

Introduction

The Main Street Design Working Group (herein referred to as “the MSDWG” and/or “the Working Group”) was appointed by the Board of Selectmen at their April 27th 2014 meeting. Members are:

- Sue Baust
- John Boland
- Marty Healey (Chair*)
- Steve Philips
- Claire Reynolds (Secretary*)
- Brian Shea (Vice-chair*)
- John Wilson

* Elected at the first meeting on May 5th

The group was charged with reviewing the proposed Main Street Reconstruction project in order to provide recommendations for further consideration by the Selectmen.

Per the charge that was distributed to the group at their first meeting,

“The primary charge of the Main Street Design Working Group is to review the historical progress of the project, including but not limited to, review of prior meeting minutes, design changes, and resident concerns, to conduct additional meetings with the residents, businesses and the town’s consultant, to evaluate the current proposed design and, if determined to be inconsistent with the working group’s vision of the roadway, work with the consultant to incorporate the working group’s vision into the design in such a way to advance beyond the MassDOT 25% hearing on June 18, 2014.”

This task was to be accomplished by:

- studying historical progress of the project
- reviewing past meeting minutes
- noting design changes
- collecting resident, business and abutters’ concerns (scheduling meetings specifically to hear concerns)
- meeting with the Town’s consultants
- conducting any other activity which the group felt was necessary to fulfill their assignment

The goal of the above focus is three fold:

- Ensuring a safe roadway
- Preserving Southborough’s rural character
- Determining flexibility with the State requirements for funding

Several issues that the group discussed:

1. What is the vision for Southborough for the coming 3 to 6 years?
2. What is the vision for this area of Main Street?
3. Are the consultants’ recommendations in line with the vision?

4. What is considered agreement of the group?

History of the Proposed Project

The proposed project began from the need to pave the area of Main Street from Sears Road to the ‘downtown’ area (Park St). Since it was a main road and in response to comments and concerns received by the DPW Superintendent, it was felt that the road could be made safer with sidewalks, shoulders and drainage. The proposed work could be covered with money funded under the TIP process (Transportation Improvement Program). The Financing section of this report contains an explanation of the State Transportation Improvement Program.

Timeline

The chronology of events leading up to the June 2014 25% hearing, began in 1999 when the DPW started saving Chapter 90 money (see Appendix for history of Chapter 90 funds) to fund a reconstruction project for Main Street. At that time, money wasn’t sought from the TIP due to the extent of a large cross section of requirements to get State/Federal funding

In 2006 the TIP was revised to allow a context sensitive design (a design that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources while maintaining safety and mobility for all users).

In February of 2007, a request was sent to the BoS regarding seeking TIP funding.

In June 2008 –SEA consultants submitted the 25% design plans. This design was developed by SEA Consultants through public meetings and public input. The design included a 6 foot shoulder throughout the project instead of parking. This design also included a reduced sidewalk width at the Common in order to avoid taking land from the residents south of the Common and to avoid moving the wall at the Common. This plan was rejected by MassDOT because the design proposed was unsafe.

Feb 2009 - The DPW informed the Town that the engineering consultants were changed from SEA to VHB. At this time the DPW requested that the Town move forward with underground utility articles.

March 2009 - DPW and VHB hold the first public meeting to collect comments from residents regarding what they wanted Main Street to look like. These comments were used to develop preliminary design alternatives.

June 2009 - DPW and VHB held the second public meeting to discuss MassDOT's issues with SEA's 25% design submittal. Comments and concerns were collected and incorporated into preliminary designs.

Sept. 2009 - DPW and VHB hold their third public meeting. VHB presented several alternatives that they felt would be fundable and buildable. Designs were still preliminary. Comments were used to determine preferred alternative for presentation to

the BoS and Planning Board. Designs were posted on the website - further comments were collected.

Oct. 2009

- DPW met with the Planning Board and presented the alternatives developed at the public meetings. The Planning Board discussed the alternatives and commented - no vote was taken.
- The day following the Planning board meeting, DPW and VHB presented the various alternatives to the BoS. The BoS voted to move the project forward.

Dec. 2009 - Due to concerns from the Public Safety Chiefs, the DPW requested that the BoS allow the consultant to take a closer look at the area around the Common. The BoS voted to proceed with a more comprehensive plan.

April 2010

- DPW met with BoS to discuss Common. No decision was made as only 2 Selectmen were present.
- DPW met with Planning Board regarding Common. Stakes were set to represent takings.

June 2010 - DPW and VHB met with BoS regarding the area at the Common. BoS voted to move the wall at the Common (face of wall will be located 2' into the Common - face is now to be at the back of the wall) (blue stakes).

Sept. 2010 -VHB tasked to do Feasibility Study

Feb. 2011 - Feasibility Study Completed

May 2011 -VHB's 25% submitted

Jun. 2012 - BoS vote to not support underground utilities on Main Street

April 2013 -Main Street Project Listed on the TIP

April 2014 -MassDOT 25% Design Hearing scheduled then rescheduled to June 18, 2014.

Financing

Financing for the proposed project of Main Street reconstruction will be provided by one or more of the following three sources which are fully explained below:

1. The Federal/State Transportation Improvement Program (TIP)
2. Chapter 90 funding from the Commonwealth of Massachusetts
3. Town funding.

Source of funds

1. The Transportation Improvement Program, referred to as TIP throughout this report, is a Federal/State partnership to fund transportation projects throughout the United States. For the purposes of Federal funding, Massachusetts is subdivided into thirteen Metropolitan Planning Organizations, or MPOs, which are allocated money from the Federal government on a yearly basis, with the Federal government contributing 80% of TIP funds and the State contributing the remaining 20%. Southborough is one of 101 municipalities in the Boston Region MPO, which covers an area including metropolitan Boston and other surrounding communities located primarily inside Route 495.

TIP funds are allocated on a rolling four-year planning schedule, which is periodically amended and adjusted during the year as priorities or funding levels change. TIP funding is subject to the budgeting process at the Federal level, and projects can be added, rescheduled or even taken off the TIP list entirely during the planning process. A project's inclusion in future years of the TIP list does not guarantee that the project will eventually be funded or that the construction schedule will remain the same.

Municipalities are responsible for design, environmental permitting, and right of way acquisition on roads covered by TIP projects. Because TIP projects include a combination of Federal and State money, they are subject to environmental review at both the State level (MEPA) and the Federal level (NEPA). Projects may also require other approvals such as historic reviews.

TIP projects proceed through four designated design phases. The Main Street project is currently at the 25% phase leading up to the Design Public Hearing scheduled for June 18. After the 25% design phase, plans go to the 75% level, the 100% level, and a final Plans/Specifications/Estimates (PSE) level which results in a bid package. These design levels are milestones which do not necessarily indicate the amount of work completed. The fact that the Main Street project is at the 25% level does not mean that only 25% of the actual design work has been completed.

As of the latest draft of the Boston Region MPO TIP plan for fiscal years 2015-2018, the Main Street reconstruction project (MassDOT Project ID 604989) is currently scheduled to receive \$2,824,382 in funding during fiscal year 2017 under the Transportation Alternatives Program (TAP) and \$4,038,370 under the Congestion Mitigation and Air Quality Improvement Program (CMAQ), for a total of \$6,862,752. This number is made up of 80% Federal and 20% non-Federal funds.

The town's current cost estimates for this project, as developed by VHB and MassDOT, show actual construction-related costs at \$4,804,358.25. To this is added a 10%

contingency allotment, traffic police, construction engineering costs (10%) and utility relocation costs. This brings the total project estimate to \$6,345,800.

Prior to the start of construction of a TIP-funded project, Southborough will be required to sign a municipal agreement with the Commonwealth stating that the Massachusetts Department of Transportation (MassDOT) “shall participate in the construction of up to, but not exceeding 10% over the bid items of work.” The town will be responsible for any additional cost overruns, although some or all of these overruns could potentially be paid for with State-provided Chapter 90 funds.

2. The Massachusetts Chapter 90 program is a State-level funding source which provides 100% reimbursement of construction costs for eligible roadway projects. This money is apportioned between communities within Massachusetts on an annual basis. For fiscal year 2014, Southborough has been allotted a total of \$428,668 in Chapter 90 funds.

Under the Chapter 90 statute, funds must be allocated to roadway projects, such as resurfacing and related work, preliminary engineering including State Aid/Consultant Design Agreements, right-of-way acquisition, shoulders, side road approaches, landscaping and tree planting inside the right of way, roadside drainage, structures (including bridges), sidewalks, traffic control and service facilities, street lighting (excluding operating costs), or other purposes specifically authorized by MassDOT.

