

TRAFFIC SAFETY ADVISORY COMMITTEE MEETING

Wednesday, February 8, 2023 at 1:00pm

Stow Town Building

380 Great Road, Stow, MA 01775

Town Building and
On-line

Topic: TSAC

Time: February 8, 2023 1:00PM Eastern Time (US and Canada)

Join Zoom Meeting

<https://us06web.zoom.us/j/81756295320?pwd=am4zQVZCZXM0NVBUUGxEeGpGVFIQdz09>

Meeting ID: 817 5629 5320

Passcode: 364920

1.	1:00 PM	Call to Order
----	---------	---------------

Traffic Safety Advisory Committee Administrative Items

2.		Public Input
3.		Review Minutes
4.		Member Updates

Appointments/Discussion/Action Items

6.		FAQs
7.		Street Light Installation
8.		Standing Water on Harvard Rd
9.		Parking on 117
10.		Barton Road Dam Speed Control

Posted February 3, 2023 at 1:00pm



Town of Stow
Traffic Safety Advisory Committee

Minutes of January 18, 2023, Traffic Safety Advisory Meeting
Members Present: Chief Michael Sallese, Fire Chief John P Benoit, Acting Highway Department Superintendent Brian Hatch, & Valerie Oorthuys
Chief Sallese called meeting to order 1:00 PM

Approval of Minutes | January 4, 2023

Chief Benoit moved to approve the minutes of January 4, 2023 Valerie Seconded.
VOTED: 4-0 (Unanimously in favor: Chief Benoit- Yea; Brian Hatch – Yea; Chief Sallese –Yea; Valerie Oorthuys-Yea)

Member Updates:

- Barriers were put up on Old Marlboro Road on January 9th.
- Traffic Counter will be moved Monday (weather depending)
- The stop sign for Crescent Street has been ordered and the Highway Department is waiting for it to be delivered.
- Chief Sallese attended the most recent Planning Board meeting where the Stow Acres plans were discussed. Chief Sallese confirmed that that Stow Acres is pulling the added driveway that was in question at the last meeting.
- There was discussion at the Select Board meeting about adding a traffic light at the Hudson Road/117 intersection. The consensus at the meeting seemed to be that residents would prefer a turn lane as opposed to a traffic light.

Common Road Closure:

- Tina McAndrew, Library Director, was present for the meeting to discuss the tentative construction schedule.
- As of now the plan is for the library staff to be moved out for August/September.
- There is discussion that Common Road may need to be used for staging but there is no set timeline as of now for the shutdown. The tentative thought is right before construction starts mid October.
- The construction company will have to come up with a Traffic Plan for the construction.
- TSAC will discuss the matter again when the plans are more finalized.

FAQs:

- Tentative questions and answers were reviewed.
- The Town Clerk will be invited to the next meeting to discuss the four types of ways and the best way to define them as well as an updated street list.
- Some of the questions have been assigned to Valerie for editing and review.
- For some of the longer answers (i.e. Complete Streets vs TSAC), there will be a clickable link added to keep the document simple and concise.

108 Great Road:

- As of now, the plan is for the Beef and Ale to be torn down and create a building with two tenant spaces.
- One of those spaces will likely be a Dunkin Donuts.
- At this time, there is no drive thru including in the plans.

Street Names:

- There was some discussion regarding Old Marlboro Road amongst the residents. The street sign states "Old Marlboro Road" but Google Maps list the street name as Marlboro Road.
- Concern to be discussed at next meeting with Town Clerk.

Lake Boon Dam:

- Brian Hatch is attending a meeting on 1/24 and will likely receive more information at that time that he can pass along in terms of closures, etc.
- The Select Board meeting on 1/31 will have more information and plans shared at that time.

Next Meeting: February 8th at 1 PM.

