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Belmont Transportation Advisory Committee (TAC) Meeting

Minutes for Thursday, 16 September, 2021

Present: Vacant (Chair), David Coleman, Laurence Macdonald, Charles Hamad, Chip Gaysunas, Ken Lind, Larry Link, Dan Eldridge, Jeffrey Roth (Secretary)

Absent: Jeremy Romanul

Also present:

Town Staff: Glenn Clancy (Belmont Office of Community Development (CD) Director), Patrice Garvin (Town Administrator), Roy Epstein (Belmont Selectboard Vice Chair), Sergeant Paul Garabedian (Belmont Police Department (BPD))

Town Public Residents: William Horne (79 School St.), Steven Goodman (35 Myrtle St.), Bojana Cemazar (19 Baker St.), Jaka Cemazar (19 Baker St.), Melissa MacIntyre (94 Winn St.), Robert MacIntyre (94 Winn St.), Jeff Held (31 Concord Ave.), Seth Clarke (36 Concord Ave.), Catherine Bowen (67 Bartlett Ave.), Carice Reddien (46 Centre Ave.), Brenda Morris (17 Myrtle St.), Issac Morris (17 Myrtle St.), Jaden Morris (17 Myrtle St.), Elise Goodman (35 Myrtle St.), Nitin Sonaware (137 Chilton St.), Sara Smith (52 Slade St.).

Final minutes. Drafted on date: 2021-10-08. Finalized on 2021-10-25.

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.

Election of Officers

Chairperson Position

Dana Miller has stepped down from her seat on TAC, and will no longer serve as Committee Chairperson. The Committee discussed who would fill that role.

Voting Motion

Chip Gaysunas motioned to elect David Coleman as Chairperson of the TAC. Jeffrey Roth seconded that motion.

David Coleman (TAC) — David Coleman thanked Chip, and said he would like to serve as Chairperson until the next election cycle, which is typically in the summer or fall of next year. At that time, it may make sense to revisit the leadership of TAC.

Vote by Roll-Call — The following committee members voted in favor of electing David Coleman as chairperson: David Coleman, Laurence Macdonald, Charles Hamad, Chip Gaysunas, Ken Lind, Larry Link, Dan Eldridge, and Jeffrey Roth. So TAC voted unanimously in favor of electing David Coleman as Chairperson.

Vice Chairperson Position

Jessie Bennett has also stepped down from her position as Vice Chairperson of TAC, and from her position on TAC. So that position is also open.

Voting Motion

David Coleman motioned to elect Chip Gaysunas as Vice Chairperson of the TAC. Larry Macdonald seconded that motion.

Vote by Roll-Call — The following committee members voted in favor of electing Chip Gaysunas as chairperson: David Coleman, Laurence Macdonald, Charles Hamad, Chip Gaysunas, Ken Lind, Larry Link, Dan Eldridge, and Jeffrey Roth. So TAC voted unanimously in favor of electing Chip Gaysunas as Vice Chairperson.

TAC Appointee to Middle High School Traffic Working Group (MHSTWG)

Voting Motion

David Coleman motioned to appoint Jeffrey Roth as the TAC representative to the Middle High School Traffic Working Group (MHSTWG). Chip Gaysunas seconded that motion.

Vote by Roll-Call — The following committee members voted in favor of appointing Jeffrey Roth as the TAC representative to the MHSTWG: David Coleman, Laurence Macdonald, Charles Hamad, Chip Gaysunas, Ken Lind, Larry Link, Dan Eldridge, and Jeffrey Roth. So TAC voted unanimously in favor of appointing Jeffrey Roth to represent TAC on the MHSTWG.

Public Hearing on School Street Traffic Calming

Glenn Clancy (CD Director) — Glenn Clancy provided an overview of this proposal, which is shown in Appendix 1. As background, he said that Hittinger and Underwood Sts. are now curtailed for drop-off, as well as on the campus itself for the next two years. There is also a new traffic signal at Goden St. and Concord Ave. Glenn then discussed some proposed

traffic-calming measures for School Street, which also aim to improve safety around Belmont and facilitate safer access to schools for students walking and cycling.

Mr. Clancy said that he was glad to see 35 – 40 residents in attendance tonight, since there was less of a consensus in earlier meetings about safety improvements for School St. He said he would first focus on the School St. proposal, and then move to the Goden St. proposal. This proposal involves making the School St. and Orchard St. an all-way (4-way) stop sign. The same is proposed for the Orchard St. and Goden St. intersection.

As listed in slide #3 of Appendix 1, Glenn Clancy said that the all-way stops meet the warrant criteria established by the MUTCD. The MUTCD is a federal highway document, and has been adopted by the State of Massachusetts. By and large, Belmont follows this document for traffic control elements. He said it is a quantitative criteria that justifies the use of a 4-way stop design. Slide #3 in the Appendix 1 presentation lists these criteria, and how they are satisfied in these proposed locations.

Mr. Clancy also discussed a proposed School St. speed table for the location between Cottage St. and Myrtle St. This would be similar to the speed tables on School St. near the Burbank School. He said that there are a series of measures between Common St. and Burbank to slow speeding cars on School St. The overall objective is to make this corridor safer for everyone, and to slow car traffic down there.

Mr. Clancy said this neighborhood has two elementary schools, a swimming pool, and new middle-high school, and the objective is to improve safety of the neighborhood for people walking and biking to these locations. Mr. Clancy said that the primary road through this area is School St., and the issues with safety persist along much of its length. He explained that traffic from Orchard St. cannot easily see oncoming traffic from the left on School St. This condition makes the intersection very dangerous. Mr. Clancy said he wants to encourage more walking activity to and from the schools, and this approach would make it easier for people to get across these streets.

Ken Lind (TAC) — Ken Lind asked a question about the number of proposed 4-way stops and speed tables, and whether there are options to do a certain number of these versus all of them.

