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DATE: October 29, 2021
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Belmont Transportation Advisory Committee (TAC) Meeting

Minutes for Thursday, 17 June, 2021

Present: Dana Miller (Chair), Jessie Bennett (Vice Chair), Charles Hamad, Chip Gaysunas, David Coleman, Laurence Macdonald, Jeffrey Roth (Secretary)

Absent: Jeremy Romanul

Also present:

Town 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)), Chief David DeStefano (Belmont Fire Department (BFD))

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: 2021-07-15. Finalized on 2021-10-25.

Announcements

1. Tonight's public meeting occurred in person in the Homer Building's Third-Floor Art Gallery.

APPROVAL OF MINUTES

The minutes from the 13 May 2021 meeting were reviewed by the Committee. They were approved unanimously by the Committee without any changes.

CONCORD AVE. RESTRIPIING PROPOSAL:

Open Discussion

Dana Miller (TAC Chair) — Dana Miller opened the discussion on the Concord Avenue Protected Bicycle Lanes proposal. She has received many questions and comments on this proposal, and this evening's meeting is intended to open discussion on the topic. She said that there are still a lot of unknowns. It makes sense to see how the Goden St. traffic light

affects traffic and safety. Car parking on Concord Ave. will also become better understood after school opens again. The TAC hopes to hold a public forum in October to allow time in September to gather additional data about these and other factors that will inform decisions on this topic.

Glenn Clancy (CD Director) — Glenn Clancy said that he intends to broaden the notifications on future meetings. He plans to use sign boards to advertise public forums, broaden the distribution of mailers, and send out written notices earlier.

Jessie Bennett (TAC Vice Chair) — She suggested we look at social media forums like Facebook as potential venues to advertise meetings.

David Coleman (TAC) — David Coleman also suggested the use of school email lists to notify residents about meetings.

Glenn Clancy (CD Director) — Regarding the signalization of Goden and Concord Ave., Glenn Clancy said that would be completed before school opens in September. The School Department wants the Belmont Middle-High School (BMHS) open by Aug. 25th. So all the traffic signals updates need to be completed before then.

He also said that some of the car parking on Concord Ave. will be dedicated to High School students. The School Committee (SC) will be presenting to the Selectboard (SB) a proposal to park a minimum of 50 cars for students on Concord Ave. He said he spoke with SB Chair Adam Dash about sign-off on this, and that he wants TAC to vet this process before going to SB. So TAC would have to take this up in the July time-frame.

Dana Miller (TAC Chair) — Dana Miller said that the October time-frame makes sense for a public forum meeting on Concord Ave., since it will allow these other factors to settle out. She said that she welcomes a comprehensive public discussion at such a public forum.

Dana Miller then opened the floor public for comments from the residents in the audience at this meeting.

Jeff Held (31 Concord Ave.) — Mr. Held thanked the Chair and the Committee for these efforts. He said he is in favor of bicycle safety, and that his entire family uses bicycles. He suggested traffic-calming measures of reducing the traffic lane width, and adding speed bumps to Concord Ave. He believes this will be easier to implement. He said that physically-separated bicycle lanes are shown to improve safety, in particular raised cycle tracks. He also said that bicycle crashes are often caused by intersections. In addition, he asked whether parking spaces to the left of the bicycle lane would provide enough visibility for drivers at intersections. He asked if this has been studied yet by the consultant and designer Nelson-Nygaard.

Mr. Held also said that curbside parking is a convenience for residents. He also mentioned that the SC seems to be assuming different numbers of parking spots along Concord Ave., and asked if this has been coordinated with other committees.

Some motor vehicles are wider than 7 feet these days, and he said the 7-foot parking lanes may not be wide enough for those vehicles. He also said that opening cars doors into traffic or into the buffer zone may be less safe for drivers. And he continued that garbage trucks may block traffic on Concord Ave. He asked what the traffic studies showed. He also asked if adequate consideration for snow-removal equipment was taken into consideration yet.

