



TOWN OF NATICK Meeting Agenda

POSTED IN ACCORDANCE WITH THE PROVISIONS OF M. G. L. CHAPTER 30A, §§ 18-25

Safety Committee

Natick Police Department Date: APRIL 12, 2022 Time: 10:00 AM
VIRTUAL MEETING VIA ZOOM

Safety Committee Meeting - April 12, 2022

When Tue Apr 12, 2022 10am – 1pm Eastern Time - New York

Where <https://us06web.zoom.us/j/84888365127?pwd=NGZiUkxKNWNYWVNoM1BMbnRPN0E0Zz09> (map)

Calendar watkins@natickpolice.com

Who

- hicks@natickpolice.com - organizer
- watkins@natickpolice.com
- lauzon@natickpolice.com

[more details »](#)

James Hicks is inviting you to a scheduled Zoom meeting.

Join Zoom Meeting

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APPROVE MINUTES February 8, 2022 Meeting

OLD BUSINESS:

Resident Request to address Safety Concerns for intersection of West Street Oakland Street.

TABLE Tom Hladik to work with Town Engineer to look into all options for a resolution.

Resident Request to make Overhill Road One Way from Franconia to Route 27 TABLE

TABLE pending further discussions on what authority we have as a Town on Overhill Road as it is an unaccepted way. DPW to address vegetation growth.

Request for traffic calming measure at the intersection of Harvard Street and Franklin Street.

Concern for the safety of the children in the neighborhood as they play outside every day and cars tend to drive at very high speeds down Harvard Street. TABLE pending evaluation of the intersection by Traffic Officer Watkins.

Request of CRT Advisory Committee to address safety concern of Loker Street bridge. TABLE pending DPW and Josh Ostroff come back to committee with recommendation and design wrap fencing with significant height on side rails.

Resident requests reduce speed limit on Pleasant Street South from 35 MPH to 30 MPH and traffic calming measures for traffic coming and going to Lookout Farm. TABLE pending a Traffic Study in early Spring.

Resident Request for parking regulations on Upper Bacon and Acadia Road for CRT

Acadia Road TABLE pending meeting with Petitioner.

Bacon Street TABLE pending Public Meeting of neighbors for input prior to recommendation forward to Select Board.

Resident Request for flashing crosswalk warning signs on Glen Street. TABLE pending Petitioner present at meeting.

Resident request to address volume and speed of traffic on Park Avenue due to construction on Route 27. Would like temporary stop signs erected at the following locations: TABLE

- Park Ave at Overhill
- Park Ave at Gilbert Road

Resident request for Speed Limit Signage on Whispering Lane and Sanctuary Blvd

TABLE pending Speed Study data and continued enforcement.

NEW BUSINESS:

Request to Review recommendation of Traffic Advisory Committee default Speed Limits (Attachment 1)

Resident request for safety concerns at intersection of Washington Street at West Central Street.
(Attachment 2)

Resident request to change the sign at the intersection of Speen Street North at Nouvelle way from “No Left Turn” to “No Turns”.

Resident request for traffic calming measure on Brookdale Road.

Resident request for Address Change currently 12 Floral Ave Extension as 12 Floral Ave is 50 feet away which causes confusion.

**Natick Transportation Advisory Committee
Default Speed Limit and Safety Zone Implementation
Recommendation to Select Board**

Consistent with the votes of Spring 2021 Town Meeting under Article 23, the Transportation Advisory Committee recommends the following Implementation Plan to the Select Board:

