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BELMONT, MA**

DATE: April 19, 2023
TIME: 2:16 PM

Belmont Transportation Advisory Committee (TAC) Meeting

Minutes for Thursday, 2 March, 2023

Present: David Coleman (Chair), Larry Link (Vice Chair), Heather Barr, Daniel Eldridge, Chip Gaysunas, Jane Lappin, Ken Lind, Jeffrey Roth (Secretary)

Absent: Richard Hartley

Also present:

Town Staff: Sergeant Paul Garabedian (Belmont Police Department (BPD)), Jay Marcotte (Belmont Department of Public Works (DPW)), Roy Epstein (Belmont Office of Select Board), Patrice Garvin (Belmont Town Manager), Sam Offei-Addo (BSC Group)

Town Public Residents: Eloise and Robert McGaw, David & Jane Otte, Alex Thurston, Alice & Nelson Bolen, Amie Rumbo, Amy DeDeo, Amy Tananbaum, Andrea Dandridge, Andrew Coleman, Anne-Marie Mahoney, Ben Lubetsky, Bert Halstead, Bill <no last name provided>, Blanca Lain, Brendan O'Leary, carolk, Chi-Ting Huang, Corinne McCue Olmstead, Dan Halston, David Harmon Deborah Galli, Deborah Kahn, Deborah Talanian, Erika Wolf, Gina <no last name provided>, Helen Golding, Jennifer Dubost, Jonathan Green, Julie Campisano, Julie Donahue, Katy Neylon-Azad, Laura Meyer, Louise Halstead, Mandy Core, Mark Davis, Martin November, Mary Wybieralla, Meg <no last name provided>, Nancy Davis, Paul Gormisky, Peg Callanan, Phillip <no last name provided>, <no first name provided> Piccione, Stephanie Pawlowski, Stephen Tomczyk, Sue M., Vera Trojan, Xiang <no last name provided>, Yvette <no last name provided>

Final minutes, compiled on 3 April 2023; finalized on 7 April 2023.

Announcements

1. Tonight's public meeting occurred online using a zoom video conference forum.

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 2 March, 2023, was held by Remote Access through Zoom.

The meeting was called to order at 7:05p by Chairperson David Coleman.

Review and Approval of Minutes (February 2, 2023)

02/02/2023

The Committee reviewed the draft meeting minutes from the TAC meeting on the 2nd of February, 2023. These TAC meeting minutes were reviewed, and minor corrections were requested by David Coleman, Ken Lind, and Larry Link.

Larry Link made a motion to approve the minutes as amended, and Heather Barr seconded the motion. The Committee voted unanimously by roll call in favor of approving the minutes as amended.

Public Forum on Proposals for Turn Restrictions along Concord Ave.

Presentation, Overview, and Committee Discussion

David Coleman (TAC Chair) — David Coleman provided an overview of this topic and explained the intent of this evening's public forum to elicit resident feedback about potential turn restrictions to address heavy traffic through neighborhoods. The proposal is to restrict turns onto Goden St. from Concord Ave. from 7a – 9a, as well make Goden St. "Do Not Enter" from School St. from 4p – 6p.

Sam Offei-Addo (BSC Group) — Sam Offei-Addo presented a briefing that is included in Appendix 1. The briefing explained the area studied, a summary of traffic analysis, and proposed turn restrictions.

Larry Link (TAC) — After the presentation, Larry Link asked about west-bound travelers on School St., who are already restricted from going on Cottage St. but ignore that sign. He said many people may ignore that for the 4p – 6p period, and thus enforcement will be a key factor in the success of these approaches.

Chip Gaysunas (TAC) — Chip Gaysunas pointed out that in the recent and previous traffic analysis the northbound traffic in the afternoons is around the same level, while there is a decrease in southbound traffic in the mornings. He asked what factors could account for this behavior.

Roy Epstein (Belmont Office of Selectboard) — Roy Epstein responded that the southbound decrease may be from less commuters having to go to work during rush hours.

David Coleman (TAC Chair) — David Coleman pointed out that the car volume westbound in 2019 from Concord Ave. to Goden St. could be attributed to school drop-offs, so there has always been high traffic through Goden St.

Sam Offei-Addo (BSC Group) — Sam Offei-Addo elaborated in more detail about the car-volume patterns throughout the day, and explained some of the factors.

David Coleman (TAC Chair) — A question came up about when the traffic data is collected, and David Coleman said that the counts are usually done on Tuesdays, Wednesdays, and Thursdays.

Public Comment Session

The chairperson invited the public to now speak in response to the proposed modifications.

Eloise McGaw (Louise Road) — Eloise McGaw asked about the turn restrictions to clarify the directions, and expressed some confusion about what problem we were trying to solve with these proposed changes.

David Coleman (TAC Chair) — David Coleman reiterated that this proposal involves a south-bound car restriction onto Goden St. from Concord Ave.

Robert McGaw (Louise Road) — Robert McGaw asked what problem these modifications are intended to address. He also asked how is this going to be enforced, and said that it would be important to enforce all of these no-right-turn restrictions for them to be effective.

Amy Tananbaum (21 Goden St.) — Amy Tananbaum said the problem that is in need of being solved is safety. She said that the sheer volume of cars is very high on these streets. But she said she is more concerned about the safety issues, and wants there to be an overall solution that improves safety. Her second point was that the historical width of the Goden St. roadway makes it hard to support bidirectional car traffic in high volumes. She said these roads were not originally designed to support this much car traffic. In addition, she said that the car speeds can be very high, and considering a one-way traffic arrangement for the roadway makes sense. Finally, she said that the time restrictions making it one-way will improve overall safety on the street.

