



RECEIVED
TOWN CLERK
BELMONT, MA

DATE: March 28, 2024
TIME: 2:55 PM

Belmont Transportation Advisory Committee (TAC) Meeting

Minutes for Thursday, 1 February, 2024

Present: Chip Gaysunas (newly elected) (Chair), Daniel Eldridge (Vice Chair, newly elected), Katie Baratta, Heather Barr, Jane Lappin, Ken Lind, and Jeffrey Roth (Secretary).

Also present:

Town Staff: Sergeant Richard Murphy (Belmont Police Department (BPD)) Glenn Clancy (Belmont Office of Community Development (CD) Director), Patrice Garvin (Belmont Town Manager)

Town Public Residents: Andrea Carrillo-Rhoads (207 White St.), Ben Miller, Bill <no last name provided>, Brian Kangas, Christopher Cleary, Conor Hansen, Danielle Stevens, David <no last name provided>, Eileen Hanson, Kathleen Haverty, Lisa Pargoli, Paul <no last name provided>, Peg <no last name provided>, Sheila Flewelling, Steve <no last name provided>, Tess and Ben <no last name provided>.

Final minutes, compiled on 24 February 2024; finalized on 14 March 2024.

Announcements

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

This meeting was held remotely using Zoom video conferencing technology, as permitted by the Massachusetts Act Relative to Extending Certain State of Emergency Accommodations, that became effective July 16, 2022.

The meeting was called to order at 7:05p by a majority of TAC members being present at this time. The agenda for tonight's meeting is included in Appendix 1.

Opening Remarks – Town Engineer

Glenn Clancy (CD Director) — Glenn Clancy provided an update on the restructuring of the TAC charge which occurred since the last TAC meeting in November. He explained that the changes resulted from staffing constraints and oversight needed on engineering aspects of transportation projects.

Administrative Items – Election of Chair and Other Officers as Necessary

Both chairperson David Coleman and vice chairperson Larry Link stepped down recently from their leadership positions on TAC. A discussion on electing new chair and vice chair replacement positions for the TAC occurred. Chip Gaysunas volunteered to serve as chairperson for the committee.

Voting Motion — **Heather Barr made a motion to elect Chip Gaysunas as TAC Chairperson, and Daniel Eldridge seconded the motion.**

Vote by Roll-Call — A roll-call vote was held. All TAC members voted in favor of this motion, and it therefore passed unanimously.

Daniel Eldridge then volunteered to serve as vice chairperson.

Voting Motion — **Jeffrey Roth made a motion to elect Daniel Eldridge as TAC Vice Chairperson, and Heather Barr seconded the motion.**

Vote by Roll-Call — A roll-call vote was held. All TAC members voted in favor of this motion, and it therefore passed unanimously.

White Street Public Meeting

Presentation of Findings – Town Engineer

Glenn Clancy (CD Director) — Glenn Clancy provided an overview of the topic, and presented the briefing included in Appendix 2. He talked about the pedestrian fatality in January of 2002 in a crosswalk where the car driver was not cited for wrongdoing because the police investigators concluded that the visibility was inadequate for the driver to see the person walking. Speed studies were reviewed from May 2022, October 2022, and October 2023, and according to these reports the 85th percentile speeds were in the 30-mph range, which was not significantly above the posted speed limit. Glenn next discussed the requirements for implementing a truck ban, based on the MUTCD requirements. Weight limit signs can implement a heavy commercial vehicle exclusion (HCVE), which involves a process through MassDOT for petitioning this exclusion and obtaining approval. Specific criteria exist for obtaining this exclusion are described in Appendix 2.

Glenn explained that it is typically very difficult to get these truck exclusions approved by MassDOT, though he was not sure why this is the case. Based on the traffic studies, trucks accounted for approximately 2 – 3% of the overall traffic, which would not meet the 5 – 8% threshold requirements. In addition, the speed study results are borderline per the Traffic-Calming Policy. Therefore, a truck ban seems like it would be difficult to obtain. He said that crosswalk enhancements might be considered as an additional mitigation measure.

Dan Eldridge (TAC Vice Chairperson) — Dan Eldridge asked if there was anything that could be done besides a truck ban or traffic calming to assist in car-traffic safety for people walking and for the residents in the area.

Glenn Clancy (CD Director) — Glenn Clancy said that one idea could be to install a double-yellow line to improve safety there. This could help to slow traffic down by constraining the travel lanes for the car traffic.

Glenn Clancy then handed the discussion over for a public input session from residents in attendance.

Public Comment session

Steve Flanigan (Resident, White Street) — Steve Flanigan asked where specifically on the roadway the section of the speed study was taken, and whether it could be extended to Trapelo Rd. He also asked if the speed study could be broken down into more limited hourly periods, due to the fact that during school times car congestion leads to much tamer traffic speeds.

Glenn Clancy (CD Director) — Glenn Clancy responded that the hourly data could be provided at least from Belmont St. to Beech St., which is where the traffic recordings took place.

Kevin and Andrea Carrillo-Rhoads (Resident, 207 White Street) — These residents said that due to the lack of a double-yellow line, drivers cross the lane to avoid stopping for people in the crosswalk.

Lisa Pargoli (Resident, White Street) — Lisa Pargoli said that we should be reminded of the other fatality on Lexington St. She said one of the crosswalk safety signs has been knocked over and has not been replaced. She also suggested that a wider area with lower speed limits for the school zone should be considered. In addition, she reported that truck traffic is very excessive on this street.

Ben Miller (Resident, 230 White Street) — Ben Miller asked how the equipment can differentiate between the large trucks over 5,000 lbs., and whether the measurements were done quantitatively by weight or by human judgment. He also said there is a variation in truck volume based on day of the week, and that Monday and Tuesday mornings are when the truck traffic is highest. He said that he wanted to see if the data confirmed this pattern. Ben continued that the condition of pavement is also a major issue, and that this may be slowing down the traffic artificially. Finally, he said that because of the lack of a double-yellow line, the traffic moves out to the middle frequently even at the crosswalks. He asked if there could be pedestrian islands to help with the the fast car traffic and the large truck volumes.

Glenn Clancy (CD Director) — Glenn Clancy responded that the consultant hired by the Town for these studies used special equipment to differentiate both vehicle weight and speed. He said it was a combination of weight and distance between the axles. Glenn also said that prior to the October 2023 data being collected, the street underwent surface patching repairs as well as sweeping of debris, both to allow smoother motor-vehicle travel.

Kathleen Haverty (Resident, 224 White Street) — Kathleen Haverty asked if White St. could be qualified as a thickly-settled area, and whether a diminished safety factor existed as a result of the large number of cars and trucks that utilize this street. She also said trucks are very common on this street, especially heavy trucks.

Glenn Clancy (CD Director) — Glenn Clancy responded that he does not recall seeing any distinctions made for a thickly-settled designation here.

Wei Hu (Resident, White Street) — Wei Hu said asked about the speed limit on the roadway, explaining that it should be 25 mph. He also asked about the heavy truck traffic and the safety concerns of that traffic, and asked when White St. became a truck route.