Since Chapter 90 funding is based on a fixed annual allocation to the town, funds spent on one project will reduce the amount available for other road projects. This means that Chapter 90 money isn’t really “free,” in the sense that spending on one project may cause other road projects in town to be delayed. However, Chapter 90 spending is a State-wide expenditure which has no effect on local property taxes.

From 1996 to date, Southborough has expended a total of just under \$500,000 of Chapter 90 funds on engineering design costs for a “TIP eligible” Main Street reconstruction project. This includes \$267,747 previously paid to the initial design firm (SEA) , \$204,208 paid to the current design firm, Vanasse Hangen Brustlin, Inc. (VHB), and an additional \$25,000 in expected charges from VHB to cover their work through the upcoming 25% Design Public Hearing on June 18th, for a total of \$496,955. This is money which has already been spent, regardless of whether Main Street is reconstructed using TIP funding or an alternate approach. All but approximately \$25,000 already has been reimbursed from Chapter 90 funds.

The figures listed have been paid for by Chapter 90 funds.

To Date

SEA consultants	\$ 267,747
VHB consultants	204,208
Total	<u>\$ 497,196</u>

Projected cost – VHB Consultants

In order to bring the TIP design to completion, VHB estimates an additional \$250-300K in engineering costs through the end of the project (as per their statement at the June 9th meeting). This assumes that there are no major changes to the project after the 25% design. This design work will be eligible for reimbursement from Chapter 90 funds.

The proposed TIP-funded reconstruction will require a variety of temporary easements during the construction process, as well as permanent easements to acquire the necessary rights of way for the roadway, sidewalks, drainage systems, utility poles, and other affected areas. By law all impacted property owners must be offered just compensation for their property and informed of their right to have an appraisal. Right-of-way acquisitions are the responsibility of the town but are eligible for Chapter 90 reimbursement. Town Meeting approval will be required for the permanent easements associated with this project. Appraisal fees and compensation to property owners for the necessary permanent and temporary easements have been estimated at \$50,000 to \$60,000.

Finally, interim resurfacing or repair will be required for some sections of Main Street which are not expected to last until the anticipated start of construction in 2017. These expenditures will also be eligible for reimbursement through Chapter 90 funds.

Although Southborough's annual Chapter 90 allocation is approximately \$430,000 per year, the town has built up a balance of funds for Main Street and other projects over multiple years. The town currently has a balance of \$700,000 in Chapter 90 funds designated for the Main Street reconstruction project, and an additional \$823,000 of funds for other road work.

3. Town funding - this category includes any expenditure that would be the direct responsibility of Southborough residents through property taxes, utility betterments or other sources. To date, town expenditures on the Main Street project have been minimal. Since this year's Town Meeting, \$1,790 of town funds have been spent for a traffic study and \$3,500 for an arborist to evaluate trees in the proposed project area, for a total of \$5,290 in town expenditures.

If Main Street is reconstructed under the proposed TIP plan, no significant mandatory expenditures of town funds are anticipated at this point. However, the town could choose to spend money on additional optional improvements not covered by State or Federal funding, such as tree plantings outside of the right of way, upgrades to construction materials for improved appearance, or other design elements for beautification or mitigation purposes.

Since the town is required to assume responsibility for overruns beyond 10 percent, it is possible that significant project cost overruns on a TIP-funded project could result in direct costs to Southborough taxpayers. However, DPW does not believe that this is a

likely scenario, and some level of overruns could potentially be covered using Chapter 90 funds.

If Main Street is reconstructed using an alternative plan without TIP funding, this can also be implemented using Chapter 90 funds and is not expected to require any expenditure of town funds. Although the \$700,000 of Chapter 90 funds currently allocated for the TIP project could be used as a starting point, an alternative plan would likely need to be performed in stages over several years in order to fit comfortably within the overall Chapter 90 funding level.

In summary, funding for any Main Street reconstruction project, whether performed under the proposed TIP plan or using an alternative plan, is expected to be reimbursable at either the State or Federal level, without incurring any additional mandatory costs to Southborough taxpayers. The TIP plan commits much more money up front and spends this money over a two-year construction cycle which is currently scheduled to start in 2017. An alternative plan without TIP funding could begin almost immediately, but would need to be performed in more incremental steps in order to stay within the Chapter 90 funding budget. Neither plan is expected to result in any significant direct costs to Southborough taxpayers at the local level.

Traffic Study

The Town's consultant had previously prepared a Functional Design Report (FDR) (Functional Design Report, Main Street (Rte. 30) at Marlboro/Cordaville Roads (Rte. 85) Transportation Improvements, Southborough, Massachusetts, July 2011). The FDR satisfies part of the 25 percent design stage requirements of the Massachusetts Department of Transportation (MassDOT). It contains a summary of traffic volumes, crash data, roadway geometry, traffic signal warrants, and intersection analyses. Recommendations for roadway and traffic control improvements at the study location are based on the analyses findings. The FDR was prepared based on traffic count and turning movement data taken at the project site in April 2009.

Additional traffic count and turning movement data was taken in May 2014 to document 2014 traffic data, and to compare the 2014 actual traffic data with assumptions made at the 25% design stage in 2009. VHB's technical memorandum to the Town providing its analysis of the 2014 data is attached to this report in Appendix A. Automatic traffic recorder counts were taken for a continuous 48-hour period from May 7, 2014 through May 8, 2014. Automatic traffic recorder counts were used to collect volume, speed and vehicle class data. Turning movement counts were conducted from 7:00 am to 9:00 am and 12:00 pm to 6:00 pm on May 8, 2014. Turning movement count data documents the number of vehicles turning right, turning left, and going straight, at each of the four directions at the Route 30/Route 85 intersection.

Key points from the new traffic data analyzed in VHB's Technical Memorandum include:

- Annual growth in vehicles traveling through the 30/85 intersection has increased 7% during the morning peak hour and 9% during the evening peak hour. This reflects approximately 1.5% growth per year, consistent with original estimates.
- Total daily traffic volumes have remained steady, or have decreased slightly, within the project limits, with the exception of traffic on Route 30 west of Route 85.
- Volumes on Main Street west of Route 85 have increased over 8% (1.7% per year).
- Constructing the improvements to the intersection as presently designed will allow the intersection to process approximately 8% more vehicles during the morning peak hour over what is currently observed.

Turning Movements

The key drivers in increasing the intersection from its current state to include the addition of four (4) left hand turning lanes are the turning movements from the peak morning and evening commuting periods. The top two turning movements during the morning and evening peak hours are:

- Morning Peak Hour:
 - Vehicles traveling east on Main Street, turning right onto Route 85 south, and
 - Vehicles traveling north on Route 85, turning right onto Main Street.
- Evening Peak Hour:
 - Vehicles traveling east on Main Street, turning right onto Route 85 south, and
 - Vehicles traveling north on Route 85, turning left onto Main Street.

Automatic Traffic Recorder Counts

Figures 1 and 2 show the approximate total volume of traffic passing through the Main Street/Route 85 intersection eastbound, and westbound on Main Street. The graphs depict the change in total volumes on Main Street throughout the course of a normal weekday. The VHB technical memorandum presents more detailed graphs of the total volume, which was measured at four (4) separate locations east and west of the intersection. The data below is this Group's best interpretation from the data in VHB's report of the total volume of traffic that passes through the intersection, whether it is straight through traffic, or if it is traffic turning from Route 85 onto Main Street.

