



DESIGN PUBLIC HEARING

THURSDAY, MAY 7, 2015

AT

SAMUEL HADLEY PUBLIC SERVICES BUILDING
ROOM 126
201 BEDFORD STREET
LEXINGTON, MASSACHUSETTS

FOR THE PROPOSED

Roadway and Sidewalk Improvements
Along Mass. Ave. between
Marrett Road and Pleasant Street
Project No. 607409
Project Management

IN THE TOWN OF LEXINGTON, MASSACHUSETTS

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

THOMAS TINLIN
ACTING HIGHWAY ADMINISTRATOR

PATRICIA A. LEAVENWORTH, P.E.
CHIEF ENGINEER

PRESENTERS

Shawn Holland, Moderator, Project Management Section,
MassDOT, Highway Division
Frank Suszynski, District 4 Office, MassDOT
Gerry Doherty, Right-of-Way Bureau, MassDOT
Dave Cannon, Assistant Town Engineer, Town of
Lexington
Tom Loughlin, Design Consultant, BSC
David Fraser, Arlington Typing & Mailing

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P R O C E E D I N G S

1 SHAWN HOLLAND, MODERATOR: Alright. I
2 think we can start now. I know it is very hot in
3 here and I apologize for the inconvenience.
4 Probably, I guess the crowd is a lot more than the
5 Town anticipated. My name is Shawn Holland. I work
6 for the Massachusetts Department of Transportation in
7 the Project Management Section, and I have been
8 assigned to this project by MassDOT.

9 We have a couple of people here. I want to
10 make an introduction before we start the hearing. We
11 have Dave Cannon from the Town of Lexington. We have
12 got Tom Loughlin, who is with the consulting firm
13 BSC. They work for the Town of Lexington. We have
14 Frank Suszynski from our District 4 Office in
15 Arlington. We have Gerry Doherty. He works in our
16 MassDOT Right-of-Way section and Dave Fraser over
17 there. Dave works for Arlington Typing Service and
18 he will be doing a transcript of tonight's public
19 hearing.

20 I also want to let the record show that the
21 legal notice for this hearing was advertised in the
22 Boston Globe and the Lexington Minuteman on
23 supposedly April 23rd and April 30th.

24 The purpose of this hearing tonight is to

1 allow the Town of Lexington and MassDOT to make a
2 presentation of a project that the Town of Lexington
3 is in the process of designing. The first step is to
4 design the project and we take it from what they call
5 twenty-five to a hundred percent design. The project
6 needs to secure necessary right-of-way. They also
7 have to secure various environmental permits. Right
8 now, originally, the project was supposed to be
9 advertised in 2020. The Town just informed me this
10 morning that the Boston NPO actually secured some
11 funding and the project could be advertised possibly
12 as early as 2016. So, that's good news.

13 Again, this project has been initiated by
14 the Town of Lexington. MassDOT involvement is that
15 Federal and State funds are being used. So, we need
16 to make sure that the project is being designed
17 according to Federal and State design standards. We
18 also have to make sure all the Federal and State
19 environmental laws and regulations are adhered to,
20 and there are also Federal and State requirements
21 concerning right-of-way acquisitions. There may be -
22 - I think there are some temporary and some permanent
23 easements necessary to construct the project, and
24 Gerry will explain what those Federal and State

1 requirements are, and what the protection is for the
2 property owner.

3 The format of the public hearing is, first,
4 I will have Gerry explain the right-of-way
5 requirements, and then I will turn it over to the
6 Town and the consultant, BSC, and they will make a
7 technical presentation explaining what the project
8 is, and they have some slides in the slide show
9 there, and then we will open it up for public
10 comments and questions.

11 So, I will let -- and there is also a sign
12 in sheet here and a handout. So, if you haven't got
13 a handout, you can pick it up during the course of
14 the hearing or you can pick it up later, if you want.

15 Gerry, do you want to talk about the right-of-way.

16 GERRY DOHERTY: Thank you, Shawn. Good
17 evening, everybody, and welcome here. I hope. I
18 hope everyone is in a good mood tonight.

19 When the Commonwealth, acting through its
20 Massachusetts Department of Transportation Highway
21 Division, indicated it would accept this 4.9 million
22 dollar project for funding under our Transportation
23 Improvement Program, your town accepted certain
24 responsibilities. One of those responsibilities is

1 to acquire all the necessary rights in private and
2 public lands for the design, construction and
3 implementation of the project. My function is to
4 review and recommend procedures that your town will
5 utilize to acquire these rights.

6 The procedures used must comply with both
7 Federal and State regulations. The current design
8 plans indicate that sixty temporary construction
9 easements only are required. Your town may acquire
10 the needed rights through a combination of donations,
11 eminent domain, deed grants, permits or right of
12 entries. Frequently, local municipalities will
13 appeal for donations. The donation procedure will
14 minimize the acquisition cost for your community.
15 However, donations and rights-of-entries are not
16 required and property owners are entitled to an
17 appraisal and just compensation for these easements.

18 This project cannot be advertised until the new
19 proposed right-of-way is secured and the Right-of-Way
20 Bureau issues a Right-of-Way Certificate.

21 Affected property owners' rights are
22 protected under Massachusetts General Law, Chapter 79
23 and, because this project is receiving Federal funds,
24 the property owners' rights are further defined under

1 Title III of the Real Property Acts of 1970, as
2 amended.

3 I am happy to answer any general questions
4 concerning the Right-of-Way activity during the open
5 forum, and will be present after the hearing to
6 answer any other questions you may have. Thank you.

7 SHAWN HOLLAND, MODERATOR: Thank you,
8 Gerry. Next I would like to ask the Town and the
9 Consultant, Dave Cannon and Tom Loughlin to come up
10 and make a presentation and, if you have any
11 questions, I would appreciate if you would let them
12 go through the presentation first, and then we can
13 open it up for any questions and comments people
14 have.

15 DAVE CANNON: Thank you, Shawn. My name is
16 Dave Cannon. I am the Assistant Town Engineer with
17 Lexington. This project was originally brought to my
18 attention in 2008. I sat on a committee called the
19 Transportation Safety Advisory Committee, and it was
20 brought forward as a Pedestrian Safety Improvement
21 Project. There were a lot of issues that we had with
22 pedestrians crossing the street and, in 2008, we did
23 have a fatality.

24 That year the Town did commission a study,

1 a safety study in the area and, based on that study
2 in 2010, Town Meeting funded a preliminary design and
3 a study and we contracted with the BSC Group to
4 complete a twenty-five percent design.

5 Over the last four years, several concepts
6 have been developed and refined, and we have had
7 several public workshops throughout the area. The
8 plans being presented here tonight are the results of
9 the last four years' work. Just keep in mind, these
10 plans are not final. We are here to solicit and want
11 input. So, this project has been recommended by the
12 State for one hundred percent funding. If the Town
13 moves forward with the design, and finishes the
14 design, the State will pay for the construction
15 funding.

16 Last year Town Meeting, based on these
17 plans, unanimously approved a hundred percent design
18 funding. So, we have the funds to take this design
19 through to construction at which time the State will
20 build it.

21 At this point, I just want to recognized
22 Tom Loughlin of BSC Group. He is under contract
23 right now to get us through the twenty-five percent
24 design process. Thanks again.

1 TOM LOUGHLIN: So, welcome, as everyone
2 else has said to you already. Just a couple of
3 things, pretty crowded in here, all wires in the
4 front. If anyone is going to get up and move around,
5 just be careful where you are moving. There is a
6 microphone on that side that I believe people are
7 going to come up to and ask questions after we are
8 done, and I look forward to your questions, as well.

9 As David said, we -- let's see here, we
10 kind of introduced, Shawn actually introduced the
11 project team but the Town of Lexington is the Project
12 Proponent. BSC Group, who I represent, is
13 responsible for the project design in coordination
14 with the Town. MassDOT administers the design
15 process and provides construction oversight, as well
16 as manages the funding that will be partially State
17 funding and Federal funding, and then, Federal
18 Highway has responsibility and oversight here if they
19 choose to look at these plans and review them.

20 This is not working for me. Project goals;
21 as David said, there have been a number of crashes on
22 this location. There has been a pedestrian fatality.

23 So, our number one goal here is to improve safety
24 and mobility, and that, improving that mobility is

1 for all the users. We want to use kind of a Complete
2 Streets model here to make sure that bikes,
3 pedestrians, transit, and drivers are all
4 accommodated on this roadway equally, have access to
5 the right-of-way.

6 So, in doing that, we want to improve the
7 bike, pedestrian, transit accommodations and
8 accessibility, and we want to improve the existing
9 infrastructure. If you have had the opportunity to
10 walk along Mass. Ave., many of the sidewalks are kind
11 of passed their useful life. There are many trees
12 that have broken up the sidewalks, caused difficult
13 situations for the Town to both maintain, snowplow.
14 So, those are some goals that we would like to take
15 care of.

16 The pavement is in decent, good enough
17 where we can do what we call a mill and overlay,
18 taking off a little bit of the surface, and putting
19 back an equivalent amount. We don't need to do full
20 depth on this roadway, and then, also addressing some
21 of the pavement markings and changing the roadway a
22 little bit so that it is better defined as to where
23 each of the individual users are supposed to be.

24 The project limits are from Pleasant

1 Street, coming from Arlington, all the way down to
2 Marrett Road. The three probably largest components
3 of the job are the Pleasant Street, Maple Street, and
4 Marrett Road intersections, and I will talk about
5 those individually.

6 Traffic volumes; Mass. Ave. is pretty busy,
7 especially at five o'clock at night on a Thursday,
8 and our highest counts are usually occurring in
9 between Pleasant Street and Maple Street, were about
10 twenty thousand vehicles a day. The counts are
11 pretty much the same down here between Maple and
12 Marrett, eighteen thousand. Most of your traffic
13 carries on into Lexington Center. Some of it carries
14 up onto Marrett Road in that direction. Pleasant
15 Street is quite busy, as well as the extension of
16 Mass. Ave. going into Arlington. I think, if you
17 have driven any of these roadways trying to get onto
18 Mass. Ave., you have experienced that heavy volume,
19 those long queues and the frustration or the
20 inability to get out and get onto Mass. Ave. taking a
21 left or a right turn.

22 As Dave had mentioned, high number of
23 crashes in these locations. These symbols here, the
24 triangle, the circle and the square, are representing

1 different years and the number next to that are the
2 total number of crashes in that.

3 UNIDENTIFIED SPEAKER: What does a crash
4 mean?

5 TOM LOUGHLIN: A crash?

6 UNIDENTIFIED SPEAKER: Yes.

7 TOM LOUGHLIN: Well, a crash, we used to
8 call crashes accidents but we don't really consider
9 them accidents in most cases. So, we now consider
10 them to be crashes. They would involve both vehicles
11 and pedestrians.

12 UNIDENTIFIED SPEAKER: What about bicycles?

13 TOM LOUGHLIN: I am not sure. There is not
14 great information about bicycle accidents. So, there
15 could be some in here but that -- reporting of those
16 accidents is getting better, but it's --

17 UNIDENTIFIED SPEAKER: There are no bike
18 crashes or bike accidents recorded.

19 TOM LOUGHLIN: There are no bike here. So,
20 the number could be higher, actually, you know, from
21 that. These individual circles or clusters are
22 indicating a higher number in these locations. You
23 can see that this is Marrett, for some orientation.
24 Maple has a good number.

1 Maple has gone through a traffic study with
2 MassDOT. They indicated this intersection has
3 needing to be looked at both immediate and long term
4 improvements. There were some immediate things done
5 at this location but most of the corrective action
6 that needs to be done is more long term solutions
7 that would take care of the issues here.

8 UNIDENTIFIED SPEAKER: So, do you have
9 number for -- or maybe you are going to show the
10 Pleasant Street.

11 TOM LOUGHLIN: Yes. So, this is a little
12 further down the roadway, starting at Curve,
13 Independence, the second leg of Curve Street, and
14 heading further down to Pleasant Street; again, a
15 fair number. These totals are still, these are
16 totals of both sections of the roadway. So, don't
17 think that it is just a repeat of the numbers.

18 Some roadway characteristics, I think most
19 of you are abutters of the roadway and I hope we do
20 have a number of abutters on Mass. Ave. As David
21 said, we have had a couple of meetings, workshops.
22 We have had a lot of neighborhood people but not as
23 many direct residents abutting the street as we had
24 hoped for. So, I hope tonight that we do hear from

1 you. I would consider you to be the experts. You
2 live here. You experience this. I certainly have
3 been down here a lot over the last three or four
4 years but I don't live it every day, every hour. I
5 definitely want to hear how you are doing. What's
6 that?

7 UNIDENTIFIED SPEAKER: (inaudible comment
8 14:04)

9 TOM LOUGHLIN: Okay, great. So, Mass. Ave.
10 is an Urban Principle Arterial. That may not mean
11 much to anyone except that it is a pretty ranked
12 roadway in Federal classification. This is a main
13 road for traffic. It is actually also on the
14 National Highway System, meaning it is a very
15 important link in between other highways, 95, Route
16 2, and stuff like that.

17 It lies within the East Lexington Historic
18 District, very important fact. It has been
19 designated as a Scenic Byway, named The Battle Road,
20 but it is also a neighborhood street, and it is
21 mostly residential. It does have some churches and
22 schools, or access to schools. It has small
23 commercial areas and businesses, which require
24 parking, and it has multi-modal transportation. It

1 does not have, in this leg anyway, a real direct link
2 to the Minuteman but it is parallel to the Minuteman
3 and there is quite a bit of bike traffic on the
4 roadway, even without accommodation for it. There
5 are a number of riders who do ride right in the lane
6 and enjoy that ride more than they enjoy the
7 Minuteman.

8 These are just a couple of shots of some of
9 the infrastructure issues. You can see the tree
10 roots coming up. These are difficult for the Town to
11 maintain, difficult for someone who needs assistance
12 to traverse and get to their destination.

13 Some other examples of somewhat the same
14 stuff; some of these trees, because of this, are not
15 the healthiest anymore. They are just not surviving
16 in that condition, in the narrow grass strip that is
17 here for the roots to spread out.

18 There is a crossing down in front of the
19 school and the Follen Church. It is a bit
20 antiquated, quite a long lag when you do press this
21 button. The pedestrian who did use it and cross
22 could probably make it three or four blocks down the
23 roadway before traffic proceeds again, so definitely
24 a goal here to modernize that but not only modernize

1 it but also get it out of the way. As you can see in
2 this picture here, the sidewalk, the big cabinet, or
3 the control box, it just about blocks the path of the
4 sidewalk.

5 So, we want to correct -- we want to
6 modernize this, make it a little more efficient. I
7 do notice when I have been out here that some
8 pedestrians actually choose not to use this button
9 because they don't want to inconvenience the driver
10 in making the crossing but, you know, we would find
11 this to be a safer way to cross, by using the
12 protected signal.

13 A picture of one of the small stretches of
14 commercial property, crosswalks connecting to it, a
15 good example of no accessibility though with the
16 crosswalks. All those ramps, if someone needed help,
17 are pretty inaccessible up in this area, up in here.

18 The job would correct that type of stuff, not only
19 for someone who is in a wheelchair but someone who is
20 out with a baby stroller, or just someone who needs
21 assistance in making it up an incline.

22 The street is lined with a lot of
23 historical markers. This is a monument down at the
24 corner of Pleasant and Follen. It is a plaque

1 showing the -- I believe it is where the first
2 minuteman was, his weapon was taken from the British
3 on the march into the Battle Green. There's a lot of
4 these metal plaques designating different parts of
5 the historic district, in front of the some of the
6 homes. This one here is the district itself but
7 then, just outside the area, there is also the,
8 Lexington's standard sign for some of the historic
9 markers, and the Munroe Cemetery is pretty close.

10 There's a number of historic. This is just
11 two of them, pretty familiar locations. I believe
12 both of these are on the, listed on the Historic, and
13 there's others that are pretty significant, as well,
14 both in architecture and age.

15 David mentioned there has been a lot of,
16 quite a bit of work. We have had, as Dave said, back
17 in 2008 things got going. 2010, there was a little
18 bit more activity and putting some money towards this
19 and some support. In November 2012, we held the
20 first workshop on the elements that we will discuss
21 here tonight. Fall and winter of 2012, there were
22 some discussions that Dave held with town boards and
23 committees. After the meeting, we tried to work out
24 issues, make sure that they were aware of the project

1 and what was going on. February 2013, we heard --
2 held what would have been the third public meeting.
3 There was one held not by us but by another firm, I
4 believe, in 2010, or so, 2008, in that range; and
5 then, just recently, in March 2015, we had an
6 informal meeting with the Historic Districts
7 Commission, and then we are here tonight for the
8 formal MassDOT Design Public Hearing.

9 As I said, probably the two biggest
10 components or three biggest components of the job are
11 the Pleasant Street at Mass. Ave. intersection, Maple
12 Street at Mass. Ave., Marrett Road at Mass. Ave. The
13 -- I am going to skip over this for a minute. It is
14 kind of out of order.

15 This is existing condition for Pleasant
16 Street, very large pavement area, landscaped area in
17 the middle, that green circle, a bit confusing for
18 someone who is not from Lexington on how you drive
19 this or what exactly the moves are and those who are
20 familiar with it are -- there are moves in this
21 geometry that accommodate some pretty speeds.
22 Someone coming down Mass. Ave. along here, turning
23 right and coming right up Pleasant Street slows down
24 very, very little when they make that move and come

1 up there.

2 People coming out this way find it
3 difficult. Because this person doesn't really slow,
4 they think they might be traveling but they turn
5 quickly, come up here. So, they really don't get a
6 break or at least a good judgment of when it is their
7 turn to come out. People out quite a ways, block a
8 lane, and wait for someone to allow them to come in.

9 I have some photos coming up of some creative ways
10 to get out of there.

11 There is quite acute traffic on Pleasant
12 Street at most times. We heard quite a bit from
13 folks on Peacock Farm Road, Oak Street, in that
14 neighborhood, where people coming off of Route 2 just
15 quickly take a right onto Peacock Farm Road and I
16 actually, my GPS told me to do that tonight. So,
17 knowing that, I actually hadn't driven it in a while.

18 It is a pretty crazy route to take but it probably
19 does save some time.

20 It isn't something that I would really make
21 sense to me, to take that way, but it seems as though
22 it saves time, and we heard a lot of people tell us
23 that is definitely a route that people use. They
24 travel too fast on those very local roadways and

1 neighborhood streets, and all to kind of avoid this
2 intersection and get back onto Mass. Ave. down on the
3 Arlington end.

4 This is a couple of pictures from the
5 existing street. So, you can kind of see this car in
6 the middle here blocking as best he can, trying to
7 get out into these gaps. People are forming two
8 lanes. These people are coming out wanting to make a
9 left. These people are trying to come up and come
10 straight through. It is very confusing.

11 UNIDENTIFIED SPEAKER: If you want to make
12 a left turn from Pleasant Street onto Fallon Road,
13 are you supposed to use the rotary to do that?

14 UNIDENTIFIED SPEAKER: Yes.

15 TOM LOUGHLIN: Dave. You know, that is a
16 good question. I have been asked that question a
17 couple of times. There is no sign that says you
18 can't do it.

19 UNIDENTIFIED SPEAKER: It is striped that
20 way.

21 TOM LOUGHLIN: But it is striped that way,
22 but I think what we want to look at is how we
23 actually correct that and make it better because that
24 is another part of this confusion that is here.

1 A picture of a bicyclist trying to make
2 their way through this area. The aggressive
3 bicyclists, or at a pretty confident rider, out in
4 the middle of traffic and making that turn. Not a
5 move that everyone would make but it is a bicyclist
6 that, again, has that confidence to do it.

7 The crosswalks in this area are very, very
8 long. This one is over seventy-five, eighty feet
9 long and, as I had said, the traffic coming off of
10 Mass. Ave., coming up in this direction, this is what
11 the pedestrian is greeted by, that vehicle coming
12 from behind the circle right up into the crosswalk
13 and kind of sometimes stranded because the vehicle
14 can't stop soon enough.

15 The crosswalks all the way around are very
16 spread out. They are on the ends of the circle or
17 the pavement areas. So, the pedestrian's path is a
18 very long path to get themselves back over to Mass.
19 Ave.

20 This is a proposed intersection for this
21 location. Before I talk about it a little bit, I
22 want to first talk how we got here. So, as part of
23 MassDOT's -- excuse me if I keep bumping into you.
24 As part of MassDOT's requirements, we are required to

1 look at roundabouts as a solution to any traffic
2 before you can install traffic signals. They have a
3 roundabout tool that they use to evaluate whether or
4 not a location meets the criteria for a roundabout
5 and whether a roundabout would solve the problems
6 that you have at the location.

7 None of these locations have passed the
8 roundabout tool and all three of them also require
9 right-of-way takings from private parties to actually
10 make just a single lane roundabout work. Both Maple
11 Street and Pleasant, the solution to actually make
12 the traffic work and flow would require a combination
13 of a multi-lane, single lane type roundabout. So,
14 that would be, in some of the directional traffic,
15 you would have two lanes on one side and only a
16 single lane as you merged around the circle, and
17 things like that.

18 The single lane diameters do not fit
19 without takings. So therefore, when we add that
20 second lane to accommodate the amount of traffic, the
21 second lane takes even more right-of-way onto private
22 property.

23 UNIDENTIFIED SPEAKER: I'm sorry. The red
24 lines (inaudible 26:22)

1 TOM LOUGHLIN: The red lines in this
2 drawing are the existing curb line or grass edges.
3 We have kind of placed these to help people orient
4 themselves a little bit. So, this red circle is the
5 previous green planting area, and it would be
6 replaced by a larger size but over to the side here,
7 of a green area. It could be landscaped. There are
8 no plans right now that show what types of plantings
9 would be there, and things like that, but it is
10 certainly an opportunity to do quite a bit.

11 There are some other -- I think a big thing
12 of this intersection is the reduction in pavement
13 from the old plan. There are also some grass areas.

14 If you have walked along this dirt path here, you
15 are very close to the house. It is all gravel, kind
16 of difficult to get up to Wilson's Farm. We would
17 like to install a cement concrete sidewalk, have some
18 grass strips on each side of it, make it a little
19 nicer looking but, also, the biggest thing is make it
20 accessible up to Wilson's.

21 We have to consolidate the crosswalks so
22 that the paths are shorter across Mass. Ave. There
23 would be kind of a refuge area here in the median
24 where a pedestrian can leave the side here at

1 Pleasant, come across, and then continue their trip.

2 There have been some suggestions to maybe
3 change the way the path moves through this green
4 area. If a user came up along here, they might just
5 walk right across to the crosswalk, and that is
6 something that we certainly could think about, and
7 it's -- those are things that I think the
8 neighborhood would know more about than I would, is
9 how people get around and get to Wilson's and make
10 those trips.

11 You will see -- yes?

12 UNIDENTIFIED SPEAKER: Is there going to be
13 any street lamps there, like a light?

14 TOM LOUGHLIN: Well, the street lights,
15 right now, we are not -- there won't be any new
16 streetlights, kind of post lights. The streetlights
17 will be the same that are there today where it is
18 mounted on the utility poles. So, we will look at
19 the way in which those lights are. I believe there
20 is a utility pole right now in the middle here of
21 this area and it has a light on it. So, we would
22 need to find, and I know there is a utility pole over
23 here, and down on this side, as well. So, we might
24 need to add a couple more lights to get back to the

1 same level of lighting that you have there, but that
2 is something that we will deal with as we look at
3 utilities locations and things like that.

4 UNIDENTIFIED SPEAKER: Is there a traffic
5 signal (inaudible 29:09)

6 TOM LOUGHLIN: I'm sorry.

7 UNIDENTIFIED SPEAKER: Traffic signal.

8 TOM LOUGHLIN: Yes. Let me get to that,
9 yes. So, there is --

10 UNIDENTIFIED SPEAKER: Do you want to take
11 questions or (inaudible 29:20)

12 TOM LOUGHLIN: Sure. Yes, yes. So, I want
13 to hear from every single one of you but I also want
14 to kind of get through the presentation. If there is
15 -- I am getting to the traffic signal part. These
16 black lines are the locations of the traffic signals.
17 They are overhead mast arms, and these indicate,
18 this here is indicating, this will not be the
19 markings on the pavement when we -- when the roadway
20 is finished but we are using it tonight to designate
21 bus stops and these symbols here will be here to
22 indicate the locations of the bike lanes.

23 So, I can come back to this if we have
24 questions about this in a moment, and I can -- this

1 one here is Maple Street. Maple Street has similar
2 problems, very difficult to come out Maple Street, to
3 come out and go either left or right off Maple
4 Street. Once you get past Pleasant Street, you have
5 pretty free flowing traffic here on Mass. Ave. The
6 traffic on Mass. Ave. pretty much dominates and
7 controls whether you are going to get in and out of
8 Maple or any of the other side streets, for that
9 matter, as well.

10 This is a picture that may be one in a
11 million with the number of -- the few number of
12 people that are actually there but the queuing on
13 Maple Street is extensive. If anyone here from Maple
14 Street, lives on Maple Street, we have heard that the
15 queuing gets so bad that they are honking horns, and
16 noise issues with it, as well, from people being so
17 frustrated about coming down the street. We think
18 our solution will provide gaps in this, in Mass. Ave.
19 traffic to allow people to come out.

20 I also want to say, while I am thinking of
21 it, I am not here to tell you that I am going to
22 solve all the queues on Pleasant Street and Maple
23 Street. We are just not going to do that for this
24 project, nor do we want to. If we were actually able

1 to solve the queuing on Maple Street, we would
2 probably get more people to show up because, all of a
3 sudden, it would become an available road.

4 So, what we are trying to do is manage the
5 traffic, make it safer for people to get in and out,
6 provide pedestrian accessibility across these
7 intersections. As you can see, this intersection has
8 no pedestrian accessibility except you can cross
9 Mass. Ave. right here. That's it. You cannot cross
10 Maple Street in any type of protection, be it
11 markings or signal control, or anything else. So,
12 this is an area that we find -- this is the area,
13 also, that the traffic study was performed by
14 MassDOT.

15 These are some pictures of Maple, not the
16 best pavement condition. You can see the length that
17 a pedestrian would have to travel to get across. You
18 can see the difficulty in people queuing up and
19 trying to get out of there.

20 This is our proposed design for Maple
21 Street. Same on here, the actual roundabout circle
22 came up and clips the corner of this parcel here,
23 which is 1008 or 1088 Mass. Ave.

24 UNIDENTIFIED SPEAKER: 1088.

1 TOM LOUGHLIN: 1088, and it would clip a
2 little bit of this corner over on this side here in
3 order to lay down properly and that, again, is the
4 single diameter. In order to actually handle the
5 traffic and make it big enough, we would need to
6 expand and even go a little bit further.

7 What we have tried to do here is, again,
8 take away some pavement, organize people into some
9 better lanes, provide path of travel that is shorter
10 and protected for the pedestrian. The single
11 equipment for this location would be located here
12 with a mast arm out into the middle, and then there
13 would post-mounted signal equipment around both the
14 pedestrians and for vehicles. There would be a
15 signal head on this side when you come down Mass.
16 Ave., and another signal head up on the top.

17 Another opportunity here for some
18 landscaping, no plans for exactly what that would be
19 but it is an area that would help reduce the amount
20 of pavement, reduce the moves that people would make
21 along here. You know, when there is no traffic on
22 Maple, and stuff, but this is another very fast right
23 hand turn coming onto Mass. Ave. This type of
24 geometry would slow people down, would provide gaps,

1 stop Mass. Ave. traffic, provide gaps for people
2 coming out of Maple Street.

3 UNIDENTIFIED SPEAKER: Excuse me.

4 TOM LOUGHLIN: Yes.

5 UNIDENTIFIED SPEAKER: (inaudible 34:18)

6 TOM LOUGHLIN: Could it wait until the end?
7 I just --

8 UNIDENTIFIED SPEAKER: Yes, sure.

9 TOM LOUGHLIN: The only reason is that we
10 are going to try to capture everyone's name, where
11 you live, that type of stuff, so we can really
12 associate that comment to the project.

13 So, this is Marrett Road. Existing
14 conditions here are a little bit different. It is
15 hard coming from Maple and taking a left here on
16 Marrett. Most of you may or may not know, there is a
17 small section here on Mass. Ave. A portion of Maple
18 Street is owned by the State up to about the bridge,
19 or they own the bridge and just a little bit more,
20 maybe about fifty feet, and then, they probably begin
21 ownership of Marrett Road right here again, probably
22 where we stop.

23 UNIDENTIFIED SPEAKER: What's the bridge?

24 TOM LOUGHLIN: The bridge on Maple Ave.

1 over the Minuteman.

2 UNIDENTIFIED SPEAKER: Over the bikeway.

3 TOM LOUGHLIN: Yes.

4 UNIDENTIFIED SPEAKER: Oh, way back there.

5 TOM LOUGHLIN: Yes. So, this section in
6 between Maple and Marrett Road is owned by the Town.

7 It is not owned by the State. So, there is a small
8 break in the layout. A lot of people think that is a
9 state-owned portion of roadway but it is owned and
10 controlled by the Town.

11 Here are -- we have some reduction of
12 pavement that I will show you. Again, only single
13 crosswalk here, and then there is another crosswalk
14 up out of the limits of the job right now, that gets
15 you over between the park and the other sidewalk.

16 This is our recommended location here. The
17 roundabout in this location had significant layout on
18 this parcel, this parcel, this parcel, in getting
19 that to fit. At some of our other meetings, maybe
20 people had asked about the proximity of the signals.

21 These signals would be coordinated, Maple Street and
22 Marrett Road, so that we would not just essentially
23 be pushing traffic down to one and waiting. They
24 would be coordinated in a way that would allow them

1 to make that left, head straight on into the center,
2 and manage that traffic so we are not locking up
3 Mass. Avenue. In some ways, that is exactly what
4 happens now. People can not get through Maple
5 Street, and it just backs right up all the way
6 through.

7 The signal locations for here right now are
8 located here. There are other post locations. There
9 is another mast arm on this side. We have already
10 heard from the property owner here that it would be
11 preferable if this was not in front of their home on
12 that side. That is something we can take a look at
13 and see if there is a better location that would
14 accommodate that but still accommodate the sight
15 distance that we need on the signal heads.

16 We have added three crosswalks, removed the
17 crosswalk that is over here, added in three
18 crosswalks. So, we have kind of consolidated it. It
19 will mean that folks from Rhodes Street will have to
20 come down a little ways to come across but they will
21 be given a dedicated crossing by using the pushbutton
22 on the signal to safely get across.

23 I don't think the young man is here tonight
24 but we heard from a boy at our second workshop who

1 has some extreme difficulty crossing the street to
2 get to school and other places. People have had to
3 stop in the road, actually, to stop traffic and help
4 him get across the roadway. So, different age groups
5 and different abilities have a little more difficulty
6 than someone like myself, who can find a gap, maybe
7 jog across, or something like that. We are trying to
8 accommodate everybody here, in a safe way.

9 These are some corridor plans. I do, on
10 this side, and we will stay as late as you want and
11 you can look at individual properties but this is the
12 section between Maple Street and just about down to
13 Independence. Again, this red line is the existing
14 curb line. You will see down in a lot of this area
15 here, the red line is in here, and we are actually
16 narrowing the pavement width on both sides, and we
17 will be accommodating an eleven foot travel lane for
18 the vehicle and a five foot bike lane in these areas
19 when we are adjacent to the curb.

20 These new, enlarged grass areas will give
21 us a chance to plant a new canopy. A lot of the
22 trees along here are old. They may not be the best
23 selection of tree as a street tree. Some of them are
24 some Norway Maples, which we just -- we just don't

1 want around anyway, and it will just kind of narrow
2 the road down.

3 You know, if you do drive Mass. Ave. with
4 no traffic, it is pretty wide open. It is about
5 twenty-two feet wide on both sides. Without parked
6 cars, you know, vehicles do feel a little more
7 comfortable driving pretty quickly along the roadway.

8 So, we think this is something that will change the
9 character a little bit and get people to pay
10 attention to where they are and what is the setting
11 that they are in.

12 We have shown some parking along here in
13 some areas that could be some parking on this side,
14 as well, or it could be no parking in this area. It
15 is not -- this is more residential. There isn't
16 really a need for it. For the businesses, it is down
17 further on the other end of the job.

18 So, this is a section, kind of the middle
19 section of the job. This is the crossing, a number
20 of -- you will see, again, the same case here where
21 the red line, we are coming in with the curb line,
22 still leaving space for the five foot bike, eleven
23 foot lanes on both sides but all the way down to this
24 first part of -- is that Curve Street? Yes.

1 UNIDENTIFIED SPEAKER: Yes.

2 TOM LOUGHLIN: To there is about where that
3 -- there are some other locations where that changes
4 but this is where we feel we have the need for the
5 parking to support some of the businesses that occur.

6 UNIDENTIFIED SPEAKER: Can you say what
7 those streets are there?

8 TOM LOUGHLIN: Excuse me?

9 UNIDENTIFIED SPEAKER: Where are you?

10 TOM LOUGHLIN: This here is Curve Street,
11 and this here is also Curve Street.

12 UNIDENTIFIED SPEAKER: So, are we at
13 Pleasant?

14 TOM LOUGHLIN: Yes, yes. I don't know if
15 the Town designates these differently Curve 1 and
16 Curve 2.

17 UNIDENTIFIED SPEAKER: No, one Curve.

18 TOM LOUGHLIN: It is all Curve, yes. So,
19 and again, so our next slide will kind of show a
20 little bit more of the parking areas.

21 So, this is the lower end, what I will call
22 the lower end. This is the beginning here of that
23 Curve. This is the church down by Follen, and then
24 Pleasant, and then this here is Curve again

1 reconnecting. This is Independence Street here. So,
2 this is the crossing at the school and the Follen
3 Church. We would be putting in a crossing, a
4 crossing signal here that would provide the same
5 protection that the current signal does but, again,
6 it would be a lot more efficient and a lot more
7 visible for drivers that are coming down the roadway.

8 The bike path in this area, the bike lane,
9 the parking lanes are a little bit narrower here.
10 They are about seven foot, similar to the center of
11 town, and that tried to motivate folks to pull in a
12 little closer to the curb but it also allows, in this
13 design, it gives it one more foot, a six foot width
14 in the bike lane for the bicyclists to come down and
15 to avoid any dooring, or anything that can happen.
16 When someone opens up their door, they can stay out a
17 little bit further from the parked car and would
18 drive along safer. The lane for the vehicle is
19 still, is maintained at eleven foot all the way down
20 to Pleasant Street.

21 This is something that we heard at a couple
22 of the meetings, that people would desire some type
23 of connection to the Minuteman Bikeway. The
24 neighborhood on the lower part down on this side of

1 Mass. Ave., difficult to get across but, even when
2 you do get across, it is hard to connect. The reason
3 it is so hard to connect is the sidewalk along Maple
4 on this side here is about three feet wide today and
5 within the sidewalk are utility poles and signs, fire
6 hydrants. So, it is very, very difficult for a
7 pedestrian but extremely difficult for a bicyclist,
8 and I will say a young rider, to get down there.
9 Again, a more confident rider would just go right
10 down Maple, make their connection here to a ramp that
11 takes them down to the bike path, and then they can
12 go whatever direction they want.

13 This is an idea that we are considering,
14 where we would put in a little bit wider path on this
15 side here of Maple Street, take it right up in here
16 and into the right-of-way that already exists, and
17 make a connection here. This would provide the width
18 that would be appropriate, about eight foot. We
19 would probably encourage people to walk their bikes
20 down in this area until they get back up to the lane.

21 Early mornings, you will probably find people riding
22 it but it gives that accessible path, especially for
23 young riders, and their parents, or whatever, to make
24 their way down here and get into the path.

1 It would obviously be some conversations
2 with the property owners here along Maple Street and
3 some discussions about screening, or whatever,
4 whatever issues folks in these homes, or in these
5 homes might have but it is an idea that we thought at
6 least we should present and talk about because it was
7 a concern of a lot of people on how to get to the
8 bikeway and make that accessible.

9 I just want to go back here. I want to
10 talk about some of the features of the traffic
11 signals, and then we can open it up to questions.

12 So, the traffic signals themselves. I
13 think most people are familiar with the kind of
14 darker green color that Lexington has adopted as a
15 standard. It is the signal that is in the center of
16 Town. It has kind of a fluted base and a pole. It's
17 a -- they have been installing it in many other
18 locations, Hayden Ave. in South Lexington, I think
19 Marrett and Worthern, a number of locations.

20 UNIDENTIFIED SPEAKER: There are three of
21 them on Spring Street.

22 TOM LOUGHLIN: Three of them on Spring
23 Street, as well, yes. So, it will be the exact same
24 color, the exact same style as what it is in

1 Lexington Center.

2 All the signals will be fully actuated,
3 meaning they will detect vehicles and bicyclists
4 within the lanes when, you know, there will be
5 markings for the bicyclists to be in a particular
6 location and they will be detected. The vehicles,
7 there will be zones where the vehicles can pull up
8 into and be detected.

9 All of the intersections will be accessible
10 pedestrian signals, meaning that the buttons will
11 have either vibration or other indicators to them for
12 someone who needs that assistance, someone who is
13 legally blind. They will be all actuated by
14 pushbutton. It will have a countdown so that it will
15 tell the user how much time they have left to make
16 that crossing. They will include emergency vehicle
17 preemption so that a fire truck coming to this area
18 will be able to put the signal on green and allow
19 traffic to flow, and they will get the direction of
20 travel that they need.

21 Signals will also be GPS coordinated
22 through a clock system. So, late in the night or
23 early in the morning, one, two o'clock in the
24 morning, the system will sync and they will end up

1 back on the same time again. Signals can kind of
2 slip a little bit in time. This will put them back
3 onto the same clock so that Maple Street and Marrett
4 Ave. location will stay connected and stay
5 coordinated.

6 I just have, our next steps here really are
7 make sure that we take in everyone's comments
8 tonight, and that will be our, the responsibility of
9 our stenographer here. We want to -- MassDOT will
10 compile all those. This handout that you have been
11 given on the way in is, on the back, there is a two-
12 sided sheet, a place for you to write some comments
13 and mail it in.

14 UNIDENTIFIED SPEAKER: Are there any more
15 of those?

16 TOM LOUGHLIN: There are -- I am not sure
17 we have any more here tonight but this is still
18 available.

19 UNIDENTIFIED SPEAKER: Where can I find it?

20 TOM LOUGHLIN: It is on the MassDOT web
21 site, and it will be there for at least ten days
22 after this hearing, as well. MassDOT would like you
23 to try to get your comments in within ten days but I
24 know they consider them beyond that. You know, we

1 understand that you have other things to do and, you
2 know, this is important, as well, but -- and your
3 comments will be brought together. We will probably
4 end up with a meeting with Shawn and the Town. We
5 will go over the issues. We will consider how these
6 affect the goals of the projects, and then, we will
7 make modifications based on the comments we get, and
8 the standards that we need to follow that are
9 dictated to us by Federal Highway, MUTCD, MassDOT,
10 which are usually based on a safety element or a
11 requirement for some of the bike and pedestrian
12 things that MassDOT has had a real heavy focus on in
13 the last few years.

14 UNIDENTIFIED SPEAKER: Is this presentation
15 available?

16 TOM LOUGHLIN: We can make this available
17 on the Town site, right, Dave?

18 DAVE CANNON: Yes, this will be -- we will
19 put this up on the Town's web site tomorrow and, if
20 you go to the Town's web site now, there is a link to
21 MassDOT web site, too, and you can download any forms
22 that you want.

23 TOM LOUGHLIN: Oh, great.

24 DAVE CANNON: So, that can be found through

1 our web site, also.

