

MEMORANDUM

To: MarketStreet Advisory Committee (MSAC) of the Town of Lynnfield

From: Traffic Subcommittee of MSAC (S. Yerardi, D. Breen)

Date: June 7, 2018

Re: Traffic Subcommittee - Heather Dr. and King Rail Dr. Intersection
Findings & Recommendations

The Parking Subcommittee was asked by MSAC to address resident safety concerns at the intersection of Heather Dr. and King Rail Dr. This memorandum report presents the Subcommittee Findings & Recommendations.

HEATHER DR. AND KING RAIL DR. INTERSECTION

Residents of Colonial Village expressed their concern when taking a left turn into Heather Drive from King Rail Drive. At that intersection, where the roadway curves, is a retaining wall that residents say diminishes the view of oncoming and speeding cars when a driver is in the process of making a turn.

Colonial Village residents concerns include:

- Was the site plan approval process for incorporating the retaining wall properly implemented?
- Do the road design and traffic control devices for this private road need to comply with state and federal regulations?
- To what degree are roadway violations enforceable by the Police?
- What is the impact of the aforementioned concerns on the success of current and future traffic improvements at this intersection?

This Advisement has been conducted as follows: (1) Identify and review the source documents, (2) confirm and document the development drawings which show the retaining wall and approval, (3) determine National Developments position related to compliance for roadway and traffic control devices on a private road, (4) determine enforcement of roadway violations and (5) provide recommended traffic improvements.

The subcommittee has determined that the retaining wall has been identified on development drawing LR-2.2 with the July 30, 2013 issue of plans. The decision letter of September 3, 2013 provided Planning Board approval of the July 30, 2013 plan submittal. The grading plan was not part of the July 30, 2013 issue. (See Fig. 1)

During October 2017 the subcommittee met with Douglas Straus of National Development to discuss the various elements of this Advisement and to address questions regarding compliance issues on a private road. National Developments consultant Stantec responded, in writing, to our four questions as follows: (1) "As a private road we are not required to comply with AASHTO (American Association of State Highway and Transportation Officials) and MUTCD (Manual on Uniform Traffic Control Devices). MGL (Massachusetts General Law) is very broad but any pertinent portions of MGL would need to be complied with, (2) Our design utilizes best practices for private roadway design and is based on our experience in private land development projects, (3) Our design standards and best practices consider AASHTO and MUTCD and our experience in the design of private roadways and (4) Our design utilizes applicable best practices for private roadway design". The full memorandum is attached. (See Fig. 2)

The subcommittee has determined that this response, prepared by National Developments consultant Stantec represents its professional opinion and fulfills the documentation requirement of this issue.

Enforcement of roadway violations is addressed in MGL Chapter 60 Sections 17 and 18, which covers speed limits and special regulations, respectively, for persons operating a motor vehicle. Section 17 states that no person operating a motor vehicle on any way shall run at a rate of speed greater than is reasonable and proper. If the way is not posted in accordance with section 18 than it shall be prima facie evidence of a rate of speed greater than is reasonable and proper. That is evidence, which is sufficient to establish a fact or sustain a judgment unless it is rebutted or contradictory evidence is produced.

There have been a number of traffic devices installed during 2016 and 2017 with the intent of slowing down traffic as it approaches the Heather Drive and King Rail Drive intersection. The following additions were not found to be effective in slowing down traffic to safe levels:

