



305 Main
10/23/09
1/11/10 (7)

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

Engineering Department

INTERDEPARTMENTAL COMMUNICATION

To: Steve Ledoux, Town Manager

Date: July 30, 2008

From: Engineering Department

Subject: Traffic Study – Minot Ave & Taylor Road Intersection

The Engineering Department setup our traffic counters at the intersection of Minot Ave & Taylor Road. The traffic counters collected data from Tuesday, July 15th thru Monday, July 21st. 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)
- 85th 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)
- 85th 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

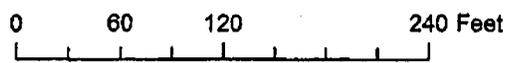
- Average Daily Traffic is 2,747 vehicles per day (Collector Street)
- 85th Percentile Speed
 - 35 mph heading to Route 2
 - 34 mph heading to Route 27(posted speed limit is 25 mph)
- average of 59 trucks per day (2.13% of the overall vehicles counted)

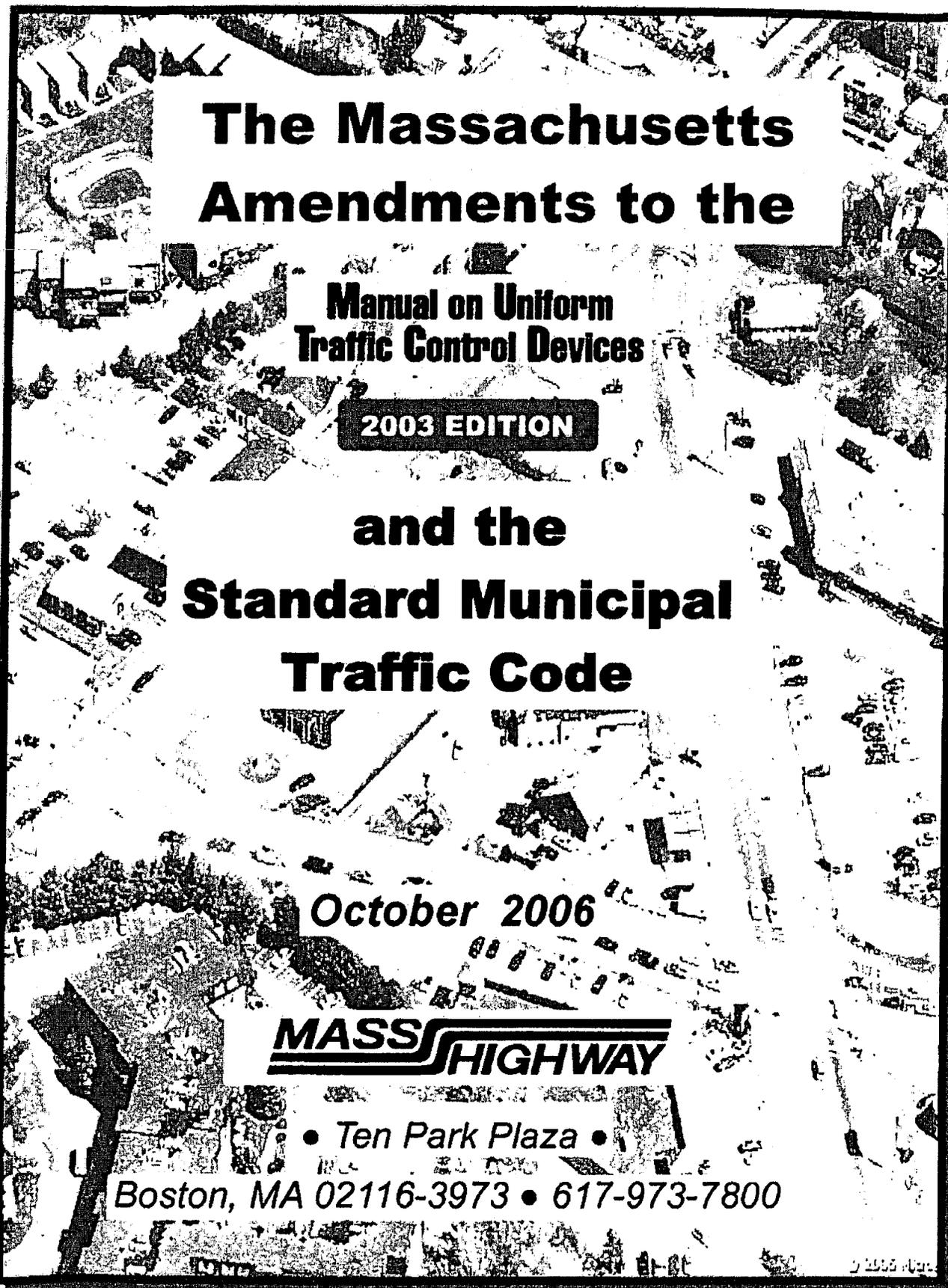
In order to approve a truck exclusion on a Town way, the roadway and traffic volume characteristics needs to comply with Section 11A-9 (Heavy Commercial Vehicle Exclusion) of the Massachusetts Amendments to the Manual on uniform Traffic Control Devices and the Standard Municipal Traffic Code dated October 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.

