

Traffic Advisory Committee Public Hearing--Minutes for Thursday, September 8, 2005.

In attendance: L. Nickens, A. Masciari, T. Turner, T. Olson, P. Curro, T. Riley.

Absent: M.J. Frisoli.

Also attending: G. Clancy, BSC Group representatives C Kalaskas, P. Brier, Marybeth Murphy.

7:09 p.m. Meeting called to order.

(7:05 p.m.) Minutes from July 17, August 2 and August 16 have not been provided to the TAC. CK Pointed out that these minutes will be needed for their report to MassHighways. TT agreed to expedite their approval.

(7:16 p.m.) PB reported that there have been three meetings with MassHighways. The first was on process. The second was on pavement issues, including the decision to resurface or full reconstruction. His opinion is that the foundation of Belmont/Trapelo is "good", and will not require complete reconstruction. Core samples will be obtained to guide the decision process.

PB showed a chart enumerating the daily traffic volumes and accident rates (incidents per million vehicles entering the intersection) and vehicle speed along the BTC. Both the BSC representatives and members of TAC were surprised at the relatively low (85th percentile of 33-36 m.p.h.) speeds measured.

Several examples of roadway cross sections were described. Problems involving roadway width and lane configurations were detailed.

PB gave the TAC an overview of the preliminary roadway design, beginning at the western boundary with Waltham at Waverley Oaks. Several details were presented:

- The retaining wall at Beaver Brook and along the north side of Trapelo, and the concrete culvert carrying Beaver Brook proper may need to be rebuilt. MassHighways will pay for this work.
- A reconfigured Trapelo/Mill St. is projected to improve the Level of Service (LOS) from "F" to "B/C".
- Tree planting along Trapelo between Beaver Brook Reservation and Pleasant St. will be done by taking a 5-foot easement from private property along the sidewalk. Property owners would be responsible for maintenance.
- At Waverley Sq., Lexington St will be modified to two left turn lanes onto Trapelo, plus a right turn lane. Traffic leaving Shaw's will now turn left onto Trapelo, then right onto Church in order to travel southbound on Lexington.
- The neck-down at Hawthorne St. will remain as a "gateway" to Waverley Sq.
- The stretch between Central and Palfrey Squares will feature a three lane configuration, with a center turning lane.
- At Palfrey Sq., the island on Harriet St. will be removed, and a new pedestrian refuge will be built at the Trapelo/Slade intersection.
- The Poplar St. neck-down will remain.
- The Bus Stop westbound on Trapelo currently at Cushing Ave. will be relocated to beyond Common St. to 125 Trapelo. A Loading Zone will be put in the location currently occupied by the Bus Stop.

- A neck-down will be installed for the pedestrian activated light near Our Lady of Mercy church.
- Roadway cross-sections between School St. and the Cambridge line will vary between two and three lanes.

According to PB, the preliminary design was favorably reviewed by MassHighway, with the provision that BSC meet with Watertown officials to coordinate. GC expressed his positive view of the design, and suggested some thoughts on how the project design could be presented to the BoS on September 26, 2005.

There was some pointed discussion over the weight given to the opinion of various interests in the design process.

Meeting Adjourned 10:31 p.m.