

An aerial photograph of a village in Stow, Vermont, during autumn. The scene features a large parking lot filled with cars, a long commercial building, a school with a prominent steeple, a church, and a cemetery. The surrounding area is densely wooded with trees showing vibrant fall colors. A road winds through the center of the village.

Stow Lower Village Technical Memorandum 3 Development and Evaluation of Alternatives

Prepared for:
Stow Lower Village Committee
& Stow Planning Board

January 18, 2006

Fay, Spofford &
Thorndike

Basic Assumptions

- ▣ Study area – Great Road (Routes 117/62) between White Pond Road and Bradley Road/Deerfield Lane
- ▣ Ten-year horizon to 2015
- ▣ 45.5K SF of new retail development in Lower Village
- ▣ 18-20% traffic growth from 2005 includes 1% background growth plus new retail development
- ▣ One through lane in both directions; minimize auxiliary lanes
- ▣ Enhance pedestrian walking environment regardless of traffic alternatives through appropriately-located median locations
- ▣ Retain & preferably enhance Stow Lower Village 'sense of place' and historic features
- ▣ Employ Stow Lower Village Committee's preferred treatment of pedestrian zone (11 feet both sides) to maximum extent possible



Stow Lower Village Traffic Study
Town of Stow, Massachusetts

No-Build Alternative

Figure 3-1



Fay, Spofford & Thorndike, LLC
Engineers • Planners • Scientists

Schematic Diagram:
Not to Scale



Base Case

No-Build Alternative

Pros

- ▣ Best for through traffic
- ▣ Lowest Cost
- ▣ No impact on historical resources

Cons

- ▣ Worst LOS of alternatives considered
- ▣ Congestion at Pompositticut, Red Acre, and Stow Plaza remains
- ▣ Side street queuing remains
- ▣ No improvements to pedestrian activity
- ▣ Gardner Road 5-legged intersection remains
- ▣ Frequent curb cut conflict points remain



Stow Lower Village Traffic Study
Town of Stow, Massachusetts

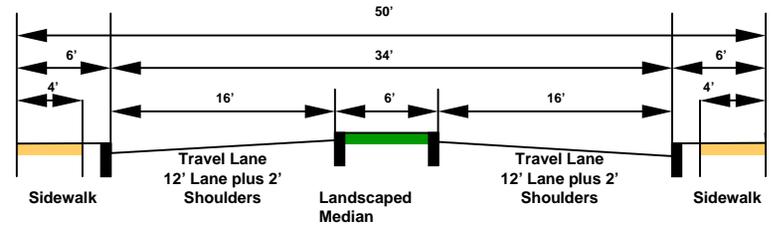
Alternative 1 – Sidewalk, Curb Cut Consolidations and Crossing Enhancements

Figure 3-2





Looking East on Great Road (Route 117) at White Pond Road



Minimum Typical Median Section
Existing Right-of-Way
Great Road (Route 117) East of White Pond Road

Not to Scale



Stow Lower Village Traffic Study
Town of Stow, Massachusetts

Enhanced Pedestrian Crossing – Elmridge Road at Great Road Aerial View

Figure 3.6



Alternative 1

Sidewalk, Curb cut Consolidations, and Crossing Enhancements

Pros

- Enhanced pedestrian environment
- Reduces curb cut conflicts
- Reduces Red Acre Road congestion through diversion
- Retains historic Town Common between Pompositticut and Red Acre Roads
- Enlarges the Town Common area
- Is better for through traffic than the other Build Alternatives

Cons

- Worst LOS of Build alternatives considered
- Congestion remains at Pompositticut and worsens at Stow Plaza east due to diversions of Red Acre Road approach traffic to Gardner Road
- Side street queuing remains on approaches to Great Road
- Divides the enlarged Town Common