

TRAFFIC AND SIDEWALK COMMITTEE (TSC) MEETING AGENDA
Wednesday, January 16, 2019 at 7:00PM
Weston Police Training Room
180 Boston Post Road By-Pass

1. Introductions – Jay Doyle, Andrew Chase, Tom Benson, Richard Gula
2. Approval of minutes from previous meeting/posting of old minutes/assign someone to take minutes.

Minutes were approved and Tom Benson was appointed to take this meeting's minutes. Weston Media Center taped this meeting.

3. Public Comments / Letters from Residents – None reviewed

Meeting Attendees:

Michael Harrity 695 Boston Post Road
Michael McGovern 107 Love Lane
Robert Provenzano 98 Love Lane
Tyler Burns 99 Love Lane
Jim Polando 242 Merriam St
Ellen Freeman Roth - Weston ConCom
Michele Grzenda - Weston ConCom
Laurie Bent 326 Conant Road, Weston ConCom
Bill Rowe Warren Road
Edie 27/29 Warren Avenue
Kevin Whittemore

4. Warren Avenue Sidewalk – Public Information Meeting

Steve Fogg gave an update on the Warren Avenue sidewalk project:

Original proposed sidewalk alignment was North/East side of Warren Ave. As a result of a subsequent site walk, the neighbors who came (2015/2016 meetings) favored a South/West side siting (concerned about the number of driveways on the North/East side). The engineers then were asked to site the sidewalk there. More recently, the Conservation Commission became aware of that alignment and is concerned about the South/West siting on wetland resource areas. There is now a proposal for a blend of the two, have it on the North/East side for a portion, a crosswalk at the bend to the opposite side South/West. The hybrid option has the smallest impact to the wetlands. Site distances for the crosswalk in the hybrid option would be within design standards.

Comments:

Edie lives at 27/29 Warren Ave. – wetlands will be impacted regardless of option. The impact regarding the split is less for wetlands but more for the residents – so Edie would like to vote for the entire South/West side siting. Lived in neighborhood since 1971. Michael Harrity noted that drivers are speeding on the road.

A question proposed was, is it possible to move the ped crossing in the hybrid option to the peak of the curve? Would this improve site distance? Standing at the corner, a pedestrian can see in both directions.

Bill Rowe feels it would be better aesthetically on the South/West side of the street.

ConCom member believes that children crossing the street would be at risk to reach sidewalk if entirely on South/West side. People will be crossing the street everywhere to reach it. One resident offered that there are more kids at the bottom of Warren Avenue. Today everyone is walking in the middle of the road. Kevin Whittemore from Ogilvie's wonders if oncoming traffic is considered in the line of site estimates down the hill as they would impact sight lines. Jim Polando expressed concern about the site line if someone is on the South/West side – seems shorter than the standard. Estimate is 14 school age children at bottom of Warren Ave. Late bus and middle school/high school do not go down the street. Residents have brought this up to the superintendent. ConCom feels that safety of children should be factored in heavily. Michele has researched sidewalks; when putting it on one side, rule of thumb is putting it on the side where people live. Number of Residents: 22 on North side, 4 on South side. In Michele's research, the sidewalks on one side of the street; they are typically on the side where people live. No examples were found in Weston or Wellesley; just in Newton/Auburndale.

A resident observed that the sidewalk would also accommodate persons looking to use the Weston Trail system so the "rule of thumb" for residents would be less applicable. Weston Forest and Trail is looking at making the Jericho Trail ADA compliant. ConCom member suggested that she does not hear residents' support to build a sidewalk in the meeting.

Resident would prefer to have the busses drive down the road instead of a sidewalk. Another resident says that there is a lot of commercial traffic up and down this road. This is/was a big factor in initially defining the need for the sidewalk.

Jay Doyle summarized the history on this project; public meeting a few years ago had a lot of support for the sidewalk; safety, affordable housing at the end of the road, etc. There was no question about having a sidewalk just where it was to be sited. Committee sentiment was for the North/East site; resident preference was South/West. Need to have a meeting of the minds for the residents and ConCom committee which is the primary purpose of this meeting. ConCom chairwoman, Laurie Bent, echoed the committee's purpose was to give a voice for the wetlands; critical to our health and wellbeing. Many trees would have to come down if sidewalk is placed on South/West. She does believe the hybrid plan could be a "win/win" if it was to go ahead. Jay asserted the value of pedestrian crossings, when done properly, can be safe and could help calm traffic. It was noted that neighborhood turnout for this meeting is low compared to the prior public meeting on this project.

Andrew is asking Steve – what is the width of Warren Ave now; will the sidewalk impact the width of the road. Does not seem like there would be an impact on the width of the road. Hybrid solution avoids the need for an easement at #30. Resident asked if the Committee has any influence on the bussing schedule to help in the interim. Jay said we could have a conversation with the bussing group to influence getting busses down the road in the interim.

Resident asked if the sidewalk is on the resident's side, how much "blending in" would need to be done to accommodate the pitch of the road and driveways to accommodate the topography.

