

## **TMMA Executive Committee Minutes: December 9, 2008**

### ***Attendance:***

#### **TMMA Officers:**

Edith Sandy – (Chair, Pct 6)

Marsha Baker (Treasurer, Pct 7)

David Kaufman – (Communications, Pct 6)

#### **Precinct Officers:**

Pct 1: Mary Bowes

Pct 2: Joe Pato, Barry Orenstein

Pct 3: Glenn Parker

Pct 4: Gloria Bloom

Pct 5: Nancy Corcoran-Ronchetti, Andrew Friedlich

Pct 6: Frank Sandy, Ann Kane

Pct 7:

Pct 8: David Horton

Pct 9: Francine Stieglitz

#### **Other Town Meeting Members/Town Officials:**

Tony Galaitsis, Planning Board, Town Meeting Member

Richard Canale, Planning Board, Town Meeting Member

### **Agenda:**

Edith called the meeting to order at 7:30 PM at which time pictures of the Executive Committee were taken.

### **Approval of Minutes:**

**September 17, 2008** - Under “Rezoning of Ledge mont...”, paragraph beginning “A CD zone has..” a motion was made to delete “including little change to the existing view.”.

The motion was approved and the minutes as revised were approved unanimously.

**October 27, 2008** - The minutes were approved unanimously with no revisions.

### **Treasurer’s Report:**

Marsha noted a beginning balance of \$2,061.45.

Expenditures included \$186.72 for 30 year Town Meeting Member pins – A. Friedlich leaving an ending balance of \$1, 874.73.

### **Report on a Proposed Noise Bylaw Amendment by Tony Galaitsis - Representing the Noise Advisory Committee:**

Tony reported that the Noise Advisory Committee (NAC) is considering 3 updates to the existing noise bylaw. The changes would impact the allowable time for operation of certain types of equipment. The NAC feels the revisions would improve the quality of life in Lexington and would make our bylaws more consistent with those of other towns. The changes are:

<b><u>Hours of Prohibited Operation:</u></b>	<b><u>Current ByLaw</u></b>	<b><u>Proposed Bylaw</u></b>
Commercial Trash Collection:	11:00 p.m– 6:00 a.m.	10:00 p.m.– 7:00 a.m.
Commercial Deliveries and Pickups:	11:00 p.m– 6:00 a.m.	10:00 p.m.– 7:00 a.m.
Domestic Mechanical Equipment:	9:00 p.m.- 7:00 a.m.	9:00 p.m.- 8:00 a.m.

Tony asked for Executive Committee feedback to see if we felt there was enough substance to bring the revisions to Town Meeting this spring or should the NAC wait until there are more changes to the noise bylaw. A question was asked about how one determines when a noise source exceeds permitted noise limits. Tony reported that when talking about decibels, you have to consider the background (ambient) noise. The ambient noise tends to be higher during the day and lower at night. Thus, it is the gap between the ambient level and the individual noise you’re trying to measure that matters. Tony relayed that according to the Lexington Police Department, there haven’t been many complaints. If a noise complaint is made, town staff (during normal working hours) and the police use sound level meters to determine whether the emitted noise is within permitted limits.

Discussion was held with feelings expressed the bylaw revisions should come to Town Meeting. A motion was made that the Noise Advisory Committee bring the changes to Town Meeting as a “housekeeping item” and was approved unanimously.

**Update on Traffic Mitigation – by Richard Canale of the Planning Board:**

As the Planning Board (PB) liaison to the Communication Advisory Committee, Richard began by saying the PB might be proposing a change to Wireless Communication section of the bylaws. This would impact some Zoning Board of Appeals hearings since the changes will modify the existing antenna bylaws. More information will be available before Town Meeting.

**History of Traffic Mitigation in Lexington:**

In the 1980s, the Zoning Board of Appeals (ZBA) instituted traffic mitigation measures by first requiring a commercial applicant to institute a shuttle bus to Alewife MBTA station. This was followed by requiring that Special Permits for rezoning comply with Traffic Demand Management (TDM) conditions. Under the existing Traffic bylaw, if the road can not handle its increased traffic, the permit must be denied. The PB and the Traffic Mitigation Group feel the bylaw is antiquated and needs to be changed.