Mr. Held continued that the proposed bicycle lanes would urbanize the Concord Ave. neighborhood. Residents and patrons there already live close to transit. He also said that

conventional bicycle lanes are used on many other streets, so he asked if Concord Ave. could continue to just maintain the unprotected bicycle lanes. He stated that he would not comment on whether this will increase bicycle commuting rates.

Mr. Held continued by saying that Belmont Bylaw 60-B requires parking within 12" of curbs. He asked, "Would a parking-protected bicycle lane violate this Bylaw?" Finally, he asked to prioritize residents like him versus other residents in Town over this decision on the roadway.

Glenn Clancy (CD Director) — Glenn mentioned that this project involves coordinating with a lot of entities. He is meeting next week with the Belmont Fire Department, Belmont Police Department (BPD), High School Principal, School Department (SD), and the Middle-High School Building Committee. That group plans to meet weekly until start of the school year in September. They want to make sure they are fully prepared for the school opening. The original plan of roadway striping near the Belmont Middle-High School was reviewed with a thorough process. The Town used the same Nelson-Nygaard consultants with that work. He reiterated that there are ongoing conversation about coordination. Because of the setback in the eastern segment of Concord Ave., the Building Committee has decided not to paint the protected bicycle lines. They will only paint and perform a final re-pave of the roadway when final decisions are made on the bicycle infrastructure design.

William Horne (79 School St.) — He said that he cycles into the city regularly from Belmont. The current bicycle lanes on Concord Ave. are not safe enough for small children and families to bike on. He also reminded us of the death of Amanda Phillips, who was killed in 2016, after being flipped fatally into an oncoming truck due to a dooring crash. Cara Siederman of Cambridge said in 2018 they were working quickly to get protected bicycle lanes installed. Since then, Cambridge has taken the initiative to work on quick-build projects that placed cyclists further out of the dangerous door zones. Those quick-build projects are similar to the proposed Concord Ave. parking-protected bicycle lanes in Belmont. Less than a year after Phillips' death, Vision Zero program was also instituted in Cambridge.

Mr. Horne also said that in Cambridge, Quincy St. and Inman Square look very similar to Belmont's proposed plan for Concord Ave. That location also has limited width, and a hospital and fire station in that area, as well as a high school in the middle. Furthermore, there is also transit use in that area. In addition, there are also many residential driveways and cross streets, and also commercial businesses. We have the same playbook for Concord Ave. in Belmont. There is evidence two miles from us that this concept works. He asked, "Why not implement this before a fatality like the one cited in Cambridge exists?" He said that car parking is an issue, and he hopes to get a way to have safer parking. He proposed change the rules about car parking to make it less hazardous around intersections and driveways. He said that we can clearly do the safer solution here.

Carice Reddien (46 Centre Ave.) — Ms. Redinnen said that she bicycle regularly along Concord Ave. to and from her residence near Belmont Center. She also relies on cycling to get around with her three young children. She cycles daily to Cambridge and Somerville for work. She said that her husband was doored a few years ago by a driver in a parked car, and he bounced off the side of a bus. It was a terrifying experience. He had to be ambulated to a hospital, and thankfully recovered. Carice said that people who bike a lot have pressure to stay away from cars. However, often cyclists cannot stay a door-width away from cars when parked, due to the infrastructure design. She also said that she tries to avoid cycling on Concord Ave., especially now during the construction period. She said

that dooring is a real hazard on Concord Ave.

Ms. Redinnen said that she understands the concerns raised about car parking, and the visibility concerns. She observed that there are turning hazards with any parallel, on-street parking facility. This type of design proposed for Concord Ave. by Nelson-Nygaard enhances the visibility situation by increasing visibility for people leaving driveways and streets that intersect with Concord Ave. She also said the reduced visibility for people driving will heighten driver awareness, as occurs with other traffic-calming measures. She said that this is a massive improvement in safety for separating young cyclists from dooring, and she hopes that Belmont can make this happen.

Robert MacIntyre (9 Winn St.) — Mr. MacIntyre asked about whether the project would re-stripe the entire length of Concord Ave.

Dana Miller (TAC Chair) — Dana Miller said that the project only covers the region of Concord Ave. from the railroad bridge at Leonard St. to the Cambridge City line. She said it is important to have consistent striping the whole way. That was the original approach to make it the most safe.

