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**TOWN OF ACTON
INTERDEPARTMENTAL COMMUNICATION**

Date: November 13, 2009

To: Steven L. Ledoux
Town Manager

From: Engineering Department
Bruce M. Stamski, P.E., Town Engineer/Director of Public Works

RE: Taylor Road and Minot Avenue
Traffic Studies and reports to date

Attached to this IDC are the following documents relative to the above mentioned intersection.

1. Request from Mr. Marathias dated 7/8/08 requesting Truck Exclusion on Minot and Taylor Roads.
2. Results of our traffic Study dated July 30, 2008. Study determined truck volume did not rise to excludable levels.
3. Petition from Mr. Marathias and others dated 10/1/09 and presented to the BOS on 10/19/09 requesting commercial and town truck exclusion.
4. Emails from Mr. Thomas Kanwit and responses from Town Engineer 10/19 to 10/22
5. Email from Meg and Steve Hargreaves dated 10/19/09 regarding dangerous traffic.
6. Email from Police Department dated 10/26/09 regarding enforcement on that date.
7. Email from Selectmen Friedrichs dated 10/20/09 forwarding Mr. Marathias additional requests
8. The 10/21/09 Town Engineer's answer to your question as to need for another traffic study.
9. Additional analysis of July 2008 data to show speed of trucks vs. all vehicles. Trucks were traveling slightly slower than all vehicles.
10. Town Engineer's 10/26/09 response to feasibility of rerouting Highway and recycling vehicles

Bruce Stamski

From: Bruce Stamski
Sent: Monday, October 26, 2009 5:05 PM
To: Steve Ledoux; Frank Widmayer
Cc: Russell Robinson
Subject: RE: Taylor Rd pedestrian traffic and Town Vehicles

Steve,

I sat at the intersection of Minot and Taylor today at school release time. 2:35 to 3:15. There was one 5th or 6th grade boy who walked up Minot at 2:48 from the school sidewalk along the south side of Minot facing the traffic, went around the corner and crossed the road after looking both ways and went into house at #65 Taylor. That was the only walker. The school bus stopped at 2:38 and dropped off two high school students at the corner. One went directly into the house at 62 Taylor the other walked up to Partridge Pond Road Road. Another school bus stopped and dropped off 3 children at the #66 Taylor corner house. There was one adult on a bicycle heading north on Taylor. It appears the Schools provide bus service even to those close to the school to prevent children from walking along Taylor Road..

Rerouting our trucks could be done but at a significant loss of time and to some extent safety. Our Trash operations haul 4 trailer loads of trash to North Andover a week. The recycling hauler trucks 9-10 roll offs per week (hopefully 6 hauls in a few weeks). At times they do go via Concord Road. Our present contract with our recycler does not specify trucking routes. It could be added to future contracts. Rerouting these trucks to Route 2 would require them to go all the way to the Concord Rotary on the return trip. I do not consider that a feasible alternative. Rerouting these trucks to Concord Road would put an even greater burden on the Concord Road/Newtown/Main Street intersection plus increase the truck traffic for those residents. Also, turning from Minot or Hosmer onto Concord Road is difficult.

Our normal workday traffic is dependent upon where we are working. Today both Highway and Municipal properties were working south of Route 2 so use of Taylor was the shortest distance. Going to the jobsite via the Transfer Station entrance requires our trucks to merge with fast moving traffic and shift across two lanes to turn on to Piper Road or Mass Ave. As with the Trash trucks, rerouting this traffic to Concord Road would put more traffic on a already critical intersection.

Bruce

From: Steve Ledoux
Sent: Monday, October 26, 2009 2:08 PM
To: Frank Widmayer
Cc: Bruce Stamski
Subject: RE: Taylor Rd

I drove on Taylor the AM on my way to a Dr appointment. With its curves and the trees that jut out, I think it is difficult to speed.

Bruce, is it feasible to reroute some of Highway and recycling vehicles?