Maryjane Kenney

*BOS Mail
10/23/09*

From: Kate Chung [katewchung@yahoo.com]
Sent: Thursday, October 22, 2009 8:13 AM
To: Terra Friedrichs; Steve Ledoux
Cc: Board of Selectmen; Sidewalk Committee
Subject: RE: Taylor Rd Speeding and Truck issues

Hello everyone -

Interestingly enough, at this month's sidewalk committee meeting, we selected our next set of sidewalk projects, and Taylor was among them. We are currently preparing an addendum to our 2008 reports and will request a time at an upcoming BoS meeting to present these streets and ask the BoS to approve them.

These streets included:

- 1) Great Road - Main Street to Woodvale condos
- 2) Summer Street (Central to Willow and small bit by Ethan Allen)
- 3) Taylor Street (Plus small bit of Minot)
- 4) Martin Street (RR to Central)

I wouldn't circulate this list until the BoS approves it, but I thought you'd like to know that we have discussed this street specifically.

Best regards,
Kate

--- On Wed, 10/21/09, Steve Ledoux <sledoux@acton-ma.gov> wrote:

From: Steve Ledoux <sledoux@acton-ma.gov>
Subject: RE: Taylor Rd Speeding and Truck issues
To: "Terra Friedrichs" <terraf@compuserve.com>
Cc: "Board of Selectmen" <BOS@acton-ma.gov>, "Kate Chung" <katewchung@yahoo.com>
Date: Wednesday, October 21, 2009, 1:59 PM

Police have increased radar patrol as of today.

Under State regulations, the banning of truck traffic can only occur if truck traffic represents at least 5% of all traffic. In a survey done in the summer of 08, Taylor Rd had approximately 2.2% of all traffic generated by trucks. Similarly, under State regulations, to change the speed limit, a 24 hour speed survey is required and the speed limit should be the speed represented by the 85th percentile of that survey. The 85th percentile of Taylor Road ranged from 30 to 33 MPH, depending on direction of traffic.

Since the data is only a year old, I don't suspect it would have changed much. The best solution is to work on sidewalks for the street.

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

10/22/2009

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 3:30 PM
To: Steve Ledoux
Subject: Fwd: Taylor Rd Speeding and Truck issues

Steve,

Is there any way we can help these people?

Terra

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

From: vmarathias@wesleyan.edu
To: Terra Friedrichs <terraf@compuserve.com>
Sent: Tue, Oct 20, 2009 3:25 pm
Subject: Re: Taylor Rd Speeding and Truck issues

Hello Terra,

Yes, you may forward the email that I sent you. It is from Thom Kanwit of 41 Taylor rd. I will send you mine now. You can forward that one as well.

Thanks You

Bill

> May I forward your email?

>

>

>

> Terra

>

>

> -----Original Message-----

> From: vmarathias@wesleyan.edu

> To: terraf@compuserve.com

> Sent: Tue, Oct 20, 2009 2:40 pm

> Subject: Taylor Rd Speeding and Truck issues

>

>

>

> ----- Original Message

> -----

ubject: RE: Taylor Rd

rom: "Kanwit, Thomas

> (USAMA)" <Thomas.Kanwit@usdoj.gov>

ate: Mon, October 19, 2009 4:31

> pm

o:

> vmarathias@wesleyan.edu

10/22/2009

Dear
> Acton Selectmen Friedrichs,
Please see below my concerns regarding the
> speeding and truck issues on
aylor rd. We are asking you for your help to
> obtain permanent speed
mediation and to remove the trucks from our
> roads.
I am worried that every day, people drive well over the speed limit
> on
aylor Road.
I worry when my wife goes to get the mail, because people
> come by so fast
round 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
here Taylor
d. 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.
. 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

10/22/2009

> situation can be made
etter. A stop sign at Taylor Rd. at Coughlin St.
> for the traffic coming
outh on
aylor Rd. would help. Permanent speed
> limit remediation and greater
nforcement
f the speed limit and posting
> more signs would help- as it is now, the
5 mph sign
for southbound
> traffic on Taylor coming past the Arboretum is after the
ars have
> come
round the corner near Coughlin and picked up speed down the hill.
>
lacing the sign before the
own hill would help (although a stop sign
> would be preferable).
Thank you.
Thomas Kanwit
1 Taylor Rd.
>
>