

MASS HIGHWAY

DESIGN PUBLIC HEARING

July 28, 2008

7:00 PM

at

Belmont Town Hall

Belmont, Massachusetts

For the Proposed

**Trapelo Road/
Belmont Street Corridor Improvements**

**In the Towns of Belmont and Watertown
and the City of Waltham, Massachusetts**

**COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS HIGHWAY DEPARTMENT
10 PARK PLAZA
BOSTON, MASSACHUSETTS 02116**

**LUISA PAIEWONSKY
COMMISSIONER**

**FRANK A. TRAMONTOZZI, P.E.
CHIEF ENGINEER**

**Al Miller, Moderator, PM, MassHighway
Dan Gentile, Community Compliance Officer,
MassHighway
Greg Tarbox, Arlington Typing & Mailing**

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P R O C E E D I N G S

1 AL MILLER, MODERATOR: Good evening, Ladies
2 and Gentlemen. My name is Al Miller. I am the
3 Project Manager for the project to be presented this
4 evening. I am assigned to the Project Management
5 section of the Projects Division, which is located at
6 MassHighway's Headquarters in Boston. I was directed
7 by Chief Engineer Frank Tramontozzi to conduct
8 tonight's Hearing.

9 Once the hearing is completed this evening,
10 the attendance sheet will become a part of the public
11 record for the Hearing. So, if you would like your
12 attendance at this Hearing to be part of the public
13 record, please sign in on the sheet located at the
14 entrance. Handouts containing details regarding this
15 project are next to the sign-in sheet.

16 First, I would like to introduce the
17 members of the Hearing Panel. To my far left is Mr.
18 Greg Tarbox. He is from the Arlington Typing &
19 Mailing company, who will be doing a verbatim
20 transcript of tonight's hearing. To my immediate
21 left is Mr. Dan Gentile. He is from our Right of Way
22 Bureau and he is the Community Compliance Officer,
23 and my name is Al Miller.

24 We will commence the formal part of the

1 Hearing by having Dan read the Notice of Hearing that
2 was published in the local newspaper. Dan.

3 DAN GENTILE: Thank you, Al. The
4 Commonwealth of Massachusetts Highway Department,
5 Notice of a Public Hearing.

6 A Design Public Hearing will be held by
7 MassHighway to discuss the Proposed Trapelo
8 Road/Belmont Street Corridor Improvement Project in
9 Belmont, Waltham and Watertown, Massachusetts.

10 WHERE: Belmont Town Hall Auditorium

11 455 Concord Avenue

12 Belmont, Massachusetts 02478

13 WHEN: Monday, July 28th, 2008 at 7:00 p.m.

14 PURPOSE: The Purpose of this Hearing is to provide the
15 Public with the opportunity to become fully
16 acquainted with the Proposed Trapelo
17 Road/Belmont Street Improvement Project.
18 All views and comments made at this Hearing
19 will be reviewed and considered to the
20 maximum extent possible.

21 PROPOSAL: The proposed project consists of roadway,
22 sidewalk, traffic signal and landscape
23 improvements to Trapelo Road from just west
24 of Waverly Oaks Road in Waltham to Belmont

1 Street in Belmont, and improvements on
2 Belmont Street from its intersection with
3 Trapelo Road to the Cambridge town line, a
4 total distance of about 2.5 miles.

5 A secure right-of-way is necessary for this
6 project. Acquisitions in fee and permanent or
7 temporary easements may be required. The Towns of
8 Belmont, Waltham and Watertown are responsible for
9 acquiring all needed rights in private or public
10 lands. MassHighway's policy concerning land
11 acquisitions will be discussed at this Hearing.

12 Written views received by MassHighway
13 subsequent to the date of this Notice, and up to five
14 days prior to the date of the Hearing, shall be
15 displayed for public inspection and copying at the
16 time and date listed above. Plans will be on display
17 for one half hour before the Hearing begins, with an
18 engineer in attendance to answer questions regarding
19 this project. A project handout is available on the
20 MassHighway website listed below.

21 Written statements and other exhibits in
22 place of, or in addition to, oral statements made at
23 the Public Hearing, regarding the proposed
24 undertaking, are to be submitted to Frank A.

1 Tramontozzi, P.E., Chief Engineer, Massachusetts
2 Highway Department, 10 Park Plaza, Boston,
3 Massachusetts 02116. Such submissions will be
4 accepted at the Hearing. Mailed statements and
5 exhibits intended for inclusion in the Public Hearing
6 transcript must be postmarked within ten business
7 days of this Public Hearing.

8 The community has declared that this
9 facility is accessible to all in compliance with the
10 ADA/Title II. However, persons in need of ADA/Title
11 II accommodations should contact Angela Rudikoff by
12 phone at 617-973-7005 or email
13 angela.rudikoff@eot.state.ma.us. Requests must be
14 made at least ten days prior to the date of the
15 Public Hearing.

16 Luisa Paiewonsky, Commissioner

17 Frank A. Tramontozzi, P.E., Chief Engineer
18 Boston, Massachusetts

19 AL MILLER, MODERATOR: Great. Thank you,
20 Dan. Please see the handouts that you picked up on
21 the way in, which explains the Purpose of the
22 Hearing, which gives us an opportunity to make a
23 formal presentation of the proposed project and, at
24 the same time, allows us to record your input

1 regarding this project.

2 It is anticipated that the construction
3 funding for this project will be federally aided.
4 The Project is not currently on the State
5 Transportation Improvement Program. The communities
6 need to advocate to their local planning
7 organizations in order to obtain funding. We
8 anticipate the Federal Aide funding will be eighty
9 percent; Mass Highway will fund the remaining twenty
10 percent. The total estimated cost of the project is
11 currently around ten million dollars. This doesn't
12 include any Right of Way acquisition costs, and we
13 expect the design to be completed in the fall of
14 2011, with advertisement in the fiscal year 2012.
15 Construction is expected to be completed within a
16 twenty-four month period.

17 At this time, I would like to ask Dan to
18 explain the Right of Way procedure.

19 DAN GENTILE: Thanks, Al. Good evening,
20 Ladies and Gentlemen. When the Commonwealth, acting
21 through its Massachusetts Highway Department,
22 indicated it would accept this ten million dollar
23 project, your municipality accepted certain
24 responsibilities. One of those responsibilities is

1 to acquire all the necessary rights in private and
2 public lands for the design, construction and
3 implementation of this project. My function is to
4 review and recommend procedures that your
5 municipality will utilize in acquiring these rights.

6 The procedures used must comply with both
7 Federal and State regulations. The current design
8 plans indicate that three hundred and forty temporary
9 easements, four permanent easements and seven fee
10 takings will be required. Your municipality may
11 acquire the needed rights through a combination of
12 donations, eminent domain, deed grants, permits or
13 right of entries. Frequently, local municipalities
14 will appeal for donations. The donation procedures
15 minimize the acquisition cost to your community.
16 This project cannot be advertised until the new
17 proposed right of ways are secured and the Right of
18 Way Bureau issues a Right of Way Certificate.

19 Affected property owners' rights are
20 protected under Massachusetts General Laws, primarily
21 Chapter 79 and, because this project is receiving
22 Federal funds, the property owners' rights are
23 further defined under Title III of the Real Property
24 Acts of 1970, as amended.

1 I will be happy to answer any general
2 questions concerning the Right of Way activities
3 during the open forum, and I will be available after
4 the Public Hearing for any specific questions you may
5 have. Thank you.

6 AL MILLER, MODERATOR: Thanks, Dan. Now, I
7 would like to ask representatives from the Towns'
8 Design Consultant, the BSC Group, to describe the
9 Towns' project in detail for you. I ask that you
10 please hold your questions until their presentations
11 are completed. First, we will have Mr. Charles
12 Kalauskas, and then Mr. Peter Briere from the BSC.

13 CHARLES KALAUSKAS: Thank you, Al. I will
14 stand over here so that everyone can see the screen.
15 We have a Power Point presentation we are going to
16 go through in some detail. Peter Briere will be
17 talking about a lot of the improvements, existing
18 conditions, and then the proposed improvements; but,
19 before Peter talks about the design plans, I would
20 like to talk a little bit about the background of the
21 project.

22 As many of you know, the Trapelo Road/
23 Belmont Street Corridor is a very important link, an
24 arterial roadway, in the Town of Belmont. Also, part

1 of the roadway serves the Town of Watertown, also the
2 City of Waltham. So, actually, there are three
3 municipalities that are involved in the project, but
4 the planning for this project actually began before
5 the schedule, project schedule here. It actually
6 began in 2001 with the Working Vision for Belmont's
7 future, which was adopted by Town Meeting in April of
8 2001, and one of the tenets of that vision stated
9 that, "manage traffic through and around town to
10 ensure tranquility of our neighborhoods, and safety
11 of pedestrians and bicyclists", and what is important
12 to note with that statement is that this really is a
13 multi-modal corridor. It is for pedestrians, for
14 bicyclists, and for motorists, and the design that
15 Peter will be presenting today will show that.

16 Secondly, in February of 2003, there was a
17 Vision 21 Implementation Committee Report on, Is
18 Business -- Is Belmont Business Friendly; and, in
19 that, certain recommendations were made for
20 improvements along the corridor. These were planning
21 for those improvements and that led to 2004, a group
22 of MIT students studying the corridor and making
23 recommendations for physical improvements and also
24 some zoning recommendations, as well.

1 We, BSC Group, was retained in the spring
2 of 2005, to prepare a corridor planning study,
3 working closely with the Town's Traffic Advisory
4 Committee. It is appointed by the Board of Selectmen
5 to advise the Board of Selectmen about safety issues,
6 traffic issues throughout the Town, and we worked
7 very closely with the Traffic Advisory Committee
8 during the summer months of 2005, and you can see, we
9 held a number of public meetings. There were six
10 public meetings that were held, where we invited
11 different parties in to express their thoughts about
12 the corridor and what should be done.

13 So, we met with the Vision Committee and
14 Housing Committee for the Town. We met with business
15 owners, and these were each separate meetings. We
16 met with bicycle and pedestrian groups, residents
17 along the corridor, and any other concerned citizens
18 that were interested. These meetings were advised
19 and we had actually very good turnouts at those
20 meetings.

21 We took all the ideas, came up with concept
22 plans, and presented that to the Board of Selectmen
23 in the late fall of 2005, where they approved the
24 concept plan, which then was submitted to the

1 Massachusetts Highway Department for their approval
2 and the Project Review Committee of MassHighway
3 approved the concept plan, and the fact that the
4 project had merit, in December of 2005, and that
5 meant that the project was eligible for Federal Aid.

6 So, the schedule then shows that we began
7 working on mapping, base planning, and then
8 preliminary design, and as we worked our way through
9 the preliminary design process, we also had a number
10 of meetings to refine the conceptual plan; and,
11 again, we met with business owners, with residents of
12 the area, and other concerned citizens to refine the
13 plans as you see here on the wall, that were then
14 submitted to MassHighway for their review in August
15 of 2007. We have gotten all the comments from
16 MassHighway, and we will be moving on to the next
17 phase after the Public Hearing.

18 Now, the next steps in the process are a
19 seventy-five -- these were twenty-five percent plans,
20 the twenty-five percent level plans. Then we move to
21 seventy-five percent level, a hundred percent level,
22 and then plan specifications and estimate to
23 advertise for construction, procure a private
24 contractor to construct the road; and, as Mr. Miller

1 eluded, that would happen probably in the fall of
2 2011, if all goes according to plan. So, with that,
3 I will turn it over to Peter Briere, who will talking
4 more about the specifics of the Corridor
5 Improvements.

6 PETER BRIERE: (Difficult to hear - too far
7 from microphone) Thank you, Charles. I will be
8 talking about three things, the existing condition,
9 then the proposed improvements in sort of a general
10 way, and the proposed improvements specifically for
11 that corridor.

12 This is the project, two and a half miles
13 of roadway, starting in Waltham about maybe five
14 hundred feet into the City of Waltham in Waverly
15 Oaks. It goes into Belmont on Trapelo Road, and all
16 the way through Waverly Square, through Central
17 Square, Palfrey Square, Cushing Square, and down to
18 what we call Benton Square, which is at the
19 intersection of Belmont and Trapelo, as Trapelo ends
20 and Belmont Street continues all the way to the
21 Cambridge line.

22 A little history on the roadway, in the
23 1880's, a trolley was constructed, a tractor trolley,
24 along the corridor all the way from Harvard Square to

1 Waverly Square.

2 In the early 1900's, they laid out a
3 roadway around it. They said, let's take the
4 seventy-five feet of roadway and put sidewalks and
5 vehicle -- they (inaudible word) about cars, with the
6 trolley in the middle.

7 In the 1950's, they decided to pave over
8 the tracks. The tracks, in most places, are still
9 there. They are under the pavement, but it is now
10 just curbing and pavement. So, in the end, the
11 roadway was laid out for actually a trolley and
12 possibly cars, and now we have got the same roadway
13 trying to accommodate the (inaudible word), which is
14 fine. It is plenty wide. It is sometimes too wide,
15 which makes it kind of awkward to drive.

16 These are the traffic volumes, starting
17 from the Waltham end. You can see thirty thousand
18 vehicles a day on Trapelo between (inaudible name)
19 Street and Pleasant Street; a lot of vehicles; it
20 requires four lanes; but, as you go easterly, what
21 happens is a lot of the vehicles go up onto Lexington
22 Street, Pleasant Street, the volume drops quite a
23 bit. So, actually Trapelo Road between, say, Waverly
24 Square and all the way down to Belmont Street, the

1 numbers really drop in half. They go from thirty
2 thousand to fifteen thousand. You don't need really
3 many lanes, but then Belmont Street comes in and the
4 number jumps back up again to twenty-four thousand,
5 from on down.

6 So, what you see is heavy, light, heavy,
7 and it is pretty much reflected in the way you see
8 the traffic lights out there. This is a section of
9 the roadway on Trapelo Road between Mill and Pleasant
10 Street, and this is the McLean side. This is the
11 nursing home side, that side over there. What you
12 see is an eight and a half foot parking lane, eight
13 and a half foot sidewalk, eight foot parking lane,
14 two eleven foot lanes, a seven foot raised island,
15 two twelve foot lanes, and a five and a half foot
16 sidewalk. When this area has thirty thousand
17 vehicle, it definitely (inaudible phrase)

18 Once again, beyond Waverly Square,
19 travelling towards Benton, Belmont Street, what you
20 ended up -- (inaudible phrase) -- what you have got
21 here is, you really only need two twelve foot traffic
22 lanes, and what you have got is seventeen foot
23 parking lanes. Traffic Advisory three or four years
24 ago decided to restrict the traffic down by Paine

1 Hill Lane in there. Before, it was pretty much wide
2 open, and this worked reasonably well, but it is kind
3 of an odd configuration, seventeen feet for parking.

4 Then, when you get to Belmont Street, down
5 by the Watertown line, it goes back to what really
6 functions as four lanes, twenty-one foot travel lane
7 in each direction (inaudible phrase) too wide for a
8 single lane, but it is kind of too narrow for two
9 lanes. That is why they (inaudible phrase) two
10 lanes. The cars sort of drive it in one lane and
11 then two lanes, and it is really confusing for an
12 outsider who is driving down the street.

13 At the signalized intersections, say
14 Arlington Street, School Street, it is striped as two
15 lanes (inaudible phrase) That's the existing
16 conditions out there.

17 The roadway is in pretty poor shape. It
18 hasn't been touched in thirty years. We can't find
19 anybody who knows the last time it was paved. Some
20 of the signals are very old. Some of them are
21 relatively new.

22 So, let's talk now about proposed
23 improvements in a general sort of a way. This is an
24 expensive project, ten million dollars. The Town

1 can't afford that. They need to get funding from the
2 State and the Federal. They are willing to pay as
3 long as we follow their guidelines. They have
4 certain good guidelines. They want certain
5 requirements for lane width. They want pedestrian
6 access, and one of the things they now want, over the
7 last five or six years, is bicycle access, bicycle
8 accommodations.

9 So, what we need to do on this roadway is,
10 okay, we need to get the bicycle -- two bicycle
11 lanes, bicycle (inaudible phrase) which means we have
12 got to add at least eight feet, fifteen feet to the
13 roadway.

14 Now, in some areas, where the roadway is
15 too wide, that is not a problem. In some areas, it
16 is a problem, but this is the proposed templates. We
17 are going to start, like we did last time, Waltham
18 towards Cambridge, and this Trapelo Road between Mill
19 and Pleasant Street. You have still got your eight
20 and a half foot sidewalk. You have still got an
21 eight foot parking lane, but now you have a four foot
22 bicycle accommodation, four travel lanes and you are
23 heading for five foot bicycle accommodation and a
24 five and a half foot sidewalk. How do we get the

1 extra room? We eliminate the island.

