



Design Public Hearing

April 5, 2017

7:00 PM

AT

Hosmer Elementary School
Cafeteria
1 Concord Road
Watertown, MA 02472

For the Proposed

Improvements at Hosmer Elementary School
Safe Routes to School

Project File No: 608004

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

Thomas Tinlin
Highway Administrator

Patricia Leavenworth, P.E.
Chief Engineer

PRESENT

David Shedd, Project Manager, MassDOT

Anthony Christakis, District 6, MassDOT

Linda Walsh, Right-of-Way Bureau, MassDOT

Kristopher Surette, World Tech Engineering

Bill Mertz, World Tech Engineering

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P R O C E E D I N G S

DAVID SHEDD: Can everyone hear me okay, we do not have a microphone. My name is David Shedd, I am the Project Manager for the project we will be presenting tonight. This is a Safe Route to School Project. I work for the Roadway Project Management Division in the Highway Division Headquarters.

Just so you know your attendance at the hearing tonight is going to be formally recorded. We have a sign in sheet upfront up here, so if you have not signed in, if you could sign in before you leave tonight, so your attendance can become part of the public record. Also up here if you have not picked one up yet there is a handout that has details of the project and a little bit about the process that we are going to be going through in the design of this project.

Before I get started, I would just like to introduce the panel for tonight's discussion. From the District Office District 6 we have Geri Vaton, Courtney Dwyer, and Anthony Christakis. From World Tech Engineering which is MassDOT's Design Consultant, we have Kristopher Surette and Bill Mertz and Rich. I would also like to acknowledge Representative John Heck who is here tonight and the Watertown Councilor Angie

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1 Kounelis. Our transcriptionist tonight is Tammy
2 Hillery. She is from Arlington Typing and Mailing and
3 she will be making a verbatim transcript of tonight's
4 hearing for the record.

5 Also, just for the record, the hearing
6 notice for tonight's hearing appeared in the Boston
7 Globe on March 22, 2017, March 29, 2017, and the
8 Watertown Tab on March 24 and March 31. A copy of the
9 notice that was advertised in the paper is included in
10 the handout.

11 The purpose of the hearing tonight is to
12 present to you the project as it stands right now at the
13 75% design. We are here tonight to answer any questions
14 that you have, solicit any input that you can give us,
15 and tell you a little bit about the project moving
16 forward.

17 The project is at a 75% design level. It
18 is not complete. There are two more submittals that
19 will come into MassDOT for review. We are expecting the
20 design of the project will be completed by the end of
21 the summer and we are hoping to advertise for
22 construction before October 1 and that would put us
23 starting construction sometime in spring.

24 The project is funded for this federal
25 fiscal year. The current construction cost estimate is

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1 approximately \$1.1 million. Federal Highway
2 Administration is funding approximately 80% of the
3 project through the Safe Routes to School Program.
4 There is a small portion of the project that was
5 ineligible for the federal funding under the Safe Routes
6 to School Program, but it was added to the project by
7 the town and it will be paid for by the town. This is
8 the portion of Boylston Street from Hazel to Fairfield.
9 Kris will talk more about that in a few minutes.

10 Construction of the project will start
11 approximately the spring of next year and will last
12 about 8 months. As you are hopefully aware, the purpose
13 of the project is to improve safety for kids walking to
14 Hosmer. The Hosmer Elementary School has been an active
15 participant in the Safe Routes to School Program since
16 2008. The school participates in bike and safety
17 education programs every year and continually the
18 national walk to school and bike to school.

19 Hosmer also hosts Wednesdays, Walking
20 Wednesdays to school. Watertown and the Hosmer
21 Elementary School applied for infrastructure
22 improvements through the Safe Routes to School Program
23 Right now there are probably a hundred schools in the
24 state that are part of the program. They applied for
25 infrastructure improvements several years ago along with

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1 dozens of other schools and they were selected based on
2 the assessment that was done by MassDOT. They were
3 selected to advance in this program and be awarded with
4 funds for design and construction of this project.

5 In a few minutes World Tech will describe
6 the project in detail but right now I would like to ask
7 Linda Walsh to describe the right away process.

8 LINDA WALSH: Thank you, David. When the
9 Commonwealth acting through the Massachusetts Department
10 of Transportation Highway Division indicated that it
11 would accept this \$1.1 million project for funding under
12 our Federal Aid Program your municipality accepted
13 certain responsibilities. One of those responsibilities
14 is to acquire all the necessary rights in private and
15 public lands for the design, construction, and
16 implementation of this project.

17 My function is to review and recommend
18 procedures that your municipality will utilize in
19 acquiring these rights. The procedures used must comply
20 with both federal and state regulations. The current
21 design plans indicate that there are both permanent and
22 temporary easements required.

23 Your municipality may acquire the needed
24 rights through a combination of donations, eminent
25 domain, deed grants, permits or rights of entries.

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1 Frequently, local municipalities will appeal for
2 donations. The donation procedures minimize the
3 acquisition cost for your community. Although donations
4 and/or rights of entry are not required, the property
5 owners are entitled to an appraisal and just
6 compensation.

7 This project cannot be advertised until
8 the new proposed right-of-way is secured and the Right-
9 of-Way Bureau issues a right-of-way certificate.
10 Affected property owners rights are protected under our
11 Massachusetts General Laws, primarily Chapter 79. And
12 because this project is receiving Federal Funds, the
13 property owner's rights are further defined under Title
14 III of the Real Property Acts of 1970, as amended.

15 I will be happy to answer any general
16 questions concerning the right-of-way activities during
17 the open forum, and I will be available after the
18 hearing to answer any specific questions you may have.
19 Thank you.

20 DAVID SHEDD: Thank you, Linda. Kris
21 will now describe the project in detail for you. I just
22 want to remind you the project is not yet completed.
23 You will be able to ask questions and make comments
24 after the presentation. Thank you.

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1 KRISTOPHER SURETTE: Thank you, David.
2 Thank you, Linda. Welcome to the design public hearing
3 for the improvements of the Hosmer Elementary School.
4 First, this is a little repetitive but my name is
5 Kristopher Surette I'm an Engineer at World Tech
6 Engineering. This is Bill Mertz Project Manager from
7 World Tech Engineering. Linda Walsh, Right of Way of
8 MassDOT and Dave Shedd Project Manager, MassDOT.

9 Let's go through and identify the key
10 components of this project. The project proponent is
11 the Town of Watertown. Us World Tech Engineering we are
12 responsible for the design. We are the design engineers
13 hired by MassDOT. MassDOT is responsible for
14 administering the design process and providing resident
15 engineering services.