1. Adopt 25 mph as the town wide default speed limit, as provided for in MGL Chapter 90 §17C, with exceptions as noted in items 2 and 3 below, effective upon a date to be established by the Select Board.
2. Town Staff should identify the roads, or sections of roads, for which the speed limit should be greater than 25 mph based on roadway conditions such as adequate sidewalks, separation for bicycle/pedestrian accommodations, or other factors. These may include either:
 - a. Roads that are wholly subject to Town regulation, in which case the limit will be 30 mph; or
 - b. Roads for which special state speed regulations are in effect, in which case the limit will remain the state-regulated speed as shown in Appendix B, "Schedule M of Traffic Rules and Orders."
3. Prior to the effective date of a 25-mph town wide default limit, the Town should rescind selected special speed regulations with the intent that these roads, or sections of roads, would be subject to 30 mph. The Town should then note these exceptions in its correspondence to MassDOT, making clear that the 25 mph is not town wide.
4. Subsequent to the effective date of the 25-mph town wide default limit, the Town should rescind selected special speed regulations from Appendix B, with the intent that these roads, or sections of roads, would be subject to the 25-mph limit.
5. Identify zones suitable for 20 mph "safety zones" as provided for in MGL Chapter 90 §18B, and set an effective date for these zones. These would be zones where lower limits are appropriate and are not time-limited, e.g., near parks or playgrounds. These may include existing school zones where lower speed limits are typically time-bound.
6. Communicate actions taken under items 1, 3, 4 and 5 to MassDOT.
7. Prior to the effective date of lower speed limits and safety zones, implement an educational campaign to advise residents and visitors, adopting materials and messages from other municipalities as appropriate.
8. Prior to the effective date of lower speed limits and safety zones, install appropriate signage.

**Natick Transportation Advisory Committee
Default Speed Limit and Safety Zone Implementation
Recommendation to Select Board**

Exhibit A: Actions under Article 23, Spring 2021 Town Meeting

Motion A

Move to accept Section 17C of Chapter 90 of the General Laws to allow the Select Board to establish lower speed limits of 25 miles per hour on town-owned roadways within a thickly settled or business district. *(Passed 123-5-1)*

Motion B

Move to accept Section 18B of Chapter 90 of the General Laws to allow the Select Board to establish safety zones with speed limits of 20 miles per hour. *(Passed 117-5-3)*

Exhibit B: Special State Speed Regulations

SCHEDULE M, Traffic Rules and Orders

#179-A

Speen Street

Northbound – beginning at the Sherborn Town line, thence northerly on Speen Street
0.55 miles at 35 mph 0.47 miles at 25 mph
0.80 miles at 25 mph ending at Worcester Street
0.22 miles at 25 mph 0.52 miles at 35 mph
0.25 miles at 40 mph ending at the Framingham Town line, the total distance being 2.81 miles

Southbound – Route 9 southerly on Speen Street
0.26 miles at 25 mph
0.80 miles at 35 mph
0.47 miles at 25 mph
0.55 miles at 35 mph ending at Sherborn-Natick line, the total distance being 2.70 miles

#497

Washington Avenue

Northbound – 100 feet north of Route 135 0.41 miles at 30 mph
0.10 miles at 20 mph ending at Route 27

Southbound – 200 feet south of Route 27
0.49 miles at 30 mph ending at Route 135

#539 and 539A

**Natick State Highway – Route 135
Wellesley State Highway Route 135**

**Natick Transportation Advisory Committee
Default Speed Limit and Safety Zone Implementation
Recommendation to Select Board**

Eastbound – beginning of State Natick Highway at Framingham town line, thence easterly
0.59 miles at 40 mph
0.29 miles at 35 mph
0.45 miles at 30 mph
0.73 miles at 40 mph ending at the end of State Highway west of Town

Beginning at beginning of State Natick Highway east of Town
0.30 miles at 35 mph
0.83 miles at 45 mph to Wellesley Town Line
1.07 miles at 45 mph
0.11 miles at 30 mph ending at the end of State Natick Highway east of Town

Westbound – beginning of State Natick Highway thence westerly in Wellesley 1.18 miles at 45 mph to Natick Town Line
0.83 miles at 45 mph
0.30 miles at 35 mph, ending at the end of the State Natick Highway west of Town

Beginning again at beginning of State Natick Highway west of Town
0.73 miles at 40 mph
0.45 miles at 30 mph
0.29 miles at 35 mph
0.59 miles at 40 mph

