

Del Sullivan
August 22, 1973

THE COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS

SPECIAL SPEED REGULATION NO. 354B

Highway Location: WESTWOOD
Authority in Control: COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS
Name of Highway: Westwood - Route 1A - State Highway

In accordance with the provisions of Section 18 Chapter 90 of the General Laws (Ter. Ed.) the following Special Speed Regulation is hereby promulgated:

Special Speed Regulation Number 354A is hereby amended in Westwood as follows.

The following designated speed limits are established at which motor vehicles may be operated in the areas described.

NORTHBOUND - WESTWOOD

By striking out all clauses and inserting in place thereof the following

0.18 miles at 40 miles per hour
0.37 " " 30 " " "
0.50 " " 35 " " " to the Dedham line.

SOUTHBOUND - WESTWOOD

By striking out all clauses and inserting in place thereof

0.50 miles at 35 miles per hour
0.37 " " 30 " " "
0.18 " " 40 " " " to the Norwood line.

Operation of a motor vehicle at a rate of speed in excess of these limits shall be prima facie evidence that such speed is greater than is reasonable and proper.

The provisions of this regulation shall not, however, abrogate in any sense, Section 14 of Chapter 90.

The Department of Public Works and the Registrar of Motor Vehicles, acting jointly do hereby certify in writing, that this regulation is consistent with the public interest.

Standard signs must be erected at the beginning of each zone.

DATE: August 22, 1973

FOR THE DEPARTMENT OF PUBLIC WORKS

BY: *V. J. Cantone*
Traffic Engineer

David J. Lucey
Registrar of Motor Vehicles

SIGN SCHEDULE

PROJECT Speed Control

SHEET 1 OF 1 SHEETS

| ROUTE: <u>1A</u> | | FROM: <u>Westwood</u> | | TO: _____ | | DATE: <u>7-24-73</u> |
|------------------|----------------|-----------------------|-------------------|-----------|----------|----------------------|
| STATION | LEGEND | LATERAL LOCATION | FACING TRAFFIC | | REMARKS | |
| | | | BOUND | BOUND | | |
| <u>Westwood</u> | | | <u>Northbound</u> | | | |
| 0+00 | | | | | Turn 612 | |
| 9+25 | Speed Limit 30 | RV Side | | | Erect | |
| 14+75 | " " 30 | " " | | | Remove | |
| 29+00 | " " 40 | " " | | | Remove | |
| 29+00 | " " 35 | " " | | | Erect | |
| 55+34 | " " 40 | " " | | | Erect. | |
| <u>Westwood</u> | | | <u>Southbound</u> | | | |
| 55+34 | Speed Limit 35 | RV Side | | | Erect | |
| 14+75 | " " 40 | " " | | | Remove | |
| 9+25 | " " 40 | " " | | | Erect. | |

