

SELECTMEN'S MEETING
Monday, November 30, 2015
Selectmen Meeting Room
7:00 PM

AGENDA

PUBLIC COMMENTS

Public comments are allowed for up to 10 minutes at the beginning of each meeting. Each speaker is limited to 3 minutes for comment. Members of the Board will neither comment nor respond, other than to ask questions of clarification. Speakers are encouraged to notify the Selectmen's Office at 781-698-4580 if they wish to speak during public comment to assist the Chairman in managing meeting times.

SELECTMAN CONCERNS AND LIAISON REPORTS

TOWN MANAGER REPORT

ITEMS FOR INDIVIDUAL CONSIDERATION

- | | | |
|----|--|---------|
| 1. | MassDOT Video / Lexington High School Student Winners (5 min.) | 7:00 PM |
| 2. | Center Streetscape Presentation (90 min.) | 7:05 PM |
| | a. Presentation with Responses to Board Questions | |
| | b. Process for Making a Decision | |
| | c. Plan for Public Outreach | |

ADJOURN

- | | | |
|----|--------------------------|---------|
| 1. | Approximate Adjourn Time | 8:35 PM |
|----|--------------------------|---------|

The next meeting of the Selectmen is scheduled for Wednesday, December 2, 2015, at 6:00 p.m. in the Selectmen Meeting Room, 1625 Massachusetts Avenue.

The Selectmen also have FY2017 Budget Presentations scheduled for Friday, December 4, and Monday, December 7. Both meetings will be held in the Selectmen Meeting Room beginning at 8:30 a.m.

*Hearing Assistance Devices Available on Request
All agenda time and the order of items are approximate and
subject to change.*



AGENDA ITEM SUMMARY

LEXINGTON BOARD OF SELECTMEN MEETING

AGENDA ITEM TITLE:

MassDOT Video / Lexington High School Student Winners (5 min.)

PRESENTER:

Michelle Ciccolo

ITEM NUMBER:

I.1

SUMMARY:

Lexington High school seniors Katrina Chaput and Lilly Rhyll won the Massachusetts Department of Transportation's Safe Streets Smart Trips Video Contest.

Safe Streets Smart Trips is a yearly video contest among Massachusetts school districts put forward by MassDOT which challenges teenagers to produce videos promoting safety in automobile, biking and pedestrian travel. The contest is an initiative within MassDOT's Massachusetts Strategic Highway Safety Plan (SHSP), which aims to promote safety and health in travel.

The students have been invited to attend your meeting to show their video and be recognized.

SUGGESTED MOTION:

FOLLOW-UP:

DATE AND APPROXIMATE TIME ON AGENDA:

11/30/2015

7:00 PM

ATTACHMENTS:

Description	Type
<input type="checkbox"/> Email with Links to High School Winners Video and Story	Backup Material

By [Al Gentile](#)
agentile@wickedlocal.com
November 15, 2015 6:18AM

[Print Page](#)

Two Lexington High School students win Safe Streets video challenge

Lexington High school seniors Katrina Chaput and Lilly Rhyll won the Massachusetts Department of Transportation's Safe Streets Smart Trips Video Contest.

Safe Streets Smart Trips is a yearly video contest among Massachusetts school districts put forward by MassDOT which challenges teenagers to produce videos promoting safety in automobile, biking and pedestrian travel. The contest is an initiative within MassDOT's Massachusetts Strategic Highway Safety Plan (SHSP), which aims to promote safety and health in travel.

"It was an opportunity to reach out to teens," Rhyll, of Kitson Park Drive, said. "We're the ones new to driving."

The award was presented at MassDOT's Moving Together 2015 conference at the Boston Park Plaza Hotel on Nov. 4.

Their video shows three students, one driving, one riding a bicycle, and one walking, waking up too late for their daily activities. Rushing to get to their destination, they follow all safety precautions including keeping their phone out of reach, waiting at crosswalks, and using a helmet.



Chaput, of Simonds Road, said this was an opportunity to show her skills as she applies to Emerson and New York universities.

