CHAPTER 5: TRANSPORTATION AND INFRASTRUCTURE

Straddling Great Road (Route 2A) and situated in the Littleton/Acton/Concord Great Road corridor, East Acton Village (EAV) faces multiple and sometimes competing transportation needs. As Great Road is a major commuter and commercial corridor, efficient through traffic operation is critical to restraining spillover onto neighborhood streets. The efficient flow of traffic is also essential for the retail businesses in this commercial corridor. However, efficient through traffic operation can conflict with pedestrian and bicyclist safety goals. There are clear safety challenges for these two groups to navigate to and in the EAV Zoning District, especially when crossing Great Road. Complicating implementation of a balanced response to these transportation needs is the additional task of negotiating desired signage or physical modifications with the Commonwealth of Massachusetts, which administers Great Road.

Both the EAV Residential & Town Meeting and Property Owner/Business Owner Surveys highlighted popular concern with pedestrian and bicyclist safety. They identified vehicular safety as a key concern as well. The Property/Business survey also indicated concern that the traffic volume (pass-by customer volume) might be adversely affected.

To assess the current and projected traffic conditions and identify ways to meet transportation needs, the East Acton Village Planning Committee (EAVPC) commissioned Vanasse Hangen Brustlin, Inc. to perform the *EAV Transportation Study*. The EAVPC adopted the study's recommendations that were most in line with goals in the EAV Plan. Key recommendations include adding gateways to demarcate EAV, adding consistent streetscape design (curbing, landscaped frontage strips, sidewalks, etc.) to integrate EAV, upgrading the existing sidewalk system into an integrated network, and adding public spaces. Making the intermodal connections in EAV between the various bicycle, pedestrian, vehicle, and potentially regional public transit networks will help to reduce the number of vehicle trips on Great Road and intersecting streets.

The EAVPC wants to ensure that infrastructure needs are met to the extent that they facilitate achieving the other goals in the EAV Plan. Infrastructure action areas include encouraging environmentally responsible wastewater treatment, maintaining adequate drinking water supply, and maintaining a satisfactory level of service for the delivery of fuel, power, telephone, cable, and broadband access.

Goal T1: Improve safety, convenience, and comfort for pedestrians in East Acton Village (EAV) and the surrounding area.

Objective 1: Complete the sidewalk system as recommended on Great Road, Pope Road, Wetherbee Street, and Keefe Road.

Objective 2: Provide walkways to connect East Acton Village with surrounding residential and natural resource areas and to interconnect buildings and lots within the village.

Objective 3: Support efforts to provide pedestrian scale lighting, benches, and other amenities.

Objective 4: Install crosswalks, other pedestrian crossings, and traffic calming measures to facilitate pedestrian access, circulation, and safety.

Issues

The Commonwealth of Massachusetts owns Great Road (Route 2A) in Acton and has control over speed and all other improvements on or along the roadway that we, as a community, might wish to make (i.e., traffic management controls, driveway curb cuts, etc.). Great Road (Route 2A) becomes a major impediment cutting off pedestrian/ bicyclist access to the village shops. Although the speed limit was recently reduced from 45 mph to 40 mph, the committee believes it is still too high for safe passage from one side to the other.
Any improvements to pedestrian safety within the Village will come from the desire of local businesses to help the community recreate the village character that was in East Acton last century. Incentives during development or redevelopment could be provided by the appropriate town board (e.g., allowing shared parking to reduce an individual property's parking requirements). The objectives listed below are to set the standard for what the EAVPC envisions for the area.

Recommendations

The East Acton Village Zoning District is the heart of the East Acton area with shops, restaurants and other amenities for local residents as well as others from Acton and nearby towns. The EAV Planning Committee envisions the future of East Acton Village Zoning District to be a pedestrian and bicycle friendly area with a separate identity from the rest of Great Road. In order to do that, it is essential that surrounding residents can cross Great Road easily and safely, and that surrounding neighborhoods have direct, safe access to the area. The recommended strategies address these needs by recommending specific sidewalks, crosswalks, and other pedestrian amenities. The strategies reflect many of the suggestions that came from both the *EAV Transportation Study* (see Appendix XXX) done by VHB and the surveys and hearings that EAVPC has held. The recommended sidewalks and crosswalks are also shown on the map in Figure XXX.

Ideas Considered But Not Recommended

As part of the *EAV Transportation Study*, VHB suggested several alternative, long-term ideas that were discussed by the committee and found to be inappropriate at this time. (See the *EAV Transportation Study*, pages 67 - 75). These ideas may be appropriate to reconsider if conditions change in the future. Among them was an alternative that proposed discontinuing Wetherbee Street near the railroad bed (proposed Bruce Freeman Rail Trail (BFRT)). The purposes were to eliminate vehicular conflict at Wetherbee and Great Road, provide connection points for pedestrians and bikes from the BFRT to Great Road, and allow the rezoning of lots for businesses to add to the diversity of uses in and around the village. This idea was rejected because the committee felt it would put more pressure on surrounding roads to access Route 2, would shut off current Wetherbee Street residents from East Acton making it harder for them to patronize the EAV Zoning District shops, and would leave several business sites with limited entrance and egress.

Another idea was the extension of Bayberry Road behind the shopping center to a signalized, 4-way intersection with Concord Road and a 3-way intersection with Pope Road by disconnecting Pope Road northbound at Bayberry Road. The committee rejected this idea because it would isolate the southern end of Pope Road. There are numerous rights-of-way issues with this concept, it would be quite costly, and it might not provide sufficient safety and sense of community.

The committee also rejected an idea to place a median in the center of Great Road from the Concord Road intersection to the intersection with Keefe Road. The committee felt this would divide the village in half, segregating each side and making it difficult for pedestrians and vehicles on one side to access areas on the opposite side of Great Road. The *EAV Transportation Study* suggests that drainage might also be a major issue to overcome.