2 Now, between Trapelo Road, between Cushing
3 Square and Belmont Street, what do we do? There are
4 a couple of different options there. This is one of
5 the areas where we don't have that much traffic. We
6 have lots of room to work with. What we can do is
7 divide it into twelve foot lanes, into five foot
8 bicycle accommodations, two eight foot parking lanes,
9 and we can actually widen the sidewalk by four feet,
10 make it bigger (inaudible phrase)

11 But we don't want to take this approach
12 along the entire corridor. We want to break it up a
13 little bit. In some areas, it doesn't quite work
14 aesthetically maybe. So, in some areas, instead of
15 adding the sidewalks, we will put an eight foot grade
16 (inaudible word), eight foot landscape; but, if we
17 had to go down the entire length, that would restrict
18 access (inaudible word)

19 What we do in some areas is, we put a plush
20 median between the breakdown. This is an example of
21 what something like that might look like. You can
22 see, this is all plush.

23 This is the section -- this is Belmont
24 Street. Now, Belmont Street, we need four lanes for

1 traffic. How do we get that? Now, we have to add
2 two four foot bicycle accommodations. How do we do
3 it? Well, the only way that we can actually get that
4 is to narrow the sidewalks down from eight and a
5 half to seven and a half feet, and eliminate parking
6 on the south side of the roadway.

7 At the intersections where we had four
8 lanes before, signalized intersections, we had to add
9 the bicycle accommodations. Instead of having two
10 lanes in each direction, the central lane can be for
11 turning.

12 Besides traffic improvements, we are also
13 going to make pedestrian and street safety
14 improvements. This is an example of a pedestrian
15 type improvement we are trying to make. Here, we put
16 a little bump-up here into the roadway to shorten the
17 crosswalk distance. We have also added a little
18 island here, to give the pedestrians a little bit of
19 protection as they cross the roadway (inaudible
20 phrase)

21 These are the bus stop symbols. This is
22 where the proposed bus stops are going to be. In
23 this case, the bus was over here, the bus stop. We
24 have moved it over here. We have allowed the room to

1 put a bus shelter.

2 UNIDENTIFIED SPEAKER: Where is this
3 location?

4 PETER BRIERE: That is just to the west of
5 Cushing Square (inaudible phrase)

6 We are also doing streetscape improvements,
7 trees, landscaping. This is a view of Church Street
8 as you looking from Lexington Street towards Trapelo
9 Road. This is the Dunkin Donuts right here. This is
10 before. This is after. What we are proposing is, in
11 a lot of commercial areas, we are putting in brick
12 strips, brick access strips and these brick access
13 strips would go around these planters and trees. We
14 are hoping to get the budget to put benches in, but
15 if we can't, maybe the businesses will.

16 This is Central Square. Central Square, we
17 are actually widening the pavement, widening the
18 sidewalks. This is one of the areas that we are
19 adding the sidewalks instead of putting the median
20 in. It allows us to begin with the first strip, put
21 the planting strips and trees in here.

22 UNIDENTIFIED SPEAKER: (inaudible question)

23 PETER BRIERE: Where is that?

24 UNIDENTIFIED SPEAKER: Where is (inaudible

1 name) Square?

2 PETER BRIERE: (inaudible name) Square is -
3 - I'm sorry, Beech Street, (inaudible name) Street,
4 yes. I think I have learned a lot of names of
5 Squares. People don't know some of these Squares. I
6 think they are all historical names. They are on the
7 map, but I don't think they use them much anymore.

8 Now what I would like to do is -- what I
9 would like to do is take you right through the
10 project and list what the project proposes.

11 This is Waverly Oaks in Waltham. There
12 used to be an island in the middle of the street
13 right through here. We eliminated that island, and
14 we have widened this island. We have had to widen
15 the roadway this way over here to get the bicycle
16 accommodation in. There were four lanes there with
17 one foot shoulder. We need four lanes, but we have
18 to get bicycles in, so we have widened the roadway to
19 the (inaudible word)

20 This is the intersection of Mill Street and
21 Trapelo, Beaver Brook Park, the Housing Authority
22 over here. There is an existing sidewalk that came
23 down Mill Street, crossed over and came down in this
24 direction. We have extended this sidewalk down to

1 the intersection, put a pedestrian crossing here,
2 another pedestrian crossing here, so you can go right
3 down here to get to the park, or you can go this way.

4 We have had to take a strip of land from
5 the Housing Authority, and the reason for that is, we
6 needed to keep the parking on this side of the road
7 for the park, but we also needed to add the bicycle
8 accommodation, so it required this taking from the
9 Housing Authority.

10 Andros Diner, the signalized crosswalk
11 (inaudible phrase) all these old signals, we
12 replaced, the traffic signals (inaudible phrase) so
13 they would operate better.

14 This is the new development that is going
15 in here. By the way, these green balls, those are
16 all the trees, new trees and existing trees.

17 Pleasant Street; Pleasant Street is being
18 widened right now under the Pleasant Street
19 reconstruction project. Before it was one lane in
20 each direction. Now it will have a two lane
21 approach, but it is still pretty much (inaudible
22 phrase) We are signalizing this intersection. We
23 will be extending the sidewalk. No sidewalk in here
24 today. We will extend the sidewalk up to McLeans and

1 across, and there will be crossings here and here to
2 get you through. They go all the way to the shopping
3 center.

4 As I mentioned earlier, the roadway cross
5 section is seventy-five feet from back of sidewalk to
6 back of sidewalk except for this one little spot
7 right here. This goes down to fifty feet. So, it
8 was always very tight and now we are trying to get
9 the bicycle accommodation in, and what we have to do
10 is take a little strip of land, maybe two to four
11 feet, take an easement from this gas station here, to
12 make that work. We have made this sidewalk as narrow
13 as we could. We have made sidewalks as narrow as we
14 could (inaudible phrase)

15 This is coming through at Shaw's at
16 Lexington Street. This is going to function pretty
17 much the same way as it did before; but, to get the
18 bicycle accommodations, we had to eliminate some
19 parking over in this area. I think functionally,
20 though, it operates just the same. You can see
21 trees, these are trees, (inaudible phrase)

22 Now, new signals there, also, but this is
23 pretty much the same alignment. We didn't change
24 much at all; and then, Church Street is the same.

1 The parking lot, though, we have changed things here,
2 particularly the circulation in the parking lot. You
3 come in here and you go out here, but the issue has
4 been that, as you come out, some of the (inaudible
5 word) are too far out and can't see. So, the thought
6 was, what if we change the circulation, make it this
7 way. That is supposed to show --

8 I will get better as I go. Okay. Waverley
9 Square, we are going to keep the curbs pretty much
10 exactly where they are, but you can see the brick
11 strips, access strips along the edge corridor.

12 UNIDENTIFIED SPEAKER: Where is the bike
13 lane?

14 PETER BRIERE: The bike lane is right in
15 there. It is the part that is at the edge of the
16 road, the parking -- did you say parking or bike?

17 UNIDENTIFIED SPEAKER: Bike.

18 PETER BRIERE: Yes, the bike lane is right
19 through there. Waverley Street is presently, it is
20 just a big, open intersection right now. We brought
21 it in more at an angle for parking here. You can see
22 we have got brick strips here, grass strips here,
23 some new trees. You will see, we have a crossing
24 here now, and we are making sure that that is a bump-

1 out here, and a bump-out here.

2 This is by the old fire station, so that is
3 the symbol for a bus stop. In this area, we are
4 getting to the point where, okay, now, (inaudible
5 phrase) widen the sidewalks? Well, they are twelve
6 foot sidewalks in here, grass strips, bring this in a
7 little, (inaudible phrase), keep that approach all
8 the way up.

9 UNIDENTIFIED SPEAKER: (inaudible question)

10 PETER BRIERE: I would have said (inaudible
11 word) I don't quite remember, but then, (inaudible
12 word) This is an area where we have plenty of room.

13 We are widening the sidewalks, but we could have
14 widened the sidewalks to thirteen feet, make the bike
15 four feet, but instead we made the side -- we are
16 always shooting for five feet if we can get it, but
17 if not --

18 This is Beech Street. We have widen the
19 sidewalks to twelve feet here. We put brick strip
20 in. We put some planters in where the bus stops are.

21 We have eliminated the -- we added some additional
22 parking in here. We moved the hydrant over here into
23 the bus stop area so you couldn't park there anyway.

24 We made big efforts to try to salvage -- not

1 eliminate any commercial parking and providing more
2 if we could.

3 Okay. So, leaving Beech Street -- I
4 apologize. I tried to get this thing to work faster.

5 I thought I could (inaudible phrase) Okay. We are
6 going up to Beech Street, and this is an area where
7 we are going to add islands to the middle of the
8 road, instead of widening the sidewalk, and what you
9 see here, you know, in the red, these are those plush
10 islands. This is raised landscaped island.

11 Bus stop. Now, here is the fire station,
12 next down, cross walks to get to the parking, heading
13 over towards Flett Street, a couple more (inaudible
14 word), shorten the crosswalks, (inaudible phrase)
15 ninety degrees approaching Slade Street. Then quite
16 a bit here, actually, if you recall, this is really
17 wide open here. There's no island in here. What we
18 have done here is we have put an island in the middle
19 here. We put a bump-out here. This is really wide -
20 - we opened -- closed it up here, closed it up a
21 little here, but we still haven't lost any parking,
22 (inaudible word), shortened the crosswalks, and we
23 signalized, put a signal in here. That should make
24 it safer for pedestrians and a little more traffic

1 friendly.

2 Okay. So, now we are heading towards
3 Cushing Square -- yes, heading towards Cushing. Now,
4 we are going back to the wider sidewalk, grass
5 strips, trees. Coming into Cushing Square, we are
6 going to have to go back to a normal sidewalk, center
7 island, crosswalk, Cushing Square.

8 Cushing Square, we have done quite a bit
9 here. This is the existing island right here, with
10 the postage store in here, postage store. We really
11 brought that up quite a bit. This is the existing
12 island. This is the proposed island. We have
13 widened this, put an extra bump-out here, put a bump-
14 out here, tried to restrict the amount of pavement
15 out there. We have added a left turn lane for each
16 approach. We have a signal system here that should
17 make it a lot safer and (inaudible word) the traffic
18 and --

19 Heading towards Belmont Street, there is a
20 divider in the middle of the road, an island,
21 driveways all through here, but this doesn't
22 interfere with any of the traffic.

23 We are going up Common Street, also. This
24 is Common Street heading down towards Cushing Square.

1 You can see, we are adding brick strips, trees,
2 (inaudible word) up here, (inaudible word) crosswalk.

3 They are going to building Common Street on both
4 sides, all the way down to Belmont Street, (inaudible
5 phrase)

6 Okay. We have left Belmont -- we are on to
7 Belmont Street in front of the golf course, and we
8 have added an island in the middle of the -- Belmont
9 Street from, hopefully, the -- by the way, you
10 probably all know this, but the town line between
11 Belmont and Watertown is right along (inaudible word)

12 School Street, this backs up very well,
13 very much, poor levels of service area here. It is a
14 haphazard intersection with cars doing this and that,
15 turning left. What we tried to do is just put a left
16 turn lane in here. It required us to take part of
17 the (inaudible word), but it does allow us to
18 separate this left turn coming through and it makes
19 the intersection much safer, reduces the queue on
20 School Street.

21 Belmont Street, the intersection where
22 there is parking over here, two lanes, we had to
23 eliminate the parking along this section.

24 There are a couple of takings right here.

1 These are actually -- the sidewalk is actually on
2 private property today. It looks like some years ago
3 the Town of Watertown flattened the curbs, intended
4 to take the land, but it was never officially taken,
5 so we would like to make that taking now.

6 This is Arlington and Grove. What we are
7 proposing to do is make -- I forget the name of this
8 street, Templeton, Templeton Parkway, one way out,
9 and Arlington Street, we are adding a left turn lane
10 here, so it requires a strip taking for this property
11 over here, but what it does is, it allows us to turn
12 these left turn lanes by themselves so they are not -
13 - so, when the through goes, there is no conflict,
14 and there is never a vehicle coming out to surprise
15 you.

16 This will make this intersection work a lot
17 better. Right now, this approach backs up all the
18 way to Auburn Street and traffic uses the back roads
19 here to get through and to avoid this intersection.

20 And we make sort of a similar treatment,
21 now we are back down to one lane in each direction
22 and parking on both sides to the Cambridge line.

23 So, that's it. With that, I will give it
24 back to MassHighway. Al.

1 AL MILLER, MODERATOR: Great. Thank you,
2 Peter.

3 UNIDENTIFIED SPEAKER: (inaudible comment)

4 AL MILLER, MODERATOR: Ma'am, hold comments
5 until we open to the public forum. You will be the
6 first.

7 UNIDENTIFIED SPEAKER: Okay. I don't have
8 to be the first.

9 AL MILLER, MODERATOR: The plans presented
10 tonight are not complete. The next step will be to
11 review your comments received this evening, then
12 amend and complete the plans for advertisement and
13 eventual construction. Before we open the Hearing to
14 you, I will explain the Hearing procedure.

15 First, as stated previously, the purpose of
16 this Hearing is to solicit your input regarding this
17 project. As the plans are not yet complete, we may
18 not be able to answer all of your questions or
19 respond to all of your comments at this time.

20 Next, we ask that anyone who wishes to have
21 his or her comments entered into the Official Hearing
22 Transcript, please stand up, identify yourself by
23 name and affiliation, whether you are an abutter,
24 local official, or concerned citizen, and spell your

1 last name. This is necessary in order for us to
2 obtain a verbatim transcript as required by law.

3 Also, the last sheet of the handout that
4 you received is a mail-in sheet. If you have any
5 questions or comments which you would like to submit
6 in writing, please use this sheet for that purpose.
7 You may leave this sheet with me tonight, or mail it
8 to our Department within ten days, and it will become
9 part of the official record.

10 Finally, it is normal procedure to ask
11 elected officials to offer their comments first. Are
12 there any federally-elected officials who would like
13 to speak this evening? Seeing none, are there any
14 state officials who would like to speak this evening?
15 Yes, sir.

16 WILL BROWNSBERGER: My name is Will
17 Brownsberger. I am the State Representative for this
18 area. I would just like to thank you for being here.
19 This is a project that we are very enthusiastic
20 about. That is spelled B-r-o-w-n-s-b-e-r-g-e-r.

21 AL MILLER, MODERATOR: Thank you.

22 WILL BROWNSBERGER: And we have been
23 working on moving this project forward now for many
24 years, and I am very glad to see it come to this

1 stage. I thank MassHighway for focusing on it. I
2 look forward to input that we all receive this
3 evening.

4 AL MILLER, MODERATOR: Thank you. Are
5 there any other state officials who would like to
6 speak this evening? Seeing none, are there any local
7 officials who would like to speak at this time? Yes,
8 ma'am.

9 MARILYN PETITTO DEVANEY: Marilyn Petitto
10 Devaney. I represent this district as Governor's
11 Councillor, and also --

12 AL MILLER, MODERATOR: Could you please
13 spell your last name, Marilyn?

14 MARILYN PETITTO DEVANEY: Marilyn P-e-t-i-
15 t-t-o and my last name is D-e-v-a-n-e-y.

16 AL MILLER, MODERATOR: Thank you.

17 MARILYN PETITTO DEVANEY: And I am also a
18 Councillor-at-Large, representing all of Watertown,
19 but I also represent (inaudible phrase) towns and
20 cities of Belmont, Waltham and Watertown, and I am
21 very concerned about this project, and I will wait
22 for my comments, but I do want to thank you.

23 I have some questions about it but I have
24 been around for twenty-seven years on the Council in

1 Watertown, and I know what happens when there are too
2 many objections, so I just want to caution people
3 that we have to compromise on some things. We are
4 not get everything that we want, but I have seen the
5 State walk away from some projects before because
6 there were so many objections and change orders. So,
7 I think that is what I am looking for, too.

8 I think it is a good plan. I am thrilled
9 because I think the last time we had a project in
10 this area, with Belmont, we paid, I think, and Gerry
11 Mee is here, the Superintendent, he can correct me, I
12 think it was about two hundred thousand dollars we
13 spent, wasn't it, on that? So, to have a federal
14 project, I agree with the Representative, this is
15 wonderful, and we have been waiting for something
16 like this for a long time. So, I will reserve my
17 comments.