Steven L. Ledoux
Town Manager

11/13/2009

Supplementary Information
Traffic Study - Minot Avenue and Taylor Road
July 15, 2008 - July 21, 2008
85th Percentile Speeds
- Trucks and All Vehicles -

	Minot Avenue Posted Speed Limit 30 mph (20 mph during school hours)		Taylor Road Between Minot Avenue and Route 2 Posted Speed Limit 25 mph		Taylor Road By Partridge Pond Posted Speed Limit 25 mph	
	UP #3		UP #24		UP #18	
	To Taylor Road	To Concord Road	To Route 27	To Route 2	To Route 27	To Route 2
Trucks	33.5 mph	35.0 mph	32.1 mph	33.5 mph	29.8 mph	29.4 mph
All Vehicles	38 mph	36 mph	34 mph	35 mph	33 mph	30 mph

Bruce Stamski

From: Frank Widmayer
Sent: Wednesday, October 21, 2009 10:59 AM
To: PSF Police Traffic
Cc: Bruce Stamski
Subject: FW: Request fro help with Taylor-Minot rds speeding and truck issues

Please target this area.

From: Bruce Stamski
Sent: Wednesday, October 21, 2009 8:35 AM
To: Steve Ledoux; Frank Widmayer
Cc: Engineering Department
Subject: RE: Request fro help with Taylor-Minot rds speeding and truck issues

Steve,
I think the residents of the area have seen more truck traffic due to the water line construction on Taylor and Coughlin. That is over now. I do not think anything has changed in the area since last year. The level of truck traffic did not come close to meeting the warrants for exclusion. We are reviewing the data from last year with the intent of determining the speeds of the truck traffic only. Are counters do not automatically give this information so we have to break it out by hand. This may provide some useful information. If truck speeds are high perhaps the police can do some checking on Monday when our recycling hauler does most of the trucking. We will be making a safety improvement on Taylor Road this fall by relocating a stone wall off the edge of pavement at the curve in the road near the Conant School entrance. I do agree that sidewalks should be extended in the area. Perhaps the citizens should direct their concerns to the sidewalk committee.
Bruce

From: Steve Ledoux
Sent: Tuesday, October 20, 2009 4:00 PM
To: Bruce Stamski; Frank Widmayer
Subject: FW: Request fro help with Taylor-Minot rds speeding and truck issues

Should we do another traffic study?

Steven L. Ledoux
Town Manager
472 Main St
Acton, MA 01720
Telephone:(978) 264-9612
Fax: (978) 264-9630

When writing or corresponding, please be aware that the Secretary of State has determined that most email is a public record and, therefore, may not be kept confidential.

From: Terra Friedrichs [mailto:terraf@compuserve.com]
Sent: Tuesday, October 20, 2009 3:48 PM
To: Steve Ledoux

11/13/2009

Bruce Stamski

From: Steve Ledoux
Sent: Tuesday, October 20, 2009 4:00 PM
To: Bruce Stamski; Frank Widmayer
Subject: FW: Request fro help with Taylor-Minot rds speeding and truck issues
Attachments: Minot_and_Taylor_Rds.pdf; Taylor-Minot_Trucks_7_1_08.jpg; Acton_Letter.doc; photo1.jpg; photo2.jpg; photo3.jpg; photo5.jpg; Taylor_and_minot_Rds_kids.jpg

Should we do another traffic study?

Steven L. Ledoux
Town Manager
472 Main St
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When writing or corresponding, please be aware that the Secretary of State has determined that most email is a public record and, therefore, may not be kept confidential.

From: Terra Friedrichs [mailto:terraf@compuserve.com]
Sent: Tuesday, October 20, 2009 3:48 PM
To: Steve Ledoux
Cc: Terra Friedrichs
Subject: Fwd: Request fro help with Taylor-Minot rds speeding and truck issues

more info, scanned docs. see photos below. the photos are pretty telling... t

Selectman Friedrichs,

Hello, I would like to request your help in obtaining a truck restriction for Taylor and Minot roads. I Live on Taylor Rd. There are a large number of large trucks, a significant portion of which come from the transfer station, that use Taylor and Minot Rds as a short cut to route 27 and route 2 (See attached pictures). These roads are to narrow and not made to handle such truck traffic and these trucks along with regular car traffic speed way over the 25 mph speed limit. It is very dangerous for people to even get their mail, let alone walk on these roads. There are Children that walk to the Conant school and with no sidewalks (adding only sidewalks would not solve the problem)and no crossing guard, it is extremely dangerous for those kids walking to and from school. Yesterday at the Selectman meeting, I provided a packet with a petition asking for a speed and truck restriction on these roads and pictures to back up my claim. I would ask for you to review these documents. I have enclosed a few pictures with this email. I have also enclosed a copy of my letter to the police and selectman from last year. I have been trying to get something done about these issues from last year with no luck. Please get in touch with me to discuss further.