2 SHAWN HOLLAND, MODERATOR: We will get a
3 transcript, a written transcript, and we can do, we
4 can forward that to the Town, and they can post it on
5 their web site, or whatever they want to do with it
6 and, also, a lot of times we can email it to people.

7 Sometimes it is a little bit long so it is hard to
8 email but, if the Town could put it on the web site,
9 that would be great.

10 UNIDENTIFIED SPEAKER: It may be on there
11 and I may not have seen it but the diagram is on the
12 MassDOT web site but we didn't see these presentation
13 ones that show more detail.

14 SHAWN HOLLAND, MODERATOR: That we don't
15 put on the web site, no.

16 UNIDENTIFIED SPEAKER: Okay. So, is that -
17 -

18 TOM LOUGHLIN: That would be on the Town's
19 web site, and I --

20 DAVE CANNON: These graphics actually are
21 on the Town's web site. So, if you go to our web
22 site, it will have all the graphics that are here.
23 It will have this presentation tomorrow. Right now,
24 it is the presentation from the previous public

1 meeting is what is there now. We will put this one
2 up tomorrow, and it also provides links to the DOT
3 web site.

4 TOM LOUGHLIN: So, that is my presentation.
5 I think, Shawn, do you want to talk for a minute?

6 SHAWN HOLLAND, MODERATOR: Yes. Before we
7 open up for public comments and questions, as Tom
8 eluded to, we have a transcript, verbatim transcript.
9 So, if you could stand up and let us know, provide us
10 your name and spell your last name, that would be
11 great. You can tell us what your address is, if you
12 want, or if you have any kind of affiliation. That
13 way, we can make sure it is all documented in the
14 transcript and we will have a microphone we can hand
15 to people, especially at the back of the room, and
16 then, normally before I open it up to everybody,
17 normally I would like to ask if there are any elected
18 officials in the audience, to have them go first, and
19 then I will open it up to everybody in the audience.

20 Oh, yes, I should mention that we did
21 receive some comments in advance of the hearing from
22 the Historic Commission. They had some questions and
23 comments. Specifically, it was the feasibility of
24 using roundabouts versus signals, and they had some

1 questions on the street signal design. So, if
2 anybody wants to see that, we have a copy up here.

3 Is anybody in the audience an elected
4 official that would like to go first?

5 UNIDENTIFIED SPEAKER: What kind of elected
6 officials?

7 SHAWN HOLLAND, MODERATOR: Normally, we
8 like to ask elected officials to go first.

9 MICHELLE CICCOLO: Hi there. My name is
10 Michelle Ciccolo, C-i-c-c-o-l-o. I am a member of
11 the Board of Selectmen. Thank you for the
12 opportunity to comment on the Proposed Mass. Ave.
13 Roadway Reconstruction Project.

14 The Board of Selectmen has consistently
15 voted to support proceeding with this project, and
16 featured it as part of their commitment to Complete
17 Streets projects in the 2014 Lexington Town Report.
18 This area has long been a challenge for pedestrian
19 and bike safety and is a heavily traveled regional
20 corridor by the motoring public.

21 The three intersections included in this
22 project are frequently congested and the Mass. Ave.
23 and Maple Street intersection has the second highest
24 accident rate in the Lexington. In a few short

1 weeks, the Town expects to open its new Community
2 Center at 39 Marrett Road, which we expect will lead
3 to yet more travel in this corridor by all
4 transportation modes. Mass. Ave. is also a key
5 transit route hosting the MBTA's bus routes 62 and
6 76.

7 While we recognized the design is still in
8 an early stage and this could impact the level of
9 resident support for the project, still to date there
10 has been broad community support to proceed. Town
11 Meeting unanimously approved five hundred thousand
12 dollars in funding last year to bring this project to
13 final design.

14 Just this last month, Lexington Town
15 Meeting approved, without opposition, a resolution
16 calling on the Board of Selectmen to take urgent
17 action to address town-wide bike and pedestrian
18 safety needs. That same night, Town Meeting also
19 voted, without opposition, to accept Section 1 of
20 Chapter 90-I of the Mass. General Laws related to the
21 Commonwealth's new Complete Streets program.

22 We view the proposed Mass. Ave. Roadway
23 Reconstruction Project as an integral element of
24 responding to the community's desire for safe multi-

1 modal infrastructure and support advancing this
2 project. Thank you.

3 SHAWN HOLLAND, MODERATOR: Thank you very
4 much. Yes, sir.

5 RICHARD CANALE: Hello. My name is Richard
6 Canale. The Town of Lexington is one of the twenty-
7 two members of the Boston Metropolitan Planning
8 Organization, and I am the Selectmen designated to
9 that group, and just want to give a little bit of
10 context in terms of some of the things you heard a
11 little bit earlier and why we are now talking about
12 2016 rather than 2019 or 2020.

13 So, there is about seventy million dollars
14 a year that is allocated by the Federal Government
15 and the State to fund projects like this. We were
16 hoping to get into the Transportation Improvement
17 Program to fund this in like 2019, and the project --
18 and there is another thing that we probably should
19 link to, is on the Boston MPO web site, Boston
20 MPO.org, is like a fifteen page narrative of this
21 program that talks about what it will accomplish more
22 than some of the diagrams, as well, and I would
23 suggest you go to that, but the staff to the MPO
24 looks at projects within the hundred and one

1 communities, and there's probably about three hundred
2 that the different communities put up to get funding
3 like this.

4 This year, the MPO scored like fifty couple
5 projects, and Lexington, this project scored
6 extremely high. It was the seventh highest ranked
7 project in the hundred and one communities, and
8 because of, I think, everything you have seen here.

9 The issue is where it would fit into to get
10 funding, and there were two projects that were
11 scheduled initially to be funded in 2016, and what
12 happened is they are not going to be ready to be put
13 out to bid by September of next year because of a
14 number of reasons, one of which is that they didn't
15 get support because they didn't make adequate bicycle
16 and pedestrian accommodations, and so, they are going
17 to be pushed back a year; and so, there was an
18 opening for ten millions dollars, and staff went
19 through, looked at the rankings, checked with MassDOT
20 and said, which projects might be ready, and the
21 answer was that they felt that this project would be
22 ready to be bid out by September of next year.

23 The other thing I would -- so, what will be
24 happening is that there will be a draft

1 Transportation Improvement Program that is going to
2 be put out in the street. It will be out for public
3 comment. In addition to commenting on the twenty-
4 five percent, there will be another place for you to
5 comment, too, and we will talk about that later.

6 So, I think in terms of -- let me just put
7 on one other hat for a second because I am also Chair
8 of the Battle Road Scenic Byway, which I think you
9 have indicated goes through -- is contiguous with
10 this. The Federal Government gave the four towns
11 money to do a Corridor Management Plan, and this plan
12 that you see before you is very consistent with what
13 the Corridor Management Plan says in terms of the
14 kinds of accommodations that you are going to make.

15 I think the Committee would rather have
16 seen roundabouts rather than lights, and so, I think
17 one of the things that would help, I think, assuage
18 some concerns that you see is, if we can put up more
19 material on the web site, like the results of the
20 trans -- of the roundabout tool, the report, to show
21 why that was not the preferred solution. I think
22 that would, you know, so if we have facts to say why
23 we are doing it, I think that is going to be
24 extremely helpful because I know there are a lot of

1 concerns about why this and why that. We see the
2 little dots and it doesn't make sense, and so, I
3 think the more data we can have, I think the more
4 that is going to help.

5 So, but I urge everyone to chime in, to say
6 what you like, what you would like to see changed,
7 and to try and get the project pushed along so that
8 we can get it approved at the twenty-five percent,
9 and that we can get it pushed to the seventy-five
10 percent, and hundred percent so that it can be bid
11 out. Thank you.

12 SHAWN HOLLAND, MODERATOR: Thank you very
13 much. You are next, promise. Ladies first.

14 UNIDENTIFIED SPEAKER: Thank you. We have
15 got (inaudible 58:07)

16 SHAWN HOLLAND, MODERATOR: Oh, you want --
17 oh, I'm sorry. You go first.

18 CHARLES HORNIG: I'm Charles Hornig, H-o-r-
19 n-i-g. I am the Chairman of the Planning Board, and
20 I just want to reiterate, like the Selectmen, the
21 Planning Board has supported improvements in this
22 area for quite a few years now. The Planning Board
23 has, for a long time, been very committed to safe and
24 adequate accommodations for both pedestrians and

1 bicyclists. That was reinforced by the things we
2 heard in our Town Meeting this last spring, and we
3 very much support the sorts of improvements we see
4 here that are going to provide a safe, safe routes
5 for these people that don't exist now but, other than
6 that, I will leave it to everyone else here.

7 SHAWN HOLLAND, MODERATOR: Any other
8 elected officials? Okay.

9 REVEREND CLAIRE FEINGOLD THORYN: Thanks so
10 much. I am Reverend Claire Feingold Thoryn. I serve
11 Follen Community Church at 755 Mass. Ave., and just a
12 show of hands. I know we have a lot of Follen people
13 here. Raise your hand. Yes, and we also have Paul
14 Menz, who is the Director of Facilities - is that
15 correct - at the Waldorf School. So, we care very
16 much about this section of Mass. Ave. We have seen
17 people be at risk, and I really commend you for the
18 safety work and, if this is only twenty-five percent
19 done, it seems like a lot of work goes into twenty-
20 five percent. So, thank you very, very much. All of
21 these intersections have been very dangerous.

22 So, my main concern is for my people. I
23 understand that the fatality there was actually out
24 front of Follen Church because our parking lot is

1 across the street. So, we have people regularly
2 crossing, also people who park there to go to and
3 from the Waldorf School crossing that street and, as
4 you know, that crosswalk is very slow and long, and
5 so, my main concern is how safe will that crosswalk
6 be if it is not an actual red light? I know that
7 yellow lights, cars just don't really slow down for
8 them. So, how will that light actually help people
9 cross the street?

10 And my other question is parking. We have
11 people park quite a bit on Mass. Ave. to come in and
12 out of church. On a Sunday, we might have five
13 hundred or more people going to and from Follen
14 Church, crossing that street from the parking,
15 parking around the Waldorf Circle, parking on the
16 street. So, those are my main concerns, safety and
17 parking, and thank you so much for all your work.

18 SHAWN HOLLAND, MODERATOR: Tom, do you want
19 to talk about the signal?

20 TOM LOUGHLIN: So, the signal will be a --
21 it will start out as a, when someone presses the
22 button, it will become a flashing yellow, which will
23 go to a red, and then, after the crossing time has
24 cleared, it will go to a green, and then it will go

1 blank.

2 REVEREND CLAIRE FEINGOLD THORYN: Is it a
3 solid red or flashing?

4 TOM LOUGHLIN: It will be a solid red that
5 stops the vehicles and requires them to stop. Yes,
6 sometimes just the flashing yellow is not always
7 enough to get every driver's attention, and the
8 driver -- I mean the pedestrian kind of needs to make
9 eye contact with the driver to make sure that they
10 have stopped, and those types of things. Let me
11 address what, you had another question.

12 REVEREND CLAIRE FEINGOLD THORYN: Parking.

13 TOM LOUGHLIN: Parking, yes.

14 REVEREND CLAIRE FEINGOLD THORYN: Is there
15 going to be a limit on parking?

16 TOM LOUGHLIN: So, right now the parking
17 there, it just barely fits, really. So, we have kind
18 of taken, narrowed the lane width, been able to add
19 the bike. In that area, we have had to eliminate
20 some of the grass strip. Some of the grass strip
21 down there is a foot, eighteen inches. It is more of
22 a dirt strip because it just is difficult to grow the
23 grass in that narrow bit of an area.

24 So, we have taken that away and been able

1 to provide the bike lane, a travel, and appropriate
2 parking width for the vehicles because there is quite
3 a bit of traffic there, not only on, you know, when
4 there are services for both of the churches but I
5 believe you hold a fair in the fall, and there are
6 other activities at the school, and those types of
7 things like that, so, yes.

8 SHAWN HOLLAND, MODERATOR: Yes, sir, back.

9 Yes, yes. I meant to be something of a
10 Johnny Come Lately here. My name is Gerald Lanson,
11 L-a-n-s-o-n. I live at 1122 Mass. Ave. directly
12 between Maple and Marrett, and I am going to be a
13 Johnny Come Lately to this. There is no question,
14 having taken the 62 and 76 many times, that it is a
15 bit of an adventure. You are taking your life in
16 your hands to cross the street, granted, and I am
17 aware, obviously, of the traffic problems in the area
18 and, of course, some accidents on Maple, and seem
19 some.

20 That said, I have some personal concerns
21 that I wanted to express. One of them is, as I hear
22 this, it sounds like we are both narrowing the
23 pavement and adding bike lanes and I am concerned
24 that that might increase traffic rather than decrease

1 traffic. Am I wrong about that?

2 SHAWN HOLLAND, MODERATOR: If you narrow
3 the lanes, we still have the same for parking.

4 GERALD LANSON: Yes. Oh, yes. You have
5 the same (inaudible 1:03:14)

6 SHAWN HOLLAND, MODERATOR: Yes.

7 GERALD LANSON: I am concerned about the
8 traffic lights at both Maple and Marrett. I am
9 concerned and, particularly given that you also have
10 a pedestrian button where you can stop traffic, I am
11 concerned that we will end up with just one more sort
12 of massive log jam which will be between Marrett and
13 Maple which, yes, I admit is in front of my house.
14 Not that we are without traffic now but I am worried
15 that that could actually heighten and increase the
16 traffic at that spot.

17 TOM LOUGHLIN: Well, I wouldn't say that
18 what we are going to do is going to increase traffic.
19 I don't think--

20 GERALD LANSON: I figured you would say
21 that.

22 TOM LOUGHLIN: Well -- well, let me use the
23 comparison of, just because we put pavement down
24 doesn't mean we get more rain, and it is kind of the

1 same thing. We are not attracting people to this
2 area because we are putting signals in. We are
3 better managing the way in which they flow through
4 the area, and providing the opportunity for people to
5 come out of the approach streets, and the driveways.
6 We heard quite a bit in the last two meetings about
7 the difficulty of getting out of their driveway,
8 making a left hand turn especially, coming out of a
9 residential driveway onto Mass. Ave.

10 The signals will provide those gaps that
11 people will need. You still need to wait. You still
12 need to be cautious about coming out, but there's
13 going to be opportunities to do that, and it is the
14 same getting out of Maple, Marrett, Pleasant. The
15 opportunities are going to be for the vehicles to
16 come onto the street, make a safe movement, and have
17 a little more organization to the way the traffic is.

18 Again, I do not want to say that we are going to
19 correct the problems of queuing traffic and the
20 volume of traffic along Mass. Ave.

21 GERALD LANSON: You don't expect it to be
22 worse between Marrett and Maple.

23 TOM LOUGHLIN: I don't expect it to be
24 worse, no.

1 GERALD LANSON: A few more quick ones if I
2 may because I know that a lot of people are waiting.

3 If I understood you, there will parking put on Mass.
4 Ave. at that point further down. Is that correct?

5 TOM LOUGHLIN: The parking is on the
6 Pleasant Street end of --

7 GERALD LANSON: Further down, yes.

8 TOM LOUGHLIN: Yes.

9 GERALD LANSON: And the last thing I wanted
10 to ask, I heard the bid is going out in September. I
11 wanted to ask you what hours the work can go on, and
12 how long the work can go on do you anticipate once
13 the work starts? How long will it take? What hours
14 will the work be done?

15 TOM LOUGHLIN: This particular type of job
16 would mostly be run on MassDOT standard construction
17 schedule, which would be five days a week, eight
18 hours a day, typically seven thirty to three thirty,
19 and there would probably be a minimum amount of work
20 allowed during commuter times unless the contractor
21 can provide a way to provide that two lanes of
22 traffic and allow the flow of traffic through the
23 area.

24 There could be times when it is best for

1 some construction to occur on some early mornings and
2 Saturday or Sunday, maybe when signal equipment gets
3 placed or just some other activities that could be
4 done quicker and easier with minor interruption but
5 all of that would be coordinated with the district
6 and the town to make sure that that is going to be a
7 benefit to the job, and those things like that.

8 UNIDENTIFIED SPEAKER: As far as duration,
9 do you know?

10 TOM LOUGHLIN: Construction duration we
11 have not calculated but, offhand, I would say two
12 years probably, two seasons, and that would be the --
13 the bulk of the messy work would occur in the first
14 year, and then, the second year would be putting the
15 final top coat on, putting the markings on, finishing
16 off the sidewalks, those types of things. So, it is
17 two years of digging up the road and those types of
18 things.

19 AVRAM BASKIN: So, it was --

20 UNIDENTIFIED SPEAKER: Could you state your
21 name, please.

22 AVRAM BASKIN: Sure. Avram Baskin, and I
23 live at 43 Carville Avenue in Lexington, and my
24 questions are, so the first one is, this seemed

1 unclear. Are the lights -- are the new lights only
2 going to be pedestrian activated or are they going to
3 be automated lights like the lights at the end -- the
4 other end of Maple Street? So, are they going to be
5 cycling periodically?

6 TOM LOUGHLIN: The three locations,
7 Pleasant, Maple and Marrett, will all be what we will
8 call a normal roadway traffic signal. So, vehicles
9 will stop at it. They will have a cycle that is
10 timed, and the vehicles will be detected as they
11 come, and they will be given a green time to take
12 lefts and rights, and straight, whatever the
13 movements are allowed.

14 AVRAM BASKIN: So then, in that case, I
15 have a number of concerns. One is that, since I live
16 in Liberty Heights, this seems like somebody --
17 something that is going to drive more traffic through
18 Liberty Heights to avoid these lights.

19 TOM LOUGHLIN: And to my benefit, I am not
20 familiar with Liberty Heights.

21 AVRAM BASKIN: Liberty Heights, so --
22 Liberty Heights, if you are heading towards Lexington
23 Center from Arlington --

24 TOM LOUGHLIN: Okay.

1 AVRAM BASKIN: Liberty Heights would be, it
2 is the left turn before Pleasant Street. That is Oak
3 Street, and then, I live off of Oak Street, and I
4 believe it was already mentioned that there is
5 already some traffic doing that anyway. I think this
6 is going to drive more traffic through a residential
7 neighborhood.

8 The second one is that -- I guess my other
9 question is, so you correctly pointed out, I am a
10 cyclist. You correctly pointed out that making that
11 left turn onto Pleasant Street, especially during
12 rush hour, is a technical turn, not for the faint of
13 heart. So, how are these changes going to facilitate
14 making that left turn?

15 TOM LOUGHLIN: Well, there will be -- the
16 bicyclists will need to obey the same traffic laws
17 that the vehicle does. So, they will be stopping at
18 the stop line, and they will be making a left turn as
19 they get the green time to make that left.

20 AVRAM BASKIN: So, you are now requiring
21 the cyclist to cross the lane of traffic where the
22 cars are to make that left turn as opposed to the
23 current situation, make any of the left turns, where
24 an experienced cyclist pulls out into the lane

1 because, otherwise, they probably shouldn't be riding
2 there, and you pull out into the lane and you make
3 the turn just like a car does. So, it seems --

4 TOM LOUGHLIN: That is what the cyclist
5 making the left hand would do. The cyclist going
6 straight through the signal would stay in the bike
7 lane and continue straight through. So, that -- and
8 there will be indicators at the stop line that show
9 the bicyclist where to be and the vehicle, you know,
10 where to share that lane.

11 AVRAM BASKIN: I guess my comment is, I
12 agree with the desire or whatever the committee was
13 that was stated, that I would much rather see traffic
14 circles there than lights. I would strongly urge
15 having lights there that can be pedestrian activated
16 but I honestly do not see how this is going to do
17 anything except increase stops, increase the flow of
18 traffic through my neighborhood and probably other
19 neighborhoods, as well, and I just don't see these
20 lights as being a good idea at all. Thanks very much
21 for your listening.

22 TOM LOUGHLIN: Sure. The reason that we
23 feel that cut-through traffic is happening up in that
24 neighborhood is because the queue is so long on

1 Pleasant Street that people avoid it. So, if we
2 provide opportunity for people to get out of Pleasant
3 Street, and make those lefts and right turns, we will
4 reduce that queue length. We will also put an
5 expected time that someone might wait on Pleasant
6 Street rather than that unexpected time because it is
7 -- everyone leaving Pleasant Street has a different
8 level of comfort. The size of the gap they need to
9 feel comfortable to pull out is different for
10 everyone. So, the drivers are frustrated and that is
11 where they find the cut-through traffic as the
12 option.

13 AVRAM BASKIN: Well, the --

14 TOM LOUGHLIN: I don't think it will
15 increase. I do hope that it will improve but I don't
16 think it will increase.

17 AVRAM BASKIN: So, the problem with that
18 assumption is that, if you are wrong, it is too late.
19 The cows are out of the barn and the traffic is
20 going through Liberty Heights.

21 TOM LOUGHLIN: No, the --

22 AVRAM BASKIN: Are you going to take back
23 the changes if you turn out to be wrong?

24 TOM LOUGHLIN: No. The signal is adaptable

1 in the sense that we can change the timing and use
2 that to our benefit to adjust to how drivers adjust
3 to the way that this happens.

4 AVRAM BASKIN: I remain skeptical.

5 TOM LOUGHLIN: Okay, and that's an opinion
6 I think others share, and we have heard that, and --

7 UNIDENTIFIED SPEAKER: I share that.

8 TOM LOUGHLIN: -- it is something that we
9 still need to consider.

10 ALEXANDRA BARCH: My name is Alexandra
11 Barch. I live on Follen Road between Locust and
12 Dawes, and my family has lived there since 1968.
13 Follen Road is extremely dangerous. It has no
14 sidewalks. Kids have to walk there, down Follen
15 Road, to go to Bowman School. They have to walk
16 there to go to Clark Middle School, and they have to
17 walk there to go to High School and literally, when
18 my daughter was young, we would sprint to the
19 intersection to get out of the road. When there is
20 snow on the ground, you cannot get out of the road.

21 Now, my concern is this, what you have
22 designed here, where Follen Road is already being
23 used as a cut-through for Mass. Ave., this will
24 extremely exacerbate it. Everybody coming west on

1 Mass. Ave. can avoid all your lights by doing a quick
2 right on red at your Marrett Road light, left on
3 Follen Road, scream through at fifty miles an hour
4 because there is not even a stop sign on Follen Road,
5 and get to the other end of Pleasant, and then, if
6 they want to go down Mass. Ave., they have got
7 another right on red, or they can go down Pleasant
8 Street. Boom. Fifty mile an hour traffic every day,
9 all day.

10 Same thing if they are coming west on
11 Marrett Road, on Route 2A, they will never go through
12 your lights. A hundred percent of the time, they
13 will scream through Follen Road. If they are going
14 west down Pleasant Street, they will never go through
15 your lights. They will take a left. They will
16 scream the other way down Follen Road at fifty miles
17 an hour; and, even if they are going to go down Mass.
18 Ave., it is far faster to scream down Follen Road.
19 Then they can take a right and do one light there.
20 So, this is going to be a disaster for those of us on
21 Follen Road.

22 I have one neighbor here with me. I have
23 many other neighbors who are extremely concerned and
24 couldn't come. So, my only question is how can we

1 stop this project? (applause)

2 UNIDENTIFIED SPEAKER: We have got one
3 right here.

4 MIKE MOONEY: Yes. I'm sorry. Yes. Mike
5 Mooney, 1145 Mass. Ave. Traffic light would be right
6 in front of my house. Okay. My family has owned
7 that home since 1953, and my dad was a physician and
8 had his practice in the house. My wife and I bought
9 the house in '93. So, I have been living on that
10 corner, well, you do the math. It has been in the
11 family for sixty years.

12 My concern and my questions are, I am
13 noticing we have a bus stop on one side closer to the
14 Tower Park. We had two children that went to Bowman,
15 that went to Clark and, yes, they had difficulties
16 crossing the street. My question is the school bus
17 stop was at the corner of Rhodes Street. That is
18 where the T bus stop is. In your new projection, the
19 crosswalk that is there is now moved down directly in
20 front of my home and my neighbor's home, Gentini.
21 So, are the bus stops moving or will the bus stops
22 still be at the corner of Rhodes, and do you
23 realistically think that somebody who wants to go
24 across the street to get to Tower, or a kid trying to

1 go to Clark, is going to get off at Rhodes, walk up,
2 and cross over? I don't think that is going to
3 happen.

4 My other question I have, how do you get
5 into the gas station? Since you have a big green
6 space, what are you going to do? How are people
7 going to get in and out of that gas station which has
8 been on the corner of Maple and Marrett Road since I
9 was a kid? We never tried a stop sign at the end of
10 Marrett Road. They never tried a stop sign merging
11 Maple to Mass. Avenue. It is yield and that is what
12 people do. They yield. They just keep going.

13 Today, as I was coming down Mass. Ave.,
14 yes, there was another kaboom from Marrett to Mass.
15 Ave. because you have a yield so you have a car
16 that's moving and a car behind. With the use of cell
17 phones and texting, and people don't pay attention,
18 okay, and a lot of drivers are rude, there is no
19 consideration, we are texting, we are busy, we are
20 impatient. So, I am really wondering like how I get
21 in the gas station now.

22 TOM LOUGHLIN: So, I will work backwards
23 from that question.

24 MIKE MOONEY: Okay, but my biggest concern

1 is how do I get in and out of my driveway when I have
2 got a signal that is going to be green, two that are
3 red, one turns green. That is going to turn red.
4 The next one is going to turn green. When do I get
5 out? At midnight or 6:00 a.m.?

6 TOM LOUGHLIN: So, let me address this one
7 and then we will walk to the other intersection and I
8 will address the other ones. So, the gas station
9 here, been there quite a while, a long time, I agree.

10 Right now, these breaks in these red lines show the
11 access points. There is one driveway opening here.
12 The pumps are right in this area. There is another
13 access point here, and there is a third access point
14 up here.

15 This access point is right in the
16 intersection, different in and out, especially with
17 the line queuing. So, we are going to close off this
18 access point here, and leave these access points on
19 the far end, so people can come in and exit on this
20 end, and come in and exit on this end, and they won't
21 be coming in and out into the middle of the
22 intersection.

23 MIKE MOONEY: Okay.

24 TOM LOUGHLIN: These are discussions that

1 we will have with the station owner and make sure --

2 UNIDENTIFIED SPEAKER: I'm right here.

3 TOM LOUGHLIN: I'm sorry?

4 UNIDENTIFIED SPEAKER: He is saying he is
5 right there.

6 TOM LOUGHLIN: So, there you go.

7 UNIDENTIFIED SPEAKER: How do you expect a
8 seventy-five foot tanker to pull in?

9 TOM LOUGHLIN: Those are some discussions
10 we are going to have with you, and what -- well, what
11 vehicle type do you take there? How often do they
12 come? When are your movements, stuff like that. So,
13 operationally, that is an important part and we want
14 to talk to you about.

15 UNIDENTIFIED SPEAKER: Can you make a right
16 hand turn out of this?

17 TOM LOUGHLIN: So, let me finish with this
18 gentleman and then you will be next. Okay. So, I
19 think that -- does that address here?

20 MIKE MOONEY: Yes, I guess so. I feel bad
21 for the guy who owns the gas station.

22 UNIDENTIFIED SPEAKER: You still don't know
23 how you are going to get out of your driveway.

24 MIKE MOONEY: I am still wondering how I am

1 going to get in and out of my driveway but, question
2 two, the red line that is showing right there on your
3 site plan, is that where the existing road is now?

4 TOM LOUGHLIN: Yes, it is. That is the
5 curb line of the existing road.

6 MIKE MOONEY: So, that is existing curb
7 line.

8 TOM LOUGHLIN: That's right.

9 MIKE MOONEY: So --

10 TOM LOUGHLIN: So, all of this here --

11 MIKE MOONEY: So, where is it going to be?

12 TOM LOUGHLIN: The existing curb line right
13 now runs right along here, and the new line, it will
14 be out a little bit here but then, when it gets to
15 this point, the new curb line will come out into the
16 existing pavement, and this will become, I will call
17 it green space, but it is kind of an unidentified
18 use. There are opportunities here to do a lot of
19 things. We have left it green as not being pavement,
20 not being traveled way but, we will need to discuss
21 with the Town what uses they want to use that for.

22 MIKE MOONEY: Well, my biggest concern is
23 where are the bus stops? Are they still going to be
24 where they are, at the corner of Rhodes, and are they

1 --

2 TOM LOUGHLIN: In this location, there is a
3 bus stop right here.

4 MIKE MOONEY: Okay.

5 TOM LOUGHLIN: There have been slight
6 changes to the bus stop, and that is some further
7 detail that we need to work out with the MBTA.

8 MIKE MOONEY: Okay, but --

9 UNIDENTIFIED SPEAKER: We have to look at -

10 -

11 MIKE MOONEY: Shifting down to --

12 UNIDENTIFIED SPEAKER: Go to Marrett.

13 MIKE MOONEY: Marrett and Mass. Ave., where
14 are the bus stops? Are they still going to be where
15 they are right now because, you see, your bus stop is
16 at the corner of Rhodes, and that is where my kids
17 pick the school bus up.

18 TOM LOUGHLIN: Yes. Okay. That's correct.

19 So, we are proposing and working with the MBTA to
20 move them down to this area here, on this side of the
21 street and over here on this side of the street, and
22 to get them out of this area here.

23 UNIDENTIFIED SPEAKER: That is where the
24 people live.

1 MIKE MOONEY: But that's -- exact, and
2 that's my point. If the bus is going to stop at
3 Rhodes, do you really think that they are going to
4 walk down the pathway and then cross over?

5 TOM LOUGHLIN: Well, if we move the bus
6 stop to here, the bus won't be stopping at Rhodes.

7 UNIDENTIFIED SPEAKER: You are talking
8 about the MBTA.

9 MIKE MOONEY: That's the MBTA but the
10 school bus. I am talking about school bus but I am
11 also talking about MBTA, too.

12 TOM LOUGHLIN: School bus, okay. We would
13 have to work that out with the Town on those bus
14 locations and pick-ups and stuff, but I would agree
15 that school kids probably should stay at their
16 street, not walk some great distance, and that is a
17 single pick up and drop-off. It is not every twenty
18 minutes, fifteen minutes, what frequency the T would
19 have on their route.

20 As far as your driveway, what we would need
21 to do is install signal heads. That would allow you
22 detection zones in your driveway so that, when you
23 want to come out, you would be detected by a camera
24 that would pick up your position, and then you would

1 be given a green light to come out. (applause)

2 MIKE MOONEY: I don't know if I want to be
3 on camera.

4 TOM LOUGHLIN: So, you actually would have
5 the best access on Mass. Avenue, to get in and out.

6 MIKE MOONEY: Well, I have to say, you know
7 what? I am not for it. I do understand the concerns
8 about traffic and everything. I am not a fan.

9 TOM LOUGHLIN: Right, and I heard earlier
10 when we spoke in the back your concern of the mast
11 arm in front, and we will try to look at
12 repositioning that and doing the best we can to get
13 it out of your view.

14 MIKE MOONEY: Thank you.

15 TOM LOUGHLIN: You're welcome.

16 MICHAEL MARTINETTI: Hi there. I am
17 Michael Martinetti. I am here representing the
18 Commission on Disability, and they have two points.
19 One, the overwhelming message that we want to get
20 across is safety. So, if this plan is safe for
21 pedestrians and cars safer, we are in favor of
22 safety; and, second, they wanted to make sure that
23 you considered all the options. Do we need a light
24 at every intersection? You know, roundabouts,

1 everything. I am assuming you did.

2 On a personal note, I know you are getting
3 a lot of heat tonight. I think you are doing a great
4 job and that, you know, this does not represent the
5 whole town. There is a lot of self-interest here,
6 which is fine, and I know you have got a long way to
7 go to figure out the things you have heard tonight.
8 I hope you do it. I think it is fantastic, and that
9 change is needed because today, if anyone was on our
10 streets, it was a nightmare. It took me twenty-five
11 minutes to go from Five Fields to Town Hall. Thanks.

12 DAWN MCKENNA: So -- I'm sorry. I am over
13 here. I think the two staff members are giving out
14 microphones, so --

15 UNIDENTIFIED SPEAKER: Oh, okay, yes.

16 DAWN MCKENNA: So, I am Dawn McKenna. I am
17 at 9 Hancock Street and, just for everybody who knows
18 that I am a Town Meeting Member and Chairman of the
19 Tourism Committee, I am speaking only on behalf of
20 Dawn McKenna. Okay? Just to be clear.

21 So, one thing I want to put on the record
22 with all of these intersections and I don't live at
23 any of these intersections, so I don't have personal
24 self-interest, is that I do think there is sidewalk

1 over -- crosswalk over-build here. We are going from
2 a situation where the crosswalks aren't in the
3 intersection. They have been purposely moved away
4 from the intersection over time, and do we really
5 need a crosswalk on both sides of the intersection
6 because, if somebody is walking along there, they are
7 walking along there, and I think this is true in all
8 of the proposals that you have put forward.

9 I also asked a question of Mr. Lucy before,
10 is what are the pedestrian crossing statistics at
11 each of these intersections? Did somebody do an
12 actual count?

13 TOM LOUGHLIN: Pedestrian counts?

14 DAWN MCKENNA: Pedestrian counts.

15 TOM LOUGHLIN: Yes, we do have pedestrian
16 counts and, Sam, I don't know if you have those with
17 you tonight, on each of the crossings, but I believe
18 he does and we can get those for you.

19 DAWN MCKENNA: Well, and if you can make
20 those available for everybody so we can see because -
21 -

22 TOM LOUGHLIN: I will tell you, it is
23 pretty heavily traveled, and it would probably be
24 more heavily traveled if it had a little more access

1 for all users. There are some difficult spots around
2 here on these sidewalks that make it hard to pass by.
3 I know it is very difficult for the Town to get their
4 plow down these pathways, as well, especially between
5 some of the stonewalls and the trees, and the signs,
6 and different things like that.

7 So, our goal is to try to make a five foot
8 minimum sidewalk, and a six foot where we can get it,
9 and make sure that all the locations are handicap
10 accessible.

11 DAWN MCKENNA: So, the other thing that I
12 wanted to say, personally, is Michael Mooney and I
13 grew up in the same era. Our fathers were two of the
14 people who founded the Greek Church, and I think one
15 of the things that we need to think about is what the
16 appropriate balance is because I agree that we need
17 to improve anything that would improve crossing for
18 bikeways and for pedestrian but we are fundamentally
19 as a historic town. We are not a city.

20 This proposal, to me, feels like you are
21 creating a city in one of our most beautiful
22 corridors in Lexington and I will (applause) --
23 although I am not speaking on behalf of the Tourism
24 Committee, I have worked with Tourism and the Tourism

1 industry for Lexington's benefit for a long time; and
2 so, personally, my personal belief is that, first of
3 all, you need to understand that there is a reason
4 why the stop is where it is, and it had to do with
5 our work, with the MBTA over a long period of time to
6 get them to put an appropriate stop where visitors
7 would use the museum because coming out of Boston is
8 very difficult for visitors, and it has been a huge
9 economic development engine for us. So, that is
10 important for you to know.

11 It is also important for you to know that,
12 just to the left of those houses as they end there,
13 the Town has invested a lot of time and energy, and
14 citizens and others have invested a lot of funds to
15 build what is called Antony Park, which is in honor
16 of our French Sister City of Antony, France; and so,
17 again, to sort of over-build this intersection when
18 we purposely picked that area because of its serenity
19 is a concern to me personally.

20 There will be a presentation before the
21 Tourism Committee so you can get their discussion as
22 a whole but me, personally, I understand why you
23 created what you have created and I think that your
24 engineering work is very valuable and with all the

1 right intentions but I personally want to put on the
2 record that I think what you are creating is you are
3 changing the character of the Town, and that is a
4 conversation that I think the Selectmen need to have
5 in terms of how do we balance the needs of some of
6 the traffic pieces, especially in a case where these
7 intersections comparatively are not as big of a
8 safety concern as other intersections in Town. So,
9 thank you very much.

10 TOM LOUGHLIN: And, you know, I understand
11 your point, and we have heard that at a few of the
12 meetings. I would like to say, though, that within
13 the plans and within the corridor stretch is
14 especially where we are narrowing the roadway, I do
15 think there is an incredible opportunity to help
16 change that character and keep that character.

17 As I have said before, a lot of the trees
18 along this area are older. They are definitely
19 failing. Many of them have been trimmed so badly
20 that they are really stumps rather than trees, and
21 there is an opportunity to plant a new canopy along
22 this street and build that back. Rather than lose
23 the trees and have no trees at all, maybe now is the
24 time to start planting new ones and build that canopy

1 back.

2 I think there is an opportunity to address
3 some of the green spaces, of the better pathway,
4 giving access to the historic properties so that
5 people can walk this street and get to those
6 properties. We are going to work with the MBTA and,
7 if Tourism is someone that we need to include in that
8 discussion because they are a big user of that and
9 depend on it, then they are someone that we need to
10 include in that discussion but I think there is a lot
11 of opportunity.

12 You know, Rich had mentioned the Battle
13 Road. Maybe there is an opportunity to enhance this
14 so that people recognize it as the Battle Road rather
15 than as Mass. Ave. on the way to work, and the
16 signage or some trail, guide signs, and things like
17 that. So, there's other opportunity here that are
18 details, that could be worked into the final set of
19 plans, that I don't want anyone to overlook. We do
20 understand the signals and the look of them, but I
21 really ask for your help in trying to find some ways
22 to make things, improve things, as well.

23 DAVE CANNON: I just want to butt in for a
24 sec. We have got a couple of people here that have

1 the mikes, and then, just for the sake of fairness,
2 so that everybody gets a chance to speak, what I am
3 going to ask is if we can actually form a line here
4 in the middle. Come down the center aisle. I will
5 stand right here. Just form a line and, that way, we
6 can get to everybody in a fair, orderly way. Just
7 give me your name. Make sure you read your name in
8 so that we can get it to the stenographer. There are
9 two more microphones out here in the audience. So, I
10 just want to make sure that they speak first, and
11 then, this gentleman here is next. Go ahead.

12 SAM ISSA: Yes, hi. My name is Sam Issa.

13 UNIDENTIFIED SPEAKER: Quiet, please.

14 SAM ISSA: I-s-s-a, and I am the owner of
15 the gas station, witnessed most of the accidents that
16 happened in front of it. So, the project looks very
17 good on paper but my main concerns are; one, besides
18 taking a chunk of my property, that is one concern.
19 Two, which is already small; two, that light, is it
20 going to have a no turn on red sign because, if it
21 doesn't, I assure you that a lot of people are going
22 to cut through the gas station to go from one side to
23 another.

24 Three, an entrance of a gas station and an

1 exit is not a driveway. There's a lot of cars going
2 in and out all day and, with this bike lane in front
3 of the gas station, that's -- I don't think it is a
4 good idea, and my major concern is taking away the
5 biggest entrance to the gas station and knowing the
6 layout of the gas station, it is impossible for a
7 seventy foot tanker to go in and dump a gas load in
8 there. Thank you.

9 TOM LOUGHLIN: Well, we are going to make
10 sure you get your gas deliveries. We are going to
11 work with you on that, and we have the templates.
12 You can tell us the vehicle type. We can go buy the
13 templates. We make the throats of the driveways, or
14 the openings a little larger and we can get into
15 that.

16 I want to address, there was another lady
17 here who mentioned about right turns and that type of
18 stuff. Those are details we still need to work out.
19 So, we need to look at that in the final set of
20 plans, how are we going to use those types of
21 controls? Are we going to allow right turns? Are we
22 not going to allow right turns? Are we going to
23 allow lefts and rights out of all the streets?