Brian Hatch motions to adjourn at 2:18PM

Chief Benoit seconds the motion

VOTED: 4 -0 (Unanimously in favor: Brian Hatch – Yea; Chief Sallese –Yea; Valerie Oorthuys-Yea; Chief Benoit-Yea)



Possible FAQ Questions:

Q. What is the process for requesting installation of speedbumps?

A. Speedbumps are not actually ADA compliant so we would have to utilize speed tables. Speed table proposals are brought forward to the Select Board by the point person/primary contact for the area. Additionally, Speed tables are very costly (approximately \$125,000). In addition, permits and easements would need to be obtained as well. For more information on the specifics please see our [Traffic Safety Policy](#) on the Town website.

Q. What equipment does TSAC have the ability to utilize?

A. TSAC has access to the following tools:

- One Traffic Counter (provide data on traffic volume, speed, and type of vehicle)
- Temporary Speed Feed Back Signs
- Signage (such as no parking signs)
- Road barricades
- Line painting materials.

Q. What if I already raised a concern and I feel like the things TSAC put in place didn't resolve the problem?

A. The members of the TSAC certainly try their best to adequately and appropriately address resident concerns. Some concerns may require trying strategies to try and resolve the problem. We know this can sometimes be frustrating but please know that we take your concerns seriously.

If you feel that the concern is a widespread concern for the area, TSAC may review the application to determine the limits of the *affected area* and may request a petition from a representative number of residents in this affected area to verify that there is a widespread concern for the traffic issue. The neighborhood may identify and list on the petition a resident who will serve as the primary contact with the Town. In the event a petition is required by the TSAC, the Applicant shall submit the petition signed by at least 50% of the households within the subject area. Upon submission, the petition will be reviewed by the Committee. If a request has met the next minimum criteria, a letter will be sent to the Applicant indicating receipt of petition forms and that data will be collected to evaluate the concern.

Minimum Criteria – Petition must be signed by at least 50% of households within the subject area as defined by the Committee in order to qualify as “widespread concern”.

Q. Can we add more speed limit signs or lower the speed limit?

A. Speed limit signs are placed in accordance with the accepted posted limit for those roadways. Those areas in town that are not posted and that are thickly settled have been lowered from 30 to 25. Altering speed limits requires the completion of a traffic study and may even result in the increase of a posted speed limit. Speed limits are based on the 85th percentile speed, meaning the speed at which only 15% of traffic violate on average.

Q. Can I just add my own signs and speed bumps?

A. Unfortunately not. Accepted public and private ways must have signage that is in accordance with the bylaws of the Massachusetts DPW.

Q. Everyone goes so fast on my street...can the police just sit there and monitor traffic?

A. Currently the police have a long list of roads that they are doing radar on. All officers are required to complete at least one of those radar assignments a day while still answering all their emergency and non-emergency calls.

Q. What is the process for requesting a sidewalk? (Note to add cost, materials and maintenance)

A. ?

Commented [VO1]: Complete Streets Committee will discuss further at their meeting of February 20th. Planning Board may also wish to weigh in.

Q. What is the difference between Complete Streets and TSAC?

A. The [Complete Streets Committee](#) serves to advise the Select Board, as well as the Highway and Planning Departments as appropriate, in applying Complete Streets principles to Stow's roadway network on an ongoing basis. A Complete Street is one that provides safe and accessible travel alternatives for all modes- walking, biking, and motorized vehicles.

The Complete Streets Committee is responsible for maintaining the [Complete Streets Prioritization Plan](#) as amended, and for coordination of grant applications in order to implement the Plan.

The Traffic Safety Advisory Committee (TSAC) is an advisory group that receives all requests and suggestions for traffic safety improvement in the Town of Stow, and evaluates and recommends to the Town Administrator and Select Board various approaches that could be used to create safer and more livable neighborhoods through efforts to reduce speeding and unnecessary traffic on neighborhood roads. TSAC provides a multi-departmental approach to systematically and logically studying conditions and developing possible responses.

Q. What are the differences between public and private ways, and what is their significance?

The Town of Stow has the following types of roadways:

1. Public Ways

Public ways are open to the public and maintained by the Town. Examples of Public Ways include Great Road (Route 117) and Gleasondale Road (Route 62). Subdivision roads that have been accepted at Town Meeting would also fall under this category, such as Kettell Plain Road.