18 AL MILLER, MODERATOR: Thank you. Yes,
19 ma'am.

20 ANGIE KOUNELIS: Thank you. I'm Angie
21 Kounelis, K-o-u-n-e-l-i-s, District Councilor from
22 Watertown. I reside on Keenan Street, which is on
23 the Belmont/Cambridge line, and I have lived there
24 for forty-four years, and certainly I know the area,

1 but I want to thank you for giving us this
2 opportunity this evening, and certainly this project
3 is very much warranted in the area, as you well know.

4 I do have some concerns about the parking
5 that is being eliminated on Belmont Street from the
6 School Street area down to the Arlington Street
7 intersection. Certainly, as a local resident, I know
8 that many of the merchants on the Belmont Street side
9 park in Watertown, and as do their patrons, and I
10 think it is going to be a major issue, and I think it
11 certainly should be looked at before the plans are
12 finalized.

13 Belmont certainly does enforce their
14 parking. Watertown does not always enforce it as
15 vigorously as Belmont; and, when a Watertown resident
16 calls the Traffic Manager and tells him that a
17 vehicle is using our neighborhood streets as a
18 parking lot on a daily basis, the entire street is
19 put on time, so that the local residents are
20 penalized because merchants and patrons from Belmont
21 are parking in Watertown on a daily basis, as of
22 course does happen with commuters; and so, I do have
23 concerns.

24 When we eliminate the parking on Belmont

1 Street, I feel that the merchants and patrons will
2 actually be infiltrating our neighborhood streets to
3 a greater degree and everyone will be penalized and
4 also there is a safety element because, from Belmont
5 -- I'm sorry, from Watertown, to actually cross the
6 Belmont thoroughfare to get to the merchants, that is
7 also a major issue, and a public safety issue. So,
8 these are issues that certainly do need to be
9 addressed.

10 I do like the idea of the center island
11 strips. That certainly enhances the safety for the
12 pedestrians. So, I will wait to hear from local
13 residents, also, in terms of my immediate concerns.
14 Thank you.

15 AL MILLER, MODERATOR: Thank you. Yes,
16 sir.

17 DAN LECLAIR: My name is Dan LeClair. I am
18 the Vice-Chair of the Belmont Board of Selectman.
19 The Chairman is unable to be here. He is out of the
20 country. So, I wanted to let you to know that the
21 Board of Selectmen in Belmont supports this project
22 fully and it supports how our vision for the Town of
23 Belmont. It connects with other things like, we are
24 very involved right now in developing, revitalizing

1 Cushing Square, an overlay plan. This is all going
2 to coordinate very nicely.

3 We have also been very concerned about the
4 traffic ambiguity on Trapelo Road. This is going to
5 help rationalize the traffic movement, where
6 sometimes you don't know whether it is two lanes, or
7 one lane, and when you should switch. It is a little
8 bit confusing for drivers, and this seems to address
9 that in a very nice way.

10 Also, we are very interested in pedestrian
11 safety; and also, we have also, in other parts of the
12 community, as well, we are very interested in
13 improving access for bicyclists. So, this really
14 supports our vision in many, many ways, and we are
15 doing everything we can to support it.

16 AL MILLER, MODERATOR: Thank you, Dan. Are
17 there any other local officials who would like to
18 speak this evening.

19 MARILYN PETITTO DEVANEY: Should we make
20 our comments now (inaudible phrase)

21 AL MILLER, MODERATOR: You can, if you
22 would like.

23 MARILYN PETITTO DEVANEY: I just --

24 AL MILLER, MODERATOR: Again, it's Ms. --

1 MARILYN PETITTO DEVANEY: Similar to --

2 AL MILLER, MODERATOR: Your name again,
3 ma'am.

4 MARILYN PETITTO DEVANEY: Devaney.

5 AL MILLER, MODERATOR: Okay.

6 MARILYN PETITTO DEVANEY: But first of all,
7 we are losing green space on Trapelo Road and Belmont
8 Street. I don't know if anything can be corrected on
9 that.

10 I do like the idea of -- I get complaints
11 from people in Watertown, neighborhood streets or the
12 side streets because they avoid the light at
13 Arlington Street and Belmont Street, so they go
14 through those side streets. So, I like that
15 reconfiguration, but I also am very concerned about
16 the loss of parking. That is going to be a real
17 negative to the Belmont business people, and I hope
18 that can be reconsidered.

19 We had this happen on Mount Auburn Street
20 and we are thrilled to take federal money, but that
21 is a long time ago, but it displaces people from
22 parking and that is the biggest problem I think we
23 have, in all our communities, where to park. So, I
24 hope that can be considered.

1 But, again, the positives outweigh the
2 negatives, but the parking and also adding green
3 space in that area is a plus. Hopefully, we can have
4 a little bit more green space in the Trapelo
5 Road/Belmont Street/School Street island, and I am
6 just so thrilled it is federally funded that I don't
7 want to be too negative, but those are the real
8 issues that I see.

9 AL MILLER, MODERATOR: Okay. I need to
10 caution you, it has not been approved federal funding
11 yet.

12 MARILYN PETITTO DEVANEY: Oh.

13 AL MILLER, MODERATOR: This needs to be put
14 on the State Transportation Improvement Program,
15 which the communities need to advocate for, and you
16 do that through your planning organizations and they
17 meet routinely. So, you need to get involved with
18 the planning process in order to procure that
19 funding.

20 The planning balances the STIP on a year-
21 to-year basis. So, that is something that you need
22 to do as a community, or a group of communities. Are
23 there any other local officials who would like to
24 speak? Yes, ma'am.

1 JEANETTE MCCARTHY: Jeannette McCarthy,
2 Mayor of the City of Waltham. I would like you to
3 put me on a notification list so I can make it to
4 meetings. Thank you very much.

5 AL MILLER, MODERATOR: You are welcome.

6 JEANETTE MCCARTHY: M-c-C-a-r-t-h-y.

7 AL MILLER, MODERATOR: Are there any local
8 officials -- yes, ma'am.

9 UNIDENTIFIED SPEAKER: Town Meeting Member
10 and Traffic Advisory Committee. Does that constitute
11 local official?

12 AL MILLER, MODERATOR: You're on.

13 ANDREA MASCIARI: Okay. My name is Andrea
14 Masciari, M-a-s-c-i-a-r-i. I am a Town Meeting
15 Member. I live along the corridor and I am also on
16 the Traffic Advisory Committee. We have worked, on
17 the TAC, for three years with the community to ensure
18 that our vision balances the need for pedestrian and
19 bicycle safety with the needs of the local business
20 community. During countless hours of meetings with
21 the community and with our consultants, the BSC
22 Group, we wanted to make sure that we did not unduly
23 frustrate drivers who would, in turn, bring the flow
24 of traffic into our already congested neighborhoods.

1 That includes Watertown. So, hopefully, we can
2 mitigate that, as well.

3 During our conversations with members of
4 the community, including many Town Meeting members,
5 the Planning Board, private citizens and business
6 owners, we gathered a wealth of information and
7 opinions that would allow us to achieve a roadway
8 design that is safe, functional and attractive to all
9 users. The Belmont Citizens Forum, a community
10 organization that strives to maintain the small town
11 atmosphere of Belmont, worked tirelessly with a group
12 of students from MIT who provided us with much
13 insight into a vision that encompasses functionality,
14 safety, and of course, community. I believe that
15 most of us share this vision.

16 Through all of this work on the part of so
17 many of us, I believe that we have achieved a design
18 that will enhance the quality of life of everyone who
19 lives, works and shops along this very busy corridor.

20 It is my sincere hope that you will agree that we
21 have, in fact, achieved a great vision in spite of
22 the obstacles that we had, and still have, to
23 overcome and that we can finally bring this decaying
24 suburban highway into a safe and serviceable

1 condition. Thank you.

2 AL MILLER, MODERATOR: Thank you, Andrea.
3 Would you like to submit that -- those comments on
4 the record?

5 ANDREA MASCIARI: Sure. Let me just make a
6 few edits. Can I?

7 AL MILLER, MODERATOR: Are there any other
8 local officials who would like to speak? Yes, sir.

9 GLENN CLANCY: Hi. My name is Glenn
10 Clancy, C-l-a-n-c-y. I am the Director of Community
11 Development here in Belmont, and I am also the Town
12 Engineer, and I would just like to reiterate some of
13 the points that you have already heard this evening,
14 just speaking primarily to the planning process that
15 we have undertaken in the last three years.

16 We have made a tremendous effort here in
17 Belmont, through the Traffic Advisory Committee, to
18 reach out to the stakeholders in the corridor, trying
19 to address as many of the concerns as we can. In
20 addition to that myself, with the assistance of BSC
21 Group, we have met numerous times with Gerry Mee from
22 Town of Watertown. Gerry would like to say something
23 when I have finished. Also, we have had discussions
24 with Frank King, City of Waltham just trying to make

1 this as collaborative a process as possible.

2 I just wanted also to touch briefly on the
3 federal funding question. I am very familiar with
4 the NPO process. I visit them at least twice
5 annually. They are -- they recognize me, I think,
6 when I am there because I have been there so often in
7 the last couple of years. I bump into Jerry quite a
8 bit when I am there. I feel like we are making good
9 movement with the NPO, and the possible --
10 possibility of federal funding.

11 It is critical for us to move the project
12 forward because that is what the mechanism wants to
13 know, that the project is moving forward. Before
14 they are going to make a major financial commitment
15 to the Town of Belmont, Watertown and Waltham, they
16 want to know that the project is progressing, and
17 that it is moving forward through the design phase.

18 We are doing that. This is part of that
19 process this evening. The sort of parallel track
20 that we run is to make our appearances before the
21 NPO, which is the organization that controls the
22 money, letting them know where we are in our design
23 process, and letting them know that they need to be
24 ready for us and be willing to recognize us when the

1 time is right because, as we move further along in
2 this design process, we are going to be turning the
3 them (inaudible word) Thank you.

4 AL MILLER, MODERATOR: Thank you, Glenn.
5 Yes, sir.

6 GERALD MEE: Gerald Mee, Junior
7 Superintendent of Public Works, Watertown; last name
8 is M-e-e. Two Councillors, Councillor Devaney and
9 Councillor Kounelis from Watertown spoke about the
10 concerns on Belmont Street with respect to the
11 parking, the on-street and the overflow parking, and
12 that is a concern of ours. We are also concerned
13 about the loss of green space on the School Street
14 island.

15 However, we have been working with Mr.
16 Clancy and the BSC Group, and I think you just
17 stated, you stated eloquently, that this is a
18 conceptual or the next step from conceptual. There
19 is a lot more discussion that needs to take place,
20 and there are a lot of issues that need to be
21 resolved on this issues, and they are all (inaudible
22 word), but what I would like to say now is, I think
23 this is a critical piece of infrastructure for
24 Belmont and Watertown, and Waltham, for that matter,

1 and I would like to see this project move forward in
2 a number of ways, as it affects, I think, including
3 what would be bicycle, pedestrian and motor vehicle
4 to all of our communities there, too, and I think the
5 issues of our concern in Watertown, the Councillors
6 have spoken loud and clear on. Take their directions
7 in completing that discussion with the BSC Group and
8 Mr. Clancy, and I am sure we can come to --

9 It is difficult for me because I don't want
10 to see the grass lost, or the green space lost on the
11 School Street island; but, at the same time, we have
12 to give consideration to all the traffic needs, the
13 pedestrian needs, and bicycles, as well; but, in
14 weighing all those together, I think this will be a
15 positive this project. Thank you.

16 AL MILLER, MODERATOR: Thank you, Gerald.
17 Are there any other local officials that would like
18 to speak before I open up to the public.

19 Okay. This hearing is now open to the
20 public and I just want to remind everyone who does
21 speak that, please, we do need your last name spelled
22 and just let us know your -- whether you are an
23 abutter or business person. So, any questions? Yes,
24 sir.

1 DON MERCIER: My name is Don Mercier, M-e-
2 r-c-i-e-r.

3 AL MILLER, MODERATOR: Yes, sir.

4 DON MERCIER: I guess I am considered a --
5 I am a Town Meeting Member of the town, but I also am
6 the trustee of a piece of property at the corner of
7 Belmont and Grove. It is 191 to 203 Belmont Street.
8 You probably consider it a major (inaudible phrase)

9 My concern is the parking, also, all the
10 way around. Your plan now is going to knock of a
11 substantial amount of parking for that intersection
12 which involves my building and the building on the
13 opposite corner of Grove, another commercial
14 building, but doing what you are doing is going to
15 knock out a substantial amount of parking, employee
16 and customer parking.

17 One Grove Street, either side of Grove
18 Street, in the back of my building, there's a bunch
19 of -- there are several two family houses down
20 through that way. When you put in that plan, those
21 people will have no parking at all. Their guests
22 will not be able to park. They have little or no
23 access to the back of their property. They have to
24 go up and around -- around the block in order to park

1 in back of their own house, so it will substantially
2 impact those people.

3 Right hand turns can be made prior to that
4 on another street, which don't show. On your plans,
5 you only show this major intersection, but if you go
6 back about a thousand feet, people can make right
7 hand turns instead of patiently waiting at the
8 intersection, as they do now, to make their right
9 hand turns.

10 I think by knocking out the parking, they
11 are really reducing the quality of life for people.
12 I haven't seen anything in these drawings where you
13 increase any parking. You only compromise the
14 parking for something else.

15 Let's see what's on my list. What I -- if
16 we are not careful with the parking, we might wind up
17 with something that looks like Medford Square. They
18 have one way traffic through there. All the cars go
19 through there fine, but (inaudible phrase) That is
20 what is going to happen here if we don't take care of
21 the parking.

22 The other thing, in your drawings, you show
23 some trees. I don't know, when you put trees in
24 front of a commercial building, it enhances that

1 business. In some cases, it is very difficult for
2 trees to grow in a four foot square of earth. I
3 would recommend not putting trees in front of those
4 buildings. You can't see the businesses. In some
5 cases, it might hamper people getting out of their
6 cars if they are hidden by those trees.

7 I would hope you would put me on your
8 mailing list, also. I would like to because this is
9 a very important intersection. Do you want me to
10 give the address?

11 AL MILLER, MODERATOR: Yes, sir.

12 DON MERCIER: 96 Cross Street. It's 02478.

13 AL MILLER, MODERATOR: Thank you.

14 DON MERCIER: If you look closely, right
15 along (inaudible phrases) -- if you look closely at
16 these other side streets to see how you are going to
17 impact those residents (inaudible phrase) and I am
18 sure that (inaudible phrase)

19 AL MILLER, MODERATOR: Thank you. Yes,
20 ma'am.

21 SUE BASS: My name is Sue Bass. That's
22 Bass, B-a-s-s, as the fish. I am a Town Meeting
23 Member from Precinct 3, which includes Waverley
24 Square, and I am also a Member of the Board of the

1 Belmont Citizens Corp., which, as Andrea so kindly
2 mention, has been involved in this issue for many
3 years, and we recruited the MIT study on the corridor
4 for the BSC Group.

5 I have -- I have a few questions, and I was
6 -- I wanted earlier just to ask Peter a question, but
7 in general, I think this is a wonderful thing for
8 Belmont. Naturally, there are details here and there
9 that we need to figure out. I think it will be good,
10 also, for Watertown and Waltham, and it is an
11 important step forward. It is just wonderful for us
12 finally to be taking this seriously, pedestrian
13 safety, and the need for bicycles, and having a more
14 attractive business district.

15 I disagree with Donald about the trees.
16 Obviously, they have to be placed carefully; but, as
17 someone who shops regularly on Belmont Street, I
18 would have loved to park in the shade of a tree,
19 rather than to have the car be beaten on by the sun.

20 So, I think it is important to add as many trees as
21 we can work out, and I certainly will support this,
22 the NPO the is representative of that level.

23 My particular question was for Peter, and
24 he turned off his computer. It was about the area on

1 the east end of Belmont Street, which it was a four-
2 lane section because I understand there is a four
3 lane section at the west end, right up to the -- from
4 -- basically from Pleasant Street up to Waverley
5 Oaks, but the four lane section in the eastern
6 stretch, and isn't that right where people were
7 complaining about the loss of parking? So, what was
8 the reason for making that a four lane? It is just a
9 question. It is not an --

10 PETER BRIERE: The traffic volume.

11 SUE BASS: And what was the traffic volume
12 there?

13 PETER BRIERE: The traffic volume was
14 twenty-four thousand. It was higher down on Mill
15 Street. Mill Street was --

16 SUE BASS: Thirty thousand, I remember. It
17 was -- that was very persuasive.

18 PETER BRIERE: And then it dropped to
19 fifteen thousand. That's half, so you can sort of
20 imagine, too, okay, (inaudible phrase) twenty-four
21 thousand.