24 You know, I think the Town pays attention

1 to these cut-through streets, and tries to address
2 that, and things like that. So, those are details
3 that further add control to us in the design but we
4 haven't completely got there on where rights are
5 going to be allowed on red or not allowed, things
6 like that.

7 GARY MARKOWITZ: Hi. I'm Gary Markowitz.
8 I live on Baker Avenue in Liberty Heights. We are on
9 the cut-through road from Pleasant Street to Oak
10 Street, down to Mass. Ave. Sometimes cars whiz by
11 down to Oak. Sometimes they whiz by and go down Taft
12 but cars going by at a relatively high rate of speed,
13 typically thirty-five, forty. There are kids in the
14 street. There are children at risk on our street and
15 it is being used as a cut-through now. It will
16 continue being used as a cut-through as the light
17 cycle and the actual sheer amount of traffic going
18 through this light is already being diverted. So,
19 your traffic study is not counting all of the cars
20 going through our street.

21 I hope, as part of your project, you will
22 consider the installation of speed humps or some kind
23 of speed deterrent in our neighborhoods and that is
24 going from Peacock Farm to Baker.

1 Another concern is in front of the dry
2 cleaner and the massage parlor down there. There is
3 a limited amount of parking and there is parking on
4 both sides. Lexington is a revolutionary town. It
5 was built in an era where there were horses and
6 buggies. Massachusetts Avenue is not quite as wide
7 as your tape measure is measuring. A garbage truck,
8 a bus, bicycle, two parked cars, and another bicycle,
9 recipe for disaster. Parking on one side of the
10 street might work, and I would hope that you would
11 reconsider your parking layout.

12 Now consider that we are a town that is
13 subject to winter. This past year, the snow reduced
14 the entire width of Massachusetts Avenue by another
15 two feet on each side, and it didn't go away in ten
16 minutes, two weeks. It stayed. It stayed a long
17 time and put more people at risk. Even the cyclists
18 out there, the cyclists do have to traverse that part
19 of the road during the wintertime. Again, the
20 garbage truck, the bus, the two parked cars and the
21 bicyclist.

22 I have seen a number of people get hit, a
23 number of cyclists off to the side of the road, a lot
24 of injuries, a lot of ambulances. It is not wide

1 enough for your plan. Please, please, go out there
2 and remeasure. Thank you.

3 TOM LOUGHLIN: We -- I understand your
4 concerns. This winter was pretty extreme. I think
5 the Town does a great job in this town of -- I wish
6 my town cleared snow as well as this town does, one
7 the sidewalks and the pavements. You know, quite a
8 bit of snow out there this winter. I drove the road
9 this winter. It was as passable as most of these
10 major roadways, and that snow storage space, you
11 know, in the areas where we do narrow and put that
12 grass strip, that becomes the area for snow storage.
13 So, that would still be available.

14 The width of the layout is a consistent
15 sixty feet from one end to the other and, if you
16 would like, we had to take down some boards but I can
17 show you some cross-sections that show you how the
18 makeup of those lanes, and the grass strips,
19 sidewalks, bike lane all fit into that sixty feet,
20 and the widths that we are using for those lanes are
21 -- they are design widths that are acceptable by
22 MassDOT but also by national agencies and groups that
23 look at these types of things. So --

24 ANN CARLABALE: Hi. I am Ann Carlabale

1 from Follen Road. Alex is my neighbor and I wanted
2 to say, ditto, you took the words right out of my
3 mouth. She did a wonderful job explaining the
4 problem with the cut-through. We have our problems
5 now with the cut-through. When you are backing out,
6 you look to the right, no one is coming, you look to
7 the left, no one is coming --

8 UNIDENTIFIED SPEAKER: -- the microphone.

9 ANN CARLABALE: When I am backing out of
10 the driveway, I look to the right, no one is coming,
11 I look to the left, no one is coming. I am halfway
12 out, lo and behold there is somebody almost on top of
13 my car. The drivers think the speed zone has the
14 limit of fifty-five miles an hour. Of course, it
15 doesn't. I want to know what is going to happen,
16 what are you going to do about the traffic once the
17 lights are installed, that it is not a cut-through
18 street anymore. Thank you.

19 DAVE CANNON: I will say that, again, Dave
20 Cannon here with the Town. We do actually have a
21 traffic calming policy and we have actually looked at
22 individual neighborhoods, and that is still something
23 that we are looking at very seriously town-wide. So,
24 we really feel that this work will actually pull a

1 lot of this cut-through traffic, the existing cut-
2 through traffic out of these neighborhoods.

3 That is one of the goals that we are
4 looking at, and we can look at the individual
5 neighborhood streets for traffic calming measures.
6 As I said, we do actually have a policy and you can
7 look around town at some of the things that we have
8 implemented. So, I would definitely continue to work
9 with, we will continue to work with all of our
10 residents, and specifically in areas like yours where
11 you can actually end up with cut-through traffic
12 around areas like this.

13 One of the goals of this project is to keep
14 the arterial streets as arterial streets. Mass. Ave.
15 and Pleasant Street are main arterial streets, and
16 that is where we want to keep the traffic.

17 UNIDENTIFIED SPEAKER: Say your name first.

18 JOHN FRYE: Hello. John Frye. I live at
19 1133 Massachusetts Avenue at the intersection, the
20 left turn intersection near where Mr. Moody lives. I
21 wonder if we could get that --

22 UNIDENTIFIED SPEAKER: Marrett Road.

23 JOHN FRYE: Marrett Road, yes and,
24 meanwhile, I want to say that I think the team has

1 done a great job on many of the --

2 TOM LOUGHLIN: Do you like this view or the
3 existing?

4 JOHN FRYE: That is fine, yes. That's
5 perfect. Anyway, I just wanted to say that I think -
6 - I like Dawn's suggestion that this is a historic
7 town and people are coming here for that reason and,
8 to get too many traffic lights and all that sort of
9 thing makes it another city, and not a colonial town.

10 Anyway, to get to the other point, I live
11 right at the corner of Rhodes Street here and Mass.
12 Avenue underneath the trees. You can't see the
13 house, and Rhode Street has about a total of sixteen
14 people live on the street that goes back. It is a
15 cul-de-sac, and how do they -- if they are coming up
16 Marrett Road, want to make a left onto Rhodes Street,
17 how do they do it since there is only one lane on
18 that side of the road, and there are two lanes on the
19 other side, and often those, both those lanes are
20 filled. How do we make a left hand turn onto Rhodes
21 Street, and I am just saying as something you might
22 want to look at, right now there are two lanes on the
23 right, on the south side of Mass. Avenue, so it works
24 and people can bypass people turning left. With

1 this, it doesn't have that possibility. I think that
2 needs a little study of how you want to do that.

3 TOM LOUGHLIN: Well, that's -- this is what
4 you currently have today. You have two lanes
5 traveling up into the center of Lexington and you
6 have a single lane moving back towards Arlington.

7 JOHN FRYE: Actually, that's two lanes. It
8 is used as two lanes.

9 TOM LOUGHLIN: I was just going to say
10 that. So, folks form two lanes. They probably come
11 across the center line in order to wait and make the
12 move but what we are suggesting in the future is
13 that, as you said, there's sixteen homes, not a huge
14 traffic volume that would come in there. It is not a
15 Walmart or some type of business like that. So, the
16 volume that would be turning in there is quite low.

17 So, there will be times when that person,
18 either coming from Marrett, or coming along Mass.
19 Ave. here, would have to stop in the lane. Folks
20 behind them would have to stop as well, and be
21 patient while that person makes the left. We would
22 hope that there are people considerate of this, in
23 making those lefts, just like it is today. You know,
24 the volumes coming across there are two lanes. There

1 is someone waiting here usually to make those lefts.

2 So, we don't see it a lot different. It,
3 you know, you will -- you could impact the number of
4 people that get through the signal but today you
5 impact the number of people that pass that point, as
6 well. So, it is not too much different and, when the
7 light would green, depending whether you are the
8 first car or the last car coming through, there might
9 be four or five in front of you that make it through
10 and not be a problem. You might be the last person
11 making the left. As the green clears, you have the
12 chance to come across and everything else.

13 So, we just think it is going to kind of
14 slow folks down, put them at a stop. Someone will
15 see you waiting to make that turn. They will let you
16 in. Most drivers will. You know, there are some
17 very aggressive drivers who are not going to let you
18 in but this is pretty much the same as it is today.

19 JOHN FRYE: Well, a lot of us feel that
20 maybe this is one intersection where we don't need a
21 light but, anyway, because it seems to work pretty
22 well right now. I mean, people don't seem to have
23 too, you know, there are problems but --

24 TOM LOUGHLIN: I would agree with you, and

1 the issues with this one here are crossing at this
2 location is very difficult and making lefts and
3 rights out of this location in a controlled manner,
4 not just rolling through as we have heard, or trying
5 to make this left and not being able to get a gap are
6 the difficult moves here. You know, we think that
7 the activity here could increase as was mentioned
8 along the Marrett Road, the new community center,
9 both pedestrians, bicyclists, vehicles traveling up
10 into that area more often as the Town puts the money
11 into that building, and then makes it what they would
12 like, and just getting access through this point is
13 difficult. That is one of the bigger reasons.

14 It requires a signal in the future. So, it
15 is something that is going to probably be needed. In
16 the current traffic, it could probably go a little
17 longer without one but it maybe the time to do it now
18 and provide the other safety elements of the
19 pedestrians in those lefts and right turns.

20 JOHN FRYE: Okay. Well, I just wanted to
21 bring that up.

22 TOM LOUGHLIN: Sure, yes. Thank you.

23 RANDALL CONRAD: Thank you. My name is
24 Randall Conrad. I live at 1116, which is the last

1 house on the right in the picture you are looking at.

2 I have no self-interest in standing here. I would
3 like to make that clear.

4 It is true, yes, you have moved the bus
5 stop that was in front of my house but I am going to
6 roll over and eat that because I know it is going to
7 happen, and I have serious concerns, though, about
8 the bus routes in general, the 76 and the 62. I take
9 both of them to and from work, and when I hear about
10 the three traffic lights, and the two years of
11 construction, I have a sinking feeling that the bus
12 times are going to be significantly delayed, and that
13 I am going to have to change my bus riding schedule.

14 I don't know exactly how you calculate that kind of
15 effect but that's a big concern of mine.

16 Another concern is, I kind of -- I am happy
17 to have traffic calming because they really come
18 peeling around the death curve there, and so, I would
19 put up with a traffic light there. I think it may
20 save lives, or something but, when I hear about three
21 traffic lights, that does seem like overkill and all
22 these people who are talking about your over-
23 urbanization of our colonial and revolutionary town I
24 think have a point. I would have thought that stop

1 signs, flashing stop signs, or something would have
2 had enough effect.

3 So, that is another point I wanted to raise
4 and it looks like you virtually eliminate most of the
5 front strips from the blocks around where I live. Is
6 that true?

7 TOM LOUGHLIN: The grass strips?

8 RANDALL CONRAD: Yes.

9 TOM LOUGHLIN: The grass strips? Actually,
10 no. The green area in here is that grass strip.

11 RANDALL CONRAD: Good. Well, then I wonder
12 if the Town or somebody has at least planned to
13 maintain those grass strips any better. You
14 mentioned a new canopy of trees but, at present,
15 those grass strips are either mud flats or dust
16 balls, and they really could stand maintain, as well
17 as improvement. Is that in the cards, do you think?

18 TOM LOUGHLIN: I will say it is a difficult
19 area to maintain. It is a very narrow strip. I
20 would have to ask. You know, I am sure the Town does
21 the best they can to maintain them but I think they
22 will be more level. There will a consistent height
23 of the sidewalks. They won't have depressions, and
24 the trees, I do notice that there are a lot of

1 smaller trees that have recently been planted along
2 there, and what we would like to do is try to provide
3 them with a better planting bed so that they can
4 thrive rather than, you know, some of them are not
5 doing so well because of their location, and stuff
6 like that.

7 I would have to defer to the Town but I
8 know the Town does a pretty good job maintaining
9 Lexington but individual grass strips like that are a
10 very difficult thing to do, to maintain.

11 RANDALL CONRAD: Yes, they are.

12 TOM LOUGHLIN: Yes.

13 RANDALL CONRAD: Okay.

14 SHAWN HOLLAND, MODERATOR: I know it is
15 getting a little bit late. People are getting tired.

16 It is hot in here. Sometimes when we have a lot of
17 comments, we make a suggestion that you try to keep
18 the presentation of your comments to like two or
19 three minutes, or limit to like one or two questions
20 and, again, once everyone gets through, we can go
21 back again and ask some the more (inaudible 1:49:07).

22 So, just a thought, if people want to do that.

23 MARJORIE KELLEN: Marjorie Kellen, 884
24 Massachusetts Avenue. I just wanted to suggest if

1 you have thought of mini-roundabouts. They work very
2 well in the U.K. instead of traffic lights and it
3 would give a better feel, more of a village feel that
4 the historic district down there likes. Thank you.

5 TOM LOUGHLIN: Yes. We have considered a
6 number of types of roundabouts. At the last meeting,
7 it was suggested that we go to a roundabout in
8 Belmont that we are familiar with. It was even
9 suggested that we go over to a roundabout in
10 Nantucket. Dave wouldn't pay for the trip. So --
11 but I am familiar with the roundabout in Nantucket.
12 I have been over there on vacation and seen it, and
13 they are smaller but those roundabouts handle much
14 less traffic than this location. Even the one in
15 Belmont does not have the same volume as this one,
16 and the one in Belmont works well. There are long
17 queues at the approaches that come into it but it
18 flows well during commuter times and it works but it
19 doesn't have the volume of traffic that this location
20 does.

21 RITA GOLDBERG: Hello. I am Rita Goldberg.
22 I live at 10 Independence Avenue, just two houses --
23 in fact, you showed my very intersection. I felt I
24 was famous, and my neighborhood, Marjorie, here has

1 been so brief that I will try. I won't be quite as
2 brief as she.

3 I am actually a Town Meeting Member from
4 Precinct 2, which encompasses most of this area, and
5 I also was the person at Town Meeting who brought the
6 safety article, Article 45, asking the Selectmen,
7 please, to make our town safer and, to me, this is a
8 wonderful step towards making our town safer, not
9 less historic, not less beautiful, in fact somewhat
10 slower, and speaking first as a driver, coming out of
11 one of the narrow streets in this area, Independence
12 Ave., I am sure many of my fellow neighbors here will
13 also have this experience, not only from their
14 driveways but also from our street, making a left
15 onto Mass. Ave. now is taking your life in your hands
16 and, if any of you have kids you are trying to teach
17 to drive, making that left turn made you think it was
18 your last moment on earth, and I think that these
19 traffic lights are going to make gaps in the traffic,
20 make it much easier to do that.

21 And also, I am a very frequent walker and,
22 as a walker, I have seen many terrible situations on
23 the street. It is extremely difficult to cross, and
24 I applaud all these things.

1 I think they are a little scary, and I
2 think many people here have made, you know, because
3 they are knew, I think many people here have made
4 wonderful suggestions about traffic calming, perhaps
5 even more, not fewer, crossings for pedestrians and
6 more, not fewer, arrangements for cyclists but this
7 is going to make us take a look at our town in a new
8 way. It will slow us down. We will be able to
9 admire it and we will all be safer. I don't think
10 any amount of consideration for the village that was
11 is worth the human life that we have lost and the
12 kind of maiming we have already endured, the near
13 misses all of us have experienced.

14 So, I urge you, please, give these guys a
15 chance. They have really been thinking. They are
16 listening to what we are all saying. They will take
17 it into account, and I want to thank you very much.
18 (applause)

19 GEORGE MCGINITY: Yes. My name is George
20 McGinity. I am from Mayflower Road, actually on the
21 Arlington/Belmont, Arlington/Lexington line, and
22 Belmont. I have a lot about this, being a frequent
23 Mass. Avenue user.

24 Number one is, let's not talk canopy,

1 alright? What caliper tree are you planning on
2 installing?

3 TOM LOUGHLIN: MassDOT has all sorts of --

4 GEORGE MCGINITY: They have four inch.
5 Alright? A four inch will take about thirty-five
6 years to get a six inch. That's right. It has a
7 tree ball of almost three feet. So, therefore, you
8 tell people it is a fourteen foot tree less the three
9 feet. That's number one. So, let's make that clear
10 to people before you say canopy. It sounds like I am
11 ready to take a glide through -- up Mass. Avenue.

12 TOM LOUGHLIN: So, maybe I have
13 misrepresented that in the sense of an immediate
14 canopy but, unless you plant trees now, you will not
15 have a canopy in the future.

16 GEORGE MCGINITY: None of these people in
17 this room will see a canopy.

18 TOM LOUGHLIN: Maybe not.

19 GEORGE MCGINITY: No, they won't. Even the
20 youngest, even your children won't.

21 TOM LOUGHLIN: Yes, but if we don't --

22 GEORGE MCGINITY: The Fallon Church, you
23 will never sell Christmas trees there, your biggest
24 income at the Christmas tree.

1 TOM LOUGHLIN: What I am suggesting is that
2 you start now to maintain that character and put some
3 color.

4 GEORGE MCGINITY: Oh, that's bologna. Now
5 listen. Your curb, are you going to R&R the curb, or
6 are you going to install new curb? If you install
7 new curb, it will look like the Middlesex Turnpike on
8 the Burlington Mall between your four inch caliper
9 trees and your new curb instead of R&R'ing the curb.

10 TOM LOUGHLIN: Every piece of curb that can
11 be reused will be reused and MassDOT will make sure
12 of that.

13 GEORGE MCGINITY: But will you put a new
14 piece in or you will put a bull nose at the corner of
15 the street and match with the old curb?

16 TOM LOUGHLIN: Most of the roadway is a
17 tangent, meaning it is straight so we will be able to
18 reuse a lot of what we have there, and even many of
19 the radiuses that we are putting back are the same,
20 as well. So, we will be able to move those out and
21 reuse them. Many of the D blocks, the corners into
22 the driveways will be reused. There will be some new
23 granite curbing that will form the transitions for
24 the wheelchair ramps but we need to cut those in

1 order to make those fit, but the pieces of granite
2 that are there, that have that texture, that are
3 older, have a distinct different look than a piece of
4 cut granite that you would get from a quarry will be
5 reused.

6 GEORGE MCGINITY: Night and day. It will
7 be reused.

8 TOM LOUGHLIN: Yes.

9 GEORGE MCGINITY: You will guarantee that.

10 TOM LOUGHLIN: I do.

11 GEORGE MCGINITY: You do.

12 TOM LOUGHLIN: Yes, and I --

13 GEORGE MCGINITY: On a word that could
14 design omission or a design error?

15 TOM LOUGHLIN: I think Frank can back me up
16 on that. In fact, it is one of the things that they
17 make sure that we do from a cost perspective, as
18 well, that we reuse the materials that we have.

19 GEORGE MCGINITY: Well, what is the
20 MassHighway standard for the trees? Let's -- you
21 people live in a nice town. You don't want to drive
22 up Mass. Avenue from the Arlington line and see new
23 curb, little skimpy trees that will never get
24 watered, stupid crosswalks where there's nobody

1 crosses, traffic lights where a good pedestrian
2 traffic sign will work perfect. It's a lot of
3 hardship. Don't forget.

4 MassHighway sits here. We haven't heard a
5 word from MassHighway. Not a word. How many jobs
6 have you built?

7 SHAWN HOLLAND, MODERATOR: I used to be the
8 Tree Waterer for the City of Newton.

9 GEORGE MCGINITY: Tree Waterer. Okay. So
10 now, and how many resident engineers have you done?

11 FRANK SUSZYNSKI: (inaudible 1:55:54)
12 Resident Engineer. I have been here for thirty
13 years. I probably (inaudible 1:55:58)

14 GEORGE MCGINITY: And how about that?
15 Would you buy this for your town?

16 FRANK SUSZYNSKI: I actually would.

17 GEORGE MCGINITY: You would?

18 FRANK SUSZYNSKI: I see a huge public
19 safety and pedestrian.

20 GEORGE MCGINITY: Okay.

21 DAVE CANNON: Excuse me for a second.
22 Could you just --

23 GEORGE MCGINITY: Just one more question.

24 DAVE CANNON: We want to give everyone a

1 fair chance here.

2 GEORGE MCGINITY: What if you hit the
3 tracks when you are cold planing? What is going to
4 happen when you hit the tracks? MassHighway is not
5 famous for processing change orders.

6 TOM LOUGHLIN: And we realize that there
7 used to be tracks here and we will --

8 GEORGE MCGINITY: Are you sure they are not
9 there?

10 TOM LOUGHLIN: We are not sure that they
11 are not there. We are not sure where they are but we
12 will --

13 GEORGE MCGINITY: PVC's.

14 TOM LOUGHLIN: We will have an item to make
15 sure that we can handle that during construction.

16 GEORGE MCGINITY: That supersedes your
17 budget. You are throwing five million dollars at
18 this town, and they are supposed to go grab it right
19 away before we lose it.

20 UNIDENTIFIED SPEAKER: Pass it on to the
21 next guy.

22 GEORGE MCGINITY: Put a new sidewalk in.
23 Put cold plane in place and go. Do yourself a favor.

24 TOM LOUGHLIN: Okay.

1 DAVE CANNON: Thank you.

2 BRYAN BERTRAM: Hi. I am Bryan Bertram,
3 127 Follen Road. You have a thankless job. I'm
4 sorry but thank you. I think your goals are laudable
5 here. Although, I am going to warn you, I am one of
6 the skeptics.

7 You have heard from a couple of folks on
8 Follen Road, and I think we haven't gotten too much
9 answer yet. With the twenty-five percent design
10 phase, was there any consideration of the potential
11 for increasing cut-through traffic on Follen, given
12 that you are not sort of -- it really, right now, it
13 is sort of equidistant if you go down Massachusetts
14 versus Follen, and now you are putting four traffic
15 lights there and, if there was consideration, I would
16 be interested in the specifics in terms of how
17 exactly that was done.

18 TOM LOUGHLIN: We understand Follen is
19 another cut-through, similar to Oak and Peacock Farm
20 Road and that area like that. I think you have a
21 commitment from the Town that they are going to
22 continue to look at this, that they are going to
23 continue to apply the traffic calming policies that
24 they have in the Town, and I, as I mentioned before,

1 we have the ability to adjust timing on these
2 signals, and that is something that happens quite
3 regularly on these job because people adjust to try
4 to find that shortest route. So, I think there are
5 some tools that we have that could be applied either
6 when the job is constructed or after the job is
7 constructed to address some of those issues.

8 Right now, the project that we have has a
9 limit of work to it that has been approved by MassDOT
10 and Federal Highway, and it doesn't include Follen
11 Road for those type of improvements but I think you
12 have heard from Dave that those would certainly be
13 considerations that they would continue to --

14 BRYAN BERTRAM: Well, I get that and I
15 appreciate that. We do but I guess what I am
16 understanding is the scope of work doesn't include
17 basically safety impacts outside of this specific
18 project. How does that service the goal of improving
19 public safety, particularly in a neighborhood with a
20 lot of children, with a school that is very close by,
21 bus stops, people who walk dogs, joggers, and limited
22 sidewalks? I am trying to be productive about this
23 but I just, I guess I would like to understand how
24 that isn't going to be considered getting to a final

1 design here, or why it is outside of the scope of
2 work.

3 TOM LOUGHLIN: Well, it is outside of the
4 scope of work because it is on a different street and
5 it wasn't approved in the original request by the
6 Town of Lexington to the Department, MassDOT, to do
7 the work. It is not a goal to design this road in a
8 way that would cause safety issues in other
9 neighborhoods. It is a goal to improve the traffic
10 on Mass. Ave. to -- so that people don't choose to
11 shortcut through the neighborhood, that their trip is
12 predictable, that their trip is possibly shorter but
13 -- and safer.

14 There could be cut-through traffic that is
15 choosing to drive on Follen because they don't feel
16 confident on Mass. Ave. There's a lot of reasons why
17 people choose to drive a different way. I know, when
18 I taught my kids how to drive, I taught them how to
19 drive my town based on using traffic signals to get
20 out and make lefts and right hand turns, and not
21 using the so-called shortcut, and things like that.

22 So, I know I drive defensively and I taught
23 my kids that, and I know a lot of other people choose
24 to not drive through an intersection because of its

1 danger or its inherent, its perceived danger. So,
2 there's a lot of reasons why cut-through traffic
3 happens. It is not just to save time. It's a
4 perception that people have that it is a safer route.

5 So, I think the Town --

6 BRYAN BERTRAM: I just wanted to say, I
7 mean, I can talk later. I don't want to take up
8 everyone else's time.

9 TOM LOUGHLIN: Okay, great.

10 BRIAN HEFFERNAN: My name is Brian
11 Heffernan. I am a Town Meeting Member from Precinct
12 1. I will try to make my questions short.

13 So, my biggest concern, I have been on
14 record at Town Meeting before is, for people in
15 Precinct 1, for example, there's only two ways to get
16 to Downtown practically. One is to come down Maple
17 and the other one is to come down Woburn. Right now,
18 there are plans or at least considered plans to put
19 traffic lights at the end of both those streets,
20 which we, Town Meeting already shot down right now,
21 the traffic light at Woburn Street.

22 I would like to talk to you about the Maple
23 Street intersection, however, because although I was
24 not in favor of the traffic light at Mass. Ave. and

1 Woburn, I am leaning very heavily towards having a
2 light at Mass. Ave. and Maple. I am skeptical about
3 having two lights back-to-back on Marrett Road but
4 let's put that aside. Could you just bring up the
5 Mass., the Maple Street?

6 TOM LOUGHLIN: Sure.

7 BRIAN HEFFERNAN: So, what I -- what I
8 don't understand about your plan here is it defies
9 everything I know about Maple Street, which is
10 somehow you have created three lanes, the
11 accommodations for three lanes on Maple street in
12 this area where it is so narrow there is barely room
13 for two lanes. I don't know, are you taking a lot of
14 property? Are you going to take a number of feet
15 from the sidewalk that is there to be able to make
16 enough room for three lanes of traffic? It just
17 doesn't, doesn't make sense to me.

18 TOM LOUGHLIN: So, let me explain it a
19 little bit and then you might have some follow-up
20 questions after I talk about it. The existing layout
21 right now of Maple Street is the back of this
22 sidewalk running up on the right hand side of this
23 plan. The other layout line through, coming off of
24 Mass. Ave., and going up the other side of Maple is

1 along the back of this green line, the shaded, paved
2 area. Again here, this red line is where the
3 existing curb is, and the layout is a little bit
4 wider there coming up, and then all the way up in
5 here is the existing layout.

6 This right here is the existing curb line.

7 So, I understand when you say it is narrow.

8 BRIAN HEFFERNAN: Right. That is exactly
9 what I am talking about.

10 TOM LOUGHLIN: It is narrow in that area.
11 So, we are moving that curb out to this green, this
12 black line that highlights the green area. The white
13 line there is a lane line on the shoulder, the yellow
14 line, I'm sorry. So, we will be getting wider as we
15 come off of the bridge a little bit, and
16 transitioning into this two lane width that will
17 allow people to form a queue, take a left and right.

18
19 By doing this, having these two lanes,
20 within a limited amount of green time, we can process
21 more people through this area right now. Now, the
22 queuing that kind of lines up here and goes to the
23 right kind of blocks the people from getting around
24 this circle and going to the left. So, you can't

1 process much traffic here at all because the way, the
2 limited amount of people that can get themselves
3 between here and here to go left and right.

4 BRIAN HEFFERNAN: Well, I would argue with
5 you that the people turning right are the release
6 valve for this whole place because, once you get
7 people turning right continuously, it makes enough
8 room eventually over time for people to get down
9 through that narrow neck of Maple Street because you
10 are right, that's my whole point. You are going to
11 be taking someone's property in order to make the
12 street wider?

13 TOM LOUGHLIN: No, we are not.

14 BRIAN HEFFERNAN: I don't understand how
15 that is possible. If I look at those red lines,
16 there's a whole -- you are making a whole new lane by
17 taking something that's there.

18 TOM LOUGHLIN: The red lines are the
19 existing granite curb.

20 BRIAN HEFFERNAN: I know. I understand.

21 TOM LOUGHLIN: The layout is further back
22 and we are not taking property in this area to do the
23 roadway improvements.

24 BRIAN HEFFERNAN: Okay.

1 TOM LOUGHLIN: We have a larger plan of
2 this. It is on a board and, if you want to spend
3 some time afterwards, I can go over it with you and
4 show you those locations. I could even get you a
5 plan that kind of takes away the ortho and puts in
6 some of the detail that you could probably reference,
7 you know, utility poles or water gates and different,
8 catch basins and things that could place you there
9 and I think also, as we go down the road here, you
10 know, pardon the pun but, as we get further down in
11 this design, we would be available, the Town I know
12 would be, too, to -- you know, we are going to have
13 to come out and talk to individual property owners,
14 and I think it is best to kind of meet you in your
15 front yard, talk about the limit of work, reference
16 it to something that is there, a utility or a catch
17 basin, a driveway width, anything, all those types of
18 things, and help you understand the plan set.

19 We understand that not everyone is an
20 engineer or landscape architect, or someone who deals
21 with these types of things on a regular basis, and it
22 could be difficult but I -- we do know that we not
23 need right-of-way takings to -- permanent takings.
24 We will probably need some, varying from rights-of-

1 entry to temporary easements, where we would need to
2 adjust driveways and planting areas, and blend in
3 lawns and those types of things like that.

4 BRIAN HEFFERNAN: Okay. Well, I understand
5 what you are saying. I do think it -- to me, it
6 seems that you are doing the impossible but I guess
7 we will have to trust you on that. My --

8 TOM LOUGHLIN: This would be another signal
9 where we need to consider the way in which that right
10 hand turn volume --

11 BRIAN HEFFERNAN: Well, I was going to say,
12 of all the things that I don't like about the
13 intersection, the right hand, the right turn only I
14 agree with the fellow, I think he has left, who owns
15 the station, that you should make that turn on red
16 because that eases the traffic coming down Maple
17 Street. Otherwise, it gets backed up all the way.

18 TOM LOUGHLIN: It certainly would, yes.
19 Yes. We just need to consider it in the context of
20 everything else that is going on there.

21 BRIAN HEFFERNAN: Thank you.

22 TOM LOUGHLIN: Yes.

23 JOE PATO: Thank you. I am Joe Pato, P-a-
24 t-o, 900 Mass. Ave. I am also Chair of Board of

1 Selectmen but, as an abutter, I have recused myself
2 from this project.

3 I just wanted to thank you for this. I
4 look for the opportunity to cross the street to take
5 the bus and to walk, and to make a left out of my
6 driveway.

7 The -- I am really enthusiastically in
8 support of this plan, but I am concerned a little bit
9 about the crosswalk at the Fire Station at the end of
10 Locust, that right now there is a signal there for
11 the Fire Department to use. Most drivers have no
12 idea that pedestrians cannot control that. So,
13 either that -- so, they don't stop for pedestrians in
14 that crosswalk.

15 UNIDENTIFIED SPEAKER: (inaudible comment
16 2:07:07)

17 JOE PATO: Right. So, either that needs to
18 be controlled by pedestrians, as well, or that
19 crossing at Mass. Ave. really would benefit from
20 being eliminated.

21 TOM LOUGHLIN: That is confusing, for
22 driver and pedestrian as to -- and it will be, it
23 will have a pedestrian pushbutton that the pedestrian
24 can access that and make a safe crossing.

1 JOE PATO: Thank you.

2 TOM LOUGHLIN: Yes.

3 JIM FEENEY: Hi. I am Jim Feeney. I am at
4 1139 Mass. Ave. so on the Marrett Road intersection,
5 if that image could come up. Yes. Could I actually
6 borrow your pointer for a second?

7 TOM LOUGHLIN: Sure, yes. It's that
8 triangle. You have to move it down a bit.

9 JIM FEENEY: Like a lot of people here, I
10 have a vantage point on a particular intersection.
11 So, in this case, our house is here. So, I am a
12 neighbor of John Frye and also Mike and Diane Mooney,
13 and so, I had the perspective of actually working out
14 of my home office for several years, and so, being
15 able to basically see this intersection all day long,
16 and I understand in your study you may have video
17 footage sort of in a similar way but my comment was,
18 and I think this is consistent with some other
19 comments that have been made, I have seen reference
20 to safety numbers about intersections in terms of
21 which intersection is more dangerous and what have
22 you but there was one traffic situation that I saw
23 literally from the window over and over, and over,
24 which was something Mike Mooney had referred to,

1 where drivers coming down Marrett, about to turn
2 right on Mass. Ave., there is a Yield sign, there is
3 also a car behind but, in fact, the front car doesn't
4 just yield, it actually stops. The car behind
5 forgets about the car in front, bangs into it, and
6 then they end up often times in some sort of verbal
7 argument. The police show up, etc., etc.

8 So, rather than -- it seems that, with
9 several of these intersections, it is sort of an
10 uneven situation but that is the critical. So, if
11 you were to do something short of a traffic signal,
12 changing that yield to stop would probably have
13 immediate results because I can't tell you now many
14 times I saw that exact situation occur, and I never
15 saw, in my memory, I never saw any other situation at
16 the intersection over a period of years, looking out
17 from the front window over that intersection. That
18 was the one problem.

19 The other observation is, and again, of
20 course I had, my family had to come in and out of the
21 intersection on a regular basis, it never crossed my
22 mind, and I am obviously not a traffic expert by any
23 means, that a traffic light was needed, and I think
24 part of that perspective was informed by the fact

1 that the level of traffic through the day is quite
2 sporadic. I mean, there are a couple of times when
3 it does crowd up a bit, but there could be 2:00 p.m.
4 when there is literally nothing. You know, if we had
5 tumbleweed around here, there would be tumbleweed
6 going through the intersection. So, the question is,
7 is there something short of a full blown arrangement
8 like is being planned here?

9 The only other comment I would make is, I
10 realize you are going through quite sophisticated
11 analysis but, with some of these changes that are
12 being made, are there -- are sort of simulations part
13 of your analysis because, for example, here, right
14 now, today, this lane, right, heading into Mass.,
15 into the center of town is sort of a free flow mode,
16 right, the right lane. Nothing is stopping that.
17 Nothing is impeding that. It is just going on, and a
18 traffic light is probably going to back up much, much
19 more, right? And so forth. So, anyway, I am just
20 wondering whether or not your simulations are looking
21 at things like that. Thank you.

22 TOM LOUGHLIN: We do have simulations for
23 it, and that is the reason why we want to coordinate
24 Marrett Road and Maple together, so that we are not

1 backing that up and continue to push traffic from
2 Maple down to here while we have a red at Marrett.
3 So, we want to coordinate those two signals so that,
4 when people are released from Marrett, they get a
5 green up here and they are released further down.

6 We do find a need to stop people here so
7 that people can cross, people can take a left, and
8 make the moves. This is another confusing area. I
9 mean, as a neighbor you know, not everyone gets in
10 the right lane at the right time, and passes through
11 as smoothly as they should. There is barely enough
12 width for all of this to happen in the way that it
13 currently is, and there is really no definition to
14 where they are supposed to be, where they are
15 supposed to stop to make that left, and everything
16 else.

17 I do agree with you on this, on the coming
18 out here, having this stop controlled will be much
19 better, a little more definition to how people are
20 supposed to drive it. I think it is a difference in
21 the confidence that the drivers have. Some people
22 are rolling right through because they know the area,
23 and they are just making their move and rolling right
24 through the yield and other people are just a little

1 more cautious, and the person behind them is a little
2 more aggressive, and it is, you know, it can be
3 difficult but it is a crash that the driver behind is
4 completely at fault. They need to be yielding to
5 that person in front of them, and not just kind of
6 expecting that they are going to move through as
7 quickly as they want.

8 JIM FEENEY: Well, I am saying, if there is
9 some interim process where you could initially do
10 something shorter than this full blown arrangement,
11 changing that Yield to a Stop.

12 UNIDENTIFIED SPEAKER: Use the mike.

13 UNIDENTIFIED SPEAKER: Use the mike.

14 JIM FEENEY: Sorry. Yes, change the Yield
15 to a Stop, and then see, I am wondering whether or
16 not that plus some pedestrian improvements could be
17 something in the interim. Thanks.

18 TOM LOUGHLIN: Okay, thank you.

19 DONNA MOULTRUP: My name is Donna Moultrup,
20 M-o-u-l-t-r-u-p. I live at 10 Lockwood Road which
21 is, if you see Rhodes Street on this map, you turn
22 around, we are right there. There is Lockwood and
23 Byron.

24 Two things I would like to ask, or I should

1 say I have been against this right along. Anyone who
2 studies Systems Theory knows that you don't do more
3 than one thing to a system to really figure out what
4 is going to happen. However, I was glad to
5 understand the financial piece of it. It is what we
6 suspected. The State wants to do it all at once and
7 here is your money. So, I think Lexington would be
8 stupid not to go ahead with that.

9 I really appreciate the work that has been
10 done. I think the safety -- the safety features, I
11 think, are going to outweigh the bad things. Of
12 course, the people who live on Rhodes, Lockwood and
13 Byron, and Tower Road, are wondering what is going to
14 happen to us. In looking at this more and more, I
15 don't think it is going to get any better or worse.

16 I can tell you we have asked, we asked two
17 years ago when we were at this hearing to put a Stop
18 sign at Marrett Road and a Stop sign at Maple Street
19 because that is the unfettered traffic that causes a
20 lot of the problems. I think lights don't
21 necessarily have to make it more urban, and the two
22 questions I have is, can these lights be timed so
23 that, at certain parts of the day that we don't need
24 them, and this is overkill for most of the day, but

1 the rest of the time we definitely need it. So, if
2 these lights could be, you know, put on green, or
3 activated as you say so that, when we drive through
4 here at 9:30 at night, we are not waiting for three
5 lights. I mean, that is the kind of thing that
6 really makes people crazy.

7 So, if that can be fixed, and the other
8 things is, and I asked, and the neighborhood doesn't
9 have the agreement on the wording but those of you
10 who have a cut-through neighborhood, I understand
11 that completely because we don't but people turn into
12 Rhodes Street thinking they are going to get to Maple
13 Street, and they come down the street pretty slow
14 because they don't understand what's happening but
15 they come back up really mad, and then they try and
16 get out of Lockwood or Rhodes Street there, and they
17 are really mad.

18 So, I really, I think we should say No
19 Outlet to Maple Street and, even with all this
20 configuration and the lights, I think it could be
21 worse. So, I really would like someone to think
22 about a sign to tell people, please don't drive in
23 here. You cannot get out, and No Outlet, and No
24 Through Street, none of those seem to be understood.

1 TOM LOUGHLIN: There are different types of
2 signs. Dead End is another one that can be used, and
3 there will a sign. I believe it will be No Outlet on
4 your street and the other streets that are -- that
5 dead end or are in cul-de-sacs.

6 DONNA MOULTRUP: Yes, that is what I am
7 saying. I don't think they understand what outlet
8 means. I mean, that's kind of a --

9 TOM LOUGHLIN: Okay.

10 DONNA MOULTRUP: -- usage term. I mean,
11 they are really going down there to get to Maple
12 Street. So, if you say No Outlet to Maple Street,
13 then they are going to know.

14 TOM LOUGHLIN: Okay. We can look to see if
15 that is a sign that we can use, that would better
16 define that, and use it. You had a -- there was
17 another point you made about --

18 DONNA MOULTRUP: Just the timing of the
19 lights.

20 TOM LOUGHLIN: Oh, the timing, yes.

21 DONNA MOULTRUP: That certainly can be
22 done.

23 TOM LOUGHLIN: Absolutely, and it will be
24 done.

1 DONNA MOULTRUP: Okay, that's good.

2 TOM LOUGHLIN: So, in those lower, as the
3 side streets have lower demand, the green will be
4 left on Mass. Ave. If someone were to come down
5 Marrett and be detected, they would be given green,
6 stop Mass. Ave. and come through, and then, when that
7 clears, green would be given back to Mass. Avenue.
8 So --

9 DONNA MOULTRUP: No, that's good as far as
10 our carbon footprint, also. One last thing, a lot of
11 these roads are coming to, you know, they are two
12 lanes and then they come to three lanes. I think it
13 is extremely helpful in these intersections that, up
14 by the lights, you show what the lanes look like down
15 the road because they are going to be a long way,
16 they are going to be in the wrong lane, and that is
17 really a disaster, and those black and white signs
18 showing how many lanes are at the end are really
19 helpful.