Recommended Strategies for Transportation and Infrastructure Goal T1

Strategy Number	Strategy	Priority	Appendix Reference	Approval Required	Amount of Effort	Desired Completion Date	Person(s) Responsible
T1.1a	Add the Great Road, Pope Road, Wetherbee Street, and Keefe Road sidewalks to the Sidewalk Master Plan.	High	*Sidewalk Master Plan*	BOS	Minor	2004	Engineering
T1.1b	Provide a continuous sidewalk of gray concrete on the north side of Great Road from just west of the Concord Road intersection through to the Town line.	High	*EAV Transportation Study [page 49], Master Plan*	BOS	Moderate, 1 month	2005	Property Owners, Engineering, Highway, MassHighway
T1.1c	Provide a continuous sidewalk of gray concrete on the south side of Great Road from the Concord Road intersection through to the Town line.	Medium	*EAV Transportation Study [page 63], Master Plan*	BOS	Major, 3 months	2006	Property Owners, Engineering, Highway, MassHighway
T1.1d	Repair and upgrade sidewalks in EAV Zoning District to meet Americans with Disability Act (ADA) and American Architectural Board (AAB) requirements.	Medium	ADA and AAB and *EAV Transportation Study* [page 51]	BOS	Major, ongoing	Ongoing	Property Owners, Engineering, Highway, MassHighway
T1.1e	Construct a sidewalk on the east side of Pope Road between Bayberry Road and Great Road.	Medium		BOS	Minor, 2 weeks	2005	Property Owners, Engineering, Highway
T1.1f	Complete sidewalk on west side of Pope Road from Great Road up to Brabrook Road.	Medium		BOS	Minor, 2 weeks	2005	Engineering, Highway

Recommended Strategies for Transportation and Infrastructure Goal T1 (cont'd)

Strategy Number	Strategy	Priority	Appendix Reference	Approval Required	Amount of Effort	Desired Completion Date	Person(s) Responsible
T1.1g	Construct a sidewalk on the east side of Wetherbee Street from Great Road through the end of the residential area.	Low		BOS	Major, 1 month	2008	Property Owners, Engineering, Highway
T1.1h	Construct a sidewalk on the south side of Keefe Road.	Low		BOS	Moderate, 1 month	2007	Property Owners, Engineering, Highway
T1.2a	Create walkways between the businesses on the north side of Great Road and the residential areas surrounding them.	High	Special Provisions for EAV	BOS, Property Owners	Moderate, ongoing	Ongoing	PB, EAVPC, Property Owners, Engineering, Highway
T1.2b	Establish, construct, and continually enhance the East Acton Village Green, ensuring that it accommodates the Rail Trail as well as good pedestrian access to and from the Village and nearby neighborhoods.	High	Cecil Group plan for EAV Green	BOS, ConsCom	Moderate, 4 months	2004, then more as BFRT is built	Municipal Properties, Natural Resources
T1.2c	Create safe walkways through large parking areas using raised, marked crosswalks; by using thermoplastic marking material; or any other approved design to make the walkways noticeable to drivers.	High	Special Provisions for EAV	Property Owners	Minor, ongoing	Ongoing	PB, EAVPC, Property Owners

Recommended Strategies for Transportation and Infrastructure Goal T1 (cont'd)

Strategy Number	Strategy	Priority	Appendix Reference	Approval Required	Amount of Effort	Desired Completion Date	Person(s) Responsible
T1.2d *	Require developers to have sidewalks or pedestrian trails connecting to adjacent lots at logical connecting points if properties are renovated or redeveloped.	High	Special Provisions for EAV	BOS	Minor, 1 month	Spring 2004	PB, EAVPC, Developers, Property Owners
T1.3a	Install "full cut-off" (FCO) lights in parking areas and along walkways that are of human scale providing adequate light without creating glare.	High	Acton Outdoor Lighting Regulations	BOS	Moderate, ongoing	Ongoing	Developers, Property Owners
T1.3b	Install benches or seating areas (steps, granite blocks, etc) in or near green spaces within the village with consideration for maintaining village character.	Medium	Special Provisions for EAV	BOS, Property Owners	Minor, 1 day	Ongoing	PB, EAVPC, Developers, Property Owners
T1.3c	Install stroller "parking" areas throughout the Village to provide parents a safe place for their carriages and strollers while they shop.	Low	Special Provisions for EAV	BOS, Property Owners	Minor, 1 day	Ongoing	PB, EAVPC, Property Owners
T1.4a	Establish a crosswalk on Great Road just west of the intersection with Concord Road. Crosswalk should be as described in the "Implementation" section below. Consider adding a pedestrian-operated stop light at this intersection.	High	Inpavement Crosswalk Warning System (MassHighway) and *EAV Transportation Study* [page 66]	BOS, MassHighway	Major, 1 week	2005	Engineering, Highway, MassHighway

Recommended Strategies for Transportation and Infrastructure Goal T1 (cont'd)

Strategy Number	Strategy	Priority	Appendix Reference	Approval Required	Amount of Effort	Desired Completion Date	Person(s) Responsible
T1.4b	Establish a crosswalk on Great Road just east of the intersection with Wetherbee Street. Crosswalk should be as described in the "Implementation" section below.	High	Inpavement Crosswalk Warning System (MassHighway) and *EAV Transportation Study* [page 66]	BOS, MassHighway	Major, 1 week	2005	Engineering, Highway, MassHighway
T1.4c	Establish a crosswalk on Great Road just west of the intersection with Keefe Road. Crosswalk should be as described in the "Implementation" section below. Consider adding a pedestrian-operated stop light at this intersection.	Low	Inpavement Crosswalk Warning System (MassHighway) and *EAV Transportation Study* [page 66]	BOS, MassHighway	Major, 1 week	For later consideration as conditions warrant	Engineering, Highway, MassHighway
T1.4d	Establish a new, stamped asphalt crosswalk across Pope Road at its intersection with Great Road.	High	*EAV Transportation Study* [page 55]	BOS	Minor, 2 days	2005	Engineering, Highway
T1.4e	Establish a new, stamped asphalt crosswalk across Concord Road at its intersection with Great Road.	Medium	*EAV Transportation Study* [page 66]	BOS	Minor, 2 days	2006	Engineering, Highway
T1.4f	Establish a new, stamped asphalt crosswalk across Wetherbee Street at its intersection with Great Road.	Medium	*EAV Transportation Study* [page 66]	BOS	Minor, 2 days	2006	Engineering, Highway

Recommended Strategies for Transportation and Infrastructure Goal T1 (cont'd)

Strategy Number	Strategy	Priority	Appendix Reference	Approval Required	Amount of Effort	Desired Completion Date	Person(s) Responsible
T1.4g	Establish a new, stamped asphalt crosswalk across Keefe Road at its intersection with Great Road.	Low		BOS	Minor, 2 days	2007	Engineering, Highway
T1.4h	Install a series of integrated traffic calming measures along the length of Pope Road at key locations, including signage and a raised crosswalk at intersection with Bayberry Road.	Medium	*EAV Transportation Study* [page 54]	BOS	Moderate, 1 week	2005	Engineering, Highway
T1.4i	Paint shoulder striping ("Fog lines") along the edges of Pope Road	Medium		BOS	Minor, 2 days	2005	Engineering, Highway

Implementation

Sidewalks

Since the EAV Planning Committee charter was to deal with East Acton Village, the committee has made recommendations for EAV Zoning District and the immediate surrounding EAV area. However, the committee encourages the town to continue sidewalks on both sides of Great Road from the Concord town line to the Littleton town line.