Glenn Clancy (CD Director) — Glenn Clancy confirmed that the current speed limit there is 25 mph; however, it was the 85th speed measurements showed in the presentation that

were around 30 mph. Glenn said it may be possible to erect some of the 25-mph signs there to clarify the speed limit for this area.

Conor Hansen (Resident, White Street) — Conor Hansen asked if a no-left turn at Trapelo Rd. could be considered.

Glenn Clancy (CD Director) — Glenn Clancy said that the problem with turn restrictions is that it could push the traffic onto another nearby residential roads.

Christopher Cleary (Resident, White Street) — Christopher Cleary talked about the heavy volume of truck traffic as well.

Glenn Clancy (CD Director) — Glenn Clancy said he would review the suggestions from tonight, and develop some mitigation strategies that could be implemented here.

Sergeant Richard Murphy (BPD) — Sergeant Richard Murphy said that the Town got a grant for some new flashing 20-mph beacon signs, and they have two of these that they are working on installing now. The Town is planning to install one at White St. and Sycamore St., and a second one up the hill on White St.

Grove St. Potential Redesign Plan – Right-of-Way Cross-Section Discussion

Presentation of Options by Town Engineer & Committee Discussion

Glenn Clancy (CD Director) — Glenn Clancy presented an overview of the Grove St. topic, and briefed the presentation in Appendix 3 which describes a variety of potential street layout options. He said there is a 60-foot right-of-way over most of this distance, which allows for a variety of different options to be considered. The first three concepts in Appendix 3 hold the current widths between the existing curbs, and latter cases move the curbs out slightly. Glenn said his objective was to nail down the right-of-way discussion over the next couple of months, to be able to recommend a conceptual design at that point.

Jeffrey Roth (TAC) — Jeffrey Roth said that protected bicycle lanes should be a priority for the redesign, and that the design should be consistent with what was implemented on Concord Ave., allowing safer and lower-stress bicycle passage through Belmont. He said that the bi-directional, protected bicycle lanes should be prioritized over the options providing car parking on both sides of the street. His observations from using this area were that car parking on one side would be sufficient.

In addition, Jeffrey said car parking on both sides of the street would need to be traded with removal of some street trees and the sidewalk/street buffer zones. He said that among the concepts presented by the Town Engineer, the preferred ones were those in slide #'s 2 and 3 showing parking-protected and buffered bicycle lanes on both sides of Grove St. He said that when the Concord Ave. protected bicycle lanes were being studied, Grove St. was one of the example roads that had parking adjacent to a travel lane. He said that if the curbs could be moved out, some additional buffer could potentially be provided to the left of the parked car lane.

Dan Eldridge (TAC) — Dan Eldridge said that preserving trees would be important. He also said traffic calming would be an important consideration. Finally, he said that car parking on the cemetery side is not really well-utilized and seemed unneeded if there were already parking on the park side.

Glenn Clancy (CD Director) — Glenn Clancy said that the parking may be used on the east side during the weekends when there are sport events.

Ken Lind (TAC) — Ken Lind said the east-side parking is also not used much. He said that the traffic-calming impact of the parking-protected bicycle lane would be a positive effect. In addition, he said that we should be consistent with the safest and lowest-stress cases shown, which would be the parking-protected bicycle lanes as done on Concord Ave. He also asked also about having 5-foot protected or buffered bicycle lanes and 7-foot sidewalk concurrently through the whole segment near the Grove St. park.

Glenn Clancy (CD Director) — Glenn Clancy asked about using a chicane effect, that would allow alternating parking on alternating sides of Grove St. He said that this could have a traffic-calming effect as well. Sell would be that if do not need parking on east side, then that would allow preserving the street trees and sidewalk/street buffer zones, as well as providing buffer zones for the bicycle lanes.

Ken Lind (TAC) — Ken Lind reported that the car speeds were an issue from the residents, and that if slower speeds could be achieved through approaches that result in traffic calming, then this would be helpful.

Heather Barr (TAC) — Heather Barr asked about the cemetery parking, and whether that was consistently used or if most people drove their cars into the cemetery to visit memorials. She also said that specific reasons to have the protected bicycle lanes would be for families and children to have safer bicycle access to the playground, obviating the need for more on-street car-parking space on both sides of the street. She further explained that Huron Ave. in Cambridge now has extended the separated cycle tracks there closer to Belmont, we would want to extend similar bicycle accommodations into Belmont. She said that was a good reason for implementing either parking-protected or buffered bicycle lanes on Grove St.

Chip Gaysunas (TAC Chairperson) — Chip Gaysunas asked about the reconfiguration of the intersection at Grove St. and Huron Ave.

Glenn Clancy (CD Director) — Glenn Clancy responded that a round-about is unlikely to work there due to the limited land available to make a large round-about feasible. He said a traffic signal would be more likely there. He said that it would be very difficult to get land from the playground or cemetery, and VHB is looking at a traffic-signal option there and whether the traffic condition would satisfy the warrant there for a signal. Glen said can we continue to look at these options further, and then can make more decisions about feedback then.

Discussion and Possible Vote – TAC Members

A vote was deferred on this topic until further discussion and iteration of these design concepts occurs at a subsequent TAC meeting.

Old Business

Crosswalk Policy Status

Glenn Clancy (CD Director) — Glenn Clancy said he would plan to send around the final draft version of the Crosswalk Policy from Daniel Eldridge to all the TAC members, and then we would plan to finalize this at the next TAC meeting.

Automated Traffic Enforcement Status

Jane Lappin (TAC) — Jane Lappin said she prepared the briefing in Appendix 4 on Automated Traffic Enforcement (ATE). Due to lack of time, we would plan to discuss this again at a future TAC meeting.

Traffic Calming Requests – Updates

Glenn Clancy (CD Director) — Glenn Clancy said five traffic-calming requests were in progress currently, and that speed studies are ongoing or planned for these. He said he is looking at crosswalk locations for several cases along Concord Ave., all the way from Brighton St. to Leonard St., and that this work is still in progress. Glenn reported that Cross St. has a crosswalk design, but this is not proceeding forward at this time as one resident opposes it because it would restrict on-street car parking in front of their house. He also shared that two new crosswalks were approved for Brighton St. near Sanders Rd. and at Claffin St.

Review and Approval of Minutes (2 November 2023)

11/02/2023

The Committee reviewed the draft meeting minutes from the TAC meeting on 2 November 2023. These TAC meeting minutes were reviewed, and no changes or corrections were pointed out.

Chip Gaysunas made a motion to approve these minutes as is, and Heather Barr seconded the motion. The Committee voted unanimously by roll call in favor of approving these drafted minutes.

New Business

Washington Street to Shaw Road Passageway

Jeffrey Roth (TAC) — Jeffrey Roth briefly reviewed the presentation in Appendix 5 describing the approximately 200-foot path between Washington St. and Shaw Rd. He suggested some signage to better identify the passageway, as well as possible surface improvements as well as addition of the route to Google Maps' bicycle routes, as described in Appendix 5.