20 TOM LOUGHLIN: Yes, I agree, and placing
21 them up on the mast arms, as well.

22 DONNA MOULTRUP: Yes, yes.

23 TOM LOUGHLIN: Designate lane use, and
24 stuff like that are very, very helpful, too.

1 DONNA MOULTRUP: Thank you.

2 TOM LOUGHLIN: And they will be there.

3 DONNA MOULTRUP: Thank you.

4 JEFF HOWARD: Good evening. My name is
5 Jeff Howard. I am at 5 Smith Avenue in Lexington. I
6 have an observation, a couple of questions, and a
7 comment.

8 Firstly, the proposed project bisects the
9 East Lexington Historic District and large districts
10 in the Town. It also reflects two historic areas,
11 the Circle Road Historic Area, and the East Lexington
12 Catholic Church Complex. This district and area is
13 significant to the Town, to the State, and to the
14 Nation as we are reminded of April.

15 In order for any Federal monies to be spent
16 on this project, it must comply with the National
17 Historic Preservation Act and the Massachusetts
18 Environmental Protection Act. Both of them require
19 detailed assessments of the impacts of the projects
20 on historic properties. My question is has this been
21 prepared? Is it available and, if not, when will it
22 be available?

23 TOM LOUGHLIN: It has not been prepared and
24 therefore not available. However, it is a part of

1 the process that MassDOT will require that the Town
2 go through. MassDOT has a pretty extensive Cultural
3 Resources section that works very closely with State
4 Historic and Federal, and Local as well, to take
5 input on all of these issues, and they will look at
6 any of those impacts that, as David said, we already
7 have a letter that addresses some concerns, that will
8 be addressed and looked at, and all of those issues
9 will be addressed.

10 So -- and, again, I think that is an
11 opportunity here to try to enhance those properties,
12 to try to bring about some more awareness of them. I
13 mean, some of the signs along the street, I don't
14 know if it is a metal plaque, or probably a -- some
15 type of material that has been etched, or whatever,
16 that has usually a picture and a paragraph or two
17 about the property, or the significance of the
18 location, maybe there is a way to either replace
19 those, enhance those, make them a little more
20 visible. There's other ways that towns have used.
21 They have granite markers in the sidewalk to
22 designate locations, and remind people on their walk
23 of the significance of the things you talk about.

24 So, I think there is opportunity here to

1 enhance, and I don't think that we have impact,
2 physical impact onto any of the properties that are
3 listed, or potentially listed. So, I am confident in
4 that but it is a determination that I don't make. It
5 will made by others as to whether there are other
6 impacts that we need to either avoid or mitigate.

7 JEFF HOWARD: There are several levels of
8 impact. You have both the impacts to the properties
9 and the impacts to the overall landscape, and the
10 issue is that the Town is not going to pay for this
11 because it is the Federal Government requiring this
12 of MassDOT. So, I am hoping this isn't part of the
13 5.5 mil that you are talking about.

14 TOM LOUGHLIN: Right now, there is not
15 money set aside for any mitigation to historic
16 properties.

17 JEFF HOWARD: But is there money put aside
18 to do the analysis and the study?

19 TOM LOUGHLIN: Oh, absolutely, yes. Yes.
20 That will be part of the finishing this design and,
21 again, MassDOT takes more control of that than we do.
22 We provide them the information. They will make a
23 package and make recommendation but they don't get to
24 decide. The regulatory authorities in that area get

1 to decide.

2 JEFF HOWARD: Let me, I know it is late but
3 one important observation is that this is an
4 eighteenth, nineteenth century historic district.
5 Six foot wide concrete sidewalks are not consistent
6 with any historic character of a nineteenth or
7 eighteenth century historic district. If you have
8 the analysis done, I hope it discloses that. Thank
9 you.

10 ANDY FRIEDLICH: Andy Friedlich. I am a
11 Town Meeting Member. On behalf of another Town
12 Meeting Member who unfortunately had to leave, he
13 asked if the traffic lights could be blinking in off
14 hours. Dave Cannon explained by it couldn't but, if
15 you could explain, that would be wonderful.

16 TOM LOUGHLIN: Well, it is possible to run
17 them in that manner, you know, to put them in flash
18 but, again, the way in which we use the detection on
19 the system, it is a more intelligent system so it
20 really doesn't need to flash. It can stay green
21 until someone is coming up on one of the side streets
22 and operate in that way. So, it is just a better way
23 to do it, rather than running it as a flash.

24 It can be confusing to the driver when they

1 come through it at maybe a certain time of the day
2 and it's flashing and the next time they come to it,
3 it's actually got full red, yellow, green. They may
4 think that they have a caution rather than a stop,
5 and those types of things. So, it's better to have
6 some consistency to it, let the signal have the
7 intelligence to detect what the demand is for
8 traffic.

9 ANDY FRIEDLICH: Could we bring up the
10 Pleasant Street.

11 TOM LOUGHLIN: Pleasant Street
12 intersection?

13 ANDY FRIEDLICH: Yes.

14 TOM LOUGHLIN: This one here or the
15 existing?

16 ANDY FRIEDLICH: No, this is perfect. One
17 of the things that people commonly do, given Wilson's
18 popularity, is park right along here, and they walk
19 through to get to Wilson's. One of the things I
20 recommended ages ago, after the woman was hit in the
21 crosswalk in East Lexington, there was a meeting at
22 Follen Church, how can we mitigate the traffic
23 problem, and what I recommended was that we do what
24 they did in Concord Ave. in Belmont from the train

1 bridge down to the Cambridge line, and that was, they
2 would have a parking lane, a bike lane, and then your
3 travel lane, and I would love to see this project
4 coordinated, have the Town coordinate implementing
5 that kind of traffic calming measure all the way down
6 to the Arlington line.

7 So, effectively what we are doing is
8 cutting Mass. Ave. down to one lane all the way down
9 to the Arlington line and, that way, you couldn't
10 have somebody in the crosswalk with somebody in the
11 left lane stopping for them, and somebody shooting up
12 the right and hitting them. So, if there is any way
13 we could coordinate this project with traffic calming
14 to the Arlington line, that would be great. Thanks.

15 TOM LOUGHLIN: It won't be part of this job
16 but I think it is already a consideration that the
17 Town is thinking about and, when they have the
18 opportunity, both funds and the pavement condition
19 there is pretty good, the markings are pretty good,
20 so when the opportunity comes, I think they would
21 consider that type of stuff.

22 BOB WILLESEN: Hi. I'm Bob Willensen, W-i-
23 l-l-e-n-s-e-n, 1009 Mass. Ave. If you could, please
24 go to the Locust Street intersection. Yes, that was

1 fine. The one with the Fire Department is fine.

2 So, my question is actually relating to
3 that traffic signal right in front of the Fire
4 Department which right now is a flashing yellow
5 pretty much all the way through the night and it
6 happens to be right outside my bedroom window. So, I
7 am just curious as to what the mode of operation will
8 be for that light given this new plan and smart
9 lights.

10 TOM LOUGHLIN: That will operate as a green
11 on Mass. Ave. unless someone is coming down Locust or
12 the Fire Department calls the signal.

13 UNIDENTIFIED SPEAKER: Can you use the
14 mike?

15 TOM LOUGHLIN: I'm sorry. That will
16 operate in the same manner as the other signals where
17 it will have a green on Mass. Ave. and, unless the
18 Fire Department comes out and uses it, or someone
19 coming down Locust uses it, as well.

20 BOB WILLESEN: Okay. So, that would be
21 actually very nice to not have a flashing yellow
22 light in our window all night.

23 TOM LOUGHLIN: Yes, great.

24 BOB WILLESEN: Thank you.

1 TOM LOUGHLIN: Okay.

2 GERALD LANSON: I will be short because I
3 spoke before, Gerald Lanson, L-a-n-s-o-n, 1122
4 Massachusetts Avenue. Clearly, to me, that
5 intersection of Mass. Ave. and Maple has been a
6 problem since we moved to the neighborhood sixteen
7 years ago. I have seen a lot of accidents and I
8 understand the need for some work but this woman to
9 my right spoke earlier of appropriate balance and I
10 am concerned, forgive me for being skeptical, I am a
11 former City Editor, and I am concerned by the fact
12 that this project was moved from '19, 2019 or '20 to
13 2016 because the money is available. I think it is
14 being pushed too fast. I think it is big in scale on
15 Mass. Ave. and I think it doesn't take into the
16 account the impacts on places like Follen, which are
17 real. I walk there all the time to Wilson Farm.

18 I am not convinced of the need for a light
19 at Marrett. I am concerned about a whole series of
20 little light to let people in and out of their
21 driveways and pedestrians when they push a button,
22 that it could really paralyze the traffic and cause
23 really bad pollution and noise on the street and
24 actually slow things down.

1 So, those are some thoughts I would like to
2 leave you with. I am really concerned that this is
3 too much too fast and, in certain ways, is not
4 looking at the overall big picture. I think there's
5 a need. I understand the desire of both my Lexington
6 officials and the State to want to do something but I
7 am not convinced of what I have seen. I also
8 concerned, despite your assurances that, when you are
9 adding bike lanes and building bigger sidewalks, and
10 putting in parks, that you are going to have a better
11 flow of traffic because it is pretty bad there
12 already. Thank you.

13 JOHN WHEELER: John Wheeler, Carville Ave.

14 I am just wondering what this will do to the average
15 time to commute between East Lexington and Lexington
16 Center, and back. Did you run simulations of --

17 TOM LOUGHLIN: We haven't run simulation
18 from here all the way to Lexington Center. I would
19 say it is difficult traveling this road already.
20 There is a lot of friction. There is a lot undecided
21 movements, people deciding where they want to be, or
22 which lane they want to be in, not allowing people to
23 pass them on the right to come through, whether it is
24 appropriate or not. So, I think it will be a little

1 more organized. I think it a rather short trip from
2 here to Lexington Center. So --

3 JOHN WHEELER: It is today, but when there
4 are three lights in the --

5 TOM LOUGHLIN: No, I meant it in a miles
6 traveled distance. So, I am not sure that
7 incremental differences will really speed your trip
8 that much, and that would not be a goal of this
9 project to either speed your trip or delay your trip
10 but what we are looking for is to make this a safer
11 corridor, not to enhance the speed along the
12 corridor.

13 JOHN WHEELER: Sure, but this is a major
14 avenue. A lot of traffic has to get through.

15 TOM LOUGHLIN: Correct, yes.

16 JOHN WHEELER: And if we slow down all of
17 the traffic --

18 TOM LOUGHLIN: Well, it is already
19 traveling quite slow already. I know tonight at
20 five, other mornings --

21 JOHN WHEELER: I can get from Liberty
22 Heights to the High School in six minutes.

23 TOM LOUGHLIN: I don't think you could have
24 done that at 4:30.

1 JOHN WHEELER: No.

2 TOM LOUGHLIN: Yes.

3 JOHN WHEELER: It is not that much longer.

4 TOM LOUGHLIN: And I think that is the
5 variance that we have heard, is that there are times
6 when this road is very available and traffic is
7 traveling very quickly, and there are times when this
8 road is beyond its capacity and extremely difficult
9 to get two blocks.

10 STEVE HEINDRICK: Steve Heindrick. I am a
11 Town Meeting Member and I live in South Lexington. I
12 have a number of observations. I have lived in
13 Lexington since 1956 in the Pleasant Street area. I
14 totally support putting a light at the foot of
15 Pleasant Street. I totally support most of the
16 changes you are proposing to make at Maple Street.
17 That is a disaster but I have an observation that, if
18 you put the additional light at Marrett Road and
19 Massachusetts Avenue, we now will have three traffic
20 lights within thirty-five hundred feet of roadway,
21 and I would like to urge everyone here, and perhaps
22 you folks, too, to go down to Trapelo Road, Trapelo
23 Road and Lexington Street, and drive from there to
24 Staples in Waltham, and see what the Mayor of Waltham

1 has done by adding multiple traffic lights between
2 Trapelo Road and Staples down on Lexington Street.
3 You are stopping literally three times in a matter of
4 about the same distance that I think we are talking
5 about here, and it really, it really is
6 uncomfortable. It just isn't right. It isn't
7 Lexington.

8 So, if I were doing this project, and I
9 were doing it on my own, I would certainly fix
10 Pleasant Street and I would certainly fix Maple
11 Street but I wouldn't fool with what I think is
12 working reasonably well at Marrett Road. I could be
13 wrong but I don't think it is the same issue.

14 I have one other observation that I would
15 like you to consider. We are going to one lane but,
16 if you look at, I think it is Common Street, the road
17 through Cushing Square, they haven't taken away all
18 the parking along that roadway. They have cutouts
19 and they have parking, and it looks to me like we are
20 taking away virtually almost all of the parking along
21 a key roadway where we have a lot of homes where
22 people do need to park along the roadway, and I think
23 we need to take a careful look. Maybe we can't have
24 parking on both sides and maybe we shouldn't but we

1 should not take away all of the street parking.

2 So, kudos for the work you have done but I
3 think that it might be a little overdone at this
4 point, and I would like to urge you to look carefully
5 at the Marrett Road and Mass. Avenue intersection.
6 Thank you.

7 TOM LOUGHLIN: You're welcome.

8 ROBERT WARSHAUER: If you can jump back to
9 the Marrett Road interchange, I am Robert Warshauer.
10 I live on Tower Road. You can see it right there,
11 and my first reaction is thank you. I will now be
12 able to get out safely from Tower Road.

13 My concern and I am going to point this to
14 the Town, since the work was done on Marrett Road to
15 make it safer actually to get through that section
16 and the work that has been done with the -- that is
17 going on with the new entryway for the seniors for
18 the Community Center, Richard Road, which comes off
19 of Follen and leads back through here into Tower
20 Road, has now become a little bit dicey. I think
21 that is a good way to put it, and the road is in
22 terrible condition because it is taking at least four
23 times the traffic that it ever did just to handle the
24 people that live up in that area.

1 On Tower Road, where I am, very often it is
2 not quite safe to step out because the traffic at
3 certain times of day, they love that cut-through, and
4 then they get to, and come out -- they come out next
5 to the Fire Station and the smart -- because the
6 other road that -- the Tower Road that continues from
7 there is not paved, and they don't like bouncing
8 around. All I ask is that you put first fix the
9 streets. The plows have turned that into a horror
10 and, with the additional traffic that Richard Road
11 now takes, it is becoming almost an obstacle course
12 for drivers.

13 You can't widen it and everybody
14 understands that who lives up there. We don't want
15 them widened. We would like them -- but we would
16 like them calmed, and that may be -- it may be we are
17 going to have start putting bumps and I think you
18 should consider it strongly. In fact, I may be in to
19 request one soon just for Tower Road but I want to
20 thank you for putting in something that will allow us
21 to get out safely, and how do you come down that
22 stretch from Massachusetts Avenue to make a right
23 turn into Tower Road?

24 One of the worst places to have to pass if

1 there is any traffic is that Marrett Road
2 intersection. People downplay it but you have got
3 idiots who don't understand that there is a brake and
4 a gas pedal also, and they just will dart out in the
5 middle of the traffic that is flowing and can't
6 understand why everybody is yelling at them.

7 Courtesy is not known to be a strong suit
8 on the Massachusetts roads and sometimes we have to
9 take additional things. Calming on some of the -- on
10 a lot of the back streets and, if I can say,
11 particularly on Follen Road, would be very much
12 welcomed by the entire neighborhood, and it should be
13 considered as part of it.

14 TOM LOUGHLIN: Thank you.

15 DORIS KELLY: Doris Kelly. I live on
16 Richard Road. I think it is going to be a lot harder
17 when you come down Tower to take a left because I
18 think those cars are going to be stopped at the red
19 light, and we are never going to get through for like
20 the one hour a day that there is traffic, and that is
21 my second comment.

22 I think, well, two things. It is
23 urbanizing a residential, quiet area that many other
24 people have already spoken about and, secondly, I

1 think it is overkill. I think the problem exists for
2 a few hours in the day. It is like a two hour
3 problem and, unfortunately, we are going to be stuck
4 with these lights for the other twenty-two hours a
5 day. So, those are my comments.

6 UNIDENTIFIED SPEAKER: Just one quick
7 question. Sorry. Did you want to respond to her?

8 TOM LOUGHLIN: No, I did record her
9 comments but --

10 UNIDENTIFIED SPEAKER: I just have one
11 quick question. Have you done any study of the
12 pollution impact of this project because my sense is,
13 for example, the cars that currently, as I said, in
14 an unimpeded way, are moving to Lexington Center are
15 now going to be waiting at the traffic lights, you
16 know, idling. I am just wondering if there is any
17 thought as to what the pollution impact would be.

18 TOM LOUGHLIN: We haven't done a study.

19 UNIDENTIFIED SPEAKER: Just a question.

20 TOM LOUGHLIN: But I would say that the
21 balance of the amount of queuing you have on Maple
22 and Pleasant is going to --

23 UNIDENTIFIED SPEAKER: Use the mike.

24 TOM LOUGHLIN: I would say that the amount

1 of congestion that you have on Marrett and Pleasant
2 Street, that will be reduced and the delays on Mass.
3 Ave. will not be significant. They will stop traffic
4 but there will not be significant queuing and the
5 queuing on Maple and on Pleasant Street will be
6 reduced.

7 UNIDENTIFIED SPEAKER: One other --

8 TOM LOUGHLIN: So, if you look at not just
9 the Mass. Ave. corridor but more the region, I think
10 there will be a reduction in pollution from that.

11 RICHARD CANALE: So, Richard Canale again.
12 When the NPO does the scoring on these intersections
13 and roadways, they do do an air quality and somewhere
14 in here I do have what they claim would be the
15 reduction or increase in emission. So, I can pull
16 that out.

17 UNIDENTIFIED SPEAKER: Okay. Thank you.

18 JOHN DENNIS: John Dennis, 935 Mass. Ave.
19 First of all, a suggestion for the temporary fix for
20 the accidents that were mentioned at the end of
21 Marrett Road where it comes into Mass. Ave. The
22 thing I notice is I frequency have to stop at that
23 Yield sign because, the Masonic Museum sign blocks my
24 view of the traffic coming from the center. If that

1 sign were moved back about twenty feet up Marrett
2 Road, then people approaching would know whether they
3 had to stop or whether they could just keep moving
4 slowly on to the avenue.

5 So, I mean, that is just my personal
6 experience years. Fortunately, nobody has ever tail-
7 ended me there but -- okay, the second thing, my wife
8 has a question. If you could get to the shot just to
9 the east of the Fire Station, you can see my house on
10 there. The next one over, I think.

11 TOM LOUGHLIN: Next slide?

12 JOHN DENNIS: Yes, the next section of the
13 avenue. I don't think we are quite there yet. Yes,
14 there we go. Okay. Over there on the left end, the
15 one with the pinkish looking roof which is actually
16 red. No, across the street. Yes, there we go.
17 Okay. We were just curious, what is going to happen
18 to the tree belt in front of our house.

19 TOM LOUGHLIN: I'm sorry, the what?

20 JOHN DENNIS: The tree belt.

21 TOM LOUGHLIN: The tree belt?

22 JOHN DENNIS: Well, the green --

23 TOM LOUGHLIN: Like under the grass strip.

24 JOHN DENNIS: The grass, okay.

1 TOM LOUGHLIN: I have not heard that term
2 before, tree belt.

3 JOHN DENNIS: Oh, well, I am from
4 Springfield originally, so that is what we used to
5 call them anyway.

6 TOM LOUGHLIN: Well, it is going to
7 actually be increased. This is an area where the red
8 line is indicating --

9 UNIDENTIFIED SPEAKER: Please use the --

10 TOM LOUGHLIN: I'm sorry. This is an area
11 where the red line is indicating the existing curb
12 line and the new curb line will be coming out here,
13 the bike lane, and then a travel lane. So, you will
14 have an increase in the width of that tree belt, or
15 grass strip in front of your house, more lawn to mow.

16 JOHN DENNIS: Oh, goody. Alright. Thank
17 you.

18 RICHARD CANALE: Again, Richard Canale
19 again. I do have a response. So, the Federal
20 Government says that there are, in order to qualify
21 for funds, there are different kinds of buckets that
22 are available. One is the Highway Safety Improvement
23 Program and that is partially, the monies will come
24 out of that. The other is Congestion Management for

1 Air Quality, and the NPO staff has calculated that,
2 if this project were to be implemented, that seventy-
3 four tons of CO2 reduction would occur on a yearly
4 basis.

5 SHAWN HOLLAND, MODERATOR: Alright. If
6 there's no other questions or comments, if you go
7 home tonight, in the handout, in the back there is a
8 little form there so if you have a question, you can
9 send it in to us. If you have follow-up questions, I
10 am sure the Town will entertain them any time in the
11 future.

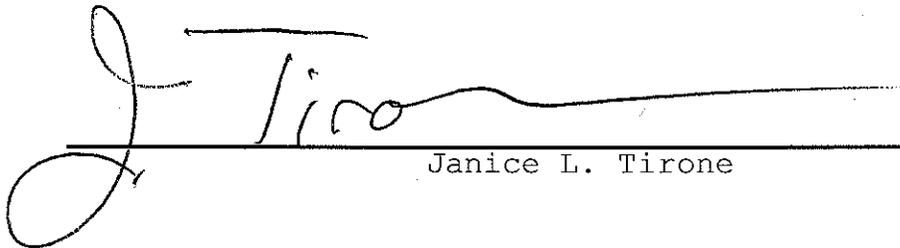
12 I just want to thank you for coming. I
13 apologize for the crowdedness and the cramped
14 conditions tonight but I really appreciate you coming
15 out and we have got some very good comments and some
16 great suggestions and I think the Town and the
17 Consultant will go back and seriously look at, and
18 thank you for coming. Thank you. (applause)

19 End of Design Public Hearing 5-7-15 +++
20
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22
23
24

C E R T I F I C A T E

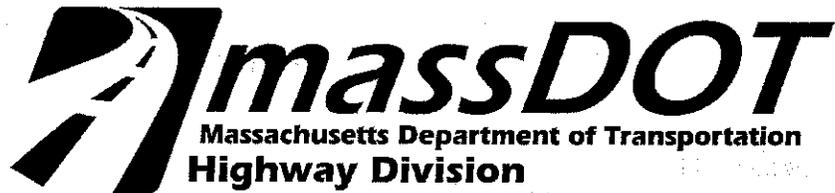
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4
5 I, Janice L. Tirone, do hereby certify that the
6 foregoing record is a true and accurate transcription
7 of the proceedings in the above-captioned matter to
8 the best of skill and ability.
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Janice L. Tirone

**ALL NAMES NOT PROVIDED WERE SPELLED PHONETICALLY TO
THE BEST OF MY ABILITY



PUBLIC HEARING

MAY 7, 2015

AT

SAMUEL HADLEY PUBLIC SERVICES BUILDING

ROOM 126, 201 BEDFORD STREET

LEXINGTON, MASSACHUSETTS

7:00 PM

FOR THE PROPOSED

**ROADWAY AND SIDEWALK IMPROVEMENTS
ALONG MASS AVE BETWEEN MARRETT ROAD AND PLEASANT STREET
Project No. 607409**

IN THE TOWN OF LEXINGTON, MASSACHUSETTS

**COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION**

**THOMAS TINLIN
ACTING HIGHWAY ADMINISTRATOR**

**PATRICIA A. LEAVENWORTH, P.E.
CHIEF ENGINEER**

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION – HIGHWAY DIVISION
NOTICE OF A PUBLIC HEARING
Project File No. 607409

A Design Public Hearing will be held by MassDOT to discuss the proposed Massachusetts Avenue (Mass Ave) Roadway Reconstruction project in the Town of Lexington, MA.

WHERE: Samuel Hadley Public Services Building
Room No. 126
201 Bedford Street
Lexington, MA 02420

WHEN: Thursday, May 7, 2015 at 7:00 PM

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed Mass Ave Reconstruction Project. All views and comments made at the hearing will be reviewed and considered to the maximum extent possible.

PROPOSAL: The proposed project consists of improvements along a 3,500 foot section of Mass Ave between Marrett Road and Pleasant Street. General improvements include: new sidewalks bicycle lanes on both sides of the roadway, one 11-foot general use travel lane in each direction, parking lanes, intersection turning lanes, new traffic signals at three Mass Ave intersections (Marrett Road, Maple Street and Pleasant Street, a traffic signal at the East Lexington Fire Station and a pedestrian signal at the Waldorf School. The proposed cross-section narrows the travel lanes to provide the sense of a village center, help reduce travel speeds and improve safety for all roadway users. Additionally, the number of crosswalks across Mass Ave will be reduced to only be located at several strategic locations.

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. The Town of Lexington is responsible for acquiring all needed rights in private or public lands. MassDOT's policy concerning land acquisitions will be discussed at this hearing.

Written views received by MassDOT subsequent to the date of this notice and up to five (5) days prior to the date of the hearing shall be displayed for public inspection and copying at the time and date listed above. Plans will be on display one-half hour before the hearing begins, with an engineer in attendance to answer questions regarding this project. A project handout will be made available on the MassDOT website listed below. Written statements and other exhibits in place of, or in addition to, oral statements made at the Public Hearing regarding the proposed undertaking are to be submitted to Patricia A. Leavenworth, P.E., Chief Engineer, MassDOT, 10 Park Plaza, Boston, MA 02116, Attention: Roadway Project Management, Project File No. 607409. Such submissions will also be accepted at the hearing. Mailed statements and exhibits intended for inclusion in the public hearing transcript must be postmarked within ten (10) business days of this Public Hearing. Project inquiries may be emailed to dot.feedback.highway@state.ma.us

This location is accessible to people with disabilities. MassDOT provides reasonable accommodations and/or language assistance free of charge upon request (including but not limited to interpreters in American Sign Language and languages other than English, open or closed captioning for videos, assistive listening devices and alternate material formats, such as audio tapes, Braille and large print), as available. For accommodation or language assistance, please contact MassDOT's Chief Diversity and Civil Rights Officer by phone (857-368-8580), fax (857-368-0602), TTD/TTY (857-368-0603) or by email (MassDOT.CivilRights@dot.state.ma.us). Requests should be made as soon as possible prior to the meeting, and for more difficult to arrange services including sign-language, CART or language translation or interpretation, requests should be made at least ten (10) business days before the meeting. In case of inclement weather, hearing cancellation announcements will be posted on the internet at <http://www.massdot.state.ma.us/Highway/>

THOMAS TINLIN
ACTING HIGHWAY ADMINISTRATOR

PATRICIA A. LEAVENWORTH, P.E.
CHIEF ENGINEER



Dear Concerned Citizen:

The Massachusetts Department of Transportation (MassDOT) is committed to building and maintaining a transportation infrastructure that is both safe and efficient for all who use our roadways, bridges, bicycle facilities and pedestrian paths, while maintaining the integrity of the environment.

As part of the design process for this project, we are conducting this public hearing to explain the proposed improvements, listen to your comments and answer any questions you may have. At the conclusion of the hearing, MassDOT will review all of your comments and, where feasible, incorporate them into the design of the project.

We recognize that road and bridge construction can create inconveniences for the public. MassDOT places a great deal of emphasis on minimizing the temporary disruptive effects of construction.

MassDOT encourages input from local communities and values your opinions. Please be assured that we will undertake no project without addressing the concerns of the community.

Sincerely,
Patricia A Leavenworth, P. E.
Chief Engineer

WHAT IS A PUBLIC MEETING?

WHY A PUBLIC MEETING?

To provide an assured method whereby the Commonwealth of Massachusetts can furnish to the public information concerning the State's highway construction proposals, and to afford every interested resident of the area an opportunity to be heard on any proposed project. At the same time, the meetings afford the Commonwealth an additional opportunity to receive information from local sources which would be of value to the State in making its final decisions to what design should be advanced for development.

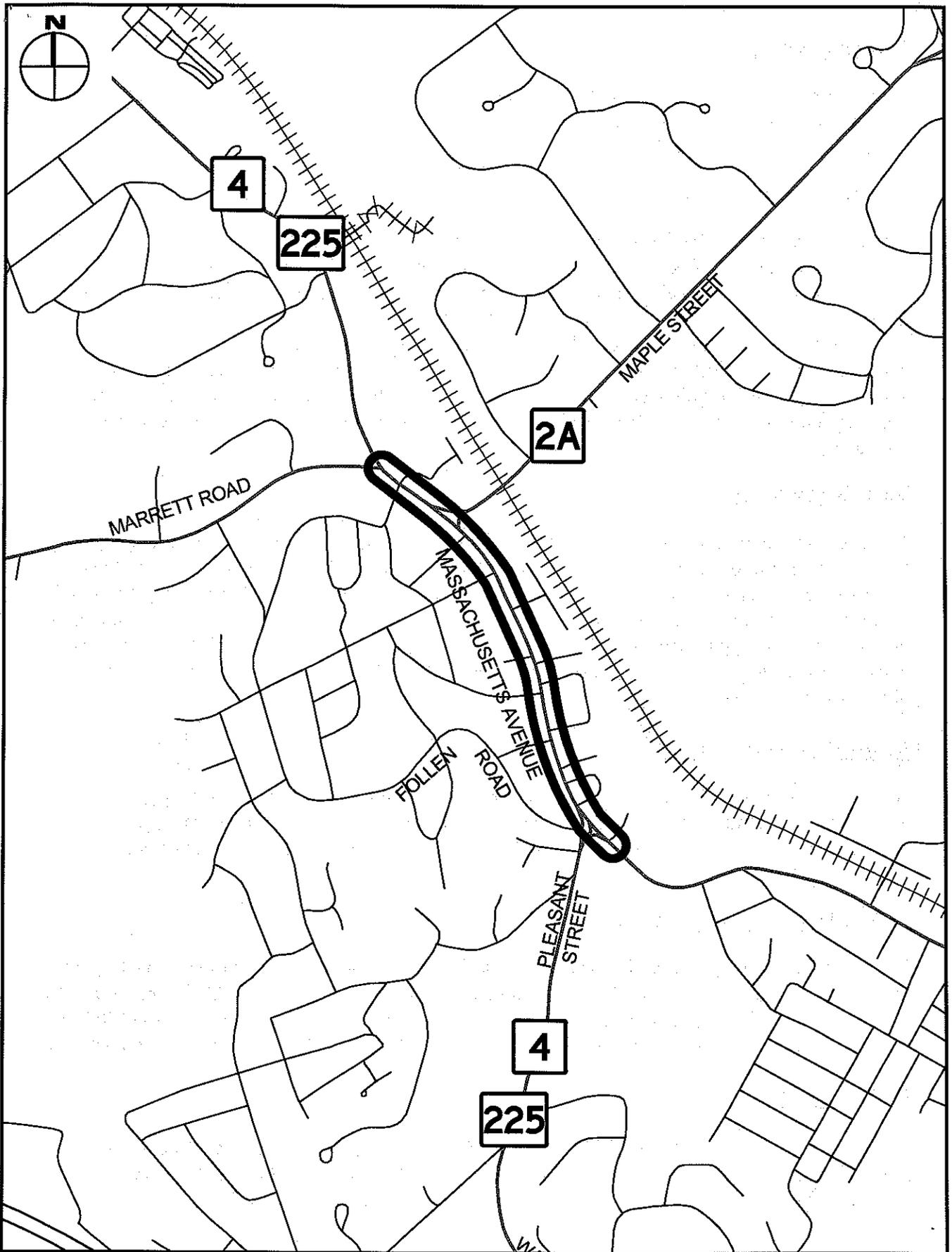
WHY NOT A VOTE ON HIGHWAY PLANS?

The meetings are not intended to be a popular referendum for the purpose of determining the nature of a proposed improvement by a majority of those present. They do not relieve the duly constituted officials of a State highway department of the necessity for making decisions in State highway matters for which they are charged with full responsibility.

WHAT DOES A PUBLIC MEETING ACCOMPLISH?

It is designed to ensure the opportunity for, or the availability of, a forum to provide factual information which is pertinent to the determination of the final alternative considered by the state to best serve the public interest, and on which improvement projects are proposed to be undertaken.

It is important that the people of the area express their views in regard to the proposal being presented, so that views can be properly recorded in the minutes of the meeting. These minutes will be carefully studied and taken into consideration in the determination of the final design.



Project Location Map
East Massachusetts Avenue Intersections Project
Lexington, Massachusetts

Figure 1
Scale: 1" = 1000'

Project Description

The Massachusetts Department of Transportation (MassDOT) proposes to perform roadway and sidewalk improvements in the Town of Lexington, Massachusetts along Mass Ave between Marrett Road and Pleasant Street.

Proposed Improvements

The proposed project consists of the construction of new sidewalks, bicycle lanes on both sides of the roadway, one 11-foot general use travel lane in each direction, parking lanes, and intersection turning lanes along a 3,500 foot section of Mass Ave. New traffic signals at three Mass Ave intersections (Marrett Road, Maple Street and Pleasant Street), a traffic signal at the East Lexington Fire Station and a pedestrian signal at the Waldorf School will be constructed. The proposed cross-section narrows the existing travel lanes to provide the sense of a village center, helps reduce travel speeds and improve safety for all roadway users. Additionally, the number of crosswalks across Mass Ave will be reduced to only be located at several strategic locations.

Existing Conditions

Mass Ave in Lexington is a principal arterial that begins at the Arlington town line and travels through the center of town. Mass Ave is also designated as the Battle Road Scenic Byway and The roadway is heavily traveled, carrying over 20,000 vehicles per day. This section of roadway forms a vital link for commuters from Lexington, Winchester, Arlington, Belmont, Woburn and other towns traveling to and from Routes 2 and I-95. The proposed project will be designed to be consistent with the principles of "complete streets" and will improve safety for pedestrians, bicyclists, and drivers.

Right- of- Way Impacts

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. The Town of Lexington is responsible for acquiring all needed rights in private or public lands. MassDOT's policy concerning land acquisitions will be discussed at this hearing.

Project Status- Project Schedule

The design plans displayed at this hearing are at the 25% design stage. Comments made at this meeting will be incorporated to the maximum extent feasible. At the moment, this project is not programmed for funding and has a tentative 2020 advertising date. The Town is responsible for programming funding for this project on the State Transportation Improvement Program (STIP).

Project Construction Cost

The estimated cost of the project is \$5,500,000. The project is funded under the Federal aid program whereby 80% of the Construction Cost will be funded by the Federal Highway Administration (FHWA) and 20% of the Construction Cost will be funded by the Commonwealth of Massachusetts.

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

Lexington, MA
ROADWAY AND SIDEWALK IMPROVEMENTS
ALONG MASS AVE BETWEEN MARRETT ROAD AND PLEASANT STREET
Project File No. 607409

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Patricia A. Leavenworth, P.E., Chief Engineer
MassDOT – Highway Division
10 Park Plaza, Boston, MA 02116
Attn: Roadway Project Management, Project File No. 607409

The final date for receipt of written statements and exhibits for inclusion into the official meeting transcript will be ten (10) days after the Public Meeting.

PLEASE TYPE OR PRINT LEGIBLY.

Name: _____ Title: _____

Organization: _____

Address: _____

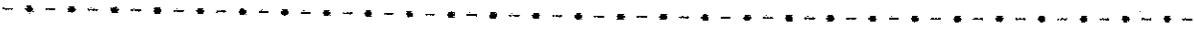
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Patricia A Leavenworth, P.E.
Chief Engineer
MassDOT – Highway Division
10 Park Plaza
Boston, MA 02116

RE: Public Hearing
ROADWAY AND SIDEWALK IMPROVEMENTS
ALONG MASS AVE BETWEEN MARRETT ROAD AND PLEASANT STREET
LEXINGTON, MA
Project File No. 607409
ROADWAY PROJECT MANAGEMENT





PUBLIC HEARING SIGN-IN SHEET

Project: <i>Lexington - Mass Ave</i>	Hearing Date: May 7, 2015
Facilitator: MASSDOT - HIGHWAY DIVISION	Place/Room: Lexington Public Services Bldg

#	Name (Please Print)	Affiliation	Phone
1	Shawn Holland	Highway Division - Project Management	(857) 368-9345
2	DAVE CANNON	LF2 ENGINEERING	781 274 8323
3	Laurel Carpenter	Lexington TMM, LBAC	781 862 4027
4	Elizabeth Horton	1053 MA Ave. Lexington	781-861-5771
5	Corry Delaney	MASSDOT - ROW	781-361-1541
6	Mike Mooney	1145 Mass Ave	781-862-8494
7	Diane Mooney	1145 Mass Ave Lex	781-862-8494
8	JOEL ADLER	22 VILLAGE CIR	781-861-6069
9	NANKY ADLER	" " "	"
10	BRYAN BERKHAM	127 Follen Rd.	781-861-1542
11	Barbara Bools	639 Mass. Ave ^(6 Houses off Ellen Dana Ct)	781-862-7092
12	Jay Luker	26 Rindge Ave	781 608-6958
13	MICHAEL J O'SULLIVAN	12 AERIAL ST	781-862-6527
14	RITA GOLDBERG	10 Independence Ave	781 862 2258
15	STEVEN AARON	235 Concord Ave	781-862-2202
16	LYNNIE WINGINT	1A Bynon	781-862-4069
17	DONNA MOUNTAIN	10 Lockwood Rd	781-862-0366
18	Margaret Orellotta	23 Tucker Ave	781-862-9372



PUBLIC HEARING SIGN-IN SHEET

Project: Lexington - Mass Ave	Hearing Date: May 7, 2015
Facilitator: MASSDOT - HIGHWAY DIVISION	Place/Room: Lexington Public Services Bldg

	Name (Please Print)	Affiliation	Phone
19	James & Richard Pagett	Town Meeting	781 862 1294
20	George McGinley	Arlington res	
21	JOE WELCH	MASS AVE RESIDENT	781-696-5017
22	David & Margorie Kellard	884 Mass Ave.	
23	David Kucharsky	Lex Planning Dept	781 698 4563
24	Joe Pato	SELECTMAN + ABUTTER	781 674 0141
25	Charles Hornig	Planning Board	781 862 1112
26	Judith & John Denis	Mass Ave resident	781-862-1254
27	Sam Issa	Lexington Business owner	781-690-1182
28	Scott Bokun	Town Meeting	781-860-9791
29	Bill Hadley	Public Works Director	782 274 8314
30	Robert Warskauer	Home Owner	781-862-3834
31	Avram Bar Kin	Lexington Resident	513-582-2538 781-862-5755
32	Arnold Koplan	Home Owner	781-861-1234
33	A. D. D'Amico	Home owner	(617) 877-7679
34	J. CANALE	TM	781-861-0284
35	Andy Friedlich	Town Meeting	781 525-6401
36	RICHARD CANACE	BOSTON MPD DESIGNER LEXINGTON	781 861 028

Name	Address	Phone
Albert Montgomery	49 Outlook Dr	781-861-8843
Ira BARTENSTEIN	46 Snowden Rd.	617-633-4566
Barbara Dan Murphy	11 Lockwood Rd	781-861-7534
Teresa Zybik	1115 Mass Ave	781-860-9781
Brian Heffernan	223 Lowell St.	781-223-0592
Eric Greenwood	19 Sutherland Rd	781-8635-725
Juli Joergensen	14 Sutherland Rd	781-8635-785
PAL MENZ	739 MASS AVE	781-254-0688
BRUCE LYNN	33 Maple St	781-861-9023
JOE HUENI-	FIDELITY ST	781-862-445
CHRISTOPHER HARTER	FOLLEN Church	617-849-2639
Jennifer Melot	44 Emerson Gardens	781-698-8290
DORIS KELLY	13 Richard Rd	781-307-7886



PUBLIC HEARING SIGN-IN SHEET

Project: <i>Lexington - Mass Ave</i>	Hearing Date: May 7, 2015
Facilitator: MASSDOT - HIGHWAY DIVISION	Place/Room: Lexington Public Services Bldg

#	Name (Please Print)	Affiliation	Phone
37	Linda Mui	Follen Rd resident	781 863 5933
38	PAUL KLEPPER	"	" " "
39	PHILIP HAMILTON	GROVE ST "	781-861-3939
40	Randall Conroy	the res	781-674-2926
41	John Wheeler	Turkell Ave	781-643-6070
42	Robert King	2 Pinewood St	781-862 8437
43	Steve Finnieh	11. POTTER POND	781-863-0656
44	Elaine Ashton	32 Cliffe Ave	781 775 7717
45	Bebe Falick	MA resident	78-862-7208
46	Anne Mroughi	8 Marrett Road	781-861-8687
47	Sally Cassells	69 Turning Mill Rd	781 861 3750
48	Martina Collins	14 Curve St.	781 862 3207
49	MARY McIVER	30 Follen Rd	781-862-2142
50	Ann R. Hunt	8 Curve St.	781-862-4451
51	Sophia A. Braun	1523 MASS. Ave	781-861-7249

Rev. Claire Feingold Thorgan 755 Mass Ave. 617 721 3003
 John Feeny 1133 ~~Mass Ave~~ 781 862-2124
 James Feeney 1139 Mass Ave 781 861 8383 492

Beverly P Seavey 1099 Mass Ave

Debra Gillari 5 Solomon Pierce Rd.