The goal is for all sidewalks in the EAV Zoning District to be constructed of gray concrete; this is consistent with the use of gray concrete sidewalks within other village areas in Acton. The remaining sidewalks are currently constructed out of asphalt paving material. As a part of the repair and upgrade process, sections should be created with the gray concrete. Sidewalks should be wide enough for two people to walk side by side.

The committee also understands that in order to have a sidewalk added, it must be on the approved sidewalk list maintained by the Board of Selectmen (BOS). The sidewalks recommended here for Great Road, Pope Road, Wetherbee Street, and Keefe Road are not currently listed as proposed in the *Sidewalk Master Plan*. Therefore, the committee urges the BOS to add them. Telephone poles that are currently in the middle of sidewalks should be removed when wires are placed underground. If poles, hydrants, or other obstructions must be located in the sidewalk, the sidewalk should be widened around them to allow strollers and pedestrian groups to pass the poles easily. Sidewalks should also be routed around mature trees rather than removing the trees to make way for the sidewalk.

Crosswalks

Crosswalk safety is extremely important. The most difficult crosswalks are those needed to allow pedestrians to cross Great Road. The EAV Planning Committee recommends that a traffic light be installed at the intersection of Great Road and Concord Road. This light would include a walk light for pedestrians. (See the recommendations under Goal 3 below.)

Until a full traffic light is installed at Great Road and Concord Road, and for the crosswalks that allow pedestrians to cross Great Road near Wetherbee Street and Keefe Road, the committee recommends that the crosswalks should be as follows (or the equivalent in terms of safety and pedestrian visibility): They should be painted, slightly raised, “Inpavement Crosswalk Warning System,” Traffic Safety Corp ZA-230 Crosswalk Warning System Flashing (3 flashers per lane). These devices are implanted in the roadway directly in the motorist’s line of vision. They flash once every second in both directions to indicate pedestrians are in the crosswalk or about to enter. These flashing lights outline the crosswalk to alert motorists well in advance of reaching the crosswalk. They are snowplow safe for winter.

Crosswalks across Great Road (whether they use the inpavement warning system or a crossing light) should also include the visible yellow pedestrian warning signs (W11-2) a minimum of 200 yards from intersection in both directions with a supplemental distance marker indicating the distance from the sign to the crossing location. Another safety feature might be to provide overhead lights in crosswalks so drivers can easily see pedestrians in the crosswalk at night.

The committee recommends that crosswalks parallel to Great Road across Concord Road, Wetherbee Street, Keefe Road, and Pope Road be "stamped asphalt." (See the *EAV Transportation Study*, page 55 and Figure 4-4) This method of defining a crosswalk is textured, for example to look like paving stones or bricks. The texture, in addition to being attractive and providing a well-defined pedestrian crossing, is felt by drivers, and thus has a slight traffic-calming effect by signaling a transition to a different traffic area.

The EAVPC recommends that pedestrian safety be enhanced by narrowing wide curb cuts. (See Transportation Goal 3.) But where large driveways remain, developers should consider installing crosswalks across those driveways. The crosswalks should be similar in construction and appearance to the crosswalks across roads such as Pope Road, Wetherbee Street, and Keefe Road.

Goal T2: Improve bicycle access and safety in East Acton Village and the surrounding area.

Objective 1: Support efforts to develop the Bruce Freeman Rail Trail.

Objective 2: Provide clear, convenient, and safe bikeways within East Acton Village and connecting East Acton Village with surrounding residential and natural resource areas, and the Bruce Freeman Rail Trail.

Objective 3: Ensure pedestrian and bicycle compatibility.

Objective 4: Encourage bicycle use through incorporation of bicycle facilities.

Issues

The committee envisions Acton adults and children, especially those in nearby neighborhoods, being able to safely and enjoyably use their bicycles to run an errand, go for a meal, or take an enjoyable ride through our lovely natural environment. However, one of the main findings of the resident and business surveys was the need to increase bicycle access and safety in East Acton Village. Of the resident respondents, 69% felt that bicycle and pedestrian friendliness needs to be increased; the figure for business respondents was 54%. (See Appendix XXX.)

There are currently no specific accommodations for bicyclists, who face safety difficulties similar to those faced by pedestrians. The only ways for bicyclists to travel to or within the Village involve mingling with fast-moving motor traffic, waiting at intersections with often-impatient motorists, hoping to be seen by traffic using the numerous curb cuts, negotiating large parking lots, and finding no safe way to cross Great Road. There are few facilities to safely park and secure bicycles while riders patronize businesses in the Village.

The EAVPC sees the planned Bruce Freeman Rail Trail (BFRT) as a significant asset. It will likely bring increased bicycle and pedestrian traffic through East Acton Village. It has the potential to greatly foster the village character, to bring more people to the Village, and to give bicyclists and pedestrians easier access to business, recreational, and natural sites along the Rail Trail. There is support for the Rail Trail among the businesses in the Village, too. The survey done by the EAVPC showed that of 46 respondents, only 2 expected the Rail Trail to have an unfavorable effect on their business or property; 23 expected it to have a favorable effect.

The committee does not see the Bruce Freeman Rail Trail as a substitute for other bicycle facilities in East Acton Village. Instead, the committee thinks that along with building the Rail Trail, there should be increased attention paid to providing infrastructure and facilities for bicyclists to safely ride between the Rail Trail and other parts of the Village and surrounding neighborhoods. Otherwise, the bicyclists will be "stuck" on the trail.

Recommendations and Implementation

EAVPC strongly supports the Bruce Freeman Rail Trail. The town needs to do what it can to design and develop the Rail Trail, to make sure that it is safe for bicyclists and pedestrians (and roller bladers, cross-country skiers, snowshoers, etc.), and to make sure that the portion paralleling the Village supports the Village character and allows for pedestrians and bicyclists to easily get to and from the trail.