16 The resident engineering services are a
17 representative for MassDOT will be out there during
18 construction advising the contractor and making sure the
19 design is constructed in a way that is acceptable to the
20 plans and all the applicable design standards. Federal
21 Highway administration is responsible for overseeing of
22 all components of the project.

23 First, I want to go through a little
24 history of project outreach. As Dave mentioned MassDOT
25 infrastructure assessment was conducted in 2012 by TEC,

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1 another engineering firm. The assessment identified
2 deficiencies and provided design recommendations to
3 address such deficiencies. That report is on hand today
4 and is available for reviewing.

5 In February, we had an abutter
6 informational meeting. I recognize some similar faces
7 from that meeting. At that meeting, we discussed the
8 project in detail similar as to what we are going to do
9 tonight. We discussed key design issues, discuss
10 schedule, it provides an open forum for abutters to
11 discuss the project in detail. How it is going to
12 affect their property and what implications moving
13 forward that they will incur.

14 As Dave mentioned Hosmer School, itself
15 is part of the Safe Routes to School application program
16 for a number of years now. The application was
17 submitted by the school. They are the ones who
18 initiated this process. They initiated the project.
19 The program is composed of two different parts.

20 One is an educational and encouragement
21 portion. This part of the program needs to be conducted
22 prior to where we are today as far as infrastructure
23 improvements. Now the educational and encouragement
24 program as Dave mentioned is walk and bike to school
25 days, it is educating pedestrians about safety,

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1 ridership, and health benefits. So that part of the
2 program is required prior to these infrastructure
3 improvements being implemented.

4 MassDOT grouped these applications
5 together and then the award for the infrastructure
6 improvements was scored on a merit base. As we get into
7 the project this is an overall project map area. You
8 can see it is the same image that is on the boards
9 throughout the room. Just to define the area on
10 Boylston Street is from the Hosmer School to just past
11 the Fairfield Street intersection. Then on Chauncey
12 Street again, it goes from the Hosmer School just north
13 of Hancock Street.

14 So why do we need this project? As you
15 can see by the pictures on the slide here the lack of
16 physical barrier for pedestrian and vehicles is evident
17 throughout the project. There is a lack of the curb;
18 there is a lack of definition between the roadway and
19 the sidewalks adjacent to the roadway. This causes a
20 problem because cars whether it is during school or
21 residence they approach onto the sidewalk and it
22 inhibits pedestrians from traveling safely on the
23 sidewalk. It is supposed to be a clear definition
24 between the sidewalk and the roadway for drivers and

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1 pedestrians and without the curbing there that creates a
2 problem.

3 Also, we are within a school zone. It is
4 an elementary school. This is technically a school
5 zone. If you go down Boylston Street or Chauncey Street
6 there is little to no signage or pavement markings
7 denoting this is a school zone. So the increased
8 signage and pavement markings highlighting this is a
9 school zone will make drivers aware that they are
10 encroaching into a school zone, what the established
11 speed limit is, and they will have to take precaution
12 that they are within a school zone.

13 For intersection geometry, many of you
14 live local within the abutter streets. For instance,
15 here we have on the right-hand side here; we have the
16 intersection of Hazel and Howe Street. Access of
17 pavement width, poor definition of vehicle travel paths,
18 it creates confusion as to who has the right away on the
19 streets. The pedestrians have a long crossing to get
20 from one side of the street to the other. There are too
21 many distractions going on for a driver or pedestrian as
22 to the lack of clarity for drivers and for pedestrians.

23 The access pavement width is definitely a
24 critical issue that we are addressing as part of this
25 project. This slide here is project goals. So what we

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1 have here is we have two things. The blue is the goal
2 and the gray text is what we are doing for remedy of
3 that project goal.

4 So the first, as this is a Safe Routes to
5 School Project it is to encourage students to walk and
6 bike to school. We are doing that through the
7 reconstruction of the sidewalks and implementations of
8 shared travel lanes. As you see on the boards and
9 within the design plans, we are showing sharrows on the
10 roadway and what those do is allows motor vehicles to be
11 aware that they are sharing the roads with bicycles.
12 The reconstruction proposed sidewalks with the granite
13 curb, again, as previously mentioned, creates that
14 separation between vehicles and pedestrians.

15 Second, we are enhancing safety for all
16 users. Again, the addition to granite curb and the
17 grass strips that provide a buffer between pedestrians
18 and vehicles. That buffer makes pedestrian while
19 walking on the side of the road makes them feel more
20 comfortable. Like there is a space between the vehicles
21 and the pedestrians. It is a safety measure for the
22 pedestrian.

23 Next one, a clear path of travel for
24 pedestrian and vehicles. As I mentioned the realignment
25 of the intersection within the project corridor, in

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1 particular, the Chauncey Street/Boylston Street
2 intersection adjacent to the school. We will go into
3 these in a little more detail as we move through this
4 presentation but this is a poor angle. What we are
5 doing is teeing up the intersection, making it easier
6 for vehicles to identify pedestrians and oncoming
7 traffic at that intersection.

8 Again, promoting school zone awareness.
9 We are within a school zone so we want to make sure that
10 everybody knows we are in a school zone. We want to
11 bring attention to drivers that we are in a school zone,
12 what the speed limit is and to be cautious of your
13 surroundings.

14 So proposed improvements. The next two
15 slides, I broke up the presentation for roadway
16 improvements and for pedestrian improvements. So for
17 roadway improvements, we are realigning the intersection
18 of Chauncey Street and Boylston Street as well as the
19 other side streets as well. We are changing some of the
20 geometry for ease of driving and for defining the travel
21 way for vehicles approaching the intersections.

22 We are also doing some of the drainage
23 improvements that come along with these geometric
24 changes. So the drainage system within the project area
25 will be modified according to the design. There will be

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1 new catch basins with sumps to help with some
2 environmental compliance issues. So the reconstruction
3 of the drainage system is ancillary to the proposed
4 geometric improvements.

5 For pedestrian improvements,
6 reconstruction of the sidewalks are granite curbs and
7 buffer strips. Construction of bump outs and
8 crosswalks, this is a big thing. What a bump out is it
9 reduces the crossing width at the intersections for
10 pedestrians. So it allows pedestrians not only to
11 reduce the crossing widths but to also veer out if
12 there's a car parked 20 or so feet from the
13 intersection. It allows (A) for the cars to see the
14 pedestrian, but also for the pedestrian to see the cars
15 coming. So bump outs are a great safety feature that
16 are easily implemented in these reconstruction projects.

