

6/4/07-8

Christine Joyce

From: Bruce Stamski
Sent: Thursday, May 31, 2007 1:41 PM
To: Manager Department
Cc: Corey York
Subject: Comments on Hayward and Main memo TANS

Don/John,

Attached please find my preliminary comments to the above memo. I think it important to limit the scope of the project to a study area in the immediate vicinity Hayward and Main. Most of the questions will be part of the study and/or the detailed design of the light assuming the project goes forward.

Bruce

Transportation and Neighborhood Safety Committee "TANS"

Memorandum

To: Board of Selectmen; Town Manager
From: TANS
Re: **Questions as Input for a Request for Proposal for Traffic and Neighborhood Analysis**
Date: May 25, 2007

Pursuant to our e-mail exchanges, below please find a list of concerns and questions gathered from our TANS members. We greatly look forward to our June 4th meeting with the Board of Selectmen and to playing a positive role in improving traffic and neighborhood safety in our community.

Concerns/Questions for Selectmen

Traffic Study

1. In general, if traffic data is several years old for a corridor such as Rte 27 in Acton, how would you characterize the validity of the data?
Comment [Im1]: study to determine
2. What are the updated traffic counts at all intersections previously studied by VHB for the Rte 27 Corridor Study?
Comment [Im2]: Part of the study
3. What are the current through-traffic counts on the "alternate routes" of Jefferson, Musket, Jonathon Swift, Lincoln, Charter and Taylor?
Comment [Im3]: Could be part of the study but would extend the study area.
4. What are the projected increased through-traffic counts on the "alternate routes" of Jefferson, Musket, Jonathon Swift, Lincoln, Charter and Taylor?
Comment [Im4]: same as m3
5. What are the proper days and dates of a traffic study?
Comment [Im5]: Part of study
6. Given that the intersection is impacted in a major way by the school calendar, which is only 180 days per year, how does that impact a traffic study?
Comment [Im6]: part of study
7. What are the current queuing statistics at Hayward, Main, Musket, the PSF and any other relevant intersection?
Comment [Im7]: part of study
8. What are the projected queuing statistics if a light were to be installed at Hayward, Main, Musket, the PSF and any other relevant intersection?
Comment [Im8]: part of study
9. What impact will the override capability of the PSF have on traffic queuing and speeds?
Comment [Im9]: part of study
10. How far back (south) will the stop line have to be in order to allow trucks turning from Hayward south onto Main Street?
Comment [Im10]: part of study
11. If queuing spills back onto the Rte 2 exit ramps, what are the needed precautions?
Comment [Im11]: Part of study
12. Why are we focusing on this intersection instead of the most dangerous intersections?
Comment [Im12]: The 3 proposed lights are at the intersections with the most accidents with the exception of Brook Street which has non signalized improvements recommended.

13. The VHB study recommends 6 new traffic signals between Acton Medical and Nagog/Main. Why are we ignoring the remaining parts of the study and focusing on this one?
14. How would VHB characterize the rush hour and Saturday morning traffic flows at the recent South Acton traffic signal?
15. What is the cost/benefit analysis used to justify the massive expense of this project vs. the perceived benefit?

Comment [Im13]: There are 3 new lights proposed in the study plus the override at the PSF.

Comment [Im14]: This is out of the study area.

Comment [Im15]: Not normally an engineering study to put a value on ones time wasted/saved.

Neighborhood Impacts

1. In general: If a standard traffic signal is installed, how will that impact the traffic flows on Hayward and Main and all other related streets?
2. What will be the neighborhood impacts on the "alternate routes" of Jefferson, Musket, Jonathon Swift, Lincoln, Charter and Taylor?
3. What will happen to speeds, specifically on Musket and Jefferson?
4. Will there be more accidents at Hayward and Main?
5. Will there be more accidents on related streets?
6. Given the projected queue lengths, how will cars behave in the alternative?
7. What additional signage will be needed to control increased speed and traffic counts, if any?
8. During summertime, a great deal of foot traffic, especially with very young children, occurs at the Patriots Hill Pool near the corner of Jefferson and Musket. What additional restrictions, if any, will be needed to ensure safety?
9. What additional sidewalks will be needed along affected streets?
10. How will increased through traffic, if any, impact property values in the impacted neighborhoods?
11. What is the additional carbon imprint, if any, of the increased idling cars at the Hayward and Main intersection?
12. Will there be any land takings to accomplish the planned installation?
13. Will any trees on either side of the road be cut down to accomplish the planned installation? Will any trees in the Charlotte Sagoff Memorial Grove be cut down?
14. What have the businesses in the area said about the impact on their businesses?
15. If a light were installed, would it create delays when otherwise there would be none? Say, for example at mid-day?

Comment [Im16]: Study will determine impacts however a reasonable limit of the study area needs to be set.

Comment [Im17]: Again a reasonable study area has to be set.

Comment [Im18]: Speed is governed by other factors other than volume of traffic unless the volume is so high it impedes the flow.

Comment [Im19]: Study to determine

Comment [Im20]: Study to determine

Comment [Im21]: Not sure what this means

Comment [Im22]: Study to determine

Comment [Im23]: I would suggest not to extend the study to include things like this

Comment [Im24]: Study to recommend

Comment [Im25]: Not normally an engineering study consideration

Comment [Im26]: New consideration. It could be a simple calculation or very complicated

Comment [Im27]: Dependent upon results of the study

Comment [Im28]: The Sagoffs sold the town the parcel for intersection improvements. If a traffic light and intersection improvements are approved most if not all of the trees on this purchased parcel would be removed.

Comment [Im29]: Haartz is in favor of the light. Not sure of other businesses

Comment [Im30]: Study to determine

Maryjane Kenney

From: Frank Widmayer
Sent: Friday, June 01, 2007 11:23 AM
To: Manager Department
Subject: RE: Questions and Concerns from TANS

There are a number of issues with the intersection at Hayward and Main in my opinion:

1. Prior to our assigning a cruiser there every afternoon the school department used to send a blocker bus to stop northbound traffic so buses could get out. Obviously this caused some lengthy traffic backups because the buses were the priority and were let out until all were gone. Providing this service ties up a cruiser and on occasion if a serious call comes in the officer will have to leave.
2. The intersection is not designed for the large tractor trailer trucks that use the intersection on a frequent basis. Trucks coming out of Hayward road have to wait for traffic to clear both northbound and southbound on Main before they can take a right onto Main because they need both lanes to make the turn. I frequently stop traffic myself in order to allow trucks to make this maneuver and that is only when I happen to be driving by so I know it happens regularly. Trucks heading northbound and making a left turn onto Hayward Road sometimes get stuck because they can't make the turn.
3. Drivers on Main Street during rush hours tend to very impatient and do not let vehicles out of Hayward. This causes drivers on Hayward to take a chance and pull out hoping someone will stop. This is hazardous and results in vehicle crashes and numerous near misses.
4. Northbound traffic turning left onto Hayward Road does not get a break during rush hours and that makes it difficult and risky to make a turn. Again this causes drivers to take a chance. The resultant backup causes traffic to block the driveways to the Public Safety Facility and in many cases the signs directing drivers to not block the driveways are ignored. This makes it difficult for cruisers to get in or out.
5. Many children use the pedestrian crosswalk to head home after school and they must cross Main street to get to the sidewalk. I would much prefer to see a light with a pedestrian crossing signal there for that reason.
6. I suspect that during periods of heavy backups on Hayward Road that many drivers cut through Jefferson Road to get to the Musket Road intersection with Main Street. This would be unnecessary if drivers knew they would have a fair chance of getting onto Main Street by going through a signalized intersection.

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

6/1/2007