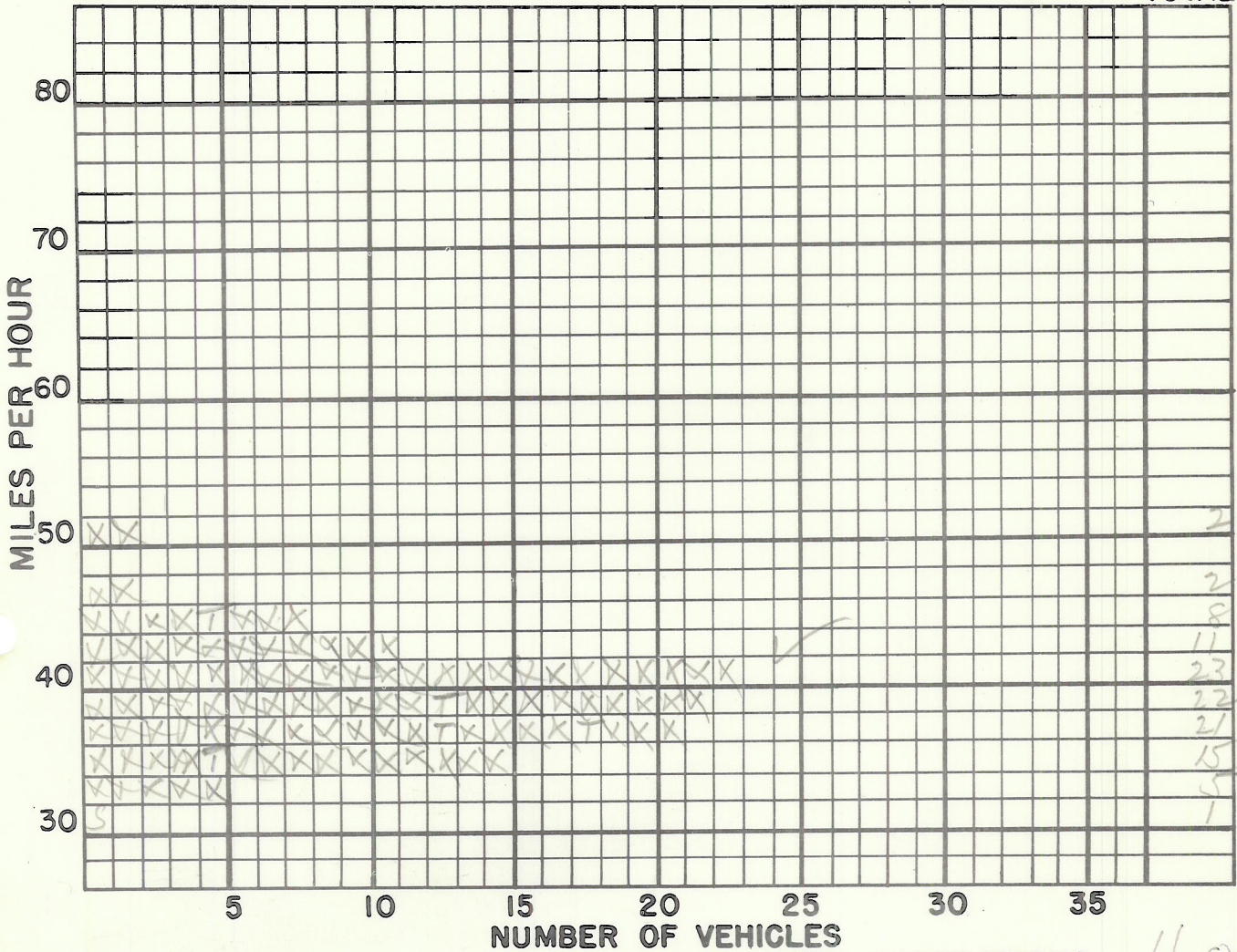
SPEED DISTRIBUTION

LOCATION: ROUTE 1A TOWN Westwood

DIRECTION OF TRAVEL SB STATION Coring St

DATE 5-3-73 TIME 12:40 TO 1:00 PM

INTERVAL
TOTAL



LEGEND: X = PASSENGER CAR
 T = TRUCK
 S = SEMI TRAILER
 B = BUS

TOTAL OBSERVATIONS 110
 85% SPEED 42 M.P.H.
 50% SPEED 38 M.P.H.
 MODE 40 M.P.H.

SURFACE TYPE _____

WEATHER Clear

NOTES:

EXISTING POSTED SPEED 40 M.P.H.