Glenn Clancy (CD Director) — Glenn Clancy said that the BSC engineers looked at the locations broadly, and recommended the 4-way stops and speed tables as a set of improvements to address the overall problems of speeding traffic and unsafe sight-lines. The solutions are intended to be implemented together to achieve the intended safety benefits. However, the items could be looked at and approved individually, too.

David Coleman (TAC Chair) — David Coleman added that the 4-way stops have helpful effects on traffic.

Chip Gaysunas (TAC) — Chip Gaysunas said that it is important to listen to the experts, engineers, and consultants who have recommended these implementations. He also said that questions from abutters are critical to evaluating this proposal. He added that generally there has to be a high bar for speed tables, so they are likely needed if the evaluations by the engineers have recommended them. The question then becomes whether other roads also need these types of adjustments. He also said he would favor curb extensions to reduce the crossing distances for walkers. Mr. Gaysunas also said that the speed tables similar to those used in front of the Burbank School seem to make the most sense. He asked about these proposed 4-way stops and their proximity to the 4-way stop at Goden St. and School St.

Glenn Clancy (CD Director) — Glenn Clancy said that these recommendations came directly from the BSC engineers.

David Coleman (TAC Chair) — David Coleman said there are widely-known safety problems at this intersection.

Dan Eldridge (TAC) — Dan Eldridge asked what maximum car speeds these speed tables are designed to support.

Glenn Clancy (CD Director) — Glenn Clancy said that the proposed speed tables allow safe travel by a car at 20 – 25 mph speeds.

David Coleman (TAC Chair) — David Coleman said that any former members from the High School Traffic Working Group are welcome to comment, since the need for traffic calming at these locations was originally discussed there.

Larry Link (TAC) — Larry Link said that he would like to comment on the proposals. He asked whether separating the stop signs from the speed tables would decrease the overall benefits. Second, he asked if there are downsides of the speed tables that people might want to be aware of.

Glenn Clancy (CD Director) — Glenn Clancy responded that if the only proposal here were speed tables, then we would be just mitigating speeding vehicles. However, that would not be as effective to improving cycling and walking safety. He said that to be able to better manage the environment, it would be safer to also have the 4-way stops to cross these busy roads. Mr. Clancy also said that the Orchard St. corridor needs to have safer crossings for walkers. If you take that away, and you only mitigate the speeding, that does nothing with improving the crossing safety for people walking.

Roy Epstein (Belmont Selectboard Vice Chair) — Roy Epstein said that it would help to make Orchard St. a more popular and safer cycling and walking route.

Emily Peterson (Glendale Rd. Resident) — She said that she is highly in support of the 4-way stops and uses those routes for walking, cycling, and driving. She thinks that the 4-way stops are important and needed safety features. She said that one possible downside of the speed tables is that they might push traffic onto the Wellington side of Orchard St. Therefore, she said we may want to put these speed tables on both sides of Wellington.

Ed Imbier (Resident) — He said that School St. is used to connect Belmont to Watertown and other places outside Belmont. He thinks it is an impediment to traffic to add speed tables. Mr. Imbier said that School St. is supposed to be a 25-mph roadway anyhow, and the police can enforce that. He also said that facilitating left-hand turns from Orchard St. onto School St. is not a big enough reason to justify a 4-way stop there.

Glenn Clancy (CD Director) — Glenn Clancy responded that it is not just that you cannot easily turn left, but that one cannot safely see and respond to oncoming traffic on School St.

Peter Dizikes (Randolph St. Resident) — Peter Dizikes thanked everyone for meeting, and is in strong support of the speed tables and the 4-way stop signs. He said that he uses those intersections a lot, and that it helps to have used it to understand why safety is such an issue at these intersections. He said that cars coming down School St. are often times speeding, and that we greatly need speed controls on that section of School St., in addition to the 4-way stops. Mr. Dizikes also said that poor visibility is an issue, and that there is

a need to stop traffic to make it safer for people walking. He said that he advocated for the speed tables at Burbank, and that has made a huge difference. However, he said that drivers start picking up speed again very quickly after those speed tables, due in part to the downhill nature of School heading west-bound. He said that this is an unfinished piece of the puzzle to do these speed tables, because there is the strong need to slow the traffic downhill west-bound.

Howard Herzog (School St. Resident) — Howard Herzog said that he absolutely agrees that stop signs are needed at Orchard St. and School St. He said he is not as sure about the Orchard St. and Goden St. 4-way stop sign, since it seems that the speeds are not as high there. He also said that in general he does not favor speed tables, but can see why they are needed here. He added that for the speed tables at Burbank, sometimes people slow down *too* much when going over them.

Jack Weis (Resident at Bow and School St. intersection) — Jack Weis said that he appreciated TAC taking the time to go through peoples' comments tonight. He said there is daily use from walking, running, cycling on School St. from Washington St. to Common St. He added that the Burbank speed tables have been effective at slowing speeding car traffic down, and one can see that from the radar sign located there. Mr. Weis said that traffic studies done on other streets showed that School St. traffic was a lot of non-resident, cut-through traffic. He said that adding two additional speed tables will slow traffic down and reduce cut-through car traffic. Regarding the 4-way proposed stop, he said that he never felt like cars were not stopping for people crossing, so the 4-way stop at Orchard St. may seem superfluous. However, he is supportive of the speed tables.

Larry Macdonald (TAC) — Larry MacDonald asked if Glenn could please clarify the difference between speed tables and speed bumps.

Glenn Clancy (CD Director) — Glenn Clancy explained that speed tables are not as jarring as a typical speed bump. Speed tables are designed to slow down traffic, not stop traffic. He said that they can be driven over safely at speeds up to 25 mph, which is the speed limit in the neighborhood anyway.

Marguerite Piret (162 Washington St. Resident) — Marguerite Piret asked to know what the car crash rate history is for School St. and the Orchard St./School St. intersection. She feels that any changes should be guided by actual number of crashes alone. Marguerite Piret later remarked that something like a 4-way stop should only be considered for locations where major crashes have occurred previously.