17 All the crosswalks in the project will be
18 ladder style, it is painted at the crosswalks at the
19 intersection at School Street and Boylston Street will
20 be a texturized surface. So it allows vehicles to
21 identify that there is a crosswalk there. It is a
22 higher visibility crosswalk within a school zone, so it
23 makes sense to promote the crosswalk there along with
24 some advanced signage.

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1 Again, this is the same picture I keep
2 referring back to the overall picture of the project. I
3 want to concentrate on the three boxes. These are the
4 three major intersections within the project and we are
5 going to go through them one by one, left to right and
6 highlight each of the intersections and what we are
7 doing to each of them to answer some of the questions
8 and what our design intent is.

9 The first one is the intersection of
10 Chauncey Street and Boylston Street. The Hosmer School
11 is up in the top left-hand corner. This picture is a
12 before-and-after. It is the same view in each slide and
13 we superimposed our design onto the aerial image. As
14 you can see in the before picture the skew of Chauncey
15 Street comes into askew on Boylston Street. What we did
16 is we straightened that up, again, like I said, it is a
17 safety feature. You're coming into an intersection and
18 it is askew you have to turn over your shoulder, look,
19 and it is difficult to identify cars and pedestrians
20 coming. Teeing this intersection up making it a 90-
21 degree approach makes it easier for vehicles to see
22 oncoming traffic and pedestrians so close to the school.

23 Again, as we talked about bump outs, this
24 is an example of a bump out. It is about 4 or 5 feet
25 off of the curb line. Again, it allows pedestrians to

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1 peek out over the cars and it shortens the crossing
2 distance across Boylston Street and at any of the
3 crossings. So it is a nice safety feature so close to
4 the school.

5 Next, is the intersection of Boylston
6 Street, Hazel Street, and Howe Street, again, like I
7 talked about the excess pavement and the existing
8 condition. What we did we change some of the geometry
9 of Hazel Street and Howe Street, so they tee into one
10 another. This allows vehicles to know who has the right
11 of way on these streets and to make sure that people on
12 Howe Street will stop there and that allows people on
13 Hazel Street to pass through. Hopefully, it will
14 alleviate some driver confusion in this area. The
15 reduction of pavement width allows for some green space
16 here so it is good for recharge and again for storm
17 water treatment. It is less runoff going into the
18 drainage system itself.

19 Then as you can see here, we do have a
20 wheelchair ramp going across the street. Throughout the
21 project at any intersection, we are reconstructing all
22 the wheelchair ramps to current ADA compliance with the
23 tactile warning panels to make sure that we are ADA
24 compliant throughout the project.

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1 This is the intersection of Boylston
2 Street and School Street. Again, we are showing bump
3 outs at the intersection shortening the crossings and
4 then this textured area here is what I previously
5 mentioned, it is the textured crossings. Again,
6 providing a visual queue for drivers approaching this
7 intersection. School Street is a heavily traveled
8 street, so we want to highlight the crossings there. We
9 do that with the textured surface with advanced signage
10 to make sure that people know there is a crossing here
11 and to be aware of your surroundings.

12 Going back to the slide, I want to focus
13 on the cross-section view. So basically looking down
14 the street at a driver's eye what that is going to look
15 like. I highlighted three different areas here A, B,
16 and C. So to visualize this we had to do a little
17 exercise here. Pretend you're standing in the street
18 looking up the street, pointing to the arrows. So
19 you're facing the street looking up the street looking
20 at the arrows. So that is how are going to look at the
21 next few slides here. Again, we are going to go A, B,
22 and C.

23 So slide A is on Chauncey Street adjacent
24 to the school. We are looking up Chauncey Street going
25 away from the school. The existing condition here we

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1 have two 17-foot travel lanes, sidewalk on both sides
2 and then a varying grass strip. So the key here is the
3 lack of the physical barrier between the road and the
4 sidewalk.

5 In our proposed design, we have two 10-
6 foot shared lanes, shoulders on each side of the road
7 for parking and then a sidewalk on each side of the
8 grass strip on the right side traveling northbound.

9 Section B is Boylston Street, I believe
10 that is before the intersection on Hosmer Street, so in
11 this area right now there are two 18-foot travel lanes,
12 a sidewalk on both sides varying width with a grass
13 strip heading eastbound. The proposed condition, again,
14 two 10-foot shared lanes, shoulders on both sides and
15 then sidewalk with the grass strip traveling westbound
16 and a 5 ½ foot sidewalk traveling eastbound.

17 Section C is on Boylston Street heading
18 towards Fairfield Street. So again existing condition
19 two 18-foot lanes and we are doing one 12-foot shared
20 lane, a 10-foot shared lane, and then a shoulder. This
21 street is not marked. So what I am saying is we are
22 just allocating space. Then sidewalk on both sides with
23 a grass strip separating the sidewalk on each of the
24 approaches.

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1 The project schedule, Dave highlighted
2 this a little bit. We have completed the 25 and 75%
3 design submittals in November. Here we are at the
4 public hearing in April. We are hoping, we are
5 scheduled for a fall advertisement with construction
6 starting in the spring.

7 So how will traffic be affected during
8 construction? As we are, we are doing extensive
9 pavement reconstruction. We are reclaiming the roads.
10 So that means the roads will be pulverized. That is a
11 granule material that is traversable but it will be some
12 intermittent shifting of traffic using signage and
13 police details during construction. There may be some
14 temporary road closures while they are actually
15 pulverizing the road but as soon as the road is
16 pulverized, you can drive on it. If any closures would
17 happen they would be minimal at best. Just when the
18 actual operation is there for safety reasons.

19 For pedestrians, as this is a school
20 zone. All construction will be coordinated with the
21 town with the school to make sure the construction is
22 minimally invasive during school hours and school
23 activities. The schedule would be conducive to the
24 operation of the school.

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1 During construction, there are facilities
2 to provide temporary ADA ramps and travel past that are
3 still accessible towards ADA compliance that is used for
4 construction activities to make sure those routes are
5 still accessible during construction. Construction will
6 be substantially completed in one construction season.
7 So like, I said if we get this out to bid in the fall
8 construction will begin in the spring and the majority
9 of the work would be done in that one construction
10 season.

11 Our next step as a designer is to
12 resubmit these plans. We take the feedback we received
13 from MassDOT, from abutters, we make revisions to the
14 plans and we are scheduled to do that again this spring.
15 This summer we do have a tree hearing. We are removing
16 one landscape tree on the project, so we do need to do a
17 tree hearing with the town for that.

18 After that in the fall, we submit final
19 PS&E documents, plans, specs, special provisions, and
20 estimate to MassDOT. That package is then advertised
21 for construction. So the contractor would bid on it.
22 The contract will go to construction when the spring
23 comes in 2018.