Robert MacIntyre (9 Winn St.) — Mr. MacIntyre said that the raised, cycle track and sidewalk on the eastern end on Concord Ave. is safer, and implementing that through the Belmont segment would make sense, to be consistent with what is already east of Brighton St.

Dana Miller (TAC Chair) — Dana Miller said that we do not have the funding for a raised cycle track. That was the original plan, but the Town ran out of money to implement it. It was estimated to cost approximately \$500K.

David Coleman (TAC) — David added that a raised cycle track would ideally be superior, but unfortunately there is not funding for it.

Seth Clarke (35 Concord Ave.) — Mr. Clarke said that he has several objections to this proposal, and he listed those reasons. He said that the reality is that Concord Ave. is fixed in width, due to the center median. His major concern is about added congestion during rush hours, since cars will no longer be able to (illegally) use the bicycle lanes to go around stopped traffic. He said that this roadway accommodates many needs, and he wants safety for all. He agrees that cyclists are an underserved minority. He expressed gratitude for easing the pace and asking for more resident input there. He also said he agrees with Jeff Held that people who live there and use the roadway on a daily basis are closer to the realities of the traffic problems there.

Mr. Clarke reiterated that he is mainly concerned about narrowing the car travel lanes. He said it is a great idea to slow the traffic speeds down, but this can cause traffic backups. He asked about trash trucks, and how they would pick up trash receptacles. He said he wants to maintain the ability for cars to be able to pull into bicycle lanes to pass turning cars. He also said he wants have lane-sharing of the roadway. At the same time, he recognizes the dangerous nature of Concord Ave. for vulnerable road users like cyclists.

Glenn Clancy (CD Director) — Glenn Clancy said that the Concord Ave. roadways was originally designed for trolley service. It was granite-curbed in late 1980's, and did not need extra car lanes then. It originally included a car-parking lane with a travel lane. Then around 2002, bicycle lanes were added to Concord Ave., and then the roadway was again defined as having only one travel lane in each direction.

Jessie Bennett (TAC Vice Chair) — Jessie Bennett said that cars pass more closely to cyclists when there is a bicycle lane, and the lines only provides a modicum of safety. If the bicycle lane can be more separated from car traffic, it will attract more use from cyclists. She cited studies that show this, as well as discussions with Anne Paulsen about this.

Elise Goodman (35 Myrtle St.) — She asked about what agreement had been settled regarding providing 50 student car-parking spots on Concord Ave.

Glenn Clancy (CD Director) — Glenn Clancy said that the Planning Board recommended and approved the 50 student car-parking spaces. Conditions were attached to the proposal to allow for on-street car parking. He said that there needed to be an agreement between the SD and SC on where to provide a minimum of 50 car-parking spots on Concord Ave. He emphasized that this is a minimum number. Mr. Clancy said that the SD will provide a recommendation by end of June.

Catherine Bowen (67 Bartlett Ave. resident, Town Meeting Member, School Committee Member) — Ms. Bowen said that was also her recollection of Concord Ave., because there was not a need for as many parking spaces on Concord Ave.

Steve Goodman (35 Myrtle St.) — Mr. Goodman said that he is a cyclist. He said that if there is more parking on the streets, with less experienced drivers who are high school students, this will increase the hazards and risks to cyclists. Previous student parking was on the campus, where this was less of a safety issue. He suggested looking at some data from Cambridge where similar safety measures have been implemented. He said that could suggest how local residents' car parking have been affected, either positively or negatively.

David Coleman (TAC) — David Coleman asked about the number and position of these student parking spaces.

Jeff Held (31 Concord Ave.) — Jeff Held said he has concerns about moving the car parking between the bicycle lane and travel lane, because drivers will have to be more careful opening car doors, and exiting and entering their vehicles.

Seth Clarke (35 Concord Ave.) — Seth Clarke said he was concerned about the impact this proposed design has on the driving lane. He said he is welcome to remove more on-street car parking spaces near the high school.