Chief Jamie MacIsaac (BPD) — Chief Jamie MacIsaac said that this area is not one of the Town's top crash areas. However, he said we have five public schools in a 1.5 mi² area. Every principal needs an officer at their school to monitor safety during morning and afternoon commutes. He also said that there are 25,000 – 40,000 vehicles each day during school times going through Belmont. The BPD is spread thin due to the need to monitor schools, and we only have four officers on every shift. So they are doing everything possible to enforce traffic safety problems, but they cannot monitor and enforce everything. Therefore, having infrastructure that naturally forces safety improvements is critical to addressing these safety problems.

Glenn Clancy (CD Director) — Glenn Clancy said that in spite of the zoning bylaws, it is not easy to enforce visibility problems, or other things. Doing so can become a constant babysitting exercise. The approach here designs an engineering solution, versus putting

the burden on enforcement to address the issues. He said that if we can make a structural engineering type of change, it resolves the issue without needing enforcement that we cannot feasibly support anyhow.

David Coleman (TAC Chair) — David Coleman responded to Marguerite Piret’s comments, saying that a lot of commuters, parents dropping off and picking up, and residents use this area heavily. He said that these are a preventive series of actions that can change behavior at these intersections, and it is an attempt to be proactive about solving these safety problems.

Glenn Clancy (CD Director) — Glenn Clancy said that going back to the MUTCD standard and criteria, crashes and volume are all things that are met by these intersections. He said that he does not like an overabundance of signs and stops either. However, he believes that this is needed here in these locations to improve safety.

Heather Barr (180 School St. Resident) — Heather Barr said that at the corner of Stone Rd. and School St., car traffic moves dangerously fast, caused by a combination of speed and lack of pedestrian crossings. She is supportive of the speed tables and the 4-way stops. She said that speeding is too much of a problem, and that we need to make this area safer for people walking. She also said that traffic fatalities from people walking has spiked in 2020.

Heather Barr also said she was involved in the “**Slow Down School is Open**” signs effort around Belmont, which drew strong interest in people wanting those yard signs. That showed a lot of residents have had enough of the speeding and reckless driving behavior. She said they are not safe intersections to cross School St. and Orchard St., and we need the 4-way stops there and the speed tables. She also said all her neighbors are supportive of these speed tables on School St.

John Allen (Waltham Resident) — John Allen said that he sits on national bicycle committee for the MUTCD, and that he appreciates the opportunity to speak. He applauded these efforts to make School St. more walking and bicycle friendly. He said that mechanical measures to control speeding and facilitate slowing down are helpful. Many non-residents are cycling on these streets as well. Mr. Allen asked a question about the double-yellow lines, since people will have to cross them to pass cyclists. He also asked about the ban on west-bound traffic in front of Wellington St., and how that should include a contra-flow bicycle lane, to make this a bona fide cycling route in addition to just making it one-way and safer by eliminating west-bound car traffic.

Todd Schotsky and Gretchen Schotsky (87 School St. Residents) — They said that they fully support the speed tables, and these have seemed to get a lot of support. They are supportive of Orchard St. and School St. 4-way stops. They said that parking along School St. has many problematic impacts on things. They wanted to understand whether parking restrictions were part of the options considered, and if they might be part of what is considered going forward.

Glenn Clancy (CD Director) — Glenn Clancy said that he does not recall car-parking restrictions being part of the original recommendations. He said he has had discussions about parking issues along School St. caused by drop-off parents, and that the Town is aware of issues of parking along School St. He said that at the location where the speed table is being proposed near Cottage, there is another future SRTS project that will include a 10-foot wide, shared-use path from Common St. to the Wellington campus. The current

sidewalk will be narrowed to make room for this cycle track. This project is due to begin construction next month. He said that once that project is completed, we could think about the car parking there. Mr. Clancy said that he recognizes something has to be done there about the car parking, but is not part of the mitigations being discussed tonight.

David Coleman (TAC Chair) — David Coleman added that a two-way cycle track would address some of concerns raised by John Allen. He then said that we would now move onto discussions about the Goden St. proposed safety upgrades.

Public Hearing on Goden Street Traffic Calming

Glenn Clancy (CD Director) — Glenn Clancy talked about the Goden and Orchard St. intersection concept and speed tables. He said that Goden St. is downhill traffic, and that it requires 155 feet to stop a typical car at 25 mph. This condition makes him very uncomfortable about the safety issue of cars not stopping for people walking across the street. He recollected a recent scenario when he was focused on looking left for oncoming traffic that he almost got “T-boned” by a car from the right. He said he is not comfortable with the safety at either of these intersections, and that there are enough safety hazards to make these recommendations for 4-way stops at both of these intersections.

Mr. Clancy said that for the proposed upper (southern segment) Goden Street improvements, the proposal adds two raised speed tables there.

Ken Lind (TAC) — Ken Lind said that he lives near the Chenery Middle School and drives often on the southern segment of Goden. He asked, given that Goden St. is downhill towards Concord Ave., whether it would take even longer than 155 feet to stop a car going 25 mph.

Glenn Clancy (CD Director) — Glenn Clancy said that the downward grade does have a factor, and the reaction time is even less. Therefore, he said it is even more important to slow traffic down there.

Ken Lind (TAC) — Ken Lind also said that it is difficult to see up the steep hill onto Goden St. from the Orchard St. intersection. He added that it is a much more dangerous intersection than it seems just from looking at a map or satellite view.

Glenn Clancy (CD Director) — Glenn Clancy said that these additional problems pointed out by Ken Lind are indeed caused by trees and hills and vegetation, and do exacerbate the hazardous situations.

David Coleman (TAC Chair) — David Coleman said that this upper (south segment of) Goden has a 30-mph speed limit on it, and asked if the 25-mph speed table would be compatible with this.