EAVPC does not at this time agree with one of the recommendations for bicycle safety presented in the *EAV Transportation Study* – the recommendation to add bike lanes along Great Road. (See the *EAV Transportation Study*, page 58.) Even though in most areas the road is wide enough to accommodate the 12.3 feet for travel lanes and 4.1 feet (preferred, 2.5 feet minimum) for bicycles on each side, the committee felt that the needs for bicyclists to travel in the direction of Great Road will be adequately and more safely met by the Bruce Freeman Rail Trail. The committee also felt that bike lanes would be dangerous next to parked cars and around landscaped neck-down areas; both on-street parking and neck-down areas are recommendations of EAVPC within the EAV Zoning District (see the recommendations under Goal 3).

Bicyclists heavily use Pope Road, but the EAVPC considers it too narrow to safely add bicycle lanes. The committee does recommend that signs be installed reminding motorists and bicyclists to watch out for each other and to share the road. The signs should be SHARE THE ROAD (sign W16-1) in conjunction with a yellow diamond with a picture of a bicycle (sign W11-1). (See *Manual on Uniform Traffic Control Devices* from the U.S. Department of Transportation, Federal Highway Administration, Part 9, Traffic Controls for Bicycle Facilities.)

Whatever solutions are implemented to help get pedestrians safely across Great Road should be designed to be safe and accessible for rail trail users, too. The locations that the committee recommends for crossings (just west of Concord Road, just east of Wetherbee Street, and just west of Keefe Road) seem adequate for rail trail users, too. Good signage and street markings of the crosswalk are crucial. (See the *EAV Transportation Study.*)As with pedestrian traffic, bicycle traffic should be provided with paths they can use to get among business areas in the Village without going out onto Great Road.

The *EAV Transportation Study* also recommends (and the committee agrees) that parking areas in the Village should include “parking” areas for bicycles that are safely segregated from automobile traffic and parking. Bicycle racks should be located as close to all public buildings, businesses, and recreation areas as possible, while minimizing conflict with pedestrian and automobile traffic. They should be a type that allows people to safely lock their bikes in place.

Recommended Strategies for Transportation and Infrastructure Goal T2

Strategy Number	Strategy	Priority	Appendix Reference	Approval Required	Amount of Effort	Desired Completion Date	Person(s) Responsible
T2.1a	Share the results of the *EAV Transportation Study* with the Bruce Freeman Rail Trail team and other citizen groups supporting the Rail Trail.	Medium	*EAV Transportation Study*		Minor, ongoing	Ongoing	EAVPC, Planning, TAC
T2.1b	Ensure that a Town Bruce Freeman Rail Trail planning committee requires a representative from East Acton, ideally a representative from the EAV volunteer organization or a former member of EAVPC.	High		BOS	Minor, ongoing	2004	Natural Resources
T2.1c	Construct the Bruce Freeman Rail Trail.	High	Acton Rail Trail Feasibility Study	BOS, TM	Major	2006	Natural Resources, BFRT construction contractor
T2.1d	Establish, construct, and continually enhance the East Acton Village Green, ensuring that it accommodates the Rail Trail as well as good bicycle access to and from the Village and nearby neighborhoods.	High	Cecil Group plan for EAV Green	BOS, ConsCom	Moderate, 4 months	2004, then more as BFRT is built	Planning, Natural Resources, Municipal Properties
T2.2a *	Provide clear and convenient bicycle connections from the Bruce Freeman Rail Trail to businesses in the Village area, where appropriate.	Medium	Special Provisions for EAV, Acton Rail Trail Feasibility Study	BOS, ConsCom	Moderate, varies for different sites	2004, Ongoing	PB, EAVPC, Business Owners, BFRT construction contractor, Natural Resources

Recommended Strategies for Transportation and Infrastructure Goal T2 (cont'd)

Strategy Number	Strategy	Priority	Appendix Reference	Approval Required	Amount of Effort	Desired Completion Date	Person(s) Responsible
T2.2b	Support the addition of bike lanes along Great Road from the point near Route 27 at which the BFRT crosses Great Road west to Littleton with appropriate signage and pavement markings.	Low	EAV Transportation Study	BOS, MassHighway	Major, 1 month	2010	MassHighway, Engineering
T2.2c	Add a bike lane or path along the north side of Concord Road from the Bruce Freeman Rail Trail to the proposed crosswalk across Great Road.	Medium	Acton Rail Trail Feasibility Study	BOS	Minor, 1 day	2006	Highway, Engineering, BFRT construction contractor
T2.2d	Add signage on Pope Road reminding motorists and bicyclists that this is a shared road.	Medium	Manual on Uniform Traffic Control Devices, Part 9, Traffic Controls for Bicycle Facilities	BOS	Minor, 1 day	2006	Highway, Engineering
T2.2e	As part of the redesign of the Rt. 2 rotary, support the inclusion of appropriate travel ways for bicycles from the Bruce Freeman Rail Trail to cross Rt. 2.	High		BOS, MassHighway	Unknown. If the state planners take town input, effort could be Minor.	2010	BOS, TAC, EAVPC, Friends of BFRT, MassHighway

Recommended Strategies for Transportation and Infrastructure Goal T2 (cont'd)

Strategy Number	Strategy	Priority	Appendix Reference	Approval Required	Amount of Effort	Desired Completion Date	Person(s) Responsible
T2.3a	Provide separate bike paths and sidewalks throughout EAV Zoning District where there is sufficient space to do so.	Low	Special Provisions for EAV	BOS, PB	Moderate, ongoing	Ongoing	PB, EAVPC, Property Owners
T2.4a	Provide public bicycle parking facilities in Village areas.	Medium	Special Provisions for EAV	BOS, PB, TM	Moderate	Ongoing	PB, EAVPC, Property Owners

Goal T3: Improve vehicular circulation and safety within the village district.

Objective 1: Eliminate points of automobile conflict.

Objective 2: Improve traffic flow and increase safety of turning movements at intersections.

Objective 3: Avoid redundancy in parking and excessive pavement by encouraging combined parking facilities between businesses, recreation and entertainment outlets.

Objective 4: Reduce traffic volume by promoting public transportation to other activity centers such as other village districts and transportation nodes.

Issues

The East Acton Village is a ½ mile stretch along Great Road (Rt. 2A/119) beginning at the Concord border and running beyond Concord Road. The current configuration has a major effect on the circulation and safety within the village district. With the posted speed of 40 miles per hour, two feeder roads, numerous curb cuts and the Concord rotary only 1 mile to the east, the current traffic pattern presents multiple issues. Traffic safety is a factor that needs to increase, according to 50% of business respondents and 55% of residential respondents on the EAV surveys. (See Appendix XXX.)