Corinne McCue Olmstead (Stone Rd.) — Corinne McCue Olmstead requested that meeting notices for this public forum be sent out earlier in the future, and that it was hard to get detailed information on the proposals. She mentioned the larger neighborhood area, and how it affects Oak St., Stone Rd., and School St. area. Orchard St. is already “Do-Not-Enter” street on the other end, so the added restrictions might result in more traffic through Wellington School area. She said that Stone Rd. and Orchard St. also do not have sidewalks, and adding more car traffic on these roads could be problematic.

Amy DeDeo (78 School St.) — Amy DeDeo said traffic is a very busy on School St. throughout the day, and that it is not just High School traffic. She also said that enforcement would be key to make any restrictions happen. In addition, she cited a recent incident with delivery truck stuck on Myrtle St. due to its narrow width.

Erika Wolf (18 Goden St. Resident) — Erika Wolf said she believes the no-right-turn restriction would be sufficient to improve the safety problems. She thinks that Goden St. should be one-way only during that time, meaning no right or left turns from Concord Ave. onto Goden St. In addition, “U-turns” are often a problem from drivers, and make it unsafe for people walking and cycling. She also said that back-ups of cars create major problems on the street. In the afternoons, Erika said there should be “Do-Not-Enter” sign at all entrances from School St, and that the “No-Right-Turn” would not be restrictive enough to reduce cut-through and school drop-off traffic. She also acknowledged there could be an issue of this affecting other nearby streets, but that should not be a reason to do nothing. She said if this were to create problems on other streets, then we could readjust things if needed and address those problems subsequently. Finally, Erika suggested that the northbound restrictions should be extended from to 2p – 6p.

David Coleman (TAC Chair) — David Coleman discussed a recent crash with a car into a student walking home from school, that was mentioned earlier. He asked Sam Offei-Addo to show a slide that might predict what would happen if traffic were redistributed. He said that rough counts on slide #8 in Appendix 1 show a prediction of the briefing . According to the data, approximately 1,100 car are expected to be diverted between 7a – 9a to remain

eastbound on Concord Ave.

Sam Offei-Addo (BSC Group) — Sam Offei-Addo said some of the traffic would be expected to use Common St. to access Washington St.

Anne-Marie Mahoney (24 Goden St. Resident) — Anne-Marie Mahoney clarified that the student whom was injured was crashed into by the windshield of a car, broke the windshield, and went to the hospital. Thus, it was a very serious crash. She said that she wants to create a situation that is safer. She also said that Goden St. residents have had limited influence over all the issues, and she believes that the situation is not equitable. She said that other schools in Belmont have restrictions around them for car-traffic safety, and she is requesting that the traffic problems be addressed.

Deborah Galli (16 Myrtle St. Resident) — Deborah Galli clarified that there is no representation from Myrtle St. on the BHSMTWG, and that car parking has been pushed onto their street. She has the same concerns with Myrtle as mentioned earlier about safety and heavy traffic on Goden St, so there is a need to look at this holistically. She also wanted to confirm that there are no right turns onto Myrtle St., just like Goden St., from 7a – 9a. Deborah asked also about evening restrictions, which will funnel many cars onto Myrtle St. instead of Goden St. She said that all the cars that cannot go down Goden St. will likely go down Myrtle. Therefore, she said it seems likely that these changes will expand traffic onto Myrtle St., and so she asked if Myrtle St. could also have the “Do-Not-Enter” restriction.

David Coleman (TAC Chair) — David Coleman confirmed the questions asked. He said that at least the cut-through traffic cannot directly go left onto Concord Ave. He acknowledged the points taken about traffic readjustments.

Sam Offei-Addo (BSC Group) — Sam Offei-Addo addressed this comment, and said that there would likely be some side effects.

Deborah Galli (16 Myrtle St. Resident) — Deborah Galli asked about why there is hesitation about including the “Do-Not-Enter” restriction also on Myrtle St.

David Coleman (TAC Chair) — David Coleman said this is a fair question, and that he believes there is no reason why this could not be done. He said this should be considered, and asked Sam Offei-Addo to also include this.

Dan Halston (Myrtle St.) — Dan Halston said that he generally supports the proposal. However, he said he is looking to apply same rules to the entire Goden St. neighborhood, and asked about the effectiveness of the proposal since the Myrtle St. restrictions are not included in the proposal. He thinks we should apply the same rules across all the Goden St. neighborhoods. In particular, he raised the issue about car parking, since that is still allowed on Myrtle St. but not on the other streets. Dan said he canvassed neighbors about whether they thought the traffic restriction should also be on Myrtle St., and said that the chicane could be replaced with a car-parking restriction instead. He also measured each of the nearby streets, and found that Myrtle is approximately 4 feet narrower than the other streets. He said that the need for the chicane is still there, due to Myrtle St.'s narrowness and insufficient width for safety vehicles. However, he thinks this needs to be treated similarly as for other streets, and that the parking restrictions should be applied equitably to Myrtle St. just as it is for other streets. Dan suggested that whatever numbers of parking spots are allowed on other streets, that same amount should also be applied to Myrtle St. He believes that the same rules should be applied across equitably across all the Goden St. neighborhoods. He also said that he supports the right-turn restrictions.

