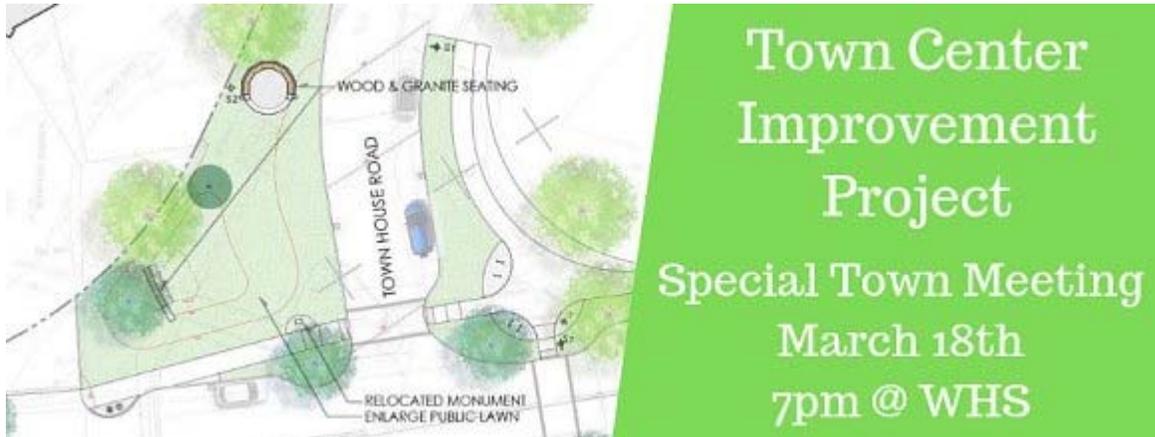


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**From:** Weston Town Hall <listserv@civicplus.com>  
**Sent:** Wednesday, March 06, 2019 6:38 PM  
**To:**  
**Subject:** Info on Town Center Traffic & Safety Improvements & March 18 Town Meeting



### **Why a March Special Town Meeting?**

On [March 18th, a Special Town Meeting will be held](#) at 7:00 p.m. in the High School to vote on the construction funds needed to reconstruct Weston's Town Center on Boston Post Road, west from Linwood Avenue through the center of town to the eastern end of the Town Green (at the intersection of Church Street and Conant Road).

The plan was presented to the November 27, 2018 Special Town Meeting. Just prior to that town meeting, only one construction bid was received for the project. Without comparable bids, voters felt there was no certainty the bid price reflected the current state of the construction market. As a result, voters chose to pass over the articles in favor of re-bidding the project and bringing the request back to a spring Special Town Meeting.

The presentation from the November Special Town Meeting and additional project information are available on the Town's website at [weston.org/TownCenter](http://weston.org/TownCenter).

### **Project Information: Part 1 of 2**

The information below is the first of two articles. This one aims to focus on two of the goals for an improved Town Center: traffic and safety improvements.

Over a four-plus year period, the Town Center Planning Committee has painstakingly addressed the myriad design and engineering challenges that face any project of this size. Traffic and safety improvements are paramount to the success of our town center.

In the next article, the parking improvements envisaged, the commitment to more open space, and the advantages of burying the public utilities will be addressed.



## Traffic Improvements

The Route 20 By-pass around the Town Center was built many years ago to alleviate the use of the Post Road as a major traffic artery. Unfortunately, it appears the old Boston Post Road has become the by-pass for Route 20.

The plan is intended to discourage traffic not bound for Weston. It includes modifications to the Post Road and to critical intersections. These are expected to reduce and tame through traffic.

The plan addresses acute traffic problems by incorporating the following changes:

- Make the Post Road travel lanes a consistent width in each direction. These lanes currently vary in width in different spots, which encourages traffic to speed through, often attempting to pass other cars waiting or in the act of parking
- The movement of traffic through critical intersections is improved by the introduction of “slip lanes”—additional lanes that permit the separation of turning vehicles from traffic heading across an intersection. These would be situated at:
  - the Church Street/School Street intersection with the Post Road, a slip lane on Church Street for traffic turning west;
  - on the Post Road for eastbound traffic turning south onto School Street; and
  - on Concord Road for traffic heading west on the Post Road
- At the Post Road/Church Street/School Street intersection, there will be four-way stop signs installed to deter (and hopefully eliminate) speeding eastbound morning traffic and westbound evening traffic at peak travel times
- The plan creates clear, 90-degree intersections at Church Street/Boston Post Road, at the entry to Town House Road, and at Concord Road. The current condition where roads are at varying angles often make entering or exiting difficult for cars and oncoming traffic to see
- The short row of parked cars on the Post Road in front of the Walgreens/Ye Olde Cottage Block will be eliminated or order to provide a clear view of vehicles entering and leaving the on-site parking area

## Safety Improvements

All of the planned changes are intended to greatly improve the safety for both pedestrians and traffic in the Town Center. Increased safety will be the result of the following improvements:

- Crosswalks will be shortened by providing sidewalk extensions between areas of parked cars. These will serve as perches, permitting pedestrians to see and be seen by approaching traffic
- The crosswalks will be placed in locations more convenient to destination points, encouraging more pedestrian activity
- The introduction of four-way stop signage will require all traffic to stop at the Church Street/School Street intersection. This will permit pedestrians walking to and from the new Art and Innovation Center, the Town Green, and the Town Center, as well as school children on bicycles, to cross these streets safely
- The plan includes the installation of new, more efficient streetlights at a regular



spacing so that lighting levels will be even and more consistent for the length of the Town Center

- The construction of new sidewalks will be wider, straighter and more level, complying with standards for individuals using wheelchairs, walker, and crutches will make the Town Center safer and more user-friendly for everyone
- Providing new street lighting and wider sidewalks will make the Town Center a more desirable destination and a safer walk for families, which should entice more businesses to stay open later in the evening

## Project Background

The Town Center Improvement Project is the first opportunity in over a hundred years -- since the design and construction of the Town Green -- to enhance the quality of the Town Center by addressing pedestrian and traffic safety, parking availability, and a variety of public activities as well as the appearance of the town.

This work was initially driven by the need to replace the gas mains running through the center of town. The Board of Selectmen, realizing that the Post Road would need to be reconstructed as a result of National Grid's gas work, as well as the need to address deferred infrastructure reconstruction, created the Town Center Planning Committee to consider other physical improvements more holistically, including the design and appearance of this important area.

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