



**Town of Boylston** Planning Board [planning@boylston-ma.gov](mailto:planning@boylston-ma.gov)  
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**MEETING MINUTES**  
**Wednesday, May 15, 2019**

**CHAIRMAN:** William Manter,  
**MEMBERS PRESENT:** Peter Caruso, Corinna Javier,  
Richard Baker-Assoc. Member  
**MEMBERS ABSENT:** Homaira Naseem, Judith White  
**RECORDER:** Recorded

Mr. Manter called the meeting to order at 7:01 p.m.

**WSP Traffic Presentation-Route 140 and North/South Sewall Streets**-Mr. Baker explained the history and problems of the traffic on Route 140. Mr. Baker told the audience that after the presentation by Phil Fusco of WSP of the mitigation design, he would like the Board to comment and then residents.

In January of 2001, there was a traffic study done for Compass Point traffic report and one recommendation was to add a right turning lane. As part of court settlement, the developer was supposed to improve that intersection which did not happen.

A new study was done when 85 Sewall Street, LLC began the process to build apartments on Route 140. Mitigation was recommended for North Sewall designating a turning lane. The Town applied for and received a housing grant through the State to cover engineering costs to look at mitigation. The Board needs input to make a recommendation as to how to proceed with the improvements to the road. Mr. Baker mentioned that the Town just approved funds to complete the fourth leg of the road across from Fed Ex at the new light. The design was paid for by Scannell as part of the Fed Ex project.

We need to know what we want to do to intersections and how much do we want to spend. The decision will be voted on at Town meeting of the design.

Phil Fusco stated that an additional traffic study was performed by WSP and traffic data was gathered. He told the group the average numbers during peak hours. He explained how they did the study to best utilize turns and backups. They have repositioned travel lanes and came up with a center lane and turning lane. Mr. Fusco reviewed the design with the audience and answered several questions pertaining to turning lanes and stop signs. As part of the traffic study, a traffic signal warrant was done. Right now, it does not meet the traffic signals requirements.

WSP is recommending to grind out pavement markings, restripe and repave and cost would be around \$180,000.00 (95,000 for South and 65,000 for North) as separate components. It would cost \$312,000 to repave the whole area.

Gerry Quam, 3 Smallwood asked several questions about the purpose and design and signal study.

Lisa Johnson, 4 Underwood, spoke about school buses exiting and traveling on Sewall Street and concern about all the traffic and this plan will not alleviate the traffic once the apartments are in,

Jean Langley-609 Edgebrook, asked about roads for apartment and Mr. Manter explained that the Sewall Street road is exit only and right turn only onto Route 140.

A \$25,000 cash contribution will be given to the Town by the Developer towards this project. Compass Point will also be contributing a cash contribution towards road mitigation. There are also other parcels that could be developed that the town could ask for cash contributions. The Town needs to decide if they should take action now or wait for further development. Steve Mero is opposed to any raised structures. He would prefer just painting. He also recommended not putting an additional stop sign. He feels it could create more traffic towards Maryanne Drive. He would also recommend blast existing painting not grinding on Route 140. Also, place a reduced speed warning.

Bob Thomas, Boylston PD asked about width of breakdown lanes and Dedicated left lane for South bound lane. He is concerned about Southbound trying to turn left into plaza. Two people trying to turn left and cause accidents. Mr. Fusco will look at that. South Sewall is where most accidents happen now and that is his biggest concern.

There was lengthy discussion regarding what other options could be utilized to alleviate back up of traffic and turning into Greenleaf Mall. Further discussion ensued regarding breakdown lanes and traffic stacking up and vehicles turning.

There was a discussion regarding striping instead of grinding. It would have to be permitted through the State.

The steps to get this in process are to take the concept and get it to contract documents, final design based on mass DOT specs, contract and certified plans. A preliminary meeting should be held, then finalize and put out to bid. Timeframe is about 4 months once approved.

Mr. Caruso motioned to adjourn at 8:20 p.m. and Ms. Javier seconded; all voted in favor.

**Meeting Materials:**

WSP design (on file in PB Office)