22 SUE BASS: And the twenty-four thousand is
23 the whole stretch? It is not the whole from where
24 Belmont Street comes in. Where does the twenty-four

1 thousand --

2 PETER BRIERE: Well, we took traffic counts
3 at certain location. In that location, it was
4 twenty-four thousand. Cars come in and out of, like
5 School Street is a major --

6 SUE BASS: School Street is a major --

7 PETER BRIERE: (inaudible comment)

8 SUE BASS: Because if, in that stretch, if
9 it would be possible, and I know Traffic is familiar
10 with the study and I am not, but if in that stretch
11 it would be possible to have turning lanes, and
12 things like that, so basically a three lane roadway
13 instead of four lanes, then you would get back some
14 of the parking you need, but if that wouldn't do the
15 trick, then that's, you know --

16 PETER BRIERE: We did look at three lanes.
17 We looked at two lanes this way and one lane that
18 way, one lane each direction, and we struggled with
19 it, and in the end we just said, it really needs to
20 be four lanes. That is how they drive it, and that
21 is why they drive it that way.

22 SUE BASS: Thank you very much.

23 PETER BRIERE: But we did look at it.

24 SUE BASS: Yes, I am sure.

1 AL MILLER, MODERATOR: In the back, sir.

2 BOB ROSEN: Hi. My name is Bob Rosen. I
3 am from Belmont Medical Supply. We are Belmont and
4 Grove Street. I am very concerned --

5 AL MILLER, MODERATOR: Sir, just, how do
6 you spell your name?

7 BOB ROSEN: R-o-s-e-n.

8 AL MILLER, MODERATOR: Thank you.

9 BOB ROSEN: I am very concerned about the
10 parking situation around that whole area, both on the
11 Belmont Street side and on the Grove Street section.
12 Merchants, we don't have a parking lot like you do
13 in Cushing Square or Waverly Square. Parking is very
14 difficult to start. My particular business,
15 obviously, there are a lot of handicapped people that
16 need a place to park close by. They can't go over to
17 the Watertown side to park. There are usually no
18 spaces in the front of the other stores, so it makes
19 it very difficult when you are going to take away
20 parking places on Belmont Street and on Grove Street,
21 and I would just ask that that be considered for both
22 the merchants and the customers, and all our
23 businesses.

24 AL MILLER, MODERATOR: Thank you. Yes,

1 ma'am, in the back.

2 ANN OZAWA: Hi. My name is Ann Ozawa, O-z-
3 a-w-a, and I would like to reiterate other people's
4 concerns about pedestrian safety. I am in the Engine
5 1 Condos, the old fire station, and you can count
6 anywhere between six and ten cars that drive through
7 a crosswalk while I stand on the side with a three
8 year old, and I think that's a huge concern for
9 crossing any road, and I think the only concern --
10 the only question would be, is there any plan for
11 reducing truck traffic, heavy traffic, preserving the
12 road, noise reduction and on-street safety. I know
13 there is a lot of heavy truck, eighteen wheelers and
14 (inaudible phrase), but I was wondering if there was
15 any plan for putting a restriction on the street for
16 trucks. Thank you.

17 AL MILLER, MODERATOR: Thank you. I am not
18 aware of any truck traffic bans, and I am not sure
19 why trucks are going through there. It could be
20 construction related.

21 ANN OZAWA: It used to be a thoroughfare
22 (inaudible phrase)

23 PETER BRIERE: I can answer that one.

24 AL MILLER, MODERATOR: Yes, Peter.

1 PETER BRIERE: I think the ban on trucks,
2 to put a truck ban on, you have to define a truck
3 route. It has to be within that town.

4 ANN OZAWA: Because I know some towns do,
5 like that other -- you know, the (inaudible phrase)

6 PETER BRIERE: This is an arterial roadway.
7 They don't want them going on the side streets and
8 this is really where they need to be.

9 AL MILLER, MODERATOR: Yes, sir.

10 RON SACCA: Ron Sacca, S-a-c-c-a. I have
11 been a resident of Belmont all my life and Trapelo
12 Road -- I am not here to represent the T. I work for
13 the T, though, and I have -- that's my route, 73, and
14 I want people to think about this. Trapelo Road, we
15 have a nice, wide street here. What we are trying to
16 do is turn a hot dog into a filet mignon. This
17 street, this -- we have to move traffic through our
18 town. Safety is paramount.

19 As a matter of fact, at the corner of Beech
20 and Trapelo, my aunt, in October of 1990, was run
21 over and killed. Okay? So, I am all for safety, and
22 speaking of safety, there hasn't been one child in
23 this town run over and killed by a car in this town,
24 as far as anyone can remember in here.

1 Here we are, we have a street that we are
2 trying to narrow down to one lane in each direction,
3 slow traffic down. We have to move traffic through
4 this town. We are widening the sidewalks, which --
5 as a matter of fact, I grew up on Hull Street, which
6 goes right next to Trapelo near Greer's, the old
7 Greer's. I have walked to Belmont High and Belmont
8 Junior High, and there has never been a problem.

9 Today, I have something here about that one
10 of our citizens wrote about children walking to
11 school; it has cut way not. Kids do not walk these
12 streets. Okay?

13 We are trying to make this boulevard here.
14 This isn't Commonwealth Ave. If you take a sister
15 street, like Mount Auburn Street in Watertown, or you
16 take -- which I do the route, too, in Cambridge, if
17 you take Mass. Ave., now you have to consider there
18 are trolleys running down this street every five
19 minutes the 73 trolley runs. Sometimes it is three
20 or four trolleys that back up on this street.

21 Now, the problem I see here with the T
22 running in here, the trolley, is getting out -- back
23 into the traffic in a single light. People don't
24 like to -- they are trying to beat the bus, they want

1 to get by it. You have a system here now that works
2 really smoothly with trolleys, to move people. This
3 is one of the busiest routes in the system.

4 The reason I think about that is, we cannot
5 slow that down. Okay? These people want to get to
6 work. They look at their watches all the time. You
7 put in one single light and you are going to have a
8 big problem. First of all, you are going to have
9 buses trapped all over, buses trying to pull out.
10 You have trucks going by.

11 Where is the delivery for the businesses
12 here? You have funeral parlors along this street
13 that don't -- they usually line up nicely now; they
14 have their funerals. Now, they are going to be
15 interrupted here.

16 You have all these sidewalks now. IN this
17 town, the merchants have to clean these sidewalks in
18 a certain amount of time. Now you are going to widen
19 these sidewalks. They have got more work for
20 themselves. You are throwing in more trees for the
21 town to clean up. You are throwing islands into the
22 mix, more work for the town workers. You are putting
23 them in harm's way, in the middle of the road,
24 cleaning up islands.

1 Another thing, too, is you have these
2 single lanes. I lived on Hull Street, and I used to
3 go out Maple Street. That was one way going into
4 Trapelo. Now, if you get on Maple Street one way to
5 Trapelo, and you are trying to go left, you can go
6 right very easy because there is a single lane. You
7 try to go left on Trapelo in a single lane, the
8 reason -- what happens now, you have got so much
9 traffic, you have got single lanes on both sides of
10 the street and you can't get over; whereas, if you
11 have two lanes on each side, it is easier to get into
12 the flow of traffic. A lane will pull over and let
13 you make your left. If you have single lanes, you
14 can't get into the traffic to go left.

15 And what you are doing here, this is a ten
16 year project. I worked on the Big Dig. What you are
17 going to do is, you will have no businesses here in
18 ten years. No one is going to be here. When they
19 did over Mount Auburn Street, they did that
20 reconstruction over there (inaudible phrase) talked
21 to a guy over there, business goes way down. Today,
22 that economy is so tough; these people need every
23 customer they can get.

24 What is going to happen here is, with this

1 project, you are throwing people into the residential
2 areas. They are going to hit Waverley Square. What
3 are they going to do? They are going to go out to
4 Waverley Street, head into the school district on
5 School Street, Burbank School (inaudible phrase) or
6 they are going to go right on White Street and go by
7 Butler School, into another school district, just to
8 beat the traffic, trying to get to Boston.

9 So, now we have got -- they talked about
10 from Watertown, go around Templeton Street, trying to
11 get around that (inaudible phrase) Arlington Street
12 That is what is going to happen in Belmont in ten
13 years. You are talking about putting kids in harm's
14 way, and people, when they have to take a detour,
15 they step on the gas and they try to -- they get lost
16 and get confused on their cell phone. You are really
17 throwing a monkey wrench into this town. We need to
18 move fast.

19 Now, take a look at Trapelo Road. I bought
20 it to the attention of Town Meeting. When I was
21 driving my bus last year, the 73, it's two and a half
22 miles from Star Market to Waverly Square in each
23 direction. There wasn't one speed limit sign on the
24 roads on both sides of the street. That's a total of

1 five miles, not one speed limit sign. When you go up
2 -- you go up Clinton Street, there's six of them on
3 the hill.

4 We need direction on Trapelo Road. The
5 problem is, when you get out there with your car
6 today, it's a free-for-all. There's no divided lines
7 on both sides. You should leave the two lanes
8 (inaudible phrases) traffic. What happens today is,
9 the police cannot give anyone a ticket from moving
10 from one side of the other side of the road. The
11 problem with 128, you cross lanes, you get tagged.
12 We need this direction of flow of traffic.

13 Trapelo Road, if you look at it right now, it
14 has -- about ninety-eight percent of it has granite
15 curb already. We need to go in there as fast as we
16 can, and get out as fast as we can, not ten years of
17 trouble and impact on the neighborhoods, full depth
18 reconstruction. This street has under it right now
19 the trolley runs, it has the tracks under there on
20 both sides. We just need to go in there and grind it
21 up, fix the curb, fix the new sidewalk. We do not
22 need twenty foot sidewalks. Okay?

23 Our sister street over in Watertown, Mount
24 Auburn Street, works beautiful. They don't have

1 these bump-outs in the roads I would like to share
2 these pictures with you that show the winter in
3 Belmont, of the bump-outs in Waverley Square and
4 Cushing Square. This are fifteen foot high snow
5 mounds in front of those reduced areas. Do you want
6 to take a look at these?

7 AL MILLER, MODERATOR: Sure.

8 RON SACCA: This is what happens with the
9 crosswalk and people on the buses I talk to do not
10 like it, and people driving don't like it. This is
11 the bump-outs in Waverley Square. This is what they
12 do in the snow. See it?

13 AL MILLER, MODERATOR: Sure.

14 RON SACCA: So, then you can't see a kid
15 crossing the street, and the problem is, once you get
16 these things like this here -- I will take those -- I
17 have plowed Trapelo Road. I have plowed snow for
18 forty years, thirty years, whatever. If you want to
19 keep the trucks moving, you get these -- the town is
20 doing all these things like this. Every time a
21 (inaudible word) road comes in, you lose that space
22 on both sides. You want to keep the snow moving off
23 to the sidewalks, keep it going.

24 What you are doing here is, you are trying

1 to, like I said, once you -- you can't unring a bell.

2 Once this is done, it's done. Okay? Businesses in
3 this town, we need to keep it flowing. This is going
4 really -- you are going to hurt somebody (inaudible
5 phrase) What you are doing here is, you are sucker
6 punching this town.

7 I know it is all free money, free this,
8 free that. You are getting a road. I'm telling you,
9 there's a lot more roads that need to be fixed.
10 Trapelo Road, right now, is very nice, compared to a
11 lot of the roads around here. But, if you look at
12 it, all -- like I said, all the granite curbing is
13 there.

14 If you want to start reducing these
15 intersections, (inaudible phrase) huge concrete
16 things (inaudible phrase) clean these areas out.
17 Okay? You can't do it. Another thing, too, is you
18 start to putting these bump-outs in the corners. Now
19 you have a -- for instance, Trapelo Road, if you do
20 have a single lane going up Trapelo Road and you have
21 got three MTA buses going up there, stuck in the
22 snow. Now you have got to fire. Okay? We have no
23 lane to move over for a fire engine to get up that
24 hill, or anyone. Okay?

1 How about a truck gets stuck on Trapelo
2 going up the hill, or sliding the down the hill.
3 Another thing, too, is you have overhead trolley
4 lines. You start making this street shorter, a fire
5 engine pulls up to fight a fire. The ladder is
6 probably going to hit those trolley line. I don't
7 know if you people have talked to the T about this,
8 or contacted the Fire Department. You start striping
9 the streets, with the fire engine, (inaudible
10 phraseS)

11 We have to keep the traffic moving in this
12 town. We give them directions, just leave the road
13 as wide as it is, broken lines, put up speed limit
14 signs, and that is it because you start getting into
15 those things there, and people aren't for those
16 things because what happens with that is, you go from
17 two lanes from one lane, people -- (inaudible phrase)

18 AL MILLER, MODERATOR: I understand.
19 Alright. Thank you, Ron. I think you have mentioned
20 the point of two lanes to one. There are other folks
21 here tonight. Yes, right behind. Good evening.

22 MARIA SAIZ: This is Maria Saiz, S-a-i-z.
23 83 Hovey Street. That's H-o-v-e-y, Watertown, right
24 on the Belmont line. I am also on the Watertown

1 Bicycle and Pedestrian League, and I am really
2 excited to see these plans. It is a wonderful
3 improvement over what we have today.

4 I have -- I have experience both as a
5 pedestrian, as a cyclist, and a driver on this entire
6 strip of roadway, and I can assure you that we are --
7 what you are proposing is a significant improvement
8 over the conditions that we have today on several
9 accounts. One, the road conditions today between --
10 especially between Belmont -- where Belmont joins
11 Trapelo, all the way to the Cambridge line is a real
12 safety hazard for cyclists, and it is a -- the road
13 is really terrible.

14 What you are really doing is, when you are
15 riding down that part, as a commuter, as a bicycle
16 commuter, it is a -- it's interesting, to say the
17 least. As a pedestrian, it has its challenges
18 because the road -- the way the roadway is
19 constructed, I take the bus. I am one of the people
20 that actually, in bad weather, does take the bus down
21 into Harvard Square, and I catch it down by the dry
22 cleaners next to, I think it is (inaudible word), and
23 the buses are -- that area is wide enough that the
24 buses can pull over, but the buses don't always pull

1 over for that.

2 That is another little challenge, I think,
3 that will be interesting to see if the proposal that
4 you have made will allow us to have better controls
5 over where the buses park, or where they stop, and
6 how they handle the pick up and drop off of
7 passengers; and, as a driver, I always find the road
8 challenging because of the tremendous potholes and
9 the old railroad stirps that still have such a
10 tremendous impact on the road.

11 I do have a couple of questions. One, in
12 terms of the bike lane, I noticed that the bike lane
13 will only have striping on the left, and not striping
14 on the right hand side next to the parked cars, and I
15 would like to encourage you to put a stripe on the
16 right. This is not a big investment. It is really
17 only paint, but what that will allow us to do is
18 guide very clearly for the drivers where to park
19 because the bike lane will be next to it. One of the
20 biggest dangers I face, as a cyclist, is being
21 doored, and not having that guide, I think, for a lot
22 of drivers, they kind of lose sight.

23 The next thing is light activation. Will,
24 at the intersections, will there be light activations

1 so that you, as a cyclist, can activate the lights
2 when you come up to a cross or a light because, often
3 at these lights, the cyclist is very frustrated to
4 wait there, and have to wait until the vehicles comes
5 along in order to activate the lights. So, you will
6 see it now in Cambridge, that many of the signals are
7 activated by cyclists, as well.

8 AL MILLER, MODERATOR: Peter, can you speak
9 to that particular issue?

10 PETER BRIERE: Yes, they will all have
11 bicycle connections.

12 MARIA SAIZ: That will be absolutely
13 wonderful.

14 PETER BRIERE: I mean, when you talk about
15 the lines, are you talking -- are you suggesting that
16 these two lines be connected to parking --

17 MARIA SAIZ: Yes, sir, I do, and make sure
18 that there are signs along the roadway, and along the
19 sidewalks, indicating that there is a bike lane. A
20 lot of drivers have a tendency to park not only in
21 the parking area, but in the bike lane, as well.

22 PETER BRIERE: It really can't be defined
23 as a bike lane unless we have five feet the entire
24 length of the roadway. So, the best we can do is

1 call it bicycle accommodations. If we can make it
2 five feet the entire length, then it will be defined,
3 and signed as a bicycle lane; but, if we can't get
4 the five feet, we can't.