Glenn Clancy (CD Director) — Glenn Clancy said he would plan to distribute the briefing in Appendix 5 to the committee members, and then look into inviting residents nearby this pathway to a future TAC meeting to discuss signage improvements.

Next Meeting

The committee tentatively planned the next TAC meeting for Thursday, 14 March 2024.

ADJOURNMENT

Chip Gaysunas motioned to adjourn tonight's meeting, and Ken Lind seconded the motion. All voted unanimously for this measure, and the meeting adjourned at 9:39p.

These minutes were respectfully submitted by Jeffrey Roth.

Appendix 1: Agenda for 2024-02-01 TAC Meeting

**RECEIVED
TOWN CLERK
BELMONT, MA**

DATE: January 26, 2024
TIME: 9:42 AM

Reserved for Town Clerk Use Only

BELMONT, MASSACHUSETTS
THERE WILL BE A PUBLIC MEETING OF

Committee Name: Transportation Advisory Committee

Subcommittee Name if Applicable: [Click here to enter text.](#)

Date: Thursday, February 01, 2024

Time: 7:00 PM

This meeting will be held remotely using Zoom video conferencing technology, as permitted by the Massachusetts Act Relative to Extending Certain State of Emergency Accommodations, that became effective July 16, 2022. Should the audio function stop working during the Zoom meeting and it cannot be restored, the meeting will end and be rescheduled.

Topic: TAC - February 1, 2024

Time: Feb 1, 2024 07:00 PM Eastern Time (US and Canada)

Join Zoom Meeting

<https://us02web.zoom.us/j/85373865743>

Meeting ID: 853 7386 5743

One tap mobile

+13052241968,,85373865743# US

+13092053325,,85373865743# US

- | | |
|--------------------|--|
| 7:00 PM | Opening Remarks – Town Engineer |
| 7:05 - 7:10 | Administrative Items – Election of Chair and other Officers as necessary |
| 7:10 – 8:00 | White Street Public Meeting <ul style="list-style-type: none">▪ Presentation of findings – Town Engineer▪ Public Comment session |
| 8:00 – 8:30 | Grove Street – Right of Way Cross-section Discussion <ul style="list-style-type: none">▪ Presentation of Options – Town Engineer▪ Discussion and possible vote – TAC Members |
| 8:30 – 8:45 | Old Business <ul style="list-style-type: none">• Crosswalk Policy Status• Automated Traffic Enforcement Status• Traffic Calming Requests - Updates |
| 8:45 – 9:00 | New Business <ul style="list-style-type: none">• Washington Street to Shaw Road passageway<ul style="list-style-type: none">○ Discussion of possible signage○ Public meeting requirements |
| 9:00 | Adjourn |

Appendix 2: White Street Project: Resident Input Meeting – 1 February 2024

White Street Project

RESIDENT INPUT MEETING – FEBRUARY 1, 2024

Background

Pedestrian Fatality

- White Street at Beech Street – January 28, 2002
 - Speed not a factor
 - Accident reconstruction showed vehicle was traveling less than 30 mph
 - Victim was not visible in crosswalk due to dark clothing and time of day (6:55 PM)

*Source – Belmont Police Chief

Community Response

- TAC worked with abutters to redesign the roadway
 - Narrow travel lanes, curb extensions, raised intersection at Butler School
 - White Street reconstructed in 2003

Speed Studies

Recent Studies

- May 24, 2022 to June 2, 2022 (113 White Street)
 - Average Speed – 27 MPH; 85th Percentile Speed 30 MPH; ADT 4,736 vehicles
- October 31, 2022 to November 7, 2022 (199 White Street)
 - Average Speed – 25 MPH; 85th Percentile Speed 30 MPH; ADT 5,678 vehicles
- October 12, 2023 – 24 Hour Count (189/193 White Street)
 - Average Speed – 27 MPH; 85th Percentile Speed 31 MPH; ADT 5,573 vehicles

Truck Ban Requirements

Manual on Uniform Traffic Control Devices (MUTCD)

- Federal Highway Administrator National Standard
 - Adopted and amended by Mass DOT
- Required Mass DOT Permits
 - Section 1A.16 G – Exclusion of Heavy Commercial Vehicles
- Heavy Commercial Vehicle Exclusion (HCVE)
 - Section 2B.59 Weight Limit Signs
 - Section states, in part, “To restrict heavy commercial vehicles from a specific roadway, a request for a heavy commercial vehicle exclusion (HCVE) shall be reviewed and approved by the Department (Mass DOT)”

MUTCD Section 2B.59 Weight Limit Signs

Massachusetts General Law prohibits municipalities from promulgating any rules that would exclude heavy commercial vehicles from any way without receiving approval from the Department (Mass DOT).

- One or more of the following criteria may be sufficient justification for truck exclusion:
 - A. A volume of heavy commercial vehicles, usually in the range of 5% to 8% of the total traffic, reduces the utilization of the facility and is cause for a substantial reduction in capacity or safety.
 - B. The condition of the pavement structure of the route to be excluded indicates that further repeated heavy wheel loads will result in severe deterioration of the roadway, subject to Department review.
 - C. In certain instances where land use is primarily residential in nature and a municipality has requested exclusion only during hours of darkness, a nighttime exclusion may be granted.

MUTCD Section 2B.59 Weight Limit Signs

Prior to considering an HCVE, a suitable alternate route must be available and must have an effective width and pavement structure which can safely accommodate the additional truck traffic.

- The alternate route shall meet one of the following conditions:
 - A. The alternate route lies wholly within the community submitting the application.
 - B. The alternate route lies partially in an adjacent community, but only on State Highway in the adjacent community.
 - C. The alternate route lies wholly or partially in an adjacent community, but the adjacent community has provided written acceptance of the proposal.

Truck Data

Heavy Vehicle Traffic Counts

- October 12, 2023 – 24 Hour Count (189/193 White Street)
 - Total Heavy Vehicles – 131
 - Percentage of overall traffic – 2.23%

- October 12, 2023 – 12 Hour Count (6 am to 6 pm)
 - Total Heavy Vehicles – 120
 - Percentage of overall traffic – 2.74%