OBSERVER [Signature]
CALCULATOR _____

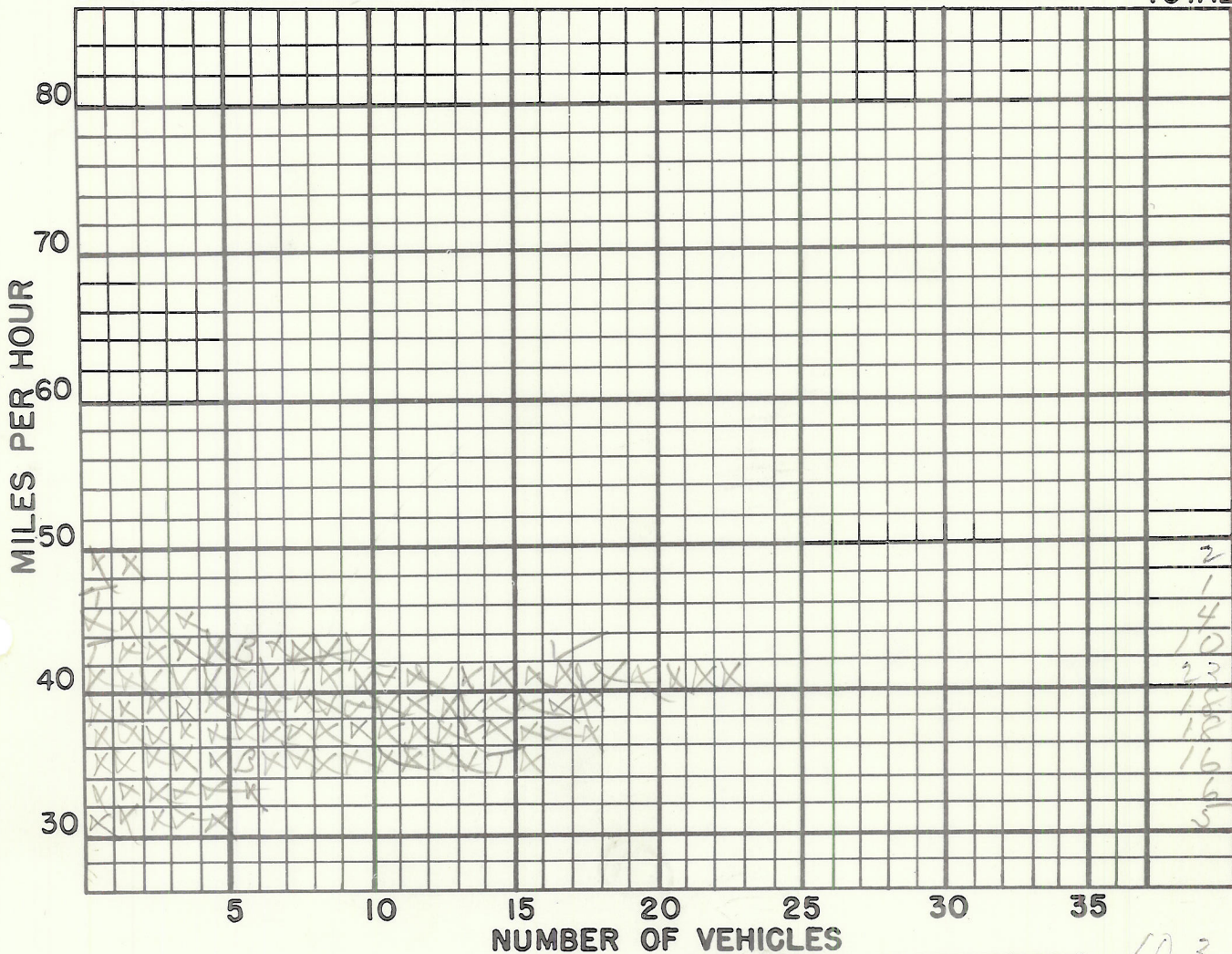
SPEED DISTRIBUTION

LOCATION: ROUTE 1A TOWN Westwood

DIRECTION OF TRAVEL NB STATION Craft - Pine Rd

DATE 5-3-73 TIME 12:15 TO 12:45

INTERVAL
TOTAL



LEGEND: X = PASSENGER CAR
 T = TRUCK
 S = SEMI TRAILER
 B = BUS

TOTAL OBSERVATIONS 103
 85% SPEED 42 M.P.H.
 50% SPEED 38 M.P.H.
 MODE 40 M.P.H.

SURFACE TYPE _____

WEATHER Clear

NOTES:

EXISTING POSTED SPEED 40 M.P.H.

OBSERVER [Signature]
 CALCULATOR _____

Drafted
C-70723



May 8, 1973

Westwood

Francis Abbate
Chief of Police
Westwood Police Department
Westwood, Massachusetts

Dear Chief Abbate:

In response to your letter of April 27, 1973 to Commissioner Campbell, personnel from the Traffic Engineering Section and the Registry of Motor Vehicles have reviewed the posted speed limits on Rte. 1A in the vicinity of Croft Regis Road in Westwood. It was agreed to reduce the 40 mph zone in that area to 35 mph.

This 5 mph reduction represents the lower limit of an acceptable range of speed which is used to determine maximum speed limits in Massachusetts as compared to the upper limit used in the previous posting.

In addition our District Office in Taunton was requested, upon receipt of Mr. Lowry's letter, to investigate the possibility of establishing a school crossing for the children. They have not as yet forwarded their recommendations to us but you might direct any questions to Mr. Joseph Cronin, District Highway Engineer.