The *EAV Transportation Study* details many of these traffic issues. According to the study, the average traffic volume along the EAV section of Great Road varies from 19,000 to 23,500 vehicles per day. According to the Commonwealth's *2000 Highway Capacity Manual,* this traffic usage is 50% of the road's capacity. The issue arises in EAV when the intersections are incorporated.

There are three major intersections in the Village. Exhibit XXXX details the results from the *EAV Transportation Study*. Specifically, during morning rush hour the Concord Road and Great Road intersection is at failure (Level-of-Service (LOS) = F) according to standards in the Massachusetts *2000 Highway Capacity Manual*. This intersection also received a failure (F) grade on peak hours for Saturday. For the evening commute, the intersection received an E grade (one better than failure). The Pope Road and Great Road intersection received grades of "E" for all peak hours for both weekday and weekend. Lastly, the Wetherbee Street and Great Road received slightly better grades in the C to D range. The Keefe Road and Great Road intersection was not tested because it is a dead end street.

Recommendations and Implementation

As mentioned in Goal 1, EAVPC recommends that the speed limit in the EAV area be reduced to 35 MPH. According to accident statistics, the majority of accidents happen

at off peak times when traffic is more likely to be flowing at the posted 45 MPH (Note: as of 2/1/03 Mass Highway reduced the posted speed limit to 40 MPH. No accident information is available for this reduced speed limit due to the infancy of the reduction). Further, the posted speed impacts the safety of pedestrian crossings. The EAVPC believes that MassHighway generally does not support crosswalks on roads with a posted speed of 40 MPH. Currently, pedestrians and bicyclists must dash across Great Road when there is a gap in traffic.

Along Great Road EAVPC recommends that a landscaped traffic calming transition section be installed at both the eastern and western boundaries of the village. The transition section would be a slow elimination of the breakdown lane on both sides of the road (a neck-down area). In this area drought and salt-tolerant landscape materials should be planted to give the driver a sense of transition into the village area. The transition area should coincide with the reduction of speed to 35 MPH. These landscaped areas should also house the East Acton Village gateway signs, which would be a further signal to the driver that they are entering the village area.

Between the landscaped transition areas, the EAVPC recommends that formal on-street parking be installed on Great Road. The committee believes that on-street parking is a feature that characterizes most village areas. It is a traffic calming measure in that it signals to drivers that they are in a village center. It makes most sense to be installed when sidewalks along Great Road are installed or improved and in conjunction with businesses located close to Great Road. Formal on-street parking is also recommended along the northeast side of Keefe Road. Currently, cars park on the dirt shoulder, so this would formalize the current practice and make it clearer to drivers where it is appropriate to park their vehicles.

To improve traffic safety, the EAVPC recommends the redesign of three of the four intersections in the village.

- **Intersection of Great Road and Concord Road.** At Great Road and Concord Road, four changes are suggested. First, the angle and slope of the intersection should be changed. The angle should be as close to 90 degrees as required for adequate safety. The current angle makes right hand turns from Great Road to Concord Road dangerous because of the sharp turn. The problem is magnified due to the slope of the intersection. Drivers exiting Concord Road stop on a hill at the top of Concord Road and find it difficult to maintain traction when accelerating onto Great Road. The problem is magnified during winter when there are ice and sand on the roadway.

  Second, a dedicated left turn lane that extends further back on Concord Road than the current design will allow for better traffic movement. The current left turn lane can only hold two cars before merging into a single lane. Because left turning cars take significantly longer to turn, the right turning cars are delayed.

Unless there is a traffic light, the EAVPC does not recommend including a left-turn lane for vehicles turning left from Great Road onto Concord Road because it conflicts with many of the objectives in this EAV plan. Such a lane would make it harder for pedestrians to cross Great Road, would be more dangerous for bicyclists traveling along Great Road, would require minor road widening that would conflict with the recommended small landscaped areas that mark the entrance to the village, and would conflict with the long-term goal of on-street parking in EAV. However, the EAVPC does recommend that the inclusion of a left-turn lane from Great Road to Concord Road be reconsidered if and when the intersection is redesigned to include a traffic light. It is important that the intersection be designed to enhance pedestrian and bicycle safety, village character, and all the other goals of this plan, not just efficiency of traffic flow.

Third, to assist pedestrian safety and indicate to motorists where they should stop, a crosswalk across Great Road just west of Concord Road is recommended. This crosswalk is detailed in Goal 1 of this section. The crosswalk will likely slightly slow the flow of traffic in the Village. The EAVPC felt that the small impact on traffic flow would be more than offset by the safety of Acton's residents. This is the most important crosswalk, as it allows residents from the neighborhoods south of Rt. 2A to walk to EAV destinations on the north side Rt. 2A.

Fourth, the EAVPC recommends that the next traffic light installed east of Rt. 27 be at Concord Road. The current accident rate does not support a traffic light at the Great Road and Concord Road intersection. (See the *EAV Transportation Study*, page 20.) However, the EAVPC expects that the increased traffic from current and future developments outside of the village will stress this intersection to a point that signalization will be required. Such a light would have benefits beyond just allowing shoppers better access to one mall; it would greatly improve pedestrian safety and movement of traffic to and from Concord Road. The light should have left hand turn lights for traffic on Concord Road turning left onto Great Road and Great Road turning left onto Concord Road. The light should have a walk light for pedestrians and bicyclists.

- **Intersection of Great Road and Pope Road.** The second intersection that the EAVPC recommends changing is the Great Road and Pope Road intersection. Five changes to Pope Road are recommended. First, Pope Road should have a marked left turn lane at its intersection with Great Road. It is difficult for traffic on Great Road to discern whether a driver on Pope Road is attempting to turn left or right. A left turn lane may eliminate some of this confusion and allow for better traffic flow.

  Second, in an attempt to help reduce speed on Pope Road, a traffic hump (raised crosswalk) is recommended at the crosswalk across Pope Road at Bayberry Road. The hump is less pronounced than a speed bump but will warn drivers of the crosswalk and slow traffic that has turned off of Great Road by signaling the driver that Pope Road is a residential area. (For other crosswalk recommendations, see Transportation Goal 1.)

Third, the speed limit on Pope Road should be reduced to 25 mph between Brabrook Road and Great Road. This will be consistent with Concord Road, where the speed limit is similarly reduced to 25 mph for traffic near Great Road.