Best Regards

11/13/2009

Bill Marathias, Ph.D.
66 Taylor Rd.
Acton, MA 01720
978-496-0666
vmarathia@wesleyan.edu

6 Attached Images

472 Main St
Acton, MA 01720
Telephone:(978) 264-9612
Fax: (978) 264-9630

When writing or corresponding, please be aware that the Secretary of State has determined that most email is a public record and, therefore, may not be kept confidential.

From: Frank Widmayer
Sent: Monday, October 26, 2009 2:06 PM
To: Steve Ledoux
Cc: Bruce Stamski
Subject: FW: Taylor Rd

Frank J. Widmayer III
Chief of Police
978-263-2911

From: Christopher Prehl
Sent: Monday, October 26, 2009 1:41 PM
To: Frank Widmayer; Robert Parisi; Ray Grey
Subject: Taylor Rd

I took a position this morning at Taylor and Minot to monitor the traffic. I started at 7:10 AM and ended at 9:15 AM. The highest speed that I had was 32 MPH in the 25 zone (a passenger car coming south on Taylor RD). The truck traffic was mainly DPW vehicles and Empire trucking hauling in and out roll-offs from our DPW. I wrote 2 citation in that area but the violations were for inspection offences. I will monitor the area during my shifts this week. I had my times logged with dispatch.

Chris

978 266 2778 (home)
978 808 7173 (cell)

-----Original Message-----

From: northfield95@verizon.net
To: terraf@compuserve.com
Cc: vmarathias@wesleyan.edu
Sent: Mon, Oct 19, 2009 8:54 pm
Subject: Dangerous Traffic on Taylor Road

Ms. Terra Friedrichs,

I attended the town council meeting this evening in support of a citizen petition that was presented to the council by my neighbor, Bill Marathias. My family lives at 62 Taylor Road, at the intersection of Taylor and Minot Roads. Bill and his family lives on the same intersection, across the street. Our problem is that all kinds of traffic, from cars to huge trucks, go too fast along our road, endangering our yards, our houses, our driveways, and our children.

Sometimes vehicles go so fast that they miss the curve and drive onto our properties and those of our neighbors. In summer, cars careen around the curve, cutting the corner and driving over my garden. In the winter, snow plows also cut the curb, scraping over my plants. On Bill's side, trucks cut his curve, leaving tire marks and indents on his curb. A couple of years ago, a young driver drove so fast around the curve that he hit a set of large boulders, pushing them 8-10 feet down the property, then flipped the car over, and careened upside down across the street into the neighbor on my side of the road, bursting into flames.

The street is dangerous because vehicles go too fast, there are no sidewalks, there are not enough streetlights, and the intersection has only a one-way stop when it should be a three-way stop. The street is too dangerous for kids to walk to Conant School, a few doors way. The street is too dangerous for walking by anyone, especially at Halloween.

We are asking for three kinds of help from the town: (1) stop having the highway department's vehicles drive too fast and plow over our curbs by rerouting them to different road to Route 2; (2) putting in two more stop signs to stop traffic at the intersection; and (3) provide a police detail for an hour at the intersection on Halloween to enable families to go trick or treating. We are willing to pay for the detail service, if the cost is affordable.

Bill and his neighbors have been trying to get some help from the engineering department, the police department and the city hall for over a year. We look forward to hearing from you soon about what next steps will be taken to have this issue resolved. Bill submitted a large packet of materials to the council this evening. Please review the information and share it as appropriate.

Thank you for your assistance.

- Meg and Steve Hargreaves
62 Taylor Road
Acton, MA
(978) -263-1284.