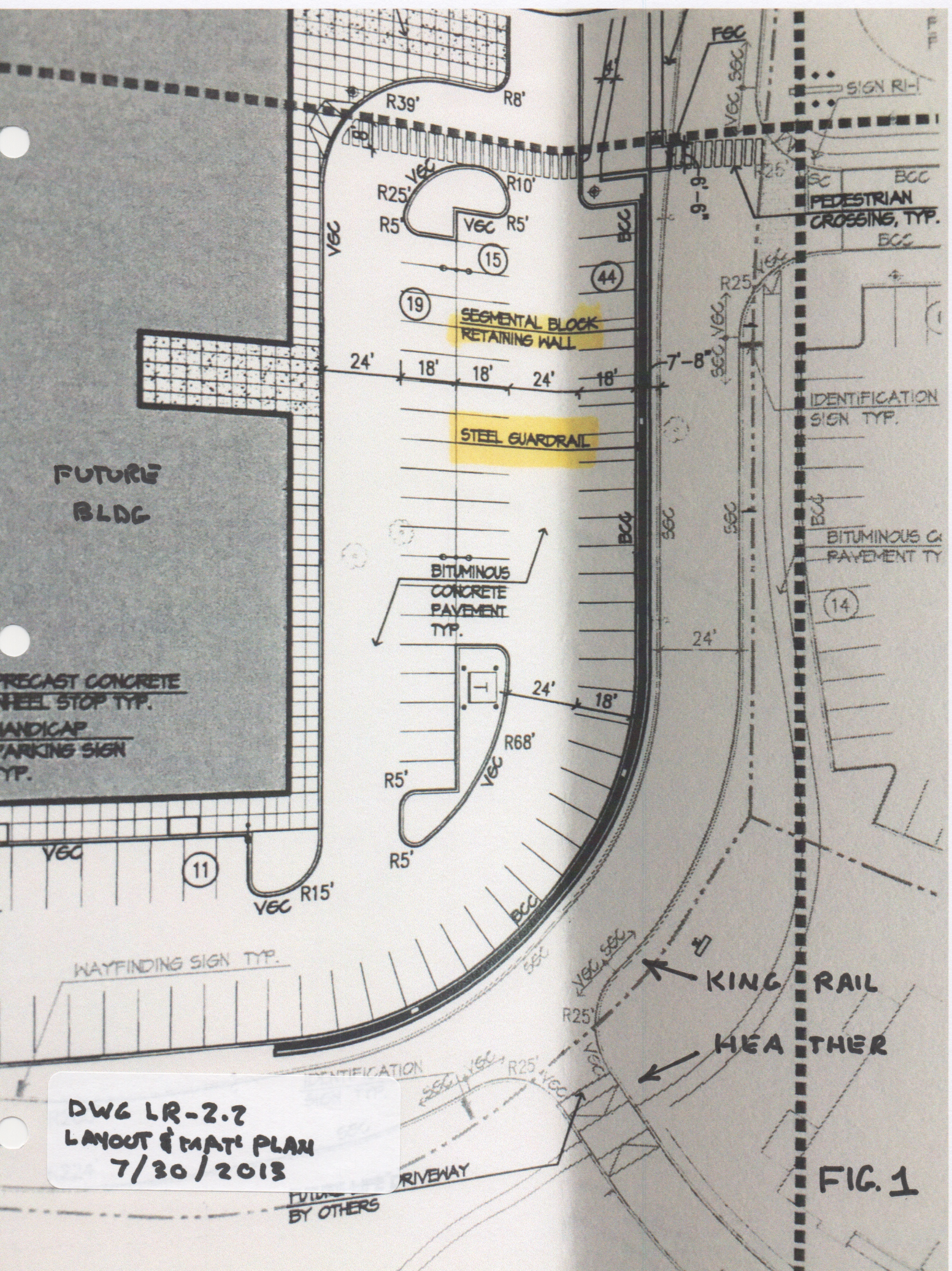
- Dangerous Curve Ahead signs on King Rail Drive approaching Heather Drive from the East and West.
- Stop sign at Heather Drive exiting onto King Rail Drive.
- Stop sign and stop line installed at the MarketStreet entrance off King Rail Drive, near the golf course entrance.

National Development has provided the following two proposals:

- 3-way stop located at the intersection of Heather Drive and King Rail Drive.
- Installation of speed humps installed at two locations on King Rail Dr. near Heather Dr.

RECOMMENDATIONS

- The subcommittee has determined that the installation of the speed humps has been effective in meeting the objective of slowing down speeding vehicles to a safe and acceptable level and recommends their current use.
- For safety purposes, the rubber speed humps should be removed and reinstalled annually, according to the MarketStreet Operations Schedule.
- Since the current speed hump installation is temporary (removed during winter months), National Development should continue work in finding materials and installation methods that would work safely with snowplows and result in year-round use.



To:	Doug Straus	From:	Frank Holmes
	National Development		Stantec
File:	210800677	Date:	October 22, 2017

Reference: Market Street - Sight Distance at King Rail Drive and Heather Drive

Stantec has reviewed the questions forwarded regarding the above referenced issued, and we offer the following responses:

Question: As a private road do you need to comply with MGL, AASHTO and MUTCD?

Response: For clarification we assume that MGL, AASHTO and MUTCD are intended to refer to Massachusetts General Law, the American Association of State Highway and Transportation Officials, and the Manual on Uniform Traffic Control Devices, respectively. As a private road we are not required to comply with AASHTO or MUTCD. MGL is very broad, but any pertinent portions of MGL would need to be complied with.

Question: If you do not need to comply what is the reasoning based on and is that reasoning documented by the consultant in the event of any future claims of conflict with MUTCD or others?

Response: AASHTO and MUTCD are applicable to public highways and roadways, not to private development. Our design utilizes best practices for private roadway design and is based on our experience in private land development projects.

Question: If you do not need to comply and you do not use MGL, AASHTO and MUTCD what are your design standards and best practices?

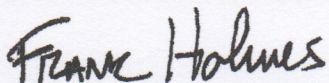
Response: Our design standards and best practices consider AASHTO and MUTCD and our experience in the design of private roadways.

Question: Does your design standards and best practices meet or exceed the intent of MGL, AASHTO and MUTCD?

Response: Our design utilizes applicable best practices for private roadway design.

Please let me know if you have any questions or if you would like to discuss.

STANTEC PLANNING AND LANDSCAPE ARCHITECTURE, P.C.



Frank Holmes, PE
Principal
Phone: (617) 654-6059
Fax: (617) 523-4333
frank.holmes@stantec.com

Design with community in mind

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FIG. 2