

TRAFFIC AND SIDEWALK COMMITTEE (T&SC) MEETING MINUTES

Wednesday, May 29, 2019 at 7:00PM

Weston Police Training Room

180 Boston Post Road By-Pass

Committee Members Attending:

Jay Doyle (Chair), Tom Benson, Richard Gula, Andrew Chase

Ex Officio Members Attending:

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

Public Attending:

John McCarthy	18 Lincoln Street	Peter Schooling	449 Old North Ave
Turner Skenderian	449 Old North Ave	Doug Garron	789 South Ave
Barbara Gilman	15 Winter Street	Barbara Fullerton	3 Winter Street
Bob Cronin	1 Granison Road	Maria Cronin	1 Granison Road
Garrett Wollman	Framingham	Malee Andchaneevakal	2 Nash Lane
Lee Lam	2 Nash Lane	Georgia Foote	324 Merriam Street
Sue Diehl	318 Merriam St	Charles Foote	324 Merriam Street
Bob Froh	12 Fillmore Place	Neil Diver	12 Somerset Place
David Rolde	680 South Ave #1	Lisa Green	5 Legion Road
Steve Brand	334 South Ave	Gerald Peek	193 South Ave
Christine Brandt	193 South Ave	Sujit Sitole	4 Granison Road
Rebecca Mercun	502 South Ave	Lou Mercun	502 South Ave
Tod Codran	Auburndale	Eric Sofen	Wellesley
Allison Bulson	Wellesley	Steven Tyler	Howard Stein Hudson (HSH)
Mark Gravallesse	HSH	Bridget Myers	HSH
Jessica Lizza	HSH	Amy Ingles	HSH
Peter Zuromskis	10 Granison Rd	Vincent Natilli	70 Silver Hill
Dan Rosenfeld	36 Ledgewood	Randall Atkin	36 Juniper Road
Pat Fitzsimmons	340 Merriam	Bill Fitzsimmons	340 Merriam
Henry Viles	300 Conant	Valerie Siek	254 Merriam
Heather Zaring	254 Merriam	Courtney Worhunsky	MassDot District #6
Sonya Nersessian	3 Young	Katherine Gogel	5 Granison Rd
M.L. Hedison-Flynn	268 Merriam	Alex Faiger	77 Chestnut
Peter Muzila	3 Round Hill Road		

1. *Introductions of Committee Members*

2. *Approval of minutes from previous meeting/posting of old minutes/assign someone to take minutes*

- The April minutes were approved, unanimously.
- Tom Benson volunteered to take minutes for tonight's meeting

3. *Comments / 3. Public Letters from Residents*

a. Bob Kroll – comments on the letter from Paul Griner regarding Highland Street and Rt 20 intersection. Feel it is critical to address the issues here. This issue was raised in the December 2018 T&S Committee meeting. There was a recent serious accident involving someone from the Highland Meadows community. Concerned that one of the 40B projects is very close to this intersection so there will be more issues in the future. Neal asked if it is within the purview of the committee. Jay responded yes, it is; our role is one of an advisory capacity to the Board of Selectmen.

David Rolle –commented on the Highland St/Rt 20 intersection. David has been in town for 50 years and says this has been a bad intersection since the 1980’s.

Bill Fitzsimmons – Merriam Street for 45 years. Wished to make very clear there is a tipping point that has been reached; there are problems at Merriam Street and Rt 117 with traffic congestion.

Peter Zuromskis, on Granison Road – has experience difficulty in proceeding on Merriam across Rt 117 to Lincoln Road; no longer does go that way. Particularly in the morning, commuters are speeding East and making it more challenging.

Turner Skendarian – in the winter it is very dangerous because of early twilight – would like better lighting as well as a traffic changes.

Vincent Natilli, 70 Silver Hill, just east of Merriam on Rt 117 there is a 40 MPH sign that should be substituted with a Dangerous Intersection ahead.

Mr. Provenzano would like a dead end at the end of Love Lane at Rt 20. Especially since there is an impending 40B site near Love Lane.

Bob Cronin, 1 Granison Road. Dangerous vehicle issue and a difficult pedestrian issue at Merriam and Rt 117.

Georgia Foote says there is a great sidewalk on Merriam Street and there should be a way to connect safely to Old North Avenue.

Valerie Siek would like additional signage on Rt 117 to slow the traffic down. Would like to get some additional signage to highlight the intersection.

Sujit Sitole, 4 Granison Road – Wife and young child were in an accident recently and would like to understand if there are any immediate changes to take place in the short term while the studies are in flight. Would like assurance that DPW will keep shrubs cut back to improve the sight lines.

Katherine Gogel, 5 Granison Road – finds that traffic is exceeding the speed limit.

4. Route 30 Reconstruction Project - public information - Jay has counselled that this is a public information session to give us an update - it is not to take action.

The engineering design firm working for the Town is Howard Stein Hudson (HSH). HSH provided an overview presentation, including feedback from the MA Department of Transportation (MassDOT) who recommended a separate shared use path in the corridor instead of buffered bike lanes adjacent to the traffic lanes. There are 3.7 miles in the corridor so, due to various constraints there will probably not be the same cross-section solution for the entire corridor.

Reviewed unsignalized intersections to see if they meet signal warrants. 4 intersections met the 8-hour warrant. Oak Street and Winter Street – HSH recommends signals at both intersections. At Ash Street, there could be a pedestrian signal to cross from the Ash street sidewalk to the south side of Rt 30 on the proposed shared use path.

Principal HSH, Mark G., said that he met with the 40B Rt 30 project folks. No substantial information was shared as it this project is not very far along. This project is 4-5 years out before a shovel gets put in the ground.