Fourth, painted fog lines (white lines indicating the right-hand edge of the travel lane) are recommended for both sides of Pope Road. The EAVPC recommends that the fog lines run the full length of Pope Road. The painted fog lines will also act as a traffic calming measure by perceptually narrowing the roadway.

Fifth, as mentioned in Transportation Goal 2, signs indicating that Pope Road is a shared roadway for both vehicles and bicycles should be installed. Currently, Pope Road is a designated bike route for many local bicycling groups. While the committee feels that Pope Road is not wide enough to safely accommodate separate bike lanes, motorists and bicyclists should be reminded that both use this road heavily.

- **Intersection of Great Road and Keefe Road.** The last intersection that the EAVPC recommends changing is the Keefe Road and Great Road intersection. The road currently is at a difficult angle for vehicles to exit onto Great Road. It was recommended by the *EAV Transportation Study* that the intersection be changed to 90 degrees and the driveways at the beginning of Keefe Road be consolidated. This will minimize traffic confusion. Also, as stated above, formal on-street parking is recommended along the northeast side of Keefe Road.

The EAVPC also supports public transportation. Connecting EAV to the regional public transportation system would help village residents to commute by public transportation to destinations in Boston and Cambridge, and help people to arrive by public transportation to work or engage in other activities in EAV. This may

- Reduce commuter vehicle trips and the resulting demand on Great Road and neighborhood feeder roads.
- Reduce reverse commuter vehicle trips and EAV parking demand.
- Increase pedestrian presence in EAV.
- Alleviate parking demand at the South Acton and West Concord train stations and, as a result, increase the attractiveness of residing or providing a service in EAV.

The EAVPC encourages the establishment of an intermodal connection in EAV to link vehicular, pedestrian, bicycle, and bus modes of travel with commuter rail and/or subway. This will be most probably in the form of a local shuttle service that includes a stop at a focal point in EAV and a stop at a train or subway station. EAVPC recognizes that the current population density, modal connections, and public/private partnerships don't yet exist to generate adequate ridership and funding but encourages the cultivation of these enabling factors.

Recommended Strategies for Transportation and Infrastructure Goal T3

Strategy Number	Strategy	Priority	Appendix Reference	Approval Required	Amount of Effort	Desired Completion Date	Person(s) Responsible
T3.1a	Limit street curb cuts for driveways and businesses, making their boundaries clear so pedestrians and drivers know where they are safe and where to be careful, and narrowing the existing wide curb cuts. Where wide driveways remain, consider installing crosswalks.	Medium	Special Provisions for EAV	PB, BOS, MassHighway	Minor, ongoing	Ongoing	Property Owners, PB, EAVPC, MassHighway
T3.1b	Reduce speed limit on Great Road to 35 MPH from the town of Concord border to ¼ mile west of Concord Road.	High		BOS, MassHighway	Major, 1 day	2005	Highway
T3.1c	Establish a crosswalk on Great Road just west of the intersection with Concord Road. Consider adding a pedestrian-operated stop light at this intersection. (See Transportation Goal 1, strategy 4a.)	High	Inpavement Crosswalk Warning System (MassHighway) and *EAV Transportation Study* [page 66]	BOS, MassHighway	Major, 1 week	2005	Engineering, Highway, MassHighway
T3.1d	Recommend installation of a traffic light at Great Road and Concord Road. This should be the next traffic light installed on Great Road east of Rt. 27.	Medium		BOS, MassHighway	Major, 1 month	2008 or when warranted	Engineering, Highway, MassHighway

Recommended Strategies for Transportation and Infrastructure Goal T3 (cont'd)

Strategy Number	Strategy	Priority	Appendix Reference	Approval Required	Amount of Effort	Desired Completion Date	Person(s) Responsible
T3.1e	Install a traffic hump and raised crosswalk on Pope Road at the Bayberry Road intersection.	Medium	*EAV Transportation Study* [page 55]	Highway	Minor, 1 week	2005	Highway, Engineering
T3.1f	Require any new development or redevelopment to demonstrate how bicycles will safely travel through the parking lot to bicycle racks.	Medium	Special Provisions for EAV	BOS, PB	Minor, ongoing	2004	Property Owners
T3.1g	Reconfigure the Keefe Road intersection with Great Road, consolidating the driveways near the intersection and creating a small green space in front of 1 Keefe Road.	Medium	*EAV Transportation Study* [page52]	BOS, MassHighway	Moderate, 1 month	2007	Engineering, Highway, MassHighway
T3.1h	Establish a crosswalk on Great Road just west of the intersection with Keefe Road. Consider adding a pedestrian-operated stop light at this intersection. (See Transportation Goal 1, strategy 4c.)	Low	Inpavement Crosswalk Warning System (MassHighway) and *EAV Transportation Study* [page 66]	BOS, MassHighway	Major, 1 week	For later consideration as conditions warrant	Engineering, Highway, MassHighway

Recommended Strategies for Transportation and Infrastructure Goal T3 (cont'd)

Strategy Number	Strategy	Priority	Appendix Reference	Approval Required	Amount of Effort	Desired Completion Date	Person(s) Responsible
T3.1i	Establish a crosswalk on Great Road just east of the intersection with Wetherbee Street. (See Transportation Goal 1, Strategy 4b.)	High	Inpavement Crosswalk Warning System (MassHighway) and *EAV Transportation Study* [page 66]	BOS, MassHighway	Major, 1 week	2005	Engineering, Highway, MassHighway
T3.1j	Install landscaped transition section on Great Road as part of the redesign of Keefe Road or near the Town of Concord border that provides a "gateway" to EAV and slightly narrows the roadway at the entry point into EAV.	High	*Massachusetts Pedestrian Transportation Plan, 1998, and EAV Transportation Study [page 54]*	BOS, MassHighway	Major, 2 weeks	2007	Engineering, Highway, MassHighway
T3.1k	Design and install vegetation at the East Acton Village Green and at the east end of the village to give a "Gateway" appearance similar on both ends of the Village.	High	*Massachusetts Pedestrian Transportation Plan, 1998*	BOS, ConsCom	Minor, 2 weeks	2004, 2007	Highway, Municipal Properties
T3.1l	Install EAV gateway signage at the EAV Green and at the beginning of the landscaped transition area near Keefe Road.	High	Samples	Highway	Minor, 2 weeks	2004, 2007	Engineering, Highway, MassHighway
T3.2a	Straighten Concord Road at Great Road intersection with defined left turn lane on Concord Road.	High	*EAV Transportation Study* [page 60]	BOS, MassHighway	Moderate, 3 months	2006	Engineering, Highway, MassHighway