Alex Thurston (101 Baker St. Resident) — Alex Thurston said he does not feel he can support this proposal. The previous study did not include Trowbridge St. traffic flows, and Baker St. has traditionally borne a lot of the brunt of traffic to the High School. He said the “Do-Not-Enter” restriction there from Hittinger St. is often ignored, and not adequately enforced. He said that the signs are not a panacea, and that the only way to make these restrictions truly work is to use the sawhorses like near Washington St. at Chenery. He has observed often times that many cars will do enter all at once, following the others in front. Alex said that the Police have told us that they will not enforce many of these restrictions, because they do not have the resources to do so. In addition, the Belmont Middle School opening at end of Hittinger St. will create significant additional problems that have not even been addressed yet. He said that the current restrictions on Baker St. and other surrounding streets have been in place since he moved in several years ago, and that these restrictions are routinely disregarded by motorists.

David Coleman (TAC Chair) — David Coleman responded that a study of the Hittinger St. neighborhood would also make sense to do.

Deborah Talanian (30 Goden St. Resident) — Deborah Talanian said that she appreciates the TAC holding this public hearing. She said that she supports the earlier comment by Erika Wolf that the afternoon restriction should be expanded to be 2p – 6p. She also said that ultimately the car traffic should be rerouted to Common St. and Bright Rd., since they could likely handle that traffic. This might in turn create a benefit of keeping the cut-through traffic on the highway. She suggested giving parents suggested routes to drive to school, and keeping them on the bigger roads. She said the perhaps a map could be developed. Deborah also said that the speed tables and the speed monitor sign near Burbank have helped with calming the traffic, and that these things could also be used here to help this situation.

Blanca Lain (Myrtle St. Resident) — Blanca Lain tried to speak, but it was very hard to discern her audio since it was distorted.

Corinne McCue Olmstead (Stone Rd.) — Corinne McCue Olmstead added that if the largest problem we are trying to solve is congestion and safety on Goden St. She said that the bulk of car traffic is going towards the High School, so this won’t necessarily address that problem. She also noted that drivers may congest the Burbank drop-off areas, and that this proposal could result in more car traffic being diverted through multiple elementary school areas.

Sam Offei-Addo (BSC Group) — Sam Offei-Addo made the point that with less friction, this could lead to more people speeding. Therefore, he said that there is a balancing act between the back-ups and more hazardous speeds.

Blanca Lain (Myrtle St. Resident) — Blanca Lain, after returning with working audio, said that she was the primary person responsible for organizing the chicane on Myrtle St. She said that with Middle School opening next fall, there will be more car-traffic problems. She agreed with others that there needs to be a more holistic approach, and Myrtle St. should receive the same restrictions as Goden St. Otherwise, she said this could push more traffic to Cottage St. She said that she is not opposed to the solution, but not sure it will accomplish the objectives of improving safety. Finally, in regards to the parking restrictions, she said that Myrtle St. residents have been treated inequitably.

Chi-Ting Huang — Chi-Ting Huang said that she wanted to reiterate that a holistic approach is needed, and that the solutions need to be equitably distributed across all the streets. She said that we need to look at how to address the safety problems across all these streets, and that her primary concern is safety for people on the street especially vulnerable users like walkers and cyclists. She said that she supports experimenting with this, and adjusting as needed.

David Coleman (TAC Chair) — David Coleman responded that these roadways are a complicated ecosystem, and that a trial could show unexpected results. He said that we may need to keep trying solutions on trial periods, and re-evaluate as needed. He added that if a solution has a positive impact, then it would likely be kept.

Martin November (Goden St. Resident) — Martin November acknowledged that this is a very complicated problem, and emphasized that this would be a trial period. He said that the emphasis needs to be on safety. While previous work has prioritized car throughput and volumes, the current situation with excessive car traffic now requires sacrificing throughput and volume to instead improve safety for all other users of the street. He said that we cannot keep increasing the volume, and that the goal should instead be to minimize car traffic on these streets. Martin said that he sees cars going both ways on Goden St., together with cyclists and walkers, leading to potential crashes. He said that he does not want to see cars going both ways, together with the cyclists who need to go both ways. He stated that there really is a need to make it one-way during these peak times in order to make it safer for people. He said that we should try something, and then look at the outcome and evaluate as needed. Finally, Martin acknowledged that enforcement is difficult, but that should not be a reason to not implement this.

David Coleman (TAC Chair) — David Coleman discussed the traffic-signal at Goden St. and the complications of how to make it compatible with a “Do-Not-Enter” restriction into Goden St.

Nancy Davis (30 Emerson St. Resident) — Nancy Davis thanked the TAC for holding this meeting. She said that any changes along Concord Ave. will impact the other streets, too, such as Emerson St. This cut-through traffic may also negatively impact the drop-off area at Burbank School on Gale Rd. She wanted to make sure that safety factor was taken into account. She would like to encourage consideration of Louise Rd., Emerson St., and Edgemoor St. neighborhoods for these restrictions, in addition to the Goden St. and adjacent neighborhood area. Nancy also discussed the old High School traffic patterns, which was more of a through pattern. Currently, the new in/out driveway configuration seems to discourage people from wanting to go into the driveway. Finally, she said that driving kids to school is the real cause of these problem, and making it more walkable has helped a lot, but needs to be addressed further and expanded to stimulate a movement away from driving to the schools.

Ben Lubetsky (Cedar Rd. Resident) — Ben Lubetsky said when talking about safety, installing another street light on Goden St. could be helpful. He said that if this is really about safety, then not having kids walk on dark streets could also help encourage more walking to the schools. He stated that no street illumination exists on some sections of Goden St., and this may be an easy thing to improve that.