"This is something I'm considering as my major going into college," Chaput said. "This class has been a really good opportunity to make productions, and make content to show for those universities."

The video contest is open to all Massachusetts high school students and features two entry categories – a freshman/sophomore and a junior/senior. Students are asked to speak to one or both of the following statistics: one pedestrian is killed every five days and one bicyclist is killed every month; two pedestrians are hospitalized every day and one bicyclist is hospitalized every three days.

A grand prize and runner-up will be selected in each category.

"Safe and healthy transportation has always been of the utmost importance to MassDOT, which is why it is such a pleasure to award these students from Lexington High School as our junior/senior grand prize winners," said MassDOT Secretary and CEO Stephanie Pollack in a press statement.

Michael Verseckes, a press representative for MassDOT, said Moving Together is part of a larger effort by the department to promote safe and clean travel throughout the state.

"It's a forward-looking program that comprises a whole bunch of transportation-related facets that relates to travel itself," Verseckes said.

Verseckes said the video contest hopes to help make all travel in Massachusetts safer.

In their class with visual arts teacher Mary Pappas, Rhyll and Chaput were given the assignment with the knowledge it would be submitted to the MassDOT contest.

Follow Al Gentile on Twitter: [@LexReporter](#)

<http://lexington.wickedlocal.com/article/20151115/NEWS/151117384>

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AGENDA ITEM SUMMARY

LEXINGTON BOARD OF SELECTMEN MEETING

AGENDA ITEM TITLE:

Center Streetscape Presentation (90 min.)

PRESENTER:

Kien Ho and Mike Wasielewski of the
BETA Group and John Livsey, Town
Engineer

ITEM NUMBER:

I.2

SUMMARY:

The Center Streetscape will be discussed. The discussion will focus on responses to specific questions previously asked by the Board.

SUGGESTED MOTION:

No motion suggested; would like direction on the design of the Woburn Street at Massachusetts Avenue intersection.

FOLLOW-UP:

Future public meetings will be held on this project.

DATE AND APPROXIMATE TIME ON AGENDA:

11/30/2015

7:05 PM

ATTACHMENTS:

Description	Type
☐ Center Streetscape presentation	Presentation

Battle Green Improvements/Town Center Streetscape Project

Intersections of:

Bedford Street @ Hancock Street / Harrington Road
(Presented on October 19, 2015)

Massachusetts Avenue @ Woburn Street /
Winthrop Road / Fletcher Avenue

Board of Selectmen Meeting
November 30, 2015



Discussion Points

- I. **Massachusetts Avenue @ Woburn Street/Winthrop Road/Fletcher Street**
 - 1) Address questions from previous Board meetings

Lexington Center Streetscape Project

Questions and Answers

1. In lieu of a traffic signal at Woburn Street, would it be feasible to add pedestrian crossing at locations such as the Police Station, bike path, Muzzey School? Cost ? Visual Impact ? Effectiveness? Also, should turning restrictions (eg. No left turn) be added on Winthrop?

Yes, it is feasible to add pedestrian beacon systems such as the RRFB (Rectangular Rapid Flashing Beacon) at these locations, provided a full signal system is not proposed at the Woburn Street intersection. The cost is approximately \$30K/crosswalk. For visual impact, the flashing Beacons are bright strobe lights. Solar power system is not recommended due to the visual impact. Research indicates that the RRFB is effective.

A Left Turn restriction on Winthrop Road would yield little benefit as the turn volumes are small (5 to 10 vehicles during the peak commuting hours).

2. Clarify the cost of just the traffic signal vs. the other aspects of the project.

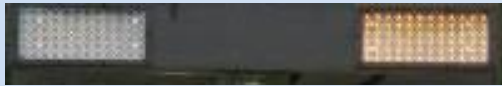
Approximately \$150K to \$200K.

