



Town of Lexington
Planning Department

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MEMORANDUM

Date: September 23, 2011
To: Board of Selectmen
From: Maryann McCall-Taylor
Re: Center Streetscape

Since the Board last saw the plans on June 20th revisions have been made reflecting input by the Selectmen and various boards and committees. The Working Group has met with the Field and Garden Club, the Bicycle Committee, the Sidewalk Committee and the Center Committee as well as individual selectmen and interested parties. Meetings have, or will be, scheduled with the Capital Expenditures, Design Advisory, Historic Districts and Tree Committees as well as the Commission on Disabilities.

The plan that is before the Board reflects the following:

- The travel lanes are not being reduced in size but will remain at 12'. Some turning lanes will be narrower.
- The widening of the south sidewalk has been abandoned due to the need for a 12' travel lane. While it might be possible to eke out an additional 2' for the south sidewalk the expense would be great so it is no longer being considered.
- The sidewalks are continued at level when they cross driveways so there is no need to ramp up and down at driveways. Streets will still have ramps at the ends of the crosswalks. In this instance Edison Way is being treated as a drive.
- Crosswalks have been relocated to avoid pedestrian conflicts with vehicles turning right from the intersecting street. They have also been located in a more regular pattern so they will be more expected as a driver makes his/her way through town.
- The sidewalks have bumpouts at the ends of the crosswalks across Massachusetts Avenue and the western side of Muzzey. These bumpouts are not as deep as the parking spaces but do get the pedestrians out where they will be more visible to cars and where they will have better sight lines as well.
- Bicycle boxes are shown on Mass. Ave at the Waltham St. intersection
- The roadway will be marked to show that the lanes are shared by bicycles and cars.
- The sidewalks in front on the Post Office and the Edison Building are widened but there will still be two travel lanes.
- Flush medians are used from Grant Street east to visually restrict the lanes of travel. Turn lanes are provided.
- The intersection of Woburn, Fletcher, Winthrop and Mass. Ave. has been redesigned to eliminate vehicular conflicts and allow a closer to right angle intersection.