Brenda Morris (17 Myrtle St.) — Brenda Morris said that her kids cycle to school every day. She also has a lot of experience herself cycling on local roads. She said that she strongly supports the installation of these protected bicycle lanes that would be installed further away from car traffic. She said it overall would be much safer for residents this way.

Carice Reddien (46 Centre) — Carice asked what are widths of buffer zone between the car-parking lane and the protected bicycle lane. She also asked if there will be bollards to designate the bicycle lanes.

Dana Miller (TAC Chair) — Dana Miller said that the design includes a 3-foot buffer zone, and 5-foot bicycle lanes. She also said that the proposal does include bollards, and would include some of those for safety. The Department of Public Works (DPW) would have to remove the bollards in the winter for snow removal, so she suggested that there would be a moderate number of them.

Catherine Bowen (67 Bartlett Ave. resident, Town Meeting Member, School Committee Member) — Ms. Bowen said she would like to speak out as a resident strongly in support

of this protected-bicycle lane project on Concord Ave. Everyone in her family cycles in some manner. She wants to see this project happen. She asked three questions about this project:

- [1] How is the Town capturing hazardous incidents that do not make it into a formal police report, such as dooring, right-hooks, etc. Furthermore, she asked how we could use that data to inform safety-related decisions like this one on Concord Ave.
- [2] She asked if we should come up with a means to report crashes that is more reflective and informative than how reports are currently received and catalogued.
- [3] Regarding MBTA bus stations, she asked to review again those proposed consolidations. She also said that in some neighborhoods there are not a lot of regulations on street use. She said how parking is managed in more densely built areas with multi-family homes and businesses varies a lot. She asked how are we as a Town collectively managing parking, and can we consider that more broadly? Parking has come to a head at this project, and it is indicative of a larger issue regarding regulating parking. Some areas have residential sticker parking, and that might be something to consider again.

Dana Miller (TAC Chair) — Dana Miller handed the question regarding the records and crash reports over to the Sergeant Paul Garabedian of the BPD.

Sergeant Paul Garabedian (BPD) — Sergeant Paul Garabedian said that the Police Department does keep records of anything that is called into BPD. Near crashes or hits are also recorded, provided they are called in, but the BPD would have to be notified to create an incident or crash record. He said he is not aware of any crash reports that specify cyclists on Concord Ave. being struck by cars.

Dana Miller (TAC Chair) — Dana Miller responded to Catherine Bowen's third question. She said car parking is an issue, and that we engage on that when needed. She said that we could talk about it with Concord Ave. residents, and that time-limited parking restrictions could be considered.

Catherine Bowen (67 Bartlett Ave. resident, Town Meeting Member, School Committee Member) — Ms. Bowen responded and spoke in support of the project overall. She said that there could be inconveniences. However, she wants to see this happen, and thinks overall it will provide an improvement for Belmont. She said that many cars are one ton heavier and larger than cars were two decades earlier. Car sight-lines are also different. Furthermore, distracted driving safety issues are a major problem due to cell phones, and this impact vulnerable road users most. She said that it may be inconvenient and feel more urban, but we do live only five miles from Boston. She added that we need to act on this now before something tragic happens. We have seen enough tragedy in nearby communities and our own Town. She said we should aim to make it safer, and that is is unsustainable for residents to expect to drive everyone everywhere.

Robert MacIntyre (9 Winn St.) — Mr. MacIntyre asked one more question regarding clarifying something about the public forum in October. Would the roadway be repainted as-is before that meeting?

Glenn Clancy (CD Director) — Glenn Clancy confirmed that the entire roadway would not be repainted.

Jay Marcotte (Director of DPW) — Jay Marcotte also confirmed that the repainting would not be done as well prior to an TAC public forum on this matter.

Robert MacIntyre (9 Winn St.) — He asked if there was any chance to go ahead with this protected bicycle lane approach now anyway?

Dana Miller (TAC Chair) — Dana Miller responded that we will have a full hearing on this before doing so.