Initial Impressions / Process

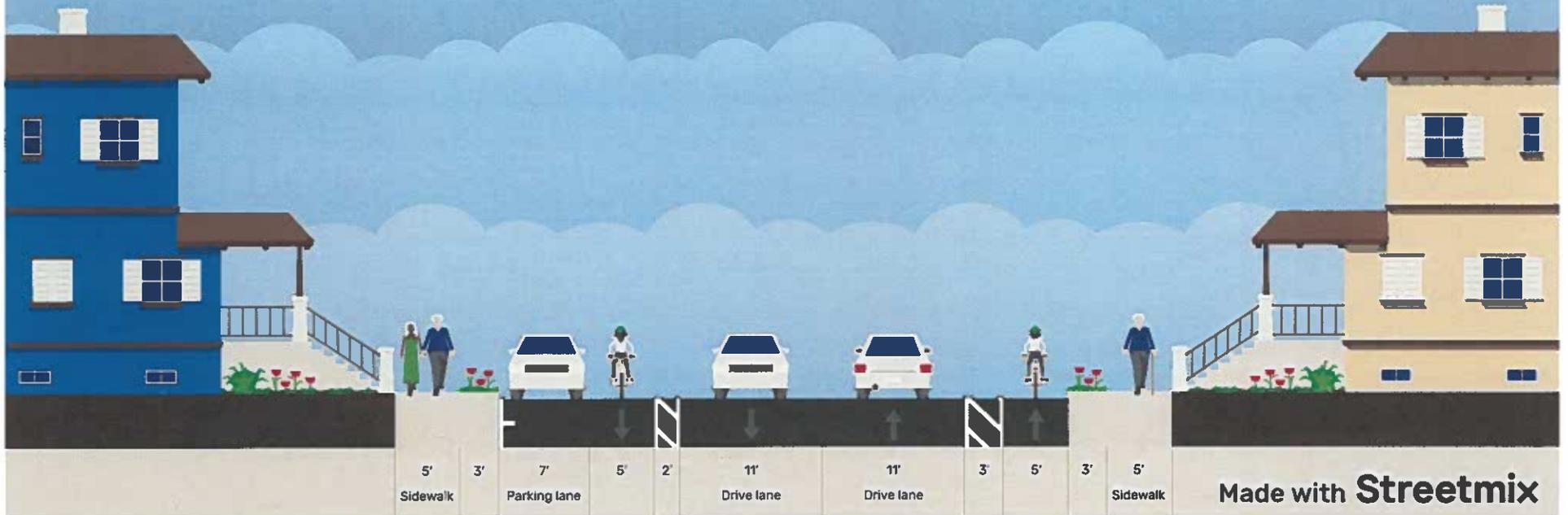
- Speed Study results are borderline per Traffic Calming Policy
- Truck ban will be very difficult to get approved
- Possible crosswalk enhancements (crosswalk policy)
- Other?

Process

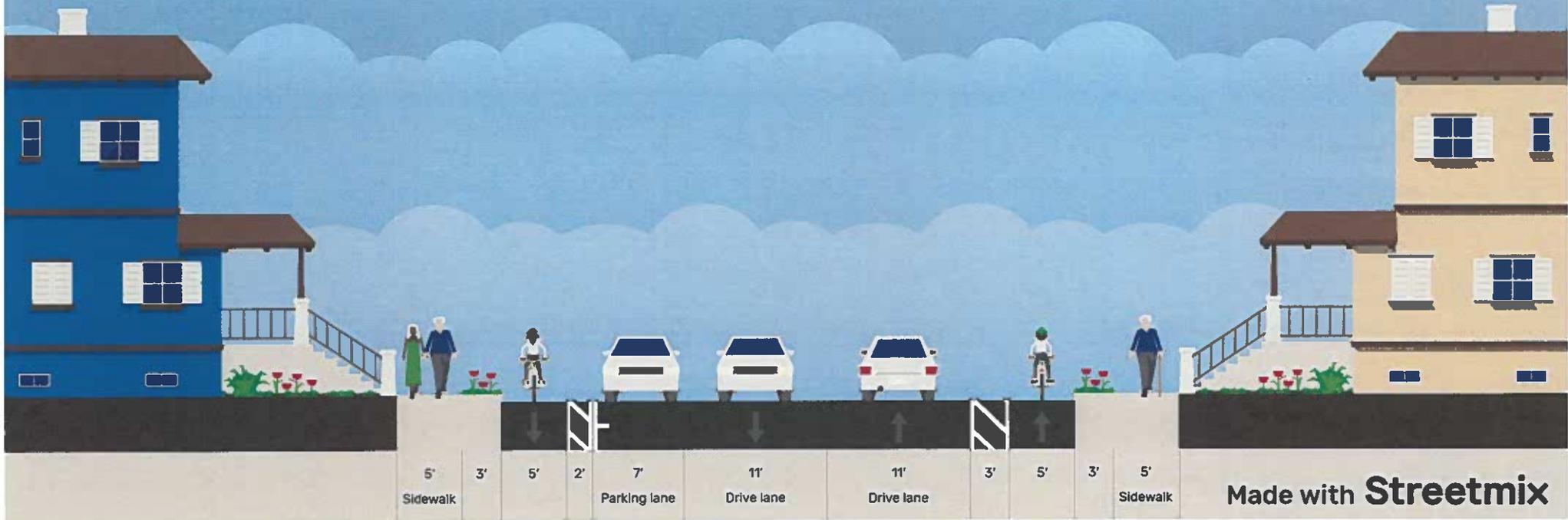
- Resident Input / TAC Recommendation / Select Board Vote

