



Town of Stow
**TRAFFIC SAFETY
ADVISORY COMMITTEE**

**380 Great Road
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December 9, 2022

Select Board
380 Great Road
Stow, MA 01775

RE: Marlboro Road

Since the creation of the Traffic Safety Advisory Committee, we have discussed the high traffic volume and high-speed area of Marlboro Road multiple times. Residents have been expressing concern to the Police Department directly for years. One of the Police Department's highest impact traffic enforcements has been Marlboro Road.

Following the policy of the Traffic Safety Advisory Committee, we have identified Marlboro Road as an affected area and that the neighborhood very much supports the Committees finding that measures need to be taken. We have had many passionate residents suggest many ideas, from speed bumps, truck restrictions, signage, stricter enforcement.

The Traffic Safety Advisory Committee welcomes all these suggestions. Our policy is to take a step approach, implementing low cost solutions keeping the tax payers in mind. Over the past year the Committee responded to the concerns of Marlboro Road in a few ways. The police department continued traffic assignments in the area, with officers implementing "High Impact Radar", which means that every vehicle travelling over 20% above the limit was stopped, meaning 31 mph or higher. Additional 25 mph signs were added to the roadway by the Highway Department.

Working with the Complete Street Committee grant funds were secured to purchase and install, permanent solar radar feedback signs. These signs have been installed this week and are up running.

The Committee also painted traffic lines on the roadway, with the state minimum width. This gives the illusion to vehicle operators that they are going at a faster rate than they are.

The committee researched other options to reduce the speed of vehicles, as well as reduce the amount of heavy truck traffic volume. The Committee researched speed bumps in the area. This idea was rejected quickly as speed bumps are not ADA compliant. To make them compliant sidewalks would have to be installed on both sides of the roadway causing the Town to take frontage of individual properties as the roadway would have to be increased. The committee then looked into speed tables, which are a gradual increase, to a flat top, to a gradual decline. While this solution would be ADA compliant, the cost for the materials, labor, additional drainage would be approximately \$125,000 to \$150,000 dollars. This option is still available to the Committee and community members, public

hearings, Select Board vote, and a Town Meeting discussion and vote would have to be presented to fund such a project.

The Committee continued and explored other options such as a truck restriction. With the Eversource project traveling on Chestnut St in Hudson, research was done to see if the conduit being installed would have a weight limit preventing heavier vehicles from traveling over it. We contacted the construction contractors and found that the conduit being installed was truck rated and no restriction would be needed. As a committee we know that the law requires that if a roadway is a connecting road to another town, a truck restriction would have to be approved by both Towns. A meeting with the Hudson internal traffic committee was held. Hudson was against the idea of installing a truck restriction on Chestnut St in Hudson. They sighted that other neighborhoods would be affected, and that other neighborhoods would also be requesting the same restrictions. As a committee, it was offered to the Town of Hudson that Stow would pay for a traffic study to see how both towns would be affected if Hudson would agree that the discussion of implementing a restriction would still be feasible on the traffic report. Hudson informed us that even with the traffic study they would not be in favor of the restriction.

The police department recently received a grant for \$20,000 for a traffic counter and specific enforcement campaigns. When deployed this traffic counter, captures the vehicle speed, volume, and class type.

The Committee then researched the idea of closing the entrance off of Gleasondale Road to Marlboro Road, and having traffic turn left around the south side of the Hello Garden. The Committee held a public forum on December 7th to hear the concerns and thoughts of the residents. Two options were presented to the Committee and residents for a pilot program on closing the entrance.

The first pilot option is that barricades would be used to close off Marlboro Road to southbound traffic from Gleasondale Road/Route 62. The barricades would have a lighted sign stating "Suggested Truck Route" directing trucks up to the next intersection for the turn. If vehicles wanted to turn left onto Marlboro Road, they would be able to after the Hello Garden. This would cause the vehicles to have a slower starting speed on Marlboro Road and discourage truck traffic making the sharp left. This option leaves the Northbound traffic on Marlboro Road open, cars would travel continuously on Marlboro Road to the existing stop sign to turn left or right.

The second pilot option would be to barricade both the entrance and exit near 2 Marlboro Road, causing all turning traffic to enter and exit on the south side of Hello Garden.

Both these options are attached as appendix A and B.

After over an hour of conversation with a full meeting, both in-persona and virtual, the Traffic Safety Advisory Committee voted and unanimously agreed that an updated version of both options would be implemented. The updated version is to keep space open for the residents at 2 Marlboro Road whose property is under an agricultural use and other farm supplies are delivered. The Committee will be utilizing the new traffic counter to collect data before and after the change in the traffic pattern. New temporary signs will be installed to warn people of the new traffic pattern.

This pilot program will be in place for approximately 30 to 60 days, with the option of increasing if more data needs to be collected. It should be noted that that with the Eversource project, traffic from Hudson will be shut down for an undetermined amount of time will the conduit is put in place.

Once the pilot program is complete a public forum will be held to receive input on the perspective of the residents. The Committee will be reviewing if the pilot program was successful by the reduction of volume of all classes of traffic, lower speeds, and the community feeling that they can safely walk on the road.

Respectfully submitted,

Chief Michael Sallese, on behalf of the Traffic Safety Advisory Committee