

TRAFFIC AND SIDEWALK COMMITTEE (TSC) MEETING AGENDA
Wednesday, February 26, 2020 at 7:00PM
Weston Police Training Room
180 Boston Post Road By-Pass

Committee Members Attending:

Jay Doyle (Chair), Tom Benson, Richard Gula, Olga Shulman

Ex Officio Members Attending:

Steve Fogg (Town Engineer), Captain Tom Kelly (Weston Police Dept.)

Public Attending:

Barbara Fullerton	3 Winter Street	Joel Angiolillo	326 Conant Road
Eddy Ferreira	42 Newton Street	George Schneider	5 Fields Pond Road
Doug Garron	789 South Avenue	Jonathan Buchman	510, 518, 540 South Avenue
Steve Brnd	334 South Avenue	MaryAnn Riordan	405 South Avenue
Steven Harris	777 South Avenue	Rebecca Mercuri	502 South Avenue
Karin & David Ott	313 South Avenue	Steven & Sarah Butera	534 South Avenue
Lise Revers	4 Deer Path Lane	Dan Hill	Hill Law
Jared Hite	HSH	Bridget Myers	HSH
Jessica Lizza	HSH	Mark Gravallese	HSH

1. Introductions of the Members of the Committee:
2. Approval of minutes from previous meeting/posting of old minutes/assign someone to take minutes
 - The January 2019 minutes were approved, unanimously.
 - Tom Benson volunteered to take the minutes for tonight's meeting.
3. Public Comments / Letters from Residents
 - Barbara Fullerton – concerned that there is no video of the meeting. Would like to have the meetings videotaped for those who cannot attend.
 - Joel Angiolillo – from the Weston Media Center said he will check with Nathan to see about availability for videotaping future meetings
 - Eddie Carrera – concern about the Pine Brook exit on Newton Street. Speed and visibility is a problem for members leaving the club. Would like to explore ideas to improve the safety of access. Referred to DPW for assessment and recommendations to TS&C and Select Board.
4. Route 30 Reconstruction Project – Design Update
 - Howard Stein Hudson (HSH) – team at meeting to present current status
 - Bridget Myers – HSH –laid out the plans by segment of the corridor so those with location specific concerns could weigh in on those areas.
 - HSH met with MASSDOT April 2019 to get their feedback which is where they learned of updated guidelines in progress.
 - MASSDOT has now issued their new guidelines for separations for bike lanes and pedestrians.
 - There will be a shared use path along the corridor, primarily on the South side, where space permits.

- Shared use path choice is based on safety and comfort for bicyclists – based on the design guidelines from MassDOT. Specifics are detailed in the slide presentation available on the website.
- Signals at Winter Street and Oak Street. Most construction will be in the town right of way (ROW). Some construction easements will be required.
- A question regarding trees; are we mapping all the trees to be taken down? Yes, 12 inches or greater trees are designated to be tracked. Tree removals will be identified in greater detail later in the design process.
- Pine Street intersection resident is requesting a pedestrian crossing or to have a sidewalk on both sides of the road.
- Summary of comments and questions across the corridor:
 - One resident – would like the western terminus moved to Mainstone Road. Will there be loss of noise reduction if trees are removed in the area of the Mass Pike? Concern about navigating the west end of the shared use path area at night without adequate lighting. Winter Street connection – need to have pedestrian crossing for school children on north side of Rt 30 to reach path on south side of Rt 30 to walk to school.
 - #540 South Avenue – concern that there is a sight-line issue for a safe exit out of the entrance from #546 and down. Same at #518 and #540 there is concern about adequate sight-lines – asking for updated plans for the projected plan. Design will account for existing issues.
 - #502 South Avenue – worried about number of trees to be removed – concern with the screening being lost. What impact on existing retaining wall? Concerned with the traffic light at Winter Street and the traffic light at Wellesley Street – will that exacerbate traffic? Not sure that the light at Winter Street is needed. Another resident was concerned with the danger at Winter Street. HSH – from a traffic engineering perspective, the distance between the two potential traffic lights are not considered close. It is possible that the traffic light at Winter Street will mitigate the traffic impacts at the existing Wellesley traffic light.
 - B. Fullerton – on tree advisory group, is advocating for all large trees to remain. Lived at Winter street since 1977 and no one in the family has had an accident.
 - #534 South Street – concerned about drainage both in street and his investment in drainage on his property. HSH – projects a two-year construction duration. Will the asphalt of the proposed path go directly against his stone wall? It would be in front of the stone wall with the exact placement to be determined in detailed design stage. Impacts to existing lighting, plantings, and irrigation? As with other similar projects such impacts would be avoided or mitigated. These design details would be developed at later design stages after 25%. DPW needs to negotiate the ROW discussion.
 - All specific resident ROW discussions will be had at the proper time, which is after the 25% design stage. DPW process is to go house to house in person for ROW discussions to avoid missing any affected property owner.
 - #334 South Ave – near Oak Street intersection – remove and reset wood fence (done in 1993). Fence is high enough to block lights coming up Rt 30. The grade behind the fence goes down so reset fence would need to be much higher. Have a special needs autistic child in the bedroom nearest the proposed traffic signal...is there anyway to be sure the light does not shine in the bedroom (resident questions the need for the light). This would be disturbing to the resident. HSH says there are optically designed lights that could be employed. Wondering if the tightening of the intersection would be enough to ameliorate the situation so a signal would not be needed. HSH-concern that it would not be enough for those turning from Oak onto Rt 30 to be warned. Also, the left turn lane would need to be removed if the signal is removed.

- As next step the design consultant HSH is to consider the public input received and address in a revised set of pre-25% plans to position the project for next steps in the MassDOT TIP process.

5. Updates on active Walkway/Sidewalk projects – agenda item deferred

6. Updates Only: Projects/Designs/Studies/Issues:

- a. Route 20 at Wellesley Street Design – deferred item

NEXT MEETING DATE: March 25, 2020

(Cancelled due to COVID-19. Meeting to be rescheduled)