Public Comments:

David Rolle 680 South Ave. At the Oak street intersection and Rt 30, it is near impossible to go left from Fields Pond Road so have accommodated by taking a right and circling around west of the intersection. Projected signal would include traffic on Fields Pond Road. Question as to whether Natick will put sidewalks on their end of the Rt 30 corridor.

Malee Andchaneevakal – At Rt 30 and Nash Street it is tough exit onto Rt 30. Would like this part of the corridor examined (between Park Street Light and Newton Street Light).

Henry Viles 300 Conant – has there been a study on the number of bicycles on this corridor? Jay pointed out that because it is not perceived as safe for 60% of the public (from the level of comfort study) the number of bicyclists and pedestrians using today would be small percentage of the total number that would use it if it was perceived as safe.

Barbara Fullerton 3 Winter street question about 8 hour v 4 hour warrants – this is stipulated by traffic volume for certain hours of the day. Would also like the need to accommodate the big trucks going down Highland; today they need to go on Winter Street so they can come back to make the turn into the farm at Rt30.

Eric Sofen, 81 Seaver Street in Wellesley, for the shared bike path, can they be 12' wide?

Danny Baugh lives off Ash Street. A few families off Ash Street would like their children to walk to school. Would like a good pedestrian crosswalk at Ash Street across Rt 30. They would be advocates of a crosswalk at Ash Street.

Steve Brand 334 South Avenue – autistic child so do not want large changes at the intersection. They had previously asked for the addition of a crosswalk and now would prefer to keep it as it is today.

Doug Garron, 789 South Ave, wants to understand the design exception request. Need the exception to not have the sidewalk on the north side. Interested in how the project ends in Natick – high speed streets with no sidewalks at that end. Need to give good fair warning for path users.

Christine Branst, 193 South Ave, near Ware Street. Beginnings School is near here and is a choke point with stone walls on both sides. Response was, if necessary, stone walls will be moved and re-built.

Garret Wollman, bike commutes between Cambridge and Framingham; commends the town for addressing this dangerous area of his commute. MPO is the funding. Capital Investment plan meetings are a good forum to advocate for projects like the Rt 30 project. You can submit a comment online.

Kim Lam 2 Nash Street. Why does the shared use path end at Park Street? Response - that is where the town project ends and the state takes over. Preference is to get cyclists back on the roadway at a signal.

Barbara Fullerton, 3 Winter St, concerned with queues at Winter Street blocking driveways close to Rt 30. Feeling is that the queues would be better than if there was no signal because there would be an opportunity for the sidestreet traffic to get onto Rt 30.

Tod Codran, from Auburndale (grew up in Weston) commends the town for this project. Auburndale is considering bike and pedestrian traffic across Rt 30 to connect in Weston.

Lou Mercuri, 502 South Ave. 2012 to 2016 crash data. Lou requested crash data from the town, Steve Fogg said they could get them from the Weston Police Department. How far does the funding appropriated so far get us? Response - through final design.

Courtney Worhunsy from MassDOT District #6 came out and attended the meeting to see how the town residents felt about the project.

Concerns about how bicyclists would navigate from East to West; how many and what kind of transitions would be included? The Ash Street pedestrian crossing is important to the committee to include walking to schools and connecting the reservoir pathways to the street.

5. Updates on Walkway/Sidewalk projects

a. Merriam Street

- The overall work is moving forward, utility work, culvert work, construction of the Merriam Street between Sunset and Bemis.
- Nine easements (combined temporary and permanent) needed for the sidewalk work to move forward; once these are finalized, town will be ready to go out to bid

- Long needed drainage work in the Westland Street area is underway.

b. Ash Street

- Funding on a warrant for the continued design work on Ash Street and the construction of Case Estates. In process of awarding the contract for the Case Estate and Legacy Trail – 2019 construction
- Need final sign off of the drainage, finalize tree issues, to drive forward final design for CPC mid-September deadline.

6. *Updates: Projects designs/Studies/Issues*

a. Route 20 @ Wellesley St (VHB)

- Design presentation of the signalized intersection
- Good public participation and input from the April informational meeting, which was shared with the designers

b. Rt 117 and Merriam project

- Road Safety Audit is not required
- \$18,000 is the fee for the study at the intersection

Committee gave direction that the study should look at smaller range of alternatives to keep cost within budget and to get the study underway prior to the next TSC meeting

c. Love Lane / Chestnut Street traffic mitigation

- Consultant, VHB - \$8900, includes consideration of Love Lane turn restrictions at Rt 20
- Based upon traffic information would weigh in on feasibility of impact
- Hire someone to put out a sign/camera to get turning counts
- Also looking at traffic and speed conditions along Chestnut Street and give feasibility or turn restrictions and other options to reduce speeding and cut through traffic
- Committee gave direction that the study should get underway without further delay
- Highland Street crosswalk peer review of Highland Meadows study

d. 40 B project at 751-761 Boston Post Road Property aka Woodleigh Farm -

- Traffic impact report needs to be reviewed

e. Looking for the traffic study for the 40B project on Rt 30.

- Have not seen the study to date

f. Parking issues on neighborhood roads accessing Cat Rock

- Spoke to the police officer at Drabbington Way over Memorial Day Sunday; the parking lot was free. She said she turned away 50+ cars; only 5 residents had arrived by 2PM. On Monday of Memorial Day weekend, the parking lot was full.
- Some letters from residents on Indian Hill about parking
- Cambridge School is concerned with parking in their lots for Cat Rock

g. DPW - Police - School Dept. requests

None noted

Next meeting scheduled for June 19*, 2019. – Meeting adjourned.

*Later rescheduled to June 26, 2019.