5 MARIA SAIZ: Well, that is an interesting
6 challenge because I am sure, as you did the counts,
7 that you noticed the amount of usage, bicycle usage,
8 that Belmont and Trapelo Street have. These are --
9 this is one of the major bicycle access areas for
10 both recreational and commuters headed into both
11 Harvard Square and into Downtown, is right along this
12 road. So, I didn't realize that it was not going to
13 be a bicycle. It was going to be --

14 PETER BRIERE: It is going to be for
15 bicycles. It will be a nice strip there. We just
16 can't sign it Bicycle Lane. We can't show the
17 symbols. We would love to get five feet the entire
18 way, but to get that extra foot on each side, we
19 would have to push the curb back. Pushing the curb
20 back, means all those telephone poles, all those
21 catenary poles, and suddenly the price jumps way up.

22 MARIA SAIZ: You should look at other
23 alternatives because I can tell you that, as a
24 cyclist, there is a huge difference between having

1 bicycle accommodations and bicycle lanes, and the
2 difference is whether or not I get hit, or whether I
3 get here safely, and not having a lane that is so
4 clearly designated, and not being able to put
5 markings on the road makes a huge difference for
6 drivers and it makes a huge difference for cyclists.

7 I would encourage you to go back and sharpen your
8 pencils because that is a critical --

9 PETER BRIERE: We will discuss it with
10 MassHighway, their bicycle procedures.

11 MARIA SAIZ: Okay, and then, the only other
12 question I had is, from a pedestrian, because I am
13 also a pedestrian, will the lights at these
14 intersections have a countdown so that a pedestrian
15 knows exactly how many seconds they have to get
16 across the intersection? Some of the lights are very
17 quick to change.

18 AL MILLER, MODERATOR: MassHighway
19 typically --

20 PETER BRIERE: We haven't really thought
21 about that.

22 AL MILLER, MODERATOR: MassHighway
23 typically doesn't advocate the use of those.

24 MARIA SAIZ: MassHighway doesn't cross the

1 street, necessarily, but pedestrians do, and I am
2 going to encourage you to --

3 AL MILLER, MODERATOR: Unfortunately, the
4 safety factor is also for the pedestrians because the
5 motorists watch that, watches the countdown, as well.

6 MARIA SAIZ: Yes, but when you are crossing
7 --

8 AL MILLER, MODERATOR: When the motorist
9 sees the countdown near the point of where the light
10 will change, they tend to --

11 MARIA SAIZ: Gerry? Is Gerry still here?

12 AL MILLER, MODERATOR: They tend to jump
13 the light, so to speak.

14 MARIA SAIZ: You know, we are looking in
15 Watertown at pedestrian improvements, and one of the
16 things that we are looking at very clearly is putting
17 these countdowns, even though MassHighway doesn't
18 always -- is not always in favor of them because,
19 from a pedestrian perspective, you need to know how
20 much time you have, and especially for our not-so-
21 young pedestrians. They want to know if they have
22 enough time to get across the street, and not really
23 knowing how much time you have, I think, is a
24 significant factor in your ability to get across the

1 street. This is a terrific improvement, but I think
2 we have to take that into account.

3 AL MILLER, MODERATOR: Thank you for your
4 comments. Yes, sir.

5 ARTHUR WOLFSON: I am Art Wolfson, W-o-l-f-
6 s-o-n, and I live on Pleasant Street in Belmont.
7 First, I do want to thank MassHighway, as well as
8 Waltham and Watertown, for coming this evening.
9 There has been a tremendous amount of effort put into
10 this project, and I think some excellent listening,
11 also, by the Town and various departments, to get us
12 to this point. Obviously, there are some issues all
13 along the corridor that need to be worked out.

14 I have a few questions; first, a very small
15 one. Is a bus permitted to stop within the
16 crosswalk?

17 AL MILLER, MODERATOR: I don't have that
18 answer.

19 ARTHUR WOLFSON: There was one coming up to
20 Cushing Square, eastbound on the right about four
21 blocks before I saw the bus, in the new location.

22 AL MILLER, MODERATOR: I believe any
23 vehicle can stop in a crosswalk. There is nothing
24 that says you can't stop in a crosswalk, as far as I

1 know.

2 ARTHUR WOLFSON: Alright. Okay. I was
3 just -- my only concern was the kids.

4 PETER BRIERE: I can answer you the fact
5 that Mass -- that MEJ has certain guidelines as to
6 how the parking should be restricted on a near side
7 and a far side, or mid-block, so the buses can pull
8 in and pull out, and when designing this, we have
9 made sure each bus had enough room to pull in and
10 pull out, and should not stop in the crosswalk.

11 ARTHUR WOLFSON: Okay. Coming up to
12 Cushing Square, about four blocks before, eastbound,
13 there is -- it does show it turning into the
14 crosswalk. The only concern was, if the bus stop has
15 people eastbound what might be lost, what might be
16 affected by doing that. So, if right now it's
17 (inaudible phrase) change, it might affect something
18 else.

19 PETER BRIERE: If we have provided one of
20 our bus areas without enough room, we will correct
21 that.

22 ARTHUR WOLFSON: Okay. Another question
23 is, are there tree removals on the public ways?

24 PETER BRIERE: Yes, there are a number of

1 tree removals.

2 ARTHUR WOLFSON: I am glad to see that
3 there are a lot of trees being planted. I was just
4 wondering if those -- if there is a quick way of
5 identifying them or --

6 PETER BRIERE: They are on the actual
7 construction plan. When you look closely on these
8 plans, you will see them, but we did not highlight
9 the ones that were removed. There are some in the
10 Beaver Brook Park. We are widening the road there
11 and some have to go. A lot of them are pretty old,
12 and we will be replacing those trees.

13 There are some that, at this point in time,
14 we are not sure will have to go or not until we get
15 further into that. If we are pushing the curb back,
16 is there enough room left for that tree to survive?

17 ARTHUR WOLFSON: So, in any case, if a tree
18 is removed on a public way, it will be replaced.

19 PETER BRIERE: Oh, yes.

20 ARTHUR WOLFSON: And are there any tree
21 removals on private properties?

22 PETER BRIERE: No. I can't think of any,
23 except Beaver Brook Reservation.

24 ARTHUR WOLFSON: If I counted right, there

1 are four possible, or four proposed land
2 acquisitions.

3 PETER BRIERE: I think the number was
4 actually seven. Three are small corner takings,
5 which you would never know is a taking, if you looked
6 at it now because there is public sidewalk on it.

7 ARTHUR WOLFSON: Okay. The other thing I
8 wanted to speak to, is actually the funding the
9 responsibility of the town? My understanding is, if
10 there are not federal funds used on this project,
11 would there still be a ten percent contingency? In
12 other words, we are talking ten million dollars.
13 Would the State still pay the additional million
14 dollars for the actually if you actually reach that
15 amount before the project takes place?

16 AL MILLER, MODERATOR: If there is not
17 federal dollars, did you say?

18 ARTHUR WOLFSON: Right.

19 AL MILLER, MODERATOR: Is there a ten
20 percent contingency for State funding?

21 ARTHUR WOLFSON: Yes. Well, maybe you can
22 explain how that works.

23 AL MILLER, MODERATOR: If the State were to
24 fund it one hundred percent, what would the ten

1 percent contingency be for, is my question?

2 ARTHUR WOLFSON: Right.

3 AL MILLER, MODERATOR: Is that what your
4 question is?

5 ARTHUR WOLFSON: Well, I guess it is
6 federally or non-federally funded, but what is the
7 deal? What is the --

8 AL MILLER, MODERATOR: Typically, when we
9 have a project with a community, if the overruns
10 surpass ten percent on particular items, we look for
11 the municipalities to help us with the funding of
12 those particular items.

13 ARTHUR WOLFSON: If it were federally
14 funded?

15 AL MILLER, MODERATOR: It would be the same
16 situation.

17 ARTHUR WOLFSON: I did look at recent
18 MassHighway projects that were designed by
19 municipalities and they were similar streets to what
20 we are doing here on Trapelo Road and Belmont Street.

21 In Waltham either Beaver (inaudible word), for
22 example, found a thirty-eight percent higher cost
23 than the estimate. In North Reading, there were two.

24 One was thirty-four percent over. The other was

1 ninety-six percent over. In Newton, it was sixty-two
2 percent over. My question would be, did those
3 municipalities actually have to pay all except ten
4 percent of that?

5 AL MILLER, MODERATOR: Over the bid prices?

6 ARTHUR WOLFSON: Right.

7 AL MILLER, MODERATOR: Well, if the bids
8 come in thirty-six percent over, and we award the
9 project, then that is when we start.

10 ARTHUR WOLFSON: Oh. Well, okay. On the
11 MassHighway postings, if you show -- I am not sure
12 what the figures are I am looking at, the --

13 AL MILLER, MODERATOR: What is your
14 concern, if I might ask?

15 ARTHUR WOLFSON: The concern is, what is
16 the obligation of the town?

17 AL MILLER, MODERATOR: The town is anything
18 over ten percent of the bid amount, of the awarded
19 amount.

20 ARTHUR WOLFSON: Okay. So, anything that
21 accelerates the price, and the figures I am looking
22 at are consistent with exactly what we are talking
23 about. In other words, we are talking about thirty,
24 forty, fifty, sixty percent, whatever over, the town

1 pays.

2 PETER BRIERE: I think, Arthur, what you
3 are probably saying is, the project is awarded. The
4 State estimates fifty thousand. The bids come in at
5 ninety thousand. What happens there? Well, the
6 State awards the project at ninety thousand. If the
7 project actually costs ninety plus ten thousand, then
8 the Town -- you know, once -- it is has awarded to
9 the contractor at ninety thousand; but, when the
10 contractor gets out there and finds out, oh, I have
11 got lots more work than you show in the plans; I have
12 got to do this, this and this; it should have been
13 shown in the plan, the State will look at the Town
14 and say, well, wait a minute now. We agreed to
15 ninety thousand for this amount of work. If there is
16 more work than we thought, then the Town is
17 responsible for that. That doesn't happen very
18 often.

19 UNIDENTIFIED SPEAKER: That won't happen if
20 you are doing the plans.

21 PETER BRIERE: If we are doing them, you
22 don't have to worry.

23 AL MILLER, MODERATOR: And there are
24 alternatives. If funding is an issue, then

1 elimination of some attributes of the project could
2 offset those escalating costs.

3 ARTHUR WOLFSON: Do you have any estimates
4 of what the average is on a project like this?

5 AL MILLER, MODERATOR: No, I do not.

6 ARTHUR WOLFSON: Okay, thank you.

7 AL MILLER, MODERATOR: Yes, ma'am.

8 ANNE PAULSEN: My name is Anne Paulsen, P-
9 a-u-l-s-e-n, and I live at 90 School Street in
10 Belmont, and I am a citizen of the Town, and I am
11 also on the board of Mass Bike and Walk Boston.

12 I just wanted to ask a couple of questions.

13 I appreciate very much the fact that we are having
14 more bicycle and pedestrian accessibility on this
15 street, and I know people that work very hard to
16 provide that, and I think, as time goes on, we hope
17 that, and in reference to Mr. Sacca, that there will
18 be more and more people who will be walking, not
19 fewer and fewer, and more and more people who will
20 biking, not fewer and fewer. So, I think that we are
21 headed in the right direction on this project.

22 I, as a member of Walk Boston, we are
23 always concerned when bricks are used on the
24 sidewalks because they generally are level for about

1 three weeks, and then they begin to bump. So, the
2 question, I guess, on this project is whether these
3 really are just for decoration and nobody will
4 actually be walking on them, or whether we are using
5 brick as a walking surface.

6 PETER BRIERE: I would say brick is an
7 accent strip. That is where your telephone poles are
8 and your utility poles. I believe that the design
9 will have the brick placed in concrete, as opposed to
10 earth. If it is in earth, it will bump up, so
11 concrete --

12 ANNE PAULSEN: Okay. So, this should keep
13 it -- okay, thank you, and I guess the other question
14 I have was whether, when you have the bike lanes
15 coming down to a stop light, and I noticed you are
16 doing work on these side streets as we go along,
17 whether it is possible to sort of at least continue
18 the idea of a bike lane sort of headed off. So, if a
19 person is turning off of Trapelo Road, onto one of
20 those side streets, the cars that are turning with
21 them will understand that they also have the right of
22 way, and there is an area for them.

23 PETER BRIERE: I think I understand what
24 you are saying.

1 ANNE PAULSEN: Well, if you are coming up
2 Trapelo Road and you get to the lights at Common
3 Street, I mean, people will be turning right there,
4 and a bicyclist will be turning right. So, is there
5 a way of making sure that the bicyclist is safe and -

6 -
7 PETER BRIERE: I think on Common Street, we
8 had enough width to provide a bicycle lane, bicycle
9 accommodation on each side. So, I think the bicycle
10 or the cars can go right -- we were able to provide
11 that on Mill Street and some on Pleasant Street.
12 Whenever we could, on a side street, we have provided
13 that.

14 ANNE PAULSEN: I have noticed that, in
15 Cambridge, what they do is that they actually
16 continue the bike lane, and then it does disappear,
17 but at least you can get around the corner.

18 PETER BRIERE: So, the line goes right
19 around the corner.

20 ANNE PAULSEN: The line goes right around
21 the corner, as well as forward, of course, but there
22 it also goes around the corner, and then it does --
23 there are a couple of dots and it does disappear, but
24 it does get -- otherwise, when you are turning those

1 corners, you are very frequently squeezed.

2 PETER BRIERE: Cambridge does a nice job.
3 I have watched some of their streets, and gotten some
4 ideas.

5 ANNE PAULSEN: Right, and I guess the other
6 suggestion I had down at the area near the Waverley
7 Oaks is, why can't you reduce the lane of traffic six
8 inches. You only have to take a foot and now you are
9 taking trees from the Waverley Oaks. The lanes are
10 eleven feet. Couldn't they be ten and a half feet,
11 and then that would be --

12 PETER BRIERE: We are taking ten feet from
13 Waverley Oaks.

14 ANNE PAULSEN: Oh, you are taking ten feet?

15 PETER BRIERE: Ten feet from the -- we are
16 not taking ten feet from Beaver Brook Reservation
17 because the land was already taken decades ago. So,
18 we are widening to the area that appears to be the
19 Beaver Brook Reservation, but it is actually part of
20 the state land. So, we are not putting -- we are not
21 taking any lands from Beaver Brook Reservation, no.

22 ANNE PAULSEN: But you said -- I thought
23 you were making the point that, I don't know, either
24 the -- oh, I know.

1 PETER BRIERE: I did say we were widening
2 that --

3 ANNE PAULSEN: The bike lane has to be four
4 feet rather than five feet because, can't you reduce
5 the width of the traffic lane just a little bit in
6 order to increase the width of --

7 PETER BRIERE: The traffic lane has to be -
8 -
9 there are certain guidelines.

10 ANNE PAULSEN: I see, and MassHighway must
11 --

12 PETER BRIERE: Especially when the --

13 ANNE PAULSEN: -- indicate that? I mean,
14 there is a lot of traffic and we are trying to keep
15 the --

16 PETER BRIERE: They are getting a little
17 more flexible now with the volume of trucks,
18 especially most of the road with all the trolleys and
19 stuff.

20 ANNE PAULSEN: Okay, and then, just the
21 last thing is, I just wondered whether or not it is
22 possible just to, even if it is not marked as a bike
23 lane, to picture a bike here and there along it.

24 PETER BRIERE: We will talk to MassHighway.

1 I would like to get that in there, too, myself, but
2 so far they have said no. I will try.

3 ANNE PAULSEN: Okay, thank you.

4 AL MILLER, MODERATOR: Yes, sir, in the
5 green.

6 RAY HUEY: Ray Huey, H-u-e-y, 101 Chilton
7 Street in Belmont, and I have a question and a couple
8 of comments. The first question is, this is the
9 first time I have seen this level of detail. Would
10 it be possible to have BSG Group put up on the
11 (inaudible phrase) closer look at it? There is a lot
12 of detail to look at. I just would like -- it should
13 be up there (inaudible phrase)

14 The second question, this is the third one
15 of these meetings that I have attended over the last
16 couple of years (inaudible phrase). The number one
17 issue for business people at all those meetings has
18 been parking. It is plain to see that the result
19 will still be the same.

20 My wife and I own the building at 231
21 Belmont Street. The building is an old Victorian
22 building, not a commercial-looking building. We
23 provide parking for all of our employees, but the
24 patients that come have to compete with everybody

1 else that parks along the street there, and they will
2 be a major impact (inaudible phrase) parking on the
3 side of the street there.