Figure 1

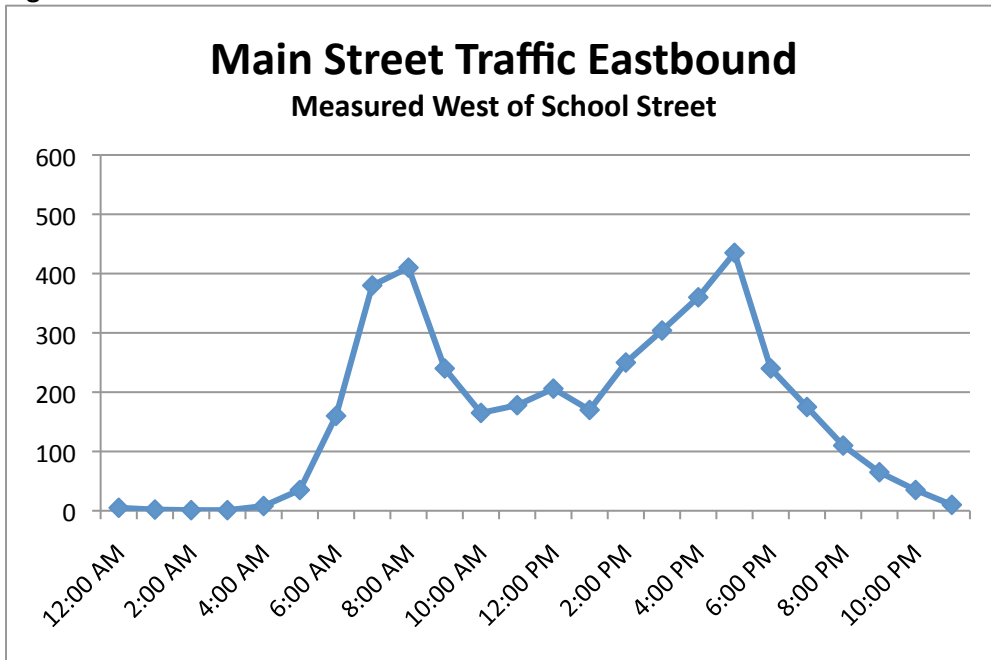
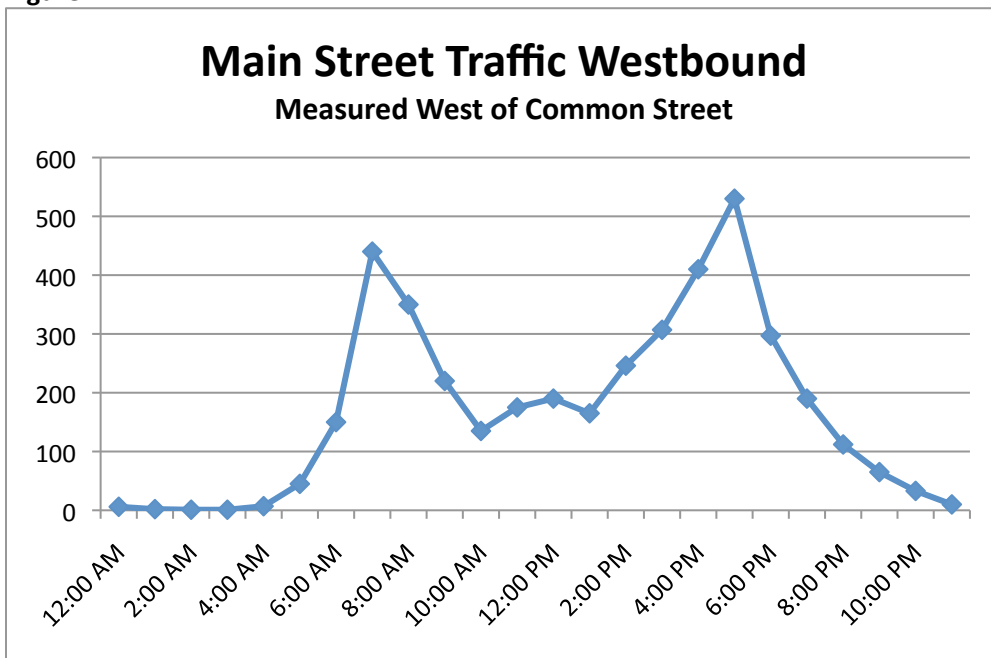
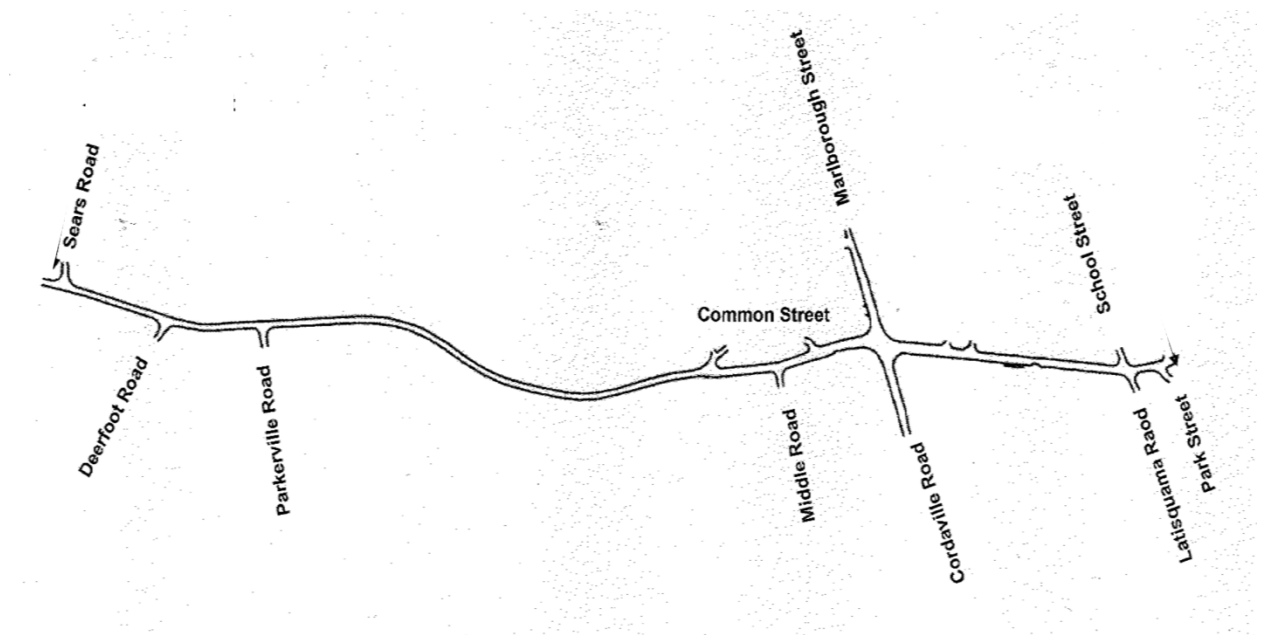


Figure 2



West to East Review of the Proposed Project

The proposed Main Street Reconstruction Project (“the proposed project”) begins at the intersection of Route 30 (Main Street) and Sears Road, runs east, and ends just past the intersection of Main Street and Park Street. In reviewing the project the Working Group focused on geographic segments of the proposed project, typically one block at a time, moving west to east. The discussion below adopts a similar structure. Discussion of the current status of the segments, the elements of the proposed project as to each of the segments, and the Working Group’s recommendation(s) focuses on the primary elements and characteristics for each segment. The discussion is not intended as a comprehensive engineering analysis of the proposed project. Rather, it is intended as a practical analysis and discussion of perceived issues, concerns, and characteristics, both positive and negative, of the proposed project. For each segment the Working Group’s recommendation is summarized followed by a discussion of relevant issues and concerns.



Segment A: Sears Road to Deerfoot Road

Current Description: The segment of Main Street between Sears Road and Deerfoot Road has single eastbound and westbound travel lanes. The lanes are approximately 11 feet wide. Outside the travel lanes (both north and south sides of the roadway) there is minimal paved shoulder with no curbing and no sidewalk.

Proposed Project:

- Maintain the width of the travel lanes at 11 feet.

- Pave the travel lanes.
- Create paved four foot wide shoulders outside both travel lanes.
- Put in granite curbing at the outside borders of both shoulders.
- No sidewalk on the north side of the road.
- 5 foot wide sidewalk on the south side of the road. Sidewalk to be flush with the granite curbing. 2-4 foot grass strip between the sidewalk and private property.

Issues/Concerns:

- Safety. Concerns were expressed that the widening of the paved area of the roadway from 24 feet (two 12 foot travel lanes) to 30 feet (two 11 foot travel lanes plus two four foot wide shoulders) would create a speedway effect inviting greater speeds by automobiles.
- Aesthetics. Concerns were expressed that the combination of a wider paved area (travel lanes plus shoulders), curbing and paved sidewalk would:
 - a) be less visually appealing
 - b) would detract from the country feel of the area.
- Purpose of the Sidewalk. The segment of sidewalk running west from Deerfoot Road ends abruptly at Sears Road, which is where Main Street (Route 30) officially becomes a State highway. The sidewalk does not extend farther west on Route 30. There is no crosswalk where the sidewalk ends at Sears Road. There are no sidewalks on the opposite side of Main Street (Route 30) extending in any direction, including north on Sears Road. Under the proposed plan, and given the current status of the State highway portion of the roadway, it is a “sidewalk to nowhere.”