2. Private Ways to which the public has rights of access

Private Ways with public access are open to the public but are not maintained by the Town. These are typically maintained through Homeowners Associations. Examples of these ways include North Shore Drive, Johnston Way, and Sylvan Drive.

Commented [VO2]: Add a link to the corresponding list. The Town Clerk will have a list of public ways and private ways to which the public has rights of access. TSAC will need to review and verify

3. Private Ways to which the public does not have rights of access

Private Ways without public access are not open for public passage and are not maintained by the Town. These are maintained by Homeowners Associations. An example of this type of roadway is Apple Blossom Way.

Based on the type of roadway, the Town has varying ability to provide maintenance such as snow plowing, pothole repair, and repaving, or to provide traffic calming measures such as installation of signage or speed enforcement. Residents along private ways are responsible for repaving of their roadway. Residents along private ways without public access can post their own speed signs and traffic calming measures of choice.

- A. Private Road Open to Public Travel—private toll roads and roads (including any adjacent sidewalks that generally run parallel to the road) within shopping centers, airports, sports arenas, and other similar business and/or recreation facilities that are privately owned, but where the public is allowed to travel without access restrictions. Roads within private gated properties (except for gated toll roads) where access is restricted at all times, parking areas, driving aisles within parking areas, and private grade crossings shall not be included in this definition.

Public Road—any road, street, or similar facility under the jurisdiction of and maintained by a public agency and open to public travel.

Private way covered under Article 5 Section 3 of the Stow Town By-Laws

Chapter 90 Section 1

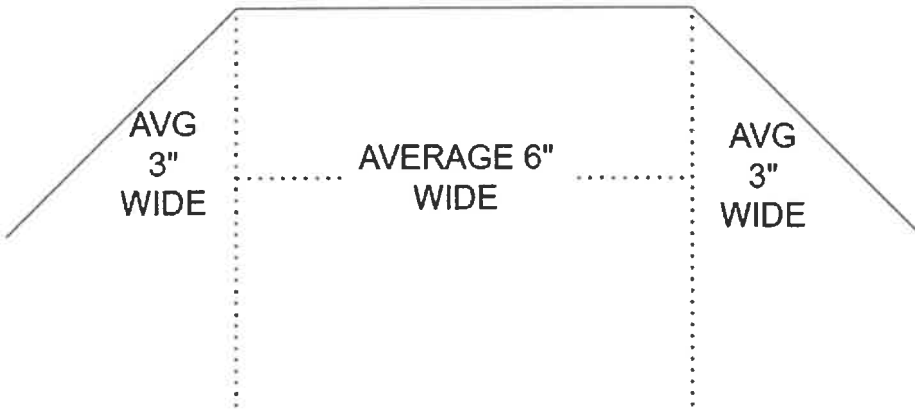
“Way”, any public highway, private way laid out under authority of statute, way dedicated to public use, or way under the control of park commissioners or body having like powers.