3. What data did BETA use that suggests that a traffic signal is called for?

- Traffic Data (Volumes and Crash) Collected in 2013, 2014 and 2015
- MUTCD Warrants
- Pedestrian and Bicycle Data
- Special Events Observations



Rectangular Rapid Flashing Beacons (RRFB)



Lexington Center Streetscape Project

Questions and Answers

4. What is the projected cost of the entire streetscape project?

Approximately \$8 million.

5. We are using 2008-2010 data for this study. Can DPW provide/use more current data?

Current available data was expanded to 2013, 2014 and 2015.

6. Are we examining the neighborhood impact and potential for cut thru traffic?

Yes, additional data were collected in 2014 and another consultant was hired to evaluate the potential impact.

7. Can we do a low cost test of: No left turn out of Winthrop?

Yes, however, a Left Turn restriction on Winthrop Road would yield little benefit as the turn volumes are small (5 to 10 vehicles during the peak commuting hours).

8. Can we test a no right turn lane on Mass Ave at Waltham St. to see the impact on eastbound traffic?

Yes, the test would consist of coning off the existing right-turn lane, counting traffic and observing the queuing on Mass Ave eastbound. The traffic signal head display and timing would be adjusted too.



Lexington Center Streetscape Project

Questions and Answers

9. Can the Battle Green portion of this study be brought up to the same level of design as the rest of the project?

The Battle Green Project can be advanced and direction on the Harrington Road/Bedford Street intersection will help these efforts. If it is the desire of the Board to advance the Battle Green Project to the level of the Center Streetscape Project, we can hold the Center project and work toward advancement of the Battle Green Project until it reaches the 25% design level.

10. If a round-about is installed at Woburn, how close would it be to the Russell Square condos? Approximately 20 feet. The current offset ranges between 45' and 75'

11. Can the Town lower the speed limit in the Center to 20-25 mph and also add speed monitoring signs? Would like a tutorial on establishing speed limits and what the 85th percentile means.

All regulatory speed limits are under MassDOT jurisdiction. Regulatory speed limits are established based on a speed study and the 85th percentile speed. The 85th percentile speed is the speed at or below which 85% of all vehicles are observed to travel under free flowing conditions.

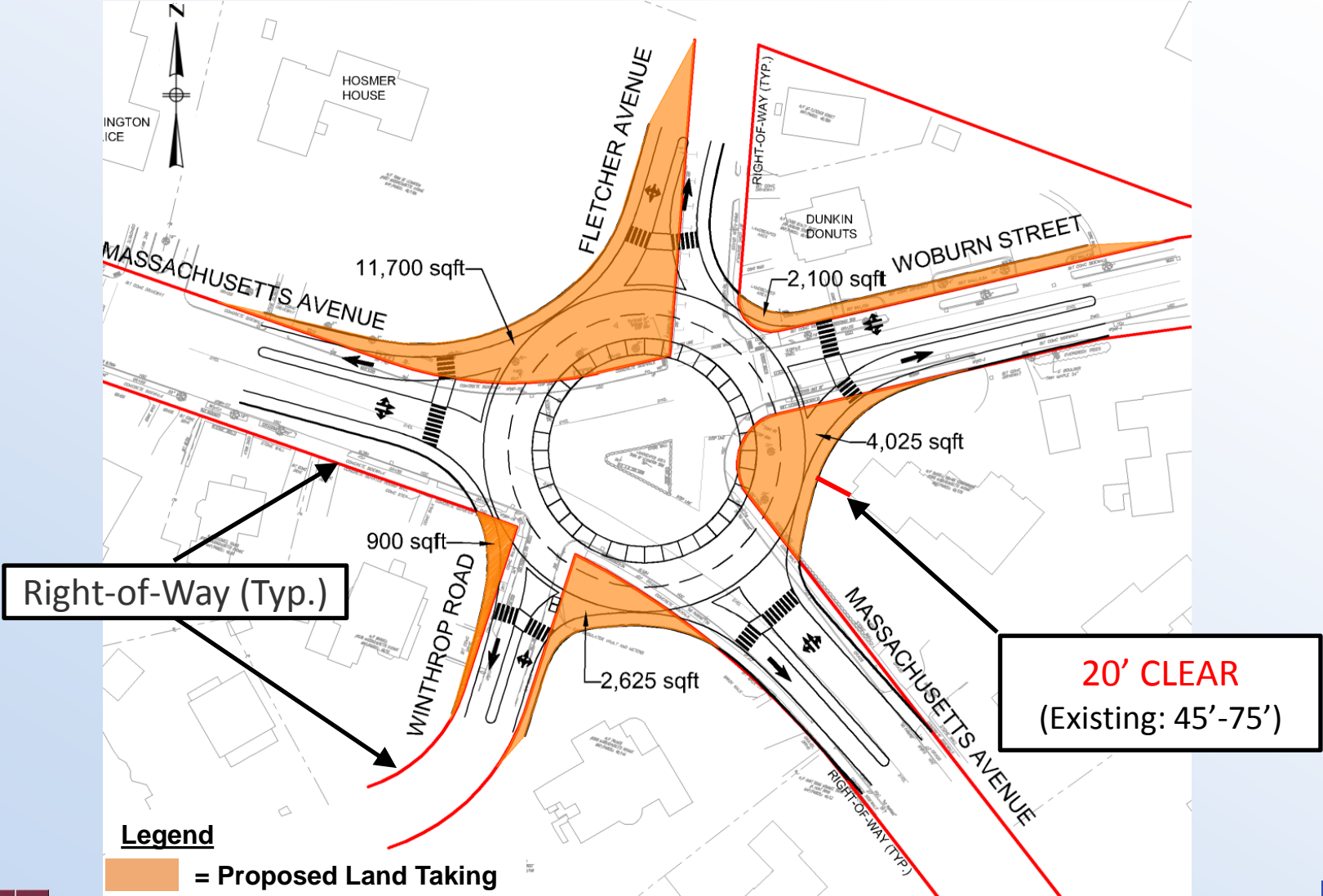
12. How do the engineers decide where to locate crosswalks in the Center?