Recommendations:

- 1) The Working Group unanimously supported this segment of the proposed project, with the modification described below.
- 2) The Working Group recommends that the current proposal be modified so that the 5 foot wide sidewalk on the south side of the road is separated from the curbing by a 2-4 foot grass strip. In other words, instead of curb-sidewalk-grass strip, there would be curb-grass strip-sidewalk. This buffer between the road and the sidewalk has both safety and aesthetic benefits.
- 3) The Working Group recommends that the Town strongly encourage the State to consider installation of a sidewalk on the south side of Route 30, extending west from Sears Road.
 - Safety – Automobile Speed. The safety concerns raised both before and during the Working Group’s review were explored with, among others, Southborough’s Chief of Police. Mixed views were expressed

as to whether widening the paved area of the roadway would, in fact, lead to greater speeds by automobiles. No empirical evidence was presented in support of the concern or otherwise.

- Safety – Bicycle and Pedestrian Traffic. The paved four foot shoulders clearly would result in enhanced safety for bicyclists. The sidewalk clearly would result in enhanced safety for pedestrians. Safety would be further enhanced with the recommended buffer between the curb and the sidewalk.
- Aesthetics. The consensus was that while the proposed project would change the look of the roadway, those changes would not adversely affect the visual appearance of the area and might enhance it. The Working Group acknowledged that the combination of a wider paved area (travel lanes plus shoulders), curbing and paved sidewalk likely would detract from the country feel of the area.

Segment B: Deerfoot Road to Parkerville Road

Current Description: The segment of Main Street between Deerfoot Road and Parkerville Road has single eastbound and westbound travel lanes. The lanes are approximately 12 feet wide. Outside the lanes, on both the north and south sides of the roadway, there is minimal paved shoulder, no curbing and no sidewalk. On the south side of the roadway there is a wide, mostly unpaved area that narrows as you approach Parkerville Road.

Proposed Project:

- Reduce the width of the travel lanes from 12 feet to 11 feet.
- Pave the travel lanes.
- Create paved four foot wide shoulders outside both travel lanes.
- Put in granite curbing at the outside borders of both shoulders.
- No sidewalk on the north side of the road.
- 5 foot wide sidewalk on the south side of the road. Sidewalk to be flush with the granite curbing. 2-4 foot grass strip between the sidewalk and private property.

Issues/Concerns:

- Safety. Concerns were expressed that the widening of the paved area of the roadway from 24 feet (two 12 foot travel lanes) to 30 feet (two 11 foot travel lanes plus two four foot wide shoulders) would create a speedway effect inviting greater speeds by automobiles.
- Aesthetics. Concerns were expressed that the combination of a wider paved area (travel lanes plus shoulders), curbing and paved sidewalk would:

- a) be less visually appealing
- b) would detract from the country feel of the area.

Purpose of the Sidewalk. Unlike the Sears Road to Deerfoot Road segment (Segment A) no issues or concerns were raised as to this segment.

Recommendations:

- 1) The Working Group unanimously supported this segment of the proposed project.
- 2) As with Segment A, the Working Group recommends that the current proposal be modified so that the 5 foot wide sidewalk on the south side of the road is separated from the curbing by a 2-4 foot grass strip. In other words, instead of curb-sidewalk-grass strip, there would be curb-grass strip-sidewalk. This buffer between the road and the sidewalk has both safety and aesthetic benefits.
 - Safety – Automobile Speed. The safety concerns raised both before and during the Working Group’s review were explored with, among others, Southborough’s Chief of Police. Mixed views were expressed as to whether widening the paved area of the roadway would, in fact, lead to greater speeds by automobiles. No empirical evidence was presented in support of the concern or otherwise. In addition, the curbing will provide extra buffer between possibly erratic traffic and telephone poles in the area.
 - Safety – Bicycle and Pedestrian Traffic. The paved four foot shoulders clearly would result in enhanced safety for bicyclists. The sidewalk clearly would result in enhanced safety for pedestrians. Safety would be further enhanced with the recommended buffer between the curb and the sidewalk.
 - Aesthetics. The consensus was that while the proposed project would change the look of the roadway, those changes would not adversely affect the visual appearance of the area and might enhance it. The Working Group acknowledged that the combination of a wider paved area (travel lanes plus shoulders), curbing and paved sidewalk likely would detract from the country feel of the area.

Segment C: Parkerville Road/Route 30 Intersection (Drainage Easement)

Current Description: Roadway drainage in this section of Main Street currently sheet flows off the paved surface of the roadway to the sides, as there are no curbs installed to otherwise channel the flow. This area receives drainage from the downhill slope of Main Street (the north side of Route 30 traveling westbound) which contributes to the flow via runoff and storm drains. This sheet flow to the sides of the road contributes to localized flooding on private property for some homeowners in this area.

The land along Parkerville Road (traveling south from Main Street) is overgrown with invasive species, mixed with mature trees.

Proposed Project:

- Install granite curbing at the outside borders of shoulders on both sides of the road.
- Install curb inlet/catch basin structures to intercept storm water flows channeled along the curbing.
- Drainage Easement: A drainage easement is proposed on the Parkerville Road side of the land commonly referred to as the “Garfield Property” – there is now another owner.
 - The land area is approximately a 35 foot wide by 280 foot long stretch of land bordered by Main Street to the north, Parkerville Road to the east, the 280 foot easement demarcation line to the south, and the west side of the stone lined drainage channel to the west.
 - Clear cut the existing drainage easement land area to install a storm water treatment system prior to discharge into the existing stone lined channel.
 - Storm water treatment system currently depicts a larger detention basin and a series of three shallow detention pools in series connected by grass swales, followed by a smaller detention basin. The purpose is to divert drainage from the roadway into the detention basins and pools to remove silt and sediment from the runoff prior to discharge into the receiving waters.

Issues/Concerns:

- Adverse Effect on Existing Private Property Wetlands. Concerns were expressed that existing wetlands, including areas that have significant wildlife presence, would suffer and potentially disappear in whole or in part because of the redirected flow of storm water.
- Aesthetics. Concerns were expressed that trees not be removed in the drainage easement area. Additionally, fears were expressed that a drainage system, which includes structural changes stretching 200-300 feet south from the intersection on the west side of Parkerville Road, would be unsightly and out of character with the existing area.
- Environmental. Concerns were expressed that the current storm water drainage system does not meet State/Federal environmental standards and that any new system should do so.
 - Purpose of the Drainage Treatment System. Current storm water regulations require that runoff from roadways be treated prior to discharge.
- Safety. Concerns were expressed that the detention basins could be a safety hazard if standing water were too deep.
 - Safety. The consultants reported that groundwater is high in this area, which will reduce the available depth for the detention basins. The estimated depth of the basins is 1 to 2 feet. If safety is of concern, the

Working Group recommends fencing, or some other means to keep people from entering the easement area, be incorporated into the final design.

- Status of Design of the Drainage Treatment System. The drainage system design is preliminary only at this stage of the project, but is representative of what the final design will look like. Design of the system will advance if the project moves forward towards the 75% stage. The consultants plan to include landscape architects and input from the Conservation Commission on the selection of grasses and plantings to utilize in the final design of the detention basins.

Recommendations:

- 1) The Working Group supported this segment of the proposed plan.
- 2) Regarding aesthetics: The Working Group reviewed drawings and photographs of several drainage systems constructed in other communities and recommends that the proposed drainage system could as the design of the system advances:
 - a. minimize to the extent practicable the impact on land along the west side of Parkerville Road
 - b. assimilate structural changes along the west side of Parkerville Road with the character of the existing area
 - c. provide landscaping features into the drainage easement to further reduce any potential adverse aesthetic effects of the structural changes, including efforts to save any mature trees.

Segment D: Parkerville Road to Fay School Crosswalk

Current Description: The segment of Main Street between Parkerville Road and the Fay School crosswalk near the top of the incline heading east has single eastbound and westbound travel lanes. The lanes are approximately 12 feet wide. Outside the lanes, on both the north and south sides of the roadway, there is minimal paved shoulder and no defined curbing. There is no sidewalk on the north side of the roadway. On the south side of the roadway there is a paved sidewalk separated from the paved road by a 2-3 foot strip of grass.

Proposed Project:

- Reduce the width of the travel lanes from 12 feet to 11 feet.
- Pave the travel lanes.
- Create paved four foot wide shoulders outside both travel lanes.
- Put in granite curbing at the outside borders of both shoulders.
- No sidewalk on the north side of the road.

- 5 foot wide sidewalk on the south side of the road. Sidewalk to be flush with the granite curbing. 2-4 foot grass strip (space permitting) between the sidewalk and private property. For much of this stretch the private property line is delineated by a stone wall, which would not be impacted by the proposed project.