The Committee's job is to recommend how best to implement the project within the budget and other constraints. It is not to determine whether to terminate the project. Various town committees, including the TSC, already approved the project and funding was approved at a prior Town Meeting. Jay thanked the residents/attendees for their input.

5. Updates on Walkway/Sidewalk projects
 - a. Merriam Street – no discussion
 - b. Ash Street – estimates for pieces of the project provided by Michael Harrity:
 - sidewalk from the reservoir to Ash Street wall cut in \$180K

- Ash Street across Case Estates to Wellesley Street (surface of stone dust) \$130K
- Wellesley Street up to the Summer House, also stone dust, \$79K
- Please note, project management hours and some additional survey work that would need to be done have NOT been included. May also need some additional funds for terra-forming for the terrain issues (too steep). Michael also believes there are other funding needs that have yet to be determined. Michael to work with Clint Schuckel and Steve Fogg to get a final set of estimated numbers for funding proposals. The intention is to go to CPC with this estimate, go out to bid, and get construction bid results before going to May 2019 Town Meeting. Michael stated the Recreation Commission, the Board of Selectmen, and the Conservation Commission have indicated support for this project.

A motion was made to support the advancement of a CPC funding application for the portion of the project that connects the area of the reservoir to the Case Estates and across Wellesley Street ending at the existing sidewalk on the north side to connect with the proposed Legacy Trail. Motion seconded by Andrew Chase and passed 4-0. Jim Polando cautioned the Committee and Michael Harrity to be careful about what is put in the Warrant since the Moderator will not allow bids much higher than the Article in the Warrant.

6. TIP project design status

- a. Route 30 (HSH) – DPW to meet on 1/17 with engineer (HSH) to vet out options at meeting 11AM. This is a project design discussion – to show ideas on various intersections and shared bike lane widening. DPW will have a set of plans for the committee to review as a result of this meeting.
- b. Route 20 @ Wellesley St (VHB) – Functional design report to be submitted to the Town by the end of January.

7. Updates: Projects/Designs/Studies/Issues

- a. Love Lane traffic issues – a survey of all residents on side streets and main street is 90% complete; all are concerned about child safety on the road due to traffic. High speeds and a higher volume of traffic have been observed within the last 7-8 months. Residents noted that Irving Street has a “Do Not Enter” sign and wondered if that strategy could be employed on Love Lane. Residents state that they rarely see anyone walking on the road due to the traffic. Mostly morning coming up from the South and afternoon coming down from the North. One resident is a couple of hundred yards up from Route 20 and cannot get out of their driveway in the evenings due to traffic queueing up. 18 wheelers and vehicles going 40+ mph have been observed. Resident believes that if we can reduce the traffic, we can control the speed. One suggestion proposed is do not enter signs on both ends of the road. Signs would say “Do not enter between morning hours and evening hours”. Andrew clarified that if you put up signs it would prohibit anyone from using the roads. Residents are in favor of shutting down the road in either direction for everyone (morning 6-9, evening 4-7) including residents. Jay suggested a “No Left Turn” sign at the Route 20 intersection and a “No Right Turn” at the Highland Street intersection. Captain Kelly said that the Irving road signs are unenforceable because it is not an official sign, so be effective the signs would need to be official. Residents said that they are trying to get the Love Lane route off Waze. Can we restrict the “No Left Turns” for certain days? Recognizing the issue is compelling, we need to coordinate how and where to put the appropriate signs and what the proper process is to get them “officially” implemented. Also, how to get whatever changes are determined into the Waze algorithm. It was noted that both Love Lane and Chestnut Street experience similar problems of cut through traffic and speeding. It was agreed that potential solutions need to consider both roads as part of a system and be coordinated to achieve desired outcome.

On call consultant is expected to be available to work on this starting in February.. Then they will be prioritized to address open issues. The Love Lane concern includes:

- a. Fresh data – southbound in AM and Northbound in PM
- b. Simple set of enforceable signage that applies to all drivers:
 - a. Do not enter
 - b. Turn restrictions (left or right dependent on direction)
 - c. Process for official approvals
 - d. Find out process to get the changes into Waze
 - e. Status on project for February Meeting; something to act on by March meeting
 - f. To get a no truck exclusion, you need an alternate path for trucks

A motion was made to request the Town Engineer to develop a set of regulatory signage options for addressing the Love Lane traffic issue. Develop a solution that addresses Love Lane and Chestnut Street as a system and develop a set of recommendations to the Committee. Motion passed 4-0.

- b. RFP(s) for traffic consulting (Highland ped xing; Wellesley St/Chestnut; Merriam/North Ave.) due on Jan 24. Expected submissions from HSH, VHB, and others. The proposal is an annual allocation of \$25K with assignments made on Task Order basis, for a multi-year arrangement.
- c. Route 30 @ Wellesley St signal modification – To be discussed 1/17 at HSH meeting with other Route 30 components. Also, will address the geometry of the intersection and line painting.
- d. DPW-Police-School Dept requests – N/A

NEXT MEETING DATE: February 20, 7PM.