Deirdra Grindel 471 Waltham St

Jordan Frost (press) Lexington Amherst / Gate House
media

David G. Hamster 48 Fifer Lane

Elizabeth Ann Horton
1083 Massachusetts Avenue
Lexington, MA 02420-3930

May 7, 2015

Ms. Patricia A. Leavenworth, P.E., Chief Engineer
Mass DOT
10 Park Plaza
Boston, MA 02116

Dear Ms. Leavenworth,

I have several concerns and questions, listed below, regarding the traffic designs at the intersection of Massachusetts Avenue and Maple Street, Lexington, MA. Will you please provide information regarding:

1. My top priority is SAFETY for myself, my family and visitors exiting and entering my driveway which is located at the beginning of Maple Street (Route 2A). How will the new traffic circle improve egress from my driveway onto Maple Street, specifically for traveling south on Route 2A (towards the traffic circle) to proceed onto Mass Ave?
2. If traffic signals are installed at the Massachusetts Avenue/Maple Street intersection, how will this affect the boundary of my property? How will affect the boundaries of the town's right-of-way for the road?
3. Based on the February 2014 presentation plans, one alternate retaining the traffic indicates the north sidewalk along Mass Ave will be repositioned to the south, with the sidewalk's former corridor converted to "green space." What does the "green space" represent? Specifically what type of vegetation will be planted? Will this additional green space be added to my property, thereby increasing my square footage and subsequently my property taxes?
4. Will portions of my current hedgerow be removed for this project? If so, how does the Town proposed to mitigate the disturbance to the maintained landscape on my property?
5. When will the construction plans of 90% to 100% completion be available?
6. How far in advance will we, the property owners located within this project area, be issued a notice when construction will begin?

Thank you for your assistance in this matter. I look forward to your response.

Sincerely,

Elizabeth Ann Horton

Thank you for this opportunity to comment on the proposed Mass Ave Roadway Reconstruction project. The Board of Selectmen have consistently voted to support proceeding with this project – and featured it as part of their commitment to “Complete Streets” projects in the 2014 Lexington Town Report. This area has long been a challenge for pedestrian and bicycle safety and is a heavily traveled regional corridor by the motoring public. The three intersections included in this project are frequently congested and the Mass Ave and Maple St intersection has the second highest accident rate in Lexington. In a few short weeks, the Town expects to open its new community center at 39 Marrett Rd which we expect will lead to yet more travel in this corridor by all transportation modes. Mass. Ave. is also a key transit route hosting the MBTA’s Bus Routes 62 & 76.

While we recognize that design is still at an early stage and this could impact the level of resident’s support for the project. Still, there is broad community support to proceed. Town Meeting unanimously approved \$500,000 in funding last year to bring this project to final design. Just this past month Lexington Town meeting approved without opposition a resolution calling on the Board of Selectmen to take urgent action to address town-wide bicycle and pedestrian safety needs. That same night Town Meeting also voted without opposition to accept Section 1 of Chapter 90-I of the Massachusetts General Laws related to the Commonwealth’s Complete Streets program.

We view the proposed Mass Ave Roadway Reconstruction project as an integral element of responding to the community’s desire for safe multi-modal transportation infrastructure and support advancing the project.



Town of Lexington Historical Commission

David Kelland, Chair
Marilyn Fenollosa
Wendell Kalsow
Frank Kern
Sally Zimmerman

1625 Massachusetts Avenue
Lexington, MA 02420
781-698-4517

April 21, 2015

To: Patricia A. Leavenworth, Chief Engineer, MassDOT
Brona Simon, Executive Director, Massachusetts Historical Commission
Board of Selectmen, Lexington
Carl Valente, Town Manager, Lexington
• John Livsey, Town Engineer, Lexington
Lynn Hopkins, Chair, Lexington Historic Districts Commission

Re: Project File No. 607409, Reconstruction of Massachusetts Avenue

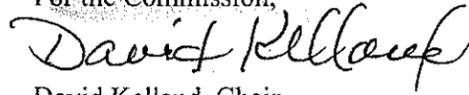
The Lexington Historical Commission has now had a chance to review the plans for the above project and has the following observations and comments.

1. The introduction of three new traffic lights in addition to the two already in existence at the fire house and at the Follen Church will have a seriously negative effect on the historic character and the "village feel" of the East Lexington Historic District.
2. We particularly object to the overhanging lights shown in the design plans. These will create a commercial look to what is now an historic residential neighborhood.
3. The elimination of crosswalks, if this includes the one at Independence Avenue, would increase the danger to pedestrians crossing to the mail box at Curve Street and those crossing to buses, school buses and the stores at Independence Ave.
4. The East Lexington Historic District includes two properties individually listed on the National Register of Historic Places and, of course, the local Historic District is on the State Register. We assume that this project has been submitted to the Massachusetts Historical Commission for the required review which will require minimizing adverse effect on the 120 properties included in the District (Section 27C, Chapter 9).

5. According to the plans, the roadway is to be 60 feet wide with taking of private and public property to achieve this. Since that width almost exists now, we request minimal destruction of trees and stone walls that help define the historic character and "village feel" of East Lexington. The Commission also asks that any modifications proposed here be sensitive to the preservation of antique cast iron pull stations, above-ground cable car electric junction boxes and other relics of a bygone era lining Massachusetts Avenue.

6. There appear to be proposed dedicated parking areas along this stretch of road. We are concerned about the growing problem of commuters who park on Mass. Ave. now and on the narrow side streets and leave their cars all day to take public transportation to work. Fire trucks, school buses and utility vehicles are impeded by these cars as are Mass. Ave. residents exiting their driveways with compromised sight lines.

For the Commission,

A handwritten signature in cursive script that reads "David Kelland".

David Kelland, Chair



Town of Lexington, Massachusetts

OFFICE OF SELECTMEN

JOSEPH N. PATO, CHAIRMAN
PETER C.J. KELLEY
NORMAN P. COHEN
MICHELLE L. CICCOLO
SUZANNE E. BARRY

May 18, 2015

TEL: (781) 698-4580
FAX: (781) 863-9468

Patricia Leavenworth, P.E., Chief Engineer
MassDOT, Highway Division
10 Park Plaza
Boston, MA 02116

RE: Mass. Avenue, Lexington, PROJIS 607409

Dear Ms. Leavenworth:

Thank you for this opportunity to comment on the proposed Massachusetts Avenue Roadway Reconstruction Project now at the 25% design stage. We are writing as a follow-up to the MassDOT Public Hearing held on May 7, 2015, and have several additional comments we wish to be included in the official record.

The Board of Selectmen has consistently voted to support studies and engineering funds aimed at addressing needed improvements along this corridor. Moreover, it featured this project as part of its commitment to "Complete Streets" projects in the 2014 Lexington Town Report. This area has long been a challenge for pedestrian and bicycle safety and is a heavily traveled regional corridor by the motoring public. The intersections included in this project are frequently congested and the Massachusetts Avenue and Maple Street intersection has a high accident rate compared to other Lexington intersections. As you know, Massachusetts Avenue is a critical regional route providing important access to homes, jobs, and services to the community of Lexington, as well as its neighboring communities of Woburn, Winchester, Arlington, Waltham, and Burlington, all of which utilize Massachusetts Avenue to interconnect. Massachusetts Avenue is also a key transit route hosting MBTA Bus Routes 62 and 76. Finally, in June, the Town will open its new Community Center at 39 Marrett Road which we expect will lead to yet more travel in this corridor by all transportation modes.

Over the years, the Town has held a number of public information sessions and reached out to the community in innovative ways to seek input and gather ideas. We recognize that the plans are still at the 25% design phase and may change further in meaningful ways before the project is ready to bid. Nonetheless, as a Board, we are committed to completing the design of the project in a timely fashion. Moreover, although no community can ever achieve 100% consensus on any project, we have received feedback both positive and negative and are working to incorporate residents' ideas and suggestions. We believe the community, based on this input

and on the fact that Town Meeting supported design funding, expects us to deliver a project that addresses the safety concerns along this corridor and that there is broad community support to proceed with making meaningful improvements along the corridor. Indeed, Town Meeting unanimously approved \$500,000 in funding last year to bring this project to final design and have appropriated a total of \$790,000 over the years for the design of this corridor.

As mentioned above, the value of this project goes beyond providing improvements for automobile travel. Just this past month the Lexington Town Meeting approved without opposition a resolution calling on the Board of Selectmen to take urgent action to address town-wide bicycle and pedestrian safety needs. That same night Town Meeting also voted without opposition to accept Section 1 of Chapter 90-I of the Massachusetts General Laws related to the Commonwealth's Complete Streets Program.

The Boston MPO has voted in support of advancing this multi-modal project and anticipates scheduling the TIP Funding for Federal Fiscal Year 2016 with advertising expected before September 30, 2016. Given the TIP schedule the Town is working proactively with BSC Engineering to complete the plans. In order to do so and keep the project on track, we will schedule additional public input meetings as necessary. We urge you to assist the Town in completing the design of these plans by accelerating the MassDOT internal reviews that are necessary for the project to move to 100% with PS&E drawings.

We view the proposed Massachusetts Avenue Roadway Reconstruction Project as an integral element of responding to the community's desire for safe multi-modal transportation infrastructure and support advancing the project and thank you for your support of this project.

Sincerely,



Norman P. Cohen
Acting Chairman

NOTE: Selectman Joseph Pato is a direct abutter to this project and acting on the advice of the State Ethics Commission has recused himself from all matters pertaining to the project.

lap

cc: Stephanie Pollack, MassDOT Secretary
Paul Stedman, Acting District 4 Highway Director
David Mohler, Executive Director, Office of MassDOT Planning
Eric Bourassa, Transportation Director, MAPC
Senator Kenneth Donnelly
Senator Mike Barrett
Representative Jay Kaufman



Town of Lexington Historical Commission

David Kelland, Chair
Marilyn Fenollosa
Wendell Kalsow
Frank Kern
Sally Zimmerman

1625 Massachusetts Avenue
Lexington, MA 02420
781-698-4517

April 21, 2015

To: Patricia A. Leavenworth, Chief Engineer, MassDOT
Brona Simon, Executive Director, Massachusetts Historical Commission
Board of Selectmen, Lexington
• Carl Valente, Town Manager, Lexington
• John Livsey, Town Engineer, Lexington
Lynn Hopkins, Chair, Lexington Historic Districts Commission

Re: Project File No. 607409, Reconstruction of Massachusetts Avenue

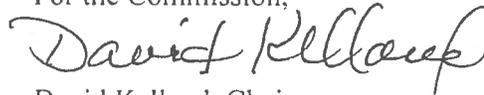
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6. There appear to be proposed dedicated parking areas along this stretch of road. We are concerned about the growing problem of commuters who park on Mass. Ave. now and on the narrow side streets and leave their cars all day to take public transportation to work. Fire trucks, school buses and utility vehicles are impeded by these cars as are Mass. Ave. residents exiting their driveways with compromised sight lines.

For the Commission,

A handwritten signature in cursive script that reads "David Kelland".

David Kelland, Chair



Transportation Advisory Committee
c/o/ Transportation Services Office
Town of Lexington
1625 MASSACHUSETTS AVENUE
LEXINGTON, MA 02420

RECEIVED

MAY 21 2015

MassDOT
PROJECT MANAGEMENT

May 18, 2015

Patricia A. Leavenworth, P.E., Chief Engineer
MassDOT—Highway Division
10 Park Plaza
Boston, MA 02116
Attn: Roadway Project Management, Project File No. 607409

Dear Ms. Leavenworth,

I am writing on behalf of Lexington's Transportation Advisory Committee in support of the proposed Massachusetts Avenue (Mass Ave) Roadway Reconstruction project, Project File No. 607409. This project proposes signalized intersections with crosswalks located at the following Mass Ave intersections: Pleasant Street, Maple Street, and Marrett Road.

While the Transportation Committee is concerned overall with meeting the transportation needs of Lexington residents, much of our attention has focused on the availability, efficiency, and safe use of public transportation in Lexington, which consists primarily of our "Lexpress" minibus system and the MBTA routes 62 and 76. Each of the three intersections proposed for reconstruction has implications for improved safety and improved public transit efficiency.

Soon to open is our new Community Center located on Marrett Road a short distance from the Marrett Road/Mass Ave intersection. One of our Lexpress routes will serve this Center directly, while another Lexpress route and both MBTA routes will serve indirectly with stops at the Marrett Road/Mass Ave intersection. There are no traffic control devices at this intersection. The inclusion of signals and crosswalks located at this intersection will afford a much safer environment for the crossing of Mass Ave by visitors to the Center who disembark at this location from west-bound buses.

The proposed signals at the Pleasant and Maple Streets intersections are expected to improve the on-time performance of both the Lexpress and MBTA buses by reducing the length of the queues of vehicles waiting to enter Mass Ave (left turn from Pleasant Street to Mass Ave for westbound MBTA Rt 76, and the right turn from Maple Street to Mass Ave for Lexpress Rt 4.)

We feel that improved transit efficiency and enhanced pedestrian safety at these intersections will likely encourage further use of public transportation by the public.

Thank you for your attention.

William H. Levison
Co-chair, Lexington Transportation Advisory Committee

Holland, Shawn (DOT)

From: DOT Feedback Highway
Sent: Tuesday, June 02, 2015 11:26 AM
To: Holland, Shawn (DOT)
Subject: FW: Email From Aaron Henry

Hello,

Could you look into this constituent's concern?

Thank you!

-----Original Message-----

From: ahenry@lexingtonma.gov [<mailto:ahenry@lexingtonma.gov>]
Sent: Thursday, May 21, 2015 4:20 PM
To: DOT Feedback Highway
Subject: Email From Aaron Henry

Project No: 607409
Project Manager Name: Shawn Holland
Project Description: LEXINGTON- RECONSTRUCTION ON MASSACHUSETTS AVENUE, FROM MARRETT ROAD TO PLEASANT STREET
Sender's Name: Aaron Henry
Sender's Email Address: ahenry@lexingtonma.gov

May 20, 2015

Patricia A. Leavenworth, P.E., Chief Engineer MassDOT, 10 Park Plaza Boston, MA 02116

Attention: Roadway Project Management, Project File No. 607409.

Dear Ms. Leavenworth,

We appreciate the opportunity to provide our comments on the proposed Massachusetts Avenue Roadway Reconstruction Project. Massachusetts Avenue (Route 4/225) is a major east-west roadway bisecting Lexington and is a critical link connecting major commercial areas in Lexington, Waltham and Arlington. Planning Board members have been involved with this project since its inception, having attended multiple meetings and provided input throughout the development process. We believe the proposed improvements to this corridor have been designed to be consistent with the principles of "Complete Streets" and will improve safety for pedestrians, bicyclists, and drivers while addressing capacity deficiencies along Massachusetts Avenue from Marrett Road to Pleasant Street.

In addition to our current involvement, the Planning Board has long recognized the importance of improving safety and accessibility for all users along this major corridor. In 2003, the Board's Comprehensive Plan identified the intersections of Marrett Road, Maple Street and Pleasant Street as areas for improvement requesting the installation of a traffic signal or modern roundabout.

We support the proposed upgrades and look forward to continuing our participation as the project proceeds to 100% design.

For the Board,



Town of Lexington, Massachusetts
Bicycle Advisory Committee

RECEIVED

MAY 20 2015

MassDOT
PROJECT MANAGEMENT

May 14, 2015

Patricia A. Leavenworth, P.E., Chief Engineer
MassDOT—Highway Division
10 Park Plaza
Boston, MA 02116

Attn: Roadway Project Management, Project File No. 607409

Dear Ms. Leavenworth,

The Lexington Bicycle Advisory Committee writes to express our strong and unanimous support of the Roadway and Sidewalk Improvements along Mass Ave between Marrett Road and Pleasant Street (Project File No. 607409).

This corridor of Mass Avenue is notable for high volumes of bicycles and auto traffic. The proposed bicycle lanes will improve safety and reduce user conflicts. The proposed signalization will provide greater protection for bicyclists making left turns, and we are pleased that these signals will be fully actuated to recognize the presence of bicycles. At our 2015 annual Town Meeting, the representative town meeting members voted overwhelmingly in favor of adopting the Mass General Law regarding Complete Streets, as well as a citizen's article aimed at improving pedestrian and bicycle safety.

Data from many sources, including our neighboring communities, indicates that adding bike lanes results in increased ridership. This goal is consistent with the Mass DOT statewide goal of tripling the share of travel in Massachusetts by bicycling, transit and walking. Although Lexington has recently been recognized with Bronze Level status as a Bicycle Friendly Community, it is our vision to reach the next level as we continue to improve infrastructure that supports multi-modal transportation.

The Minuteman Bikeway runs parallel to Mass Avenue in this corridor. Improved bicycle accommodations along Mass Ave will facilitate access to the Bikeway, as well as provide an economic benefit to our community by improving the ability of

Bikeway users to access local businesses. We look forward to further dialogue about the possibility of a new bikeway access ramp at Maple Street.

Sincerely,

A handwritten signature in cursive script that reads "Peggy Enders". The signature is written in black ink and is positioned above the printed name.

Peggy Enders, Chair
Lexington Bicycle Advisory Committee

xc: Lexington Board of Selectmen
John Livsey, P.E., Town Engineer, Lexington
David Cannon, P.E., Assistant Town Engineer, Lexington



THE Battle Road Scenic Byway Committee

Patricia A. Leavenworth, P.E., Chief Engineer
MassDOT, 10 Park Plaza
Boston, MA 02116

RECEIVED

MAY 21 2015

MassDOT
PROJECT MANAGEMENT

May 18, 2015

Attention: Roadway Project Management, Project File No. 607409.

Dear Ms. Leavenworth,

The entirety of the project along Massachusetts Avenue is a portion of the state designated THE Battle Road Scenic Byway (BR Byway). THE Battle Road Scenic Byway Committee (BR Committee) has been designated by the Towns of Arlington, Lexington, Lincoln, and Concord, and the Minuteman National Historical Park as the byway management entity responsible for stewardship and overseeing the MassDOT accepted Battle Road Scenic Byway Corridor Management Plan (BR Plan).

THE Battle Road Scenic Byway Committee is pleased to endorse the 25 % design for this project. We hope that the Town of Lexington and MassDOT carry out plans to complete a 100 % design that enhances the intrinsic qualities along this part of the Byway corridor and which leads to a reconstruction of the Byway that meets the goals, recommendations, and action steps of the BR Plan. We have full confidence that a final design can be completed that manages traffic in a way that increases safety and mobility and enhances the village character that stakeholders are looking for.

The BR Plan states, *“Maintaining or improving the Byway’s roadways and the bicycle and pedestrian network is an essential component of Byway stewardship. It is recommended that the Byway management entity coordinate with the entities responsible for improvements to the rights-of-way along the Byway, both on-road and off-road. Additionally, the Byway management entity should provide comment on development regulations, projects, and planning efforts that affect transportation and mobility along the Byway.”*

Calming traffic and improving safety along the Byway will enhance the visitor experience. This will make the Byway more accessible to people with disabilities, as well as for bicyclists and pedestrians. All visitors, regardless of whether they travel to the Byway by car or by other modes of transportation, are likely to leave their vehicles to visit Byway attractions – which means all visitors are pedestrians at some point during their visit. Among the top recommendations is to follow context-sensitive roadway design guidelines that preserve the intrinsic qualities of the Byway while improving safety and mobility along the roadway. The intent of this recommendation is to

improve access to the Byway for bicyclists and pedestrians on the roadway, whether that access is on the road itself or immediately adjacent to it such as on sidewalks, and to do so in a way that is sensitive to the historic, cultural, scenic, and natural qualities of the Byway.

The BR Committee is pleased that the 25 % design is based upon the complete street philosophy of context sensitive design guidelines, and the 25 % design includes dedicated bike lanes, good accommodations with improved byway crossings for pedestrians, narrower motorist lanes to encourage slower, safer, and calmer speeds, and reasonable parking accommodations for residents, businesses, and institutions.

Although we are generally concerned about signalization along the BR Byway, the Town Consultant's study appears to support the need for them in this section of the BR Byway due to the high motorist volumes and long queues of traffic especially at Maple and Pleasant. The BR Plan identifies 15 problem intersections in the four Towns and two of them are the Maple and Pleasant intersections. We believe that more traffic will stay on this section of the BR Byway if there is better traffic control. The resulting benefit to residents on side-streets is that fewer motorists will be tempted to use those streets as cut-through routes. This would be an acceptable tradeoff for us.

We believe that what is most significant about the 25 % design is that, although the intersections account for less than 10% of the length of the subject project, the **entire** 3,500 feet long project corridor will be improved as a multi-modal safe roadway with the opportunity for corridor enhancements that should be sensitive to the historic and human qualities of this portion of the BR Byway.

We wish to provide guidance as the project proceeds to a 100 % design. The BR Committee has two MassDOT officials that are designated to work with us on the BR Byway Plan implementation. We will continue to work with Joe Onorato from MassDOT Highway District 4 and Bob Frey from Mass DOT Planning. We will also be consulting with Lexington residents and officials and other Byway stakeholders. Our BR Plan can be found at <http://www.mapc.org/resources/battle-road-scenic-byway> There is a section of this BR Plan that is dedicated to Byway transportation management: http://www.mapc.org/sites/default/files/BRSB_CMP_FINAL_Transportation_pages_81-110.pdf The Implementation section at http://www.mapc.org/sites/default/files/BRSB_CMP_FINAL_Implementation_pages_155-176.pdf discusses Goals, Recommendations, and Action Steps to be taken for transportation that are applicable for this project.

We further note that the BR Plan makes clear that each of the various sections of the BR Byway has particular characteristics, and our recommendation for this section of the BR Byway applies only to this section in the present context.

We expect that all signalization design will follow Federal and State guidelines for Scenic Byways so that they enhance rather than detract from the existing intrinsic qualities. We fully expect that bike lanes and additional bike accommodations for cyclists who wish to make turns onto and off the Byway are planned for in a safe manner. We expect that signal control timing at

each signal be such that the LOS for pedestrians is no worse than the LOS for motorists. We expect that travel lanes should be not greater than 11 feet wide and that other efforts will be made at keeping motorists at safe speeds. We expect that tree and vegetation planting, sidewalk features, and streetscape features will be designed keeping them in context with the significance of the Byway. We expect that traffic at the intersection at Marrett Road will be calmed and made safe for the new pedestrians, cyclists, and motorists who will be accessing the new Lexington Community Center that is opening this season at this intersection.

We look forward to working with you and your MassDOT colleagues on the next phases of this project. Let me know if you wish to discuss our ideas further.

A handwritten signature in black ink that reads "Richard Canale". The signature is written in a cursive, flowing style with a long horizontal stroke at the end.

Richard Canale, Chair
on behalf of THE Battle Road Scenic Byway Committee

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

RECEIVED

MAY 20 2015

MassDOT
PROJECT MANAGEMENT

FEDERAL AID PROJECT

Lexington, MA
ROADWAY AND SIDEWALK IMPROVEMENTS
ALONG MASS AVE BETWEEN MARRETT ROAD AND PLEASANT STREET
Project File No. 607409

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Patricia A. Leavenworth, P.E., Chief Engineer
MassDOT -- Highway Division
10 Park Plaza, Boston, MA 02116
Attn: Roadway Project Management, Project File No. 607409

The final date for receipt of written statements and exhibits for inclusion into the official meeting transcript will be ten (10) days after the Public Meeting.

PLEASE TYPE OR PRINT LEGIBLY.

I am a resident of 1088 Massachusetts Avenue Lexington, MA. I was unable to make the meeting on Thursday re: Mass Ave project. I met with David Cannon today to review the proposed traffic lights and I am in full support of the project. This area is a safety risk now and the value justifies the traffic lights.

Name: Jennifer Velis Title: Resident of 1088 Mass Ave
Organization: _____
Address: 1088 Massachusetts Avenue
Lexington, MA 02420

RECEIVED

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

MAY 20 2015

MassDOT
PROJECT MANAGEMENT

FEDERAL AID PROJECT

Lexington, MA
ROADWAY AND SIDEWALK IMPROVEMENTS
ALONG MASS AVE BETWEEN MARRETT ROAD AND PLEASANT STREET
Project File No. 607409

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MassDOT – Highway Division
10 Park Plaza, Boston, MA 02116
Attn: Roadway Project Management, Project File No. 607409

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PLEASE TYPE OR PRINT LEGIBLY.

1. With 20,000 vehicles using Mass. Ave each day, pedestrians + bikers are in danger always.
2. The rate of frequent accidents along the corridor is alarming and must be addressed.
3. controlled intersection are the only solution to provide protection for all people.
4. the proposed changes will improve safety for all and create smoother flow of traffic
5. It is time to stop focusing on vehicle convenience

Name: Sandra Shaw Title: _____
Organization: Town Meeting, Recreation Com., Bikeway Com.
Address: 51 Wachusett Drive
Lexington, MA 02421

While everyone agrees that Mass. Ave. is in need of improvements and safety fixes, no one in the Follen Hill neighborhood agrees that having five lights in such a short span on Mass. Avenue will be helpful. In fact, drivers will choose to avoid a five light strip by turning right on Follen Road at Marrett Road and left on Follen Road and Pleasant Street. This will result in even more traffic on both lanes of Follen Road and Follen Hill surrounding streets, an area that already considered a cut through to route 2 and a way to avoid Mass. Ave. Follen Road needs a lessening of traffic as it is already too busy. It is dangerous to walkers, especially children traveling to and from school. Leaving our community at rush hour will be disastrous. With traffic backed up on both Marrett Road and Pleasant Street, we will not be able to enter those roads easily from Follen Road. In fact, with the increased traffic, it will be equally hard to get out of our driveways. This will be especially so in the winter with snow banks in places. Also traffic will worsen with the new community center on Marrett Road. The plan as it stands now will be a disaster for the Follen Hill neighborhood.

If this project goes forth, it should be without the proposed traffic light on Marrett Road. That will alleviate the traffic that is bound to flow onto Follen Road if there is one. In addition "traffic calming" solutions should be implemented on Follen Road—speed bumps, signage, or other.

Carol Rosenthal
208 Follen Road
Lexington, Ma.
02421
rosent.r@comcast.net

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

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MAY 20 2015

MassDOT
PROJECT MANAGEMENT

FEDERAL AID PROJECT

Lexington, MA
ROADWAY AND SIDEWALK IMPROVEMENTS
ALONG MASS AVE BETWEEN MARRETT ROAD AND PLEASANT STREET
Project File No. 607409

Patricia A. Leavenworth, P.E., Chief Engineer
MassDOT – Highway Division
10 Park Plaza, Boston, MA 02116
Attn: Roadway Project Management, Project File No. 607409

I strongly support the three-intersection project and urge its approval and advancement for a variety of reasons, including the following:

- 1) Maple is often backed up far toward Lowell Street in the a.m. when children are aspring to cross Maple on foot en route to Harrington Elementary. The vehicle delays resulting from the backup on Maple seem to give rise to "road rage" among drivers, which endangers these young students who walk or bike to school. Just this past week, there was a multi-car pileup that spilled over the Harrington crosswalk at pick-up time, in which a parent (within the safety confines of the crosswalk) narrowly missed being flattened by a rear-ended vehicle that was rammed through the crosswalk while she was crossing.
- 2) Kids who live north of Mass Ave. and who attend Clarke Middle School need to cross Mass. Ave. to reach Marrett Road; and they face a *very* challenging and, sometimes perilous, crossing if they bike or walk to school. I believe the provision of light-activating pedestrian buttons that will stop traffic at these intersections will provide these kids with a much safer passage across Mass. Ave.
- 3) Maple Street is a major on/off access point for the Minuteman Bikeway. Accordingly, I strongly support inclusion of the "Minuteman Bikeway Connection Concept" in this project, as provision of access to/from the Bikeway from this side of Maple would provide much safer access between the Bikeway and Mass. Ave via Maple, particularly for kids.
- 4) The Maple / Mass. Ave. intersection is also heavily used by pedestrians who need to cross Maple and/or Mass Ave. to catch the 62 or 76 bus. Crossing Maple on foot is very dangerous because drivers take great risks to shoot through heavy traffic when making turns, and the enormous expanse of roadway that must be traversed by pedestrians at this intersection makes pedestrians feel extremely vulnerable and justifiably so.
- 5) Because turning left onto Mass. Ave. from Maple is so difficult, many drivers avoid Maple and instead cut through the residential side streets of east Lexington to reach Mass. Ave., which I think is inherently undesirable. I also believe that the difficulty of making a left turn from Pleasant Street onto Mass. Ave. likely presents similar problems and safety hazards.

I understand that some people oppose traffic lights, as they may force drivers to momentarily stop their cars to permit others (pedestrians, bikes and other cars) to safely enter or cross the roadway. That modest inconvenience/accomodation should in no way trump the opportunity to rectify these serious safety hazards that risk human lives. Similarly, Lexington is long past being a "sleepy rural hamlet". Lexington is now a bustling semi-urban town; and, facing reality, we need traffic control measures to match the increased traffic we are experiencing as a consequence of increased development. Finally, pedestrians and cyclists are equally entitled to safe use of our roadways; this project appears to be an excellent investment to accomodate the overall safety and convenience of all users--pedestrians, cyclists, and drivers, alike.

Name: Robert J. Sayre Title: Attorney and 2015-16 co-chair of Harrington Elementary Safe Routes to School Committee

Organization: _____

Address: 35 Sanderson Road, Lexington, MA 02420

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

Lexington, MA
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MassDOT
PROJECT MANAGEMENT

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Patricia A. Leavenworth, P.E., Chief Engineer
MassDOT – Highway Division
10 Park Plaza, Boston, MA 02116
Attn: Roadway Project Management, Project File No. 607409

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PLEASE TYPE OR PRINT LEGIBLY.

The proposed changes look good to me. I reside in Arlington just over the Lexington line, and I frequently travel this stretch of Mass Ave in my car and by bicycle. Getting onto Mass Ave from Maple St. can be very difficult by car in busy traffic. The angle at which Marret Rd comes in makes it difficult for a cyclist who is riding east on Mass Ave to be confident that he is being seen by Marret Rd traffic. At Pleasant St and Mass Ave, which from a cyclist's point of view is a vast sea of unregulated asphalt, I have seen drivers heading toward Follen Rd. from Pleasant treat the island as though it were the center of a rotary, which has them traveling westbound (north) in the eastbound lane. But the biggest peril of the Pleasant St intersection for an eastbound cyclist on Mass Ave is the risk of being right-hooked by an eastbound vehicle that wants to pull up even on the left and then turn right on Pleasant St. Roadway narrowing should help with this, provided that the bike lane is dotted there to allow motorists to merge right to prepare for right turns onto Pleasant St.

Name: David Markun Title: _____

Organization: _____

Address: 12 Williams St, Arlington MA 02476

email: david@markun.com

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

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FEDERAL AID PROJECT

MAY 20 2015

Lexington, MA
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PLEASE TYPE OR PRINT LEGIBLY.

I fully support the proposed improvements. I drive through the affected intersections eight times per day. I think the traffic lights would make the drive faster, more consistent, and safer. Also, I think adding the lights will reduce the traffic on the residential streets in my neighborhood. After adding a light at Mass Ave + Pleasant St, I wonder if a crosswalk in front of Waldorf school is still necessary. The crosswalk is close to the intersection

Name: Drew Pomerantz Title: _____

Organization: _____

Address: 20 Tatt Ave. Lexington, MA 02421

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

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MAY 20 2015

FEDERAL AID PROJECT

MassDOT
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Lexington, MA
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PLEASE TYPE OR PRINT LEGIBLY.

I'M DELIGHTED WITH THIS PROJECT AND APPRECIATE THE CARE THAT HAS GONE INTO IT. I DO HAVE SOME COMMENTS, FIRST TO DO WITH MY OWN STREET, THEN FURTHER AFIELD.

1) INDEPENDENCE/MASS AVE: I hope we won't lose our crosswalk. Shops on the corner need to be accessed and walkers need access to the north? side of Mass Ave and to the bikeway ending point off Joseph/Spencer ST. Also: because of the shops, parked cars on Mass Ave and on our narrow street block views of oncoming traffic now - left turns are already very difficult. The crosswalk gives a little space; please consider parking at that corner when making final decisions. Left turns on all ^{cont'd Mass Ave} these streets + driveways are very problematic. 2) At planned Maple St. intersection, shouldn't ped Xings continue to the west of the new junction? There is a gap for pedestrians there. 3) Perhaps lights at

Name: RITA GOLDBERG

Title: *for pedestrians there.*

Organization: TOWN MEETING MEMBER, PCT 2 (the affected area)

Address: 10 INDEPENDENCE AVENUE

LEXINGTON, MA 02421

*Marrett are
overkill if
there are
pedestrian-
operated lights
But on the
whole: BRAVO.*

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

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MA: 20 2015

MassDOT
PROJECT MANAGEMENT

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PLEASE TYPE OR PRINT LEGIBLY.

I will be purchasing 14 Maple St. in September. I have spoken with Lexington Engineering Dept. and I am in agreement with the MassDOT plans to build a new sidewalk + multi-modal trail to the bike path. I am in complete support of your proposed plan because it addresses vehicular + pedestrian safety, while improving traffic flow in the area. Feel free to call me at anytime at 781-862-1979. Thank You

Name: Michael Martignetti Title: _____

Organization: _____

Address: 37 Barberrry Rd Lexington, MA 02421

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

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MassDOT
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PLEASE TYPE OR PRINT LEGIBLY.

I AM 100% IN SUPPORT OF
THIS PROJECT. I URGE THE
MASS D.O.T TO GO FORWARD
WITH THESE IMPROVEMENTS.
THE IMPROVEMENTS WILL
DEFINITELY MAKE LEXINGTON
AND ITS SURROUNDING COMMUNITIES
MORE LIVABLE AND ENJOYABLE.
FOR WALKERS AND CYCLISTS LIKE MY
FAMILY AND MYSELF

Name: DONNA L. BARON Title: RETIRED ATTORNEY
Organization: LEXINGTON RESIDENT FOR 14 YEARS
Address: 33 CENTRE ST.
LEXINGTON, MA 02421

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

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MAY 20 2015

MassDOT
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PLEASE TYPE OR PRINT LEGIBLY.

I am a resident of Lexington and a frequent user of the section of Mass Ave for which changes are proposed. The current condition of that section of roadway is extremely unsafe and inefficient (i.e. congested). I fully support the proposed changes because they will, first and foremost, improve safety and access for pedestrians and bicyclists while reducing congestion and waiting times for automobile traffic.
Thank you.

Name: Joseph S. Stuart Title: _____

Organization: resident/homeowner

Address: 19 Whipple Road, Lexington MA

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

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MAY 20 2015

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PLEASE TYPE OR PRINT LEGIBLY.

Lexington needs the proposed improvements to the Mass Ave corridor. Pedestrian safety at all three intersections needs to be addressed, including the long crossings at Mass Ave & Pleasant; the lack of crosswalks at Maple St. and Marrett Road; the poor signalling at the Fire station; and the poorly signed & lit crosswalks at other areas in the same corridor. Bicycle accommodations are sorely needed, as well.

Name: Peggy Ender Title: _____

Organization: _____

Address: 11 Kimball Rd., Lexington MA 02421

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

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MAY 21 2015

MassDOT
PROJECT MANAGEMENT

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MassDOT – Highway Division
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PLEASE TYPE OR PRINT LEGIBLY.

I have reviewed the proposal (Project File #
607409) and am in full support of all
the proposed improvements. I am a 15 year
resident of Lexington and routinely travel
these sections of Massachusetts Avenue.

Thank you,

Jennifer Jordan



Name: Jennifer Jordan Title: _____

Organization: Resident of Lexington

Address: 33 Centre Street

Lexington, MA 02421

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

Lexington, MA
ROADWAY AND SIDEWALK IMPROVEMENTS
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PROJECT MANAGEMENT

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PLEASE TYPE OR PRINT LEGIBLY.

~~I have~~ I have reviewed the proposal (Project file No. 607409) and am in full support of all the proposed improvements. I am a 15 year resident of Lexington and routinely travel these sections of Mass. Ave.

Thank you, John Baron

Name: John Baron Title: Resident of Lexington

Organization: _____

Address: 33 Centre Street
Lexington, MA 02421

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

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MAY 19 2015

MassDOT
PROJECT MANAGEMENT

FEDERAL AID PROJECT

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PLEASE TYPE OR PRINT LEGIBLY.

- ① - MOTORISTS WILL CUT THROUGH WHEN LIGHT IS RED
- ② - CARS GOING IN & OUT OF GAS STATION WILL BE DANGEROUS FOR CYCLIST.
- ③ - ENTRANCES OF GAS STATION ARE TOO SMALL FOR A 75 FOOT GAS TRUCK TO BE ABLE TO DELIVER GAS
- ④ - PROPERTY IS ALREADY TOO SMALL. CAN'T AFFORD TO LOSE MORE FOOTAGE ESPECIALLY IN FRONT OF GARAGE DOORS. I DON'T MIND WORKING A DEAL TO SWAP LAND (I GET THE LANDSCAPED AREA AND MAKE IT PART OF GAS STATION.

Name: SAM ISSA Title: OWNER
Organization: LEXINGTON AUTO CENTER / GAS STATION
Address: 1095 MASSACHUSETTS AVE
LEXINGTON, MA 02420

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

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MAY 19 2015

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PLEASE TYPE OR PRINT LEGIBLY.

(ROTARIES?)

I WOULD MUCH PREFER REAL ROUNDABOUTS, RATHER
THAN ELECTRIC TRAFFIC LIGHTS. THEY FIT IN
BETTER WITH THE VILLAGE CHARACTER. THEY
ARE LESS NOISY THAN THE BRAKING AND ACCELERATING
NOISES THAT TRAFFIC, ESP. TRUCKS, MAKE AT A RED
LIGHT. AND THEY GENERATE LESS LIGHT POLLUTION.
BUT PEDESTRIAN ^{LIGHTED} SIGNALS ARE VERY NECESSARY.