Bruce Stamski

From: Kanwit, Thomas (USAMA) [Thomas.Kanwit@usdoj.gov]
Sent: Thursday, October 22, 2009 4:54 PM
To: Bruce Stamski
Subject: RE: Taylor Road

Mr. Stamski-

Thank you for your detailed response. I am glad to hear that the Town is taking our concerns seriously. As for the center line, I think a line just on the curve would help without encouraging greater speed. And on the stop sign, I know that Concord put up stop signs for speed control and haven't had any lawsuits. And how could anyone say that the signs were solely for speed control rather than safety concerns? I am concerned about people coming down Taylor and hitting me when I pull out from Coughlin onto Taylor, since I can only see just so far up Taylor. I think the speed control vs. safety distinction is a bit of a red herring. Given that Dr. Mary Donald has a parking lot for her patients right by that intersection, it would increase the safety for the patients if vehicles had to stop at that intersection.

But I welcome further dialogue. Thanks again.

Thom Kanwit

From: Bruce Stamski [mailto:bstamski@acton-ma.gov]
Sent: Thursday, October 22, 2009 4:29 PM
To: Steve Ledoux; Frank Widmayer; Kanwit, Thomas (USAMA)
Cc: Engineering Department
Subject: RE: Taylor Road

Mr. Kanwit,

Thank you for your email with some very good suggestions on controlling traffic on Taylor Road. Our traffic counts were done over a week period with automatic traffic counters which have small tubes across the street. No cruisers were involved. Attached is a copy of the study we did last year. The 85% speed (which is the speed at which 85% are going at or slower; 15% of vehicles exceed this speed) was in the 30-34 mph range near the intersection of Partridge Pond Road. As you suggest, we will look into placing more speed limit signs in the area.

We already have plans to relocate the stone wall at the edge of pavement and fixing the road shoulder at the curve you mentioned. This work will be done in the next few weeks.

Once this work is done we will evaluate the painting of a centerline. While I agree with you that the centerline will help keep vehicles in their proper lane there are some studies that indicate the addition of center lines may increase speeds. It is a balancing act.

The placement of a stop sign at Taylor and Coughlin is problematic. We have to follow the Manual on Uniform Traffic Control Devices which is mandated by state and federal law. The manual states that "Stop signs should not be used for speed control." Placing a stop sign as you suggest would be contrary to this regulation and put

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the Town at greater risk for lawsuits.

We will look to installing more speed limit signs, fix the curve in the road and evaluate the need for a centerline after the curve is fixed.

Sincerely,
Bruce M. Stamski
Town Engineer/Director of Public Works

From: Steve Ledoux
Sent: Thursday, October 22, 2009 3:10 PM
To: Frank Widmayer; Bruce Stamski
Subject: FW: Taylor Road

Steven L. Ledoux
Town Manager
472 Main St
Acton, MA 01720
Telephone:(978) 264-9612
Fax: (978) 264-9630

When writing or corresponding, please be aware that the Secretary of State has determined that most email is a public record and, therefore, may not be kept confidential.

From: Kanwit, Thomas (USAMA) [mailto:Thomas.Kanwit@usdoj.gov]
Sent: Thursday, October 22, 2009 3:03 PM
To: Steve Ledoux
Cc: Terra Friedrichs; vmarathias@wesleyan.edu
Subject: Taylor Road

Mr. Ledoux-

My email was one that was forwarded by Mr. Marathias to Ms. Friedrichs and on to you, I believe. In the version that came back to me, the formatting made the email very hard to read. If it came to you like that, I apologize. I will quickly make just a couple of points that might have been missed.

First, if the speed survey is/was done with a visible cruiser, the results will be skewed. Second, changing the speed limit on the road is not the solution we residents are looking for- at least, not me. If

the cars obeyed the 20/25 mph limit, that would be fine. But they don't.

So I suggest a couple of easy steps that could be taken by the town immediately and without further study. One, put a stop sign at the intersection of Taylor Rd. and Coughlin St., controlling the southbound traffic on Taylor Rd. Yes, people will roll through it but they will slow down. This is important because they pick up speed coming down the grade from the Arboretum around the corner by Coughlin. It is almost a blind corner coming in that direction.

Two, put up a new speed limit sign on Taylor between Coughlin and the Arboretum, again controlling the southbound traffic. By the time vehicles coming in this direction see the sign down past my house (41 Taylor), they already are going about 40 mph (in my layman's, unaided estimation).