Glenn Clancy (CD Director) — Glenn Clancy concurred about the 30-mph speed limit extending from Washington St. to Goden St., which was approved by MassDOT back in 1970’s – 1980’s period. At that time, the Town had to designate the entire roadway. Even though Goden is signed as 30 mph due to it’s special speed-zone designation, the 25-mph of the speed table will not be precluded from this condition. The Town could not easily replace the 30-mph sign with a 25-mph sign without going through a formal engineering process with the State, but slowing traffic down to 25 mph is still permitted within the laws.

Chief Jamie MacIsaac (BPD) — Chief MacIsaac said that regarding the 4-way stops, he recommended looking at the Beech St. and White St. intersection, which eventually also got 4-way stops there. It was also implemented at Burnham St. and another location. These changes vastly improved the safety at those intersections. Without those, they would have many more problems also at Goden St. and Orchard St. He said that given the congestion and volume problems we face in our community, and limited enforcement capabilities, we need these 4-way stops now.

Larry Macdonald (TAC) — Larry MacDonald, who is also a traffic safety officer and has many years of experience controlling traffic for Chenery School at Goden St. and Washington St., said that one thing he has noticed over years along Goden St. is the problem of cars traveling towards Wellington and coming out of side streets (onto Goden St.), and not stopping for walkers in the crosswalks. He said that some people will cross diagonally at Washington St., and will use the improved sidewalks now on Goden St. So he thinks the two proposed 4-way stops at Orchard St. and School St. are essential.

Mr. MacDonald also commented on the number of high school students now walking and cycling to and from school down Goden St. He said that seems way up now. He said that he sees over 100 high school kids walking or biking to the high school each day. He remarked that this has increased a lot, and more people walking and cycling means we need to better consider their safety.

David Coleman (TAC Chair) — David Coleman responded that the bicycle racks are heavily used at the high school, and he has observed cycling volume levels up significantly. He said that he has been doing bicycle counts, and counted around 100 – 120 bicycles on campus each day. He has been surprised by this large jump in bicycle commuting to school.

Chip Gaysunas (TAC) — Chip Gaysunas asked regarding the safety concerns Glenn Clancy expressed, whether given the proximity of both proposed 4-way stops intersections, would they both be appropriate. He also asked whether crosswalk bump-outs could be considered for improving the safety. In addition, he said that any improvements that are considered and implemented make a precedent which could lead to residents wanting to proliferate these approaches. Finally, Mr. Gaysunas wanted to recognize the positive experiences with the 4-way stops that Chief MacIsaac cited.

Glenn Clancy (CD Director) — Glenn Clancy reminded us that the stop signs are not for speed control, and the purpose of what is being proposed is to enhance safety for people walkers and cycling. The 4-way stops help to control behavior, and their proximity is not an issue. He also responded that there are several locations where safety needs to be improved, and he would like to look at those as well in the future. Mr. Clancy responded that bump-outs are a good option, and especially at the Orchard St. and School St. intersections. However, funding is limited for those features right now, and there is a relatively high cost associated with them. Rather, this proposal is lower cost, and includes engineering designs that could be implemented in the immediate future.

David Coleman (TAC Chair) — David Coleman said that he now wanted to open the floor to public discussion on the Goden St. traffic-calming proposal.

Roy Epstein (Belmont Selectboard Vice Chair) — Roy Epstein asked whether BSC addressed any queuing that might occur from stopped traffic between Goden St. and School St., because there is not a lot of space between Orchard and School for potential backup of cars.

Glenn Clancy (CD Director) — Glenn Clancy said that yes, this was looked at by BSC, and he believes they did evaluate the impact from traffic there because it was no longer one-way.

Traudi (59 Orchard St. Resident) — She said that she wants School St. and Orchard St. not to have a 4-way stop sign. She said that she has to stop a lot to get to her house. She said that she does not want to have to stop at more stop signs. She explained that she was upset about this proposal.

Grainne Grifson (83 Elm St. Resident) — Grainne Grifson asked a question regarding the practical implementation of this proposal. She asked if this proposal is implemented, would the new stop signs be pushed onto School St., or placed on the sides of the roads.

Glenn Clancy (CD Director) — Glenn Clancy said that the locations of the stop signs need to be four feet from stop lines. He said that the benefit from a 4-way stop approach is that people know all traffic is stopping, so people have the option to know more definitively when it is clear to move into the intersection. Right now, we do not have that luxury, and the intersection is very dangerous to approach. Mr. Clancy said the 4-way stops would also include advance-warning signs to better alert drivers of the stop sign ahead.

Erika Wolf (18 Goden St. Resident) — Erika Wolf said that she strongly supports all of these measures to improve safety and reduce car speeds in these areas. She asked about any secondary downstream effects from the stop signs. She asked if, for example, drivers will just speed more in between the stops and speed tables, and whether there are other steps that could mitigate that kinds of behavior. She also suggested that the speed tables should be extended down to the lower (northern segment of) Goden St. as well.

Glenn Clancy (CD Director) — Glenn Clancy said that BSC felt that with the new traffic signal at Goden St. and Concord Ave., there was not much of an option for cars to go too fast. He said that there has been some frustration from drivers, and restricted parking around the signalized intersection has been implemented to keep it more clear. He said that we always have the option to go back and retrofit areas that need more attention. Mr. Clancy said that he is not concerned that these changes would significantly change the traffic patterns. He said that people get used to driving 25 mph on these roads, and it will not be egregious if some people re-route themselves because that is unlikely to happen to a large degree.

Roy Epstein (Belmont Selectboard Vice Chair) — Roy Epstein said that he thought this is very helpful to discuss this matter before TAC. He said that the Middle High School Traffic Working Group (MHSTWG) hopes to start meeting next week. He said the thought process with that is to identify measures that can be implemented quickly and at low cost, and these speed tables and 4-way stops meet those criteria. He said that until the MHSTWG and SB discuss this, exactly what will be implemented remains to be seen.