Richard went on to explain the traffic-related uses of the stabilization funds Town Meeting established in 2007. The accounts were set up so that there could be a proper accounting of the funds going in from the various sources. These include:

1. School bus payments from Avalon Bay
2. Transportation Demand Management/Public Transportation where funds are used to support Lexpress. Each entity contributes a lump sum annually for a specified amount of time (each uniquely written by the ZBA).
3. Section 135 of the Zoning Bylaws is for traffic
4. Traffic Mitigation which is used for transportation studies and infrastructure improvement. Some of the projects being supported under this include:
  - The sidewalk for Spring St. which is a combination of State grant money and contributions from Shire required by ZBA conditions.
  - Contributions from Watertown Savings Bank (ZBA condition) for a crosswalk on Waltham St. at Brookhaven.

(Richard said #s 3 and 4 are very similar and he can't differentiate the differences)

Richard described a "Central Transportation Planning Services" that was undertaken by the Boston Metropolitan Planning Organization. Lexington traffic mitigation monies are now funding a follow-up to be managed by the Town. The intersections in Lexington being studied are:

- Maple St. and Mass. Ave.
- Mass. Ave. and Marrett Rd.
- Mass. Ave. and Pleasant St.

Richard said the 3 reasons we should be worried about traffic are:

1. Safety
2. Congestion – which impacts travel time
3. Air quality – which affects global warming

A handout was distributed including the 2006 cover letter from Mass Highway Commissioner Luisa Paiewonsky describing the *Massachusetts Highway Department Project Development and Design Guidebook*, the *Highway Design Manual – Visions and Goals* and *Mobility Monitoring – Overview* done by the Boston Region MPO (Mass. Planning Organization which handles all federal funds). We discussed Mobility Monitoring as part of the Boston Region MPO's Mobility Management System, the impetus of which is the Federal requirement for air quality. A graph was reviewed showing the miles driven as the population grows. The upward slope of the graph is the result of people commuting longer distances to work. Richard went on to say that Mass. may mimic some of California's laws. In the past, highway planning was based on "wider, straighter and faster" being best.

As of yet, the traffic bylaws haven't been revised. The next phase of the bylaw will relate to guiding principles in the *Highway Design Manual – Vision and Goals* to "ensure that the safety and mobility of all users ...are considered". Richard stated that we haven't done more development because of the "push back" on increased traffic. Under the *Highway Design Manual – Vision and Goals* we reviewed methods to make traffic friendlier. We discussed the use of speed bumps and staggered parking from one block to the next, both being used in Cambridge as traffic calming measures. Richard also described how speed limits can impact traffic flow. Storrow Drive in Boston was used as

an example where it was found more traffic would flow when the speed limit was 40 MPH than when the speed limit was 50 MPH. The increased speed limit lead to reduced traffic flow due to increased “traffic compression”. Given concerns about the increase in traffic on Rt. 128, Lexington, Lincoln, Waltham, Weston and Burlington are studying the problem. If the 128 corridor continues to expand as it has been, the traffic will be incredible and will further impact the communities as commuters seek alternate routes.

Richard relayed that the Selectmen will probably adopt the recommendations of the Traffic Mitigation Group. Additionally, the Planning Board (PB) is currently trying to design new parking and traffic requirements for Hartwell Ave. The PB will bring forward articles at this year’s Town Meeting regarding zoning on Hartwell Ave., a traffic component will be included. The PB will also request money from one of the stabilization funds to be able to develop a transportation plan for the town. To be considered is, if we are to have new parking and traffic bylaws, on what basis will they be determined and how will things be funded.

**Adjourn:**

Edith adjourned the meeting at 8:35 PM and reminded attendees of the Planning Board meeting on Hartwell Avenue rezoning the next night.

Respectfully submitted,  
Andy Friedlich