24 Here is my contact information. There is
25 contact information in the packet. I believe this

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1 presentation is up on the MassDOT website, so if you
2 need to refer back to that you can. Thank you and like
3 I said, thank you for being patient and we will open up
4 to any questions and comments that you may have.

5 DAVID SHEDD: Before we do that, I just
6 want to explain the process and little bit. We are here
7 to answer questions and take comments if you could
8 please stand up and state your name and spell your last
9 name that will help with the recording. Also, if you
10 take a handout tonight if you leave and you think of
11 some comments later today you can fill out the comment
12 form and send it to me within 10 days and it will become
13 part of the official transcript. If you want to take a
14 couple extra and pass them out to neighbors, please do.
15 It is also customary to ask if there any state, local,
16 or federal officials who would like to talk first. I
17 welcome that now.

18 (No response)

19 DAVID SHEDD: Okay, hearing none, I guess
20 I will open it up to questions.

21 MIKE TRAVERS: Mike Travers I own 3 Howe
22 Street, 1 - 3 Howe Street. I am one of the largest
23 abutters here getting that green space. I have several
24 questions I don't know if I should approach the screen
25 here?

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1 DAVID SHEDD: Sure.

2 MIKE TRAVERS: My house is here, you are
3 extending the driveway here?

4 BILL MERTZ: Correct.

5 MIKE TRAVERS: Will this be maintained by
6 me?

7 BILL MERTZ: Yes.

8 MIKE TRAVERS: Can I park my car there?

9 BILL MERTZ: In the driveway?

10 MIKE TRAVERS: Yes.

11 BILL MERTZ: That is just basically an
12 extension of your driveway.

13 MIKE TRAVERS: So an extension of my
14 driveway? So, the sidewalk runs here down to here which
15 I maintain. I do the snow removal there. Now, this is
16 going to be significantly extended out here, who is
17 responsible for that snow removal? Is this still in the
18 school buffer zone?

19 BILL MERTZ: No.

20 KRISTOPHER SURETTE: You're outside of
21 the school zone, the school zone ends about right here.

22 MIKE TRAVERS: Okay, because they do not
23 do any snow removal here for school days. So this is a
24 significant responsibility for me. There will be
25 parking along the green area here on the side?

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1 KRISTOPHER SURETTE: Yes.

2 MIKE TRAVERS: Are stop signs going in
3 here?

4 KRISTOPHER SURETTE: Yes.

5 MIKE TRAVERS: So this is my extended
6 driveway to here, what is this orange across the
7 sidewalk?

8 KRISTOPHER SURETTE: It is just to depict
9 that that is a driveway as opposed to the sidewalk. The
10 wings on that are similar to the wings on a wheelchair.
11 We have to transition from the sidewalk down to the
12 driveway. So that is just a graphical representation of
13 the driveway.

14 MIKE TRAVERS: I understand, so there is
15 a tree here it is city land. It is basically dead. I
16 was going to ask to have that removed anyway. I assume
17 that is going to be removed. Is there a tree hearing for
18 that?

19 KRISTOPHER SURETTE: Yes. We are going
20 to go through the whole landscape throughout the whole
21 corridor it is going to be assessed. We got comments
22 from MassDOT and the town. We are going to go through
23 assessing trees where we can add or have to remove
24 trees.

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1 MIKE TRAVERS: There are two catch basins
2 currently one here and one here. Are those going to be
3 -- I assume this one is going away. Right now, you have
4 grass covering it.

5 KRISTOPHER SURETTE: Yes, all of the
6 drainage basically within the gray paved area you have
7 here all the drainage will be redone.

8 MIKE TRAVERS: It is my experience that
9 this will increase the activity of rodents. Do you have
10 a rodent plan in place? I am just asking.

11 KRISTOPHER SURETTE: No, but in what way.

12 MIKE TRAVERS: Well, whenever I have seen
13 in my business, construction, especially concerning
14 sewers and catch basins it rounds up the local vermin.
15 I have a house right here so --

16 DAVID SHEDD: We could add that to the
17 project. I think maybe the town has done a lot of this
18 kind of work so we can check with the town if that is a
19 problem.

20 MIKE TRAVERS: I just want to bring that
21 up. So it is on the record. I would like to know at
22 some point, who is going to be responsible for the snow
23 removal for this length of the sidewalk. Thank you very
24 much. I appreciate it.

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1 MATT SHUMAN: Hi, I'm Matt Shuman I am
2 the Town Engineer. I just wanted to address a couple of
3 those questions and comments that came up since they
4 were sort of addressed towards the town. I just wanted
5 clarification on the driveway parking. Even though it
6 is an extension of the driveway since it is located in
7 the right of way I don't believe that you would be
8 allowed to park in the driveway extension.

9 With regards to the sidewalk. The town
10 will not plow the sidewalk in that area. As you pointed
11 out, we will continue to not be plowing the sidewalk.
12 However, because of the extension of the green space and
13 the increase in green space, we would maintain the green
14 space as we do the other green spaces around town.

15 Finally, with regards to the rodent
16 control. I won't speak for MassDOT but typical town
17 contracts do require a rodent control plan.

18 MIKE TRAVERS: That is what I thought.
19 So let me get back to you because I see a lot of those
20 orange spots. So my driveway is being extended, I have
21 to remove snow from it, but I can park in it, is that
22 what you're saying?

23 MATT SHUMAN: Yes.

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1 MIKE TRAVERS: How is that fair? How big
2 is that? What is the scale of that? Can anybody answer
3 what the scale of that is?

4 KRISTOPHER SURETTE: 20-feet.

5 MIKE TRAVERS: So you are extending a 20'
6 x 15' --

7 KRISTOPHER SURETTE: 15 to 16-feet.

8 MIKE TRAVERS: Okay. So you are adding a
9 300 square foot responsibility that I have to remove
10 snow from and I can't park there?

11 MATT SHUMAN: I would defer to the zoning
12 enforcement --

13 MIKE TRAVERS: You are asking for an
14 injunction -- you are asking me, okay.

15 MATT SHUMAN: Okay.

16 DAVID SHEDD: Do we have any more
17 questions?

18 JOHN FOLEY: John Foley, 139 Boylston.
19 With relocating the utility poles, how long? It is
20 phone, cable, electrical how long down time for that?
21 That is three different companies involved. How long is
22 that?

23 DAVID SHEDD: As part of the project. We
24 have a meeting in the field with all of the utility
25 companies that are on the polls that are affecting this

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1 job. Utility companies they own the poles and the own
2 the wires. They are if it is not their design they have
3 the approval of it. I don't believe there will be any
4 shutdown. Our utility engineer Anthony Christakis is
5 here tonight, he can correct me if I am wrong, but there
6 should not be a shutdown of any service, I don't believe
7 so.