Crosswalks are located based on the ability to provide a safe crossing and pedestrian desire lines. A pedestrian desire line is a path that represents pedestrian's desired route between an origin point and a destination point. A good example is the crosswalk located on Mass Ave at Meriam Street.



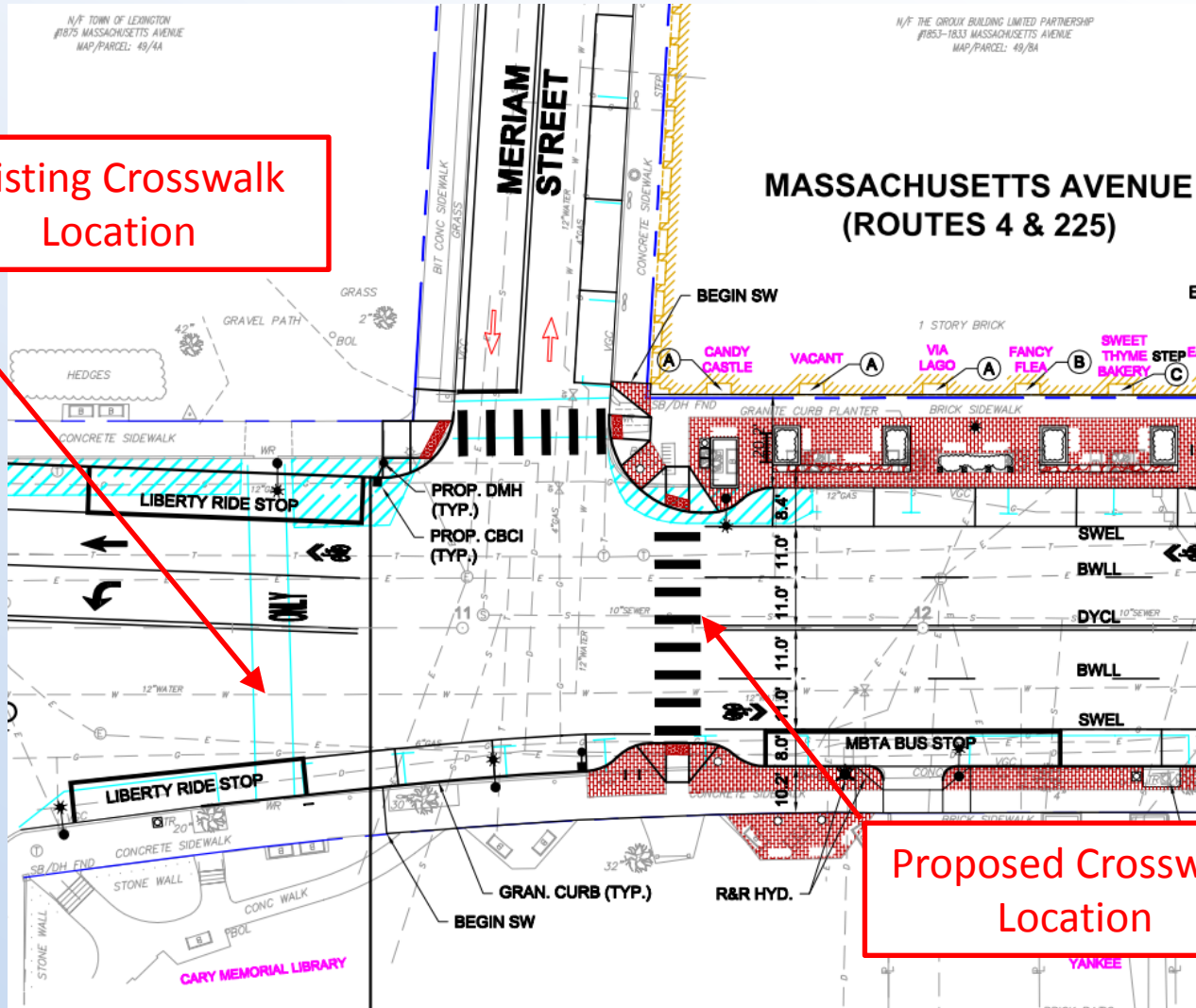
Massachusetts Avenue / Woburn Street / Winthrop Road

Option 6 - Intersection With Roundabout



Crosswalk at Meriam Street

Existing Crosswalk Location



Proposed Crosswalk Location

Lexington Center Streetscape Project

Questions and Answers

13. Is it possible to get a waiver on the speed limit setting requirements?

No ! The Town is liable for any non-conformance design regulations.

14. Can we move the MBTA bus stop at Winthrop to closer to the Baptist church?

MBTA bus stop locations are under the MBTA jurisdiction. Bus stop locations are based on ridership demand at the desire location and the spacing between stops. The locations shown in the plan were derived based on meetings with users.

15. Should we put the utilities underground as part of this project? What would be the cost?

The estimated cost for undergrounding the 11 poles from Lexx Restaurant to the Woburn Street intersection (1,000 ft) is approximately \$2 million.

16. What does prep for signals without the actual final install entail? Can this be done with the proposed geometry?

The traffic signal underground electrical conduits and cable pull boxes can be installed with the proposed geometry. The remaining traffic signal equipment could be installed at a later date. The proposed geometry without a traffic signal would create significant delays and queues on Woburn Street. A graphic display of the impact is shown in an upcoming slide.



Lexington Center Streetscape Project

Questions and Answers

17. Have we looked at the types of accident data (ie. Rear end vs side swipe, etc...)

Yes! A detailed analysis of accident data was performed.

18. What is the wait time versus the queue under the different scenarios ?

A summary of the delay times and queue lengths is provided on the next two slides.