Marguerite Piret (162 Washington St. Resident) — Marguerite Piret said that the most important thing to her is safety, and that we ought to rely on the Police Chief's observation that these areas are not serious crash areas. She said that the major risks areas should be based upon crash data, and that she is opposed to "speed bumps". She suggested the Town focus instead on other areas of real potential harm.

Jack Weis (Resident at Bow and School St. intersection) — Jack Weis said that from his perspective and regularly uses of these streets, he does not see any Goden St. left-turn

issues from School St., and thinks the Goden St. and Orchard St. stop signs do not seem necessary. However, he thinks that the speed tables are okay.

Emily Peterson (Glendale Rd. Resident) — Emily Peterson talked about the impact of the traffic light at Goden St., and how it enables left turns from Concord Ave. onto Goden St. now. She said that might lead to increased cut-through traffic without this 4-way stop intersection improvement at Orchard St. and School St. Therefore, these proposed changes will help with that potential problem. She also said she thought that the speed tables on Goden St. are a great idea. Ms. Peterson thanked the TAC for discussing these safety measures.

Marty November (15 Goden St. Resident) — Marty November said that he thinks that there is a potential flaws in not thinking about the safety of students. He said that there are 700 more students that will be moving down the hill to get to the school when it opens as a middle school, and that will only increase the walking and cycling traffic. He also said that given the change to the entrance of the middle/high school, that will also impact traffic flow. Mr. November also said that in order for traffic to move away from Concord Ave., BSC proposed raised intersections versus speed tables. He said that he strongly supports anything that slows traffic down. He also wants to consider the financial side, and wanted to know the specific costs of raised intersections.

Glenn Clancy (CD Director) — Glenn Clancy clarified that the speed tables are the same as what exists at the Burbank school. He said that the original BSC proposal was for raised intersections in conjunction with 4-way stops. However, the proposal tonight eliminated the raised intersection due to their higher costs. The raised speed tables would not be at the intersections, but rather in between the 4-way stop signs, to slow traffic down.

Erin Rowland & Steve Sloan (Residents) — They said thank you for this thoughtful proposal. They said they have been hoping for a long time that the Town would take action to slow traffic on Goden St. They said it is important to make these neighborhoods safer for walking. They support all of these measures, and are grateful about this proposal.

David Coleman (TAC Chair) — David Coleman said he is now formally closing the open discussion on this topic. He agreed with others who said that the speed tables and 4-way intersections complement each other in achieving the overall safety objectives.

Charles Hamad (TAC) — Charles Hamad asked a final question as whether one approach was more logical than the other. He said that he preferred to wait on other information about the 4-way stop signs.

Larry Link (TAC) — Larry Link said that we do have data on number of people crossing these intersections that are not in cars. He added that 50% more people will be walking down these streets when the BMHS opens fully. He said that he is happy to vote in favor of both of these proposed measures. Finally, he said that no documented crashes or injuries does not mean something should not be done to improve safety.

Ken Lind (TAC) — Ken Lind said he has a somewhat similar perspective on this. He would like to see more discussion about the 4-way stops. He said that safety is the essential consideration.

Larry Macdonald (TAC) — Larry MacDonald said that he is inclined to vote in favor of both proposals, having worked in these neighborhoods for many years. He said that he is in favor of the safety measures in both of these proposals.

Dan Eldridge (TAC) — Dan Eldridge asked if the stop signs are a package deal. He said there is a good deal of support for School and Orchard Sts., and that it seems more split on Goden and Orchard Sts. He also said that he would rather have them both than none at all.

David Coleman (TAC Chair) — David Coleman said that the logic behind the proposals is that you want to get across the full system, and provide better and safer end-to-end connections for people walking and cycling.

Glenn Clancy (CD Director) — Glenn Clancy said it would be possible to approach voting on these matters as taking one vote on School St., and another vote on Goden St.

Voting Motion

Larry Link motioned for TAC to approve the proposed 4-way stop (at School and Orchard Sts.) and speed tables on School St. Larry Macdonald seconded this motion.

Vote by Roll-Call — The following committee members voted in favor of these School St. traffic-calming measures: David Coleman, Laurence Macdonald, Charles Hamad, Chip Gaysunas, Ken Lind, Larry Link, Dan Eldridge, and Jeffrey Roth. So TAC voted unanimously in favor of this measure.

David Coleman (TAC Chair) — David Coleman asked if, before taking a vote on the Goden St. measures, anyone would like to provide further comments on the Goden St. proposal.

Larry Link (TAC) — Larry Link said that he is in favor of these two proposals for School St. and Goden St. together as a pair, because they work together and complement each other.

Chip Gaysunas (TAC) — Chip Gaysunas said that he is concerned with the proximity of the proposed 4-ways stops. However, if it is the recommendation from Glenn and the BSC consultants, then he supports them both.

Ken Lind (TAC) — Ken Lind said he is also in favor of both proposals.

David Coleman (TAC Chair) — David said he is also strongly in favor of both proposals. The opposition to the 4-way stops was mostly saying they did not have a problem themselves with the intersection. He also said that looking forward in Town, we need to think about making safer routes for people walking and cycling. He said he would also like to see the bump outs for the crossing locations, but understands that there is not funding currently for those changes.

Voting Motion

Larry MacDonald motioned for TAC to approve the proposed 4-way stop (at Goden and Orchard Sts.) and the speed tables on Goden St. Jeffrey Roth seconded this motion.

Vote by Roll-Call — The following committee members voted in favor of these School St. traffic-calming measures: David Coleman, Laurence Macdonald, Chip Gaysunas, Ken Lind, Larry Link, Dan Eldridge, and Jeffrey Roth. Charles Hamad abstained from this vote. So TAC voted by a majority in favor of this measure.

Discussion on Planning for Public Forum on Proposed Concord Ave. Protected Bicycle Lanes

David Coleman (TAC Chair) — David Coleman initiated a discussion about a public forum for the proposed Concord Ave. protected bicycle lanes (PBLs).