Appendix A

COST ESTIMATE OF SPEED TABLES

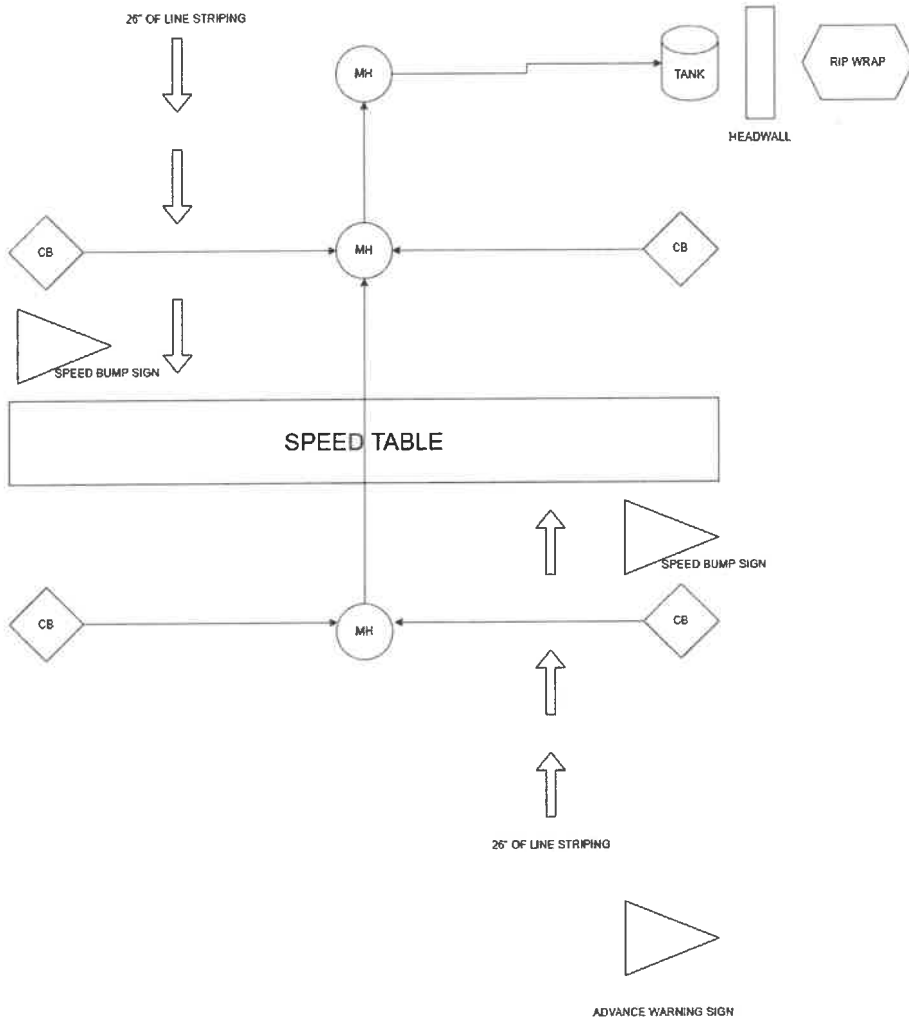
QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL COST
4	Catch Basin	\$ 6,000.00	\$ 24,000.00
4	Catch Basin Grate	\$ 350.00	\$ 1,400.00
3	Manhole	\$ 4,000.00	\$ 12,000.00
3	Casting for Manhole	\$ 350.00	\$ 1,050.00
200	RCP Pipe	\$ 80.00	\$ 16,000.00
1	Permitting	\$ 15,000.00	\$ 15,000.00
1	Water Quality Tank	\$ 20,000.00	\$ 20,000.00
1	Headwall & Rip Wrap	\$ 10,000.00	\$ 10,000.00
4	Traffic Sign	\$ 350.00	\$ 1,400.00
20	Asphalt (Speed Table)	\$ 250.00	\$ 5,000.00
100	Asphalt (Drainage)	\$ 125.00	\$ 12,500.00
400	Milling	\$ 15.00	\$ 6,000.00
52	Line Striping (12" Wide)	\$ 3.90	\$ 202.80
		SUBTOTAL	\$ 124,552.80
1	Easement on Private Property	MARKET VALUE	?
		TOTAL	\$124,552.80 +

SIDE VIEW:



AERIAL VIEW:

ADVANCE WARNING SIGN



WHAT IF QUESTIONS/SITUATIONS

1. What happens if someone refuses to grant an easement?

Drives up cost and time to completion while the town finds another suitable area; alternatively, town could choose to use eminent domain, which is likely to upset homeowners. Most towns try to avoid a forced easement or forced taking of someone's land.

2. Why is all the drainage necessary?

Drainage is needed because the speed table will act as a dam, forcing water into private yards. So, we want to capture the water on either side of the speed table before it causes washout on private property or undermines the infrastructure of the roadway.