4 The second issue is, with regards to
5 landscaping, I like the idea of the trees. I would
6 like to know that we will have some input to the
7 selection and position of the trees in front of our
8 building, to the planting in front of my building.
9 Specifically, the reason I am asking this question
10 is, because this is not a commercial building, it is
11 a Victorian house, (inaudible phrase) landscaping so
12 that the signage would be clear and visible from both
13 directions on the street. If you put trees up, that
14 may block the signage, and that would be an issue
15 with people being able to find the building.

16 AL MILLER, MODERATOR: We do solicit input
17 on trees. We do solicit input on trees and location.
18 The resident engineer is willing to work with
19 people. Yes, in the way back there.

20 ANITA MEIKLEJOHN: Anita Meiklejohn, M-e-i-
21 k-l-e-j-o-h-n. I live at 203 Orchard Street in
22 Watertown. I have ridden the 73 bus for seventeen
23 years, daily, and I think that what I have seen in
24 this plan is tremendous. I think it is going to be a

1 big improvement for the bus riders. I understand the
2 concerns of drivers about the buses pulling out in
3 the traffic areas when areas are one lane, but
4 improvements for pedestrians, like widening
5 sidewalks, like bump-outs making it easier to cross,
6 are also improvements for us bus riders because I
7 need to walk to get the bus. I don't drive my car to
8 the bus.

9 Secondly, I understand the concerns about
10 reducing parking for some businesses. I know that
11 those need to be addressed, but a lot of the shopping
12 along this area, along Belmont Street, along Trapelo
13 Road, does come with the people that are commuting on
14 the bus, and I stop and have errands that I do, both
15 in the morning and in the evening, along those
16 streets to patronize those little businesses.

17 The one thing that I would like to see
18 increase along the street are more bus shelters. It
19 is a very route for a variety of buses. The buses
20 come very frequently. It is a terrific bus
21 (inaudible phrase) increase six percent on the
22 (inaudible word) in the last few months. I think, on
23 the second line, it must have increased twenty
24 percent. It is tremendously (inaudible phrase) and

1 the more we can do in the way of shelters and other
2 amenities for bus riders, I think it will be huge for
3 the whole community. It will be more cars off the
4 street and it is going to create more people shopping
5 in our community. Thank you.

6 AL MILLER, MODERATOR: Thank you.

7 UNIDENTIFIED SPEAKER: Can I say something?

8 AL MILLER, MODERATOR: Yes, sir. We have
9 some other folks I would like to -- after we go
10 through the entire audience, please. Any other
11 questions? Yes, ma'am.

12 GEORGIE HALLOCK: My name is Georgie
13 Hallock, H-a-l-l-o-c-k. I live at 23 Briar Hill Lane
14 in Waltham. I am on the little end there. I walk
15 extensively in this area, and I am not happy with
16 cement sidewalks. I would prefer the tarmac or
17 bituminous. Cement frays, breaks up, it is very
18 difficult to walk on. It doesn't last a long time.
19 You have several sections there where you are
20 planning on making the two surfaces, one concrete and
21 one bituminous, and that is not a good thing to do
22 because that is just an open invitation.

23 Secondly, where the river, Beaver Brook,
24 crosses in there, I don't see a place for the

1 additional drainage, and when that area floods, it
2 not only floods from Beaver Brook up, being exposed
3 in a large cashment, but also flood down Trapelo
4 Road, and you need to catch that, and pull that back
5 somewhere, so that, either within Beaver Brook, or
6 within the road itself, there is a need for a major
7 stormwater control section, and it doesn't happen all
8 that often, but you go to set the fifty year flood,
9 well, this past month, we have had four times where
10 that area washed out thoroughly. Had a goodly
11 portion of the water not been coming down the hill
12 from Trapelo Road to go into the brook, it would have
13 been a lot easier to deal with.

14 As I said, I live right on the area, so I
15 do a lot of walking in that area. I think you are to
16 be congratulated on your thoughts and your process
17 and you have done a fine, fine job. I hope it will
18 work, but at six o'clock in the morning, when my
19 husband is leaving, he waits for twenty-four cars to
20 go by the end of our street. We are the first street
21 on the -- after the Quaker Road ends. So, if at six
22 o'clock in the morning there are twenty-four cars,
23 you are going to have a stack like nobody's business.

24 AL MILLER, MODERATOR: Yes, Peter.

1 PETER BRIERE: As far as the Beaver Brook
2 goes, we are aware of that flooding issue. We are
3 raising the roadway up, replacing the Beaver Brook
4 culvert, and we will be making it work for the fifty
5 year flood. So, that problem is solved.

6 GEORGIE HALLOCK: I am talking about
7 Trapelo Road itself. The water comes gushing out of
8 the road. You walk up that road, on those sidewalks,
9 you get your feet wet.

10 PETER BRIERE: Oh, you are talking about
11 the drainage on Trapelo.

12 GEORGIE HALLOCK: The road, the water, it
13 physically comes down the road.

14 PETER BRIERE: What we can do is, we can
15 put more catch basins in, within the project limits.
16 We can do that. If there are not adequate catch
17 basins, we can add them. We will take that comment.

18 AL MILLER, MODERATOR: Yes, sir, in the
19 white.

20 ADAM TOCCI: My name is Adam Tocci, and my
21 family owns the parcel of land at 521 Trapelo Road in
22 Belmont. I would like to thank the town officials
23 for putting in as much time as they have. It has
24 been a very open and inclusive process so far from a

1 business owner's perspective. We certainly
2 appreciate that.

3 I do feel that the biggest concessions
4 along the corridor have been made by the business
5 owners, but it was agreed by all that changes do need
6 to be made, and I think, for the most part, we
7 support the changes.

8 I have been to most, if not all, of the
9 meetings that have been held on this, and I have been
10 educated quite a bit between the difference of a bike
11 lane and a bike accommodation, and I think that there
12 has been a lot of thoughtful negotiation and
13 foresight into this plan to make the necessary
14 changes along the corridor where it needs to be
15 changed.

16 My concern, and I wasn't planning on
17 speaking tonight, but my concern in hearing some of
18 the comments from the crowd is that the design
19 consultants that have heard concerns from cyclists
20 and said, well, we will look into it, I know that
21 this is the twenty-five percent design phase, and
22 this is going to be one of the last chances we have
23 to speak in an open forum, and from what I see with
24 this plan, along the entire corridor, if you pull at

1 one thread when it comes to this bicycle
2 accommodation, it could have a ripple effect, and
3 many concessions that business owners have made for
4 this bicycle accommodation could all of a sudden be
5 taken off the books and we won't have a chance to
6 voice our concerns, opinions, or present to you what
7 problems it could present.

8 Just one quick example is the discussion
9 over here that, discussing, just add a widen bike
10 lane, can we make it from eleven feet to ten and a
11 half feet? Now, I know that Peter has been very
12 eloquent in the past, educating me on why we can't do
13 that, and I might have misheard, but I hope I didn't
14 hear him say, well, we will take a look at this bike
15 path, this bike accommodation because there are at
16 least fifty-five business owner concerns that a ten
17 and a half foot wide lane would have solved the
18 problem, and I would hate to think that, cyclist
19 safety of course is, all safety is of paramount
20 concern, but I just want to make sure that if there
21 are changes made for the cyclists, that business
22 owners would have another chance to take a look at
23 what ramifications that would have along the
24 corridor.

1 And I don't know because I am not familiar
2 with the process, whether or not we would have a
3 chance to see that or not, and I think the plan that
4 is here as a collaborative effort with a lot of
5 negotiation and give and take. I am just very
6 trepidatious, all of a sudden, to hear about a lot of
7 concerns with the cyclists and wanting to change this
8 plan when, in my opinion, this is the last public
9 meeting that I would have a chance to speak at, and I
10 know that many other business owners, who aren't
11 here, may be adversely affected by change in those
12 plans.

13 AL MILLER, MODERATOR: The cross section
14 has gone, undergone a lot of negotiation; and, at
15 this point in time, I don't believe there is going to
16 be a change in the cross section.

17 ADAM TOCCI: With regards to the
18 accommodation versus lane section?

19 AL MILLER, MODERATOR: Right.

20 ADAM TOCCI: I am encouraged to hear that,
21 but still --

22 AL MILLER, MODERATOR: It is rare that,
23 when we are mid-stream of a design, that we would
24 start changing configuration because, as you know, it

1 has taken a couple of years to get to this point;
2 and, as some of the town leaders have expressed, we
3 need to keep going in order to show the NPO's that
4 this is a vibrant project, worthy of their attention,
5 and if that starts to get back into the play of
6 changing cross sections, then that discussion will
7 impede progression of this project right now.

8 ADAM TOCCI: Thank you.

9 AL MILLER, MODERATOR: Yes, in the corner
10 right there.

11 CHRIS STARR: Yes, hi. My name is Chris
12 Starr, S-t-a-r-r, and I am a landowner in Belmont
13 with (inaudible phrase) Partners. I would just like
14 to say this first all, I would like to commend
15 everybody, the MassHighway and the town for doing
16 such a great job. I think it is going to really
17 improve the traffic flow, the functionality, the
18 setting, in really helping build the corridor as a
19 community, as a place that pedestrians, cyclists
20 hopefully will operate in.

21 There -- and I understand this is the
22 twenty-five percent hearing, I want to point out
23 this, is that there are some aspects to this design
24 that may need to flex if a major project comes

1 forward, and I am actually talking about my own. I
2 am working on a fairly significant project in Cushing
3 Square, to increase and improve the ability for
4 Cushing Square to be a great place, or a better place
5 to live, work, shop, dine, socialize, and really kind
6 of standing on the efforts of the town meeting
7 members, the Planning Office, and the Planning Board,
8 bringing new opportunity to revitalize Cushing
9 Square.

10 One of the points that I really wanted to
11 make, though, is that while this design for Cushing
12 Square may meet the current needs, I just want to
13 make sure that I understand that, as we move forward
14 with our project, it is a fairly significant one, it
15 is one that extends from the corner of Trapelo Road
16 and Common Street all the way up Common Street to
17 Belmont Street, so I want to understand clearly from
18 the experts here that, as we move forward with that,
19 that there is going to be due consideration for kind
20 of marrying the interests of the public and private
21 interests and perhaps treating the design as you go
22 forward in that there might be some significant
23 opportunities to improve the parking situation if we
24 work together.

1 So, I just wanted to make sure I understand
2 the point of this hearing is not necessarily to set
3 all of this stuff in stone, but I just want to get a
4 sense from you folks what the crosses and what the
5 opportunity is going to be to work together, to
6 create a Cushing Square that is going to meet all the
7 goals that we have put out. So, I first just want to
8 --

9 AL MILLER, MODERATOR: Well, thank you for
10 notifying us, but I think I had mentioned earlier
11 that we can't answer all your questions tonight.
12 Private development must be working with the
13 community.

14 CHRIS STARR: Right.

15 AL MILLER, MODERATOR: The community must
16 be aware of what your needs are, as far as curb cuts
17 and access, egress, so I am sure those community
18 leaders who are working with you must have expressed
19 that to their planning and designers, so I am hopeful
20 that those --

21 CHRIS STARR: So, I would consider that
22 those three places --

23 AL MILLER, MODERATOR: -- future plans are
24 somewhat incorporated already in this project.

1 CHRIS STARR: Well, actually, not
2 particularly. I am saying that we are just coming up
3 with designs now.

4 AL MILLER, MODERATOR: This is a good
5 opportunity, I think, to begin that dialogue.

6 CHRIS STARR: Yes, so I am just saying that
7 we are going to be coming forward with a plan. We
8 are going to be working with the Planning Office and
9 the Planning --

10 AL MILLER, MODERATOR: I would suggest you
11 --

12 CHRIS STARR: -- in being able to do that.

13 AL MILLER, MODERATOR: I would suggest that
14 that dialogue begin as soon as possible.

15 CHRIS STARR: Right, and I guess what I am
16 hearing then is that there is going to be a
17 willingness to all work together for the public
18 benefit.

19 AL MILLER, MODERATOR: Yes, absolutely.

20 CHRIS STARR: Okay, sure. And, secondly, I
21 just wanted to get a sense of events where, there is
22 another period where I have some interest, some
23 property down in Benton Square, as well, on the
24 corner of Trapelo Road and Belmont Street, and I

1 just, I know that we have been to a number of these
2 meetings, and there are a number of local citizens
3 concerned about the parking situation down there, as
4 well as other places along the corridor.

5 I just wanted to ask you, and see if we
6 could get a clarification of what the net changes
7 were because, actually it seems quite similar to the
8 current condition, I was just hoping that you could
9 put up Benton Square and just illuminate me to what
10 is actually changing because, quite frankly, I am
11 happy with the way it is, but -- and I wouldn't
12 necessarily change anything.

13 AL MILLER, MODERATOR: I think, at the end
14 of the hearing for the public, we can talk about your
15 more personal issues.

16 CHRIS STARR: Sure.

17 AL MILLER, MODERATOR: I think we want to
18 continue with the open forum currently; and then, at
19 the end of the hearing, we will --

20 CHRIS STARR: Right, so other landowners,
21 too, did get up and talk about --

22 AL MILLER, MODERATOR: Yes, but I don't
23 want to begin another rehashing of the entire
24 corridor. So, I would be happy to entertain your

1 comments at the end of the open forum.

2 CHRIS STARR: Okay. I just want to point
3 out that, on the drawing, there is a label that says,
4 bituminous parking in Benton Square, and I just
5 wanted to point out that currently that area is --
6 there are no parking signs there. So, I am
7 wondering, I am assuming if you have a label on it,
8 that it is going to be now made available parking.

9 PETER BRIERE: We can talk about it after.

10 CHRIS STARR: Okay, thanks.

11 AL MILLER, MODERATOR: Yes, sir.

12 RON SACCA: Yes, I just want to -- with the
13 trolleys, we have a bus stop, they allocated a bus
14 stop, for the trolley to pull in. Now, you have to
15 keep in mind, these are trolleys that are attached to
16 a --

17 AL MILLER, MODERATOR: Yes. I can hear
18 you. I understand.

19 RON SACCA: Yes, what happens with 73,
20 Mount Auburn Street in Watertown, a trolley cannot
21 pass a trolley. It has to stay behind the one in
22 front of it, and what happens there now is, you are
23 going to have this one single lane. A trolley is
24 going to pull into this stop, and it has happened to

1 me, there are three or four backed up right behind
2 me.

3 Now, those three or four are going to be in
4 that single lane while one is in the bus stop, and
5 that is going to happen along the whole route, and
6 what is going to happen is, and I don't want to be an
7 I told you so, people are going to be able to get out
8 of their cars on Trapelo Road, go shopping, get back
9 in their car, and there is still going to be traffic.
10 It is going to start happening.

11 The problem is, you go to Mount Auburn
12 Street, a car can pass a trolley. In Cambridge, over
13 on Mass. Ave., a car can pass a trolley. If you get
14 into this one lane, the trolleys are going to be one
15 in the spot, three in a row. When she takes the 73,
16 tell her to take a look at it. You are going to get
17 stuck in traffic. It will create a --

18 AL MILLER, MODERATOR: I will make sure
19 that 500 Arborway is included in future discussions
20 on this particular corridor.

21 RON SACCA: Good.

22 AL MILLER, MODERATOR: Yes, ma'am. Yes.

23 MARIA SAIZ: I just had a quick question.
24 I wanted clarification. Did I hear you properly when

1 you said --

2 AL MILLER, MODERATOR: Sorry. What is your
3 name again?

4 MARIA SAIZ: My name is Maria Saiz, S-a-i-
5 z.

6 AL MILLER, MODERATOR: Thank you.

7 MARIA SAIZ: That, at the twenty-five
8 percent, where we are with the current drawings, that
9 there would really be no further changes and response
10 to the --

11 AL MILLER, MODERATOR: As I mentioned
12 earlier, we can't possibly say this is the final
13 drawing or else we would have no need for future
14 design. Things change, depending upon various
15 entities. We need to, I would say, work with the MBTA
16 a little bit closely, and the parking issue is not
17 something I am happy with, so there are going to be
18 slight changes. So, we can't just rubber stamp it.

19 MARIA SAIZ: But there is still an
20 opportunity to make changes to the current design
21 drawings. That is the way I would interpret.

22 AL MILLER, MODERATOR: That's correct.

23 MARIA SAIZ: Is that correct?

24 AL MILLER, MODERATOR: Yes, but not

1 wholesale changes, or as I cautioned you earlier,
2 that would send a negative signal to those who sit on
3 the boards that help define which projects advance
4 and which don't.