Name: KAREN LONGETEIG Title: PARISHIONER

Organization: FOLLEN CHURCH SOCIETY

Address: 755 Massachusetts Avenue

Lexington MA 02421.

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

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MAY 1 2 2015

MassDOT
PROJECT MANAGEMENT

FEDERAL AID PROJECT

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PLEASE TYPE OR PRINT LEGIBLY.

1. This is a much needed project. I have
been a woman hit and die near Waldorf
school crossing. We tried flags for crossing
but they did not work.

2. Maple and Mass Ave intersection is very
dangerous. Turning right from Maple to
Mass Ave. one cannot see incoming traffic.
Turning left from Maple to Mass Ave; one has
to wait for ever! PLEASE EXPEDITE

Name: NARAIN BHATIA Title: Town Meeting Member
Organization: Lexington Town Meeting
Address: 8 NICKERSON RD
LEXINGTON, MA 02421

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

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MAY 13 2015

FEDERAL AID PROJECT

MassDOT
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LEXINGTON MA 02450
EST 12 1912
FLEXIBLE SOLUTIONS

PLEASE TYPE OR PRINT LEGIBLY.

I am very supportive of the plans for the improvement of the Mass Ave corridor between Pleasant St and Marrett Rd. The outcomes will be greater safety for pedestrian and bike users and improved traffic flow for drivers. The Town needs to address the concerns of residents on streets used as alternatives to Mass Ave, but this is a separate and I believe unrelated issue.

Name: Fred Johnson Title: _____
Organization: Lexington Town Meeting Member, Lexington Centre Committee
Address: 4 Stetson St Lexington MA 02420



Follen Church Society

Unitarian Universalist

RECEIVED

To: Shawn Holland, Project Manager, Mass. DOT
Re: Project #607409, Mass. Ave. Lexington, Marrett Rd. to Pleasant St.

MAY 27 2015

MassDOT
PROJECT MANAGEMENT

Response to Public Hearing, May 2015

Dear Mr. Holland,

On behalf of Follen Church Society, 755 Massachusetts Avenue, Lexington, MA, thank you for all of the work you and your team have done to develop the design for the reconstruction of Massachusetts Avenue from Marrett Road to Pleasant Street. A number of members of our congregation and I attended the public hearing for this project on May 7th, and we are very grateful for all of the hard work and consideration that has gone into the design to date.

In particular, we were very relieved and gratified that the existing pedestrian activated vehicular stop light at the Waldorf School exit drive between Follen Church and the Stone Library will be upgraded and maintained. While the revised design for the intersection between Mass. Ave. and Pleasant St. will upgrade cross walks at the intersection, they will be continue to be removed from our location. The Waldorf exit drive cross walk is a vital link not only from Follen Church to our parking lot across Massachusetts Avenue, but also for Waldorf School students and faculty, Sacred Heart Church congregants, and the myriad people who use it to access the playing fields behind Waldorf as well as the bike path and Great Meadows conservation lands. In addition, Follen Church conducts our annual Operetta Performances, East Village Fair, and Christmas Tree sales among other seasonal events that generate even heavier than usual foot traffic across that pedestrian walk. Maintaining the Waldorf exit drive cross walk and stop signal will continue to ensure safest pedestrian rout across the street at the exact location where pedestrian volume is greatest.

One refinement we would suggest to the design is to move the cross walk at the Waldorf exit drive to the other side of that curb cut, on the Follen Church side of the drive and away from Pleasant Street. We notice that the 25% DOT plan already moved the Waldorf drive a bit towards Pleasant Street, which we understand Waldorf has asked for and which we endorse. That move will already necessitate that the pedestrian traffic light be moved a bit. Since most of the pedestrian crossing traffic is going to and from the walkway directly along side of Follen Church, from our parking lot across Mass. Ave., it makes more sense to have the cross walk on that side, and will allow for a bit more vehicular running room and stacking between the traffic lights. We would be happy to review this request with you in more detail.

Because of the high volume of members of our church and the wider community crossing Mass. Ave. at that exact location—between our parking lot and our church building at

755 Mass. Ave.—we firmly believe the only safe choice for that crosswalk is a pedestrian-activated red light. A blinking yellow light will not slow cars down enough to avoid ANOTHER fatality in front of our church and parking lot.

Thank you again, and we look forward to participating in the ongoing design and construction process for this project.

With appreciation,

Rev. Claire Feingold Thoryn

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MAY 27 2015

MassDOT
PROJECT MANAGEMENT

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

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MassDOT – Highway Division
10 Park Plaza, Boston, MA 02116
Attn: Roadway Project Management, Project File No. 607409

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PLEASE TYPE OR PRINT LEGIBLY.

We have grave concerns that the project will significantly increase traffic on Follen Rd.

Not only will this ruin the character of a very quiet neighborhood, it will also endanger the

safety of children who walk that street or cross it to go to school, or simply wait for their

buses.

We oppose the project in all its forms and alterations until serious "traffic calming"

solutions are implemented on Follen Rd.

Name: Christophe Dupupet Title: _____

Organization: _____

Address: 201 Follen Rd, Lexington MA 02421

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

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MAY 19 2015

FEDERAL AID PROJECT

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PLEASE TYPE OR PRINT LEGIBLY.

*I don't think we should rush into this
major town change just because we can get
state money now. Please, slow down.
Maple St. needs a light, Marriot Rd. does
not! - I am not sure about Pleasant
St. but the road should only allow
parking on one side between Oak St.
and Marriot Rd.*

Name: *Margaret Ouellette* Title: _____
Organization: *Town Meeting Member* - _____
Address: *23 Tucker Ave. - Lexington*
02421

Attn: Roadway + Sidewalk improvements along Mass Ave between
Marret Rd + Pleasant St. Project File No. 60M74L200P15

RECEIVED
MAY 14 2015
MassDOT
PROJECT MANAGEMENT

Speaking as someone who bicycles for transportation year-round, I thought the plan presented at the May 7 meeting looked good. I regularly use all three of the major intersections under study to get places that can't be accessed from the Minuteman bikeway, and I believe bike lanes would make my riding somewhat safer, and encourage more people to ride on the road.

It will still be difficult to make lefts at any of those intersections due to the need to merge left across what will be two lanes of traffic, so if you can make that easier in some way, perhaps by painting bike boxes, or through other accommodations, that would be helpful.

My condo complex abuts Maple St. and I have to ride on that street to access either Mass Ave or the Minuteman Bikeway. You mentioned having an "access ramp" to the bikeway on the other side of Maple St. that would be a great idea from my perspective if the access ramp was configured to allow cyclists riding toward Mass Ave to make a right turn onto the Minuteman. (Currently, to avoid making a left turn across Maple St (which can be a bit challenging under some traffic conditions), I often ride on Mass Ave down to the Season 4 access. It would be much more convenient to be able to just turn right!

I am generally supportive of your plan and hope it succeeds!
Thank you for your work.

Jennifer Melot, 441 Emerson Gardens, Lexington

44 Webster Rd.
Lexington, MA 02421
May 14, 2015

Patricia A. Leavenworth, P.E.,
Chief Engineer
MassDOT - Highway Division
10 Park Plaza
Boston, MA 02116

RE: Project File No. 607409, Roadway and Sidewalk Improvements along Mass Ave between Marrett Road and Pleasant Street, Lexington, MA

Dear Patricia A. Leavenworth,

I am writing to express my strong support of Massachusetts Department of Transportation project known as Project File No. 607409, Roadway and Sidewalk Improvements along Mass Ave between Marrett Road and Pleasant Street, Lexington, MA.

I walk this stretch of Massachusetts Ave. frequently and deplore the long crossings and poor visibility at Mass Ave. and Pleasant St. as well as the absence of crosswalks at Mass Ave. and both Maple St and Marrett Rd. The traffic controlling signals in place are confusing and ineffective. The lengthy cycle at the Waldorf School discourages pedestrians from using the controlled signal light.

I welcome the proposed improvements that this project will bring to Lexington:

- controlled intersections providing protected crossings for people of all abilities
- shortened pedestrian crossings through bump-outs at corners and reconfigured intersection geometry
- improved sidewalks with flat, even concrete pavement, making passage comfortable for people of all abilities
- bicycle lanes providing clear areas for cyclists
- improved safety for all modes of transportation
- a smoother, more predictable flow of traffic through the corridor
- narrowed travel lanes to calm traffic

By creating safer pedestrian and cycle routes along this corridor, residents will be encouraged to get out of their cars for short trips. Walking and Cycling will become a safe alternative for trips to school and shopping errands.

The project will enhance accessibility to the new Community Center at 39 Marrett Rd for all - including pedestrians, cyclists, and riders of public transportation (MBTA 62 and 76, as well as some LexPRESS bus lines).

Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Jeanne Krieger". The signature is written in black ink and is positioned above the printed name.

Jeanne Krieger

2 Pinewood St
Lexington MA 02142
May 10, 2015

RECEIVED

MAY 19 2015

MassDOT
PROJECT MANAGEMENT

Patricia A. Leavenworth, P. E.
Chief Engineer
MassDOT Highway Division
10 Park Plaza, Boston MA 02116

Re: Project File No. 607409

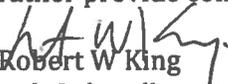
Dear Ms. Leavenworth

I attended the public hearing on May 7th for the proposed roadway and sidewalk improvements along Massachusetts Avenue between Marrett Road and Pleasant Street in Lexington and wish to convey my comments. I was very impressed by the presentations by MassDOT and BSC officials and commend all concerned for the thorough and thoughtful work that has gone into the 25% design phase of the project. There is no doubt in my mind that most of the work is needed.

For aesthetic and all-day efficiency reasons I would have preferred rotaries (please ask your officials not to call them "roundabouts" in a public forum in New England), but I appreciate the unacceptable encroachment on private land that this would have entailed, at least at Pleasant Street. Moreover, I recognize that modern signal lights allow easy adjustment in response to traffic patterns. During high-volume periods, signal lights are certainly an improvement over the present situation at Pleasant Street and Maple Street, and may even be more efficient than rotaries. However, during lighter volume periods, which in my experience is most of the day, I hope that the signals can be blinking yellow and red, essentially reverting to the present situation, which works quite well except during commuting hours. I share the concern of my neighbors, expressed at the hearing, that motorists traveling from Marrett Road to Pleasant Street or Mass Ave will often choose Follen Road to avoid unnecessary stops at the three intersections included in this plan.

I have a particular concern about traffic on Follen Road because it is on the walking route to Bowman Elementary School and there are currently no sidewalks. Adding sidewalks would seem to be the minimum accommodation needed to balance the negative impacts of adding three signals on Mass Ave. I would also prefer to have speed bumps added, as the current problem is not so much volume as speed.

My wife and I commute to Alewife by bicycle on the Minuteman on most days seven months of the year, and I consider this bikeway one of the greatest advantages of living in Lexington near Mass Ave. My experience is that it is almost possible for cyclist and motorists to share a roadway safely, so I am struggling to understand why any cyclist would want to use Mass Ave instead of the Minuteman between Bedford and Cambridge. Given this experience and the additional difficulty of providing parking along Mass Ave, I would not add bike lanes but rather provide convenient points every 3-5 blocks from which to enter the Minuteman.


Robert W King
rwk@chandler.mt.edu
781-862-8437

COMMENT ON File No. 607409

Re: Lexington, MA/ ROADWAY AND SIDEWALK IMPROVEMENTS ALONG
MASS AVE BETWEEN MARRETT ROAD AND PLEASANT STREET/ Project File
No. 607409

From: Michael Bliss, 13 Barberry Road, Lexington, MA 02421

Date: May 8, 2015

I question why a roundabout design was not selected for the Pleasant Street intersection. The existing traffic flows are ideal for a roundabout and furthermore there is an existing island at this intersection so presumably no or minimal land takings would be required for a roundabout. Further, of course, roundabouts are acknowledged to be technically superior to signalized intersections. I attended an early public hearing on this project and recall hearing that the Fire Chief preferred a signalized intersection. In this case it appears that his preference was in effect a veto, and that the public will wait at red lights for the next 50 years. I would be interested to see the calculation—which I assume the Department has made—of the amount of driver time that will be wasted (as drivers sit waiting out red lights) by this decision to reject a roundabout at an intersection that is tailor-made for one.

Michael Bliss
13 Barberry Road
Lexington, MA 02421
mbliss@rcn.com

May 16, 2015

After listening to the presentation about these three intersections on Mass Ave in Lexington, I am in FULL SUPPORT of the project. Many Lexingtonians complained at the meeting, saying that it would create cut-throughs on the side streets of Lexington. Well, guess what? In this day and age, EVERY street is a possible cut-through. GPS and traffic apps are here to stay. So even if one thinks that their quaint street will become a busy cut-through (and they have no facts or data to back up this assumption), the safety of cyclists, pedestrians, and even other motorists is more important. If the argument is that there will be too many traffic signals in a row in this stretch, then I can see possibly losing the signal at Marrett Road (or maybe downgrading to a signal that is activated by pedestrians only). But the redesign of the Maple and Pleasant Street intersections is primary; there are no gaps at the moment, which makes it even harder for bikes and pedestrians to navigate this area, not to mention the long waiting time for cars trying to turn onto Mass Ave. The engineers and designers have done their homework and created a good plan, even if the residents along the street act like these improvements are ill-conceived and that the residents know better. (It's embarrassing when one of your fellow Lexingtonians tells the engineers that "they need to remeasure the width of Mass Ave.") In any event, I hope that we move forward with the improvements along Mass Ave between Marrett Road and Pleasant Street.

Sincerely,



Scott Bokun, Lexington Town Meeting Member Precinct 9

15 Middleby Road Lexington, MA 02421

RECEIVED

MAY 21 2015

MassDOT
PROJECT MANAGEMENT

RECEIVED

MAY 21 2015

May 16, 2015

MassDOT
PROJECT MANAGEMENT

Patricia A. Leavenworth, P.E.,
Chief Engineer
MassDOT - Highway Division
10 Park Plaza
Boston, MA 02116

RE: Project File No. 607409, Roadway and Sidewalk Improvements in Lexington, MA

Dear Ms. Leavenworth,

I am writing to express strong support for the Massachusetts Department of Transportation (DOT) project known as Project File No. 607409, Roadway and Sidewalk Improvements along Mass Ave between Marrett Road and Pleasant Street, Lexington, MA.

This part of Mass Ave, is dangerous to the point of deadly, as evidenced by past fatalities. More than 20,000 vehicles pass through the corridor each day. During rush hour, there are few opportunities to safely enter Mass Ave from side streets or to cross as a pedestrian. At other times of day, many drivers don't notice pedestrians trying to cross the avenue.

I applaud the proposed improvements that this project will bring to Lexington:

- controlled intersections providing protected crossings for people of all abilities
- shortened pedestrian crossings through bump-outs at corners and reconfigured intersection geometry
- improved sidewalks with flat, even concrete pavement, making passage comfortable for people of all abilities
- bicycle lanes providing clear areas for cyclists
- improved safety for all modes of transportation
- a smoother, more predictable flow of traffic through the corridor
- narrowed travel lanes to calm traffic

The project will enhance accessibility to the new Community Center at 39 Marrett Rd for all - including pedestrians, cyclists, and riders of public transportation (MBTA 62 and 76, as well as some LexPRESS bus lines).

Thank you for your consideration.

Sincerely,



Peter Lee

RECEIVED

MAY 20 2015

MassDOT
PROJECT MANAGEMENT

May 15, 2015

75 Reed St.

Lexington, MA 02421

Dear Patricia A. Leavenworth,

I am writing in support of the proposed Massachusetts Avenue Roadway Reconstruction project in the town of Lexington, MA. (Project # 607409)

The current road conditions are not safe for walkers and people on bicycles. It is difficult even to walk across a street on a crosswalk (with no signals). People who drive vehicles tend to speed, and think that they have all the rights of the road.

I hope that we get these improvements, to help make Lexington a safer place.

Yours truly,



Ingrid H. Klimoff

Elizabeth Ann Horton
1083 Massachusetts Avenue
Lexington, MA 02420-3930

RECEIVED

MAY 19 2015

MassDOT
PROJECT MANAGEMENT

May 7, 2015

Ms. Patricia A. Leavenworth, P.E., Chief Engineer
Mass DOT
10 Park Plaza
Boston, MA 02116

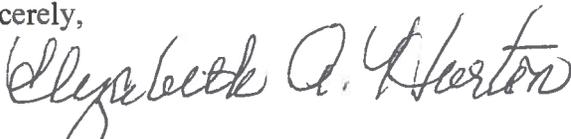
Dear Ms. Leavenworth,

I have several concerns and questions, listed below, regarding the traffic designs at the intersection of Massachusetts Avenue and Maple Street, Lexington, MA. Will you please provide information regarding:

1. My top priority is SAFETY for myself, my family and visitors exiting and entering my driveway which is located at the beginning of Maple Street (Route 2A). How will the new traffic circle improve egress from my driveway onto Maple Street, specifically for traveling south on Route 2A (towards the traffic circle) to proceed onto Mass Ave?
2. If traffic signals are installed at the Massachusetts Avenue/Maple Street intersection, how will this affect the boundary of my property? How will affect the boundaries of the town's right-of-way for the road?
3. Based on the February 2014 presentation plans, one alternate retaining the traffic indicates the north sidewalk along Mass Ave will be repositioned to the south, with the sidewalk's former corridor converted to "green space." What does the "green space" represent? Specifically what type of vegetation will be planted? Will this additional green space be added to my property, thereby increasing my square footage and subsequently my property taxes?
4. Will portions of my current hedgerow be removed for this project? If so, how does the Town proposed to mitigate the disturbance to the maintained landscape on my property?
5. When will the construction plans of 90% to 100% completion be available?
6. How far in advance will we, the property owners located within this project area, be issued a notice when construction will begin?

Thank you for your assistance in this matter. I look forward to your response.

Sincerely,



Elizabeth Ann Horton

Holland, Shawn (DOT)

From: June Hatfield <jhatfield1@mac.com>
Sent: Wednesday, May 20, 2015 9:39 AM
To: DOT Feedback Highway
Cc: Holland, Shawn (DOT); Dcannon@lexingtonma.gov
Subject: MA Project File # 607409

Dear MA Dept of Transportation,

Please forgive my confusion as to who is planning to install which sets of lights...

I recently learned of the state's plan to install FOUR sets of traffic lights along Mass Ave in Lexington. This coincides with the town's plan to install lights at the intersection of Woburn Street and Mass Ave, Paul Revere NEVER would have made it in time to stop the British.

As a 60 year resident of Lexington, from grade school to raising our children here, my husband and I have witnessed growth, greater diversity, and expansion, yet the core fabric and character of the town have remained constant. I beg you not to ruin the historic quality and charm of this town. There is no need for traffic lights along that section of Mass Ave. I'm sure you will find better use of tax dollars.

PLEASE reconsider!

Thank you for your consideration.

June Hatfield
Lexington, MA

Holland, Shawn (DOT)

From: June Hatfield <jhatfield1@mac.com>
Sent: Tuesday, May 19, 2015 9:35 PM
To: DOT Feedback Highway
Cc: Holland, Shawn (DOT); Dcannon@lexingtonma.gov
Subject: MA Project File # 607409

Dear MA Dept. of Transportation,

I recently learned of the state's plan to install traffic lights at the intersection of Woburn St. and Mass Ave in Lexington.... this coincides with town plans to install four other traffic lights along Mass Ave. What are you thinking? Have you no better use for state funds? Thanks, but no thanks!

As a 60 year resident of Lexington.. from grade school to raising our children here, my husband and I have witnessed growth, greater diversity, and expansion, yet the core fabric and character of the town have remained constant. I beg you not to ruin the historic quality and charm of this town. There is no need for traffic lights at that intersection. I'm sure you will find better use of tax dollars.

Thank you for your consideration,
June Hatfield
Lexington, MA

Holland, Shawn (DOT)

From: Richard Fleiss <rfeiss@rcn.com>
Sent: Wednesday, May 20, 2015 9:23 AM
To: ""DOT.feedback.highway@state.ma.us.""@bos-mailsec-004.state.ma.us
Cc: Holland, Shawn (DOT); Dcannon@lexingtonma.gov
Subject: Project file #607409

Four Lexington Selectman are recommending a fast-track for the "4 full-signalization plan" on Massachusetts Avenue in Lexington. The plan calls for signals at the intersections of Pleasant St., Locust Ave, Maple St., and Marrett Rd. All four lights are proposed to be in approximately a ½ mile stretch east of Lexington Center. While traffic congestion is becoming more of an issue in Lexington as well as in many parts of eastern Massachusetts, this proposal is dramatic overkill. That section of Massachusetts Ave is almost entirely residential including a large scenic park. Signalization in this area requires a great deal more study and transparency with an opportunity for residents of the town of Lexington to express their views. Thank you.

Richard Fleiss
39 York Street
Lexington, MA 02420

Holland, Shawn (DOT)

From: Jeanne Krieger <jkkrieger@gmail.com>
Sent: Thursday, May 14, 2015 6:56 AM
To: Holland, Shawn (DOT)
Cc: DOT Feedback Highway
Subject: Project File No. 607409, Roadway and Sidewalk Improvements along Mass Ave between Marrett Road and Pleasant Street, Lexington, MA

I am writing to express my strong support of Massachusetts Department of Transportation project known as Project File No. 607409, Roadway and Sidewalk Improvements along Mass Ave between Marrett Road and Pleasant Street, Lexington, MA.

I walk this stretch of Massachusetts Ave. frequently and deplore the long crossings and poor visibility at Mass Ave. and Pleasant St. as well as the absence of crosswalks at Mass Ave. and both Maple St and Marrett Rd. The traffic controlling signals in place are confusing and ineffective. The lengthy cycle at the Waldorf School discourages pedestrians from using the controlled signal light.

I welcome the proposed improvements that this project will bring to Lexington:

- controlled intersections providing protected crossings for people of all abilities
- shortened pedestrian crossings through bump-outs at corners and reconfigured intersection geometry
- improved sidewalks with flat, even concrete pavement, making passage comfortable for people of all abilities
- bicycle lanes providing clear areas for cyclists
- improved safety for all modes of transportation
- a smoother, more predictable flow of traffic through the corridor
- narrowed travel lanes to calm traffic

By creating safer pedestrian and cycle routes along this corridor, residents will be encouraged to get out of their cars for short trips. Walking and Cycling will become a safe alternative for trips to school and shopping errands.

The project will enhance accessibility to the new Community Center at 39 Marrett Rd for all - including pedestrians, cyclists, and riders of public transportation (MBTA 62 and 76, as well as some LexPRESS bus lines).

Thank you for your consideration.

Holland, Shawn (DOT)

From: Petercjkelley <petercjkelley@gmail.com>
Sent: Saturday, May 16, 2015 9:40 AM
To: DOT Feedback Highway; Holland, Shawn (DOT); David Cannon; Beverly Kelley; Cas Groblewski; selectmen's
Subject: Mass project file 607409

To Shawn Holland and all others, I wish to have my strong opposition to project # 607409, the highway " improvements" to Mass. Ave. in Lexington from Pleasant St. to Marrett Rd. added to official comments.

I'm a life long Lexingtonian who has been fully involved in the community and am presently serving my 13th year as a member of the Board of Selectmen. I am also a local business owner which has me constantly traveling Lexington's roadways every day. Many times through the Mass. Ave. corridor which is the focus of project #607409. Although I agree there are opportunities to improve this roadway, I believe adding 4 full functioning signalizations within a 1/2 mile to be way over kill and in total disregard to the historic nature of this battle road corridor. It surprises me and, quite frankly, greatly disappoints me that the Battle Road Scenic Byway Committee does support such an impacting road project.

I believe this project, as presently designed, fails to respect its impact to the residents, not just along the Avenue, but those in the many surrounding residential neighborhoods. I also feel the close proximity of the signaled intersections will cause the level of service to drop rather than improve. Common sense dictates that vehicles will be backed up when signals are activated by every entering vehicle, cyclist and pedestrian.

The primary purpose for improvements is to accommodate pedestrian's and cycle's safe travel. This can easily be done with clear sight line crossings with pedestrian activated signals. And to suggest full two way travel lanes for bicyclists is necessary when we have the Minuteman Bikeway running parallel only yards away seems redundant.

Lexington is not confronting the challenge of roadway gridlock due to over developement of strip malls. We are one of the most historic Towns in the world. This roadway is "The Battle Road" traveled on the day our country started down it's road to independence. Please respect this and put the brakes on this project. Give it the proper time and consideration it needs. Don't fast track it to 2016. Let all the voices of our community be heard. Let's do something but something thoughtful. Something "historic". Something to be PROUD of. Thank you for your consideration.

Peter C. J. Kelley
25 Forest St.
Lexington, Ma. 02421
Sent from my iPhone

Holland, Shawn (DOT)

From: Bert Davidson <BDavidson@dhb-inc.com>
Sent: Monday, May 18, 2015 2:24 PM
To: DOT Feedback Highway; Holland, Shawn (DOT); dcannon@lexingtonma.gov
Cc: rosent.r@comcast.net; PATRICIA VALDA; Viviane Dupupet; Barry Orenstein; rosent r; Bartsch, Alexandra; Davidson, Toby; Kaplan, Donald; Lynne; Mui, Linda; Sherman, Leslie; Vander Rhodes, Chris; Zakon, Caren; cdnk; chiplewis1; franciskovich, ann; franciskovich, dennis; gopalnagarajan; kanef229; karincgehring; rruffing; sarah; valda, patricia; yingzhang99; aselinger@bbns.org; petercjkelley@gmail.com; dcannon@lexingtonma.gov; Peter Judge; Jim Davidson; 'eileendavidson'tanner'; LPEASE@lexingtonma.gov; selectmen@lexingtonma.gov; Joe Hansen (jhansen@lexsa.com); Joe Hansen (ehansen@lexsa.com); David Ganz (davidganz33@gmail.com)
Subject: Project 607409

Attention Department of Transportation feedback:

Project file 607409 brings along serious safety, quality of life and real estate valuation issues. This beat-up old Marine would like to exercise the rights of fair play and transparency in government that our brothers and sisters in Lexington have always stood for.

Many of us are appalled at what appears to be the shabby back room politics of Boston infecting our community. The lack of transparency, the "stealth" rush to get the project through quickly, is reminiscent of a "three card Monty game on the streets of NYC. The disregard for openness to the citizens of Lexington, is against everything our beloved town has stood since 1642.

What a travesty, the scheduled June 10 meeting promises to be:

- **Not an open forum**
- **Residents not able to ask verbal questions, only written questions will be "considered."**
- **The BOS will, in all probability only answer those questions in their "sweet spot."**

James Michael Curley must be laughing in his grave.

Semper Fi,

**Bert Davidson
222 Follen Road**

Holland, Shawn (DOT)

From: jhayward007@verizon.net
Sent: Monday, May 18, 2015 12:52 PM
To: DOT Feedback Highway
Cc: Holland, Shawn (DOT); Dcannon@lexingtonma.gov
Subject: Mass Project File #607409

As a Lexington Town Meeting Member for many years, I write to express my concern about the proposed signalization project at four intersections on Massachusetts Avenue in Lexington (Mass Project File #607409). While the intersections under consideration are busy during morning and evening rush hours, for the remainder of the day traffic is minimal. Certainly more data should be gathered to determine the exact traffic flow during these off peak hours. A "rush to judgment" on these intersections would be a serious mistake and do a disservice to all who use them on a daily basis.

Sincerely,
John Hayward
Town Meeting Member Precinct 5

Holland, Shawn (DOT)

From: Kevin Johnson <krj@pobox.com>
Sent: Monday, May 18, 2015 12:32 PM
To: Holland, Shawn (DOT); selectmen@lexingtonma.gov
Cc: DOT Feedback Highway
Subject: Support for Project File No. 607409, Roadway and Sidewalk Improvements, Lexington, MA

I'm writing to express my support for the proposed improvements to Mass. Ave. in Lexington between Marrett Rd. and Pleasant St.

The Pleasant St. and Maple St. intersections are both heavily traveled and particularly unsafe, especially for pedestrians and cyclists, due to their unusual configurations, and long wait times during commuting hours. Signals and other proposed improvements at these intersections would make them safer and more efficient for pedestrians, cyclists, and cars.

Marrett Rd. could also benefit from signalization, though its signal should be closely synchronized with Maple's light so that Mass. Ave. drivers don't have to stop at both the Maple and Marrett intersections.

Thanks,
Kevin

--

Kevin Johnson
283 Concord Ave., Lexington
Town Meeting Member, Pct. 3
781-863-1186

Holland, Shawn (DOT)

From: Ann <ann.franciskovich@gmail.com>
Sent: Monday, May 18, 2015 12:31 PM
To: dcannon@lexingtonma.gov; Holland, Shawn (DOT); Selectmen@lexingtonma.gov; DOT Feedback Highway
Cc: franciskovich dennis
Subject: CONCERN: Mass Ave Intersections project file # 607409

Dear Selectmen, Mr. Cannon, and Mr. Holland,

We are residents of Follen Road and have just learned of plans to signalize the Mass Ave. intersections. It is our understanding that this project is 100% funded and 25% designed. While we support the improvement of our town roads, we ask that this project NOT be fast-tracked. Instead, the safety of all the roads and neighborhoods impacted by the proposed changes needs to be considered and traffic-calming measures for neighborhood roads factored into the overall plan.

Our main concern is for the safety of the residents of Follen Hill. The proposed plan leaves us at much greater risk of impatient, speeding commuters during times of day when our kids are walking to school, riding their bikes home from sports practices, or walking dogs. The current design seems to invite drivers to skip the lights by using Follen Road in particular as a cut-through. Most of these speeding drivers are not aware of blind curves where pedestrians may be sharing the road around the bend.

Please take the time to look at the greater impact of proposed changes to the Mass Ave. intersections. Even with the intention of improving traffic flow, changing one part of the system at the expense of another is false economy and likely to result in dangerous living conditions for a beloved part of Lexington.

Are there temporary measures that could be used to address the need for traffic-flow assistance at these intersections?

Please consider the residents of Follen Hill very willing collaborators in the process of improving traffic flow and safety for all who travel our roads. We do not oppose change, but we do support studying the needs of the town at large and the surrounding areas directly impacted by these changes. It is our strong opinion that more time is required to study the ramifications of designed solutions and to keep everyone informed.

Sincerely,

Ann and Dennis Franciskovich
196 Follen Road
Lexington, MA 02421

Holland, Shawn (DOT)

From: William Levison <wlevison@comcast.net>
Sent: Monday, May 18, 2015 11:13 AM
To: Holland, Shawn (DOT)
Cc: selectmen; Michelle Ciccolo; TAC
Subject: Mass Avenue Roadway Project, Project File 607409

Dear Mr. Holland

Below is the text of a comment on Project 607409 mailed to Ms. Leavenworth of the MassDOT Highway Division..

.....
Dear Ms. Leavenworth,

I am writing on behalf of Lexington's Transportation Advisory Committee in support of the proposed Massachusetts Avenue (Mass Ave) Roadway Reconstruction project, Project File No. 607409. This project proposes signalized intersections with crosswalks located at the following Mass Ave intersections: Pleasant Street, Maple Street, and Marrett Road.

While the Transportation Committee is concerned overall with meeting the transportation needs of Lexington residents, much of our attention has focused on the availability, efficiency, and safe use of public transportation in Lexington, which consists primarily of our "Lexpress" minibus system and the MBTA routes 62 and 76. Each of the three intersections proposed for reconstruction has implications for improved safety and improved public transit efficiency.

Soon to open is our new Community Center located on Marrett Road a short distance from the Marrett Road/Mass Ave intersection. One of our Lexpress routes will serve this Center directly, while another Lexpress route and both MBTA routes will serve indirectly with stops at the Marrett Road/Mass Ave intersection. There are no traffic control devices at this intersection. The inclusion of signals and crosswalks located at this intersection will afford a much safer environment for the crossing of Mass Ave by visitors to the Center who disembark at this location from west-bound buses.

The proposed signals at the Pleasant and Maple Streets intersections are expected to improve the on-time performance of both the Lexpress and MBTA buses by reducing the length of the queues of vehicles waiting to enter Mass Ave (left turn from Pleasant Street to Mass Ave for westbound MBTA Rt 76, and the right turn from Maple Street to Mass Ave for Lexpress Rt 4.)

We feel that improved transit efficiency and enhanced pedestrian safety at these intersections will likely encourage further use of public transportation by the public.

Thank you for your attention.

William H. Levison
Co-chair, Lexington Transportation Advisory Committee

Holland, Shawn (DOT)

From: Alexandra Bartsch <albartsch@rcn.com>
Sent: Monday, May 18, 2015 12:02 PM
To: Holland, Shawn (DOT); dcannon@lexingtonma.gov
Subject: Lexington MA- Mass Ave project file # 607409

Dear MASSDOT,

Please do not approve the East Lexington/Mass Ave Lights project until and unless it addresses the adverse impact on the Follen Road neighborhood running parallel to Mass Ave in Lexington.

Follen Road is an increasingly used "cut through" for Mass Ave. I have lived at 205 Follen since 1968 and have seen the rush hour traffic increase to the point where it is often dangerous for children to walk or bike to school and for pedestrians in general. This is particularly true in winter when snow prevents us from even being able to get out of the road. Further, most of us have to back out of our driveways, which are often blind in winters like the one we just had, and it is very dangerous with increased and speeding traffic.

Slowing traffic on Mass Ave with lights, to allow side street traffic to enter at heavy traffic times, will increase the likelihood that Follen Road will be used as a cut through, making our neighborhood even more dangerous. In 2015 we asked for a stop sign at Locust Ave. with no result. In fact there is no speed monitoring or slowing of any kind from one end of Follen to the other. This situation must be addressed before this project is approved.

I understand the difficulties at Pleasant Street and Maple Street, but I cannot support a project that helps those drivers at the expense of walkers, bikers, and drivers in the Follen Hill neighborhood.

Thank you for your consideration.

Alexandra Bartsch
205 Follen Road
Lexington MA

Holland, Shawn (DOT)

From: Phil Jackson <ptjaxe@gmail.com>
Sent: Saturday, May 16, 2015 11:22 AM
To: Holland, Shawn (DOT); Leavenworth, Patricia (DOT)
Cc: David Cannon; selectmen's
Subject: Lexington Mass Ave Project

Hi,

This letter is in support of the following project in Lexington:

ROADWAY AND SIDEWALK IMPROVEMENTS ALONG MASS AVE BETWEEN MARRETT ROAD AND PLEASANT STREET
Project No. 607409

As a resident and a Town Meeting member, I wholeheartedly support this project. Lexington as a whole is a community inundated with traffic issues, and this section of Town in particular has numerous bottlenecks; most notably Pleasant Street/Mass Ave & Maple Street/Mass Ave. These intersections are beyond broken, making them not only dangerous and time-consuming for all users, but also causing cut-through traffic to spill on to side-streets and into abutting neighborhoods. We need to fix this section of Town, making it safer and more economical for all users and abutters.

It would be wonderful if we didn't need to spend time and money reworking roads and adding measures such as traffic lights, but this is 2015 and Lexington is a town adjacent to the massive intersection of Routes 128/95 and 2. Traffic and congestion is getting worse every day, and there is no escaping the need to mitigate the effects of traffic before it overwhelms us any more. These intersections are dangerous and broken and need to be fixed so that residents and visitors can safely use them. It is especially important to fix these areas so that our businesses can survive and so that visitors will continue to come to see our historic sites. Nothing will cause our businesses and tourism more harm than intersections that can't handle the traffic and conditions which are inherently dangerous. It is an economic imperative that we fix these areas.

Change is hard - not only is accepting a new paradigm difficult, but residents often don't pay attention to the progression of planning until well into the design process (I know I have been guilty of this myself). I would encourage you to continue moving forward and working with the Town and our residents and businesses - we need to make progress soon before the situation gets any worse, and before anyone is seriously injured in this area of Town.

Thank you,

Philip T Jackson
50 Shade Street
Lexington, MA
Town Meeting Member - Precinct 9

Holland, Shawn (DOT)

From: Mollie Garberg <mgarberg@communispace.com>
Sent: Wednesday, May 13, 2015 3:10 PM
To: Holland, Shawn (DOT)
Cc: DOT Feedback Highway
Subject: In Support of Project File No. 607409, Roadway and Sidewalk Improvements along Mass Ave between Marrett Road and Pleasant Street, Lexington, MA

Dear Shawn,

I am writing to express my strong support of Massachusetts Department of Transportation project known as Project File No. 607409, Roadway and Sidewalk Improvements along Mass Ave between Marrett Road and Pleasant Street, Lexington, MA.

This part of Mass Ave, Lexington, is dangerous to the point of deadly, as evidenced by past fatalities. More than 20,000 vehicles pass through the corridor each day. During rush hour, there are few opportunities to enter Mass Ave from side streets or driveways or to cross as a pedestrian. At other times of day, many drivers don't notice pedestrians trying to cross the avenue.

I applaud the proposed improvements that this project will bring to Lexington:

- controlled intersections providing protected crossings for people of all abilities
- shortened pedestrian crossings through bump-outs at corners and reconfigured intersection geometry
- improved sidewalks with flat, even concrete pavement, making passage comfortable for people of all abilities
- bicycle lanes providing clear areas for cyclists
- improved safety for all modes of transportation
- a smoother, more predictable flow of traffic through the corridor
- narrowed travel lanes to calm traffic

In addition, the proposed project beautifies the corridor, and provides more opportunities for drivers and pedestrians to absorb historic surroundings.

The project will enhance accessibility to the new Community Center at 39 Marrett Rd for all - including pedestrians, cyclists, and riders of public transportation (MBTA 62 and 76, as well as some LexPRESS bus lines)

Thank you for your consideration.

Sincerely,

Mollie Garberg
16 Cary Ave

The purpose of this letter is to state my disapproval of MASS PROJECT FILE #607409.

The project would have a detrimental effect on the neighborhood in the Follen Hill area and neighborhoods along Mass Ave.

The plan is to add four traffic lights to an area of $\frac{3}{4}$ of a mile. At Pleasant Street a perfect way to avoid all the lights would be to use Follen Road as a cut through to Marrett Road. This would become more worrisome to parents of children, bikers and walkers as there are no sidewalks and many vehicles cut through and speed on Follen Road already. Why create a more dangerous situation?

Drivers from side streets would have difficulty approaching Mass Ave and trying to make a left turn would be almost impossible. Why frustrate and inconvenience the residents of these neighborhoods with a traffic pattern that will cause delays and create gridlock?

More lights necessitate moving crosswalks and bus stops. Presently the sceniche two are in close proximity to one another. How would these two needs be accommodated and safely allow the bus rider to cross Mass Ave.?

The crosswalk at Mass Ave and Tower Road is utilized by walkers, bike riders and often families of four to get to the bike path. These families avoid Follen Rd and use the Tower Rd crosswalk as it safer and less of a hassle with youngster. To require them to walk down Mass Ave. and use a crosswalk across from Tower Park is creating a dangerous situation. Also Tower Rd is presently used as cut through and traffic lights will increase the number of vehicles cutting through. Why make home owners suffer the consequences of adding traffic lights?

Business owners would suffer from a loss of customers too as easy access to them would be monopolized due to all of the lights. Why drive out the small business owner?