Three, widen the corner just above the Conant school on the outside (which is already town property, I think) and paint a dividing line so the cars coming from Rt. 2 heading up Taylor don't cut the corner (many do now).

I don't think any of these is unreasonable. I know widening the corner is a bigger deal than the others, but it would be well worth it. Just a little wider would help. Finally, more law enforcement would be good. When I have asked people to slow down, sometimes the response has been remarkably hostile.

Thank you for listening.

Thom Kanwit

41 Taylor Rd.

- Original Message -

Subject: RE: TaylorRd

From: "Kanwit, Thomas (USAMA)" <Thomas.Kanwit~usdoj.gov>

Date: Mon, October 19, 2009 4:31 pm

To: vmarathias@wesleyan.edu

To the Acton Selectmen,

I am worried that every day, people drive well over the speed limit on Taylor Road.

I worry when my wife goes to get the mail, because people come by so fast around the corner that I fear she might get hit. I don't let my children walk along the road for the same reason. If we go down to the Conant School by bicycle, I have to watch very carefully and am never comfortable with it. Often we drive down, even though it is only a quarter mile or less away, just to stay safe.

There are three areas which are particularly dangerous. The first is where Taylor Rd. and Coughlin St. meet. Cars coming down Taylor Road from Rt. 27 pick up speed and are going too fast past the intersection. They can't see around the corner. If anyone is pulling out of Dr. Donald's parking lot at 42 Taylor Road, they are taking a big risk because of this situation.

The second area is the turn just above the Conant School. Cars coming up from Rt. 2 regularly cross over into the oncoming lane as they cut the corner. There is nothing to mark the middle of the lane, and the road is too narrow along that bend.

The third area of concern is the portion of Taylor where it meets with Rt. 2. Cars coming down Taylor Rd. routinely speed up if they see that the light ahead at Rt. 2 is green. They can go by the last house on the left at speeds in excess of 45-50 mph, in my estimation.

I believe that large trucks should be re-routed off Taylor Rd. and Minot to the extent possible, especially if they are making early morning or late night trips.

I realize that not every problem can be solved, but the situation can be made

11/13/2009

better. A stop sign at Taylor Rd. at Coughlin St. for the traffic coming south on Taylor Rd. would help. Permanent speed limit remediation and greater enforcement of the speed limit and posting more signs would help- as it is now, the 25 mph sign for southbound traffic on Taylor coming past the Arboretum after the cars have come around the corner near Coughlin and picked up speed down the hill. Placing the sign before the down hill would help (although a stop sign would be preferable).

Thank you.

Thomas Kanwit

41 Taylor Rd.

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Bruce Stamski

From: Christine Joyce
Sent: Tuesday, October 20, 2009 10:57 AM
To: Frank Widmayer; Bruce Stamski
Subject: FW:

Mr. Steve Ledoux 10/1/2009

Town Manager

Town of Acton, MA

Mrs. Paulina Knibbe

Mrs. Lauren S. Rosenzweig

Mr. Mike Gowing

Mr. Peter Berry

Mrs. Terra Friedrichs

Board of Selectmen

Town of Acton, MA

Dear Mr. Ledoux and Board of Selectmen,

We the residents of the neighborhood encompassing Taylor, Minot and Forest Roads of Acton

Massachusetts require a commercial vehicle restriction on these roads, including but not limited to all trucks large or small associated with the transfer station on 14 Forest Rd. for the following reasons:

1. For the safety of the **Children** who walk to and from the Conant School, which possesses no crossing guards and the roads to the school have no sidewalks.
2. For the safety, health and quality of life of the people who live in the above mentioned neighborhoods.
3. The three above mentioned roads are small country roads that have no sidewalks and are not physically suited for large truck traffic.

Solution

Any commercial or town vehicle needing to access the Transfer Station can use the **already existing route 2 entrance and avoid all local roads and or can access route 27 via Concord Rd.** All other

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commercial vehicle should not be allowed to use Taylor and Minot roads as a shortcut to their destinations.

