

Attendees

Chris Bibbo
Jonathan Dwyer
Paula Vaughn
Ken Bassett
Margaret Olson
Deb Howe
Jane Herlacher
Bob Wolf
Ginger Reiner

Approval of Minutes

The minutes of the 8 April 2021 RTC meeting were approved.

MassDOT Route 2a Study Update including review comments

The meeting focused on the review of the 75% plans for the Route 2a repaving project and Lincoln's concerns related to traffic calming, enhanced safety for pedestrians and bicyclists, and character of the improved roadway in its National Park setting.

- Chris Bibbo reported on a Route 2a field visit with Paula Vaughn and John Vancor. He noted existing lane widths of as much as 12' which will facilitate reallocation of pavement area for a dedicated shoulder area for bicyclists. In this regard Chris sees the resulting project being consistent with the Complete Streets program.
- RTC members expressed their appreciation for BPAC's and Paula Vaughan's analysis of MassDOT's 75% documents. Their review noted the absence of improvements designed for pedestrian and bicyclist safety that had been included in the Toole Design concept report. BPAC's review recommended the addition of crosswalks at intersections such as Bedford Road, Mill Street, and Brooks Road; pavement narrowings through the use of paint on several side streets to slow vehicle speeds; limited widening of 2a pavement at crosswalk and splitter islands in order to maintain shoulder width of 4'; addition of pedestrian flashing beacons at all crosswalks; and introduction of eastbound left turn lane at the Old Mass Ave intersection.
- The requests for plan modifications were summarized in a twelve item agenda prepared by Paula for discussion with MassDOT (see attached). Based on RTC input an added item included the use of reinforced wooden guardrails to replace existing steel guardrails. RTC unanimously voted its agreement with this 13 item agenda.
- RTC members discussed an expansion of the feedback to MassDOT related to items that would enhance the safety aspects of the proposed project as well as create a stronger relationship between the travel way and its National Park setting. The committee noted that design elements that contributed to a more scenic road character would reinforce efforts to calm traffic and promote safety for pedestrians and bicyclists. Specific recommendations included:
 - Incorporation of reinforced wooden guardrails similar to those existing at the eastern end of the corridor and also utilized in National Park roadways (this item incorporated in the attached agenda).
 - Use of stone retaining walls to modify side slopes that currently restrict shoulder width. Specifically, side slopes on the south side of the roadway between the Bedford Road and Bedford Lane crosswalks restrict the ability to establish consistent shoulder

width for bicyclists, thus forcing convergence of vehicles and cyclists into a shared lane with consequent reduction of safety.

- Incorporation of paving details in splitter and pedestrian refuge islands that are consistent with parkway design standards as compared to higher speed highway design standards.
 - Modifications of tree trimming guidelines to reduce the degree of clear cutting proposed in the 75% documents (Sheet 5). Revised guidelines should reinforce the goal of a lower speed parkway character while meeting safety standards for visibility of traffic control and informational signage.
- RTC members unanimously voted to recommend these additional comments for incorporation in Lincoln's review of the MassDOT 75% documents.

Date/Time:	6/17/21 9:00 am
Location:	GoTo Meeting
ITEM NO.	Notes
Agenda Item No.	Town of Lincoln Key issues
1	Confirmation of consistent 4' shoulder throughout; adherence to MassDOT design standards for bikes
2	Pedestrian flashing beacons at all crosswalks due to solar glare and to enhance safety
3	Confirm that there are pedestrian refuge islands as part of the design for the Mill Street and Bedford Road crosswalks
4	Add a splitter island to prepare eastbound traffic for an added crosswalk at Brooks Road.
5	Add a crosswalk with pedestrian refuge islands at Brooks Road to allow that neighborhood to cross 2A safely to access the Park trail.
6	Brooks Road exit width to be narrowed with paint.
7	Limited widening at Sunnyside Lane to maintain adequate shoulder width. Or sharrows that state "Bikes may use full lane".
8	Limited widening at Bedford Lane to maintain shoulder width. Or sharrows. Why is crosswalk offset from Bedford Lane? Only emergency vehicles have access.
9	Bedford Road crosswalk reinstated to the west of the intersection. Add solid lines for vehicle directions. Add paint to narrow exit width and add Flashing pedestrian beacons
11	Mill Street crosswalk reinstated with refuge islands to the west side of Mill Street. The crosswalk should connect to the gravel trail to the Paul Revere parking lot and Battle Road Trail. MassDOT should coordinate exit width paint with Lincoln DPW. Reduce exit width with paint.
12	Old Mass Ave eastbound. Include left turn lane, perhaps by moving centerline, narrowing travel lane, protecting shoulder with flex-posts /tubular delineators.
13	Extent of tree clearing from edge of shoulder (30'?).
14	
15	

Email to Jose Rozo, MassDOT
June 15, 2021
Good afternoon Jose,

I thought it would be useful to outline some of the key issues that have been identified by the relevant Boards and Committees from the Town of Lincoln including the Roadside Traffic Committee and the Bicycle & Pedestrian Advisory Committee regarding the plans.

1. Confirmation of consistent 4' shoulder throughout; adherence to MassDOT design standards for bikes
2. Pedestrian flashing beacons at all crosswalks due to solar glare and to enhance safety;
3. Confirm that there are pedestrian refuge islands as part of the design for the Mill Street and Bedford Road crosswalks;
4. Add a splitter island to prepare eastbound traffic for an added crosswalk at Brooks Road.
5. Add a crosswalk with pedestrian refuge islands at Brooks Road to allow that neighborhood to cross 2A safely to access the Park trail;
6. Brooks Road exit width to be narrowed with paint;
7. Limited widening at Sunnyside Lane to maintain adequate shoulder width. Or sharrows with signs that state "Bikes may use full lane";
8. Limited widening at Bedford Lane to maintain shoulder width. Or sharrows with signs. Why is crosswalk offset from Bedford Lane? Only emergency vehicles have access.
9. Bedford Road crosswalk reinstated to the west of the intersection. Add solid lines for vehicle directions. Add paint to narrow exit width and add Flashing pedestrian beacons;
10. Mill Street crosswalk reinstated with refuge islands to the west side of Mill Street. The crosswalk should connect to the gravel trail to the Paul Revere parking lot and Battle Road Trail. MassDOT should coordinate exit width paint with Lincoln DPW. Reduce exit width with paint.
11. Old Mass Ave eastbound. Include left turn lane, perhaps by moving centerline, narrowing travel lane, protecting shoulder with flex-posts /tubular delineators.
12. Extent of tree clearing from edge of shoulder (30'?).

Thank you and we look forward to our meeting tomorrow.

Paula

Paula Vaughn-MacKenzie
Director of Planning and Land Use
Town of Lincoln
781-259-2610
vaughnp@lincolntown.org