Lastly the character and charm of east Lexington would suffer as the addition of so many lights would deprive the area of

Holland, Shawn (DOT)

From: Carol Flynn <oneflynn@gmail.com>
Sent: Monday, May 25, 2015 8:31 PM
To: Leavenworth, Patricia (DOT)
Cc: DOT Feedback Highway; Holland, Shawn (DOT); DCANNON@LEXINGTON.MA.GOV
Subject: Project # 607409 in East Lexington

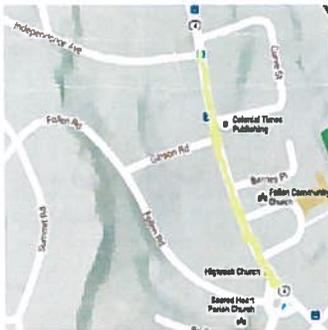
I have just become aware of a traffic light project in East Lexington and am very concerned about it's potential impact on that part of town. I often drive that short stretch of road and feel that 4 traffic lights is very unnecessary. I expect that if the lights are installed, many cars will detour on the side roads through what are now quiet neighborhoods. I urge you to cancel this proposed project which will not only be costly but will negatively alter the neighborhoods in that part of town.

Thank you for your consideration.

Carol Flynn

Comments Regarding The Proposed Project # 607409

The proposed changes to Massachusetts Avenue between the intersections of Independence Avenue and Pleasant Street attempt to provide for a wide variety of uses. The presentation mentioned the creation of a Village area, the addition of parking on both sides of Massachusetts Avenue, the insertion of Bicycle Lanes on both sides of Massachusetts Avenue and improvements to the sidewalk/greenspace surfaces for pedestrians. This is an ambitious project that cannot have the intended impact on safety without more significant measures. This section of Massachusetts Avenue is heavily traveled and we frequently observe (daily) parked vans, SUV's and contractor panel trucks. Real-time daily observations and use of this section of road, all point to the failure of the engineering firm (that performed the study) to account for the daily road constraint issues facing all that travel this section of road.



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1. As an avid, highly experienced/confident cyclist, I will not ride on this section of Massachusetts Avenue high-traffic business hours for fear of my safety. Adding a bicycle lane to an already constrained section of roadway will do nothing for safety. It's a waste of taxpayer dollars and is ludicrous! If the road is widened by trimming the sidewalk surfaces back so as to add four (4) feet to the vehicle traffic lanes, then maybe there would be sufficient space. But currently, the practical engineering answer is that you just cannot put 5 pounds of detritus in a one pound bag no matter how many cyclists complain. Put aside the tape measurements and look at this practically! There just isn't sufficient spacing for the simultaneous population of vehicles (parking, travel, cyclists) within the space provided! I drive here daily and will no longer cycle here until the road is widened.
2. If the road cannot be widened, I strongly suggest that MassDOT consider an alternate to the addition of cycling lanes to this section of roadway. I suggest that all cycling traffic be detoured. Whether they're coming from Marrett Road or Pleasant Street, MassDOT could more inexpensively push all cyclist traffic to the Minuteman Bicycle Path. A small point of egress would be required at either point of entry but this would significantly improve the opportunity for safe travel.
3. There is no current Village area within this stretch of roadway! There are two churches, a school, a dry cleaner and a spa. This is far from being a Village.
4. I strongly support the improvements to traffic flow and walking surfaces presented at the May 7th meeting! It's about time these issues were addressed!

-Carly Markowitz
37 BAKER AVENUE
LEXINGTON, MA 02421

Holland, Shawn (DOT)

From: Bill Littlewood <littlewood_bill@yahoo.com>
Sent: Monday, May 25, 2015 11:24 PM
To: selectman@lexingtonma.gov; Holland, Shawn (DOT); DOT Feedback Highway; Leavenworth, Patricia (DOT); dcannon@lexingtonma.gov
Subject: Project 607409

Hello,

I live on Fletcher Ave near Lexington Center. Each day I have a choice to travel home from Route 2 West by taking either the Pleasant Street exit or the Waltham Street exit. The Waltham Street exit adds another mile, but at highway speeds I barely notice the extra minute. What I do notice are the backups at the three traffic lights. Sure, it is slow going on Pleasant Street past Wilson's Farm, and the route to the center via Pleasant Street and Mass Ave is probably no faster on average than the Waltham Street route, but it is more enjoyable and the route that I typically take. I would greatly miss the rotary at Pleasant Street, and would appreciate seeing a presentation of the data that indicates without doubt that there would be less accidents or greater volume because of a traffic light. I would also like to know if the data on traffic light safety takes into account the recent syndrome of people reading their phones while driving. My preference is to take my turn at a stop sign when I feel it is safe to proceed, rather than assuming that someone who may be reading their phone sees the red light in time, before hitting me as I cross with a green light.

thank you,

Bill Littlewood

Holland, Shawn (DOT)

From: Amelia Breiting <abreiting@verizon.net>
Sent: Monday, May 25, 2015 9:14 AM
To: DOT Feedback Highway; Holland, Shawn (DOT); dcannon@lexingtonma.gov;
Leavenworth, Patricia (DOT)
Subject: State Project # 607409

The number of traffic lights proposed for Massachusetts Avenue in Lexington is far too many for this short section of street. A smaller number will help adjust the traffic making for gaps for incoming and outgoing traffic. Please reduce this number of traffic lights.

I live near Spring Street in Lexington and can tell you from experience that the number of walk lights installed a few years ago is simply too many and they are not well used. In addition the speed limit was raised from 30mph to 35mph on this narrow and heavily used street. Please learn from this experience.

Thanks for your consideration.

Amelia Breiting
39 Woodcliffe Rd.
Lexington, Ma 02421
abreiting@alumni.grinnell.edu

Holland, Shawn (DOT)

From: Roberta Best <roberta.best@rcn.com>
Sent: Sunday, May 24, 2015 9:33 PM
To: DOT Feedback Highway; Selectmen@lexingtonma.gov; Holland, Shawn (DOT); DCANNON@LEXINGTONMA.GOV
Subject: State project #607409

Ladies and gentlemen,

I have lived here in Lexington on Golden Ave. for 39 years. I pass Wilson Farms, Pleasant Street, Maple Street Locust Ave. and Marrett Rd. frequently. I think that full traffic lights at each intersection with Mass. Ave. is overkill. Traffic does back up at Mass. Ave and Pleasant Street and at Maple Street and Mass. Ave. I've never seen it back up at Locust Ave. and I've only seen slight backups at Marrett Rd. I am in favor of a traffic light at Maple ST and Mass Ave. I think that the Pleasant ST. Mass Ave. intersection needs improvement. I'm not sure a full traffic system is the answer.

Please DO NOT install full traffic lights at each of those intersections.

Roberta Best
48 Golden Ave.
Lexington, MA 02421

Holland, Shawn (DOT)

From: lukeiia@aol.com
Sent: Thursday, May 21, 2015 10:36 PM
To: Holland, Shawn (DOT)
Subject: MASS Project File #607409
Attachments: lights on Mass Ave.docx

Sent from Windows Mail

Holland, Shawn (DOT)

From: Robert Kuljian <rkuljian@verizon.net>
Sent: Thursday, May 21, 2015 4:48 PM
To: DOT Feedback Highway
Cc: Holland, Shawn (DOT); Dcannon@lexingtonma.gov; Selectmen@lexingtonma.gov
Subject: Mass Project Number 607409 Mass Ave Traffic Lights in Lexington

Dear Sirs:

I am writing this letter to voice my opposition to Project Number 607409 and especially the way it is being fast tracked within Lexington. In my view this project seems to be a solution to a non-existent problem. I have travelled this length of this road for the past 40+ years and while traffic has certainly increased dramatically in this time period I see nothing that justifies the size of this project.

I would also like to say that the abutters on Mass Ave that would be subjected to the consequences of this project deserve better than the precipitous way this project is being rushed through our local political process. I do not think that money should be spent on a project of this scope just because it is available and without greater public input.

Yours truly,
Robert Kuljian
105 Meriam St
Lexington,MA

Holland, Shawn (DOT)

From: FennDH@aol.com
Sent: Wednesday, May 20, 2015 5:43 PM
To: Holland, Shawn (DOT)
Subject: Fwd: (no subject)

From: FennDH@aol.com
To: dotfeedbackhighway@state.ma.us, shawnholland@state.ma.us
Sent: 5/20/2015 5:36:01 P.M. Eastern Daylight Time
Subj: (no subject)

I am writing about 607409.

By way of introduction, as a member of President Kennedy's staff in the White House, 1961-1963, as the Founding Director of the JFK Library and Museum and as an Adjunct Lecturer at Harvard's Kennedy School, I am not unfamiliar with matters of public policy. As a resident of Lexington since 1949, a former member of the Board of Selectmen and a Town Meeting Member for 52 years, I am not unfamiliar with this town.

Knowing both, I strongly urge you not to rush this project. I agree that we should address the Maple Street and Pleasant Street problems which have been plaguing us for years, but there is no sudden dramatic emergency driving us. This community, full of people with strong views who are unafraid to express them, needs a few months to consider this project, which is highly controversial as you know, and will have a significant impact on this community and its citizens - not to mention the tourists from all over the world who come here.

A little percolating time, a little time to sort out various ideas and arrive at a widespread buy-in will, I assure you, work much better in the long run and will produce a better outcome than a quick and contentious split and divisive decision driven by the availability of funds.

Dan H. Fenn, Jr.
59 Potter Pond
Lexington

Holland, Shawn (DOT)

From: Louise Berry <laberry2@gmail.com>
Sent: Wednesday, May 20, 2015 4:11 PM
To: DOT Feedback Highway
Cc: Holland, Shawn (DOT)
Subject: Lexington Traffic lights

I would like to express my displeasure regarding the proposed stop lights in Lexington. We do not need these lights, and it is a waste of the taxpayers' money.

Louise Berry

Holland, Shawn (DOT)

From: Nancy Ginns <ginnsn@verizon.net>
Sent: Wednesday, May 20, 2015 10:00 AM
To: DOT Feedback Highway
Cc: Dcannon@lexingtonma.gov; Holland, Shawn (DOT)
Subject: mass project file number 607409

Dear Sirs,

I am writing to express my strong opposition to the plan to install four traffic lights along Massachusetts Ave. in Lexington. I think it will create more traffic problems than it will solve. I have lived in Lexington for 38 years and have noticed that where they have installed lights it has caused more lines of traffic. Plus it will destroy the character of Massachusetts Ave.

Thank you,

Nancy Ginns
20 Balfour St.
Lexington

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MAY 21 2015

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1099 Massachusetts Avenue
Lexington, MA 02420 USA
9. December 2011
email: jgawoski@alum.mit.edu,
brseavey@gmail.com

Patricia A Leavenworth, P.E.
Chief Engineer
MassDOT – Highway Division
10 Park Plaza
Boston, MA 02116

RE: ROADWAY AND SIDEWALK IMPROVEMENTS
ALONG MASS AVE BETWEEN MARRETT ROAD AND PLEASANT STREET
LEXINGTON, MA Project File No. 607409
ROADWAY PROJECT MANAGEMENT

Dear Ms Leavenworth:

We attended the presentation on East Lexington traffic plans at the Bedford Street Public Works Building on May 7. Thank you for this. We live at 1099 Massachusetts Avenue, behind the gas station at the Maple Street intersection, and are very aware of the need for improvements. The plan proposed seems to address as much as possible the issues here, and we are supportive. We do have some concerns, and would be interested in your thoughts on these, and whether any further modifications might address them.

Although we have a Massachusetts Avenue address, most of our road frontage is on Maple Street, as is our driveway, which is on the north side of the street, immediately past the gas station fence. Getting access to Maple Street has been a problem.

- (1) Westbound morning traffic is heavy on Maple Street, and the single lane of cars is backed up well past our drive. To exit, we depend on the kindness of strangers willing to not block the drive and let us out. This is actually more likely when traffic is backed up and stopped than when it is slowly moving. In the new plan, there will be two westbound lanes, so we shall need cooperation from both at the same time to get out. If the traffic plan works, traffic flow should speed up, but that could decrease the likelihood of a break in traffic that would allow us to get out. Would you have any suggestions to make the exit smoother?
- (2) Drivers turning on to Maple Street from Massachusetts Avenue often do not slow down, and the time it takes them to round the corner and get to the space in front of our driveway is less than the time it takes to cross the single lane of traffic to reach the eastbound lane on Maple Street. With vehicles in the westbound lane, it is difficult to see vehicles turning from either direction on Massachusetts Avenue. With two westbound lanes, it will be harder. Except for the signal, the proposed plan doesn't

address this. Given that this is a 'T' intersection, it seems unlikely that all drivers will stop before turning right on red, and it will be more dangerous than before to get to the eastbound lane on Maple Street.

- (3) Bicycles. We like bicycles. But at present, cyclists are a problem: Maple Street is angled slightly when viewed from our driveway, and it is easy to miss a cyclist skimming the edge of the road, or weaving among the cars. When cars stop to let us out of the drive, cyclists frequently do not, and then are unpleasant when we do not see them coming. The proposed bicycle lane exacerbates the angle and the visibility issue. It was suggested at the presentation that cyclists will walk their bicycles in the lane. That's not realistic. This adds a third lane of oncoming 'traffic'. Regretfully, we cannot support the bicycle lane as proposed.

Thank you for your consideration.

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Yours truly,



John Gawoski



Beverly Seavey

cc: David Cannon, P.E., Lexington DPW/Engineering

Dave -
has this gone
before HDC and do
you plan to do so?

① Norway
Maple
Controversy
toon passion for trees

David -
How about putting
a stop sign + some
cones to narrow road
as a pilot to see if
it works @ Marrett
Rd.

② Gas Station
^{historic}
won award for design
in HDC

③ Roundabout
on MV
paid for by DOT or
Federal

Dawn McKenna
info@tourlexington.us

④ Difference w/ Follen Rd
as cut through
is Elementary school

before

④ Historic Town not city

③ Statistics on ped crossings

② Tourism Dev stops

① Sidewalk overbuild

has historic impact
report been prepared
for the Woburn St.
intersection?

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

Lexington, MA
ROADWAY AND SIDEWALK IMPROVEMENTS
ALONG MASS AVE BETWEEN MARRETT ROAD AND PLEASANT STREET
Project File No. 607409

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Patricia A. Leavenworth, P.E., Chief Engineer

MassDOT - Highway Division

10 Park Plaza, Boston, MA 02116

Attn: Highway Project Management Project File No. 607409

①

If proposed R.O.W. area could be located along residences (rather than commercial or institutional properties) I think it would be preferable.

The final date for receipt of written statements and exhibits for inclusion into the official meeting transcript will be ten (10) days after the Public Meeting.

PLEASE TYPE OR PRINT LEGIBLY.

②

Because Lexington is a town, bituminous concrete (asphalt) sidewalks would better reflect the town's village character. Portland cement concrete appears rigid & urban; bit. conc. is dark & so is more regressive, especially if an attractive aggregate is specified.

③

I also feel that if the speed limit was reduced & enforced, it would solve any additional safety issues

Name: Ginna Johnson Title: Member

Organization: Lexington Planning Board

Address: 23 Pidge Rd.
Lexington, MA 02420

④

P.S. I support this project.

Holland, Shawn (DOT)

From: gail o'keefe <gailokeefe@gmail.com>
Sent: Sunday, May 17, 2015 10:38 PM
To: DOT Feedback Highway; Holland, Shawn (DOT)
Subject: Traffic Light proposal for Lexington

Hello,

I am most concerned about the proposed traffic lights on Mass. Ave in Lexington, which apparently is being 'fast tracked' for funding. This is a proposal that many in the town are vehemently against, expressed in many town meetings and forums. I understand that the Department of Transportation does not wish to get involved with governmental process, yet the appropriate democratic process has not taken place in Lexington on this issue. There will be multiple unintended consequences from this stretch of traffic light installation, and the townspeople will feel betrayed by the democratic process. Many have no idea this is even in the imagination of the consultants, never mind fast tracked.

Lexington retained it's small town feeling, the townspeople do not wish to lose that. Please slow this project by holding back funding, until we can have a referendum on it, and as voters we can help determine the culture of our town.

All best,
Gail O'Keefe
22 Slocum Rd
Lexington MA

Holland, Shawn (DOT)

From: Daniel Palant <dpalant@verizon.net>
Sent: Tuesday, May 26, 2015 10:59 AM
To: SELECTMEN@LEXINGTONMA.GOV
Cc: DOT Feedback Highway; Holland, Shawn (DOT); DCANNON@LEXINGTONMA.GOV; Leavenworth, Patricia (DOT)
Subject: Traffic signalization on Massachusetts Avenue; State Project # 607409

To: Town of Lexington Board of Selectmen

Re: Multiple proposals regarding intersection design and signal lights for Massachusetts Ave

I am writing to you to voice my strong opposition to the multiple proposals for additional traffic signals at several intersections along Massachusetts Avenue. My main objection to the installation of lights at these intersections is the adverse effect these multiple traffic lights will have on the flow of traffic through Lexington, as well as the significant negative effect these traffic lights will have on the physical character and image of our historic town. With the addition of four (possibly five) traffic signals on Massachusetts Avenue, this would increase the number of traffic signals on Massachusetts Ave to a total of six (possibly seven) traffic signals over the short distance from Winthrop Rd/Woburn St/Massachusetts Ave to Pleasant St/Massachusetts Ave. (1) Winthrop Rd/Woburn St; (2) Monroe School; (3) Marrett Rd; (4) Maple St; (5) Locust Ave; (6) Follen Church/Waldorf School; (7) Pleasant St.

As for the redesign and placement of a traffic signal system at the intersection of Winthrop Rd/Woburn St/Massachusetts Ave, although I do agree that a redesign of this intersection may be appropriate, I object to the placement of traffic signals at this intersection for the reasons I have previously voiced to John Livsey (Town Engineer), Mellisa Tintocalis (Economic Development Director) and David Kucharsky (Planning Dept), and noted when I spoke at the Board of Selectmen meeting. I will not, once again, enumerate my reasons for objecting to the placement of a traffic signal system at this intersection, other than to restate my concern that traffic will be diverted to the surrounding neighborhood residential streets in an effort to circumvent this traffic signal. One point of concern and not previously stated or recognized is that Route B of the newly established *Across Lexington* trail system includes Highland Ave and Slocum Rd on this pedestrian route and directs walkers onto these neighborhood streets adjoining Winthrop Rd which would have increased traffic flow if traffic lights were to be installed at the Winthrop Rd/Woburn St/Mass Ave intersection. As I am sure you will agree, diversion of traffic onto these residential streets will create a significant safety hazard to the users of the *Across Lexington* trail system.

I respectfully request that you vote against the current proposal for the design and placement of a traffic signal system at the intersection of Winthrop Rd/Woburn St/Mass Ave, and not fast track the State proposal for additional traffic signals along Massachusetts Ave.

Daniel Palant, MD
Slocum Rd

Holland, Shawn (DOT)

From: Richard Robbat <robbatr@gmail.com>
Sent: Sunday, May 24, 2015 2:52 PM
To: Holland, Shawn (DOT)
Subject: # 607409

I am not in favor of this project. As an almost life time resident of Lexington, I have lived with the traffic delays in the locations contained in this project. The delays are for a short time five days per week, at the beginning and end of each day. With this project, the delays will be every day, 24 hours per day, leading to more traffic congestion and higher rates pollution.

Traffic lights do not help with the congestion. Only fewer cars change the variables, and that will not happen.

As someone who has experienced increased traffic in our neighborhood because of the lights at the intersection of Marrett Road and Spring St., I, and you, already know the impact it will have these projects will have on the traffic flow and safety in neighborhoods as people attempt to circumvent these lights.

Did you indicate in your public reports the time of day of the accidents and the causes of the accidents.

Thank you.

Richard Robbat

Holland, Shawn (DOT)

From: janice whittemore <whittemore.janice@gmail.com>
Sent: Wednesday, May 20, 2015 6:06 AM
To: Holland, Shawn (DOT); DOT.feedbaack.highway@state.ma.us
Cc: Dcannon@lexingtonma.gov
Subject: Re item 607409

Dear Sirs:

My husband and I grew up in Lexington and still live here. We strongly disapprove of this attempt to destroy the character of the most historic street in Lexington let alone the most beautiful in the state. What are you thinking? My husband grew up in East Lexington and took that road to town every day. It has not changed in appearance. I take it also every day and have never seen a need for lights. People who drive it during busy times just have to wait at certain intersections. If they want to use it as a cut through to other towns then they must use it without lights. There is no need for lights. The busiest times involve mostly outsiders using it as a short cut. Why must the taxpayers and residents suffer the ugliness and uselessness of traffic lights just to accommodate these interlopers. Let them take Route 2 and then they can speed right home.

If there is a need for pedestrians crossing those intersections, then put in crosswalks and signs like in Lexington center so cars have to stop for pedestrians. Those crosswalks and signs work well without traffic lights. The only traffic light should be the one already existing at Mass. Ave and Waltham St.

Please STOP this attempt to visually pollute the town of Lexington's historic route of Paul Revere. Not only that, the lights will back up traffic during rush hours so that it will take even longer to get from town to East Lexington and the air pollution will suffer with all those idling cars.

Sincerely,

Janice Whittemore
15 Somerset Road
Lexington, Ma. 02420

Holland, Shawn (DOT)

From: lfinski@comcast.net
Sent: Tuesday, May 19, 2015 8:57 PM
To: Selectmen@lexingtonma.gov; Dcannon@lexingtonma.gov
Cc: DOT Feedback Highway; Holland, Shawn (DOT)
Subject: Traffic lights on Mass. Ave. in Lexington

I am writing in reference to File # 607409 which is the proposed traffic lights on Mass. Ave. in Lexington. I am extremely opposed to this project. I have traveled on Mass. Ave. during different times of the day and I can not see that lights are warranted at all. The worst traffic congestion in town is in the center where there is a set of lights! The stretch of Mass. Ave. where the lights are proposed is too short to call for 4-5 sets of lights. Not only do I not think the lights are not necessary, I believe they would very negatively impact the character of the town. Lexington used to pride itself on its historical significance. With the addition of multiple light signals, it might as well be a busy city in Anywhere, USA.

Thank you for your time.

Sincerely,
Laura Wilczewski
15 Fair Oaks Terr.
Lexington, MA 02421
781-862-1366

Holland, Shawn (DOT)

From: DOT Feedback Highway
Sent: Tuesday, May 19, 2015 2:10 PM
To: Holland, Shawn (DOT)
Subject: FW: Roadway Project Management, Project File No. 607409

Hello,

Could you look into this constituent's concern?

Thank you!

From: Sarah Higginbotham [<mailto:shigginbo@gmail.com>]
Sent: Thursday, May 14, 2015 6:45 PM
To: DOT Feedback Highway
Subject: Roadway Project Management, Project File No. 607409

The improvements described in the design plan for East Lexington from Pleasant St. to Marrett Rd. will save lives and allow for bicyclists and pedestrians to feel safe on Mass Ave.

I am strongly in favor of moving forward with this plan and hope that the funding will be available for the earlier start date in 2016.

best,
Sarah Higginbotham
21 Byron Ave.
Lexington, MA 02420

Holland, Shawn (DOT)

From: Helene Mayer <hmayer1953@gmail.com>
Sent: Wednesday, May 13, 2015 11:36 PM
To: Holland, Shawn (DOT)
Cc: DOT Feedback Highway
Subject: RE: Project File No. 607409, Roadway and Sidewalk Improvements along Mass Ave between Marrett Road and Pleasant Street, Lexington, MA

I am writing to express my strong support of Massachusetts Department of Transportation project known as Project File No. 607409, Roadway and Sidewalk Improvements along Mass Ave between Marrett Road and Pleasant Street, Lexington, MA.

This part of Mass Ave, Lexington, is dangerous to the point of deadly, as evidenced by past fatalities. More than 20,000 vehicles pass through the corridor each day. During rush hour, there are few opportunities to enter Mass Ave from side streets or driveways or to cross as a pedestrian. At other times of day, many drivers don't notice pedestrians trying to cross the avenue.

I have often walked this route; there are few crosswalks, they are not obvious, the traffic signals are confusing and, because of the curves in the road, the traffic is not visible to pedestrians and pedestrians are not visible to drivers. The crosswalks are so far apart, and are placed so bizarrely, that pedestrians cross at odd places along the route. It is difficult for vehicles to enter and exit Mass. Ave. safely because of poor visibility.

This is an issue of public safety. It is never advisable to put traffic signals where they are not needed, but it is unforgivable not to put signals where they are clearly needed. There need to be more, and more visible, crosswalks. When cyclist leave the bike path to continue on Mass. Ave. they need to be able to travel safely.

I applaud the proposed improvements that this project will bring to Lexington:

- controlled intersections providing protected crossings for people of all abilities
- shortened pedestrian crossings through bump-outs at corners and reconfigured intersection geometry
- improved sidewalks with flat, even concrete pavement, making passage comfortable for people of all abilities
- bicycle lanes providing clear areas for cyclists
- improved safety for all modes of transportation
- a smoother, more predictable flow of traffic through the corridor
- narrowed travel lanes to calm traffic.

The project will enhance accessibility to the new Community Center at 39 Marrett Rd for all - including pedestrians, cyclists, and riders of public transportation (MBTA 62 and 76, as well as some LexPRESS bus lines)

Thank you for your consideration.
Helene
Mayer

Holland, Shawn (DOT)

From: Sarnold15@aol.com
Sent: Wednesday, May 13, 2015 4:27 PM
To: Holland, Shawn (DOT)
Subject: Roadway Project Management, Project File No. 607409

Dear Mr. Holland,

I am a Lexington resident writing in support of the three-intersection project east of Lexington center. The back up of traffic on Marrett Road, Maple Street and Pleasant Street results in travel delays (particularly during commuter hours), adds unnecessary pollution by cars waiting in traffic, and negatively impacts Lexington's public bus schedules. Efforts to avoid those intersections results in unnecessary traffic on side residential streets. I speak from personal experience regarding all of these issues.

All three intersections create unsafe conditions. Just the other day I was turning left onto Massachusetts Avenue from Pleasant Street. A car traveling west bound on Massachusetts Avenue made a left turn onto Pleasant Street; however, the driver did not use a signal and cut right in front of me as I started to slowly pull out into the intersection to make my turn after that car passed. Turning left onto Massachusetts Avenue from Marrett Road, Maple Street, or Pleasant Street can be a harrowing experience, with drivers having to make judgment calls about how fast oncoming cars are traveling and when to pull out into the intersection. Being a pedestrian or a bicyclist navigating these intersections creates an even more hazardous situation.

Lexington is opening a Community Center in a few weeks near the Marrett Road/ Massachusetts Avenue intersection. This will undoubtedly increase vehicular, pedestrian, and bicycle traffic not only at this intersection, but at the other intersections being considered for this project. Appropriate traffic calming and infrastructure is needed to safely, effectively and efficiently accommodate those who are traveling through those intersections.

Thank you for your consideration of my concerns,

Sara Arnold
15 Washington St.
Lexington, MA 02421

Holland, Shawn (DOT)

From: Linda Mui <lindamui@gmail.com>
Sent: Tuesday, May 19, 2015 7:10 AM
To: DOT Feedback Highway; Holland, Shawn (DOT); Selectmen@lexingtonma.gov; dcannon@lexingtonma.gov
Subject: Mass Ave traffic signaling, project # 607409

Dear Mr. Cannon, Mr. Holland, Lexington Selectmen, and the Massachusetts Department of Transportation:

My husband Paul Kleppner and I attended the meeting at the Lexington DPW on Thursday 5/7 concerning the proposed traffic lights on Mass Ave between Pleasant St. and Marrett Rd (DOT project file #607409). I have been a resident of Follen Rd. since 1999.

I am happy to see a proposed solution for the traffic and pedestrian issues on Mass Ave. However, I share my neighbors' conviction that adding 3 lights on Mass Ave will significantly increase the traffic on my own street. Although I agree that driver and pedestrian safety on Mass Ave is important, I'm afraid that the safety of pedestrians on Follen Rd has not been taken into account at all. When one of my neighbors spoke fervently on this issue at the DPW meeting, the response from the panel was noticeably silent. This did not reassure me.

While Follen Rd does currently have some traffic during rush hours, it is a relatively quiet street the rest of the day. It is used mostly by walkers and runners, and on nice summer weekends, it is a favorite for bicyclists. At night, there is barely any traffic at all. All that will change if there are 3 lights on Mass Ave, which will encourage impatient drivers at all hours to bypass the lights and cut through our sleepy neighborhood instead.

I am in favor of improvements that are for the good of the community as a whole, and I am willing to sacrifice some of our quiet if it means improved safety for everyone else. But I am troubled by the dismissal of our concerns. By all means, adding lights to Mass Ave will improve traffic flow and safety, to everyone's benefit. But let's not pretend that Follen Rd will not be affected. Anyone who drives in this section of Lexington knows that Follen is a tempting route to bypass Mass Ave, and the more inconvenient Mass Ave is made, the more attractive Follen will become. The impact on Follen Rd needs to be weighed into these plans, whether it be by reducing the number of proposed lights on Mass Ave (I don't think we need one at Marrett Rd), adding stop signs or speed bumps, or adding signage that would discourage entry from the Pleasant St end. Please don't rush through this project without considering all its ramifications.

-Linda Mui
213 Follen Rd.

Holland, Shawn (DOT)

From: Ann Ugolini <ugolini33@gmail.com>
Sent: Tuesday, May 19, 2015 7:04 AM
To: DOT Feedback Highway
Cc: Holland, Shawn (DOT); Dcannon@lexingtonma.gov
Subject: Proposed Traffic Lights at Intersection of Woburn St and Massachusetts Avenue, Lexington, MA

Dear Sirs:

I have followed the discussion re this subject and want to express my objection to these multiple traffic lights in what I consider, the entrance to our beautiful and historic town of Lexington.

I have passed through this intersection often throughout the 52 years that I have lived in Lexington and, although I realize that traffic has increased over these years, I have never had a problem proceeding through the intersection.

One of our selectman, Peter Kelley, has proposed multiple alternatives to these proposed traffic lights that I believe must be considered more fully before these traffic lights are decided upon. The entire citizenry of Lexington has not been involved in the limited discussions between the Town boards thus far. I believe it is imperative that this project not go forward until the entire town's residents be given the opportunity to weigh in.

I urge you to please consider my request and not act hastily. If this project goes forward as now planned, it will become irreversible and forever change the landscape of this town.

Respectfully,

Ann C. Ugolini
9 Parker Street
Lexington, MA 02421-4906
tel: (781) 862-5182

Holland, Shawn (DOT)

From: gopal nagarajan <gopalnagarajan@yahoo.com>
Sent: Monday, May 18, 2015 2:59 PM
To: dcannon@lexingtonma.gov; Holland, Shawn (DOT); Selectmen@lexingtonma.gov; DOT Feedback Highway
Cc: RSLuzio@wellington.com; Bhargavi Krishnan
Subject: Concerned citizens on Follen Hill/ project file # 607409

Dear Selectmen, Mr. Cannon and Mr. Holland,

I am writing to you to express my concern, as a Lexington citizen and parent of children that attend the Lexington public school system, regarding the proposed traffic lights on Massachusetts Avenue (project file#: 607409). If the plan goes through as proposed in its current form, I fear that the idyllic and charming nature of Follen Hill -- a precious Lexington landmark and identity -- will forever be compromised.

As residents of Follen Road, we are already subject to vehicles on Pleasant Street and Marrett Road that cut through our neighborhood to eschew Mass Avenue traffic. Many of them do so at reckless speed, threatening the life and limb of walkers and children in the neighborhood. While we already expect the planned community center to draw more traffic through our neighborhood, the new project will only likely increase the risk for those that live on Follen Hill.

I join my neighbors in fervently requesting you to explore ways in which to preserve the beauty and safety of our neighborhood before approving the current plan.

Thank you for your kind consideration.

Gopal Nagarajan and Bhargavi Krishnan, M.D.
135 Follen Road

Gopal Nagarajan
Mobile: 617-308-3101
Email: gopalnagarajan@yahoo.com

Holland, Shawn (DOT)

From: Alice Pierce <ampierce17@gmail.com>
Sent: Saturday, May 16, 2015 1:38 PM
To: Holland, Shawn (DOT)
Cc: DOT Feedback Highway
Subject: Project File No. 607409

I write to urge you to support Project File No. 607409, roadway and sidewalk improvements along Massachusetts Avenue between Marrett Road and Pleasant Street.

There is a great deal of traffic along this stretch of Massachusetts Avenue many times during the day, resulting in accidents and near-accidents.

A road as heavily-traveled as this is hardly part of a village atmosphere. It's time to take measures that will improve safety for all who use this roadway, and I urge you to do so..

Thank you for your consideration. Alice M. Pierce

Holland, Shawn (DOT)

From: Cas Groblewski <CGroblewski@fantinigorga.com>
Sent: Wednesday, May 20, 2015 4:45 PM
To: Holland, Shawn (DOT); dcannon@lexingtonma.gov
Cc: selectmen's
Subject: Proposed Massachusetts Avenue Traffic and Pedestrian Safety Improvements

Good afternoon, everyone.

My wife, Teresa Zabik, and I live at 1115 Massachusetts Avenue, between the Maple Street and Marrett Road intersections. Our lot also borders on Rhodes Street, where there is a wonderful neighborhood of 16 homes, accessible only from Rhodes Street from Massachusetts Avenue. I am also a 40 year resident of Lexington.

I think everyone agrees that this stretch of Massachusetts Avenue has a very heavy vehicular load and is unsafe for pedestrians and cyclists, with ignored speed limits and difficult accessibility. While we applaud the efforts of the MA DOT and Lexington Engineering Department to improve pedestrian and bicycle safety, as well as the vehicular traffic flow, we are not in favor of the preliminary plan that the Beta Group and other consultants have put forth. We believe that rather than adding traffic light systems at the Pleasant and Maple Streets and Marrett Road intersections, that the Commonwealth and Town should consider and put into practice various intermediate steps that would be less draconian, less expensive, and perhaps just as, if not more, effective. These might include, among other techniques:

1. Strategically placing stop signs at the points where all three of these thoroughfares enter Massachusetts Avenue (instead of yield signs);
2. Eliminating some crosswalks and making safer those that remain (better lighting, elevating -, more consistent marking, more effective signing (such as what is now installed on Spring Street));
3. Improved sidewalks;
4. Better signage alerting motorists to slow down as they approach these three intersections from all directions;
5. Lowering the speed limit to 30 miles per hour, and more consistent enforcement of this limit (and in fact, why don't we do this throughout the town?);
6. Strategically placed road narrowing measures (as at Bedford and Harrington Streets in Lexington Center).

Our neighbors and we feel very strongly that whatever improvements may be made, accessibility to and from our homes must not be forgotten. Our driveway, for example, is on Massachusetts Avenue. Our neighbors behind us exit and enter via Rhodes Street. We have not seen that the 25% engineering plans adequately recognize the accessibility issues for those of us on the Avenue and just off. We do not have options, and extensive signalization will make it more difficult for us, not easier. There are more selfish drivers than there are thoughtful ones, and lights only increase tensions and speed.

Many of us also feel that it is important that any plan incorporates the historical nature of Massachusetts Avenue, the Battle Road, and that it recognizes first and foremost that the residents of Lexington have priority for access to and from their homes.

Additionally, the proposed improvements, as seen on the 25% plan, will make it extremely difficult for buses, trash or delivery trucks, postal employees, and visitors to our homes to success in their tasks at hand, since the roadway will be narrowed. What happens, for example, when a bus stops to let passengers off? Will traffic back up or will angry drivers try to cut around it? What if a UPS truck wants to make a delivery to our home at rush hour? Bikes and traffic will be slowed to a crawl or will grind to a halt.

My wife and I strongly urge you to consider the interim steps I have proposed above (or others, if I missed some) first, before embarking on the \$5 million signalization project. We won't know if they work unless we try them first. Our community needs to have more options presented to it, and more time to discuss these options with the engineering firms, the MA DOT, and the Town. Someone wiser than I pointed out that with all these lights on Massachusetts Avenue a ride through Lexington will seem like a trip up the Middlesex Turnpike. I believe that if your preliminary plan becomes reality a motorist may have to stop at up to 10 signals while traversing the entire length of Massachusetts Avenue. I don't think that is what the citizens want.

Thank you for your consideration.

Cas Groblewski

Casimir Groblewski
Fantini & Gorga
Suite 1600
155 Federal Street
Boston, MA 02110
Phone: 617.897.1146
Facsimile: 617.951.9944
cgroblewski@fantinigorga.com
www.fantinigorga.com

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Holland, Shawn (DOT)

From: Karen Murray <kfmurray@mac.com>
Sent: Wednesday, May 13, 2015 1:26 PM
To: Holland, Shawn (DOT)
Cc: DOT Feedback Highway
Subject: Mass Ave Lexington

RE: Project File No. 607409, Roadway and Sidewalk Improvements along Mass Ave between Marrett Road and Pleasant Street, Lexington, MA

Good Afternoon,

I am writing to express our support for the MassDot proposed project for improvements along Mass Ave in Lexington between Follen Road and Pleasant Street. We are residents along this route. We support the changes 100%! Our driveway is on Mass Ave so we drive and walk this area every day. We are living these problems. The traffic issues in these intersections and along this route are not only during rush hour but we find that many drivers speed and have blinders on through this stretch even when traffic is lighter.

I walk to Lexington Center and to Arlington on Mass ave sidewalks and I cross Mass Ave to get access to the bike path as do many people in the Follen Hill area. I face multiple problems during these walks. Here they are...

The sidewalks are in terrible condition - fortunately I don't have any kind of disability but anyone with even minimal walking disabilities is at risk of falling because of the heaves and cracks in the sidewalks. This is a serious ADA issue. Considering that the new Community Center/Senior Center is moving to this area of town it makes sense to make sidewalks accessible for all. I look forward to living many years in this area and walking to and from the Community Center.

Walking along this route requires crossing these intersections and not only are crosswalks missing (Marrett Rd, Maple St., and Pleasant St.) which is so dangerous but I wouldn't feel any safer if crosswalks were there. The ONLY way I feel safe crossing Mass Ave or the streets in this proposal is with pedestrian traffic lights.

Attempting to cross Mass Ave for bike path access is dangerous regardless of traffic conditions. When Im feeling especially daring I will attempt to cross Mass Ave where there isn't a crosswalk because the only safe cross for me is at Waldorf and that requires backtracking when walking to Lexington Center. In fact crossing in or out of a crosswalk is no different. I have to wait for an opening or wait for aware and considerate drivers on both sides. Its always a long wait.

I HAVE to cross Mass Ave eventually during my walk to Lexington Center because the sidewalk disappears along a stretch after the Scottish Masons Headquarters. There is no easy cross anywhere along my walk to the Center and there is serious risk anywhere near the intersections in the proposed plan.

I understand that some of the pushback is because residents fear traffic cut-through but I just don't understand how it can get any worse. I know all the cut-throughs and I use them regularly. If there were traffic lights like the one installed at Spring Street and Marrett I would not feel the need to use the cut throughs because a traffic light takes the confrontation and guesswork out of an intersection.

As far as the fear of urbanization, in my eyes the use of traffic signals will slow traffic down along Mass Ave and drivers and passengers will have a minute to visually take in their surroundings. Part of being a community is witnessing it as well as participating in it. This area of Mass Ave in East Lexington is a means to an end with drivers rushing to get through it. If these changes are made it becomes a more accessible community where people must stop and take in the surroundings.

As I drive along this route multiple times a day I must admit that I am not a very considerate driver. Many times drivers in these intersections are putting themselves in a precarious position while attempting to pull into Mass Ave traffic. I usually drive right through without allowing them to pull in front of me. I find that most people are the same way. Massachusetts drivers are not known as being considerate and unfortunately this fact really needs to be taken into consideration.

In my eyes the need for bike lanes is less important than traffic lights for bicyclists as Mass Ave is wide enough without the need to formalize lanes. The only issue I have is the need and room for parking. If parking is removed from this area of Mass Ave it will create a lot of pushback.

Driving along Mass Ave through this area of Lexington will probably take a bit longer with traffic signals but it will be so much safer.