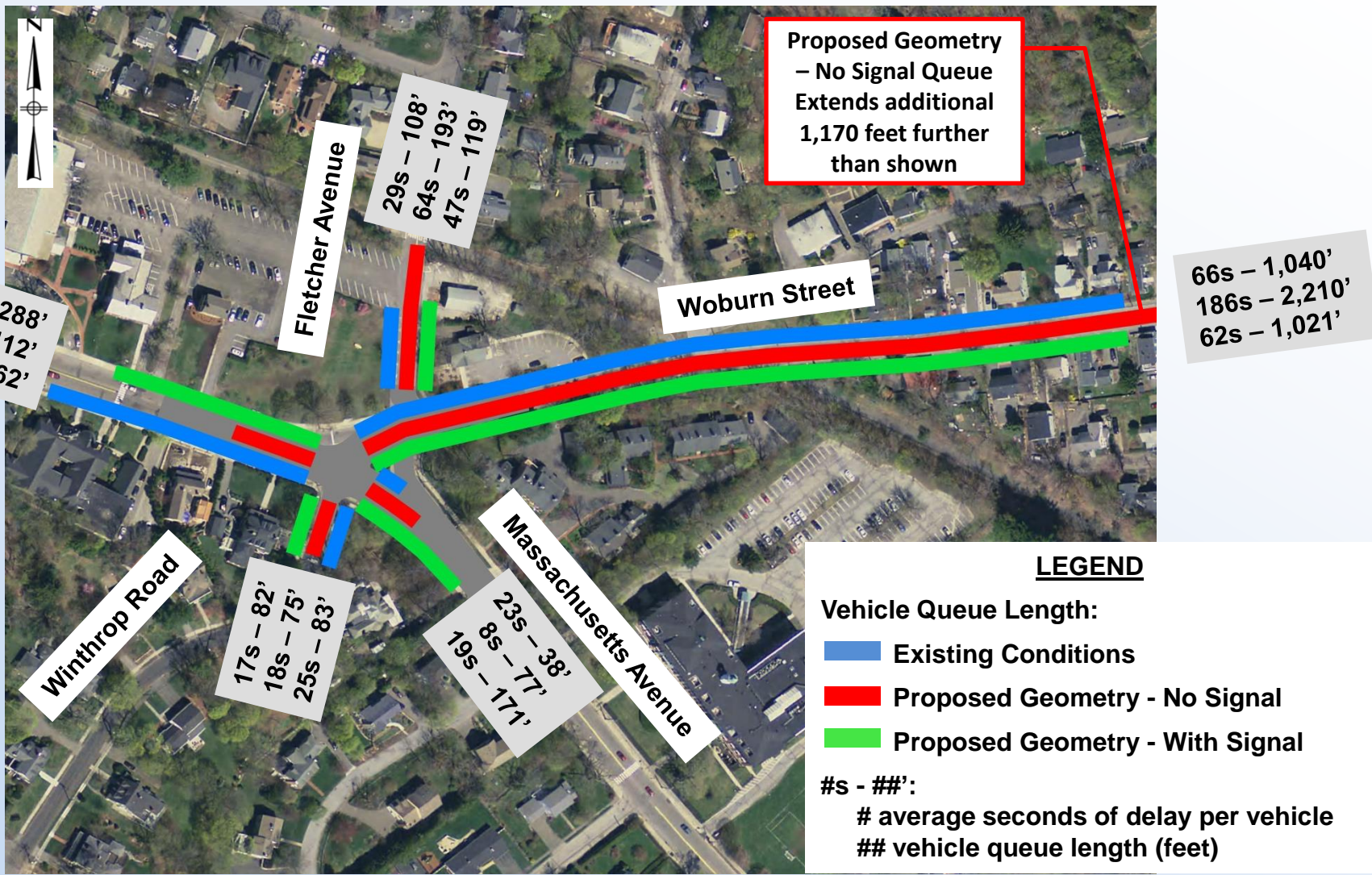
19. Has a CO reduction calculation been done for the signals? If not, can it be done ?

No, a CO analysis was not performed. CO can be calculated. The estimated cost to complete a CO analysis is approximate \$10K. The CO reduction could be minimal based on the traffic analysis results between the existing and proposed signal conditions.