Issues/Concerns:

- Safety. Concerns were expressed that the widening of the paved area of the roadway from 24 feet (two 12 foot travel lanes) to 30 feet (two 11 foot travel lanes plus two four foot wide shoulders) would create a speedway effect inviting greater speeds by automobiles.
- Aesthetics. Concerns were expressed that the combination of a wider paved area (travel lanes plus shoulders), curbing and paved sidewalk would:
 - a) be less visually appealing
 - b) would detract from the country feel of the area.
- Purpose of the Sidewalk. Unlike the Sears Road to Deerfoot Road segment (Segment A) no issues or concerns were raised as to this segment.

Recommendations:

- 1) The Working Group unanimously supported this segment of the proposed project.
- 2) As with Segment A, the Working Group recommends that the current proposal be modified so that the 5 foot wide sidewalk on the south side of the road is separated from the curbing by a 2-4 foot grass strip. In other words, instead of curb-sidewalk-grass strip, there would be curb-grass strip-sidewalk. This buffer between the road and the sidewalk has both safety and aesthetic benefits.
 - Safety – Automobile Speed. The safety concerns raised both before and during the Working Group's review were explored with, among others, Southborough's Chief of Police. Mixed views were expressed as to whether widening the paved area of the roadway would, in fact, lead to greater speeds by automobiles. No empirical evidence was presented in support of the concern or otherwise. Several views were expressed that the opposite effect might be achieved because the actual travel lanes were being reduced in width from 12 feet to 11 feet.
 - Safety – Bicycle and Pedestrian Traffic. The paved four foot shoulders clearly would result in enhanced safety for bicyclists. The sidewalk clearly would result in enhanced safety for pedestrians. Safety would be further enhanced with the recommended buffer between the curb and the sidewalk.
 - Aesthetics. The consensus was that while the proposed project would change the look of the roadway, those changes would not adversely

affect the visual appearance of the area and might enhance it. The Working Group acknowledged that the combination of a wider paved area (travel lanes plus shoulders), curbing and paved sidewalk likely would detract from the country feel of the area.

Segment E: Fay School Crosswalk to Common Street (Stone Marker)

Current Description: The segment of Main Street (Route 30) between the Fay School crosswalk and the Stone Marker at the west end of Common Street has single eastbound and westbound travel lanes. The lanes are approximately 12-13 feet wide. Outside the lanes, on both the north and south sides of the roadway, there is minimal paved shoulder and no defined curbing, except at the Fay School property. There is no sidewalk on the north side of the roadway. On the south side of the roadway there is a paved sidewalk separated from the paved road in most places by a 2-3 foot strip of grass.

Proposed Project:

- Reduce the width of the travel lanes from 12-13 feet to 11 feet.
- Pave the travel lanes.
- Create paved four foot wide shoulders outside both travel lanes.
- Put in granite curbing at the outside borders of both shoulders.
- 5 foot wide sidewalks on both the south side and the north side of the road. Sidewalk to be flush with the granite curbing. 2-4 foot grass strip (space permitting) between the sidewalk and private property.
- Modify the direction of the roadway at the base of Common Street to create more of a T intersection (90° angle).
- Move the Stone Marker from the middle of the intersection at Common Street and Main Street to the west side of Common Street, off the road.

Issues/Concerns:

- **Traffic Flow at Intersection.** Concerns were raised about the effect modifications of the direction of the roadway would have on traffic flow, particularly for turns on to and from Common Street.
- **The Stone Marker.** Concerns were expressed that moving the Stone Marker out of its current location would adversely affect the appearance of the area.

Recommendations:

- 1) The Working Group unanimously
- 2) The Working Group recommends that the current proposal be modified so that the Stone Marker remains in its current location in the center of the Common Street/Main Street intersection, with improvements to the surrounding island.
 - Traffic Flow at Intersection. The intent and effect of modifying the direction of the roadway at the base of Common Street is, at least, twofold. First, it necessarily slows the flow of eastbound traffic on Main Street turning on to Common Street, and from Common Street to westbound on Main Street, by changing the angle of the turn. Second, it clearly delineates the appropriate turning lanes from Common Street to Main Street, and on to Common Street from Main Street. This has the additional benefit of making the eastbound turn on to Main Street and the northbound turn on to Common Street for westbound traffic easier to navigate.
 - The Stone Marker. The Stone Marker is a landmark that contributes to the character and look of the area around the Common. It should be kept in its current location, with improvements to the island area surrounding the Marker.

Segment F: Common Street (Stone Marker) to Pilgrim Church

Current Description: The segment of Common Street (west end) between Main Street and the Pilgrim Church has single northbound and southbound travel lanes. The lanes are approximately 11 feet wide. Outside the lanes, on both the west and east sides of the roadway, there is minimal paved shoulder and curbing via bituminous berm. There is no sidewalk on either side of the roadway.

Proposed Project:

- Change the width of the travel lanes to two 12 foot wide lanes in either direction (no shoulder therefore no shoulder stripping).
- Pave the travel lanes.
- Put in granite curbing at the outside borders of both shoulders.
- 5 foot wide sidewalk on the west side of the road beyond the existing Pilgrim Church walkway. Sidewalk to be flush with the granite curbing.
- Provide handicap accessible crosswalk from the existing Pilgrim Church walkway, across Common Street.

- Modify the direction of the roadway at the base of Common Street to create more of a T intersection (90° angle). (Discussed in Segment E)
- Move the Stone Marker from the middle of the intersection at Common Street and Main Street to the west side of Common Street, off the road. (Discussed in Segment E)

Issues/Concerns:

- Impact of the Proposed Sidewalk on the Town House and Pilgrim Church lawns.

Recommendations:

- 1) The Working Group unanimously supported this segment of the proposed project, except for the sidewalk proposed between the entrance and exit driveways for the Town House, the sidewalk proposed directly in front of the Pilgrim Church, and the proposed crosswalk.
- 2) The Working Group unanimously recommends that the current proposal be modified to eliminate (or, at the very least, substantially reduce) the adverse effects on the Town House and Pilgrim Church lawns.
 - Impact of the Proposed Sidewalk on the Town House and Pilgrim Church lawns. The proposed sidewalks between the entrance and exit driveways for the Town House and directly in front of the Pilgrim Church are included in the project for safety reasons. As proposed, the project would provide a sidewalk on the north side of Main Street beginning at the Fay School crosswalk, following left up the west side of Common Street. At the current Pilgrim Church walkway a new crosswalk would connect to a sidewalk on the section of Common Street that leads to the Library. There is no sidewalk proposed on the north side of Main Street along the Common.

As currently drawn the proposed project does not adequately address the adverse effects the proposed sidewalks would have on the Town House lawn and, particularly, the triangle lawn directly in front of the Pilgrim Church.

Segment G: Common Street (Pilgrim Church) to Main Street (Southborough Library)

Current Description: The segment of Common Street between the Pilgrim Church and the Southborough Library has single northbound and southbound travel lanes. The lanes are approximately 11 feet wide. Outside the lanes, on both the north and south sides of the road, there is minimal paved shoulder and curbing via bituminous berm. There is no sidewalk on the side of the roadway that runs along the Common. There is a sidewalk and

curbing via bituminous berm on the side of the roadway that runs along the cemetery. Parking is allowed almost the entire length of Common Street on the cemetery side.

Proposed Project:

- Relocate and reconfigure the intersection of Common Street and Main Street to create more of a T intersection (90° angle).
- Create space for the relocated intersection by eliminating approximately 100 feet of green space at the east end of the Common.
- Create an island of green space contiguous to the sidewalk near the front of the Library to act as the east corner of the reconfigured T intersection.
- Convert this stretch of Common Street from 2-way to 1-way traffic, northbound.
- Create a single paved travel lane, approximately 12 feet wide.
- Preserve ten parking spaces on the cemetery side of Common Street.
- Create a paved two foot wide shoulder outside the travel lane adjacent to the Common.
- Put in granite curbing at the outside border of the shoulder and the designated parking areas.
- 5 foot wide sidewalk on the cemetery side of the roadway from the Library up to a new crosswalk across from the existing Pilgrim Church walkway. Sidewalk to be flush with the granite curbing.
- Provide handicap accessible crosswalk across Common Street to the existing Pilgrim Church walkway. (Discussed in Segment F)
- Narrow Common Street at the top of the hill by adding additional green space to the northwest end of the Common.
- Create a crosswalk at the top of the Common Street hill from the cemetery side of the roadway to the Common side. (Discussed in Segment F)
- Create a crosswalk from the new island of green space in front of the Library to the new east end of the Common.
- Create a crosswalk from the new east end of the Common across Main Street.