Recommended Strategies for Transportation and Infrastructure Goal T3 (cont'd)

Strategy Number	Strategy	Priority	Appendix Reference	Approval Required	Amount of Effort	Desired Completion Date	Person(s) Responsible
T3.2b	Reduce the slope of the intersection of Concord Road at Great Road.	High	*EAV Transportation Study* [page 60]	BOS, MassHighway	Moderate, 3 months	2006	Engineering, Highway, MassHighway
T3.2c	Recommend installation of a traffic light at Great Road and Concord Road. This should be the next traffic light installed on Great Road east of Rt. 27.	Medium		BOS, MassHighway	Major, 1 month	2008 or when warranted	Engineering, Highway, MassHighway
T3.2d	Define a left turn lane on Pope Road at its intersection with Great Road.	Medium		BOS, MassHighway	Moderate, 2 weeks	2005	Engineering, Highway, MassHighway
T3.2e	Paint shoulder striping ("Fog lines") along the edges of Pope Road.	Medium		BOS	Minor, 2 days	2005	Engineering, Highway
T3.3a *	Amend the Zoning Bylaw for EAV to reduce required parking within EAV Zoning District to 50% of that presently required if shared parking is used and reduce the parking requirement in the new EAV II district to 70% of that presently required if shared parking is used.	High	See Village Character and Housing section	BOS, TM	Moderate, ongoing	Spring 2004	PB, EAVPC
T3.3b	Install on-street parking in EAV Zoning District along Great Road.	High		BOS, MassHighway	Minor, 3 days	2006 or with ongoing development	Engineering, Highway, MassHighway
T3.3c	Install on-street parking on the northeast side of Keefe Road.	Medium		BOS	Minor, 1 day	2007	Engineering, Highway

Recommended Strategies for Transportation and Infrastructure Goal T3 (cont'd)

Strategy Number	Strategy	Priority	Appendix Reference	Approval Required	Amount of Effort	Desired Completion Date	Person(s) Responsible
T3.3d	Grade and re-gravel the parking area at Ice House Pond to support vehicles parking to use the East Acton Village Green and the Bruce Freeman Rail Trail.	Medium		BOS	Minor, 1 week	2006	Engineering, Highway, Municipal Properties
T3.3e	Recommend the completion of a parking area on Wetherbee Street on the State Police Equestrian Facility to support traffic for the Bruce Freeman Rail Trail and the conservation land on Wetherbee St.	Low		BOS, State Police	Major, 2 months	As bicycle usage requires increased parking facilities	Engineering, Highway
T3.4a	Support the implementation of a regional public transportation system as conditions make it feasible.	Low		BOS, TM	Major, ongoing	2008 and ongoing	BOS

Goal T4: Increase accessibility to public facilities and utility services.

The East Acton Village Planning Committee believes that managing growth and controlling allowable uses of property are best accomplished through zoning. Infrastructure, such as public facilities, utilities, and services, should be provided as needed to support new development allowed by zoning within the East Acton Village Zoning District.

For the most part, the committee does not see big issues in meeting infrastructure needs. However, there are a few areas, such as sewage treatment and water, that warrant specific objectives and strategies, as described below.

Objective 1: Encourage environmentally responsible wastewater treatment options.

Issues, Recommendations, and Implementation

In East Acton, most properties are currently served by private on-site septic systems. Systems are regulated under 310 CMR 15.000 (Title 5) and Acton Board of Health Regulations. Each lot contains its own system serving the building or buildings located on that lot. If a system will have a design flow of 10,000 gallons per day or greater, a groundwater discharge permit issued by the Massachusetts Department of Environmental Protection will be required. This usually necessitates the construction of a complete wastewater treatment facility. In East Acton, the Lifecare Center is the only property served by its own wastewater treatment plant.

On-site septic systems can have a variety of problems. There is no way to control effectively the substances that are introduced into the system. Some soils have inadequate infiltrative capacity to dispose of and treat certain flows of effluent from a septic tank. Septic systems need to be maintained by pumping and inspection of filtering devices. Even when properly maintained, septic systems have limited lives and must be replaced, repaired, or upgraded. These systems have the potential for polluting groundwater. (See the Environmental section of this plan for more details on the environmental concerns raised by traditional septic systems.) Lastly, because of the shallow depth to groundwater, certain systems have to be “mounded.” This can create an unsightly topographical feature out of character with the Village.

Some desirable and allowed businesses that happen to have high wastewater requirements are limited or are not feasible in East Acton Village due to inadequate areas for leaching fields. A good example is restaurants. Residents and business owners in East Acton were asked, “If properties become available in or near the current East Acton Village Zoning District, which of the following potential uses would be desirable?” “Restaurants” was the second most desirable potential use chosen by residents: 59% rated restaurants as desirable. “Restaurants” was the most desirable potential use chosen by business owners: 74% rated restaurants as desirable. (See the Appendix for complete survey results.) Currently, limited land area for onsite

wastewater treatment and disposal makes it difficult or impossible to locate more restaurants in East Acton Village. Existing restaurants may not be able to increase their number of seats. A similar limitation exists for other water-intensive uses, such as hair salons and residential units.

To allow properties in the Village District to be developed to the degree allowed by zoning, additional appropriate, environmentally responsible wastewater treatment options should be made feasible. Increased development will likely require an increase in the need for offsite wastewater treatment and disposal solutions, as individual septic systems to serve the increased development would be greatly limited by the absence of available land area and/or the less than ideal soil conditions.

Inclusion within the existing sewer district is probably not feasible because of its distance from East Acton and the difficulty of crossing Route 2. However, the committee supports other smaller, environmentally responsible solutions such as shared septic systems or a small new East Acton sewer district. The committee agrees with the Master Plan (page 193) in recommending that the town "plan and implement appropriate shared wastewater systems in East Acton." The town's *Comprehensive Water Resources Management Plan* currently underway by Woodard and Curran should be used to guide the planning for East Acton Village.

In some parts of East Acton Village, developing wastewater management systems that are shared by multiple parcels with multiple owners may be among the most cost-effective and environmentally appropriate solutions. However, it is difficult for property owners and developers to build shared systems because legally there must be a governing body (for example, a town wastewater management body or a condominium association) to manage the shared resource, and there must be financial securities to ensure continued operation and maintenance of the shared resource. Condominium associations may be appropriate for properties already jointly owned, but they are very difficult to put in place for separate properties with separate owners. Therefore, the committee supports the creation of a town wastewater management body so that the most appropriate wastewater treatment options are available to East Action Village.