Appendix 3: Potential Grove St. Cross-Sections

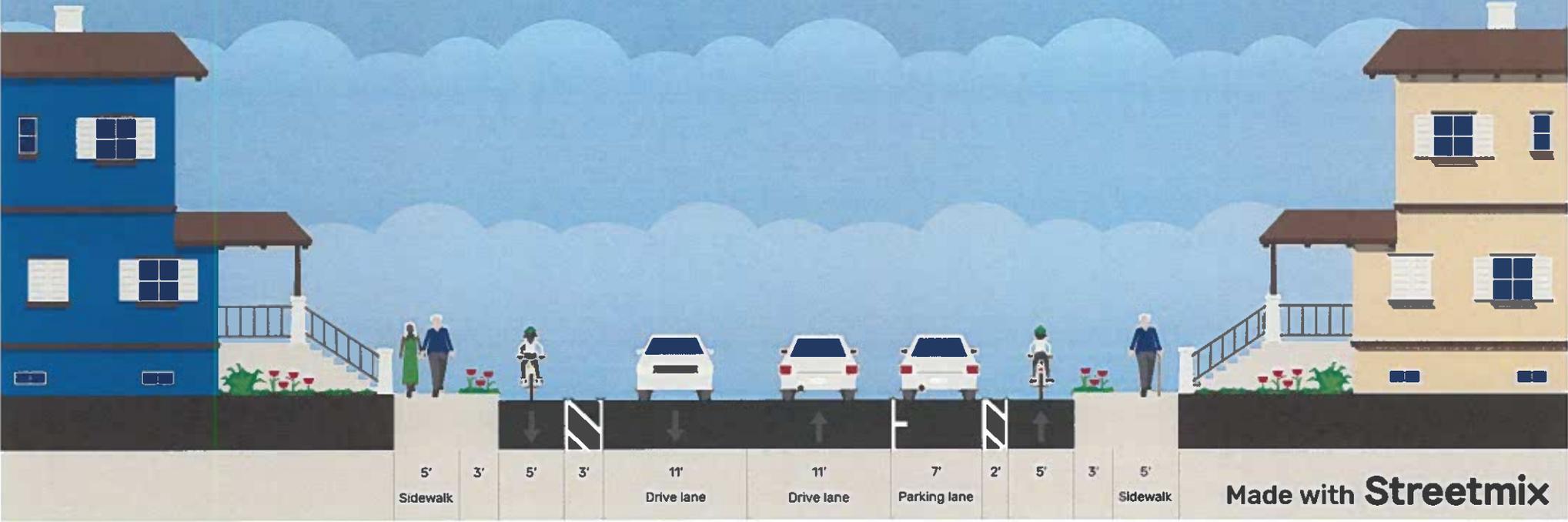
Grove Street - Huron to Fairview 1



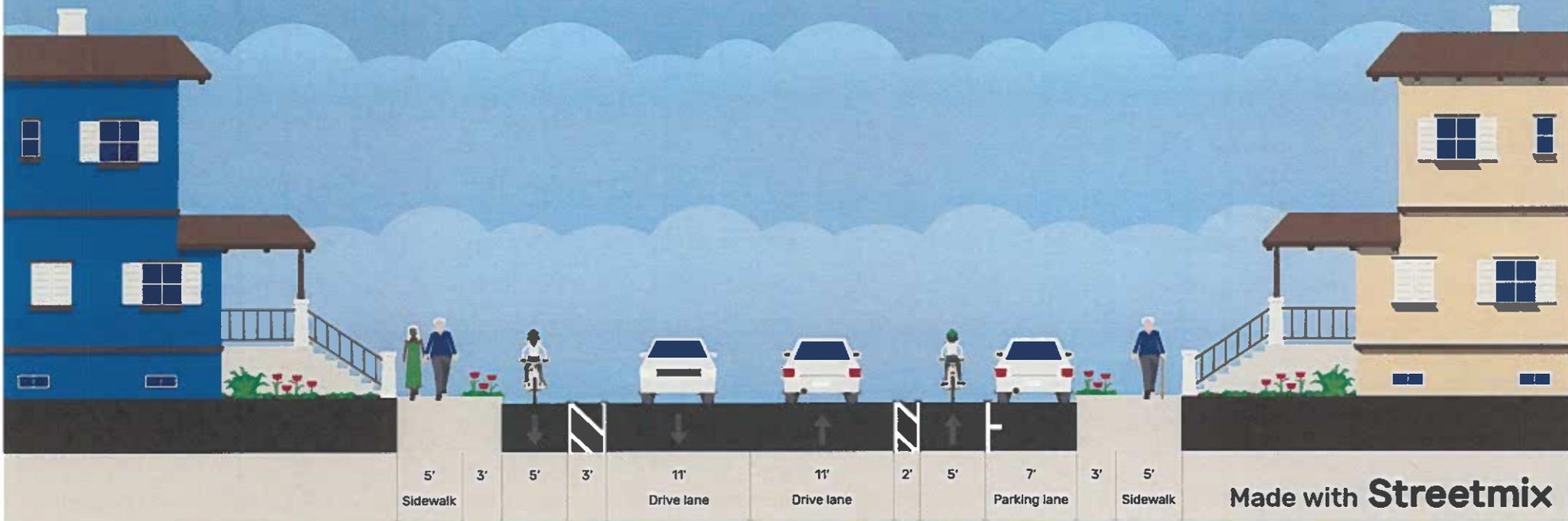
Grove Street - Huron to Fairview 2



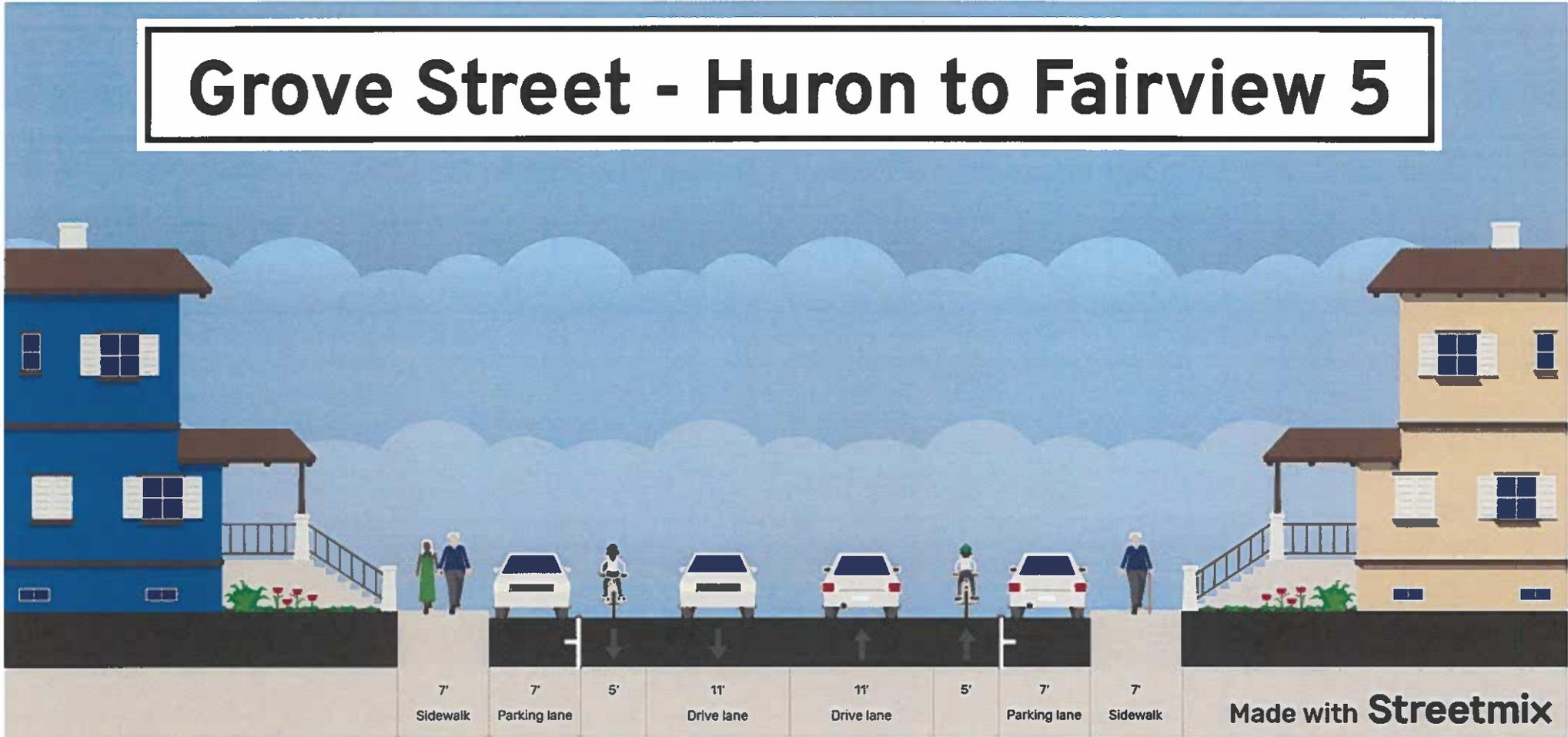
Grove Street - Huron to Fairview 3



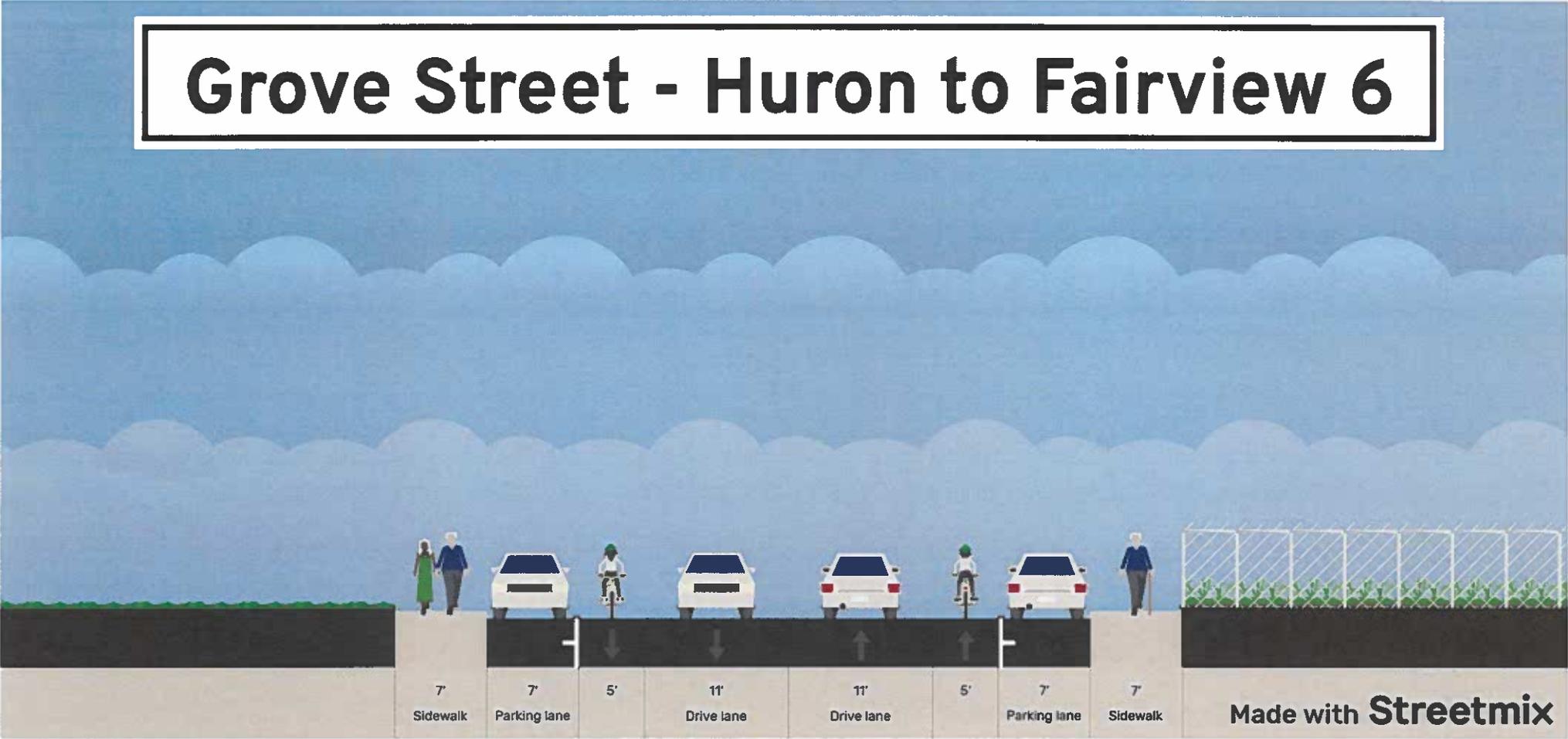
Grove Street - Huron to Fairview 4



Grove Street - Huron to Fairview 5



Grove Street - Huron to Fairview 6



Made with **Streetmix**

Appendix 4: Automated Enforcement Systems: An Introduction (2023-12-06)

AUTOMATED ENFORCEMENT SYSTEMS: AN INTRODUCTION

Compiled by

Jane Lappin, Member, Belmont Transportation Advisory Committee

12/6/23

OVERVIEW

1. Definitions
2. How do automated enforcement systems work?
3. Automated enforcement across the USA (map)
4. Safety Impacts
5. Lessons drawn from other communities' experience
6. Next steps

Three Major Automated Enforcement Technologies Used in the United States



● Automated speed safety cameras



● Red-light safety cameras



● School bus stop-arm cameras



AE for distracted driving and seat belt enforcement is being tested.

DEFINITIONS

- **Red-light safety cameras** take photographs of vehicles entering signalized intersections after the light has turned red. The cameras are connected to the stop line. The sensors provide additional violation data such as vehicle speed and how long the light was red before the vehicle entered the intersection.
- **Automated Speed Enforcement Safety Cameras** photograph a speeding vehicle's license plate, driver or both, then send a citation to the registered owner. Mobile speed cameras are often used to cover multiple road segments, unlike red-light safety cameras that are used only at signalized intersections