Jeff Held (31 Concord Ave.) — Jeff Held said that there is a low incidence of reported crashes between cars and bikes along Concord Ave. He said the protected bicycles lanes do not have to be as proposed in these plans. He also said that it may not be safer that what we have today. He said that he is open to discussions about other designs. However, he agreed it may result in less safety and more traffic. He closed by saying thank you to the TAC for taking this on.

Melissa MacIntyre (94 Winn St. Town Meeting Member (TMM)) — Melissa MacIntyre said that probably the reason for low crashes is due to the pandemic traffic reductions. She said the real question has to do with making it safer for cycling. She said she likes the idea to delay this until October, and can help get to get the word out over social media, etc. Between now and then, she asked if there is a way to get the word out that people should be calling in near-crash or safety incidents. She asked if there is a way to publish that info, and gather it.

Sergeant Paul Garabedian (BPD) — Sergeant Garabedian said that he can put a notice out about this. The BPD is starting their bicycle unit this month. He could add flyers or Facebook posts about this. He also said that people can anonymously email incidents and crash reports to <traffic@belmontpd.org>, as another option to calling in incidents. He said that he can get the word out on this next week, and can let more people know about this option.

Glenn Clancy (CD Director) — Glenn Clancy said it is probably most common to hear complaints about motorists from cyclists. He asked if there is ever complaints about cyclists not yield to pedestrians.

Sergeant Paul Garabedian (BPD) — Sergeant Garabedian said that usually cyclists reports things because of the greater hazards and scarier situations, whereas a cyclist not stopping for a stop sight or person walking in a crosswalk could be perceived as more of a nuisance. He said that he has worked to educate the public on this.

Dana Miller (TAC Chair) — Dana Miller said that she is going to close the open discussion on Concord Ave. now. She said she would like to get everyone out for the future public forum on Concord Ave., and expects a large participation for that.

Catherine Bowen (67 Bartlett Ave. resident, Town Meeting Member, School Committee Member) — Ms. Bowen asked that we weigh feedback of younger users in the decision making on this matter (*e.g.*, high school and middle school children).

Jessie Bennett (TAC Vice Chair) — Jessie Bennett added one more set of thoughts, and shared about a Lime Bikes incident she had. She was coming to a TAC meeting during the early evening, and the roads were backed up with car traffic. She was in front of the High School sports fields. She crashed into a parked car protruding out into the bicycle lane. Since that crash, she has never cycled on Concord Ave. again. She said that she tries to respect everyone's needs, but that she will not use the current bicycle lanes on Concord

Ave. currently because she is too afraid of the safety hazards. She said that if we want to increase cycling options for people, then the our community needs to add infrastructure like this.

David Coleman (TAC) — David Coleman added a final comment about reporting. Facebook parents group is another option to report safety incidents. There have been threads on these topics previously, and they often describe useful anecdotal incidents about hazardous car/bike conditions.

TAC Discussion

This closed the open portion of discussion, and the TAC then moved into a discussion among the TAC members and staff on this topic. The TAC resumed discussion on this topic among the TAC members and staff.

Glenn Clancy (CD Director) — Glenn Clancy said he will get all the emails that he received on this topic and provide them to the Committee.

Jessie Bennett (TAC Vice Chair) — Jessie Bennett said that we need solid answers for all these questions. She also said we should get more data on implementations like these in the proposed parking-protected bicycle lanes.

Glenn Clancy (CD Director) — Glenn Clancy said that we hired Nelson-Nygaard for a reason, and they did a lot of due diligence on this. We would not have proposed it if it were not safe. Data from studies and reports drove this design. Mr. Clancy also said that it was a slip that notifications only went to abutters, and that the side streets were not notified. He agreed these were fair points about not sufficiently notifying people about the initial TAC meeting on this. He also said that adequate time was not allotted to permit debate on this. He wanted TAC to debate this, but the SB did not have time to do so at their recent meeting. In the future, Mr. Clancy said he will cast a broader net when announcing meetings to get input from people.

Dana Miller (TAC Chair) — Dana Miller said that regarding getting more data, there is not likely to be anything that exactly duplicates the Concord Ave. situation.

Jessie Bennett (TAC Vice Chair) — Jessie Bennett responded that getting more data and reports and can still be informative.