5 MARIA SAIZ: No, I understand that process,
6 but I am just trying to make sure, both as a cyclist,
7 as a pedestrian and as a driver, as somebody who
8 shops regularly along this corridor both on my
9 bicycle and on the --

10 AL MILLER, MODERATOR: All stakeholders
11 concerns are weighed upon equally.

12 MARIA SAIZ: Once again, because what we do
13 now, we are going to be living with for a long time.

14 AL MILLER, MODERATOR: Yes, sir.

15 DON MERCIER: I have a few more comments.
16 One of them, on that block, the corner of Grove and
17 Belmont that I own, which is 191 to 203 Belmont
18 Street, right opposite that, there is an open area of
19 probably private property, which we parallel park in
20 front of now. I would ask you to look and see if you
21 could take a scoop of that to be able to maintain
22 that parking on that side. That is on the Watertown
23 side. That would enhance the --

24 AL MILLER, MODERATOR: Is that a vacant

1 lot?

2 DON MERCIER: I think -- I don't know if it
3 belongs to the church. The building sits way back
4 off the street. The positive aspect of it, if you
5 would allow parking there, it would also help that
6 property owner to continue to park in there. Some of
7 our employees park there, and they might lose their
8 parking. (inaudible phrase) try increase the parking
9 in that open area, and you might look up and down the
10 whole street and see if there are other places that -
11 -

12 AL MILLER, MODERATOR: That is a very good
13 idea.

14 DON MERCIER: -- where they are losing
15 parking, to push back on building or some physical
16 obstruction.

17 The other thing that I had mentioned before
18 with this corridor was (inaudible phrase) was start
19 painting -- painting that route up and down with this
20 proposal here. No matter how the traffic works
21 within the painted areas, one of the places they did
22 it where I thought it was successful is this side of
23 Medford Square, on the Parkway, when they changed
24 that from four lanes to two lanes, they painted that

1 all in first, and then later, I saw them put in the
2 solid paint strips, real solid paint strips, to
3 divide it up, just to see how it would work. They
4 painted it (inaudible phrase) if you are trying to
5 use, get engineering involved with how people are
6 going to react to some of the designs.

7 And the last thing about business losing
8 business during construction. I would hope that the
9 contract would put a time line on this. I find a big
10 difference in this state, in New Hampshire, which I
11 see a lot (inaudible - loud noise in background)
12 (tape off and on) (inaudible -- noise continues)

13 -- a long time with all of the
14 ramifications on Pleasant Street, (inaudible phrase)
15 not an acceptable (inaudible phrase) timeline.

16 AL MILLER, MODERATOR: We do have defined
17 time lines. Unfortunately, the back hoe, which was
18 on Pleasant Street, there was a problem with the
19 contractor. The (inaudible name) Company has taken
20 over and they, the McLean Hospital had delayed their
21 final work, so we are close to finishing. I believe
22 -- I spoke to the resident engineer today and they
23 hope to have it completed the end of the summer.

24 DON MERCIER: (inaudible comment - too far

1 from microphone)

2 AL MILLER, MODERATOR: I understand, sir.
3 Do you have any other concerns?

4 DON MERCIER: No, those are --

5 AL MILLER, MODERATOR: Thank you.

6 MR. TARBOX: Can I get your name one more
7 time?

8 DON MERCIER: Don Mercier.

9 AL MILLER, MODERATOR: Yes, sir, in the
10 back there.

11 DON MERCIER: I am the Trustee of the
12 property at 191-203 Belmont Street.

13 AL MILLER, MODERATOR: Thank you, Mercier,
14 Mr. Mercier. You had some good suggestions. Yes,
15 sir.

16 STEVE OWENS: Yes, my name is Steve Owens,
17 O-w-e-n-s. I live on Dexter Avenue in Watertown. I
18 eat along this route daily.

19 I have a question. I am kind of perplexed
20 by the green medians on the -- that are along the
21 area where the Oakland Country Club is, on Belmont.
22 My worry is that, if there is a -- with all due
23 respect to the people of the MBTA, if there is a
24 disabled trolley there, it will back up and there

1 won't be any way for a car to go around. These
2 things, particularly in the winter, when they ice up,
3 the wires ice up, they slip a lot. Going up that
4 hill, it happens, not frequently, that a trolley will
5 be stalled out, or whatever, for a few minutes, and
6 there is no way to get around them, and it makes me a
7 little wary. I am not sure why (inaudible phrase)
8 the media to be --

9 AL MILLER, MODERATOR: Yes. We will have
10 to take a look at that particular issue. I don't
11 have an answer for that right now. Yes, sir, in the
12 back.

13 CHRIS STARR: Yes, Chris Starr, S-t-a-r-r
14 with (inaudible name) Partners. I just wanted to
15 point out just two things. One is, I want to
16 reiterate that I am a little befuddled, as I think
17 some of the other people in the room are, about the
18 idea of a twenty-five percent design hearing, and
19 being one of our last times to chime in on the
20 design, but also, too, I want to point out this, that
21 basically it would be an incredible shame to miss the
22 opportunity to confer with us, who are (inaudible
23 phrase) to have significant valuable input to improve
24 the parking (inaudible phrase) if there was any

1 ability for us to work together.

2 But, secondly, I just wanted to point out,
3 if this is going to be one of my last times to chime
4 in on the design, I would like to point out, there is
5 a line of probably the biggest diameter of trees on
6 this whole plan. It is a row of five trees right
7 across the frontage of our building, and this is
8 going to be an important part of making, of
9 revitalizing Cushing Square and providing some retail
10 amenities and some much needed life in Cushing
11 Square. I would hope that we are going to (inaudible
12 phrase) with our new designs for our new project,
13 that the line of five trees along Common Street, at
14 the corner of Trapelo Road and Common, would be
15 (inaudible phrase) So, I think that it would be,
16 again, another opportunity. Thanks.

17 AL MILLER, MODERATOR: Thank you. Yes,
18 ma'am.

19 URSELA GAGE: My name is Ursela Gage, and I
20 am from Waltham, in Riverdale. So --

21 AL MILLER, MODERATOR: Ma'am, I'm sorry.
22 LaGage?

23 URSELA GAGE: Gage, G-a-g-e.

24 AL MILLER, MODERATOR: G-a-g-e. Thank you.

1 URSELA GAGE: I looked at this design, and
2 it wasn't included in the design, but something I
3 have thought about many times and wanted to call and
4 say, is there anybody around who could do something?

5 We talk about making the traffic flow
6 safely and smoothly. Well, there is one place, if
7 you are driving on Trapelo Road eastbound at Mill
8 Street, there are two lanes of traffic and
9 technically the left lane is the people who want to
10 go on Mill Street and the right lane is the people
11 who want to go forward into Waverley Square, and in
12 order to do that, when you get to that set of lights,
13 and the lights change, they don't go straight forward
14 because there are cars that are parked along the edge
15 of Waverley Oaks Park, and you kind of have, or
16 Beaver Brook Park, and you sort of have to diagonally
17 pull forward, and it is very narrow there.

18 It is fine for the traffic that is going
19 from the right hand lane, and it is great if people
20 are signalling to make a left turn, but sometimes
21 there is no one making a left turn, and you find
22 people who are coming full speed down Trapelo Road,
23 not trying to make a left turn, who are cutting off
24 the traffic in the right hand lane, and if it is --

1 people are slamming on their brakes. I don't know
2 how many accidents have happened there.

3 I have always thought, if they would have
4 maybe two or three left turn only marks on the road
5 there, indicating that, if you are going in the left
6 lane, you must turn onto Mill Street. So anybody who
7 is going on the right hand lane there, on Trapelo
8 Road, would be able to go forward without worrying
9 about if someone is going to hit them from the side,
10 and if you try that now, and make it safer, you might
11 find that that will be a great thing to include on
12 this new proposal, make only a right hand lane, and a
13 left hand lane, a left turn lane.

14 I think it would make a lot of people feel
15 better about it because that is a potential hazard
16 for a major side impact crash, somebody coming --

17 AL MILLER, MODERATOR: Are you familiar
18 with that location, Peter?

19 PETER BRIERE: I am. It is a dangerous
20 situation with the two lanes. One could be a left
21 turn lane, but it is left and through. Sometimes
22 they go through and the right lane goes through, and
23 they --

24 URSELA GAGE: After they pass there, then

1 they separate and they want to go to Waverley Square
2 or Pleasant Street, and they don't have to worry
3 about not being able to get on Pleasant Street
4 because other people are coming off of that also. It
5 will be in two places.

6 PETER BRIERE: We have kept the condition
7 where there's two lanes on Trapelo. As you approach
8 Mill, it's still two lanes. On the left lane, you
9 can take left, or you can go through; but, on the
10 other side of the intersection, we widen it out so
11 there are two lanes on the far side, also. So, you
12 go right from two lanes.

13 CHARLES KALAUSKAS: Peter --

14 PETER BRIERE: So, we have solved that
15 problem for you.

16 URSELA GAGE: Right now, until that
17 happens, it could be eight years. In the meantime,
18 for immediate use, you could try that, and you might
19 actually find it works well to have left turn and,
20 you know --

21 PETER BRIERE: I think we have looked at
22 making it a left turn only lane. We looked at a lot
23 of things there. We looked at trying to get a left
24 turn plus through. We looked at a number of

1 different alternatives there, and we came up with
2 what we thought was the best fit for the problem with
3 every design we looked at.

4 CHARLES KALASKAS: Peter, you talk about
5 the pavement being kicked out for protection, the
6 parking.

7 PETER BRIERE: Yes, you are talking -- you
8 can see that now. So, we are pushing the cars out
9 away from the parking lane. So, we widened the
10 sidewalk area so that you wouldn't go into these
11 parking lanes. The actual curbing doesn't allow you
12 to do that, plus we got rid of this median island,
13 which was, if you squeeze between the median island
14 and the parked cars, it was hard for two cars to get
15 through there. Well, now you will get two full width
16 lanes with the bicycle shoulder on the right side.
17 So, that issue is gone.

18 You are still going to have cars going down
19 here, some of them are going to want to go left, some
20 of them go straight. I think, we have an advanced
21 left turn to get some of them out, just like it is
22 today.

23 AL MILLER, MODERATOR: Thank you, Peter.
24 Yes, in the back there.

1 JAN KRUSE: (inaudible comment)

2 MR. TARBOX: Can't hear you.

3 JAN KRUSE: K-r-u-s-e, from Belmont. I am
4 a Town Meeting Member (inaudible phrase) First I
5 would like to --

6 AL MILLER, MODERATOR: Could I ask you just
7 to move forward so we can get you on the recording,
8 please. Thank you.

9 JAN KRUSE: Thank you very much for holding
10 this meeting and I would like to commend you. I have
11 attended a lot of these hearings on Trapelo Road, and
12 I have noticed that there have been some changes made
13 along the way, based on people's concerns. I would
14 like to commend you very much for taking into
15 consideration to make the corridor more pedestrian
16 and bicycle friendly. Considering the last time I
17 rode my bike, earlier this year, along Trapelo Road
18 up into Cambridge, I got a flat, due to the bad
19 conditions of the road, so I am glad to see that that
20 is coming along.

21 I am also very happy to see that there are
22 going to be a number of trees put along the road. I
23 personally think that it actually helps improve the
24 quality of life, and I know that, for instance, along

1 Mass. Avenue in Arlington, I actually linger along
2 the stores much more frequently because the shade and
3 the trees encourages me to stay there. The benches
4 encourage me to frequent that area more often, and I
5 would encourage you to work with business owners to
6 find the type of trees that would address their
7 concerns regarding signage. I know that there are a
8 wide variety of types of trees that you can use, and
9 I -- the number of times business owners have
10 expressed that concern. So, I think that there could
11 probably be a good commendation made for making
12 everyone happy.

13 One question that I had to do with the
14 traffic signals that are going in. Has there been
15 any consideration to making sure that they are energy
16 efficient lights? I know that the current Belmont
17 Municipal Light Department has spent quite a bit of
18 money to convert most of their traffic signals to
19 energy saving LED type lights and I just wanted to
20 make sure that that was something that was in the
21 design.

22 PETER BRIERE: All of the signals will have
23 LED lights and be energy efficient.

24 JAN KRUSE: Great. Thank you.

1 AL MILLER, MODERATOR: Thanks. Well, if
2 there are not other questions, I would like to remind
3 you that the last sheet of the handout that was
4 available, it is a mail-in sheet. So, if you have
5 something you think about when you get home, or if
6 you have a neighbor who couldn't make it to the
7 hearing tonight, you can give it to them, and then
8 can mail in their comments or suggestions. If you
9 have any other further suggestions, please feel free
10 to submit that particular document. It is used for
11 that purpose, and you leave that sheet with me
12 tonight, if you would like, or you may mail it to the
13 Department within ten days of the date and it will
14 become a part of the official transcript. Yes.

15 MARILYN PETITTO DEVANEY: I just have a
16 question. I wasn't on your list for tonight's
17 meeting. Is there going to be another meeting?

18 AL MILLER, MODERATOR: The only other
19 meeting that will be held would be an informational
20 meeting that the community would set up.

21 MARILYN PETITTO DEVANEY: I would like to
22 be on the list.

23 AL MILLER, MODERATOR: Okay. Well then,
24 you would have to contact the community. Are you

1 from Belmont or Watertown?

2 MARILYN PETITTO DEVANEY: Watertown.

3 AL MILLER, MODERATOR: Watertown, and have
4 them set something up for an informational meeting.
5 This is the official public hearing, which we have to
6 have, as required by law.

7 GLENN CLANCY: We have a copy of the sign-
8 in sheet, if you put your address on there, I would
9 be happy to notify you when there is going to be a
10 meeting.

11 AL MILLER, MODERATOR: That's a very good
12 idea, and we would be welcome to come back if you
13 want to have an informational meeting. Yes.

14 JAN KRUSE: One last question. Where on
15 the web site is the plan?

16 GLENN CLANCY: Go in from Community
17 Development and (inaudible phrase) the engineering
18 (inaudible phrase)

19 AL MILLER, MODERATOR: Well, before I close
20 this Hearing, I just want to remind everyone that we
21 will be here as long as you are interested in looking
22 at the plans, or have any questions that affect you
23 personally. Okay? Thank you very much for attending
24 and for providing us with this auditorium. I declare

1 this Hearing closed.

2 End of Design Public Hearing 7-28-08

+++

C E R T I F I C A T E

I, Jan Tirone, 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.

Janice L Tirone
Jan Tirone

July 28, 2008 Design Public Hearing

NAME	ADDRESS
Marybeth Murphy	BSC Group
Lee Adams	171-173 Trapelo Rd
ANGEUNE B. KOUNELIS, WATERTOWN	TOWN COUNCILOR 55 REEMAN ST. WATERTOWN
AZ MILLER	Mass Highway P.M.
Kaethe Frey	14 WILLISTON RD BELMONT MA
Martin Frey	14 WILLISTON Rd Belmont MA
Joelyn Dewire	Mass Highway
Jeanette A. McCarthy	City of Waltham Mayor 610 MAIN ST WALTHAM 02452
Ann Orawa	Engine 4 Cordas jascie photo.com
Gregory R. Tarbox	H.T.M.
Gerald S. Meehan	Waltham Public Works
Cassie Norton	Belmont Citizen Herald
Charles Sepus	1 Pine St
Georgie Hallock	23 Burr Hill Lane Waltham Ma 02452
ARTHUR WOLFSON	PLEASANT ST. BELMONT
Andrea Masciari	51 Flitt Rd Belmont
Judith Quaxian Sarno	30 Waverley Terr, Belmont, MA
LAURENCE P. MAERONALD	63 ALEXANDER AVE BELMONT MA 02458
Fred Hewett	14 Amherst Rd Woburn, MA
STEVE WEISFELD	449 TRAPELO RD BELMONT
Don Jelen	36 Becket Rd
Ray Huey	101 Chilton St
Bob + Carolyn Rosen	185 Belmont St
BRIAN & ARIEL	240 BELMONT ST.
John KARLIKYAN	170 Belmont ST WATERTOWN
Bob Markman	205 BELMONT ST BELMONT
Donald Mercier	96 Cross ST (Trustee 195-203 Belmont)
Botsie McDonagh	300 Trapelo Rd #3
Mary Moore	14 Grant Ave.
Sue Barr	530 Concord Ave

July 28, 2008 Design Public Hearing

[illegible]



DESIGN PUBLIC HEARING

JULY 28, 2008

AT

BELMONT TOWN HALL

BELMONT, MASSACHUSETTS

7:00 PM

FOR THE PROPOSED

TRAPELO ROAD / BELMONT STREET CORRIDOR IMPROVEMENTS

IN THE TOWNS OF BELMONT AND WATERTOWN AND THE CITY OF WALTHAM,
MASSACHUSETTS

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS HIGHWAY DEPARTMENT

LUISA PAIEWONSKY
COMMISSIONER

FRANK A. TRAMONTOZZI, P.E.
CHIEF ENGINEER

**THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS HIGHWAY DEPARTMENT**

NOTICE OF A PUBLIC HEARING

A Design Public Hearing will be held by MassHighway to discuss the proposed Trapelo Road / Belmont Street Corridor Improvements project in Belmont, Waltham, and Watertown, MA.