Issues/Concerns:

- Impact on the Common, specifically the elimination of substantial green space at the east end of the Common, and elimination of a section of the Common dedicated to the All Wars Monument.
- Reduction of parking area available on Common Street from approximately 15-16 parking spaces to ten preserved spaces.
- Change in traffic pattern for westbound turn from Main Street to Common Street, specifically concerns that the new 90° turn would cause traffic back-ups and raise safety issues.

Recommendations:

- 1) The Working Group did not reach consensus either for or against this segment of the proposed plan.
- 2) Working Group members who supported this segment of the proposed plan focused primarily on a) what they believed was improved safety at the Common Street/Main Street intersection, both for automobile traffic and for pedestrians, b) acceptable trade-off of green space (lost green space at the east end of the Common; gained green space at the north end of the Common and with the new island of green space in front of the Library), c) benefits from ten dedicated parking spaces on Common Street for business and community activities, and d) improved general appearance of the area.
- 3) Working Group members who did not support this segment of the proposed plan focused primarily on a) opposition to eliminating the green space on the east end of the Common, b) reduction in existing available parking on Common Street, and c) unacceptable trade-offs to create the 90° turn from Main Street to Common Street. These members generally supported the increased green space at the north end of the Common, the improvements to the roadway other than the 90° turn, the creation of the proposed sidewalks and crosswalks, and converting this stretch of Common Street from 2-way to 1-way traffic.

Segment H: Common Street and the Common Between the West End of Common Street and Route 85

Current Description: The segment of Main Street between the west end of Common Street and Route 85 has single eastbound and westbound travel lanes. The lanes are approximately 12 feet wide. Outside the lanes on the north side of the roadway there is minimal paved shoulder, no curbing and no sidewalk. On the south side of the roadway there is a narrow paved shoulder, no curbing and no dedicated sidewalk. Due to the absence of curbing, parking is possible between the outside of the roadway and the beginning of private property.

Proposed Project:

- Reduce the width of the westbound travel lane from 12 feet to 11 feet.
- Increase the width of the eastbound travel lane from 12 to 13 feet, which includes a two foot shoulder (called a sharrow).
- Pave the travel lanes.
- Create a paved four foot wide shoulder outside the westbound travel lane.
- Create a seven foot wide parking lane from approximately the Fay School driveway to Middle Road (7 parking spaces) and from Middle Road east, approximately 100 feet (4 parking spaces).
- No sidewalk on the north side of the road.

- Put in granite curbing at the outside border of the shoulder or, where present, the parking spaces on the south side of the road.
- 5 foot wide sidewalk on the south side of the road. Sidewalk to be flush with the granite curbing.
- Remove the stone wall along the south end of the Common. Push the south boundary of the Common two feet to the north and relocate the stone wall to the new south end of the Common. Remove two mature trees.
- Relocate and reconfigure the intersection of Common Street and Main Street to create more of a T intersection (90° angle). (Discussed in Segment G)
- Create space for the relocated intersection by eliminating approximately 100 feet of green space at the east end of the Common. (Discussed in Segment G)
- Create an island of green space contiguous to the sidewalk near the front of the Library to act as the east corner of the reconfigured T intersection. (Discussed in Segment G)

Issues/Concerns:

- Impact on the Common, specifically the elimination of substantial green space at the east end of the Common and along the south boundary of the Common.
- Historical significance of removing and rebuilding the stone wall that acts as the south boundary of the Common.
- Concerns over whether providing four parking spaces for the funeral home business to the east of Middle Road is warranted in light of the impact on public space.
- Concerns over whether providing seven parking spaces for the medical business and for the Fay School to the west of Middle Road is appropriate in light of the impact on public space.
- Change in traffic pattern for westbound turn from Main Street to Common Street, specifically concerns that the new 90° turn would cause traffic back-ups and raise safety issues. (Discussed in Segment F)

Recommendations:

- 1) The Working Group supported the proposed plan for section of the proposed plan to the east of Middle Road and on the south side of Main Street. In particular, the Working Group supported providing four parking spaces in front of the funeral home business because of the unique nature and requirements of the business.
- 2) The Working Group did not reach consensus either for or against providing seven parking spaces to the west of Middle Road for the medical business and for the Fay School. Members of the Working Group who supported the proposed plan pointed to the parking needs of the medical business, the convenience of the additional parking for the

churches, the Town House, the funeral home business, the Library and for community activities such as Heritage Day.

Members of the Working Group who were opposed to the proposed plan pointed to the adverse impact on the Common, the historical significance of the Common generally and the stone wall, the availability of parking for the medical business both in front of the funeral home business (which operates with very different business hours) and on Common Street, and the availability of parking in lots at various areas around the Common.

3) Regarding the proposed plan as it affects the east end of the Common, Working Group members who supported this segment of the proposed plan focused what they believed was improved safety at the Common Street/Main Street intersection, both for automobile traffic and for pedestrians, b) acceptable trade-off of green space (lost green space at the east end of the Common; gained green space at the north end of the Common and with the new island of green space in front of the Library), c) benefits from seven dedicated parking spaces on Common Street for business and community activities, and d) improved general appearance of the area.

4) Working Group members who did not support this segment of the proposed plan focused primarily on a) opposition to eliminating the green space on the east end of the Common, b) reduction in existing available parking on Common Street, and c) unacceptable trade-offs to create the 90° turn from Main Street to Common Street.

Segment I: Route 30/Route 85 Intersection

Current Description: Both north and south of Route 30, the Route 85 roadway has single northbound and southbound travel lanes. The lanes are approximately 13-14 feet wide. Both east and west of Route 85, Main Street has single eastbound and westbound travel lanes. The current footprint of the intersection is approximately 102 feet (diagonally, southeast to northwest) by 48 feet (diagonally, southwest to northeast). The intersection does not have any left-hand turn lanes. The intersection has a single overhead traffic light and three post traffic lights. The traffic lights do not have direction signals for either left-hand or right-hand turns.

Pedestrian crosswalks go across Route 85 on both sides of the intersection, and across Route 30 on the west side of the intersection. There is no crosswalk across Route 30 on the east side of the intersection. Sidewalks feed into the intersection on both sides of Main Street from both sides of Route 85. The sidewalks along the north side of Main Street are separated from the roadway by curbing, and include both a strip of grass and mature trees. The sidewalks on the south side of Main Street are not separated from the roadway. On Route 85, the only sidewalk feeding into the intersection is on the west side of the roadway, south of Route 30, and it is separated from the roadway by curbing and a grass strip.

Proposed Project:

- Add ten foot left hand turn lanes on both the northbound and southbound travel lanes of Route 85 (also discussed in Segment J).
- Add ten foot left hand turn lanes on both the eastbound and westbound travel lanes of Route 30.
- Install traffic lights with directional signals for left-hand turns going in all four directions.
- Increase the footprint of the intersection to 130 feet (diagonally, southeast to northwest) by 61 feet (diagonally, southwest to northeast).
- Reduce the width of the travel lanes from 13-14 feet to 11 feet.
- Pave the travel lanes.
- Create paved four foot wide shoulders on all four corners of the intersection.
- Put in granite curbing at the outside borders of all four corners of the intersection.
- 5 foot wide sidewalks on all four corners of the intersection. Sidewalk to be flush with the granite curbing.
- Sidewalks north side of Route 30 of Route 85 would extend just to the crosswalk above the intersection. Sidewalks on the south side of Route 30 would extend to the Woodward School driveway. Sidewalks on Main Street would extend well to the east and west.
- Maintain the existing three crosswalks and create a fourth crosswalk across Route 30 on the east side of the intersection.
- Increase the radius (width) of the outside turn lane for turns from Route 85 northbound on to Route 30 eastbound (discussed in Segment J).

Issues/Concerns:

- Traffic engineering justifications for left-hand turn lanes.
- Possibility of reducing number of left-hand turn lanes from four to two, eliminating the proposed lanes on Route 85 south and Route 30 west.
- Width of the intersection (also discussed in Segment I).
- Unintended consequences of improved traffic flow.
- Impact on the Community House property, particularly the existing stone wall and line of mature trees, which would be removed under the proposed plan (also discussed in Segment J).
- Impact on the town-owned property on the southwest corner of the intersection (also discussed in Segment J).

Recommendations: 1) The Working Group supported this segment of the proposed plan, with several reservations and recommendations, as discussed below.

