

Notes on RTC Meeting of 15 October 2020

Attendees

Deborah Howe
Jonathan Dywer
Paula Vaughon-MacKenzie
Nancy Fleming
Bob Wolf
Ginger Reiner
John Vancor
John Mendelson
Jane Herlacher
Ken Bassett

Bicycle and Pedestrian Connection between Lincoln Station and Codman Road/Codman Farm

1. Plan modifications presented at the previous RTC meeting (17 September) were reviewed, including a connection through the landscape island at Doherty's and alignment changes to avoid conflict with Codman garden plots.
2. Results of a JD/KB meeting with Dennis Murphy on September 21st were reviewed. Key points of concern for Doherty's operation included:
 - Conflicts between pedestrians/bicyclists and entering/exiting vehicular traffic, with particular concerns related to busses and tanker trucks. Sight lines and vehicular speed were mentioned.
 - Preservation of the landscape within the island.
 - snow plowing storage in the grass area to the south of the pumps.
 - JD/KB emphasized the Town's willingness to work with Doherty's on the island landscape treatment as well as conduct a traffic analysis to address safety issues and identify possible solutions. It was noted that current pedestrian circulation is through the pumps area, which is a safety issue, and that the proposed sidewalk and crosswalks would provide a safer route within the public right of way. JD/KB also indicated that a previous option to include a path around the rear of the station would be a circuitous route that most people would avoid and instead continue to circulate through the pumps and parking area.

Dennis suggested that a follow-up meeting with Cindy Murphy would be helpful (a meeting was scheduled for October 15).

3. Discussion

Representatives from Codman Farm indicated that a previous Board vote was in opposition to the project based in part on impacts to garden plots (primarily at the southeast corner), possible increased theft from garden plots and overall concern with grading impacts. However some Board members felt that the plan adjustments proposed at the 17 September RTC meeting alleviated some of the concerns and that when viewed in a broader context the path would be a positive addition to the Town's network of pedestrian/bicycle paths.

Deb Howe (Board Member), a resident of Lincoln Woods and a garden plot user, felt the path would achieve its stated purpose of a safer connection to Codman Farm, including the garden plots. Jane Herlacher questioned why a connecting path to Codman Farm was not proposed for the north side of Codman Road. It was pointed out that such a route would impact the residence of the Codman farmer and would encounter major grading issues in order to achieve an ADA compliant path.

Paula Vaughn-MacKenzie reported that following the 17 September RTC meeting that the Town had been granted an extension to June 30, 2021 for full completion of the project. The option of using the available funds for a Codman Road crosswalk at the Farm entrance was referenced, but use of funds designated for the bicycle/pedestrian path project will be problematic.

Update on Route 2A repaving project

The resurfacing project begins at the I-95 interchange in Lexington and continues west through Lincoln and into Concord and ends near the Route 2 interchange at Crosby's Corner for a total of 3.0 miles.

The work includes milling and resurfacing the roadway full width, adjusting drainage structures and installing recessed pavement markings. Work will include constructing pedestrian refuge islands at certain intersections, construction of at-grade accessible curb ramps and detectable warning panels at pedestrian crossings, providing high visibility crosswalks and installing crosswalk signs. The project will have a 11 or 10.5 foot travel lane in each direction and will allow for a variable width usable right shoulder to be striped but will not include any bike lane markings. Other included work is the realignment of Lexington Street at Route 2A to eliminate excess pavement

surfaces.

The design timeline is as follows:

A baseplan topographic survey for the roadway limits was completed in May of 2020.

A submission of preliminary design plans will be made in March of 2021 to the National Parks Service and Lincoln staff for their review and comment.

The 25/75% design will be submitted for review in September of 2021.

The final design will be submitted in early April 2022 and the project will be advertised for construction bids at the end of April 2022.

It is expected that the contract will be awarded in late summer of 2022 and construction will start in the fall.

The work is expected to be completed in the spring of 2024.

MassDOT's online list of projects indicates construction start: summer 2022

There are no drawings that show pavement design yet, and they will be available before the Mar 2021 stakeholder meeting.

A separate roadway reconstruction project for the same limits as the resurfacing project is also in the early stages of conceptual design. This project will include roadway reconstruction , intersection redesign, traffic calming measures and pedestrian and bicycle accommodation improvements. Stakeholder meetings have been held throughout 2019 and additional meetings and workshops will be scheduled in the near future. This project is not currently programmed on the Regional TIP and a design and construction schedule has not been determined.

Update on Rt 126 bridge project (over Boston-Maine RR / MBTA tracks) (MassDOT 86461)

Project has been recommended for a full bridge replacement and the ad date is unknown at this time. Design effort is in the early scoping stages. MassDOT's online list of projects indicates construction start: winter 2021/2022