8 JOHN FOLEY: Of any service?

9 DAVID SHEDD: I don't believe so.

10 JOHN FOLEY: And what about the
11 underground utility work, I guess? Is that sewer, gas,
12 water --

13 DAVID SHEDD: The town is doing some
14 underground work before we come out. The gas line is
15 going to be replaced and water as well or just gas?

16 MATT SHUMAN: Just to answer that
17 question, we have been working with National Grid to
18 coordinate gas replacement. That would most likely be
19 this summer, and as part of our road contracts, the town
20 replaces any substandard water services. So for water
21 service is basically not copper from the water main to
22 the property line the town will go in and replace that
23 that will also occur this summer. If you have any
24 questions about the water services we do have a list of
25 which ones will get replaced. You can contact me.

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1 JOHN FOLEY: Regarding the curbing, there
2 is a mix of grass strips between the street and
3 sidewalk, and asphalt strips between the grass and
4 sidewalk. I understand the concern with the parking on
5 the physical sidewalk. However, if you drive around the
6 park at Boylston Street especially east of Boylston
7 Street, Hosmer Street cars actually park on the asphalt,
8 which allows for more room on the street.

9 Now if your replacing that curbing right
10 where the asphalt is isn't that going to tighten that
11 situation? My main concern is during the winter. Right
12 now, some of the streets are pretty narrow, the way the
13 cars park. When you drive down, I notice you are
14 reducing the width of the street by 3 feet. That makes
15 a big difference with cars parking and traveling in both
16 directions. I go through there all the time and you
17 have to watch all the cars approaching you making the
18 situation really tight. Like I said, during the winter,
19 this winter wasn't too bad, but two or three years ago
20 we had that huge storm --

21 UNIDENTIFIED SPEAKER: Can't hear you.

22 DAVID SHEDD: It is definitely a little
23 tighter, but I think we are allowing for the industry
24 standard for lane widths in parking widths. The idea
25 here -- with all that extra pavement, the cars tend to

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1 travel a little faster and we are trying to calm the
2 traffic a little bit and still allow for the proper
3 amount of space for parking, lanes, and sidewalks.

4 JOHN FOLEY: The goal of this program is
5 to make it safe for children walking or bicycling to
6 school. By tightening the roadway doesn't that make it
7 a little more unsafe for them?

8 DAVID SHEDD: I don't -- we are
9 tightening it to the standards --

10 JOHN FOLEY: Reality doesn't reflect
11 that. When people drive, when people park, some people
12 park far away from the curb, some people park the wrong
13 way.

14 DAVID SHEDD: From a safety standpoint,
15 we acknowledge that if you have a lot of pavement cars
16 are going to go faster and speeding is going to be an
17 issue.

18 JOHN FOLEY: I've never really seen
19 speeding.

20 DAVID SHEDD: No.

21 JOHN FOLEY: It may be occasionally here,
22 and during school hours people tend to -- because there
23 are more cars involved. People tend to slow down a bit.
24 You have crossing guards there and I don't believe there

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1 is a problem with speeding. The thing about it is you
2 call the buffer zone in the school area.

3 DAVID SHEDD: The bump out.

4 JOHN FOLEY: The bumper area that you are
5 calling it, so that encompasses about 20% of the kids
6 coming into the school. So that is a small portion of
7 it. It does not contend existing conditions. So
8 another word you may 10% in the zone area (inaudible
9 phrase) so nothing is really solved.

10 DAVID SHEDD: Okay, we only have a
11 limited scope of where we can --

12 JOHN FOLEY: Is this more of a need or
13 want?

14 DAVID SHEDD: I'm sorry?

15 JOHN FOLEY: This whole project is it
16 more of a want or a need? Is it truly needed?

17 DAVID SHEDD: I think it is, yes. I
18 think it is needed. The goal is to improve the safety
19 for the kids walking to school, and I believe that is
20 what we are accomplishing. So yes, I would say --

21 JOHN FOLEY: Do you have any general
22 safety concerns involved?

23 DAVID SHEDD: I have seen -- we have had
24 a lot of these projects and you may not have seen
25 something bad happened out there, but some of these

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1 projects you do hear a kid got clipped crossing the
2 street or something worse. A lot of the areas that we
3 improve are similar situations to what we have out here.
4 So you may not see it now, but there are some safety
5 issues and we are making it better. So something like
6 that does not happen.

7 BILL MERTZ: The way this project started
8 was the school approached this program because they
9 obviously identified a need for improvement for
10 basically kids walking to school. So as part of the
11 assessment, the original assessment is what is the need
12 to find a need, MassDOT, and the program acknowledges
13 that need. They did a complete assessment of the
14 project and identified the major pedestrian routes. The
15 major routed where kids are walking and then go and
16 identify the deficiencies associated with that.

17 So you have kids walking down the
18 sidewalk, you go out there and do an assessment you see
19 cars parking halfway on the sidewalk and the child can't
20 walk on the sidewalk, so they had to walk in the street.
21 That right there is a need. So that is where the
22 project id derived from. So it is addressing a need.
23 Not because we want to reconstruct the streets.

24 This is not a roadway reconstruction
25 project. It is a safety improvement project and it is

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1 really driven more towards pedestrians as opposed to
2 making wider lanes for cars to be processed. We only
3 have from the back of the sidewalk from one side to the
4 back of the sidewalk on the other side. So as Chris had
5 mentioned it is a reallocation of the space trying to
6 accommodate all the users on the roadway, not just the
7 vehicles.

8 DAVID SHEDD: Thanks, Bill.

9 SETA CAMPBELL: Seta Campbell, we are on
10 Boylston Street right across from that big large green
11 space. My concern is that the street is going to get
12 narrower -- I am all for safety, I raised three kids in
13 that house and we walked to Hosmer, first of all, over
14 20 years and I have never seen a safety issue.

15 When it is narrower we park on the side
16 of the street, a lot of people park on the side of the
17 street to go to walk to Hosmer. They park in front of
18 our house. If there was a car parked on one side and
19 there's a car parked on the other side. The roads get
20 much narrower. I am concerned for firetrucks going
21 through it is going to be an issue. Narrowing the
22 streets are customary in Watertown I'm seeing lately. I
23 don't think it is going to make it any safer.

24 I understand raising the sidewalk, 6
25 inches like you said. I understand that to make it

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1 clearer -- the walkways need to be clear, I understand
2 that but making the streets narrower, I do not think
3 that is going to help the safety. It is going to create
4 more dangerous situations. We are there 360 days year.
5 The kids are there 180 days a year. I think we are
6 going to be suffering from this issue.