I hope my opinion matters when deciding on this matter.

Respectfully,

Karen Murray (Larry and Erin Murray)
904 Massachusetts Avenue
Lexington, MA 02420

Holland, Shawn (DOT)

From: Karen Murray <kfmurray@mac.com>
Sent: Wednesday, May 13, 2015 7:37 PM
To: Holland, Shawn (DOT)
Cc: DOT Feedback Highway
Subject: Project File No. 607409

Here is my feedback after reviewing the proposal:

I love everything about it! As a frequent pedestrian going in both directions my walks will become so much more enjoyable. As a resident of 904 Massachusetts Avenue I expect that the traffic lights will create breaks in traffic allowing us easier access onto Mass Ave which is difficult during rush hour but also difficult during non peak times when cars speed through this corridor.

But here are three issues that should be addressed...

1. At the intersection of Mass Ave and Pleasant street there are occasions when vehicles need to get from Pleasant Street to Follen Road. Im not seeing that option in the plan. Currently, when people make this turn Ive seen it done 3 different ways. 1. Taking a sharp left from Pleasant Street before the island which is essentially going the wrong way and risking a collision from 3 different directions. 2. Taking a left turn after the island but using the turn as a rotary and driving around the island on the wrong way lane of Mass Ave. 3. Pulling onto Mass Ave and getting into the proper lane to take the left turn onto Follen but that ends up creating confusion for everyone and is a high risk for a collision because as soon as a vehicle gets from Pleasant Street to Mass Ave it must attempt to make the left turn onto Follen creating confusion for everyone.
2. There are a few times a year when the Waldorf School hold events. (Olympics, East Lexington Fair, Winter Celebration, etc.) During these events cars are parked along both sides of Mass Ave from before Waldorf near Pleasant Street to as far as Locust St. The elimination of parking spaces will create a parking problem during these times.
3. My family doesn't have the need for parking along Mass Ave because we are fortunate to have a long driveway with plenty of room for parking but all of my Mass Ave neighbors use on street parking on a regular basis for guests. This is going to be a problem for them because the proposal eliminates all parking along our block of Mass Ave between Locust and Independence.

Thank you for your attention.

Karen Murray
904 Massachusetts Ave

On May 13, 2015, at 1:25 PM, Karen Murray <kfmurray@mac.com> wrote:

RE: Project File No. 607409, Roadway and Sidewalk Improvements along Mass Ave between Marrett Road and Pleasant Street, Lexington, MA

Good Afternoon,

I am writing to express our support for the MassDot proposed project for improvements along Mass Ave in Lexington between Follen Road and Pleasant Street. We are residents along this route. We support the changes 100%! Our driveway is on Mass Ave so we drive and walk this area every day. We are living these problems. The traffic issues in these intersections and along this route are not only during rush hour but we find that many drivers speed and have blinders on through this stretch even when traffic is lighter.

I walk to Lexington Center and to Arlington on Mass ave sidewalks and I cross Mass Ave to get access to the bike path as do many people in the Follen Hill area. I face multiple problems during these walks. Here they are...

The sidewalks are in terrible condition - fortunately I don't have any kind of disability but anyone with even minimal walking disabilities is at risk of falling because of the heaves and cracks in the sidewalks. This is a serious ADA issue. Considering that the new Community Center/Senior Center is moving to this area of town it makes sense to make sidewalks accessible for all. I look forward to living many years in this area and walking to and from the Community Center.

Walking along this route requires crossing these intersections and not only are crosswalks missing (Marrett Rd, Maple St., and Pleasant St.) which is so dangerous but I wouldn't feel any safer if crosswalks were there. The ONLY way I feel safe crossing Mass Ave or the streets in this proposal is with pedestrian traffic lights.

Attempting to cross Mass Ave for bike path access is dangerous regardless of traffic conditions. When Im feeling especially daring I will attempt to cross Mass Ave where there isn't a crosswalk because the only safe cross for me is at Waldorf and that requires backtracking when walking to Lexington Center. In fact crossing in or out of a crosswalk is no different. I have to wait for an opening or wait for aware and considerate drivers on both sides. Its always a long wait.

I HAVE to cross Mass Ave eventually during my walk to Lexington Center because the sidewalk disappears along a stretch after the Scottish Masons Headquarters. There is no easy cross anywhere along my walk to the Center and there is serious risk anywhere near the intersections in the proposed plan.

I understand that some of the pushback is because residents fear traffic cut-through but I just don't understand how it can get any worse. I know all the cut-throughs and I use them regularly. If there were traffic lights like the one installed at Spring Street and Marrett I would not feel the need to use the cut throughs because a traffic light takes the confrontation and guesswork out of an intersection.

As far as the fear of urbanization, in my eyes the use of traffic signals will slow traffic down along Mass Ave and drivers and passengers will have a minute to visually take in their surroundings. Part of being a community is witnessing it as well as participating in it. This area of Mass Ave in East Lexington is a means to an end with drivers rushing to get through it. If these changes are made it becomes a more accessible community where people must stop and take in the surroundings.

As I drive along this route multiple times a day I must admit that I am not a very considerate

driver. Many times drivers in these intersections are putting themselves in a precarious position while attempting to pull into Mass Ave traffic. I usually drive right through without allowing them to pull in front of me. I find that most people are the same way. Massachusetts drivers are not known as being considerate and unfortunately this fact really needs to be taken into consideration.

In my eyes the need for bike lanes is less important than traffic lights for bicyclists as Mass Ave is wide enough without the need to formalize lanes. The only issue I have is the need and room for parking. If parking is removed from this area of Mass Ave it will create a lot of pushback.

Driving along Mass Ave through this area of Lexington will probably take a bit longer with traffic signals but it will be so much safer.

I hope my opinion matters when deciding on this matter.

Respectfully,

Karen Murray (Larry and Erin Murray)
904 Massachusetts Avenue
Lexington, MA 02420

Holland, Shawn (DOT)

From: Luis Melendez <luis.melendez8@gmail.com>
Sent: Monday, May 18, 2015 9:52 PM
To: DOT Feedback Highway
Cc: Dcannon@lexingtonma.gov; Holland, Shawn (DOT)
Subject: Fwd: Project File Number 607409, Please do not support the addition of new traffic lights on Mass. Ave.

FYI, a letter I sent to the Town Selectmen in Lexington.
Many area residents do not like the idea of adding new traffic lights to Mass. Ave. in Lexington whatsoever. It is a really bad idea that would hamper traffic, on one of the busiest roads, in town far more than they'd help.

Luis Melendez
1556 Mass. Ave.

Begin forwarded message:

From: Luis Melendez <luis.melendez8@gmail.com>
Subject: Please do not support the addition of new traffic lights on Mass. Ave.
Date: May 18, 2015 at 12:21:10 AM EDT
To: selectmen@lexingtonma.gov

Please, please, please do not support the addition of new traffic lights on Mass. Ave. Adding traffic lights to Mass. Ave risks the town's character, much of its charm and some of its attraction for decades if not longer.

By definition – adding new traffic lights, will increase stop and go traffic on Mass. Ave. As a result of vehicles stopped on Mass. Ave., for longer than they are today, it is not unreasonable to predict we will have greater congestion and more frequent traffic jams since vehicles MUST stop more frequently than they do now.

Mr. Ho stated at the Board of Selectmen meeting on May 11, 2015, Mass. Ave. is currently “free-flow... no delay, they [vehicles] don't have to stop, meaning a Level of Service, it could be A”. Selectmen Pato described a Level of Service of A is what Town Meeting Members are looking for.

To accommodate rush-hour side street traffic, we must decrease the existing Level of Service on Mass. Ave throughout the day. New traffic lights on Mass. Ave. therefore could increase congestion severely beyond the Center and negatively impact the town's character on numerous levels (e.g. traffic lights are unsightly, contribute to pollution, Lexington is a town – not a city, urbanizes the community...).

As an example, there is currently one full function stoplight between Lexington Center and Arlington Heights. It is an easy drive between Lexington Center and Arlington Heights. There are eight stoplights between Arlington Heights and Arlington Center. That is a tough drive.

From a layman's perspective, traffic simply does not flow as well between Arlington Heights and Arlington Center. I equate that in part to the number of stoplights. Also, the character difference between the three areas is palpable.

If I have to drive to Cambridge, I take Route 2 in part because there are so many stoplights in Arlington. Arlington Center's businesses miss out on the opportunity of my patronage. Do we want the same thing for Lexington Center's businesses?

Please slow down, think this through more carefully and do not put our town at risk.

Luis Melendez
1556 Mass. Ave.

Jeri Zeder
900 Massachusetts Avenue
Lexington, MA 02420

RECEIVED

MAY 20 2015

MassDOT
PROJECT MANAGEMENT

May 13, 2015

Patricia A. Leavenworth, P.E.,
Chief Engineer
MassDOT - Highway Division
10 Park Plaza
Boston, MA 02116

RE: Project File No. 607409, Roadway and Sidewalk Improvements along Mass Ave between Marrett Road and Pleasant Street, Lexington, MA

Dear Patricia A. Leavenworth,

I am a direct abutter to the Massachusetts Department of Transportation project known as Project File No. 607409, Roadway and Sidewalk Improvements along Mass Ave between Marrett Road and Pleasant Street, Lexington, MA.

I am writing to express my strong support of this project.

This part of Mass Ave, Lexington, is dangerous to the point of deadly, as evidenced by past fatalities. More than 20,000 vehicles pass through the corridor each day. During rush hour, there are few opportunities to enter Mass Ave from side streets or driveways or to cross as a pedestrian. At other times of day, many drivers don't notice pedestrians trying to cross the avenue.

I applaud the proposed improvements that this project will bring to my neighborhood:

- controlled intersections providing protected crossings for people of all abilities
- shortened pedestrian crossings through bump-outs at corners and reconfigured intersection geometry
- improved sidewalks with flat, even concrete pavement, making passage comfortable for people of all abilities
- bicycle lanes providing clear areas for cyclists
- improved safety for all modes of transportation
- a smoother, more predictable flow of traffic through the corridor
- narrowed travel lanes to calm traffic

In addition, the proposed project beautifies the corridor, and provides more opportunities for drivers and pedestrians to absorb historic surroundings.

The project will enhance accessibility to the new Community Center at 39 Marrett Rd for all - including pedestrians, cyclists, and riders of public transportation (MBTA 62 and 76, as well as some LexPRESS bus lines)

Thank you for your consideration.

Sincerely,



Jeri Zeder

Holland, Shawn (DOT)

From: Melton, Douglas <melton@g.harvard.edu>
Sent: Sunday, May 17, 2015 9:56 PM
To: Selectmen@lexingtonma.gov; DOT Feedback Highway; Holland, Shawn (DOT); Dcannon@lexingtonma.gov
Cc: Gail; beverlyakelley@gmail.com
Subject: Please stop the rush and fast track of lights on Mass Ave in Lexington

I am writing to register an objection, in the strongest possible terms, to the proposed plan for adding 4 lights along Mass Ave in the Town of Lexington.

In the first instance, there has been no convincing argument or study to show the need for these lights. If there is a concern about the speed and flow of traffic, surely it wise and prudent to explore other options, including raised platform speed bumps that are used so effectively elsewhere. To date, for reasons unclear, the town has ignored this option and evidently refused to consider it. The parameters that should be considered include costs, of course, but also the nature and feel of the town. Lexington is not a city and this moves the town in the direction of a cityscape, unpleasant and unwanted by town residents.

Secondly, there is an unexplained intent on the part of the town to Fast Track this proposal. This is poor management and borders on insulting to the residents who have not been adequately polled or invited to be heard on this issue. It smells of backroom dealing and those elected officials involved should be ashamed.

Please halt this process until other options are considered and until the town residents have been heard.

Sincerely,

Doug Melton

22 Slocum Rd Lexington MA

Holland, Shawn (DOT)

From: rosent.r@comcast.net
Sent: Monday, May 18, 2015 8:27 AM
To: Holland, Shawn (DOT)
Subject: Fwd: Roadway & Sidewalk improvements along Mass. Ave. between Marrett Rd. & Pleasant Street

From: "rosent r" <rosent.r@comcast.net>
To: "Shawb holland" <Shawb.holland@state.ma.us>
Sent: Monday, May 18, 2015 8:25:34 AM
Subject: Fwd: Roadway & Sidewalk improvements along Mass. Ave. between Marrett Rd. & Pleasant Street

From: "rosent r" <rosent.r@comcast.net>
To: "dot feedback highway" <dot.feedback.highway@state.ma.us>
Sent: Monday, May 18, 2015 8:17:13 AM
Subject: Fwd: Roadway & Sidewalk improvements along Mass. Ave. between Marrett Rd. & Pleasant Street

This concerns file 607409

From: "rosent r" <rosent.r@comcast.net>
To: "dot feedback highway" <dot.feedback.highway@state.ma.us>
Cc: dcannon@lexingtonma.gov
Sent: Thursday, May 14, 2015 10:27:56 AM
Subject: Roadway & Sidewalk improvements along Mass. Ave. between Marrett Rd. & Pleasant Street

While everyone agrees that Mass. Ave is in need of improvements and safety fixes, no one in the Follen Hill neighborhood agrees that having five lights in such a short span on Mass. Ave will be helpful. In fact, drivers will choose to avoid a five light strip by turning right on Follen at Marrett Road and left on Follen Road and Pleasant Street. This will result in even more traffic on both lanes of Follen Road and Follen Hill surrounding streets, an area that is already considered a cut through to route 2 and a way to avoid Mass. Ave. Follen Road needs a lessening of traffic as it is already too busy. It is dangerous to walkers, especially children traveling to and from school. Leaving our community at rush will be disastrous. With traffic backed up on both Marrett Road and Pleasant street, we will not be able to enter those roads easily from Follen Road. In fact, with the increased traffic, it will be equally hard to get out of our driveways. This will be especially so in the winter with snow banks in place. Also, traffic will worsen with the new community center on Marrett Road. The plan as it stands now will be a disaster for our very residential neighborhood. Surely there is a more benign way to deal with Mass. Ave problems that is less costly, less urban and most important of all,

more resident friendly and safe for surrounding neighborhoods. Speed bumps, painted signage, stop signs are all possibilities.

Drivers' perceptions of traffic lights is a mighty factor here, and no body seem to have considered this. If the driving public sees five traffic lights along Mass. Ave. and perceives that those lights will make for a longer drive, those drivers will avoid the lights. That is only human nature Those drivers, as mentioned above, will avoid Mass. Ave. like the plague only to filter onto Follen Hill roads.

If this project goes forth, it should be without the proposed traffic light on Marrett Road. That will alleviate the traffic that is bound to flow onto Follen Road if that light is in place.

Thank you for your consideration.

Carol Rosenthal resident
208 Follen Road
Lexington, Ma. 02421

Holland, Shawn (DOT)

From: PATRICIA VALDA <patricia_valda@yahoo.com>
Sent: Monday, May 18, 2015 9:21 AM
To: dcannon@lexingtonma.gov; Holland, Shawn (DOT); Selectmen@lexingtonma.gov; DOT Feedback Highway
Cc: Luzio, Rodolfo S.
Subject: Concerned citizens on Follen Road/ project file # 607409

Dear Selectmen, Mr. Cannon and Mr. Holland,

I am writing to you as a concerned neighbor and parent, regarding the proposed three traffic lights on Mass. Ave (project file #607409). After reviewing the projects posted online, I wish to voice my concern. If the plan goes forth as proposed, the Follen Hill neighborhood will be **dramatically and negatively** affected if traffic calming measures are not implemented as part of it.

Today, drivers wishing to avoid the intersections at Pleasant street and Mass. Ave. and Marrett Road and Mass. Ave. already ride through our neighborhood trying to get to Route 2 and to generally avoid the traffic, an important majority of them going well over the speed limit.

As a mother of three children in the Lexington school system, I worry every time they decide to walk or bike to school. Even though we live close enough from the Elementary, Middle and High School for them to walk or bike, we decided to use the bus just because we don't feel this street is safe enough to let them walk or bike. Furthermore, my son had a biking accident earlier this year on his way to school. It happened on Paddock lane/Follen rd intersection and it involved a car that was going too fast.

If the proposed lights go in, it will be a nightmare of cars making rights on Follen Road to avoid the proposed two new lights on Mass. Ave. And it will make Follen even less safe for our kids. We already anticipate additional traffic that will be associated with the new community Center.

I am not against this project, as I understand that there have to be some changes made to ease the situation on Mass. Ave. But if the projects gets the green light, I urge you to make sure that it comes with a sensitive plan to make sure that the Follen Hill neighborhood does not become another Mass Ave. Please don't let this project transfer Mass. Ave. problems to Follen Hill.

Mass Dot should be aware and should consider surrounding streets before approving this plan. Not considering Follen Road is short sided and not fair to our neighbors. This is a lovely neighborhood, with a lot of school age children that will be at great risk if the proposed plan is put into place **without well thought traffic calming measures added to it.**

Thank you for your consideration.

Patricia Valda

220 Follen road

Holland, Shawn (DOT)

From: RBlakeIreland@aol.com
Sent: Thursday, May 28, 2015 9:20 AM
To: Selectmen@lexingtonma.gov; Holland, Shawn (DOT); DOT Feedback Highway; Leavenworth, Patricia (DOT); dcannon@lexingtonma.gov
Cc: petercjkelley@gmail.com
Subject: Project File No. 607409

Mrs. Ireland and I have lived at 5 Richard Road in Lexington for over 59 years. We are unalterably opposed to the unnecessary installation of traffic signals on Massachusetts Avenue currently contemplated by Project File No. 607409.

We sit high above the Mass Ave. intersection with Marrett Road, and, with the leaves off the trees, have a clear view of the traffic. With the exception of the occasional early morning east-bound minor backup from nearby Maple Street, traffic routinely flows smoothly. The current use of marked left-turning lanes onto both Marrett Road and Maple Street appears to be particularly effective, reducing the infrequent traffic delays to nuisance value.

Mass Ave. from Lexington center to the Arlington line generally follows the Battle Route. Project 607409 will certainly serve to diminish its true historic significance.

Our neighborhood includes many families with small children. Traffic control lights as envisioned by Project 60409 will inevitably result in Tower Road and Richard Road becoming accessible by-passes, with the potential for tragic outcomes.

Tower Road is essentially mid-way between the Marrett Road and Maple Street intersections. With such closely spaced traffic signals, turning left off Tower Road to head into Lexington center will frequently be impossible.

I suspect that the congestion generated between Marrett Road and Maple Street will present emergency vehicles, traveling both east and west on Mass Ave., with special problems.

In these days of eroding infrastructure and strained budgets, Project No. 607409 doesn't begin to pass the "sniff test".

Regards,

R. Blake Ireland

Holland, Shawn (DOT)

From: Leslie Sherman <ajsherm2@aol.com>
Sent: Thursday, May 28, 2015 10:35 AM
To: Leavenworth, Patricia (DOT); DOT Feedback Highway
Cc: Selectmen@lexingtonma.gov; Holland, Shawn (DOT); DCANNON@LEXINGTONMA.GOV
Subject: STATE PROJECT #607409

RE: STATE PROJECT #607409

Dear Ms. Leavenworth,

I am writing to express my sincere hope that you will reconsider the addition of new traffic lights on Mass Ave in East Lexington (State Project #607409). PLEASE DO NOT INSTALL THESE LIGHTS.

My concern is both for the Town of Lexington as a whole, and for my neighborhood and my street in particular, both of which will see an abundance of increased traffic once commuters (or their GPS systems) figure out that they can avoid *all* of the new lights by driving down my relatively quiet neighborhood street instead (Follen Road).

I don't need to give you all of the reasons that these lights are a bad idea. You have already heard from a great number of my fellow Lexingtonians and East Lexingtonian neighbors who also opposed these lights and have already outlined numerous reasons not to install them and have proposed other more effective ways of mitigating traffic on the historic battle road connecting Arlington to Concord through historic Lexington.

I implore you to slow down this process, give it the time it deserves, and review the suggested alternatives to the proposed addition of traffic lights in historic Lexington.

Thank you for your time and your consideration.

Leslie Sherman
1 Dawes Road (on the corner of Follen Road in East Lexington)
Lexington, MA 02421
781-863-5227
ajsherm2@aol.com

Elizabeth Ann Horton
1083 Massachusetts Avenue
Lexington, MA 02420-3930

May 7, 2015

Ms. Patricia A. Leavenworth, P.E., Chief Engineer
Mass DOT
10 Park Plaza
Boston, MA 02116

Dear Ms. Leavenworth,

I have several concerns and questions, listed below, regarding the traffic designs at the intersection of Massachusetts Avenue and Maple Street, Lexington, MA. Will you please provide information regarding:

1. My top priority is SAFETY for myself, my family and visitors exiting and entering my driveway which is located at the beginning of Maple Street (Route 2A). How will the new traffic circle improve egress from my driveway onto Maple Street, specifically for traveling south on Route 2A (towards the traffic circle) to proceed onto Mass Ave?
2. If traffic signals are installed at the Massachusetts Avenue/Maple Street intersection, how will this affect the boundary of my property? How will affect the boundaries of the town's right-of-way for the road?
3. Based on the February 2014 presentation plans, one alternate retaining the traffic indicates the north sidewalk along Mass Ave will be repositioned to the south, with the sidewalk's former corridor converted to "green space." What does the "green space" represent? Specifically what type of vegetation will be planted? Will this additional green space be added to my property, thereby increasing my square footage and subsequently my property taxes?
4. Will portions of my current hedgerow be removed for this project? If so, how does the Town proposed to mitigate the disturbance to the maintained landscape on my property?
5. When will the construction plans of 90% to 100% completion be available?
6. How far in advance will we, the property owners located within this project area, be issued a notice when construction will begin?

Thank you for your assistance in this matter. I look forward to your response.

Sincerely,

Elizabeth Ann Horton

Thank you for this opportunity to comment on the proposed Mass Ave Roadway Reconstruction project. The Board of Selectmen have consistently voted to support proceeding with this project – and featured it as part of their commitment to “Complete Streets” projects in the 2014 Lexington Town Report. This area has long been a challenge for pedestrian and bicycle safety and is a heavily traveled regional corridor by the motoring public. The three intersections included in this project are frequently congested and the Mass Ave and Maple St intersection has the second highest accident rate in Lexington. In a few short weeks, the Town expects to open its new community center at 39 Marrett Rd which we expect will lead to yet more travel in this corridor by all transportation modes. Mass. Ave. is also a key transit route hosting the MBTA’s Bus Routes 62 & 76.

While we recognize that design is still at an early stage and this could impact the level of resident’s support for the project. Still, there is broad community support to proceed. Town Meeting unanimously approved \$500,000 in funding last year to bring this project to final design. Just this past month Lexington Town meeting approved without opposition a resolution calling on the Board of Selectmen to take urgent action to address town-wide bicycle and pedestrian safety needs. That same night Town Meeting also voted without opposition to accept Section 1 of Chapter 90-I of the Massachusetts General Laws related to the Commonwealth’s Complete Streets program.

We view the proposed Mass Ave Roadway Reconstruction project as an integral element of responding to the community’s desire for safe multi-modal transportation infrastructure and support advancing the project.

- Michelle Ciccolo, Lexington Selectman

Holland, Shawn (DOT)

From: Home Vander Rhodes <home@vanderrhodes.com>
Sent: Monday, May 18, 2015 3:39 PM
To: DOT Feedback Highway; Holland, Shawn (DOT); Selectmen@lexingtonma.gov; dcannon@lexingtonma.gov
Subject: Mass Ave Corridor project file # 607409 and the effect on Follen Road and surrounding streets

As a resident of Follen Road, I am writing to express my concern about the planned changes to the Mass Ave corridor (project file # 607409.) I agree that the corridor needs safety improvements, but I am concerned that these improvements are being made with no consideration for the impact upon Follen Road and surrounding streets.

Here are a few points and questions I would request be considered:

- 1) Currently, there is no (legal) way to make a left turn from Pleasant Street to Follen Road. As an effect of the current configuration, Follen Road does not currently provide an option to bypass traffic to cars heading from Pleasant Street Northbound to Massachusetts Ave Westbound. The new plan seems to permit this left turn, which will immediately start to divert some commuter traffic up Follen Road. I would like to ask the planners to consider making this left turn prohibited, at least during morning and evening commuter hours.
- 2) As the plan has been presented, there doesn't seem to be any way for traffic traveling down Follen Road towards Pleasant Street to enter the intersection to go east or west on Massachusetts Ave. Currently, there's a sort of (but not really) traffic circle situation, which travelers from Follen Road can use to their advantage to either cross the line of cars waiting to turn west on Massachusetts Ave to access the eastbound turning lane, or enter the traffic to go west on Massachusetts Ave. This maneuver requires the traffic to slowly but constantly move, so that there is room for a car to interrupt the westbound turning lane for either traffic action. With a traffic light at Massachusetts Ave, traffic will be at a standstill when the light is red, and cars from Follen Road will be unable to either cross the westbound lane to go east, or to join the westbound traffic. When the light is green, cars will not be stopping to allow travelers from Follen Road to enter the traffic flow. I would like to know what the planners think will happen with any traffic coming from Follen Road seeking to access Massachusetts Ave.?
- 3) As a result of point #2 (and the inevitable traffic backing up onto Follen Road), cars traveling down Follen towards Massachusetts Ave East will look for other ways to get to Massachusetts Ave. This will lead them to Gibson Road, which isn't wide enough for two cars to pass and simply won't be able to handle the inevitable traffic flow in both directions. Is there a plan to make Gibson road a one-way street, and if so, which way will this one-way street run? If there is not a plan to make Gibson Road a one-way street, how do planners expect that road to handle the increased traffic?
- 4) There are currently no traffic calming measures on Follen Road with the exception of: one marked crosswalk (and accompanying signage) at Locust Street; one sign warning people of entering traffic as westbound traffic approaches Dawes Road; and one "Caution Children" sign at another part of Follen Road near Smith Ave.. There is no sign anywhere on Follen Road indicating speed limits. I am one of the many residents on Follen Road who must back out of my driveway with my knowledge of oncoming traffic impeded by one of the blind curves on Follen Road. An increase in traffic increases the chance that those of us in this situation will encounter an accident, and the lack of any measures to combat speeding (speed humps, speed limit signs, traffic enforcement) will guarantee accidents. Why is this plan being implemented with no effort to mitigate the effect of increased traffic and increased speeds on Follen Road?

I have heard that planner David Cannon does not expect the traffic on Follen Road to increase as a result of these changes. I feel that Mr. Cannon and other planners may be overlooking the increasing popularity of navigation systems

(including apps such as Waze) and those system's ability to search out and divert traffic around heavily trafficked areas, especially traffic stopped because of a traffic light.

I understand this project is being fast tracked because of the current availability of funds, but I hope the decisionmakers will not let the prosect of procuring funds quickly lead us to a situation where we've traded one unsafe road for another unsafe road. Please take some time to really consider the effect of this plan on the entire area, and proceed slowly and with caution... as we hope drivers in our neighborhoods will be forced to proceed upon the successful completion of a plan that takes into consideration the needs of ALL travelers, residents and businesses.

Thank you,

Chris Vander Rhodes
200 Follen Road

Holland, Shawn (DOT)

From: Daphne Politis <daphne@community-circle.com>
Sent: Monday, May 18, 2015 9:43 AM
To: Holland, Shawn (DOT)
Cc: DOT Feedback Highway
Subject: Project File No. 607409, Roadway and Sidewalk Improvements along Mass Ave between Marrett Road and Pleasant Street, Lexington, MA

RE: Project File No. 607409, Roadway and Sidewalk Improvements along Mass Ave between Marrett Road and Pleasant Street, Lexington, MA

Dear Patricia A. Leavenworth,

I am writing to express my strong support of Massachusetts Department of Transportation project known as Project File No. 607409, Roadway and Sidewalk Improvements along Mass Ave between Marrett Road and Pleasant Street, Lexington, MA.

This part of Mass Ave, Lexington, is dangerous to the point of deadly, as evidenced by past fatalities. More than 20,000 vehicles pass through the corridor each day. During rush hour, there are few opportunities to enter Mass Ave from side streets or driveways or to cross as a pedestrian. At other times of day, many drivers don't notice pedestrians trying to cross the avenue.

I applaud the proposed improvements that this project will bring to Lexington:

- controlled intersections providing protected crossings for people of all abilities
- shortened pedestrian crossings through bump-outs at corners and reconfigured intersection geometry
- improved sidewalks with flat, even concrete pavement, making passage comfortable for people of all abilities
- bicycle lanes providing clear areas for cyclists
- improved safety for all modes of transportation
- a smoother, more predictable flow of traffic through the corridor
- narrowed travel lanes to calm traffic

In addition, the proposed project beautifies the corridor, and provides more opportunities for drivers and pedestrians to absorb historic surroundings.

The project will enhance accessibility to the new Community Center at 39 Marrett Rd for all - including pedestrians, cyclists, and riders of public transportation (MBTA 62 and 76, as well as some LexPRESS bus lines)

Thank you for your consideration.

Sincerely,
Daphne Politis

Daphne Politis, AICP, Principal
Community Circle
Six Dover Lane
Lexington, MA 02421
781 - 862 - 1780 (phone)
781 - 240 - 0258 (fax)
781 - 820 - 0873 (cell)
daphne@community-circle.com
<http://www.community-circle.com/>

The circle is an inclusive shape, one that implies fairness and invites participation...
It is the shape of a connected community
...it is also used to indicate and define "place."

Holland, Shawn (DOT)

From: L Rhodes <lisahrhodes@gmail.com>
Sent: Thursday, May 14, 2015 10:36 PM
To: Holland, Shawn (DOT)
Cc: DOT Feedback Highway
Subject: Project File No. 607409, Roadway and Sidewalk Improvements along Mass Ave between Marrett Road and Pleasant Street, Lexington, MA

Lisah Rhodes

482 Marrett Road

Lexington, MA 02421

May 13, 2015

Patricia A. Leavenworth, P.E.,

Chief Engineer

MassDOT - Highway Division

10 Park Plaza

Boston, MA 02116

RE: Project File No. 607409, Roadway and Sidewalk Improvements along Mass Ave between Marrett Road and Pleasant Street, Lexington, MA

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The project will enhance accessibility to the new Community Center at 39 Marrett Rd for all - including pedestrians, cyclists, and riders of public transportation (MBTA 62 and 76, as well as some LexPRESS bus lines)

Thank you for your consideration

Sincerely,

Lisah Rhodes

May 15, 2015

To:

Patricia A. Leavenworth, P.E., Chief Engineer

MassDOT – Highway Division

10 Park Plaza, Boston, MA 02116

Attn: Roadway Project Management, Project File No. 607409

From:

Chris Neurath

21 Byron Ave, Lexington MA (neighborhood off Mass Ave in area of proposed improvement)

I fully support the existing plans for improvements of Mass Ave in East Lexington. I live on a side street whose neighborhood's only egress is onto Mass Ave via Rhodes St, which is between Maple St and Marrett Rd. All the people in this neighborhood rely on motor vehicle access to and from Mass Ave, frequently travel this section of Mass Ave, and many also cross Mass Ave as pedestrians to reach the bus stop or for other destinations. I do not personally bicycle on this section of Mass Ave, but am very sympathetic to the many bicyclists who do use this section. I use the Minuteman Bike Trail, and the new access to Maple St in the proposal would be a great benefit for both bicyclists and pedestrian users of the Bike Trail. Even though there is access on the other side of Maple St, that access is long and requires many users to cross Maple St which can be difficult on bike or on foot since the vehicle traffic is often heavy or backed up.

Currently, pedestrian safety is horrific in this entire section of Mass Ave, which is the main reason why I support the plans. All of the current crosswalks except the light protected crosswalk at Follen Church are very dangerous to cross. The curves and heavy traffic make sight lines poor and the crossings are very wide. Drivers frequently ignore or perhaps don't even notice even when a pedestrian is in the middle of a crosswalk. They drive right past without slowing down. The light controlled crosswalks are the only way I know of that will make it safe for pedestrians to cross Mass Ave in this area.

There are worries among many people that the lights will slow down traffic flow, during both rush hour and other times. I went to two previous public meetings about the plan over a year ago and the consultants addressed this specific concern. They convinced me that if the lights are intelligently controlled, they could actually make traffic flow smoother and reduce the long backups at Pleasant St, Maple St, and Marrett Rd. Drivers who are only travelling on Mass Ave may not have as smooth an experience as they do now, but the overall travel time from one end of the area to another shouldn't be increased too much for them most of the time. If more public discussion is planned, I think the proponents of this project should address this specific concern head on.

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MAY 21 2015

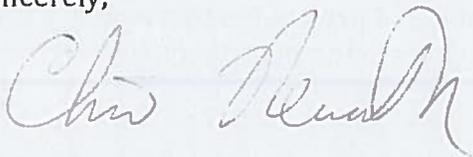
MassDOT
PROJECT MANAGEMENT

satisfaction with this stretch of Mass Ave. However, the increased safety might make up for this for some of them. A major safety improvement is simply the designating of a single vehicle travel lane and an adjacent bike lane. For most of the stretch the single vehicle lane plus bike lane will prevent parked cars, which are always a serious concern to bicyclists. My understanding is that a local Lexington bicycle group is in favor of this proposal, but I don't know whether other bicyclists are even aware of it since many don't live in Lexington but simply use this stretch of Mass Ave as a very popular commuter and recreational route. It may be worthwhile for project proponents to reach out to such bicyclists to make them aware of this proposal and start conversations about it, so that they don't feel it is being sprung upon them.

Finally, there are many people who are concerned this project will alter the character of the neighborhood and make it feel more urban and congested. I agree that this is likely and an unfortunate consequence. Nevertheless, I think improving safety and making vehicle traffic flow more rational are adequate counterbalancing reasons to justify this project. One could also argue that the current traffic situation has already severely degraded any sense of suburban calm and openness that may have once, long ago, imbued this area.

I also feel that the sooner this project can be completed the better. If it takes 5 years instead of 1 year, that means 4 extra years of a very unsafe pedestrian situation.

Sincerely,



Chris Neurath

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MAY 21 2015

MassDOT
PROJECT MANAGEMENT

Holland, Shawn (DOT)

From: Joe Pato <joe@zpato.net>
Sent: Wednesday, May 13, 2015 2:30 PM
To: Holland, Shawn (DOT); DOT Feedback Highway
Subject: FW: Roadway Project Management, Project File No. 607409 - letter of support

Resending due to e-mail system errors. Apologies if a duplicate.

-----Original Message-----

From: Joe Pato [<mailto:joe@zpato.net>]
Sent: Tuesday, May 12, 2015 9:59 PM
To: 'dot.feedback.highway@state.ma.us'
Subject: Roadway Project Management, Project File No. 607409 - letter of support

To: Patricia A. Leavenworth, P.E., Chief Engineer MassDOT - Highway Division

From: Joseph Pato, 900 Mass Ave, Lexington MA 02420

I am a direct abutter to the roadway and sidewalk improvements project along Mass Ave between Marrett Road and Pleasant Street. I am also a Selectman in the Town of Lexington, but acting on the advice of the Attorney of the day at the State Ethics Commission, I have recused myself from all matters related to this project in my official capacity as a Selectman. I have been advised that as a direct abutter the State Ethics Commission assumes I have a financial interest in this project.

The following comments are my personal statement of support for the project.

Current Conditions

Over 20,000 vehicles pass through the corridor each day. This leads to significant challenges. During heavy traffic at rush hours there are few opportunities to enter Mass Ave from side streets or driveways or to cross as a pedestrian. During lighter traffic portions of the day, pedestrians still face challenges as many drivers travel with "tunnel vision" following cars ahead of them and don't notice pedestrians trying to cross the avenue.

Current Challenges:

- * Pedestrian Safety
 - long crossings and poor visibility at Mass Ave and Pleasant St
 - no crosswalks at Mass Ave and Maple St
 - no crosswalks at Mass Ave and Marrett Rd
 - confusing signals at Mass Ave and Locust Ave (Fire station) where many motorists mistakenly believe a pedestrian in the crosswalk is not obeying the traffic signal
 - lengthy cycles at the Waldorf School pedestrian controlled light leading some pedestrians to avoid using the signal
 - poorly lit uncontrolled crossings at Independence St and other locations creating poor visibility during commuting hours for much of the winter
- * Bicycle Safety
 - No current accommodations throughout the corridor
- * Vehicular Safety
 - Frequent accidents at Maple and Mass Ave
 - Frequent accidents at Marrett Rd and Mass Ave

- Driver frustration at all three intersections due to unpredictable (but lengthy queuing)

The proposed project provides the following improvements:

* Pedestrian Safety

- controlled intersections provide protected crossings for people of all abilities
- shortened pedestrian crossings through bump-outs at corners and reconfigured intersection geometry
- replaces the sidewalks with flat, even concrete pavement making passage comfortable for people of all abilities

* Bicycle Safety

- Bicycle lanes provide clear areas for cyclists

* Vehicular Safety

- will improve safety for all modes of transportation
- will create a smoother more predictable flow of traffic through the corridor
- will calm traffic by narrowing travel lanes

In addition, the proposed project beautifies the corridor, and provides more opportunities for drivers and pedestrians to absorb historic surroundings.

The project will enhance accessibility to the new Community Center at 39 Marrett Rd for all - including pedestrians, cyclists, and riders of public transportation (MBTA 62 and 76, as well as some LexPRESS bus lines)

Not all elements of the project will be appealing to all residents - there is concern about possible diversion of traffic to neighborhood streets (in particular Follen Rd and Peacock Farm Rd). I hope traffic mitigation and traffic calming measures are investigated for these areas.

Some residents oppose the project because they view traffic signals as "urbanization" that intrudes on the village atmosphere of the area. I sympathize, but believe that the intrusion occurred when traffic volumes reached their current high levels. The traffic created the problem - now we must respond with appropriate reconstruction of the traffic corridor.

I support the project and hope it is implemented soon.

- Joseph Pato, 900 Mass Ave

Suzanne Cherenon
12 Ingleside Road
Lexington, MA 02420

RECEIVED

MAY 20 2015

MASSDOT
PROJECT MANAGEMENT

May 13, 2015

Patricia A. Leavenworth, P.E.,
Chief Engineer
MassDOT - Highway Division
10 Park Plaza
Boston, MA 02116

RE: Project File No. 607409, Roadway and Sidewalk Improvements along Mass Ave between Marrett Road and Pleasant Street, Lexington, MA

Dear Patricia A. Leavenworth,

I am writing to express my strong support of Massachusetts Department of Transportation project known as Project File No. 607409, Roadway and Sidewalk Improvements along Mass Ave between Marrett Road and Pleasant Street, Lexington, MA.

This part of Mass Ave, Lexington, is dangerous to the point of deadly, as evidenced by past fatalities. More than 20,000 vehicles pass through the corridor each day. During rush hour, there are few opportunities to enter Mass Ave from side streets or driveways or to cross as a pedestrian. At other times of day, many drivers don't notice pedestrians trying to cross the avenue.

I applaud the proposed improvements that this project will bring to Lexington:

1. controlled intersections providing protected crossings for people of all abilities
2. shortened pedestrian crossings through bump-outs at corners and reconfigured intersection geometry
3. improved sidewalks with flat, even concrete pavement, making passage comfortable for people of all abilities
4. bicycle lanes providing clear areas for cyclists
5. improved safety for all modes of transportation
6. a smoother, more predictable flow of traffic through the corridor
7. narrowed travel lanes to calm traffic

In addition, the proposed project beautifies the corridor, and provides more opportunities for drivers and pedestrians to absorb historic surroundings.

The project will enhance accessibility to the new Community Center at 39 Marrett Rd for all - including pedestrians, cyclists, and riders of public transportation (MBTA 62 and 76, as well as some LexPRESS bus lines).

Thank you for your consideration.

Sincerely,



Suzanne Cherenon