



## Town of Ashland, *Road Traffic Safety Committee*

Date: January 31, 2025  
To: Ashland Board of Appeals  
From: Road Traffic Safety Committee  
Re: 10-60 Mian Street, 40B Application

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Dear Ashland Board of Appeals,

Upon your upcoming meeting for the 10-60 Main Street Comprehensive Permit application, the Road Traffic Safety Committee would like to share the following concerns in respect to the projects presented by the applicant.

### **Emergency Access**

In case of emergency the access to these vehicles seems limited. It would be ideal to provide an extra access point without the limitation of the elevation as the Main and Myrtle Street access points. In addition, the front driveway seems to have limited space specially to accommodate all the vehicles needed in case of an emergency (police, fire, ambulance, etc.).

### **Parking Garage**

The garage/lower level currently only has one entrance and exit. This is concern for the committee as the totality of this garage is within floodplain. Further in the chance there is an emergency in any of the entrances, residents would not have any other exit within the garage.

### **Main Street**

As mentioned above the inclination of this egress was flagged by our committee as seems to increase the risk of accidents when cars exit the site. The current uses of the site do not create a high number of traffic existing this site, however as residents we have seen in many occasions closed call accidents, as there is limited visibility. Within this subject also we recommend to review if a left turn to Main Street would be viable as this would cross two lines of traffic.

Another concern for us is the limited off-street parking in Main Street, especially during inclement weather. With the addition of these number of units this matter will be exacerbated and we would request the applicant to do their best to identify this as a negative impact to the community and take it into account when continuing the design process, so off-street parking is mitigated as possible.



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### **Myrtle Street**

The ingress/egress point from Myrtle has similar concerns to the one in Main Street. The elevation of this exit increases the risk of accidents and there is very limited sight from all directions (vehicles exiting the site and those coming in from either Myrtle or Main). This is also exacerbated by the proposed retention wall and landscape from the applicant. We truly recommend to review this egress and understanding the context of the limited sight in both access points, it would be best to consider creating a different ingress and egress in a flat and visible point in the site such as Pleasant Street.

### **Pedestrian Accessibility**

The site does not have sidewalk in the Myrtle Street south side, and seems dangerous to encourage pedestrians to solely rely on one crosswalk by the Myrtle Street bridge, when cars do not account with good visibility when coming down the hill. We would recommend the applicant to review this matter and seek for a safer form for pedestrians to access the proposed development and interact with Mill Pond Park.

### **Traffic Flow**

The traffic pattern is currently being learn by the operating system, and would take approximately one more month to have a good understanding of the pattern. In downtown Ashland with the high train traffic, we heavily rely on the control of the traffic lights and for this pattern to be well learn. Therefore, it would be recommended for the applicant to contact the MBTA and Keolis and see if this signal could be affected in any form with this added traffic.

Nearby streets will see an increase of traffic as a result of this development. Currently as a committee we receive various complaints of cars using their streets as cut through, therefore we would recommend to include this in your studies and seek to minimize it as possible, by creating a better traffic flow from the site than currently proposed. The streets that have the highest potential impacts are: Myrtle St., Pine Hill Rd., Winter St., Strobus Lane, Raymond Marchetti Way, Tilton Ave, and Water St.