3. Why a speed table versus a speed bump?

Speed tables are easier to make ADA compliant (and since Stow has almost no sidewalks, any measure must be ADA compliant).

4. Ledge/Rock could be encountered unless borings are taken during the permitting phase. Ledge number would have to be carried, resulting in a change order which will drive up costs.

5. Why is permitting so expensive?

To meet the requirements of our Stormwater Discharge Permit (MS4) granted by the EPA, the Town would need to go before the Conservation Commission to get a permit to discharge more stormwater into Stow's waterways. Additionally, the Town does not have the resources to do much of this in-house, i.e. engineering, surveying, etc.

6. Why is a Water Quality Tank needed?

To ensure that sand/silt, petroleum products, and trash are removed from the water before the water is discharged into the waterways, as required by MS4 permitting. This will increase annual maintenance costs.

Draft Notes on Pros and Cons on Speed Bumps

Pros

- Temporary Slows Vehicles Down

Cons

Temporary Speed Bumps

- Pavement Management
 - Drilling, securing and removing damages road
 - asphalt deterioration
- Drainage
 - run off from water goes to the side of the road with no drainage or culvert

- Not Ada Complaint
- Cost 5k Plus repairs
- Unlit

Permanent Speed Bumps

- Drainage
 - run off from water goes to the side of the road with no drainage or culvert
- Cost, 40-60k
 - storm run off will have to comply with MS-4 Permits
- Plows

Possible FAQ Questions:

Q. What is the process for speedbumps?

A. Speedbumps are not actually ADA compliant so we would have to utilize speed tables. Speed table proposals are brought forward to the Select Board by the point person/primary contact for the area. Additionally, Speed tables are very costly (approximately \$125,000). There are things like permits and easements that would need to be obtained as well. For more information on the specifics please see our Traffic Safety Policy on the Town website.

Q. What equipment does TSAC have the ability to utilize?

A. TSAC has a traffic Counter, Temporary Speed Feed Back Signs, signage (such as no parking signs), road barricades, and line painting materials. Traffic counters collect speed, data, volume etc. The temporary speed feedback signs do not collect data.

Q. What if I already raised a concern and I feel like the things TSAC put in place didn't resolve the problem?

A. The members of the TSAC certainly try their best to adequately and appropriately address resident concerns. Some concerns may require trying strategies to try and resolve the problem. We know this can sometimes be frustrating but please know that we take your concerns seriously. If you feel that the concern is a widespread concern for the area, TSAC may review the application to determine the limits of the *affected area* and may request a petition from a representative number of residents in this affected area to verify that there is a widespread concern for the traffic issue. The neighborhood may identify and list on the petition a resident who will serve as the primary contact with the Town. In the event a petition is required by the TSAC, the Applicant shall submit the petition signed by at least 50% of the households within the subject area. Upon submission, the petition will be reviewed by the Committee. If a request has met the next minimum criteria. A letter will be sent to the Applicant indicating receipt of petition forms and that data will be collected to evaluate the concern. Minimum Criteria – Petition must be signed by at least 50% of households within the subject area as defined by the Committee in order to qualify as “widespread concern”.

Q. Can we add more speed limit signs or lower the speed limit? Make this two questions.

A. Speed limit signs are placed in accordance with the accepted posted limit for those roadways. Those areas in town that are not posted and that are thickly settled have been lowered from 30 to 25.

To lower the speed limit, we would need to conduct a Traffic Study. These studies could actually end up supporting a raising of the speed limit as opposed to lowering it.

Q. Can I just add my own signs and speed bumps?

A. Unfortunately not. Accepted public and private ways must have signage that is in accordance with the bylaws of the Massachusetts DPW.

Q. Everyone goes so fast on my street...can the police just sit there and monitor traffic?

A. Currently the police have a long list of roads that they are doing radar on. All officers are required to complete at least one of those radar assignments a day while still answering all their emergency and non-emergency calls.

