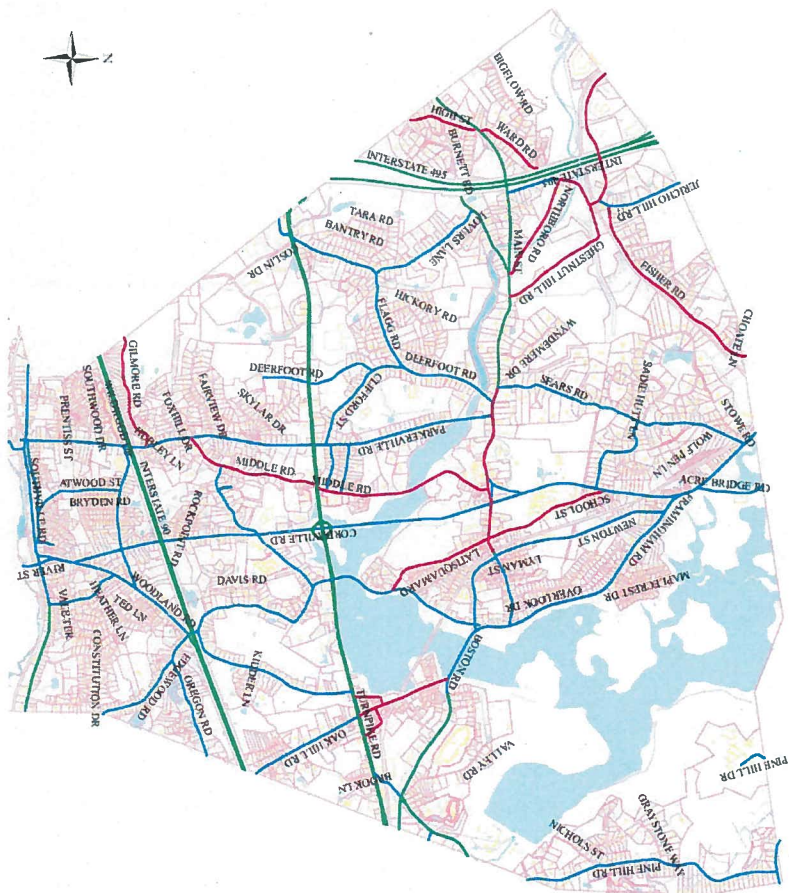
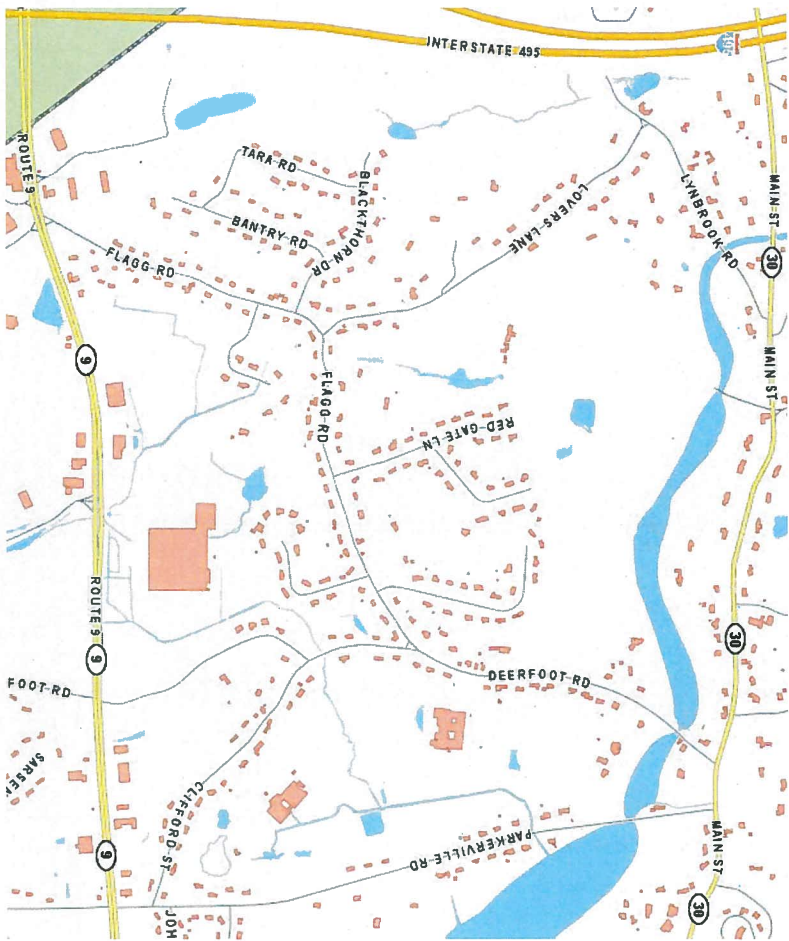


