

MEMORANDUM

TO: Mr. Corey York, PLS, Town Engineer/Director of Public Works

FROM: John Michalak, PE, ENV SP
Jane Davis, PE, ENV SP

DATE: July 31, 2018

RE: Acton Town Meeting Minutes – June 27, 2018

MEETING MINUTES

On June 27, 2018, Nitsch Engineering facilitated a Public Outreach Meeting at Acton Town Hall to solicit the community for input regarding the existing conditions and potential improvements to the intersection of Main Street (Route 27) at Prospect Street. Thirteen residents from the area surrounding the intersection attended the meeting and provided input. Attached is the list of meeting attendees and below is a list of comments they provided.

Traffic Operations

- The movement from Main Street southbound to Prospect Street southwestbound is used similar to an exit ramp; drivers often do not slow down while executing the turn.
- Attendees mentioned they feel uncomfortable slowing down on Main Street southbound to turn onto Prospect Street for fear of being rear-ended.
- Attendees mentioned they feel uncomfortable executing a left-turn from Prospect Street northeastbound to Prospect Street northwestbound due to the speed at which vehicles travel through the intersection from Main Street southbound to Prospect Street and because these vehicles often do not use their turning signal to alert other drivers that they will be turning. As a result, attendees said they often wait for a very large gap in Main Street southbound traffic to attempt to execute the movement.
- There are two stop signs for Prospect Street southeastbound to access Main Street: one located at the "STOP" line approaching the intersection, and one located at the crosswalk within the intersection. During the field visit prior to meeting, we observed vehicles sometimes stopping at both signs, but more frequently ignoring the first sign and rolling through the intersection to wait at the crosswalk to turn onto Main Street.
- There are frequently long traffic queues at the signalized intersection of Main Street and School Street/Railroad Street (approximately a half-mile to the south) to access the commuter rail station. Vehicles frequently use Prospect Street southwestbound, and often at a high speed, to avoid the queues that back up along Main Street southbound.
- The resident of 200 Main Street (the house located between Main Street and Prospect Street just south of the cut-through) mentioned that large trucks frequently drive over their lawn while attempting to execute a right-turn from Prospect Street northeastbound to the cut-through.

Pedestrian and Bicycle Accommodations

- The crosswalk across both legs of Prospect Street is exceptionally long (approximately 110 feet) and many residents avoid walking through the intersection because Main Street southbound vehicles do not have sufficient sight distance for pedestrians within the crosswalk and travel at a relatively high rate of speed when traveling through the intersection to access Prospect Street.

- There is no crosswalk across Main Street to access the Great Hill Recreation Area trail head located on the east side of the intersection.
- Some attendees mentioned that some of the schools in the surrounding area do not consider students in this neighborhood within a safe walking distance due to the fact that they would have to traverse the intersection to access the school.
- While there are exclusive bicycle lanes on Main Street (Route 27), there are no bicycle accommodations on Prospect Street, where there is some bicycle traffic, particularly for commuters accessing the commuter rail south of the study area.

Potential Improvements

- Signalized intersection
- Roundabout
- Geometry modifications
- Converting Prospect Street into one-way or resident-only
- Traffic calming measures to reduce travel speeds

Other Improvement Projects and Planned Developments in the Surrounding Area

- Kelley's Corner Improvement Initiative (Massachusetts Avenue (Route 111) at Main Street (Route 27))
- 40B projects
- Senior Building
- 8-unit building across from Discovery Museum