7 DAVID SHEDD: Thank you.

8 SETA CAMPBELL: Also, I'm sorry, DPW
9 plows the snow right across from the big green area they
10 store the snow there where are they going to put it now?

11 DAVID SHEDD: I guess they will probably
12 put in the green area. That is my guess.

13 SETA CAMPBELL: Then the kids can walk
14 there.

15 DAVID SHEDD: The sidewalk will be in the
16 front.

17 SETA CAMPBELL: Then you are on the
18 street again.

19 DAVID SHEDD: The sidewalk is in front of
20 the green area.

21 SETA CAMPBELL: That is going to have
22 snow.

23 JESSIE KNEELAND: I am Jesse Kneeland, K-
24 N-E-E-L-A-N-D. I live one street over on Concord Road.
25 I have a child in kindergarten and another kid will be

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1 in kindergarten soon. I walk to school with my children
2 every day and I -- in addition, we also bike quite a
3 lot. I think concerns of individual property owners
4 obviously, those need to be worked out, but overall this
5 project is fantastic.

6 I really think there is a big problem
7 right now with these intersections that the lanes are
8 not clearly defined. When I am biking through this
9 intersection the cars show no respect for a bike that is
10 trying to take the lane and use that space as we are
11 allowed to do. I think the increased signage for bikes,
12 the increased signage in terms of the lane designation
13 are fantastic and I think especially the intersection of
14 school Street is a huge problem if you're trying to
15 cross there with kids in a stroller or kids -- holding
16 the kids by the hand and they are trying to run away and
17 at the same time their cars going to their 40 miles an
18 hour routinely.

19 I respectfully disagree with people who
20 say safety in this area is not a problem. I have a
21 couple of young kids right now and I struggle a lot with
22 trying to keep control of them while also safely
23 bringing them to school or to the playground. Or
24 walking to restaurants in the area. So I think
25 especially the clear definition of sidewalks is going to

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1 be really important. There's a lot of times when
2 there's someone parked up on the sidewalk and you take
3 the stroller out into the street because what can you do
4 you can't actually get through. I think keeping people
5 from parking on the sidewalk is fantastic and anything
6 we can do to improve that is appreciated.

7 DAVID SHEDD: Thank you.

8 NATHALIE TARBET: I have a very easy
9 question.

10 DAVID SHEDD: Can you state your name?

11 NATHALIE TARBET: Nathalie Tarbet, 191
12 Boylston St. This is my house right here. My question
13 is, the sidewalk will remain, right?

14 KRISTOPHER SURETTE: Yes, we are just
15 reconstructing that.

16 NATHALIE TARBET: Okay, I am delighted to
17 see this bump out on either side, but this will become a
18 huge snow repository because currently, the huge snow
19 repository is up against our fence. As you come up
20 Fairfield and you can't see around -- anyway, it is not
21 like I'm complaining. It has to be done but it is going
22 to be a problem.

23 DAVID SHEDD: Thank you.

24 LISA FELTNER: My name is Lisa Feltner.
25 I am a Town Councilor. I was wondering if you could

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1 talk a little bit about how you arrived at the design
2 and balancing the need for green space, how this makes
3 it safer for kids on bikes in the street and finally
4 thinking about ADA and on street parking. I know a 7-
5 foot width is standard, but 8-foot current ADA and given
6 people getting in and out of cars, so if you could help
7 us understand that.

8 KRISTOPHER SURETTE: So the concept of
9 the design that we see here was taken from the
10 assessment report that was published in 2012 by TEC who
11 was in association with MassDOT. So the basis of the
12 design was taken from that report. What we did was
13 using the proposed layout in that report, we took it and
14 we said, are we addressing and pedestrian need, are we
15 addressing the vehicular need, and are we addressing the
16 bicycle need?

17 Again, this is a neighborhood, they are
18 residential streets. They are all local roads. This is
19 a unique project that aside from School Street where we
20 are tying into and reconstructing the bump outs at the
21 intersection all the streets in this project are defined
22 as local roads, residential roads. They are not
23 collectors. They are not arterials. So it is a
24 balancing act.

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1 We are implementing the safety features,
2 but we also have to look at the fact that these roads
3 are residential roads with a school in them. We took
4 into consideration all these needs but we also have the
5 limited space of a residential street. So we have the
6 sidewalks, we have the sharrows for bicycles, we
7 accommodate the need for parking with the shoulder, but
8 we do have the sharrows alerting vehicles that there are
9 bicycles present here and that we need to watch out for
10 them. It is a balancing act with an urban residential
11 street. We have to make sure that we are allocating
12 space for all users and we did that to the best of our
13 ability with the land available to us.

14 DAVID SHEDD: The green space didn't
15 really drive the design is all it just sort of fell out.

16 KRISTOPHER SURETTE: It was a byproduct
17 of the design.

18 DAVID SHEDD: So we are creating some
19 green space and we were hoping that we could work with
20 the town and put some nice things in there to make it
21 look nice.

22 LISA FELTON: Can you explain -- did you
23 identify bike routes to this area? Like where people
24 are coming from on the bikes. I know it is a problem

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1 and we have a lot of, especially children riding on the
2 sidewalks. So if you could speak to --

3 KRISTOPHER SURETTE: The bike routes were
4 part of the study of the assessment report. Bicycle
5 routes were established and there was a heat map as far
6 as bicycles coming from what areas and how many. Like I
7 said, we took that information and we figured out how we
8 could address that need on a residential street so we
9 did that with the markings and signage. We are still
10 accounting for bicycles but we have to take into
11 consideration that these are local roads. It is a
12 residential street that is -- we are not -- if this is a
13 collector or an arterial street, it is a different
14 scenario.

15 We are trying to address -- we are
16 trying to make a multimodal area on a residential
17 street. So this is a very unique situation. This is
18 the first thing that I noticed when we started this
19 project. I was like, we are designing this in a
20 neighborhood essentially to ensure that we address all
21 of those multimodal needs. We did that to the best of
22 our abilities. All of those heat maps and trip
23 generations for bicycles was established in the
24 assessment to MassDOT, the assessment report published
25 in 2012.

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1 DAVID SHEDD: As part of the assessment
2 the school gives us GIS data, everybody's address that
3 goes to the school so we can figure out where everyone
4 is coming from. In general, and that is where we
5 concentrate on where to do the improvements. So
6 apparently, there was a good amount of kids coming from
7 this area going to school. So we focus on this area.
8 The addresses don't differentiate between who is walking
9 and who was riding a bike, but they do take counts of
10 how many bicycles are on the bike rack and we like to do
11 a before and after to see what the improvement is. That
12 is determined as part of the assessment.