Glenn Clancy (CD Director) — Glenn Clancy said that the on-street parking was put back in between Blanchard and Hamilton, and that the latest proposal version is the April 2021 version discussed previously.

David Coleman (TAC Chair) — David Coleman mentioned some concerns about the on-street parking and access by emergency vehicles. He said he has had discussions with the Fire Department about routes, and he has also obtained public crash data showing bicycle-car crash locations. He said he would also be working with Nelson-Nygaard on research into the protected bicycle lanes.

Jeff Held (Owner of 31 Concord Ave.) — Jeff Held asked to discuss some concerns he had about this proposal, and listed several of these concerns.

David Coleman (TAC Chair) — David Coleman suggested bringing these concerns and suggestions up to Glenn Clancy and to the future public forum.

Some discussion followed on the forum, how it would be organized, and when to schedule it.

Glenn Clancy (CD Director) — Glenn Clancy said the we need to have some conversations on how the forum will be structured, and dialogue on it within TAC before actually rolling out a public forum.

David Coleman (TAC Chair) — David Coleman said it would probably be better to wait on scheduling it to give enough time to also consult with Nelson-Nygaard on the action items they are working on, especially the topic regarding emergency vehicles.

Some dates were discussed. However, a date will be finalized after another meeting to discuss the strategy and structure for this public forum.

Adjournment

The meeting adjourned at 9:01p.

Minutes respectfully submitted by Jeffrey Roth.

Appendix 1: School Street and Goden Street Neighborhood Traffic Calming Public Hearing, 2021-09-09

Town of Belmont School Street & Goden Street Neighborhood Traffic Calming

Neighborhood Meeting

September 9, 2021 (Revised)



TOWN OF BELMONT



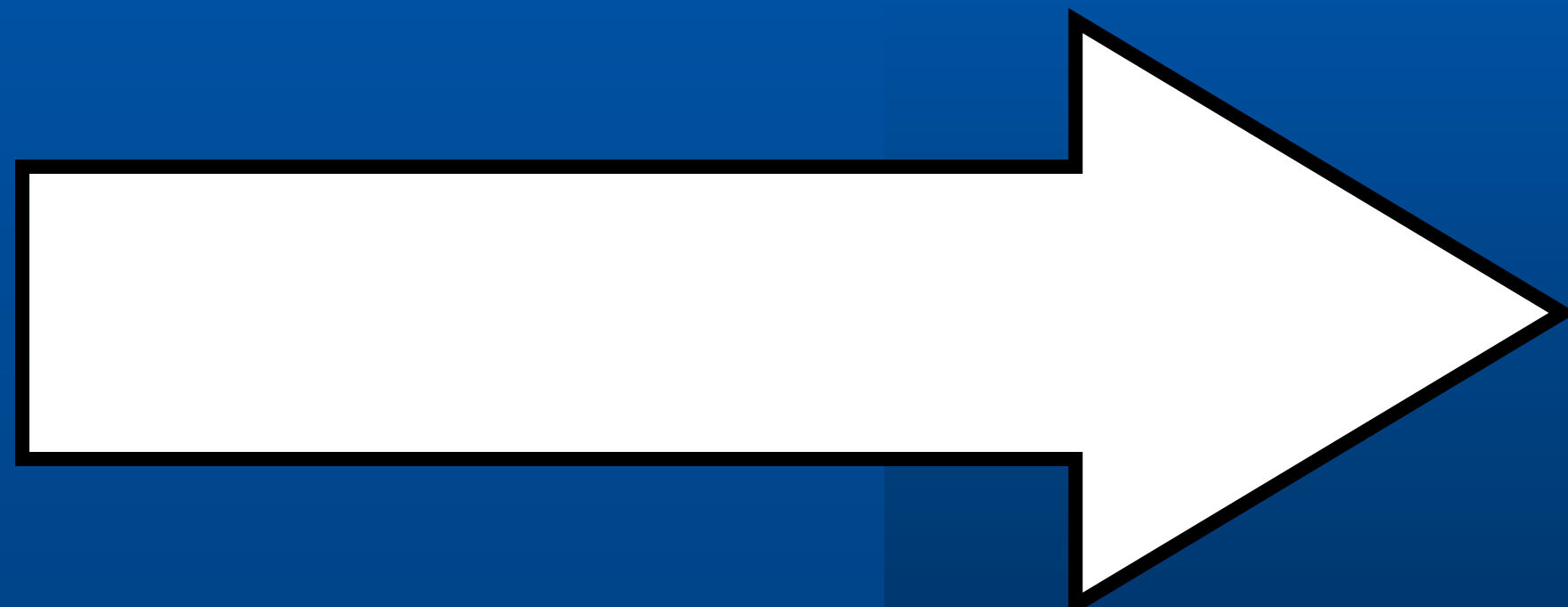
Goden & School & Orchard Intersection Concepts



All-Way Stop Warrant Criteria

Criteria based on:

- Reported Collisions
- Traffic & Pedestrian Volumes
- Additional Factors Relevant to the Intersection



TOWN OF BELMONT

Guidance:

03 *The decision to install multi-way stop control should be based on an engineering study.*

04 *The following criteria should be considered in the engineering study for a multi-way STOP sign installation:*

