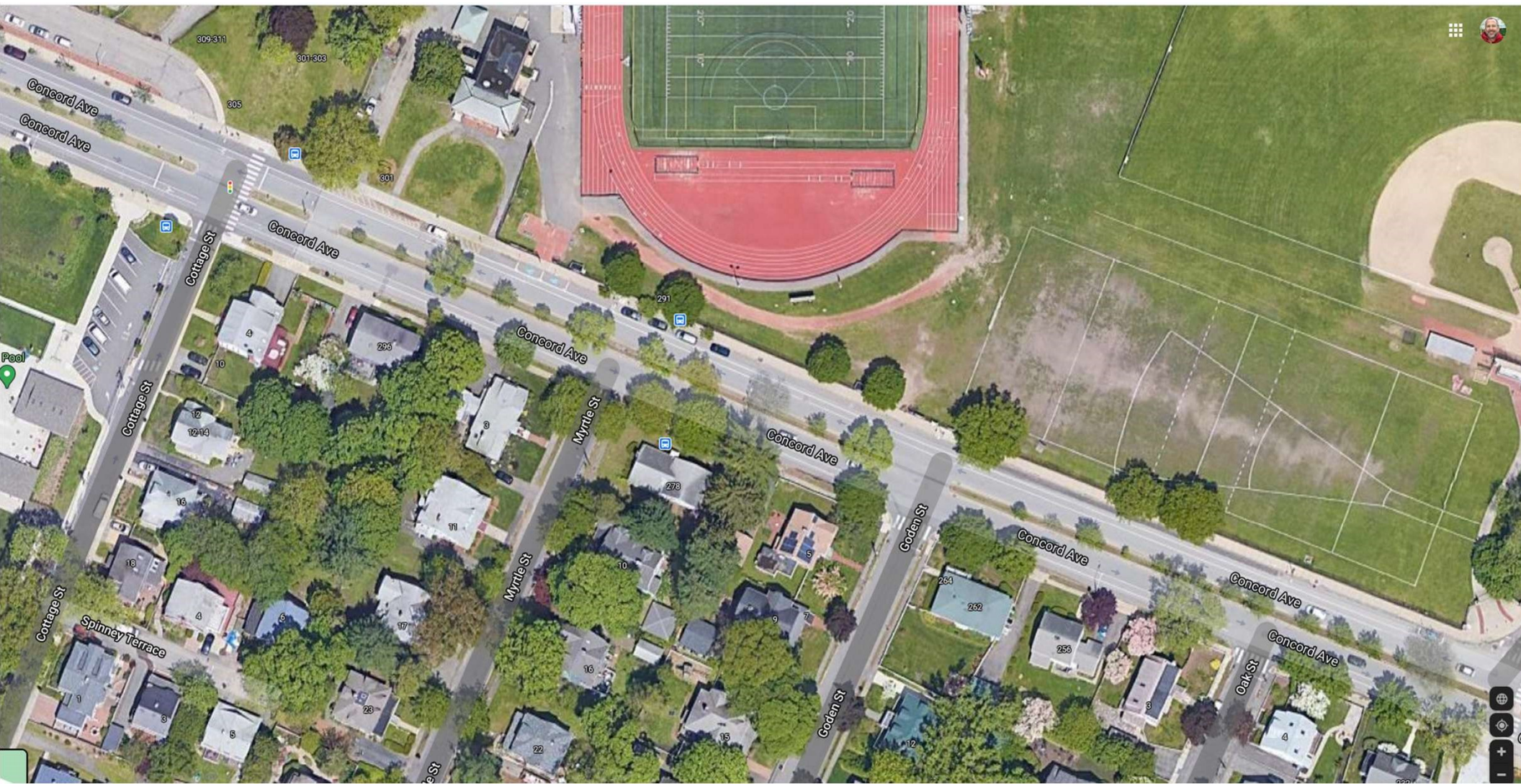
- Dedicates and protects space for bicyclists in order to improve safety and comfort
- Eliminates risk and fear of collisions with over-taking vehicles
- Reduces risk of 'dooring' compared to a bike lane and eliminates the risk of a doored bicyclist being run over by a motor vehicle
- Prevents double-parking, unlike a bike lane
- Low implementation cost by making use of existing pavement and drainage and by using parking lane as a barrier
- More attractive for bicyclists of all levels and ages