- As discussed in greater detail above in Section titled Traffic Study, traffic volume during both the morning and evening rush hours exceed recommend limits. Both the data from the study and anecdotal information received through public comment support the conclusion that the absence of left-hand turn lanes at the intersection for

westbound traffic on Route 30 (turning south on Route 85), particularly during the morning rush hours, and for northbound traffic on Route 85 (turning west on Route 30) causes daily traffic congestion during both rush hours.

- Extensive consideration was given to recommending two left-hand turn lanes rather than four; eliminating those proposed for southbound traffic on Route 85 and eastbound traffic on Route 30. Ultimately the Working Group decided against this recommendation based on drawings presented by VHB consulting showing a minimal effect (shrinking) on the footprint of the intersection. Because of the need to provide a safe flow of traffic through an intersection with a left-hand turn on one side but not the other, the drawings showed little beneficial effect from eliminating either of those turning lanes. The Working Group does recommend, however, that the issue of the overall footprint of the intersection be revisited during any future planning phases of the project.
- Concerns about the possible unintended consequences of improved traffic flow focused mainly on traffic travelling east on Route 30 and continuing eastbound through the intersection. Both the data from the study and anecdotal information received through public comment support the conclusion that the current flow of traffic in that direction is not adversely affected by the absence of a left-hand turn lane.
- The DPW and consultants relied on templates to determine the proposed turning radii for this intersection (as well as all other intersections impacted by the proposed plan). While the Working Group does not quarrel with the use of the templates, the proposed width and location of the intersection at the southeast corner has severe adverse consequences. The impact to the Community House property and to the aesthetic quality of that corner, and the intersection overall, is significant. The Working Group recommends that the current proposal be modified so as to substantially mitigate the adverse consequences which are part of the proposed plan.
- The property on the southeast corner of the intersection will lose several feet along its outer edge, both on Route 30 and Route 85. The adverse effects to the property are mitigated by landscaping and other improvements provided through the proposed plan.

Segment J: Route 85, North and South of the Route 30 Intersection

Current Description: Both north and south of Route 30, the Route 85 roadway has single northbound and southbound travel lanes. The lanes are approximately 13-14 feet wide. North of Route 30, outside the lanes, on both the east and west sides of the road, there is minimal paved shoulder, some bituminous berm curbing and no sidewalks. The east side of the roadway runs along St. Mark's meadow. The west side of the roadway runs along the front lawn of the Library and a driveway into the Library's parking lot.

South of Route 30, outside the lanes, on both the east and west sides of the roadway, there is minimal paved shoulder. The east side of the road has bituminous berm curbing and no sidewalk. The east side of the roadway runs along the Community House property, specifically a stone wall and a line of mature trees. On the west side of the roadway, which runs along private property, there is a paved sidewalk separated from the paved road by a narrow strip of grass and bituminous berm curbing.

Proposed Project:

- Add ten foot left hand turn lanes on both the northbound and southbound travel lanes at the Route 30 intersection (discussed in Segment I).
- Reduce the width of the travel lanes from 13-14 feet to 11 feet.
- Pave the travel lanes.
- Create paved four foot wide shoulders outside both travel lanes.
- Put in granite curbing at the outside borders of both shoulders.
- 5 foot wide sidewalks on both the east side and west side of the roadway. Sidewalk to be flush with the granite curbing. 2-4 foot grass strip (space permitting) between the sidewalk and private property.
- Sidewalks on the south side of Route 30 would extend to the Woodward School driveway.
- Maintain a crosswalk across Route 85 at the Woodward School driveway.
- Increase the outside radius (width) of the outside turn lane for turns from Route 85 northbound on to Route 30 eastbound.

Issues/Concerns:

- Width of the intersection (also discussed in Segment I).
- Impact on the Community House property, particularly the existing stone wall and line of mature trees, which would be removed under the proposed plan.
- Safety concerns, specifically relating to the benefits and costs of sidewalks on both sides of Route 85 between the Route 30 intersection and the Woodward School.
- Impact on the town-owned property on the southwest corner of the intersection (also discussed in Segment I).
- Impact of the proposed plan on the north side of Route 30, specifically relating to drainage issues affecting the Library.

Recommendations: 1) The Working Group supported this segment of the proposed plan for the roadway north of Route 30.

2) The Working Group did not support this segment of the proposed plan for the roadway south of Route 30.

- The DPW and consultants relied on templates to determine the proposed turning radius for this intersection (as well as all other

intersections impacted by the proposed plan). While the Working Group does not quarrel with the use of the templates, the proposed width and location of the intersection at the southwest corner has severe adverse consequences. The impact to the Community House property and to the aesthetic quality of that corner, and the intersection overall, is significant. The Working Group recommends that the current proposal be modified so as to substantially mitigate the adverse consequences which are part of the proposed plan.

- The Working Group also recommends that the current proposal be modified so as to substantially mitigate the adverse consequences to the Community House property between the Route 30 intersection and the Woodward School driveway. The current proposal would remove the entire line of mature trees on the Community House property along this stretch of Route 85. The effect on the appearance of the property and on the area generally would be severe and are not acceptable. Options explored included a) moving the sidewalk to the east side of the trees, b) replacing the sidewalk with an unpaved path, c) narrowing the overall footprint of the roadway to avoid impacting the property and the mature trees, and d) eliminating the proposed sidewalk on the east side of the roadway entirely.
- Discussion of safety concerns focused on the effect of eliminating a sidewalk on the east side of Route 85 between the Route 30 intersection and the Woodward School driveway. Countervailing factors included a) the light foot traffic on that segment, b) the fact that the sidewalk's south boundary would be the Woodward driveway, c) the availability of a parallel sidewalk on the west side of the roadway, and d) the availability of the paved walkway from the side doorway of the Woodward School to Main Street.
- The property on the southwest corner of the intersection will lose several feet along its outer edge, both on Route 30 and Route 85. The adverse effects to the property are mitigated by landscaping and other improvements provided through the proposed plan.
- The DPW presented Library officials with both a revised proposal that addressed concerns about drainage that might be exacerbated by the proposed plan, as well as assurances that any additional concerns regarding drainage issues would be addressed. The Working Group supports this approach.

Segment K: East of Route 30/Route 85 Intersection to Public Safety Driveway

Current Description: The segment of Main Street immediately east of the Route 30/Route 85 intersection has single eastbound and westbound travel lanes. The lanes are approximately 14 feet wide. Outside the lanes, on the north side of the roadway there is a narrow shoulder, curbing, and a paved sidewalk separated from the curbing by a 3-4 foot grass strip. On the south side of the roadway there is a narrow paved shoulder, no curbing and no dedicated sidewalk. Because of the absence of curbing, parking is possible between the outside of the roadway and the beginning of private property.

Proposed Project:

- Reduce the width of the travel lanes from 14 feet to 11 feet.
- Pave the travel lanes.
- Create paved four foot wide shoulders outside both travel lanes.
- Put in granite curbing at the outside borders of both shoulders.
- 5 foot wide sidewalks on both the south side and the north side of the road. Sidewalk to be flush with the granite curbing. 2-4 foot grass strip (space permitting) between the sidewalk and private property.
- Remove trees outside the north side of the roadway (along the south end of St. Mark's meadow) and replace with new plantings/landscaping.
- No dedicated space or available space for parking.

Issues/Concerns:

- Elimination of parking.
- Removal of mature trees.

Recommendations:

1) The Working Group supported this segment of the proposed project, with the recommendation that the current proposal be modified so that the 5 foot wide sidewalks on both the north side and south side of the roadway are separated from the curbing by a 2-4 foot grass strip. In other words, instead of curb-sidewalk-grass strip, there would be curb-grass strip-sidewalk. This buffer between the road and the sidewalk has both safety and aesthetic benefits and is consistent with recommendations made throughout the proposed project.

- With the proposed addition of a left turn lane at the Route 30/Route 85 intersection (discussed in Segment H), the width of the roadway immediately east of the intersection is such that the mature trees outside the north side of the roadway (along the south end of St. Mark's meadow) would have to be removed. The Working Group considered this impact and determined that it could be adequately mitigated by the proposed new plantings and landscaping.
- Discussion of the elimination of parking on this segment of Main Street (as well as on the segment from extending east from the Public Safety Driveway east to Park Street) was extensive. Throughout the history of the proposed project substantial public comment has been

received regarding this issue, and the Working Group heard considerable comment about it. The consensus of the Working Group was that the benefits of including parking on this segment of Main Street were outweighed by the costs (noneconomic) of doing so. First, eliminating the proposed curbing and sidewalk and replacing it with a paved mixed-use area (parking and pedestrians), which is essentially what exists now, is neither safe nor convenient for pedestrians. Second, private property owners on the south side of this segment of Main Street have not expressed an interest in having the sidewalks for the proposed project encroach on their property in order to accommodate both the sidewalk and parking. Third, there is no consensus among private property owners on the south side of Main Street between the Route 30/Route 85 intersection and Park Street as to whether to provide parking on this segment of the proposed project.

