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MEMORANDUM

To: Matthew J. Hayes, P.E. Senior Project Manager
Cc: Vonnie M. Reis, P.E., Director of Capital Projects
From: Thomas Bigelow, P.E.; Green International Affiliates, Inc. (Green)
John Maidrand; Green
Date: November 19, 2020
Project Name: Saxonville Intersection Improvements Project
Project Number: Green Project No. 20034
Subject: Saxonville Intersection Improvements Project – Public Informational Meeting

The following is a summary of the questions/comments from the public information hearing that was held on November 12, 2020.

- 1. Review the left turn movement from Concord Street to Danforth Street. Turning vehicles need to cross 2 lanes of traffic or may result in backups on Concord Street Southbound. Is there room for a SB car to pass vehicle waiting to turn? Can phasing be adjusted to require northbound traffic to be stopped?**

Response: The 35% design requires turning vehicles to wait for a gap in northbound traffic. Vehicles from Central Street will sometimes be able to turn freely. There is space for a southbound vehicle to pass a vehicle waiting to turn left onto Danforth; however, the available passing space is dependent on the position of the turning vehicle. Adjustments to the phasing will be further investigated; however, we believe providing protected lefts onto Danforth Street will have significant impacts to traffic operations and intersection capacity. A left turn restriction during peak hours will be investigated during the 85% Design Stage.

- 2. Traffic on Water Street gets backed up in the morning because the Do Not Block Intersection sign is ignored. What is proposed to rectify this situation?**

Response: The traffic signals at Central/Water Streets will be coordinated with the traffic signals at Central/Concord/Elm Streets which should mitigate this situation.

- 3. The queue length for the left turn lane from Concord Street to Central Street does not appear to be long enough.**

Response: Extending the left turn lane further south was investigated during the 35% design phase. An extended turn lane would provide additional storage for 3 vehicles but reduces the on-street parking by 5 spaces. The extension has negligible impact on the northbound queue length and traffic operations; therefore, we feel the additional on-street parking is more beneficial to the project.

- 4. Will each approach at the intersection have their own phase with time to clear the intersection without opposing traffic?**

Response: Concord Street and Elm Street are phased to operate together but Concord Street has a longer green light which will allow traffic to turn left while Elm Street traffic is stopped. Central Street and the pizzeria driveway are phased to operate together but the volumes from the business

driveway is low; therefore, Central Street EB will move rather freely. The Mill driveway opposite Danforth Street has its own phase but that phase is only called when a vehicle is present.

The Water Street approaches do not conflict with any other approaches, but Water Street does have a green light that overlaps with Central Street WB right turns. Central Street westbound and eastbound run concurrently. Left turns from Central Street will be concurrent with thru movements on Central Street. The Framed in Time Driveway has its own phase, but that phase is only called when a vehicle is present.

5. Consider coordinating the traffic signals with the traffic signals at A Street.

Response: The new traffic signals at Central Street/Water Street and Central Street/Concord Street/Elm Street could be coordinated with the signals at Concord Street/A Street and Concord Street/School Street. We will investigate a hard wire interconnect, wireless interconnect, adaptive signal technology and radar detection as potential additions to the 85% Design.

6. City should be looking into technology that coordinates traffic signals at multiple locations to improve traffic flow. How smart will the traffic signals be for pedestrians and vehicles?

Response: We will investigate technology that is available for coordinating with other signal systems that is also compactible with the City's existing hardware.

7. Consider providing additional pedestrian safety at Danforth Street. Sometimes turning vehicles do not yield to pedestrians in the crosswalk.

Response: Pedestrian signals will be added at Danforth Street and the crossing will be incorporated into the pedestrian phase. The Concord Street stop bar will be located south of Danforth Street; therefore, stopped traffic on Concord Street will not obscure pedestrians in the crosswalk as they can today.

8. Why is Danforth Street one way?

Response: Danforth Street would need to be included in the signalized intersection if it was to be 2-way. This change is a result of moving the Concord Street stop bar south of Danforth Street. The additional signalized approach would require adjusting the signal timing and would have a significant negative impact on traffic operations. Danforth Street was historically one way from Concord Street until recently when left turns were allowed from the City parking lot.

9. Can two driveway openings be retained at Framed in Time parking lot?

Response: We will investigate a revised design that includes two driveways at this location.

10. Will the traffic signals at Watson Place be removed?

Response: The existing signal will remain as a pedestrian signal and be removed as part of this project. New Rectangular Rapid Flashing Beacons (RRFB) will replace the signals.

11. Has the City considered making Mechanic Street one way? This might simplify the traffic pattern.

Response: This would need to be approved by the Traffic Commission and the City Council. This could be reviewed independently of this project.

12. Provide the proposed location of the McGrath memorial sign. Veteran's council should be involved.

Response: Will work with the veteran's council. City has relocated other memorials and is sensitive to the issue.

13. Provide benches and bike rack at the City parking lot. Provide landscape where possible.

Response: Landscape amenities to match the A Street and School Street intersections will be included with the 85% Design.

14. Are the proposed streetlights designed to direct light down and minimize light pollution?

Response: The luminaires can be specified to be dark sky friendly while matching the style of the lights installed at A Street and Water Street.

15. Will the on-street parking spaces and City parking lot have time limits?

Response: Time limits for the on-street parking is under the jurisdiction of the Traffic Commission and needs to be approved by the City Council. The City parking lot does not fall under the jurisdiction of the Traffic Commission. The DPW will discuss options for the City parking lot.

16. Are utility poles being removed or the number reduced? Can they be cleaned up to look better?

Response: The City has investigated undergrounding the overhead utilities; however, the cost to do so is prohibitive. The City has little leverage with the utility companies on the appearance of the poles and wires.

17. Please explain the proposed stairs at the corner of Central and Elm Streets.

Response: The existing sidewalk has 2 tiers. The stairs are being added to the entrances of the building to eliminate the tiered sidewalk. The proposed sidewalk will be ADA compliant.

18. When will construction start?

Response: Construction is tentatively scheduled for 2022 if funding is appropriated.

19. Provide information on lane closures and access for residents during construction.

Response: A specific traffic control plan has not been developed yet. We anticipate construction will occur during the day. Access will be maintained to the abutters.

20. Will construction take place at night?

Response: Nighttime construction is not proposed at this time.

21. Will the presentation be available by e-mail or on the website?

Response: Yes, the presentation and 35% design plans have been posted on the City's website. Visit <https://www.framinghamma.gov/saxonville>

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