David Coleman (TAC Chair) — David Coleman asked Jay Marcotte to comment on this question about street lighting.

Jay Marcotte (Belmont Department of Public Works (DPW)) — Jay Marcotte said that this could be relayed to Craig Spinelli at the Belmont Light Department to ask if additional street lighting could be added.

Dan Halston (Myrtle St.) — Dan Halston made another comment about Myrtle St., stating that the concerns were not being evenly represented, and that the suggestion to include similar measures for Myrtle St. should be taken into account.

Robert McGaw (Louise Road) — Robert McGaw added that speed is already an issue on Louise Road, and suggested that it needs to be enforced there.

David Coleman (TAC Chair) — David Coleman closed out the discussion and said we would digest the comments from tonight, and discuss this topic again at a subsequent meeting. Some additional notes were cited in Appendix 2 regarding considerations of timing changes to the Goden St. traffic signals.

Pending Traffic Calming Requests

Ridge Rd. On-Street Parking

David Coleman (TAC Chair) — David Coleman showed the marked up map included in Appendix 3 that Glenn Clancy developed estimating the potential number of car-parking spaces that Ridge Rd. could accommodate. In addition, a similar map was provided by a resident, and is included in Appendix 4. However, due to insufficient time, discussion of this topic was tabled for tonight.

Ken Lind (TAC) — Ken Lind offered an observation on this topic and asked how an approach like this might ripple onto other areas in Town. He said this might create other issues elsewhere, and could set a precedent that might be hard to follow on others streets.

Winter St – Speed Tables

David Coleman (TAC Chair) — David Coleman mentioned the map showing preliminary and notional traffic calming measures (signs and speed tables) along Winter St. that is included in Appendix 5. Due to ongoing work that Glenn Clancy is doing to develop further details on this proposal, such as exactly where to place speed tables, this topic was also tabled for another meeting.

Next Meeting

Plan for next TAC meeting is for Thursday April 6th.

ADJOURNMENT

Ken Lind motioned to adjourn tonight's meeting, and Larry Link seconded the motion. All voted unanimously on this measure, and the meeting adjourned at 9:50p.

These minutes were respectfully submitted by Jeffrey Roth.

Appendix 1: Town of Belmont School Street & Goden Street Neighborhood Traffic Calming Proposal

Town of Belmont School Street & Goden Street Neighborhood Traffic Calming



TOWN OF BELMONT

Study Area



Wellington
Elementary
School

Burbank
Elementary
School

Cheney
Middle
School

Legend

-  Existing One-way
-  Existing Two-way

Travel Time Runs



Traffic Restriction Considerations

- Concord Ave Eastbound AM right-turn restrictions
- School Street Westbound PM right-turn restrictions