Objective 2: Provide adequate drinking water to East Acton.

Issues, Recommendations, and Implementation

The Water Supply District of Acton (WSDA) currently supplies Town water to 97% of the businesses and residents in Acton. Either private wells or Concord Water Supply (CWS) provides the remaining 3%. EAV, however, has the majority of its parcels (26) supplied by CWS. CWS maintains a 16-inch water main down Great Road from Brook Street to the Concord town line. The vast majority of businesses along this section are connected to the CWS. The water source for CWS is Nagog Pond.

CWS has indicated that it will continue to supply water to these locations even if the owner redevelops the property. However, they will not allow new connections, nor will

they allow current customers in Acton to increase the size of the pipe that connects the property to the water main. If the current pipe is not sufficient to supply the necessary water for a proposed development, the owner will be required to look to WSDA to supply the water. WSDA has its own water main along Great Road from Concord Road to Wetherbee Street. This water main was recently installed and not all EAV property owners have connected to WSDA. Given the WSDA water main from Wetherbee Street west to Concord Road, EAVPC believes this portion of the village has sufficient water to support future redevelopment.

EAVPC does recommend the extension of the WSDA water main easterly along Great Road to the Concord town line (estimate 1,100 linear feet) and down Keefe Road (estimated 600 linear feet). WSDA has provided cost guidelines in its 2001 Water System Master Plan Update. According to their figures, as a general guide, the cost would be approximately $350,000 to cover this area. Note that this figure is just a rough estimate. Costs can and do vary significantly depending on specific local conditions. There may be costs associated with the fact that Great Road is a state road and therefore additional requirements and permits may be applicable. WSDA, per its charter, will not pay to extend the main unless it has benefits to the existing users. In this light, it is unlikely that the WSDA will pay for the expansion. However, it is EAVPC's belief that the cost would not prohibit redevelopment. Any redevelopment location closer to Wetherbee Street would only need to extend the main to their property. Any minor redevelopment would likely not require greater water needs so the owner could stay with CWS.

EAVPC also examined the potential water drain on WSDA if the 26 EAV properties were connected to Town water. According to James Deming, District Manager for WSDA, in 2002 WSDA was permitted by DEP to withdraw 2.02 MGD (million gallons per day) of water. The actual water usage was 1.90 MGD. Further, Mr. Deming stated that the 2002 WSDA usage was higher than normal. A major leak at the Rt. 2 and Rt. 27 interchange and an open valve to Maynard's Water Supply caused a spike in usage. Mr. Deming estimates 2003 water usage at 1.6 MGD – 1.7 MGD. WSDA has never exceeded the permitted usage in any calendar year. Mr. Deming stated that Acton's per capita usage is quite low and DEP has used Acton as a positive example in many DEP reports.

Mr. Deming does not believe that an inclusion of EAV properties into the WSDA would cause a water shortage even if water usage in EAV doubled. The 2002 WSDA usage still leaves 120,000 gallons per day unused per the permit. EAV properties on CWS total approximately 20,000 gallons per day (based on data from 2001, supplied by WSDA), which is less than 1% of the overall Town usage. If redevelopment doubled the usage this would still be well within the water supply already available.

Overall, EAVPC does recommend the expansion of the WSDA water main east of Wetherbee Street to the Town line and down Keefe Road. Property owners and the Town should work together to insure that EAV can be transformed into the village

concept outlined in this plan. It is EAVPC's belief that once significant redevelopment begins, the extension of the water main (if necessary) will not be a major deterrent.

Objective 3: Assure that other utilities are adequately provided to East Acton.

Issues, Recommendations, and Implementation

East Acton is presently served by several utilities. On the survey of East Acton business owners (see the Appendix for complete results), the level of satisfaction with natural gas, electricity, telephone, and cable TV was generally good; these utilities appear to meet the needs of the business community. Therefore, the committee has no specific infrastructure recommendations related to them. However, the committee does support the village character recommendations that all utility wires (electrical, telephone, cable) be buried along Great Road and throughout the village. Although this will take time and coordination with the State, the committee believes it will improve aesthetics and not be a detriment to future development.

The number one infrastructure need, expressed by 45% of business owners in *the EAV* survey, was for high-speed Internet service. Comcast has now provided this service throughout Acton for residences, and also offers a business connection service in all locations that are close to an existing cable wire, so the need appears to have been adequately met in EAV.

There have been some complaints that cellular telephone service is weak in some parts of the East Acton area. The committee expects cell-phone companies to resolve the slight "dead spots" as they hear from customers.

As the Bruce Freeman Rail Trail is built and the village becomes more pedestrian-friendly, the committee recommends two additional infrastructure improvements. First, for safety, ensure that there are enough high-visibility emergency pull-boxes located along the rail trail and at a few high-visibility locations in the village. And second, for comfort, install public restroom facilities.

Recommended Strategies for Transportation and Infrastructure Goal T4

Strategy Number	Strategy	Priority	Appendix Reference	Approval Required	Amount of Effort	Desired Completion Date	Person(s) Responsible
T4.1a	Plan and implement appropriate shared wastewater systems in East Acton.	High	*Acton Master Plan Update, page 193*	BOS, TM	Major, several years	2010	BOH
T4.1b	Support the creation of a town wastewater management body so that the most appropriate wastewater treatment options are available to East Acton Village.	Medium	*Comprehensive Water Resources Management Plan*	BOS, BOH	Major, several years	2010	BOS, BOH, Comprehensive Water Resources Management Plan
T4.2a	Encourage the extension of Acton water to areas in East Acton currently served by Concord water.	Medium	*Acton Water Supply District Master Plan*	Water Supply District of Acton	Moderate, ongoing	2008	Developers, Water Supply District of Acton
T4.3a	Encourage adequate cellular service to East Acton.	Medium		BOS	Moderate, ongoing	Ongoing	Cell phone companies
T4.3b	Encourage high-visibility fireboxes and/or emergency phones throughout the village and at places like the rail trail and the Village Green to ensure public safety.	High		BOS, Fire, Police	Moderate, ongoing	2006	Fire, Police, Municipal Properties, Natural Resources, Highway
T4.3c	Construct public toilet facilities at rail trail and other appropriate areas as needed.	Low		BOS, BOH	Moderate, 2 months	2006	Municipal Properties, Natural Resources, BOH