13 ANGIE KOUNELIS: Angie Kounelis, District
14 8 Town Councilor which would be this part of the East
15 End. First of all, thank you very much to MassDOT for
16 listening to the concerns that were brought forward and
17 for considering this project improvement for Watertown.

18 Overall, I think the consensus is that
19 this will be certainly an added enhancement for the East
20 End of Watertown. I know that there are property owner
21 issues and we are not going to leave anybody hanging on
22 the downside, believe me. Mr. Schuman is here, I think
23 Dennis is here also and Officer Sgt. Sampson the Traffic
24 Commander we need enforcement issues. We are all going
25 to be able to work together.

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1 I think MassDOT will put the project
2 together and any individual property issues. We will
3 meet and try to address them to the best of our ability.
4 I have heard from residents that there might be snow
5 that will be piled on to the intersection. So I think
6 that is something that we need to address because that
7 will be a sightline issue as well. If a resident has a
8 driveway that is going to be increased by 20 some odd
9 feet I think that is something as a community need to
10 address as well. We are not going to leave anyone
11 hanging. We are going to communicate.

12 That is what this meeting is about and
13 moving forward any other issues, we can address in-
14 house. Is that correct? Thank you. Mr. Schreiber is
15 here also getting from Community Development and
16 Planning, and he reports to Mr. Magoon was the Assistant
17 Town Manager and Director of Community Development and
18 Planning. Thank you very much for attending this
19 evening and voicing your comments.

20 DAVID SHEDD: Thank you.

21 MATT SHUMAN: Just on behalf of Public
22 Works I would like to thank everyone for coming out.
23 Thank MassDOT for working to move this project forward
24 and to fund the project. I think we all know it will be
25 a successful important project. I would like to thank

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1 the Hosmer School, particularly the principal as well as
2 the police department, community development, and
3 planning for being involved in pushing this project
4 forward and of providing us input as we move along.

5 I just want to address some of the
6 comments about the road width on the project, and I do
7 understand it is going to be a large change for the
8 neighborhood. I would like to echo some of the comments
9 that Mr. Surette made regarding the road width and
10 trying to cognoscente of these being residential
11 streets.

12 I'd also like to point out that the road
13 widths are incredibly wide right now. The road widths
14 that are proposed are actually wider than some of the
15 street that we put back in other neighborhoods. Part of
16 the reason for that is trying to accommodate the
17 parking. We have really tried to balance the needs of
18 all the users, balance pedestrian safety and parking in
19 this design.

20 I would also like to say that we did
21 review the layout of the streets with the police
22 department and that they feel comfortable with that.
23 Snow removal came up with a couple of people and
24 certainly, that is an issue for DPW in terms of changes

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1 for us. We need to consider how our snow removal
2 occurs.

3 Finally, just want to point out that this
4 is a great opportunity for beautification in the
5 neighborhood. The curbing is great for protecting
6 pedestrians, but it also enhances the green space and
7 allows us to get green buffers in. You can see some
8 really enhance landscaped areas. I think this is going
9 to be a great asset for the neighborhood. Thank you

10 DAVID SHEDD: Thank you. Anyone who
11 hasn't spoken yet?

12 EDWARD SHEEHAN: My name is Edward James
13 Sheehan. I live at 141 Boylston. I am located right
14 about here. This is where I live. I'm starting off
15 with the street widths. I know I don't want to dwell on
16 it, but so saying the street is going to be narrowed.
17 Cars coming around here right now they have time to slow
18 down a little bit. If there are cars parked on both
19 sides and so when there are cars parked on both sides it
20 is literally one-way. So you are looking at a very very
21 short period of time for two cars to come to a halt at
22 that specific intersection. I am guessing that is going
23 to take place at plenty of other intersections.

24 That is the other thing I have noticed,
25 in other areas of town where certain residents are now

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1 thinking about turning roadways into one ways because
2 otherwise, you are playing a game of chicken where you
3 have a two-second decision to pull over the side, and
4 who is going to pull over. It is a logistic problem for
5 drivers. I think it is making it a lot less safe for
6 drivers.

7 Other than that, go back to this
8 gentleman, he should not have to do that. That is
9 ridiculous. As far as plowing goes, shoveling this
10 area, my buddy over here that is a lot of shoveling for
11 someone. There is an elderly couple here that are not
12 here tonight. This is their lot. That is a lot of
13 work. These people are 80 years old.

14 What happens when Chauncey Street -- so
15 everything gets bumped out through here. It is pretty
16 much becoming one ways. I think a lot of people will
17 see this throughout different parts of town, certain
18 streets. So that is a very legitimate concern. It does
19 make traffic less safe for drivers. If you have someone
20 on a bike also in this congestion it is potential for
21 pedestrians as well. That's all I got.

22 DAVID SHEDD: Thank you.

23 WALKER CHRISTY: Walker Christy. I am at
24 54-56 Chauncey St. I have been there for 15 years. I
25 think a lot of what you guys are trying to do makes good

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1 sense. I think snow removal and lawn mowing becomes
2 different for some of us, as Ted pointed out. I have a
3 massive driveway which I am happy about in a lot of
4 ways. It takes a majority of the snow from that corner
5 so shoveling for me is the job.

6 One of my biggest concerns and I think a
7 fairly easy solution, I think, Matt, I know you are
8 representing DPW here tonight but you guys have that
9 bombardier thing that cleans the sidewalks in front of
10 the school. This is a school zone project, that thing
11 can rip through a sidewalk in two seconds and we are out
12 there for hours shoveling cement.

13 If the town is going to make an
14 investment in improving a school zone, I think one of
15 the things when it comes to winter and getting kids to
16 school. Snow removal has been something that we've had
17 to do in the snowmageddon. The truth is a storm that is
18 more than 4 inches if you can send the bombardier out
19 and whip it out in an hour our verses us throwing our
20 backs out.

21 We are happy to have the kids and try and
22 make it a safe environment for them. But every time I
23 shoveled the crosswalk in front of my house, and I mean
24 every time, I go to bed at 11 o'clock at night I wake up
25 at 5 o'clock the next morning and no lie I have hundreds

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1 of pounds of snow back in my crosswalk. I try to do my
2 best but I'll be honest with you. There are times where
3 I am willing to throw my hands up because I have already
4 done it four or five times trying to stay ahead of it.

5 It is not sustainable for us is a
6 neighborhood, I think, particularly for anybody who is
7 on the corner to keep doing that when there is equipment
8 out there. I would imagine it's an hour or two
9 investment for someone with that piece of machinery to
10 go and throw the snow out of the way. It only seems
11 fair.