- **School bus stop-arm camera** is another form of AE technology available to protect school children. The camera is mounted to the school bus stop arm and the camera is activated when the red stop lights on the arm are flashing, notifying drivers when children are boarding or exiting a school bus.

HOW DO AUTOMATED ENFORCEMENT SYSTEMS WORK?

- **Technically**, a sensor measures vehicle movement and triggers an identifying photograph of the vehicle when the vehicle has been detected to exceed legal speed, run a red light, or violate a stop sign. The ticket is mailed to the registered vehicle owner, whether in state or out.
- **Technical validation** of any candidate camera system can be proven by the vendor and should be an important consideration when procuring the system
- **Costs** can include hardware purchase or lease, system installation, maintenance, cooperation with local law enforcement, and administration of moving violations.
- **Legally**, the state determines the parameters for how the system operates, including warnings, the impact on driver insurance, violation fees, and other penalties, Some of the state's authority may be delegated to municipalities, depending upon the state.
- **Locally**, to ensure support for the system, the town residents should be engaged in the decisions that are made regarding the implementation of the program, such as how much speed should be tolerated over the legal limit. Localities should include signage that alerts motorists that automated enforcement is in use.
- **Impact** includes reduced violations in the region of the camera, fewer car crashes, fewer pedestrian and bicyclist collisions.