Very truly yours,

[Signature]
V. J. Cantone, P.E.
Traffic Engineer

JJS/mas

cc: Dist. #5 & Abbate's letter
Mr. Lowry

[Handwritten initials]

SPEED CONTROL CALCULATION SHEET

LOCATION: ROUTE 1A (Rev) TOWN Westwood

DIRECTION OF TRAVEL North & South

CALCULATED BY: hst DATE: 7/24/73

CHECKED BY: _____ DATE: _____

| SIGN | STATION | FEET | MILES | AT | REMARKS |
|--------------------|---------|------|-------|----|---------|
| <u>North bound</u> | | | | | |
| TL | 0+00 | | | | |
| 30 | 9+25 | 925 | 0.18 | 40 | |
| 35 | 29+00 | 1975 | 0.37 | 30 | |
| TL | 55+34 | | 0.50 | 35 | |
| <u>South bound</u> | | | | | |
| TL | 55+34 | | | | |
| 35 | 55+34 | 2634 | 0.50 | 35 | |
| 30 | 29+00 | 1975 | 0.37 | 30 | |
| 40 | 9+25 | 925 | 0.18 | 40 | |
| TL | 0+00 | | | | |
| TOTAL | | | | | |



TOWN OF WESTWOOD
COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS
OFFICE 3, THE COMMISSIONER
POLICE DEPARTMENT
TEL. 326-1903

FRANCIS ABBATE
CHIEF

RECEIVED

April 27, 1973

Mr. Bruce Campbell
Commissioner, Department of Public Works
100 Nashua Street
Boston, Massachusetts

Dear Commissioner Campbell:

On April 5, 1973 my office received a copy of letter submitted to your department by David R. Lowry, Principal of the Pine Hill-Islington School in Westwood, Mass. Mr. Lowry stated that he was concerned with the unsafe conditions existing on Washington Street (Route 1-A) and Croft Regis Road. This letter is in conjunction with Mr. Lowry's letter.

During the last several months the Westwood Board of Selectmen, Westwood Police Department, Westwood school authorities and numerous residents of the town have made visible evaluations of the Washington Street and Croft Regis Road area with regard to the safety of pedestrians and driving conditions and the entire route of Washington Street from the Westwood/Dedham town line to the Westwood/Norwood town line.

Entering the town of Westwood from Dedham, Washington Street runs in a southerly direction to the Norwood town line; the total distance from one line to the other is one and one-tenth miles.

The area contiguous to Washington Street (Route 1-A) consists of the following structures:

three churches, two super markets, two restaurants, two service stations, apartment houses, fire station, U.S. Post Office, numerous small stores and a very thickly settled area with regard to houses.

There are four designated crosswalks, nineteen intersections and one set of traffic lights within this area.

Up until a few months ago the established practice for school children crossing at Washington Street (Route 1-A) and Croft Regis Road was to have a uniformed woman traffic supervisor in the morning and afternoon. As a result of the increases of the speed limit on Route 1-A, the D.P.W. has changed the speed limit to 45 MPH although as of this date it has not been posted as such, there have been several incidents when a traffic woman has been nearly hit and one incident when one was brushed by a speeding car. These women have made repeated requests to be relieved from this crossing.

An evaluation was conducted by this department, and it was conclusive that a regular uniform policeman would have to replace the traffic woman supervisor in order to cope with the hazardous conditions of fast, heavy traffic.


On January 27, 1973 at approximately 5:50 P.M. a Westwood mother and her two sons, ages five and seven, had left church services at the Catholic church on Washington Street. As they were crossing Washington Street at the intersection of Hooper Street they were struck by a motor vehicle traveling south on Washington Street (Route 1-A). This accident resulted in the hospitalization of the mother and the two children at the Norwood Hospital. On January 30, 1973 the two boys were transferred to the Childrens' Hospital. Both boys suffered extensive injuries to the spinal cord and the cranium. The prognosis for the boys is that one will be a paraplegic for the rest of his life, and the second boy's condition is uncertain at this time because of severe head injuries.

I would like to respectfully submit and suggest two changes regarding the posted speed on Washington Street (Route 1-A) in the Town of Westwood.

Washington Street (Route 1-A) as of today is posted 40 MPH and 30 MPH. As you enter Route 1-A in the Town at the Westwood/Dedham line, the speed is posted for 40 MPH for a distance of 5/10ths of a mile including the crossing at Washington Street and Croft Regis Road. The speed limit then changes to 30 MPH and continues on for 3/10ths of a mile and then it is posted for 40 MPH for the remaining 3/10ths of a mile left in the Town of Westwood, up to and across the Norwood town line.

I am of the opinion, and I hope you will agree, that there should be uniformity of the posted speed zone for the entire one and one-tenths miles of Washington Street (Route 1-A) located in the Town of Westwood, and I recommend that the posted speed limit for the entire length of Route 1-A in the Town of Westwood should be a posted 30 MPH.