Q. What is the process for requesting a sidewalk? (Note to add cost, materials and maintenance)

A. At the discretion of Complete Streets and Select Board. Unlikely that any non existing sidewalks would be added. Valerie to come up with verbiage

Q. What is the difference between Complete Streets and TSAC?

A. The Complete Streets Committee serves to advise the Select Board, as well as the Highway and Planning Departments as appropriate, in applying Complete Streets principles to Stow's roadway network on an ongoing basis. Utilizing information from public outreach and Town Planning documents, including the Complete Streets Prioritization Plan as amended, the Complete Streets Committee will provide informed judgement regarding the desirability and feasibility of applying said principles, make recommendations for the purpose of complying with the Town of Stow Complete Streets Policy, and guide the Town's efforts in developing and implementing traffic safety policies and interventions throughout Stow.

Complete Streets are designed and operated to provide safety, comfort, and accessibility for all the users of our streets, trails, and transit systems, including pedestrians, bicyclists, transit riders, motorists, commercial vehicles, and emergency vehicles and for people of all ages, abilities, and income levels. Furthermore, Complete Streets principles contribute toward the safety, health, economic viability, and quality of life in a community by improving the pedestrian and vehicular environments in order to provide, safe, accessible, and comfortable means of travel between home, school, work, recreation, and retail destinations. Complete Streets also further equity objectives by providing safe forms of travel for Stow residents of all income levels.

Therefore, the purpose of the Town of Stow's Complete Streets Policy is to further Stow's Master Plan Transportation Vision of improving safety and providing alternatives to the single occupancy vehicle, accommodating all road users by creating a roadway network that meets the needs of individuals utilizing a variety of transportation modes, while maintaining the rural and scenic qualities of Stow that data has shown to be important to residents. It is the intent of the Town of Stow to formalize the plan, design, operation, and maintenance of streets so that they are safe for users of all ages, all abilities and all income levels as a matter of routine. This Policy directs decision-makers to consistently plan, design, construct, and maintain streets to accommodate all anticipated users including, but not limited to pedestrians, bicyclists, motorists, emergency vehicles, and freight and commercial vehicles in a manner that is sensitive to the rural and scenic character of Stow.

It is the intention of the Town, in creating the Traffic Safety Advisory Committee (TSAC), to establish an advisory group that can receive all requests and suggestions for traffic safety improvement in the Town of Stow, and evaluate and recommend to the Town Administrator and Select Board various approaches that could be used to create safer and more livable neighborhoods through efforts to reduce speeding and unnecessary traffic on neighborhood roads. Local traffic problems arouse emotion, as do their solutions. It will be the mission of this committee to provide a multi departmental approach to

systematically and logically studying conditions and developing possible responses to propose to the Town Administrator and subsequently the Select Board. This Committee is advisory only, and will not have responsibility for any operational activities.

Responsibilities and Functions

The TSAC will be responsible for promoting enhanced traffic safety in the Town of Stow by creating a forum where residents of the Town can voice traffic concerns, suggestions and requests, work with Town staff to examine alternatives to existing traffic situations, and identify long and short-term solutions to traffic issues in Stow.

Revision by Valerie

Q. What are the differences between private way, private drive, public ways, etc?

A. Private Road Open to Public Travel—private toll roads and roads (including any adjacent sidewalks that generally run parallel to the road) within shopping centers, airports, sports arenas, and other similar business and/or recreation facilities that are privately owned, but where the public is allowed to travel without access restrictions. Roads within private gated properties (except for gated toll roads) where access is restricted at all times, parking areas, driving aisles within parking areas, and private grade crossings shall not be included in this definition.

Public Road—any road, street, or similar facility under the jurisdiction of and maintained by a public agency and open to public travel.

Private way covered under Article 5 Section 3 of the Stow Town By-Laws

Chapter 90 Section 1

“Way”, any public highway, private way laid out under authority of statute, way dedicated to public use, or way under the control of park commissioners or body having like powers.