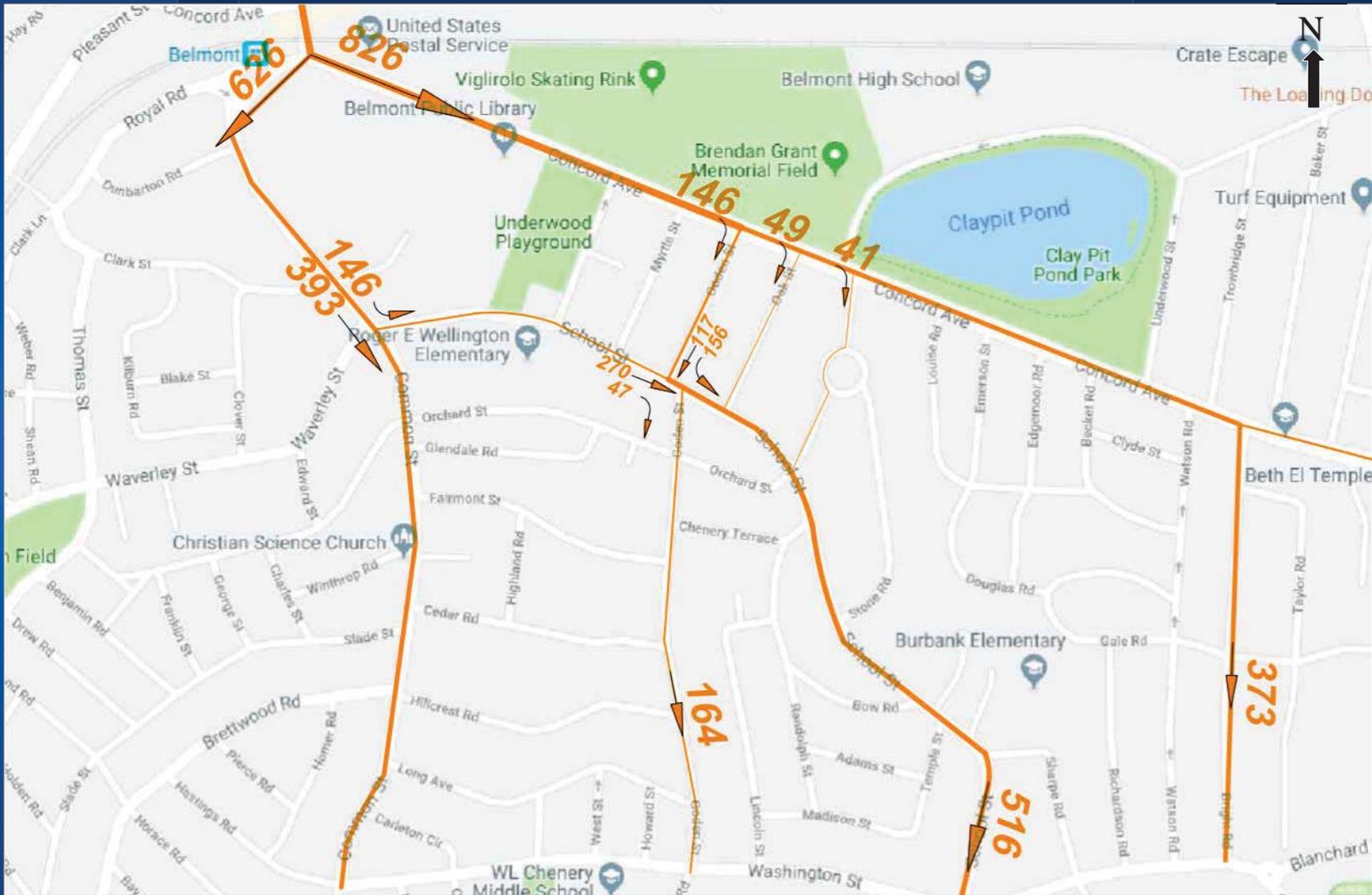


Concord Ave Turn Restriction Considerations

- Concord Ave Eastbound right-turn restrictions
 - Myrtle Street (existing 8-9 AM, 2-4 PM)
 - Goden Street (7-9 AM)
 - Oak Street (7-9 AM)
 - Orchard Street (7-9 AM)
- Pros
 - Reduce commuter cut-through traffic
 - Direct more vehicles towards Bright Road
 - Reduce traffic at Goden Street & School Street intersection
- Cons
 - Possible traffic increases at Common Street & School Street
 - Would impact school-bound traffic from Concord Avenue

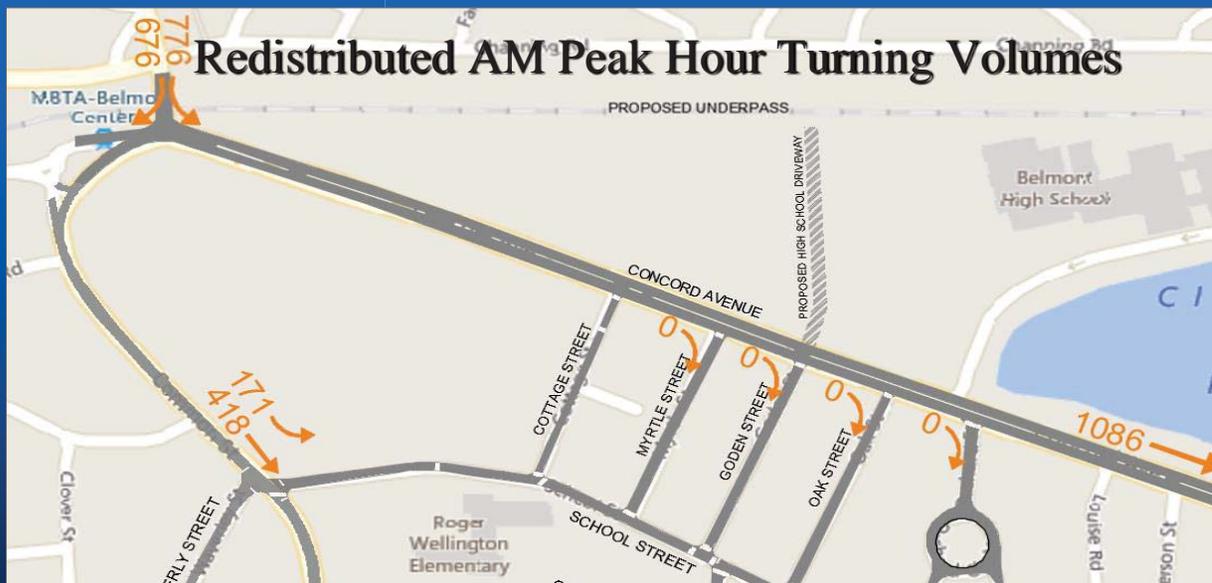
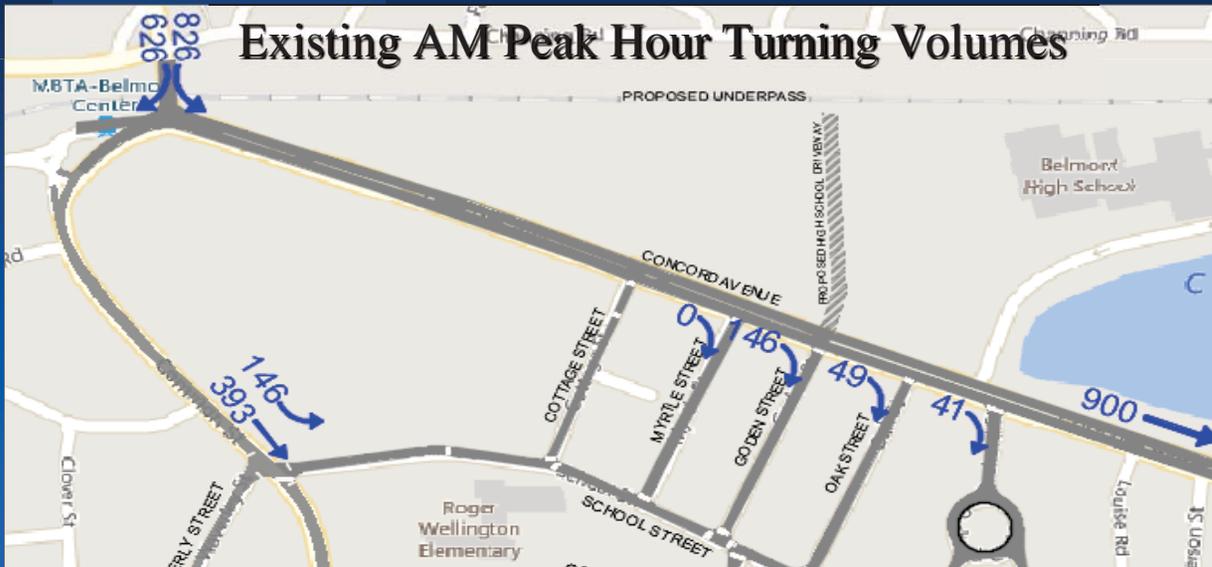