FLAGG ROAD SAFETY STUDY



SAFETY STUDY HISTORY

Flagg Road Residents expressed concern for the current safety of Flagg Road during the ZBA Park Central permitting.

- Specific concerns were that residents didn't feel safe walking on the road.
- Residents also said that they didn't feel that it was safe to let their children walk to Trotter/Neary or ride their bicycles on Flagg Road.
- Traffic calming was a topic discussed at many ZBA meetings.

These concerns led the Public Safety Chiefs and the DPW to request that a Corridor Safety Study be done on the Deerfoot Road to Flagg Road "corridor".

- DPW memo to ZBA 1/18/2016 requests
- Study was performed May 19, 2016 Report
- August 23, 2016 BOS Meeting discusses setting a forum a date
- DPW memo to ZBA 8/24/16 reiterates resident's concerns about current State of Flagg Road and BOS commitment to a public forum
- SAFETY FORUM HELD ON 9/12/2016

NO CONCLUSION

STUDY FINDINGS/RECOMMENDATIONS

- Flagg Road carries a weekday average of 985 vehicles.
- Speed Limit is 25mph
- 85th percentile speed (speed at or below which 85% of all vehicles are traveling) is 34mph
- Peak hours are 7am-8am and 4pm-6pm.
- No pedestrian accommodations or refuge
- Traffic calming is needed