6

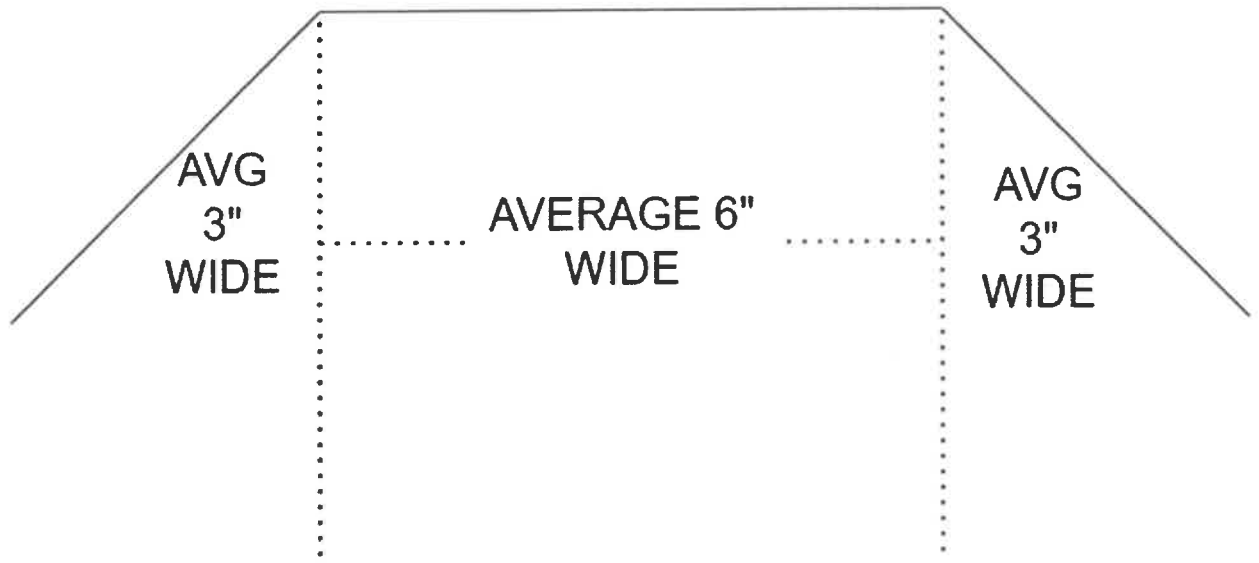
Appendix A

COST ESTIMATE OF SPEED TABLES

QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL COST
4	Catch Basin	\$ 6,000.00	\$ 24,000.00
4	Catch Basin Grate	\$ 350.00	\$ 1,400.00
3	Manhole	\$ 4,000.00	\$ 12,000.00
3	Casting for Manhole	\$ 350.00	\$ 1,050.00
200	RCP Pipe	\$ 80.00	\$ 16,000.00
1	Permitting	\$ 15,000.00	\$ 15,000.00
1	Water Quality Tank	\$ 20,000.00	\$ 20,000.00
1	Headwall & Rip Wrap	\$ 10,000.00	\$ 10,000.00
4	Traffic Sign	\$ 350.00	\$ 1,400.00
20	Asphalt (Speed Table)	\$ 250.00	\$ 5,000.00
100	Asphalt (Drainage)	\$ 125.00	\$ 12,500.00
400	Milling	\$ 15.00	\$ 6,000.00
52	Line Striping (12" Wide)	\$ 3.90	\$ 202.80
		SUBTOTAL	\$ 124,552.80
1	Easement on Private Property	MARKET VALUE	?
		TOTAL	\$124,552.80 +