AM Peak Hour Traffic Flow



TOWN OF BELMONT

Concord Ave Turn Restrictions Considerations



- 236 total trips turning right onto Goden Street, Oak Street, Orchard Street during AM peak hour
- 20% redirected from Concord Avenue to Common Street (50 vehicles)
- 80% continue east on Concord Avenue towards Bright Street (186 vehicles)

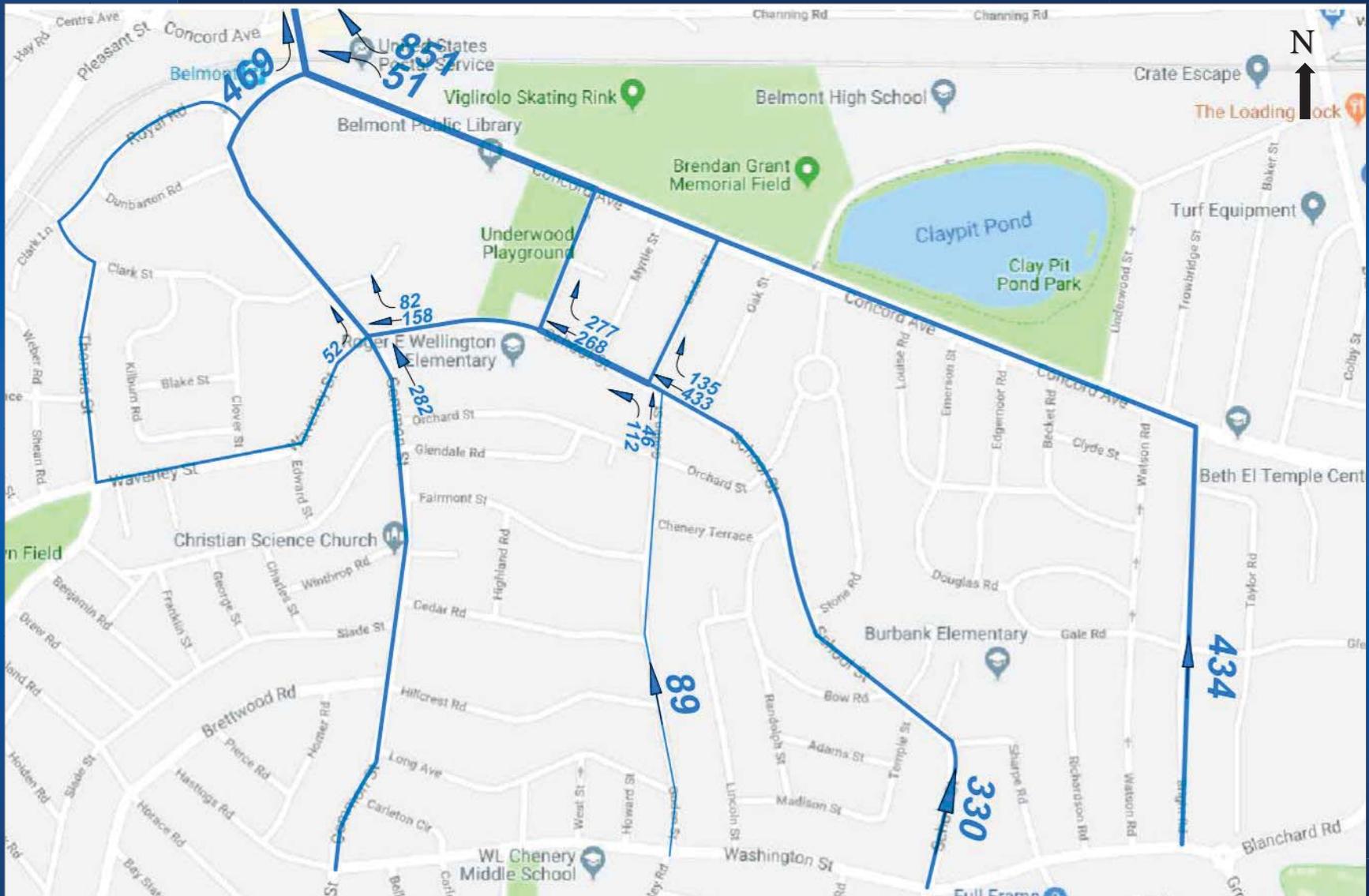


School Street PM Turn Restriction Considerations

- School St westbound right-turn restrictions
 - Goden Street (4-6 PM)
 - Cottage Street (4-6 PM)
- Pros
 - Reduce commuter cut-through traffic
- Cons
 - Possible traffic increases at Common Street & School Street
 - Redirect more traffic towards Waverley St/Thomas St/ Clark St/Royal Rd
 - Would impact high school-bound traffic from study area
 - Increase in U-turns on Concord Ave