Segment L: Public Safety Driveway and Traffic Light

Current Description: The segment of Main Street at the Public Safety Exit Driveway has single eastbound and westbound travel lanes. The westbound lane has signs directing that the Exit Driveway from the Public Safety complex be kept clear. There is no traffic light at the Exit Driveway.

Proposed Project:

- Install multiple traffic lights at the Public Safety Exit Driveway.
- Traffic lights at the Exit Driveway would coordinate with the traffic lights at the Route 30/Route 85 Intersection upon activation by emergency vehicles to clear traffic allowing clear egress for emergency vehicles.
- Traffic lights at the Exit Driveway would include signals for eastbound and westbound traffic on Main Street as well as for the exit from the Community House driveway.

Issues/Concerns:

- Impact on neighborhood.
- Adequacy of traffic signals to clear traffic for emergency vehicles.

Recommendations:

1) The Working Group supported the concept of improved safety for egress from the Public Safety complex and recommended installation of a single traffic light at the Public Safety Entrance Driveway. The Working Group recommends that a single traffic light be installed solely for the purpose of stopping traffic moving westbound on Main Street.

- The proposed plan has multiple directional traffic lights. As proposed, the lights have a significant impact on the neighborhood and on the appearance of Main Street generally. Ensuring adequacy of the traffic signals without unnecessarily impacting the area is important.
- The purpose for traffic signals at the Public Safety Exit Driveway is to clear traffic for emergency vehicles. The Working Group received input from, among others, the police and fire chiefs and other representatives of the Fire Department, as well as from design consultants with public safety experience. The Working Group recommends that a traffic signal at the Public Safety Entrance Driveway to stop westbound traffic on Main Street at some distance east of the Driveway is essential, but that a traffic signal to stop eastbound traffic on Main Street or traffic exiting from the Community House is not. The light at the Route 30/Route 85 Intersection will stop eastbound traffic roughly one block from the Public Safety Exit Driveway, while other eastbound traffic will clear the area to the east. Traffic volume exiting the Community House simply does not pose an issue that needs to be addressed with a traffic signal.

Segment M: East of Route 30/Route 85 Intersection Public Safety Driveway to School Street/Latisquama Road Intersection

Current Description: The segment Main Street immediately east of the Public Safety Exit Driveway has single eastbound and westbound travel lanes. The lanes are approximately 13-14 feet wide. Outside the lanes, on the north side of the roadway there is a narrow shoulder, curbing, and a paved sidewalk separated from the curbing by a 6-foot grass strip, with mature trees on the strip. On the south side of the roadway there is a narrow paved shoulder, no curbing and no dedicated sidewalk. Because of the absence of curbing, parking is possible between the outside of the roadway and the beginning of private property.

Proposed Project:

- Reduce the width of the travel lanes from 13-14 feet to 11 feet.
- Pave the travel lanes.
- Create paved four foot wide shoulders outside both travel lanes.
- Put in granite curbing at the outside borders of both shoulders.

- 5 foot wide sidewalks on both the south side and the north side of the road. Sidewalk to be flush with the granite curbing. A grass strip (space permitting) between the sidewalk and private property.
- Remove trees outside the north side of the roadway (primarily along the strip mall parking lot) and replace with new plantings/landscaping.
- No dedicated space or available space for parking.

Issues/Concerns:

- Elimination of parking.
- Removal of mature trees.
- Impact on stone wall adjacent to strip mall parking lot.

Recommendations:

- 1) The Working Group supported this segment of the proposed project, with the recommendation that the current proposal be modified so that the 5 foot wide sidewalks on both the north side and south side of the roadway are separated from the curbing by a 2-4 foot grass strip. In other words, instead of curb-sidewalk-grass strip, there would be curb-grass strip-sidewalk. This buffer between the road and the sidewalk has both safety and aesthetic benefits and is consistent with recommendations made throughout the proposed project.
 - The roadway in this segment is narrower than the roadway immediately to the west because the left turn lane at the Route 30/Route 85 intersection does not extend this far east. Nonetheless, the proposed project would require the removal of the mature trees outside the north side of the roadway (along the strip mall parking lot). The Working Group considered this impact and determined that it could be adequately mitigated by the proposed new plantings and landscaping.
 - Discussion of the elimination of parking on this segment of Main Street (as well as on the segment from extending east from the Route 30/Route 85 intersection to the Public Safety Driveway) was extensive. Throughout the history of the proposed project substantial public comment has been received regarding this issue, and the Working Group heard considerable comment about it. The consensus of the Working Group was that the benefits of including parking on this segment of Main Street were significantly outweighed by the costs (noneconomic) of doing so. First, eliminating the proposed curbing and sidewalk and replacing it with a paved mixed-use area (parking and pedestrians), which is essentially what exists now, is neither safe nor convenient for pedestrians. Second, private property owners on the south side of this segment of Main Street have not expressed an interest in having the sidewalks for the proposed project encroach on their property in order to accommodate both the sidewalk and parking. Third, there is no consensus among private property owners on the south side of Main Street between the Route 30/Route 85 intersection

and Park Street as to whether to provide parking on this segment of the proposed project.

Segment N: East of Route 30/Route 85 Intersection Public Safety Driveway to School Street/Latisquama Road Intersection

Current Description: The segment of Main Street from the intersection with Latisquama Road (south) and School Street (north) to the intersection of Park Street has single eastbound and westbound travel lanes. The lanes are of widely varying width, particularly on the south side of the roadway just east of Latisquama Road. Outside the lanes, on the north side of the roadway there is a narrow shoulder, curbing, and a paved sidewalk separated from the curbing by a 3-4 foot grass strip. On the south side of the roadway there is an extremely wide paved shoulder, curbing and a paved sidewalk. There are crosswalks across School Street, Latisquama Road and Main Street on the west side of the intersection, as well as crosswalks across Park Street and across Main Street just east of Park Street. There are no parking spaces on either side of the roadway.

Proposed Project:

- Reduce the width of the travel lanes from varying widths to 11 feet.
- Pave the travel lanes.
- Create paved four foot wide shoulders outside both travel lanes, as well as an additional paved area (approximately nine feet) on the south side of Main Street between Latisquama Road and Park Street to allow for large vehicle turns (primarily school buses).
- Put in granite curbing at the outside borders of both shoulders.
- 5 foot wide sidewalks on both the south side and the north side of the road. Sidewalks to be flush with the granite curbing. 2-4 foot grass strip (space permitting) between the sidewalk and private property.
- Reconfigure the track of Main Street to provide for a more defined bend in the road heading eastbound to the lower section of Main Street.
- Reconfigure the Main Street/Park Street intersection to create a more defined turn both from Main Street on to Park Street (eastbound) and from Park Street on to Main Street (westbound), including significantly narrowing the intersection.
- No dedicated space or available space for parking.
- Eliminate the crosswalk on Main Street on the west side of the intersection at School Street and Latisquama Road.

Issues/Concerns:

- Impact on the Kidsborough property resulting from reconfiguring the track of Main Street, particularly the stone walkway at the front entrance.
- Concern that the proposed changes to the Park Street intersection do not adequately address safety concerns, primarily relating to slowing the speed of vehicles.
- Impact on the northwest corner of the School Street/Main Street intersection, particularly tree removal, elimination of green space and structural changes to the stone wall.
- Safety concerns relating to the elimination of the crosswalk on Main Street on the west side of the intersection at School Street and Latisquama Road.

Recommendations:

- 1) The Working Group unanimously supported this segment of the proposed project, but strongly recommends that the crosswalk on Main Street on the west side of the intersection at School Street and Latisquama Road not be eliminated.
 - The Working Group explored the possibility of shifting the proposed track of Main Street slightly to the south to eliminate the potential impact on the Kidsborough property. Doing so would reduce some of the benefits of reconfiguring the track of the roadway but, more important, would lessen the safety improvements made to the Park Street intersection. In light of those effects and the fact that adverse impacts to the Kidsborough property would be mitigated by project funds, no change to this part of the project is recommended.
 - The Working Group explored the possibility of an even greater reconfiguring of the Park Street intersection with the goal of getting as close as possible to a 90° turn at the intersection. We were satisfied that a) no additional changes were possible without a significant impact on private property in the area, and b) the proposed changes may adequately address the safety and speed of traffic concerns at the intersection.