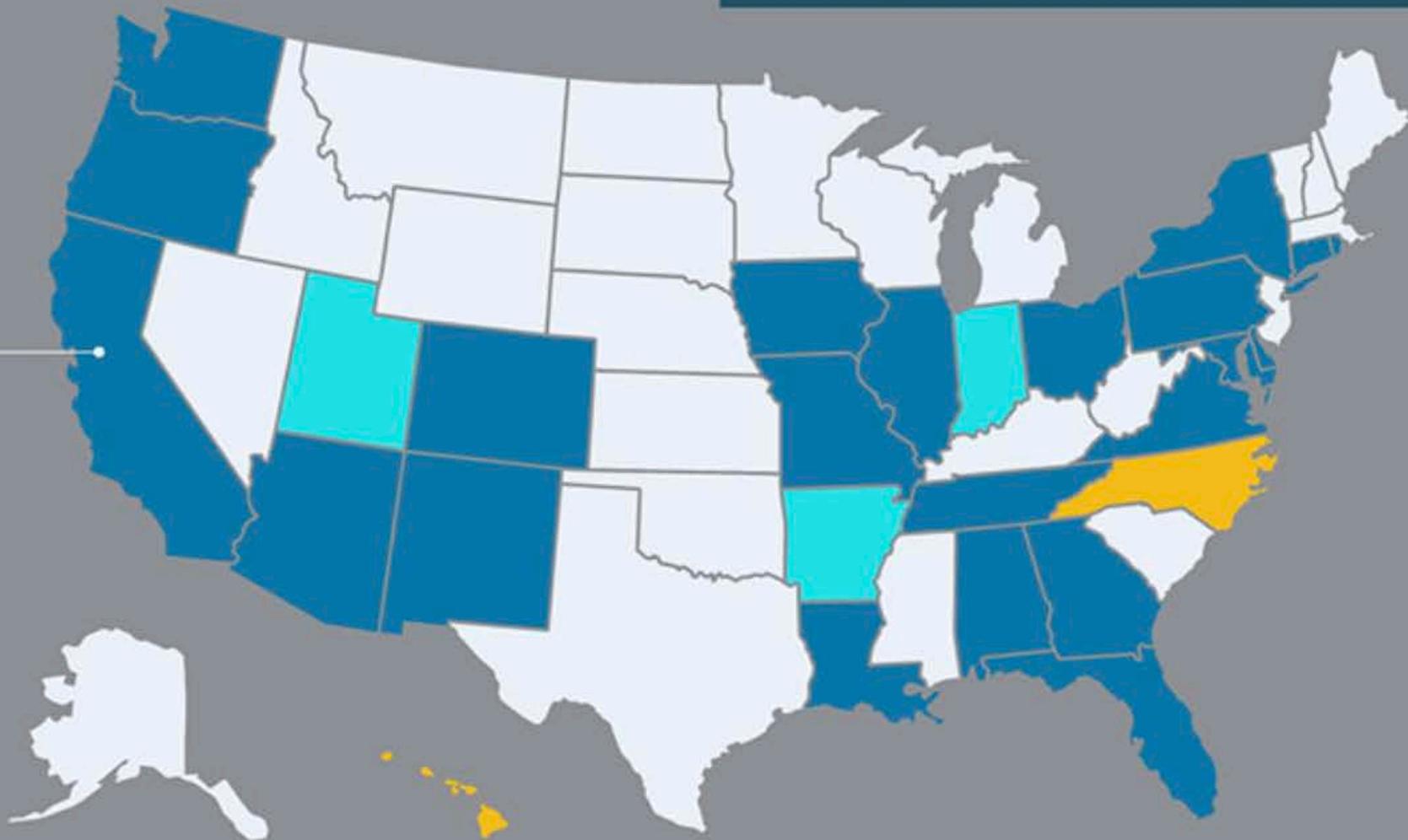
Permitted Use of Automated Enforcement Technologies by State Law

U.S. states/ territories that permit both: CT, DE, DC, MD, NY, PA, and RI

- Red-light cameras only
- Speed cameras only
- Both
- Not permitted/
not addressed

Beginning in January 2024, speed cameras will be permitted in six California cities under a state law enacted in October 2023.

Source: Insurance Institute for Highway Safety



SAFETY IMPACT

- This slide is currently blank because most examples that I found are from larger cities with worse safety problems. I can find reasonably good examples, but they're mostly for bigger cities, bigger roads, bigger regions. One reason is because the larger cities have enough money to measure before and after. And, sadly, they have more crashes.

LESSONS FROM EXPERIENCE

Focus on safety: Revenue should support program costs, with any excess revenue dedicated to traffic safety initiatives such as infrastructure enhancements or increased education.

Proper site selection: Cameras should be installed in locations that have risk data justifying their use, particularly for vulnerable road users.

Community participation: Members of the community where the safety cameras will be deployed must be part of the planning and implementation process.

Equity: All decisions about safety camera programs – including public engagement during the planning process, where cameras are placed and how fines are structured – should be viewed through an equity lens.

Transparency and accessibility: Jurisdictions should share the data used to inform the decision-making process, and the cameras' location and hours of service should be highly publicized.

Reciprocity agreements: Jurisdictions should create reciprocity agreements with neighboring states that address out-of-state violators who fail to pay traffic safety camera fines.

NEXT STEPS

- This slide deck was developed to introduce the TAC to Automated Enforcement Systems
- **Decision:** Do we recommend that the Select Board consider Automated Enforcement Systems for Belmont?
- If the Board members think this is a promising solution to improve Belmont traffic safety, the next steps could be:
 - Present a more complete deck to Select Board members for discussion.
 - Develop a more complete educational deck for presentation to Town meeting
 - If agreed in Town meeting, make more complete presentations at listening sessions for Belmont residents along with a framework for program policy. The public presentation should consider all the different ways that people listen, see, discuss, and learn.
 - With the benefit of community input, develop clear protocols for policy, specifically criteria for locations of cameras, public notice of the locations, warnings, fines, appeals, and evaluation of the impact, before and after, for reporting back to the town

Appendix 5: Shaw Rd. to Washington St. Footpath (2024-02-01)