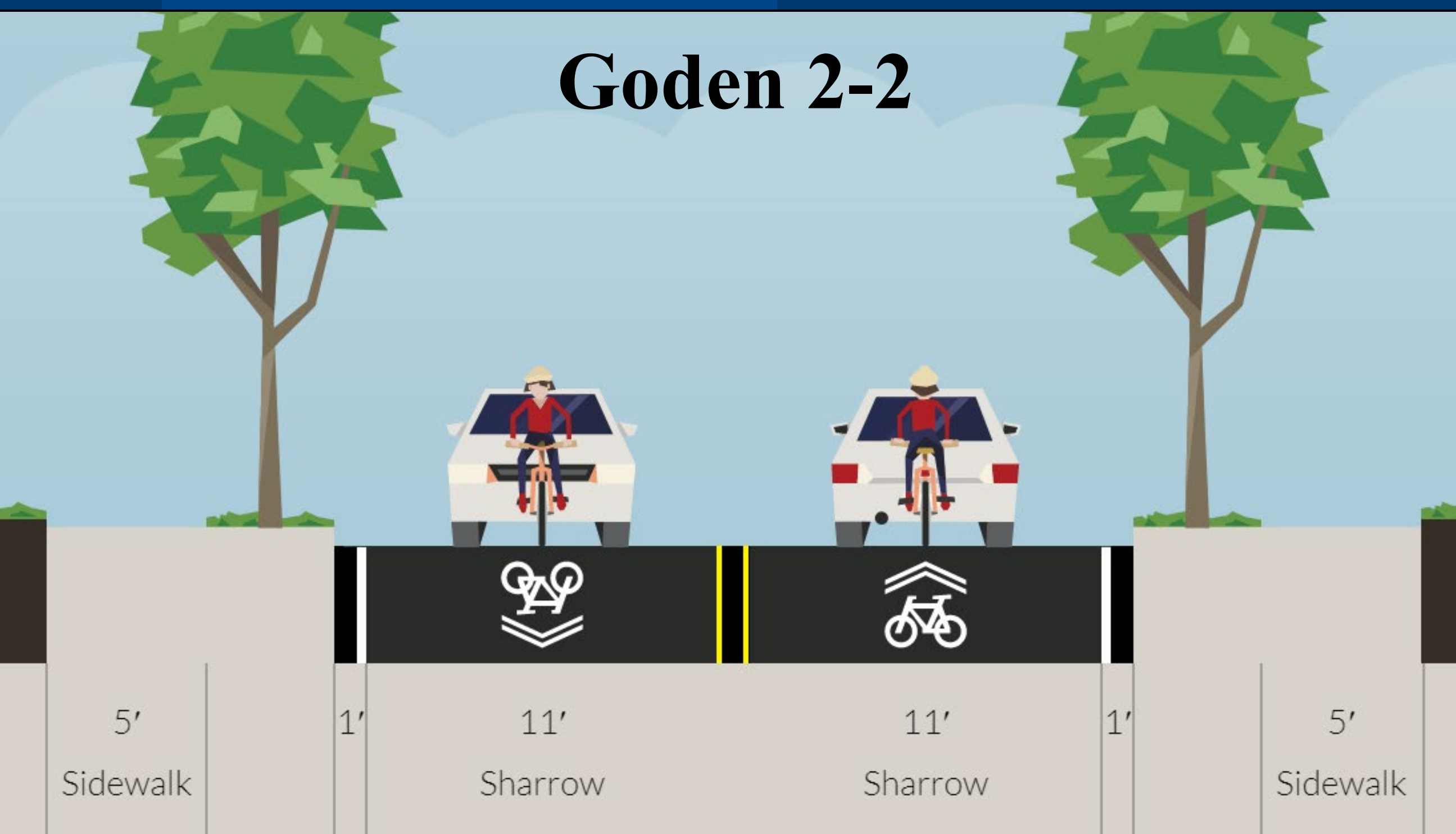
- A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*
- B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*
- C. Minimum volumes:*
 - 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and*
 - 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
 - 3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*
- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*

Option:

05 *Other criteria that may be considered in an engineering study include:*

- A. The need to control left-turn conflicts;*
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;*
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and*
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.*