In addition to the commercial vehicle restriction, speed remediation is needed for the above mentioned roads in order to slow down vehicles **that routinely travel at dangerous speeds above the posted speed limit of 25 mph.**

Name Address Phone Number Email

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Page 1

Taylor, Minot and Forest Roads of Acton Massachusetts require a commercial vehicle restriction

Petition Page 2.

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Taylor, Minot and Forest Roads of Acton Massachusetts require a commercial vehicle restriction

Petition Page 3.

Name Address Phone Number Email

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66 taylor rd actonma 01720 - Google Maps <http://maps.google.com/maps?q=66+taylor+rd+acton+ma+01720&...>

**Google maps** Address 66 Taylor Rd Acton, MA 01720 Get Google Mapson your phone

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1 of 1 10/7/2009 2:50 PM

11/13/2009



**TOWN OF ACTON**  
472 Main Street  
Acton, Massachusetts, 01720  
Telephone (978) 264-9628  
Fax (978) 264-9630

**Engineering Department**

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**INTERDEPARTMENTAL COMMUNICATION**

**To: Steve Ledoux, Town Manager**

**Date: July 30, 2008**

**From: Engineering Department**

**Subject: Traffic Study – Minot Ave & Taylor Road Intersection**

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The Engineering Department setup our traffic counters at the intersection of Minot Ave & Taylor Road. The traffic counters collected data from Tuesday, July 15<sup>th</sup> thru Monday, July 21<sup>st</sup>. Attached is an aerial locus showing the approximate location of the three (3) traffic counters.

Based on our traffic data, we determined the following information:

**Minot Ave -**

- Average Daily Traffic is 1,699 vehicles per day (Local Street)
- 85<sup>th</sup> Percentile Speed
  - 38 mph heading to Taylor Road
  - 36 mph heading to Minot Ave
- (Advisory Thickly Settled speed of 30 mph)
- 20 mph during school hours)
- average of 47 trucks per day (2.75% of the overall vehicles counted)

**Taylor Road by Partridge Pond Road**

- Average Daily Traffic is 2,107 vehicles per day (Collector Street)
- 85<sup>th</sup> Percentile Speed
  - 30 mph heading to Route 2
  - 33 mph heading to Route 27(posted speed limit is 25 mph)
- average of 47 trucks per day (2.21% of the overall vehicles counted)

**Taylor Road between Minot Ave & Route 2**

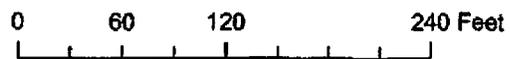
- Average Daily Traffic is 2,747 vehicles per day (Collector Street)
- 85<sup>th</sup> Percentile Speed
  - 35 mph heading to Route 2
  - 34 mph heading to Route 27(posted speed limit is 25 mph)
- average of 59 trucks per day (2.13% of the overall vehicles counted)

In order to approve a truck exclusion on a Town way, the roadway and traffic volume characteristics needs to comply with Section 11A-9 (Heavy Commercial Vehicle Exclusion) of the Massachusetts Amendments to the Manual on uniform Traffic Control Devises and the Standard Municipal Traffic Code dated October 2006 (attached herewith). The first warrant states the percentage of heavy commercial trucks on the road should be within the range of five to eight percent. All three approaches to the intersection only have between 2-3% of the traffic being deemed as truck traffic. The second warrant is that the road pavement is severely deteriorating due to the truck traffic. The DPW has not reported any severe issues with the road pavement at this location. The third warrant deals with time restricted exclusions during the night.

Based on the data collected from our traffic counts, the Engineering Department does not recommend a truck exclusion since it does not meet the warrant as set forth in the above-mentioned Amendment from the State.

We have forwarded a copy of this report to the Police Department. Copies of the traffic data are on-file in the Engineering Department.

If you have any questions, or need additional information, please let us know.





**The Massachusetts  
Amendments to the**

**Manual on Uniform  
Traffic Control Devices**

**2003 EDITION**

**and the  
Standard Municipal  
Traffic Code**

**October 2006**

**MASS HIGHWAY**

• Ten Park Plaza •

**Boston, MA 02116-3973 • 617-973-7800**

### **Section 11A-8 Speed Control**

Of the special regulations adopted by municipalities under the provisions of Chapter 90, Section 18 of the General Laws, the most commonly used is the special regulation of the speed of motor vehicles. Considerable data including speed observations and trial runs must be obtained by municipal officials, usually the Police Department. The final determination is based upon the 85-percentile method, which is that speed at or below which 85% of the vehicles observed were actually traveling. Department representatives are available to demonstrate the proper method for conducting the necessary studies and drafting the covering regulation, upon written request of local officials.