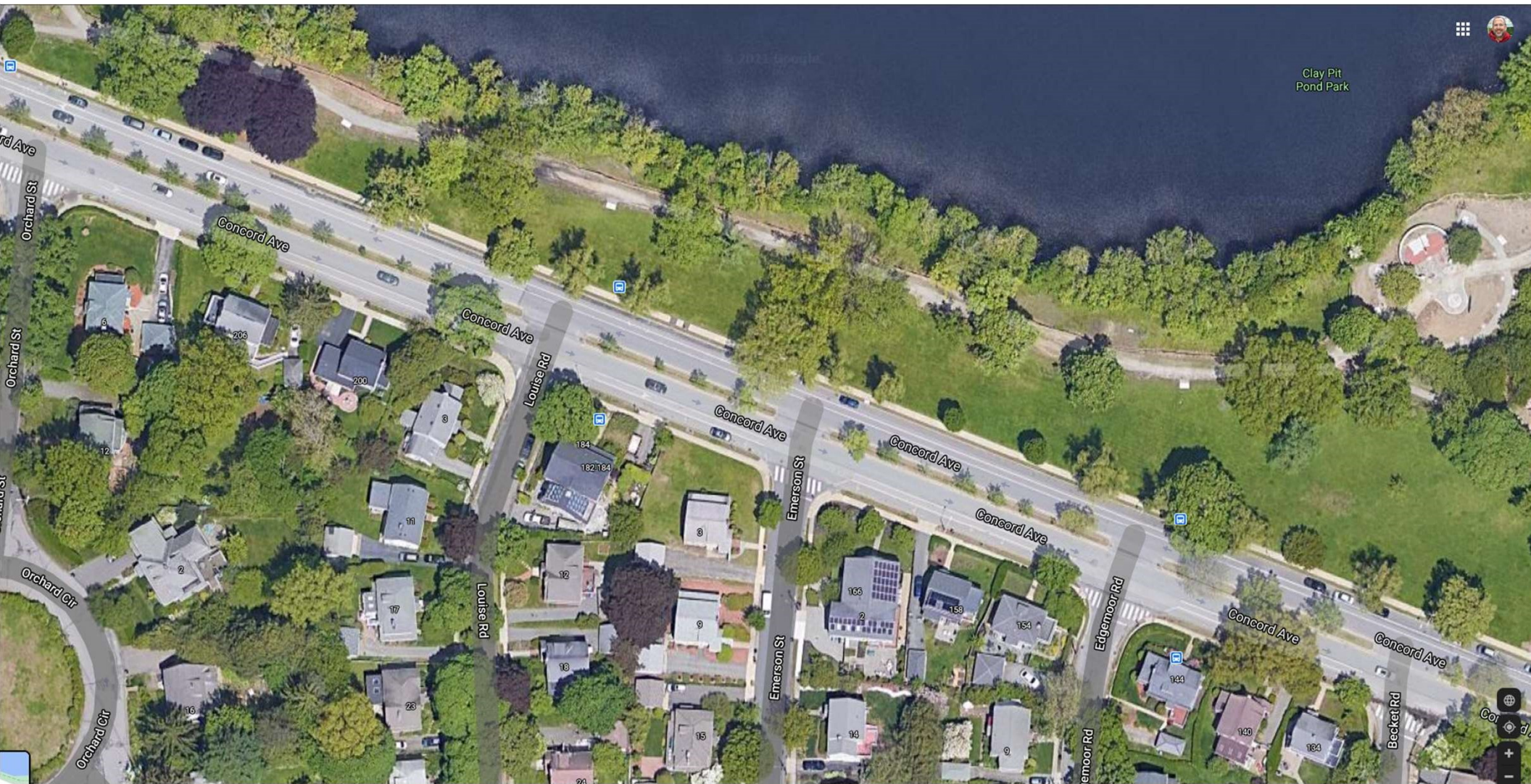
<https://nacto.org/publication/urban-bikeway-design-guide/cycle-tracks/one-way-protected-cycle-tracks/>