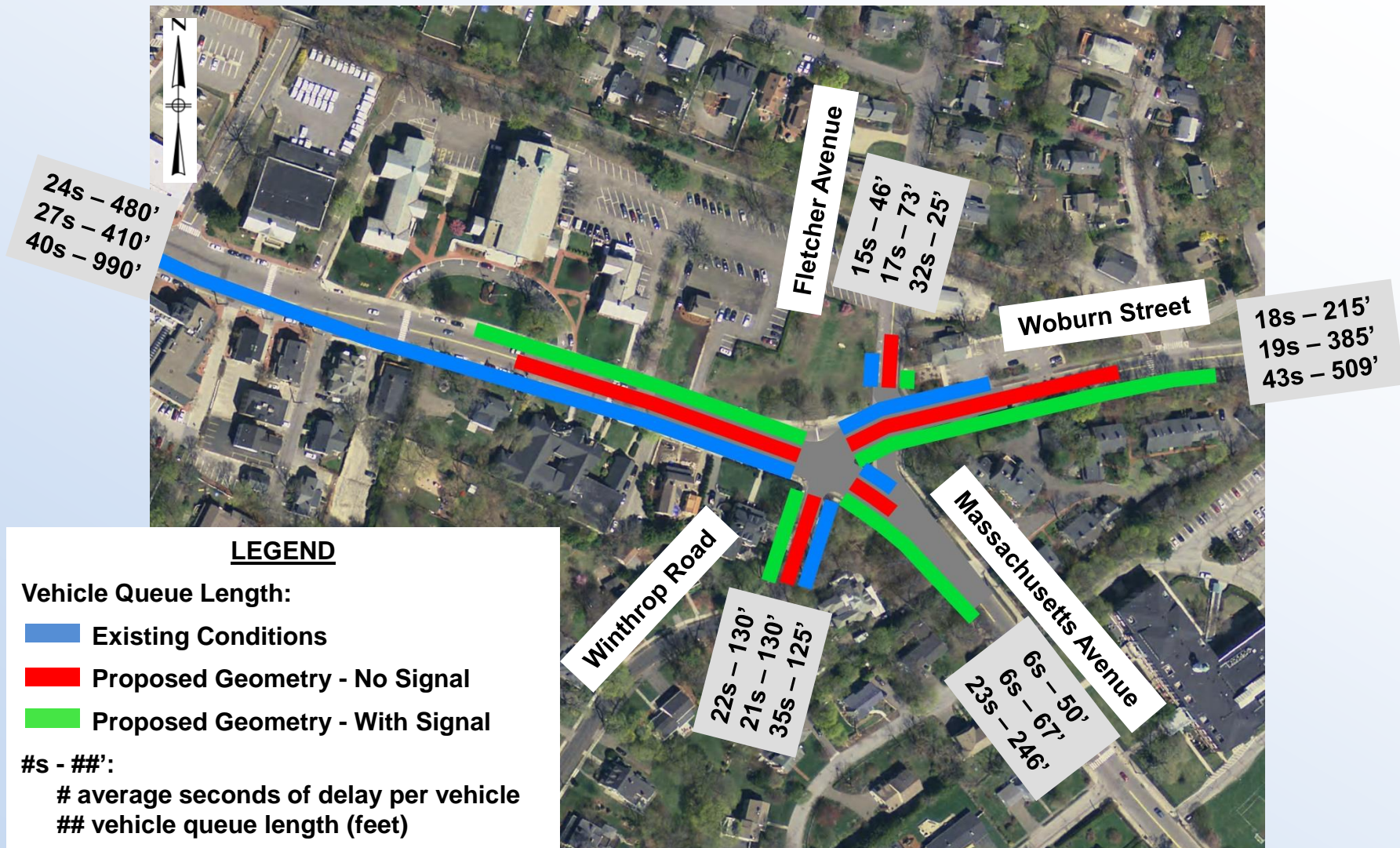
Massachusetts Avenue / Woburn Street/Winthrop Road/Fletcher Avenue

Delay Times and Vehicle Queues – AM Peak Hour



Massachusetts Avenue / Woburn Street/Winthrop Road/Fletcher Avenue

Delay Times and Vehicle Queues – PM Peak Hour



Thank You!