#### **Procedure for Establishment of Legal Speed Zones**

- (1) Municipality to make proper studies and submit data to the Department. (Municipalities usually accept the available services of the Department in conducting studies and assembling the data).
- (2) After the speed zones, proposed by the local authorities, are reviewed by the Department, they are returned to the municipality for formal adoption by the rule-making body.
- (3) Upon receipt of notice of formal adoption by municipality the Department, acting jointly with the Registry, will certify and approve.
- (4) Certified regulation is returned to municipality.
- (5) Official Speed Limit signs may then be installed in accordance with the specific provisions of the approved speed regulation.
- (6) The Special Speed Regulation is then enforceable against violators.

### **Section 11A-9 Heavy Commercial Vehicle Exclusion**

A truck exclusion from a municipal way may be authorized provided a suitable alternate route is available. The alternate route shall have an effective width and pavement structure which can safely accommodate the additional truck traffic. In addition the alternate route must meet one of the following conditions:

- (1) Lie wholly within the community making application,
- (2) Lie partially in an adjacent community but only on State Highway, or
- (3) Lie partially in an adjacent community but have the adjacent community's written approval.

An engineering study, as outlined in the Data requested below, must be made. In addition, one or more of the following may be sufficient justification for truck exclusion:

**1. Warrants**

- A. A volume of heavy commercial vehicles, which usually is in the range of five (5) to eight (8) percent, reduces the utilization of the facility and is cause for a substantial reduction in capacity or safety.
- B. The condition of the pavement structure of the route to be excluded indicates that further repeated heavy wheel loads will result in severe deterioration of the roadway. (subject to Department review)
- C. Notwithstanding the foregoing, in certain instances where land use is primarily residential in nature and a municipality has requested exclusion only during hours of darkness, a specific night exclusion may be granted.

**2. Data**

Before the Department can consider an exclusion proposal, the following data must be submitted by the municipality:

- A. A twenty-four hour consecutive count of all vehicles using the subject street. (If the exclusion is requested for only twelve hours, a twelve-hour count will suffice.) The count shall be broken into one-half hour intervals showing:
  - (1) Commercial vehicles with a carrying capacity over 2½ tons
  - (2) Other vehicles
- B. Map of the area, with the excluded street marked in red, the alternate route in green.
- C. Physical characteristics of excluded and alternate streets in question, i.e, length, width, type and condition of surface and sidewalk.
- D. Types of buildings or property abutting street (Residential, Business, School, Playground, etc).
- E. Zoning of Street (Residential, Industrial, etc.).
- F. Proximity of probable alternate route to the proposed excluded route and the additional distance to be traveled using the alternate route.
- G. Types of traffic control existing on street.
- H. Hours during which exclusion is to be in effect.
- I. A written statement from the municipality as to the need for the exclusion.

7/8/2008

Mr. Steve Ledoux

Town Manager

Town of Acton, MA

Mrs. Lauren S. Rosenzweig

Mrs. Paulina Knibbe

Mr. Andrew D. Magee

Mr. Peter Berry

Mrs. Terra Friedrichs

Board of Selectmen

Town of Acton, MA

Dear Mr. Ledoux and Board of Selectmen,

I would like to bring to your attention a very significant safety issue concerning truck traffic on Minot and Taylor roads. Since moving to the neighborhood in early April of this year, we have noticed that there is a constant flow of large trucks that pass on these two roads. We have three children ages five, seven and nine that will be attending the Conant School located at 80 Taylor road. We were under the impression that our children could walk to their school since it is only a very short distance away. But with the lack of sidewalks on either Taylor road and part of Minot road and with the truck traffic on these two roads, it is extremely dangerous for any pedestrian let alone children walking to school. I would like to further emphasize that these trucks are too large to travel on Taylor and Minot roads. Please see the attached pictures. These two roads barely fit two standard cars side by side. The eighteen wheelers that are making the turn from Taylor to Minot road are so large that they need both ends of each road to make the