Upper Goden Street Improvements

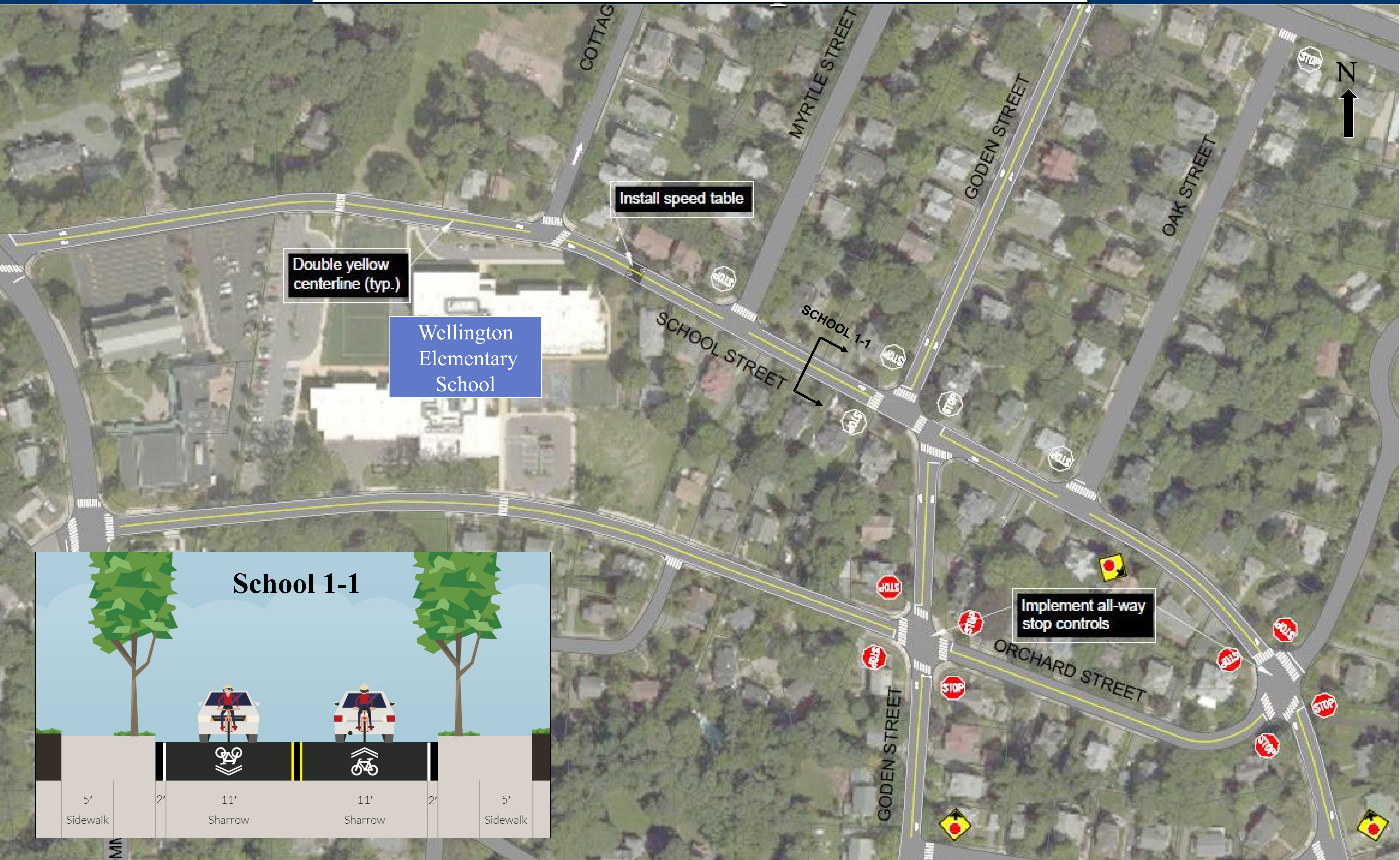


TOWN OF BELMONT



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School Street Improvements



Double yellow
centerline (typ.)

Wellington
Elementary
School

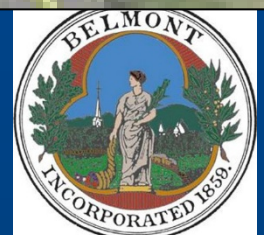
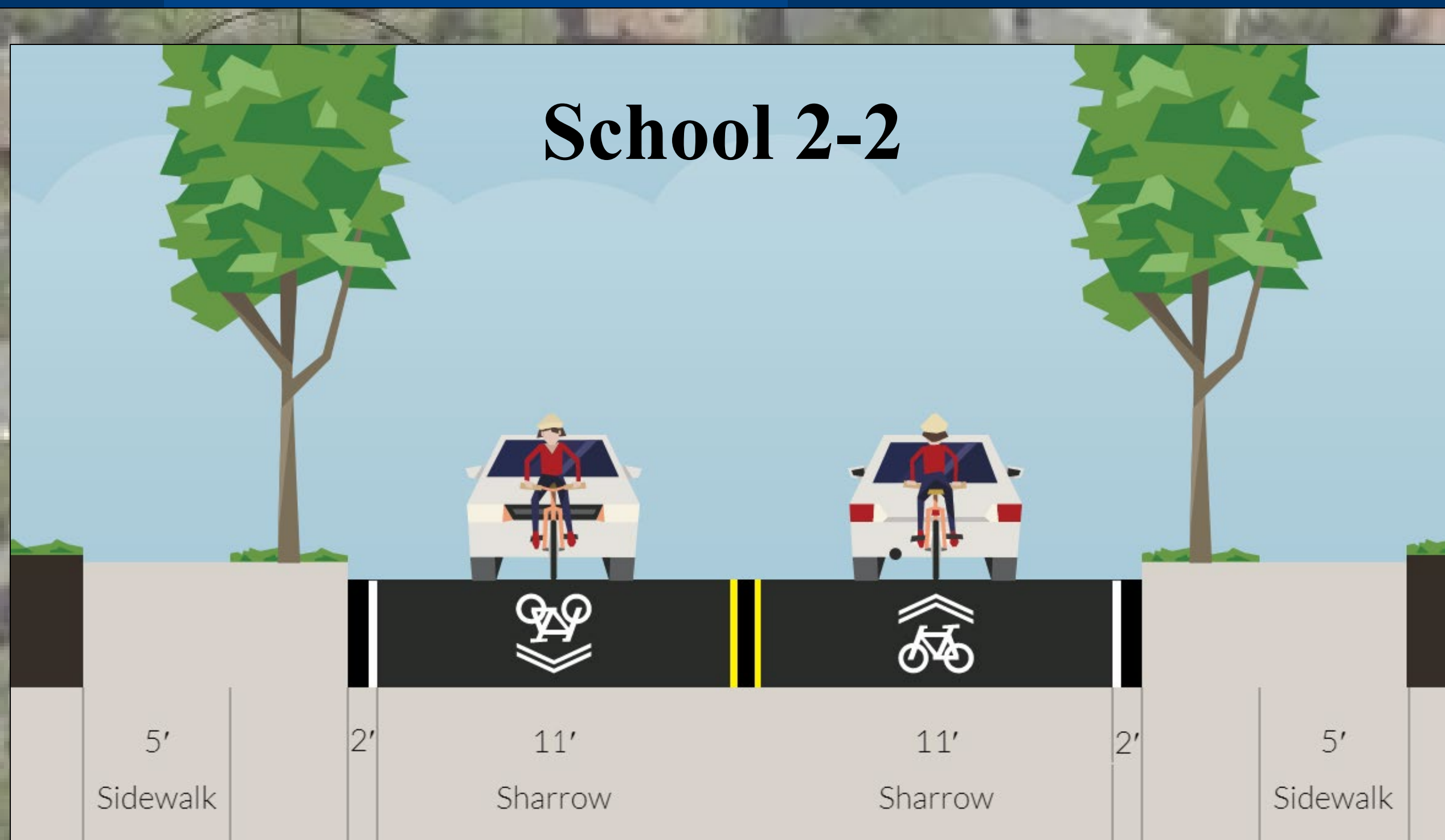
Install speed table

SCHOOL 1-1

Implement all-way
stop controls



School Street Improvements



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Questions & Comments



TOWN OF BELMONT