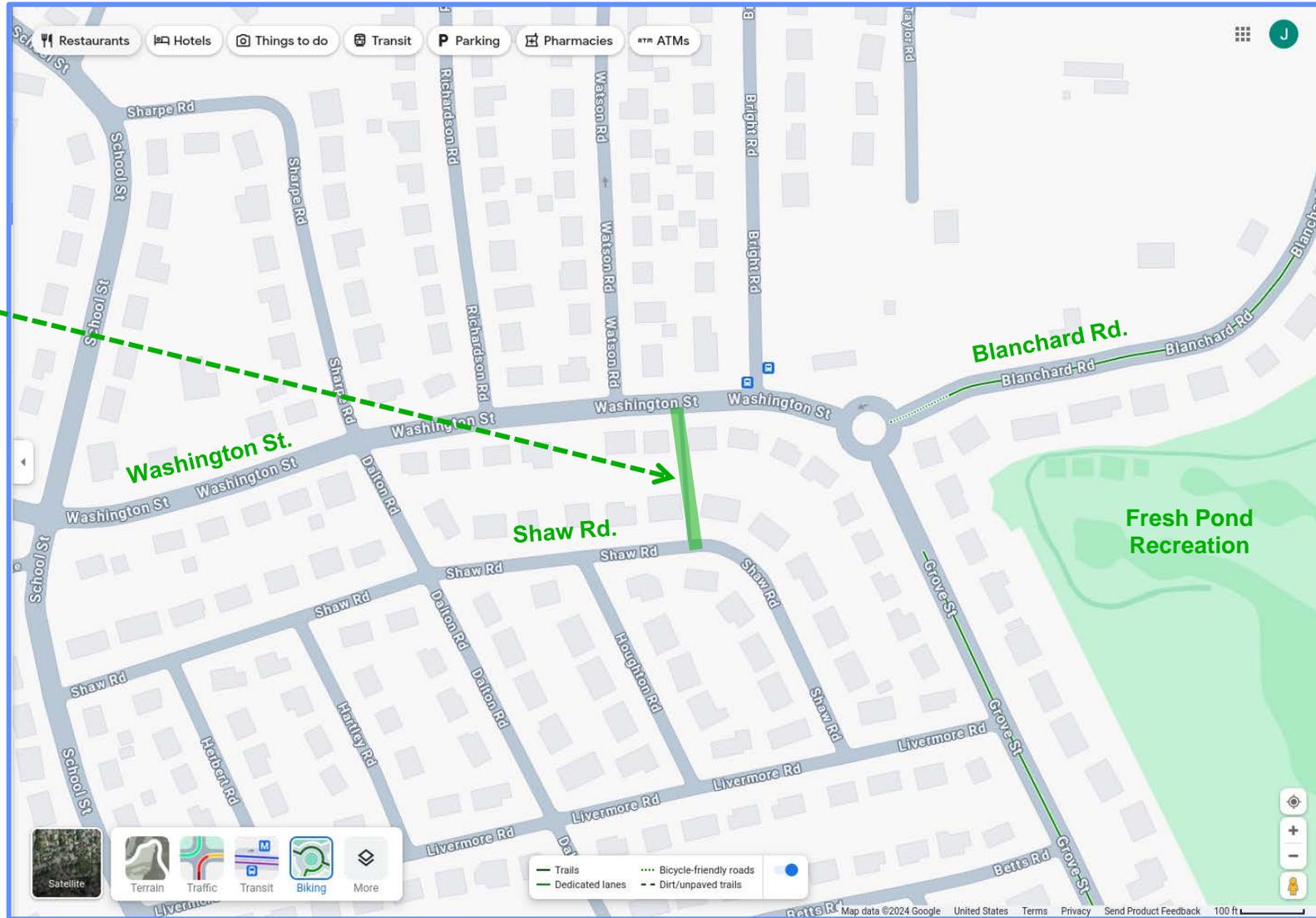
Shaw Rd. to Washington St. Footpath

Belmont Transportation Advisory Committee

1 February 2024

Location of Shaw to Washington Path

Pathway of Interest
(Length ~ 200 feet)



Scale: 100 feet

Location of Shaw to Washington Path

Pathway of Interest
(Length ~ 200 feet)



Scale: 100 feet

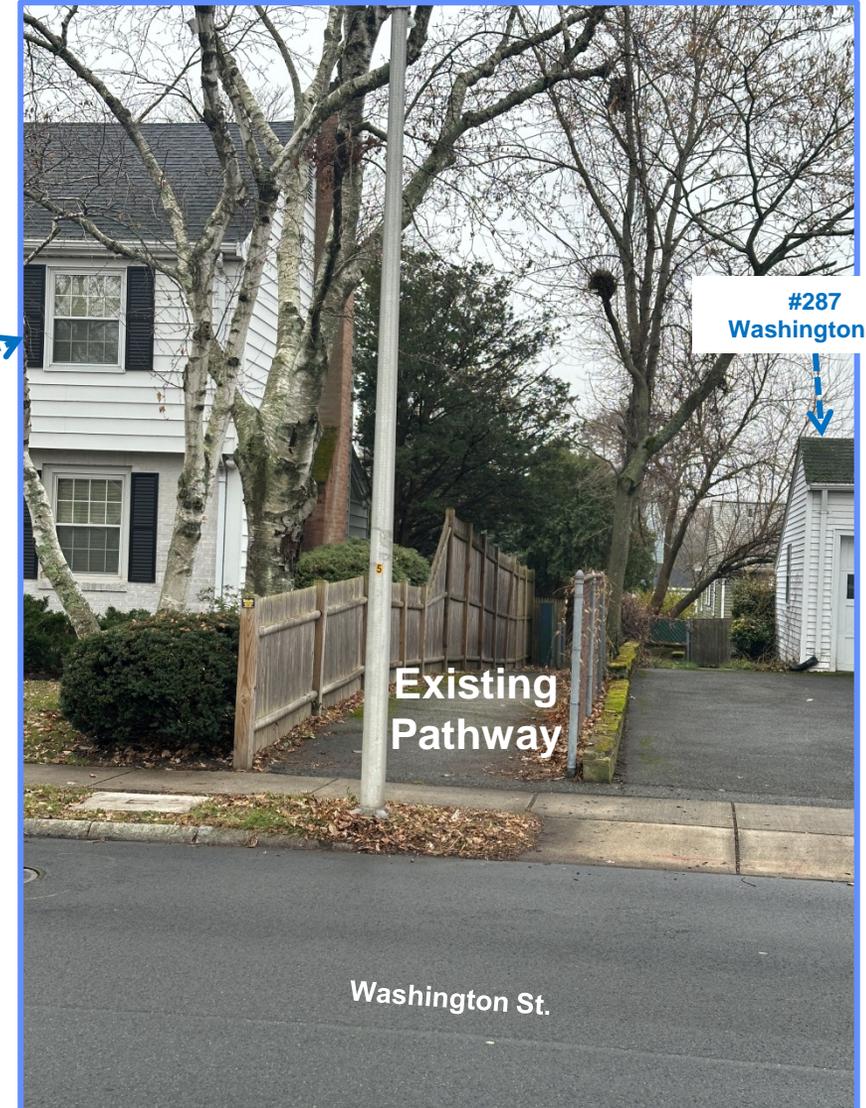
View from Shaw Road

View from Washington St.



#80
Shaw Rd.

Existing
Pathway



#291/#293
Washington St.

#287
Washington St.

Existing
Pathway

Washington St.

Pathway Approx. Specs:

- Length ~ 200 feet
- Width ~ 6 – 8 feet
- Paved Surface

Discussion Items

- **Path provides safe walking and cycling passageway; route to Burbank School**
- **Path is currently unmarked and not shown on maps**
- **Neighborhood engagement on path**
 - **Feedback on signage**
 - **Trimming of shrubbery**
 - **Usage**
- **Potential enhancements:**
 1. **Adding navigational signage to lamp-posts on each end stating:**
 - **“Bike/Walking Route to Washington St.”**
 - **“Bike/Walking Route to Shaw Rd.”**
 2. **Patching or resurfacing portions of path that are rough or uneven**
 - **Consider including in future roadway paving projects**
 3. **Including on google-maps bike routes, or town-wide bicycling map**

