

Traffic Safety Coordinating Committee
February 17, 2011
Flynn Building, 10:00 am
Minutes

Present: Jody Kablack (Dir. Of Planning and Community Development), Bill Place (DPW Director), Bill Miles (Fire Chief), Rick Glavin (Police Chief)

The meeting was called to order at 10:00 am.

1. Dudley Road, No Left Turn:

Mr. John Demos from Adams Road was present to request that the No Left Turn restriction on Nobscot Road be eliminated, or at least allow residents of Dudley Road and adjacent streets to make the turn. He stated that it is a safety issue for him to have to go to the Nobscot light, turn left, and then turn left again from Route 20 into Dudley Road in order to get home from work each day.

Bill Place noted that there is impaired sight at the intersection of Nobscot and Dudley which would need improvement and may necessitate moving Dudley Road slightly to the north. He asked the Police Chief if there are significant accidents at the intersection.

Rick Glavin answered that he recalls when this issue was previously discussed, the idea of allowing residents to make a left turn was brought up, but in the final vote it was for all traffic. Allowing some vehicles to make the turn would be difficult for the police to enforce.

It was further discussed that the sign was installed before the Nobscot light was functional, and that most through traffic would likely go to the light instead of having to make a left turn from Dudley Rd onto Route 20.

It was suggested that the Dudley Rd neighbors should be asked their opinion, since allowing residents could bring in some through traffic.

The Planning Dept. will create a brief survey letter, and give it to Mr. Demos to circulate to his neighbors.

2. Haskell Field Parking Lot Expansion:

After reviewing the plan and discussing the options for traffic circulation in the new parking lot, it was agreed by all that the southernmost egress should be out only (in both directions), and the northernmost egress should be in and out. Bill Place can mark this with signage, paint and striping as a test to see how the traffic behaves. A permanent solution with a small traffic island at the southernmost egress can be constructed later.

3. Traffic Calming Petition, Old Lancaster Road:

The Sudbury Police Dept. conducted a speed study on 11/15/10 to 11/17/10 which indicated heavy volume but not excessive speed along the section referred to (similar to the 2009 study).

The 85th percentile speed for both directions is 35 mph. The road is posted 25-35 mph. The Police Chief noted that this street does not have a higher percentage of accidents than most town streets, and that most accidents are either bad judgment or weather related. The SPD is willing to display the electronic speed limit sign on the road as a temporary measure, and continue enforcement in the area. The recommendation to install speed bumps, humps or tables of any variety is strongly discouraged due to the maintenance and wear and tear on town vehicles.

Plowing operations are difficult, they create noise and impede drainage, and tend to divert traffic onto other already over-burdened streets.

4. Dakin Rd/North Road crosswalk request:

Letter dated January 26, 2011 from David Hyer, Jr. requesting crosswalk at the intersection of Dakin Road and North Road due to the construction of the new walkway along North Road. The DPW Director indicated that a crosswalk will be installed at the intersection in 2011, and that the light is functional for a pedestrian phase. The DPWS Dept. has the pedestrian activation buttons and will install them on the pole as well.

5. Old Framingham Road stop signs:

Letter from Thomas Travers, 32 Old Framingham Road, Unit 45 requesting the installation of stop signs on Old Framingham Road at the intersection of the Mahoney Farms/Grouse Hill roadways. After discussion, the Traffic Safety Committee was not favorable to the placement of stop signs on a through street. Typically it is the intersecting streets which have the stop signs. Bill Place and Jody Kablack will work with the developer to make sure sight distance is adequate for cars exiting the developments, as this is a condition of their approvals.

6. Nobscot Road Speed Limit Enforcement:

Letter from Frank and Katey DeTraglia, 147 Nobscot Road, dated September 20, 2010 requesting more vigilant enforcement of the speed limit on Nobscot Road and other considerations, including more posted Speed Limit signs; Thickly Settled signs (if applicable); Children At Play signs; use of the electronic speed limit sign; reduction of the speed limit at the intersection of Dudley and Nobscot, and enforcement of the existing 35 mph speed limit. Bill Place will review the existing signage to see if more signs can be installed. The Sudbury Police Dept. will continue to monitor speeds on Nobscot Road, and will consider use of the electronic speed limit sign to make drivers aware of the speed they are traveling.