Glenn Clancy (CD Director) — Glenn Clancy said one of the primary questions was for emergency-response vehicles potentially being blocked if the traffic is backed up. He said he would like to get a clearer understanding of how to respond to this question. He said that the Fire Chief ended up with 11.5-foot travel lanes, and was satisfied with that. He said that we should make a list of all the additional data we want to compile, and provide that to Nelson-Nygaard.

Charles Hamad (TAC) — Charles Hamad said that we already had a unanimous vote on this topic, and asked if we would need another vote on this.

Dana Miller (TAC Chair) — Dana Miller responded that yes, we would likely re-vote because the plan may likely be slightly modified.

Charles Hamad (TAC) — Charlie Hamad asked about access to experts for data and reports, and to understand better the issues about safety (dooring, intersections, etc.). He said there is a lot of information out there, but we need to anchor this in solid data if possible. He said we would want something in addition to just anecdotal info.

Jessie Bennett (TAC Vice Chair) — Jessie Bennett asked whether fire trucks are able to get down Concord Ave. now in a traffic backup. She asked if they could divert around to other side streets. She asked what the typical emergency routes are, given the locations of the fire station in Belmont Center.

David Coleman (TAC) — David Coleman said that he measured the width of a typical Belmont fire truck to be 8 feet.

Glenn Clancy (CD Director) — Glenn Clancy said that we could get two cars in there now, by using the bicycle lanes to pass cars.

Jessie Bennett (TAC Vice Chair) — Jessie Bennett asked if every parking space is used, how many breaks are there where parking is not permitted. If we would still have the same width, she questioned whether emergency vehicles could divert around traffic backups by adding buffer areas. With this approach, the emergency vehicles could make it to the next intersection more easily, and divert around Concord Ave. traffic there.

Chief David DeStefano (Belmont Fire Department (BFD)) — Chief DeStefano agreed that the trucks cannot cross over the islands in the median of Concord Ave., if they needed to divert around traffic.

David Coleman (TAC) — David Coleman said we would have a lot of room if no one is parked there. Many car-parking spaces are not used 100% of the time.

Dana Miller (TAC Chair) — Dana Miller also said that we would still have gaps from setbacks at driveways and intersections, and at bus stops.

Glenn Clancy (CD Director) — Glenn Clancy said after this discussion, he was concerned that traffic on Concord Ave. could queue up to Underwood St. now. He asked if we should be concerned with such a potential back-up for emergency vehicles.

David Coleman (TAC) — David Coleman said he has taken an inventory of parking about Concord Ave. showing it is often underutilized. He also said that Nelson-Nygaard should be able to simulate the traffic back-up conditions.

Glenn Clancy (CD Director) — Glenn Clancy said again that this approach could potentially create a scenario on Concord Ave. where emergency vehicles cannot pass through. Therefore, he said that we have to be careful about fully understanding this issue.

Jessie Bennett (TAC Vice Chair) — Jessie Bennett asked how much space there is in the design to allow for breaks to get cars off the road. She made a recommendation on whether we need to restrict parking more to allow cars to divert off Concord Ave. in a back-up situation. She said we would need adequate clearance to get cars off the road.

Dana Miller (TAC Chair) — Dana Miller would like to ask Nelson-Nygaard to address this. Namely, how much parking would we need to remove to give enough wiggle room for an emergency vehicle to get out of traffic. As a footnote, Dana said that Bill Schwartz stated that some parking is going to be eliminated anyway, and that we need to comply with parking setback regulations to define bus-stop locations.

Jessie Bennett (TAC Vice Chair) — Jessie Bennett said a survey for MBTA service is being conducted now. She encourages everyone to sign up for that.

Glenn Clancy (CD Director) — Glenn Clancy responded to the discussions about the bus stop changes. He said that the Trapelo Rd. corridor so far has not changed, and that some stops were eliminated there before.

Larry MacDonald (TAC) — Larry MacDonald said that there were poor decisions made about the changes to the Belmont Center MBTA buses (the 74 and 75), and that he would like to make a comment about Concord Ave. Rush hours in afternoon traffic is heavy now again, and the bus usage is growing. He asked how the changes are going to affect Belmont Center. He said that a bus line could go up Common St. to Cushing Sq., and that could be reviewed. He said that the bus connections through town are currently very circuitous and indirect.