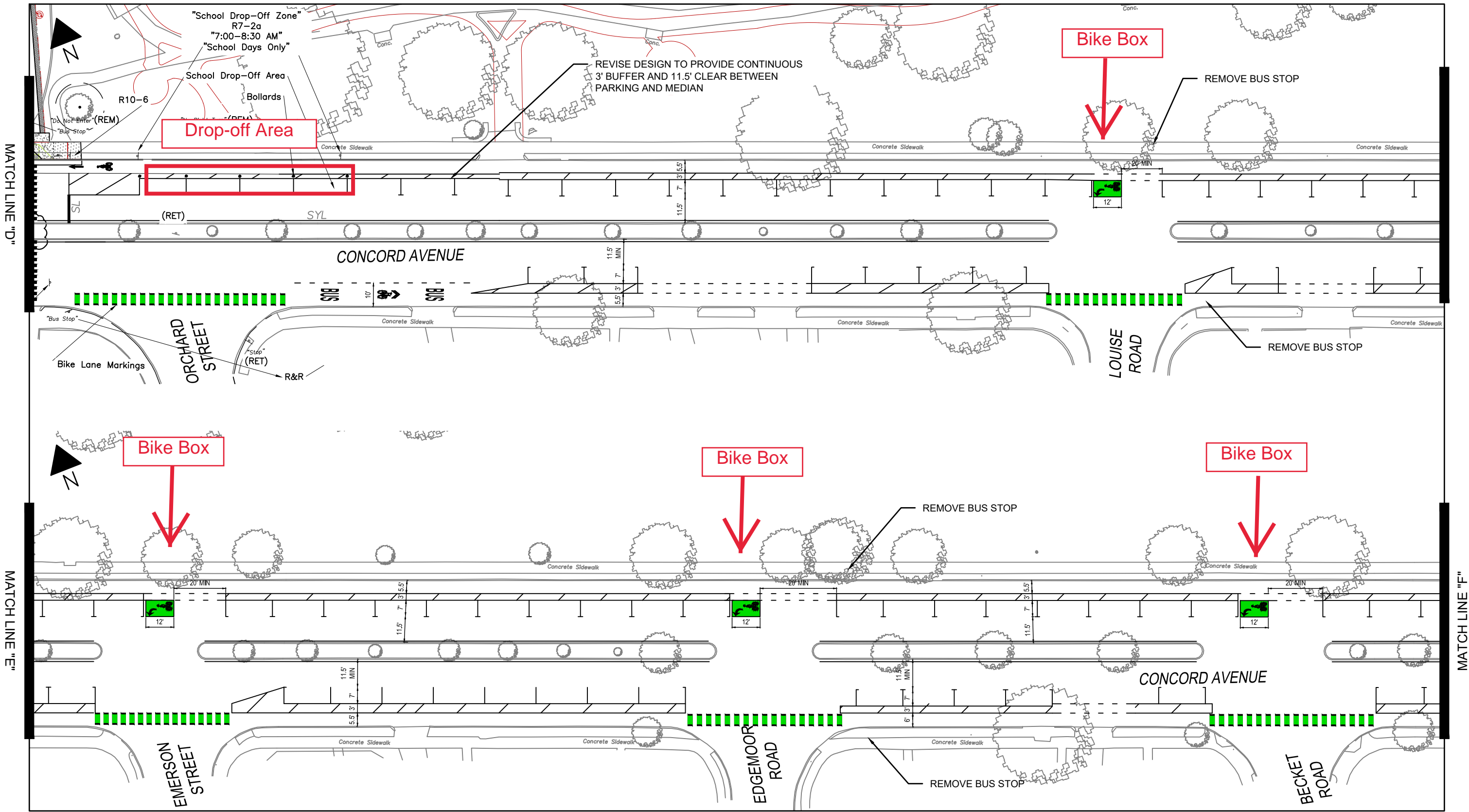
Proposed Revised Striping Plan



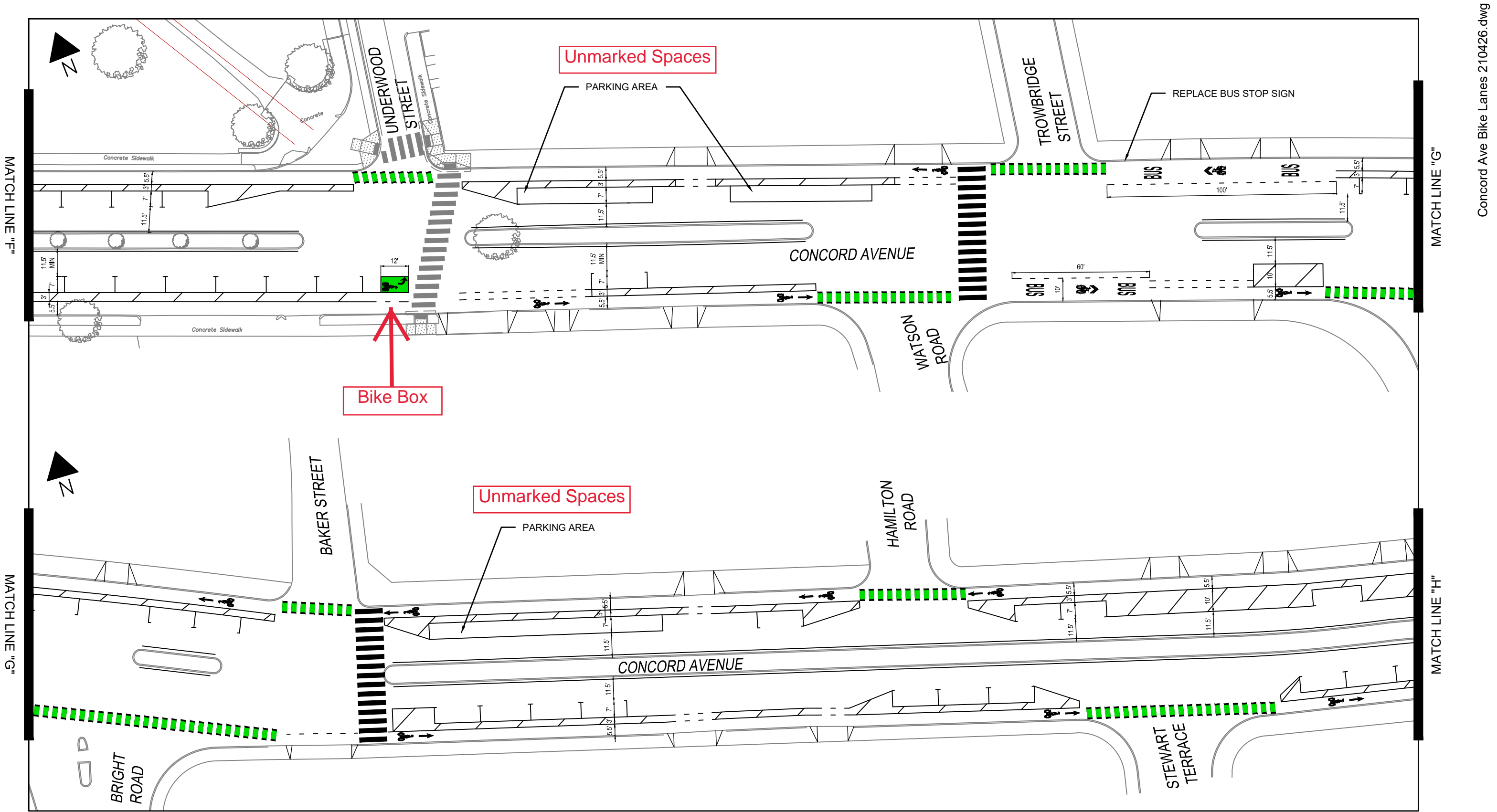


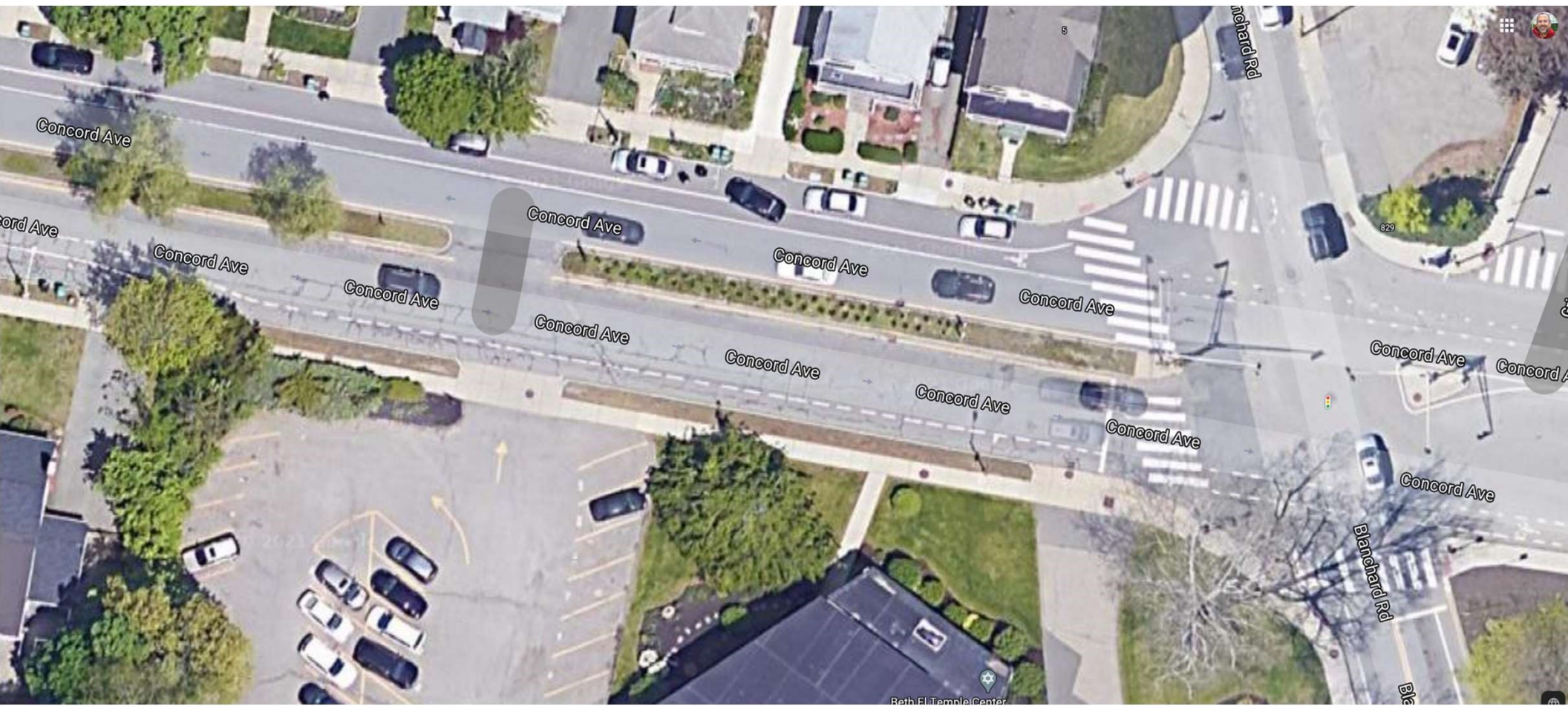


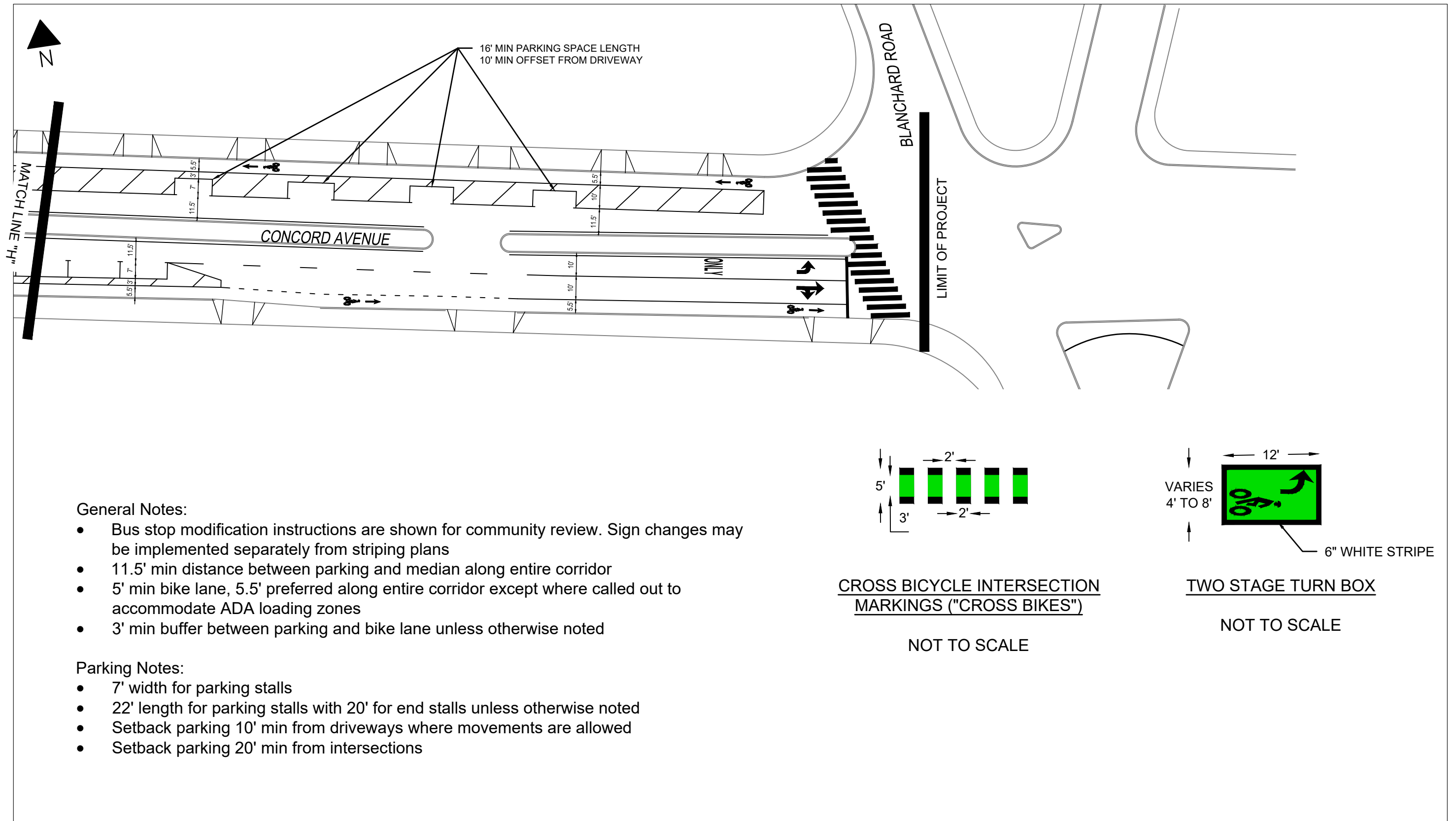












Discussion

Bill Schwartz

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**ARTICLE 8 AMEND §60-805 GENERAL BYLAWS, PARKING AT TRAFFIC
INTERSECTIONS AND ENFORCEMENT**
Substitute Motion by the Bylaw Review Committee revised by Adriana Poole

Moved that Section §60-805 of the General Bylaws be amended as follows:

A. Amend §60-805.B(3) by deleting the words “or 20 feet of an intersection with another way”.

B. Amend §60-805.B by adding a new item (8), to read as follows:

“(8) Parking within 20 feet of an intersection with another way is prohibited. The town will install and maintain appropriate signs stating “No parking here to corner-violators subject to fines and towing at owner’s expense” or other words to that effect, also including Towing Company’s name and phone number. The absence of a sign prohibiting such parking shall not excuse a violation.

The Town will give priority to enforcement at intersections located within 1000 feet of large construction projects and intersections where violations occur more frequently. (Note: changed order of words from “more frequently occur” to “occur more frequently”).

C. Amend §60-805.G to increase the penalty for multiple violations of §60-805.B(8), by inserting the following sentence after the existing second sentence in §60-805.G:

“For the second and subsequent violations of §60-805.B(8), the penalty shall be \$100 for each offense, and, in addition, the vehicle may be towed at the owner’s expense.”