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turn. I have seen a number of children walking home from the Conant School that need to walk in my yard in order to avoid trucks driving down these roads. Also, there have been a number of times where these trucks have jumped and damaged the curb in front of my home near where my children play, in order to make the turn. I have spoken to both Detective Cowan of the Acton Police Department and had communicated my concerns to him in writing (see attached letter). I have also spoken to Bruce Stamski, Town Engineer/Director of Public Works. My conversation with Mr. Stamski was very troubling. I expressed my concern regarding the truck traffic and safety issues, as I do in this letter, to Mr. Stamski but unfortunately, these concerns were met with indifference. It seems that a significant portion of the truck traffic comes from the transfer station that is located on 14 Forest Road. These trucks (Empire Trucking) are contracted by the Town of Acton. I asked Mr. Stamski the reason why the trucks do not use the route 2 entrance to the transfer station. If the route 2 entrance was used then the trucks would avoid the school, as well as, all small roads and neighborhoods. Mr. Stamski's response to this question was that he would rather have the curb in front of my home shortened to accommodate the trucks rather than redirect the truck traffic to the route 2 entrance. His reason for this is it would add a few miles to the trucking route. It is common sense that the safety of our children and the people of our neighborhood supersedes the convenience of the Empire trucks. As a matter of fact, the webpage for the Transfer Station located on the Acton website advertises only the route 2 entrance/exit and does not indicate any other routes to the station. Please also note that on Tuesday, June 24

th 2008 the Empire

trucks were driving the Taylor- Minot route from 3:00 AM to 5:00 AM. This must stop for both safety and the quality of life of the people that live in these neighborhoods.

With the above mentioned information in mind, we would like to formally ask for a commercial vehicle restriction on Taylor and Minot roads for all types of trucks. Very simply, any truck needing to access the Transfer Station can use the existing route 2

Message

entrance and avoid all local roads. All other trucks should not be allowed to use Taylor and Minot roads as a short cut to their destinations.

Please note that the photos were taken on 7/1/08 between 7:30 AM and 8:00 AM and are just a small sample of the traffic that passes on these two roads.

Bil Marathia h.D.

Angela Marathias

66 Taylor Rd.

Acton, MA 01720

Home: 978-274-2755

Office: 617-665-5665

:30.

May 21, 2008

Detective Cowan

Traffic Division

Acton Police Dept.

371 Main Street

Acton, MA 01720

Dear Detective Cowan,

As per our phone conversation on May

19

thi 2008, I would like to formally ask the Town

of Acton, Mato provide a permanent solution to the speeding problem that exists on

Taylor and Minot Roads. I have observed both cars and trucks regularly speeding on

thesetwo roads. In addition, I have also seen children walking from the Conant

elementary school and using both Minot and Taylor Roads, either ofwhich have side

walks, while motorists are speeding by. IfI may make a suggestion, additional stop signs

at the intersection of Taylor and Minot Roads may alleviate the speeding issue. Adding

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sidewalks will also increase the security of the children that are walking home from the Conant school.

Additionally, there is a great deal of truck traffic on Minot and Taylor Roads. I would like to ask for a truck restriction on these two roads as these large trucks essentially do not fit on such narrow roads making it dangerous for pedestrians and motorists. I would like to bring to your attention an incidents that I observed involving a truck that travels on these two roads. This morning (5/21/08) a long bed eighteenwheeler truck could not make the turn from Minot to Taylor. The trailer was to long. The truck had to backup on Minot Road and then go forward to make the turn on to Taylor. But the truck was still to long and jumped the curb present in front of my house to make the turn. Trucks routinely have to stop and pull to the side to allow either autos or other trucks to pass on Taylor and Minot Roads. I believe that these roads are not meant for trucks and their use of these roads creates a dangerous situation.

Best Regards 7

~Bill Marathias

66 Taylor Rd.

Acton, MA 01720

Home: 978-274-2755

Office: 617-665-5665

CC: Bruce Stamski, P.E., Steve Ledoux

Letter sent via fax to Detective Cowan and email to Mr. Stamski and to Mr. Ledoux.