WHERE: Belmont Town Hall Auditorium
455 Concord Avenue
Belmont, MA 02478

WHEN: Monday, July 28, 2008 @ 7:00 PM

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed Trapelo Road / Belmont Street Improvements project. All views and comments made at the hearing will be reviewed and considered to the maximum extent possible.

PROPOSAL: The proposed project consists of roadway, sidewalk, traffic signal and landscape improvements to Trapelo Road from just west of Waverley Oaks Road in Waltham to Belmont Street in Belmont, and improvements to Belmont Street from its intersection with Trapelo Road to the Cambridge Town line, a total distance of about 2.5 miles.

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. The towns of Belmont, Waltham, and Watertown are responsible for acquiring all needed rights in private or public lands. MassHighway's policy concerning land acquisitions will be discussed at this hearing.

Written views received by MassHighway subsequent to the date of this notice and up to five (5) days prior to the date of the hearing shall be displayed for public inspection and copying at the time and date listed above. Plans will be on display one-half hour before the hearing begins, with an engineer in attendance to answer questions regarding this project. A project handout is available on the MassHighway website listed below.

Written statements and other exhibits in place of, or in addition to, oral statements made at the Public Hearing regarding the proposed undertaking are to be submitted to Frank A. Tramontozzi, P.E., Chief Engineer, Massachusetts Highway Department, 10 Park Plaza, Boston, MA 02116. Such submissions will also be accepted at the hearing. Mailed statements and exhibits intended for inclusion in the public hearing transcript must be postmarked within ten (10) business days of this Public Hearing.

The community has declared that this facility is accessible to all in compliance with the ADA / Title II. However, persons in need of ADA / Title II accommodations should contact Angela Rudikoff by phone at (617) 973-7005 or email angela.rudikoff@eot.state.ma.us. Requests must be made at least 10 days prior to the date of the public hearing.

In case of inclement weather, hearing cancellation announcements will be posted on the MassHighway website <http://www.mass.gov/mhd>.

LUISA PAIEWONSKY
COMMISSIONER
ENGINEER

FRANK A. TRAMONTOZZI, P.E.
CHIEF

Boston, Massachusetts

WHAT IS A PUBLIC HEARING?

WHY A PUBLIC HEARING?

To provide an assured method whereby the Commonwealth of Massachusetts can furnish to the public information concerning the State's highway construction proposals, and to afford every interested resident of the area an opportunity to be heard on any proposed project. At the same time, the hearings afford the Commonwealth an additional opportunity to receive information from local sources which would be of value to the State in making its final decisions to what design should be advanced for development.

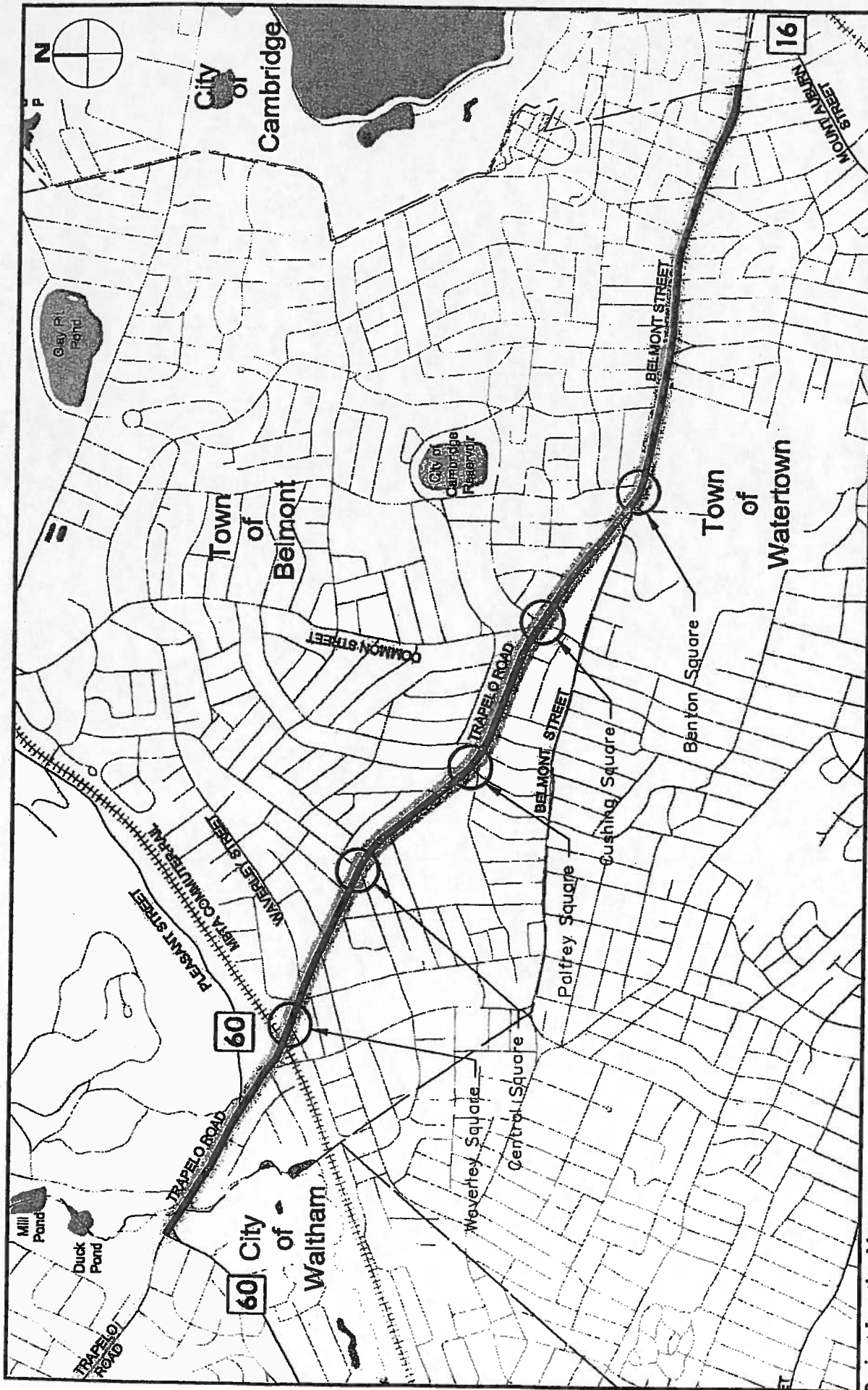
WHY NOT A VOTE ON HIGHWAY PLANS?

The hearings are not intended to be a popular referendum for the purpose of determining the nature of a proposed improvement by a majority of those present. They do not relieve the duly constituted officials of a State highway department of the necessity for making decisions in State highway matters for which they are charged with full responsibility.

WHAT DOES A PUBLIC HEARING ACCOMPLISH?

It is designed to ensure the opportunity for, or the availability of, a forum to provide factual information which is pertinent to the determination of the final alternative considered by the state to best serve the public interest, and on which improvement projects are proposed to be undertaken.

It is important that the people of the area express their views in regard to the proposal being presented, so that views can be properly recorded in the minutes of the meeting. These minutes will be carefully studied and taken into consideration in the determination of the final design.



Project Location Map
 Trapelo Road / Belmont Street Corridor Improvements
 Belmont, MA

FEDERAL AID PROJECT

TRAPELO ROAD / BELMONT STREET CORRICOR IMPROVEMENTS
Project File No. 604688

**Frank A. Tramontozzi, P.E., Chief Engineer
Massachusetts Highway Department
10 Park Plaza, Boston, MA 02116-3973**

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

Name _____ Title _____
 Organization _____
 Address _____

Enter in to record

THE COMMONWEALTH OF MASSACHUSETTS
HIGHWAY DEPARTMENT

FEDERAL AID PROJECT

BELMONT, WALTHAM, and WATERTOWN, MA.

TRAPELO ROAD / BELMONT STREET CORRIDOR IMPROVEMENTS
Project File No. 604688

This sheet is provided for your comments. Your input is solicited and appreciated.
Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Frank A. Tramontozzi, P.E., Chief Engineer
Massachusetts Highway Department
10 Park Plaza, Boston, MA 02116-3973

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing.

There ought to be pedestrian-activated blinking yellow lights at all crosswalks BETWEEN commercial centers that require traffic to come to a stop. I wonder why this has not been included?

I wish to express my strong objection to the displacement of the T-stop from the east to the west side of Taylor Street. I wonder why? Bel. Community Development and I agreed that the bus stop would better be placed AFTER the busing out of Taylor where parking is not allowed anyway because of the hydrant. I live at the east corner of Trapelo and Belmont Rd and the noise of starting and stopping buses would be intolerable and provoke me to sell and move.

Finally, as a Trapelo Rd. resident, I should say that the traffic situation and noise, especially with heavy trucks, has worsened significantly. Life as a resident is becoming intolerable. The rumble of numerous heavy trucks shakes the house as they pass. This is EXECRABLE!!

Very respectfully,
Name
Organization
Address

NEWTON J. KUPELIAN

Title

Resident

200 Trapelo Rd, Belmont

Newton J. Kupelian -

(617) 484 4568

Please call for clarification in case of illegibility.

THE COMMONWEALTH OF MASSACHUSETTS
HIGHWAY DEPARTMENT

FEDERAL AID PROJECT

BELMONT, WALTHAM, and WATERTOWN, MA.

TRAPELO ROAD / BELMONT STREET CORRIDOR IMPROVEMENTS
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Frank A. Tramontozzi, P.E., Chief Engineer
Massachusetts Highway Department
10 Park Plaza, Boston, MA 02116-3973

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing.

Is Mass Highway going to be able to finish
this construction on time?

Will you finish the Winter St. Bridge on
Route 128 before you begin to reconstruct
Trapele Road? Access to Waltham is severely
limited by two Mass Highway projects running
concurrently.

Name

George Hallock

Title

Citizen

Organization

Address

23 Bury Hill Rd Waltham Ma 02452

I am a Town Meeting Member who lives on a side street along the Trapelo Road/Belmont Street Corridor. I am also a member of the Traffic Advisory Committee.

The Traffic Advisory Committee has been working with the community for two³ years to ensure that our vision balances the need for pedestrian and bicyclist safety with the needs of the local business community. During countless hours of meetings with the community and with our consultants, the BSC Group, we wanted to make sure that we did not unduly frustrate drivers who would in turn bring the flow of traffic into our already-congested neighborhoods. *and those in Watertown as well.*

During our conversations with members of the community, including many Town Meeting Members, the Planning Board, private citizens and business owners, we gathered a wealth of information and opinions that would allow us to achieve a roadway design that is safe, functional, and attractive to ALL users. The Belmont Citizens Forum, a community organization that strives to maintain the small-town atmosphere of Belmont; worked tirelessly with a group of students from MIT who provided us with much insight into a vision that encompasses functionality, safety and of course, beauty. I believe that most of us share this vision.

Through all of this work on the part of so many of us, I believe we have achieved a design that will enhance the quality of life of everyone who lives, works and shops along this very busy Corridor. It is my sincere hope that you will agree that we have, in fact, achieved a great vision in spite of the obstacles that we had to *and must still* overcome, and that we can finally bring this decaying suburban highway into a safe and serviceable condition.

Andrea Masciari

VIII

A.M. okay well

Chris Starr

A.M. yes

Gas

A.M. over 1/2 cu

9:18

P.B. I am ...

Gas and after

P.B. we kept

Gas ...

P.B. I think

Charles Kalasickas 1 After ...

P.B. ...

A.M. Thank you

Jan Kruse ~~thru~~

Thank you ...

P.B. all the
Great

A.M. Thanks ... if there

"Marcy Ann Duane" I have

A.M.

Jan Kruse ~~thru~~ 1 last

Glenn Clancy

A.M. well before

9:25 close

1955 Highway Belmont 1111
7-28-2008

(1)

M.	AL Miller	
DG	Dan Gentile	
DL	Dan LeClerc	Board of Selectmen
CK	Charles A Kalavuskas	
M.M.	Marybeth Murphy	
J.H.	John Hunsford	
P.B.	Peter Briere	
GC	Glen Clancy	

7:10 A.M. Good Evening
D.G. Thank you
A.M. Great. Thank you

D.G. Thanks Ah
A.M. Thanks Dan
C.K. Thank you Ah -

7:21 P.B. Thank-you
(Resident where is)
P.B. ...

7:38 Resident where is
P.B. The Bilce

Resident ??
P.B. I would say

P.B. okay ...

7:51 AM Great Thank you
Will Brownburg?
A.M. Thank you

A.M. Marilyn P. Ha Devaney
 4/22/72
 Kaulin's

A.M. Thank
 D.L. my name

7:59 Tape Flip ^{Everything we can to support}
 last part

A.M. Marilyn Devaney
 Am okay I need to

City of Waltham?

Am

Andrea Masciari

A.M. Thank you -

Am

Glen Clancy Director of C.D.

A.M. Thank -

Glen - Mue - ? Gerald?

A.M. Thank you

Donald Mercier Town meeting

A.M. Thank

Sue Bass Town meeting member

Peter Traffic Volume

Sue Bass What

DB " " "

Sue and 20,000

P.B. Well we took -

Sue B. if ...

P.B. We did look.

S.B. All right

A.M. in the back

Bob. Rosen

A.M. Thank

Ann Ozawa

A.M. Thank you

Ann Ozawa

P.B. I can

A.M.

A.M.

Ron Sacc

A.M. Thank you

Break size? 83 Hour

A.M.

P.B. Yes

B.S. That

P.B. When

B.S. Yes Sir

P.B. it really

B.S. well that

P.B. it goes

B.S. you should

P.B. We will

B.S. okay, yes

A.M. Mass Highway

B.S.

A.M. Unfortunately

(14)

B.S. Ya know

A.M. Yeah y do
Wolfsen

A.M. Uhuh I

Wolfsen ...

A.M. I think ..

P.B. I can ...

Wolfsen coming up

P.B. we pe

Wolfsen another

P.B. Yes

Wolfsen I'm glad

P.B. They're on

Wolfsen right let ..

P.B. no

Wolfsen If I counted

P.B. I think ..

Wolfsen Okay

A.M. if there

Wolfsen right

A.M. is ..

Wolfsen

A.M. if we state

Wolfsen well I guess

A.M. Typically

Wolfsen okay

A.M. it would

Wolfsen I did

A.M. our

Wolton Right

A.M. So if

Wolton: on the

A.M. What is

Wolton

A.M.

P.B. I think

A.M. There are

Wolton do

A.M. No

Wolton ~~turning~~

A.M. Yes me.

Ann Poulson

P.B. I would say

Ann P. okay

P.B. I think

Ann P. If

~~P.B.~~ P.B. ... walk ...

Ann P. I see.

P.B. So the line

Ann P. it ...

P.B. Cambridge

Ann P. I guess

P.B. were taking

Ann P. I have

P.B. we

Ann P. The Bike

P.B. Traffic lane

8:47
Tape II

(VI)

Volume of trucks & (missing text)

Ann P.

P.B. Mass

Ann P. ok

A.M.

Ray Huey

A.M. often we

Meiko ohn

A.M. Thank-you

George Hallock

A.M. Yes Peter

P.B. As far as

G. Hallock I'm taking

P.B. You're

G.H. What we can -

P.B. what we

Adam. Joeci

A.M. The cross-section

A.T. with regard

A.M. its core

Chr's start

A.M. Well thank you

C.S. so I.

A.M. Hopefully

C.S. well all.

A.M. This is

C.S. Risk

A.M. I would

C.S. agrees.

A.M. Yes

C.S. and secondly

A.M. I think

C.S. Right ...

A.M. I

C.S. okay

P.B. We can

A.M. Yes sir

Ron Sacco with the trolley

A.M. I'll make sure

R.S. you

Marie's I lost

A.M. ASI

Marie you is

A.M. that's correct

Don Mueler I had a few

A.M. is that

I think

A.M. That's a

obstruction the other thing

A.M. we do ...

C. if you

A.M. - - -

Steve Owens