Dana Miller (TAC Chair) — Dana Miller responded that traffic is more than back based on the BPD's recent data.

Sergeant Paul Garabedian (BPD) — Sergeant Garabedian said that the BPD recently measured 18,000 cars per day through Brighton St.

Glenn Clancy (CD Director) — Glenn Clancy reiterated the following list of things we want to ask Nelson-Nygaard to research more fully:

- [1] Parking compliance by residents, and whether parking regulations would preclude the parking-protected bicycle lanes;
- [2] What recommendations would be made to allow emergency vehicles to pass through traffic back-ups.
- [3] Common routes for emergency vehicles from fire station locations, and alternative routes that would bypass Concord Ave.;
- [4] Trash cans locations, and automated track pickup approach;
- [5] Snow plowing and accumulation;
- [6] Identify parking zones and pick-up locations.

David Coleman (TAC) — David Coleman said we should ask Nelson-Nygaard to attend the July TAC meeting.

Glenn Clancy (CD Director) — Glenn Clancy said he had concerns about getting Nelson-Nygaard to come to the meeting in July. He asked if we would have enough feedback from the public by then to better inform him, and if Nelson-Nygaard would have enough time to look over these questions by then.

Dana Miller (TAC Chair) — Dana Miller reiterated that we would need all the public e-mails by then. This includes emails sent to the SB, Glenn Clancy, and TAC leadership.

Glenn Clancy (CD Director) — Glenn Clancy said he needs to have the questions about emergency vehicles addressed. That could determine whether we have a meeting with Nelson-Nygaard or not. Glenn also said that the July meeting would be remote (*i.e.*, over zoom). The SB is exploring hybrid meetings, and a fully in-person meeting may not be an option.

ACCESSIBLE PARKING POLICY

The next topic up on the agenda was in regards to the accessible parking policy.

Glenn Clancy (CD Director) — Glenn Clancy discussed the process of handicapped parking requests. The SB took the position that they wanted to have a formal policy about this. A consultant therefore drafted a policy on this. Glenn made some changes based on the consultant's recommendations. The SB has a final document now at this point. The policy simply involves the applicant filling out the application, and submitting that directly to the SB and Town Administrator for approval.

CORNER PARKING RESTRICTION POLICY

Glenn Clancy (CD Director) — Glenn Clancy explained that TMM Adrianna Poole had submitted a citizen's petition to request a change to the bylaws about construction-vehicle parking. She lives close to the Belmont Middle-High School construction parking. She proposed that every construction project would require no-parking signs installed within 1000' of the site, except where construction vehicles were designated to park. However, she did not define the scale of these private or Town construction projects. Glenn said that TAC would look at this issue, and that there are two things that need to be clarified: (1) What it would look like for these restrictions; and (2) who would implement them. There are also other issues with this approach such as affecting the building-permit process, and whether the contractor would pay for these signs costs. Also, he asked what scale of construction such restrictions would apply to.

Sergeant Paul Garabedian (BPD) — Sergeant Garabedian added that the BPD has been doing measurements of parking. He said that there is enough space for 250 cars for parking around the High School.

David Coleman (TAC) — David Coleman said he counted cars several times himself, and he counted 130 – 135 car parking spaces along the entire length of Concord Ave. during peak daytime periods. He added that Nelson-Nygaard came up with approximately 90 legal spots.

ACTION ITEMS REVIEW – OLD BUSINESS

Glenn Clancy (CD Director) — Glenn Clancy said that the Village Hill and Knox Road signs would be likely installed around September. This is in regards to parking >10 feet away from driveways, and reducing cut-through traffic. Jeffrey Roth (TAC) asked whether the sign restrictions would include the "Except Bicycle" signs as discussed earlier. Mr. Clancy said he intended those to be included.

Adjournment

The meeting adjourned at 9:01p.

Minutes respectfully submitted by Jeffrey Roth.