7. Butler Road Bus Stop Shelter:

Letter from Ricardo and Marla Lewitus, 92 Butler Road, dated January 26, 2011 requesting permission to install, at their own cost, a bus stop shelter at the end of Butler Road on Town property. The Lewitus' submitted the shelter design, and have agreed to maintain the structure for the next 10 years.

Bill Place noted that there used to be several bus stop shelters around town, but they became maintenance issues and were removed. This bus stop has a history of problems with excessive cars and people congregating as they are waiting for the bus, and we aren't sure if this solution will help or contribute to the problem. Most parents drive their children to the end of Butler Road to wait for the bus, and will likely continue to do so. The kids can wait in their cars during periods of inclement weather. There are issues with the shelter in the wintertime, as the area will need to be plowed out to be useable. Lastly, the neighbors should be asked if they are in favor of the shelter and documentation of their responses sent back to the Traffic Safety Committee before any decision is made.

8. Concord Road school zone at LSRHS:

Further research into the previous recommendation to compose a letter from the Board of Selectmen to Sen. Jamie Eldridge requesting that legislation be proposed to amend the law which states that only elementary schools are eligible for designated school zones concluded that it is not state law controls this issue, but MassHighway regulations (Manual of Uniform Traffic Control). No letter was written, however application for MAPC technical assistance was made and approved. In December 2010 MAPC agreed to look at the intersection as part of its

transportation technical assistance program. They predicted that they would conduct a site visit in Feb. 2011. No site visit has been scheduled. Jody Kablack will follow up with MAPC.

The Committee also agreed to approach the new LSRHS School Superintendent once he/she is hired to discuss morning circulation issues and how to reduce the queue on Concord Road.

9. Cutler Farm Road no parking signs:

Email from Brian Mulcahey dated January 24, 2011 requesting the prohibition of parking along the entrance segment of Cutler Farm Road (not both sides). This area experiences high parking demand, especially when large school events are held. The Traffic safety Committee agreed to the request, and will send a recommendation to the Selectmen for a change to the Rules and Orders. It was further suggested that the neighbors work with the Loring School principal to contact the Sudbury Police Dept. and request temporary signs when there are large school gatherings until the time that the Rules and Orders are changed and the signage installed.

10. Poplar St and Hemlock Road Sight distance:

Email from Will Emerson dated November 22, 2010 requesting removal on an embankment on the SW side of the Poplar St/Hemlock Rd intersection which obscures sight distance, especially in the winter when snow is piled up at the intersection.

Bill Place noted that several mature trees would need to be removed in order to remove the embankment, and he is not inclined to authorize the work. The intersection is mowed regularly in the spring to improve sight distance.

11. Update on Town Center project:

The Sudbury Center Improvement Advisory Committee recommended, and the Board of Selectmen consented to completing the design plan this year, but not requesting funding for the intersection. A request for capital funds was submitted in FY11, but the Selectmen did not advance the request to a warrant article. The design plan will be ready to construct when funds become available. It was noted that the flashing light phase of the lights which normally would go on at around 11 pm or midnight no longer seems to be working. This is a function of the age of the infrastructure in the intersection. Bill Place will see if it can be repaired.

12. Update on Route 20 Corridor Study/Landham Road signalization:

MassHighway Dept. does not seem favorable to allowing the construction of a traffic signal at the Landham Road intersection, however the Town will complete the design plan which can be used for construction of the light in the future. The corridor study should be completed shortly.

13. Codjer Lane Truck Exclusion

This issue was resolved by the Sudbury Police Dept. contacting MassHighway to install a sign indicating the Codjer Lane businesses should be accessed via Union Ave and not Concord Road. The sign was installed just east of Concord Road to alert trucks, and seems to be working based on no further reports from the neighbors.

There being no further business, the meeting was adjourned at 11:30 am.