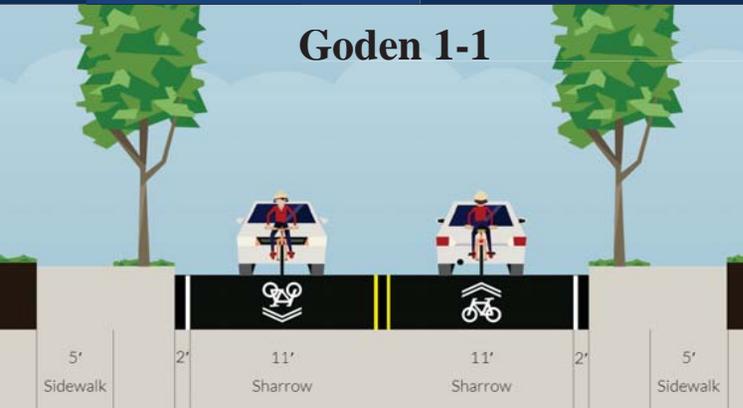
PM Peak Hour Traffic Flow



TOWN OF BELMONT



Lower Goden Street Improvements



Appendix 2: Goden Street Traffic Signal Timing Discussion

October 4 2022 Comments from Roy

Glenn and Sam, here are some observations regarding the Concord/Goden signal so far this school year:

1. During the BHS morning peak (7:40 to 7:55), the NB traffic queues on Goden solidly all the way from Concord to School St and possibly beyond, impeding or blocking residents from exiting their driveways.
2. The number of NB cars that move through on a light cycle is hampered by cars making a left turn from Goden onto Concord. During the peak they have to wait for cars exiting the BHS driveway. Only about 6 cars in total on average get through, leaving the length of the queue unchanged.
3. The queue on Concord waiting at the light to turn left into the BHS driveway is relatively short. At most it fills about half the left-hand turn lane.
4. The queue on Concord waiting at the light to go straight E can extend (slightly) past Cottage. However, unlike on Goden, this does not seem to interfere with any other road users.
5. The queue waiting to exit the BHS driveway is seldom longer than 6 or 7 cars.
6. The congestion on Goden can trigger undesirable driver behavior, especially U-turns in the middle of the block that paralyze movement in both directions.

I hope we have some options to balance the traffic better during the morning peak. This is what occurs to me.

1. Lengthen the green time for NB traffic on Goden by 10 seconds.
2. Delay the green for traffic out of the driveway by 10 seconds.
3. Have the signal go red at the same time for Goden/driveway.

This would give NB Goden traffic an extra 20 seconds, would keep the driveway time the same, and would delay E/W traffic on Concord by only 10 seconds. The effect on the left-turn queue on Concord should be manageable and a few more EB cars queuing further down Concord is an acceptable tradeoff.

The morning peak is so sharp that this is really only needed for 15 minutes but it is 15 minutes that cause a lot of dissatisfaction.

If the software can't handle 7:40-7:55, then hopefully 7:30-8:00 is an option. Delaying the green out of the driveway may need another sign "Wait until green" but the benefit of clearing Goden St faster would be worth another sign. The BHS dropoff drivers will quickly adapt in any case.

October 6 Comments from Roy

Update. I would lengthen the initial green with arrow for NB Goden by 5 seconds (which would make it 12 seconds total) and lengthen the overall green time for Goden/driveway by 5 seconds.

That would give Goden 10 seconds more, 5 of which would not have interference from driveway.

We can make this small adjustment and see if it results in any improvement.

The peak exit queue from the driveway is about 6 or 7 cars turning right, and another 6 or 7 going straight or turning left.

Sam's Response after Observations on October 20, 2022

Hi Glenn,

I visited the Concord Avenue/Goden Street intersection on Thursday, October 20, 2022, to observe traffic operations as requested. Mr. Epstein was present during the visit. Here are a few observations:

1. There is a distinct uptick in traffic between 7:30 and 8:00 am with the peak around 7:45 am, due to arriving students on foot and drop-offs at the High School.
2. Goden Street northbound queue extended to School Street a number of times and it took more than two cycles to clear the queue.
3. Students crossing the school driveway outside of the pedestrian cycle caused delays to vehicles turning into the driveway from Concord Avenue as the drivers had to yield to the pedestrians.
4. During several cycles, Concord Avenue eastbound left turn did not receive the advance green arrow.
5. On a few occasions, the pedestrian crossing at Cottage Street and Concord Avenue caused traffic to back up on Concord Avenue westbound all the way to the school driveway thus impacting the Goden Street/Concord Avenue intersection. Coordination of signals for such a short period of time is not recommended.
6. Traffic build at the intersections quickly and completely dissipated around 8:00 am

Recommendations:

1. Increase Goden Street advance green from 7 seconds to 12 seconds from 7:30 to 8:00 AM. This should assist in reducing the queues on Goden Street during that time period.
2. Increase Goden Street/High School Driveway green time from 20 to 25 seconds from 7:30 to 8:00 AM.
3. A signal technician needs to investigate why some phases (e.g. Concord Ave lead left) were skipped.