#881

Route 16 – Eliot Street

Eastbound – beginning at the Sherborn line thence easterly on Route 16
0.65 miles at 40 mph
1.47 miles at 35 mph
0.38 miles at 25 mph
0.20 miles at 35 mph ending at Sherborn line, the total distance being 2.70 miles

Westbound – beginning at the Wellesley line thence westerly on Route 16
0.20 miles at 35 mph
0.38 miles at 25 mph
1.47 miles at 35 mph
0.65 miles at 40 mph ending at Sherborn Line the total distance being 2.70 miles

#923

Pleasant Street

Northbound – beginning at Dover Town line northerly on Pleasant Street
0.42 miles at 35 mph
0.53 miles at 35 mph
0.10 miles at 25 mph ending at Eliot Street, the total distance being 1.05 miles

**Natick Transportation Advisory Committee
Default Speed Limit and Safety Zone Implementation
Recommendation to Select Board**

Southbound – beginning 600 feet south of Eliot Street southerly on Pleasant Street
0.51 miles at 35 mph
0.42 miles at 30 mph ending at Dover Town line, the total distance being 0.93 miles

#997

Bacon Street and Oak Street

Bacon Street

Eastbound – beginning 100 feet east of North Main Street
0.78 miles at 25 mph
0.33 miles at 35 mph
0.90 miles at 30 mph ending at Wellesley Town line

Westbound – beginning at Wellesley line
0.90 miles at 30 mph
0.33 miles at 35 mph
0.80 miles at 25 mph ending at Bacon Street

Oak Street

Northbound – beginning 450 feet north of Bacon Street
0.24 miles at 25 mph
0.25 miles at 30 mph
0.30 miles at 25 mph
0.29 miles at 30 mph
0.13 miles at 25 mph
1.02 miles at 35 mph ending at Route 30, the total distance being 2.2 miles

Southbound – Beginning 150 feet south of Route 30, thence southerly on Oak Street
0.99 miles at 35 mph
0.13 miles at 25 mph
0.29 miles at 35 mph
0.30 miles at 25 mph
0.25 miles at 30 mph
0.24 miles at 35 mph
0.07 miles at 25 mph ending at Bacon Street, the total distance being 2.27 miles

#7671

Cochituate Street

Eastbound – beginning at the junction of Washington Avenue, thence easterly on Cochituate Street

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0.22 miles at 25 mph ending at the junction of North Avenue Main Street, the total distance being 0.22 miles

Westbound – beginning at the junction of North Main Street, thence westerly on Cochituate Street

0.22 miles at 25 mph ending at the junction of Washington Avenue, the total distance being 0.22 miles

#7678

Walnut Street

Northbound – beginning at the junction of North Avenue, thence northerly on Walnut Street

0.80 miles at 35 mph

0.31 miles at 25 mph ending at the junction of Route 9, the total distance being 1.11 miles

Southbound – beginning 495 feet south of the junction of Route 9; thence southerly on Walnut Street

0.22 miles at 25 mph

0.80 miles at 35 mph ending at the junction of North Avenue; the total distance being 1.02 miles



Brian Lauzon <lauzon@natickpolice.com>

Washington & 135 - again

12 messages

J

Mon, Mar 7, 2022 at 7:16 AM

To: lauzon@natickpolice.com

Good morning Lieutenant

I'm Jeff Richards, and I have written to you previously about close calls while crossing Washington at 135 - specifically cars that turn right onto 135 without observing any basic driving behaviors (the last time was the local transportation van).

This morning, not 10 minutes ago, I had an encounter with this car. I was waiting at the other side of the street (walking east on 135) and was waiting for the cross signal as I was heading to the train. I pressed the crossing button and waited for 1 cycle for each of 135 & Washington. When I got the signal, this car came down Washington and made a sudden stop as I was in the road. She had no intention of stopping despite having the red. It was a female with a child (age unknown). We exchanged heated words.

This is behavior is not the exception at this corner and I'm tired of taking my life in my hands because someone wants to turn right on red. The pedestrian area cannot be adequately seen by vehicles coming down Washington and cars don't look. Please do something about this!

R/

Jeff Richards

ATTACHMENT 2