

Attendees

James Craig
Alex MacLean
Chris Bibbo
John Vancor
Deborah Howe
Jane Herlacher
Ken Bassett
Kevin Kennedy
Andrew Davis

Guest

Bob Wolfe

1. The minutes of the 7 December 2017 meeting were approved with corrections to Deborah Howe's name.

2. Update on Route 117/Lincoln Road intersection improvements

- John Vancor reviewed plans that call for less roadway repaving and the addition of the flashing crosswalk signal system. Signals located on each side of the road will be viewed from both east and west approaches. Assurance was given that the patching of pavement rather than full repaving will be successful.
- Chris confirmed arrangements with an abutter for relocation of the fence on the northeast corner of the intersection to improve sight lines.
- The Committee agreed with the plan to mount warning signs at the ends of the center islands at 4 foot height with the exception of the signs at the east and west approaches. John will provide further information on the regulatory mandates that call for signs in these two locations to include both a "stay right" sign and a yellow diamond sign on a 6 to 7 foot pole. While committee members continued to question the need for the 6/7 foot height, in the interest of proceeding it was agreed to leave a final decision with John who will provide a follow-up memo to the Committee.
- John confirmed the use of sloped granite curbing for the islands and corner curbing and emphasized the need to provide adequate concrete foundation to insure their stability. A detail related to the use of granite sets as infill for the islands and selected corner locations was discussed. A suggestion was made to use concrete as a transition material between the back-of-curb and the inlay of granite sets. John will pursue the detail. The joints within the granite sets field will be mortared.
- The committee voted to approve the plans and to convey that recommendation to the Selects.

3. Update on Route 117/Tower road intersection.

- John Vancor reviewed a modified proposal for improving the intersection turning movements. Based on comments from residents in the Committee's December meeting

John has modified his recommended plan to provide a Tower Road northbound lane alignment that channelizes traffic into a more perpendicular alignment with Route 117. A painted shoulder area will reinforce this direction of northbound traffic while still allowing for larger vehicles to use the shoulder for right turns.

- The centerline striping of 117 will be extended to the west to reduce sweeping left turns to southbound Tower Road.
- The Committee endorsed the plan. Future engineering studies of the intersection will focus on more long term/permanent solutions.
- Chief Kennedy emphasized the need for vegetation management along the southwest side of 117 where sight lines are obscured by weed/invasives growth.

4. Route 117 Guardrail near Mr. Misery

- Chief Kennedy reviewed a recent traffic incident on Route 117 near Mt. Misery where a vehicle ran off the road just prior to an area of guardrail slated for renovation. The point of the discussion was the degree to which existing guardrail locations and design address the safety issues demonstrated by this incident.
- After a lengthy discussion it was concluded that the present policy endorsed by the Committee will be to repair our current cable guardrail system on an incremental basis, recognizing that the Town is balancing cost, design character, and performance in choosing to continue with the existing concrete post and cable design.

5. Proposed Spring Paving projects and roadway widths

- Chris reviewed the list of proposed Spring repaving projects which include Morningside/Sunnyside/Bedford Lane and Boyce Farm Road. The Committee discussed the previously tabled topic of roadway widths for these local residential streets with a focus on whether minimizing widths to achieve environmental benefits should be considered.
- Context for the discussion included the fact that some of the roads (Morningside/Sunnyside/Bedford Lane) are 23 to 24 feet in width while Boyce Farm Road is at 20/21' in width. By comparison the recently constructed Oak Knoll Road is 18 feet in width.
- The Committee agreed to engage in outreach on the subject to reach a conclusion on a recommended approach. Recognizing that the Planning Board, Selects, and neighbors on the referenced Streets have an interest in the matter, the following next steps were agreed to:
 1. Ken Bassett will discuss the issue with the Chair of the Planning Board and will network with John Snell who was involved with the design process that resulted in the Oak Knoll layout.
 2. John Vancor will reissue a memorandum on the subject of residential streets prepared in June 2017.

3. Chris Bibbo will speak with Margaret Olson regarding neighborhood attitudes relative to the width of Boyce Farm Road and the prospect of narrowing the width to possibly 18 to 19 feet in width.
 - Based on these next steps a February meeting of the Committee may be needed to reach a consensus.

6. Winter Street/OWS

- Chief Kennedy reported that the left turn restriction at Winter Street/OWS is proving effective with violations during the restricted time periods relatively minor (for example, 6 in a 3 hour period of 4 to 7 pm). At the same time there have been no complaints by Winter Street residents resulting from added traffic back-ups resulting from the restriction.