12 I am just one -- I will ask the question
13 for the people who are getting the large parcels of
14 grass in front of my house at the intersection at
15 Boylston and Chauncey over by Hazel and Boylston there.
16 Those are going to be maintained by the town, am I
17 correct? That was the answer I heard at the last
18 meeting.

19 MATT SHUMAN: I don't think we committed
20 to doing each little grass strip there.

21 WALKER CHRISTY: Not each little grass
22 strip. I am talking about the large bump outs where
23 mowing becomes significantly -- I'll tell you what if
24 you're going to put that in front of my house mow it
25 because I don't want to. That's it for me.

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1 DAVID SHEDD: Thank you.

2 MARIAN FERRO: Marian Ferro I live
3 basically at Ground Zero, where Chauncey comes down
4 Chauncey dumps out into my driveway pretty much. I also
5 grew up in that house. So I have seen big differences
6 in this place and it seems to me everybody seems to
7 drive their kids to school. The only time I see kids
8 walking to school is when I see parents coming from
9 where they parked their car. So I don't know how many
10 more will walk and bicycle. I think a lot of parents
11 are afraid of their kids getting snatched or something.
12 Even though it is not a common thing. I have talked to
13 some woman who said I know it's not common, but I
14 wouldn't want it to be my kid.

15 So I don't know if it will encourage
16 more walking and bicycling, etcetera. I do think the
17 narrower streets will cause problems. When school goes
18 in and out I have to watch it I can't get out of my
19 driveway. There were so many cars. It was totally
20 clogged in.

21 With narrow streets, I don't know about
22 that. It is ridiculously close. I just don't know -- I
23 don't think it's going to be helpful so much. I also
24 had a question and I forget which person was talking
25 about when the streets are done it is going to be down

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1 to ground down or something. For those of us who live
2 on the ground down streets, you said they can be driven
3 on or something. Will we be able to get in and out?

4 DAVID SHEDD: Nobody will be closed off
5 from their house. You may be driving on gravel instead
6 of pavement and it will be on a temporary basis it may
7 have to be graded up so you can get into your driveway
8 on a gradual slope, but there will be any interruption
9 of everybody getting into their houses.

10 MARIAN FERRO: I know it is hard to
11 estimate but how long -- what is the amount of time you
12 think this whole part will take?

13 DAVID SHEDD: You mean the pavement part?

14 MARIAN FERRO: Yes, the parts that are
15 really -- yeah.

16 DAVID SHEDD: It is difficult to say.
17 Once we get a contractor on board he has the ability to
18 generate a schedule. We have to approve it, but I would
19 think that they will do things off the road as much as
20 they can, like drainage and the sidewalks. Then they
21 will have their crews come in that do the grinding and
22 hopefully, they get the pavement soon after. I can't
23 really tell you how long that will be.

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1 MARIAN FERRO: Is there anyone who would
2 be responsible for notifying us the residents that this
3 is going to happen tomorrow?

4 DAVID SHEDD: Yes, we will be -- once we
5 have a contractor on board, MassDOT will have an
6 engineer assigned to the project. He will be coming out
7 to inspect to make sure everything is done according to
8 plan. I am sure there will be either biweekly or weekly
9 meetings that will include the town and utility
10 companies if we are doing that kind of work, and
11 probably the principal.

12 Once we get to that point we will work
13 with the town on how to get the word out when something
14 is going to happen whether it's through a website,
15 sometimes we put leaflets in doors. So, we will make
16 sure. It is not that much of a sprawling area that it
17 can't be covered easily. I am sure we will be able to
18 figure something out.

19 MARIAN FERRO: We do tend to fall through
20 the cracks a lot of times.

21 LISA FELTNER: I forgot to ask, in the
22 evaluation I was wondering if it was determined if there
23 is any parking lost now?

24 KRISTOPHER SURETTE: There was no formal
25 traffic counting as far as the comparison to before and

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1 after, but we are maintaining those sections. We are
2 maintaining the shoulder areas for people to park on.
3 The goal of this project is not to reduce parking.
4 There may be a few spots, people park close to the
5 intersections now and you're not supposed to so there
6 will be clear signage. I believe 25 feet from the
7 crosswalk you cannot park. So that area will be defined
8 as a no parking area.

9 That is obviously a safety concern for
10 people to be able to see over cars and see if the
11 traffic is coming along. But in no way are we intending
12 to reduce parking in the neighborhood except for
13 immediately adjacent to some of these intersections
14 where people currently do park. That is all.

15 DAVID SHEDD: Anybody else have any
16 questions or comments?

17 GAIL BASINGTON: I have a question
18 because I was late. What is the A, B and C? My name is
19 Gail Basington. I live on Chauncey Street and the A is
20 in front of my house, so I just wanted to know what it
21 was?

22 KRISTOPHER SURETTE: It is going to be
23 painted there, no, no I'm just kidding. It was just a
24 reference to a future slide that this is what --
25 basically, what I said earlier, is pretend you're

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1 standing in the road facing the arrows and that is what
2 the road is going to look like. It was just a
3 reference.

4 GAIL BASINGTON: Since I was -- I had
5 another engagement and could not be here. Is there
6 information for those of us who could not come?

7 KRISTOPHER SURETTE: There is a handout
8 here that explains the project. It explains the public
9 hearing process, the description of the project, and the
10 schedule moving forward. It is a good summary and I
11 believe the presentation is on the MassDOT website as
12 well.

13 DAVID SHEDD: We will be around after as
14 well. If you have questions, we can go through them
15 with you.

16 GAIL BASINGTON: Thank you.

17 DAVID SHEDD: Anybody else?

18 (No response)

19 DAVID SHEDD: Okay, thank you for coming
20 out tonight. We have a few things that we have to work
21 on. We had some good comments tonight the shoveling,
22 the grass, parking in the driveway. I will take that
23 back and work with the town and continue on. I would
24 like to remind you to pick up a handout and if you have
25 any other comments please send it to me within 10 days

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1 and we can still make it part of the record and that is
2 something we can still take a look at.

3 We are going to be here for a while. We
4 have plans, we have the colored plans so we can answer
5 any other questions that affect your personal property.
6 I guess at this point I will declare the hearing closed
7 at 8:30. Thank you

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(Whereupon, the proceedings were concluded on
April 5, 2017, at 8:30 p.m.)

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C E R T I F I C A T E

I, Tammy A. Hillery, do hereby certify that the foregoing record is a true and accurate transcription of the proceedings in the above-captioned matter to the best of my skill and ability.

Tammy A. Hillery

** All names not provided were spelled phonetically to the best of my ability

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