Respectfully yours,



Francis Abbate

Chief of Police

FA:mn

cc: Mrs. John J. Fox
Mr. David R. Lowry, Principal - Pine Hill School
Dr. John Tobin, Superintendent of Schools
Board of Selectmen



The Commonwealth of Massachusetts

Department of Public Works

1000 County Street, Taunton 02780

September 29, 1972

SUBJECT: Traffic Engineering-Dedham to Attleboro
Speed Control - Route 1A

Mr. Justin L. Radlo, P. E.
Acting Chief Engineer

Dear Sir:

This is to advise that the erection of Speed Limit signs for Route 1A, Special Speed Regulation No. 354-A dated July 13, 1972, from Dedham to Attleboro, has been completed as of September 22, 1972.

Very truly yours,

J. T. Cronin
J. T. Cronin, P. E.
District Highway Engineer

FR/sc

cc: JTC
Files

MASSACHUSETTS DEPARTMENT OF
PUBLIC WORKS

ROUTING

Date Forwarded

FROM: *W. J. Cantone P.E.*

9/8
91

TO: 1. *Mr. Gessert*

2. *Mr. Thompson*

3. *G. Sullivan*

9/12

4.

5.

FOR ACTION AS CHECKED

| Information | Necessary Action | Signature |
|-------------|------------------|-----------|
| See Me | Recommendations | Docket |
| Approval | Note and Return | File |

COMMENT:

File

August 31, 1972

SUBJECT: Traffic Engineering-Plainville
Speed Zoning and Pavement Markings

Board of Selectmen
Plainville, Mass.

Gentlemen:

This will acknowledge your letter of August 23, 1972, relative to your request for installation of a "No Passing" area on South Street (Route 1A), a state highway, and the posting of 30 MPH signs in the area.

All pavement markings in Massachusetts must, by law, conform with the standards established for their use. Uniformity of application of markings has long been established as a necessity for obvious reasons.

It is difficult to establish what, if anything, would be accomplished by painting of yellow barrier lines on Route 1A. Studies have clearly shown that these lines are ignored by motorists when sufficient sight distance is available to them. It is more necessary to retain motorists obedience to them in areas where they are critical to motorists safety.

Pedestrian needs can only be resolved by a study of pedestrian habits and the taking of corrective action based on those habits. It is necessary to determine by continuous observation the exact crossing habits in an area and to determine the individual improvements for each situation. Enforcement of jaywalking statutes as set forth in Article VII of the Rules and Regulations for Driving on State Highways may dramatically improve the situation. The parking of cars in an area used by pedestrians may present hazards to them. Improvement of "off street" parking can aide the situation. New Construction and reuses of existing construction should always be reviewed in light of its effect upon vehicles and pedestrian activity.

A preliminary review has been made of the area and it has been discussed with Police Chief Faille. A more detailed study will be made when personnel are available.

SEP 8 1972

SUBJECT: Traffic Engineering-Plainville
Speed Zoning and Pavement Markings

This Department's Speed Zoning Section has recently completed a review of Route 1A in its entirety. New signs will be erected shortly. Speed limits may not arbitrarily be established at any location in this state. The concept of speed zoning has long been accepted throughout the nation as a realistic application of well known engineering principles to the problem of speed control and enforcement. Much emphasis in the speed zoning study is placed on the speed at or which vehicles normally operate on a roadway during off-peak hours under ideal conditions and a maximum speed limit is posted when all factors affecting traffic movement have been reviewed.

It is recognized that Plainville and all other similar communities are experiencing traffic volume increases on its roadways and are apprehensive about traffic problems these increases bring about. A constant and vigilant effort to coordinate the engineering, education and enforcement aspects of traffic control can reduce the accident rate. You may be assured that this Department is firm in its commitment to public safety and to its efforts to assist your community in minimizing hazards to pedestrians and vehicles on this section of state highway.

Very truly yours,

J. T. Cronin

J. T. Cronin, P. E.
District Highway Engineer

RAH/sc

cc: JTC
JLR ✓
File

RECEIVED
2661
CHIEF ENGINEER

RAH

Mr. V. J. Cantone
Mr. J. T. Cronin

July 18, 72

SPEED CONTROL

Attached are the Regulation and Sign Schedule for Route 1A Dedham to Attleboro for Special Speed Regulation No. 354-A dated July 13, 1972.

You may now proceed with the erection of the respective speed signs as shown on the sign schedule.

When these signs are erected, please notify this office by letter as to the date of erection.

Please remove any existing speed signs that do not conform with this sign schedule.

V. J. Cantone, P. E.
Traffic Engineer

GFS:dtm
Att.