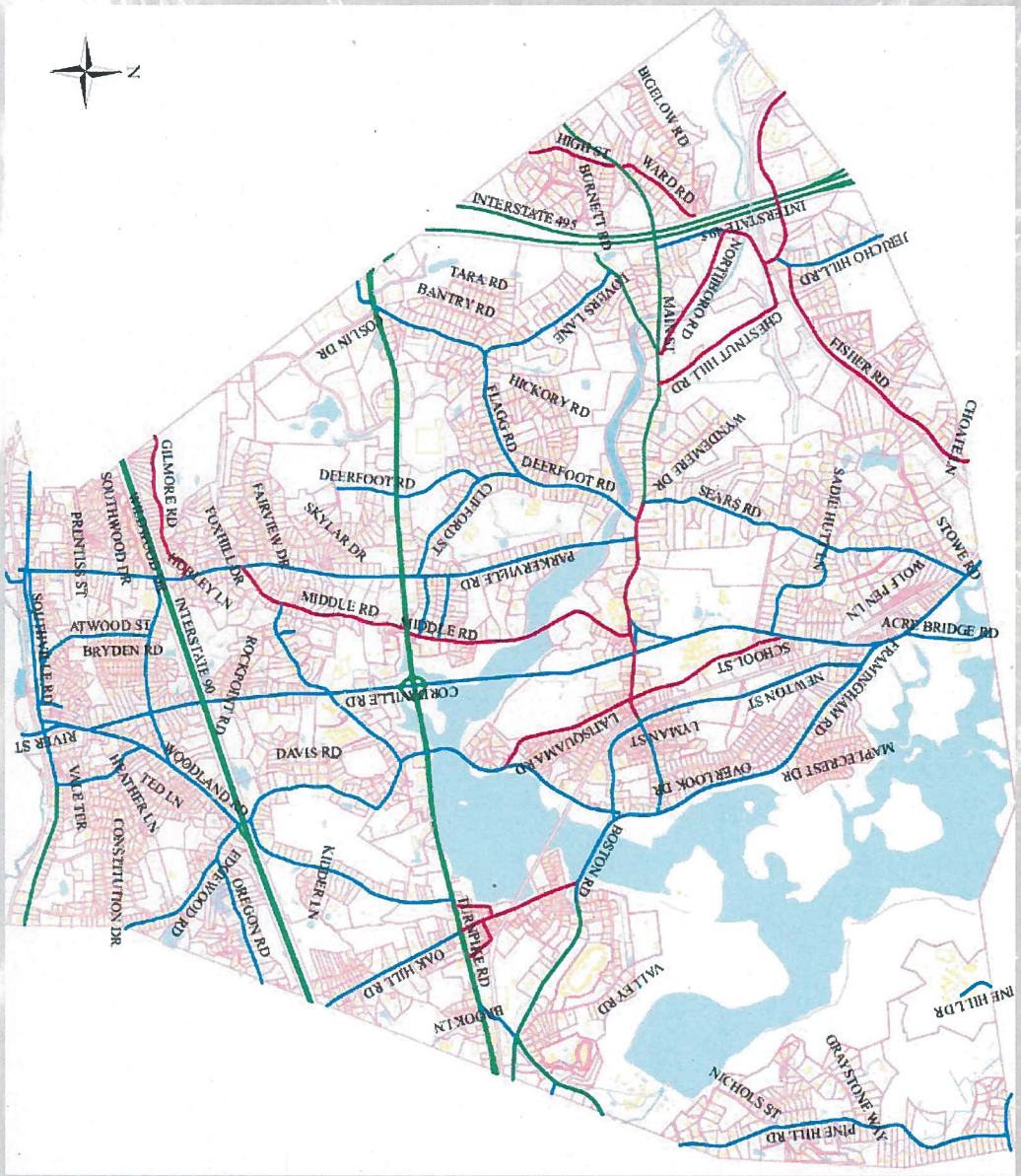
Geometry of roadway excludes many physical traffic calming measures.

Recommended:

- Traffic markings – yellow centerline
- Dynamic speed feedback signs
- Flagg and Deerfoot intersection geometry change
- Speed humps/tables/cushions *
- Private stone walls moved at intersection with Blackthorn *
- Sidewalks *

WHAT'S HAPPENING

- The Town needs to look at the trees located along Flagg Road and determine if they are creating a safety issue that is greater than their traffic calming benefit. Tree health should also be considered.
- Obstacles such as speed humps/tables and cushions need to be closely evaluated. Public Safety vehicle response times, drainage, noise and driver avoidance are major issues.
- Installing sidewalks is expensive, it changes the character of the street and also requires drainage, tree removal and maybe land takings. This is the best solution to make Flagg Road walkable; however, I have not heard much support for this.
- Yellow Center Line Painted during regular roadway striping operations in September 2017 – around the 15th.
- Four Dynamic Feedback Signs currently being installed. Foundations are in, fixtures should be installed and activated within the next couple of weeks.
- MassDOT approved Chapter 90 funds to re-design and build the intersection at Deerfoot and Flagg Road.
 - Survey is complete.
 - Plans are being developed.
 - DPW and engineers will meet with the neighbors late winter.
 - Project will be bid as part of the 2018 paving contract.



OTHER TOWN ISSUES

- Abundance of cul-de-sacs leads to through streets in Town carrying high traffic volumes.
- Most through streets are original roads, and are therefore, narrow, winding, tree lined roadways.
- The Town tried to be pro-active by developing a sidewalk construction prioritization list, but country drainage, narrow right of ways and tree removals increase the cost of sidewalk construction, create an aesthetic change in the neighborhood.
- Residents from many other through streets are looking for traffic calming. The DPW has installed driver feedback signs on Middle Road and Parkerville Road. Safety Studies should be performed on many of the through streets. Then the report's recommended actions should be evaluated by the Town. Those actions that can be easily executed should be taken as soon as practicable.