Sam's Added Comments from 1/23/2023

1. Field observation between 7:20 and 8:00 AM. Large concentration of students on the northwest and southwest corners of the intersection waiting to cross. Pedestrians have two opportunities during the cycle to cross towards the school and this helped to spread the student build up at the corners over the two pedestrian phases (concurrent and exclusive). As has been noted earlier, the concurrent phase resulted in conflict and delays to right turning vehicles into the school from Concord Ave WB traffic. Eliminating the concurrent phase, however, could lead to more pedestrian (students) concentration at the intersection during the peak.
2. The queue on Goden Street NB benefited from the additional green time for that approach. On two occasions during the peak period, traffic extended to School Street, but it took two cycles or less to clear the queue. In some instances, parked vehicles on Goden Street NB interfered with NB traffic when they had the green.
3. Southbound traffic on Goden Street consists of Concord Ave EB right turns, WB left turns and vehicles exiting the High School driveway. Based on my observation, it appeared most of vehicles heading SB on Goden Street came from the High School during the school peak. This should be validated with proper turning movement counts.

4. The question of restricting right turns from Concord Ave onto Goden St could lead to more confusion, if exiting vehicles from the High School are allowed to go southbound on Goden Street while restricting right turns from Concord Avenue.
5. The intersection appeared chaotic during the peak student arrival - both by foot and/or by drop-off. The current traffic signals timing, however, was able to handle the traffic, which dissipated before 8:00 am. My conclusion is that the signal adjustments made late last year is functioning as expected.
6. There was early release on 1/26/23 and therefore not a lot of traffic activity to observe during the school PM peak.
7. Observations during the evening peak hour on other days, however, have shown short queues on Goden Street northbound at Concord Ave. Did the installation of speed humps on School Street reduce the number of vehicles using the roadway as a cut-through ?

Appendix 3: Town Assessment of Numbers of Car Parking Spots on Ridge Rd.



Appendix 4: Resident Assessment of Numbers of Car Parking Spots on Ridge Rd.

We would like to propose parking only on the right side of Ridge Road in the designated areas.



Places we have seen the most issues with either trying to pull out of driveway or trying to turn into or out of the street.



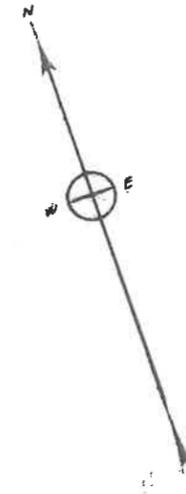
Parking space available and number of potential spots

Appendix 5: Potential Winter Street Traffic Calming Measures



Proposed Speed Table

Proposed Speed Table



Notes and Comments:

- Driveway curb cuts limit the opportunity to install raised tables between Country Club Lane and Marsh Street
- Existing 25 MPH Thickly Settled sign on Winter Street SB will be relocated to avoid speed limit confusion
- Existing Speed Limit Feedback sign on Winter Street NB near Country Club Lane will be retained
- Yellow 20 MPH speed limit sign will be added to previously installed Traffic Calming Zone sign on Concord Avenue at Winter Street

Plan Showing
 Proposed Raised Tables and Signage
 Winter Street Belmont, MA
 Office of Community Development
 Scale as noted March 2, 2023

Appendix 6: Correspondence Received: Protected Bicycle Lanes on Concord Ave.

To: Select Board, Belmont Police Department, Transportation Advisory Committee.
From: Robert McGaw, Town Meeting Member Precinct 1
March 1, 2023

I urge you to re-think the parking and bike lanes on Concord Avenue.

When the issue first arose last year, I tried to emphasize that a 5-foot-wide bike lane, a 3-foot wide “buffer zone,” and an 8-foot wide parking lane would leave a narrow travel lane.

Furthermore, I urged the Town to understand that the adjacency of the parking lane to the travel lane would make it risky when drivers open their car doors to exit the vehicle because they would be exiting into the travel lane.

No one in Town Government agreed with me--the police, fire, and community development officials all assured us that the resulting travel lane would be adequate and that the planned parking arrangement would be safe.

My understanding, based on what a member of the Belmont Police Department told me, is that the solid white lines on either side of the Concord Avenue parking lane establish the legal parking area, and so long as the edges of the vehicle’s **tires** do not extend beyond the outer edge of the solid white stripe, the car or truck is parked legally; however, if the edges of the tires extend beyond the stripe’s edge, it is parked illegally. And, the buffer zone is marked with diagonal lines to indicate “no parking.”

When I walk along Concord Avenue on weekdays, I notice cars, and in particular the wider jeeps and trucks, are parked into the buffer zone. They seem to want to distance themselves from the travel lane, because they don’t want to be hit when they exit their vehicle. I can provide you with additional photos of examples of trucks and cars parked with their tires in the buffer zone.



The buffer zone is **not** for parking—the buffer zone is designed to be an area free vehicles, so that the vehicle’s right-side doors when opened don’t hit a biker. The buffer zone purpose is not to provide additional parking area for the vehicles.

Furthermore, the design responded to Louise Road residents who wanted to ensure that their view of traffic not obstructed. Nevertheless, vehicles park in the “no parking” striped areas adjacent to the corner where Louise Road intersects Concord Avenue. I have called the Police about this several times, but the illegal parking practice continues.

The Concord Avenue bike lane design may still be a happy fantasy for those who promoted it, but it is increasingly apparent that the Town has decided to ignore the problems created by the illegal parking along Concord Avenue.

From my observation, the Town has decided to encourage and tolerate scofflaws, because the Town is reluctant to admit that the bike lane design was and is unworkable, and instead the Town allows the illegality to continue to compensate for the poor design.