

Notes on RTC meeting of 6 October 2016

Attendees:

Tim Higgins
Chris Bibbo
Alex MacLean
Beth Ries
Renel Fredriksen
John Vancor
Kevin Kennedy
Deborah Howe
Ken Bassett

Guests

Sara Mattes
Audrey Kalmus

1. Complete Streets Program (CSP) Update and Schedule

- Tim Higgins provided an update to RTC on the status of the program
- The program is based on four tiers: policy development; grant award for technical assistance and community outreach; policy adoption; and funding application. Lincoln has been awarded \$50K for tier 2 and the program for community outreach has been established, with the first meeting scheduled for October 19. Input from that meeting will be analyzed and shared at the SOT meeting for further input. A third session will be held on December 7th followed by official action by the BOS on adoption of a Complete Streets policy.
- The CSP provides up to \$400K per year for improvements and funds must be expended within the fiscal year the funds are awarded. The Town anticipates submitting an application in this fiscal year, thus an urgency to complete the outreach process, determine specific projects that can be completed, and submit an application for funds.
- The discussion of potential improvements is intended to be wide-ranging and yet realistic given the practical issues related to our public right-of-ways. The ideas generated by public discussion should not be constrained by what may be allowable under the CSP program, but rather result in a list of projects matched to potential funding sources.
- The final product of this effort will be a recommended list of projects presented to the Selectmen.

2. "Nature Rail" Guardrail Status

- The proposed "Nature Rail" installation proposed for the Routes 117/126 intersection has been bid with a low bid of \$48,256. The installation is eligible for Chapter 90 funding based on successful efforts by Chris Bibbo and John Vancor to obtain Mass Highways approval of the system for our local conditions.
- One design aspect tailored to our local conditions is the reduction of the flared end detail from a 14' dimension to 8', which in this case eliminates the need for infringement on private property.

- At approximately \$120/l.f. the system's cost for an extensive program of guardrail replacement may be an issue. After discussion, the Committee agreed that a demonstration project focused on repair of the existing cable/concrete post system should be initiated. Based on costs obtained from the demonstration project, a long term plan for guardrail improvements can be formulated that combines repair and replacement.
- Some questions were raised regarding salt damage to the existing concrete posts. Another question related to the color of the posts-an option being to choose something other than white.

3. Stop Bar Request for Laurel Drive and Stop Signs at the Silver Hill/Weston Road Intersection

- Resident requests for stop bar/stop sign installations were discussed by the Committee. In both cases the Committee's role in reviewing these requests led to a broader discussion.
- At issue was the function of the Committee vis-a-vis the decision-making responsibility of the Board of Selectmen on such matters. After discussion, the RTC's role of providing a forum for resident requests was reaffirmed as a useful way to encourage public input. Furthermore, the RTC has the benefit of being a multi-board forum and has at its disposal a compendium of reports related to traffic and roadway matters.
- With regard to the Laurel Drive stop bar the Committee agreed with the proposal and Chris will proceed with installation.
- With regard to the stop signs for Silver Hill/Weston Road, input from multiple residents of the area indicate significant safety concerns related to poor visibility, traffic speed, and traffic volume. Pedestrian, equestrian, and bicycle traffic frequent the intersection and the implementation of stop signs on Weston Road would, in the view of residents, make the intersection safer. Chris will engage John Vancor to study the situation and John and Chris's recommendations will be shared with the Committee and the Board of Selectmen for further discussion and action.
- Tim Higgins noted that this situation is one where a data-driven analysis is complemented by significant community input.

4. Other matters

- It was noted that a sidewalk improvement could be implemented connecting the St. Joe's walk to the walk in front of the former Cambridge Trust building. Residents of Ryan Estates are commonly seen walking along the edge of the road. Chris requested John Vancor to prepare a survey of the area and a plan for improvements.
- It was noted that recent action by the Legislature opens the possibility of local input on speed limits, although as written the changes have limited application here in Lincoln. The Committee will communicate to the Selectmen the need for broadening the applicability of the legislation, the avenue for which would be a letter to our Representative.
- Tim Higgins noted that independent of the CSP, the Selects will be appointing a cycling safety committee with James Craig as BOS representative.