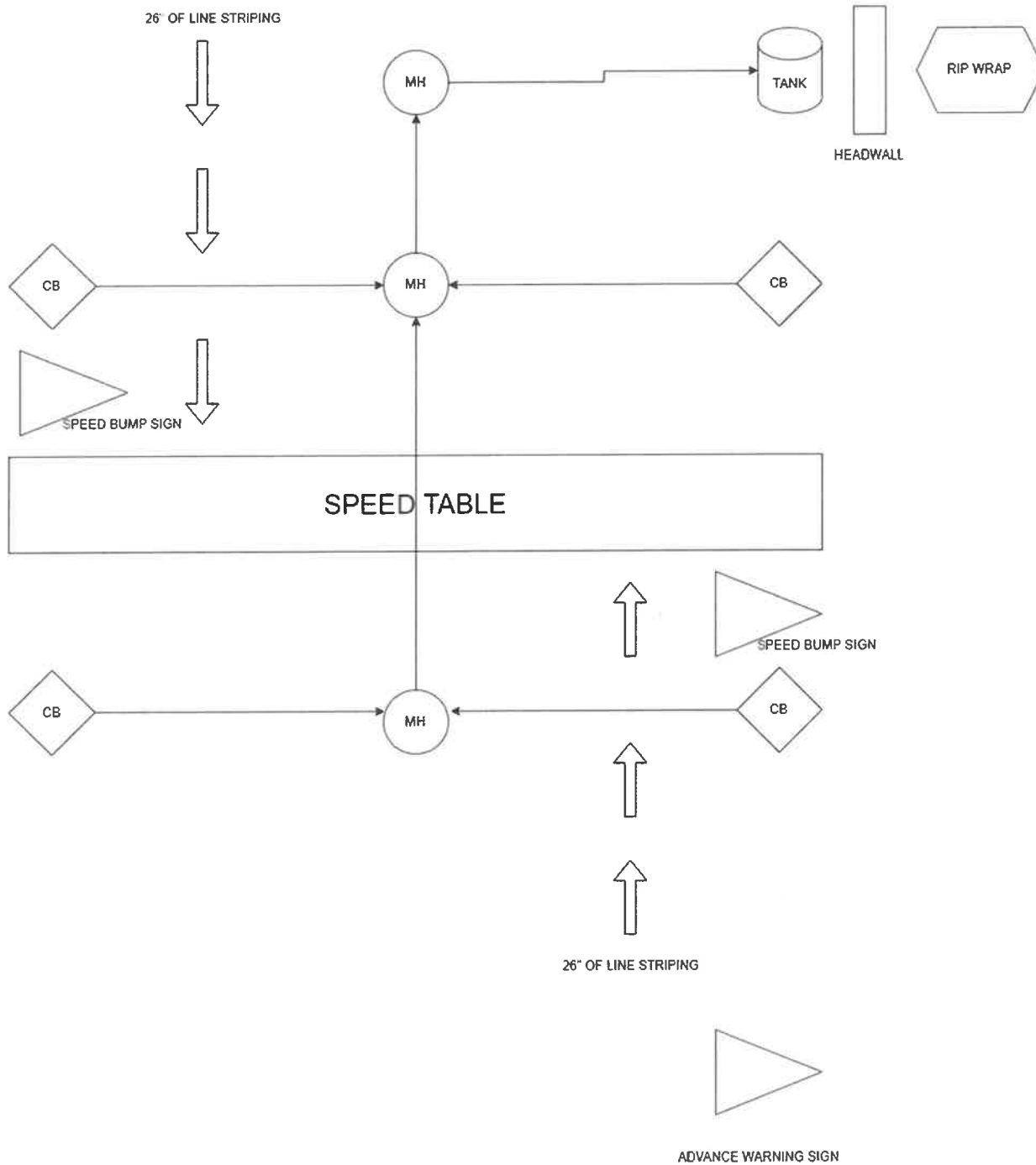
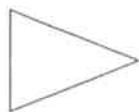
SIDE VIEW:

6



AERIAL VIEW:

ADVANCE WARNING SIGN



WHAT IF QUESTIONS/SITUATIONS

1. What happens if someone refuses to grant an easement?

Drives up cost and time to completion while the town finds another suitable area; alternatively, town could choose to use eminent domain, which is likely to upset homeowners. Most towns try to avoid a forced easement or forced taking of someone's land.

2. Why is all the drainage necessary?

Drainage is needed because the speed table will act as a dam, forcing water into private yards. So, we want to capture the water on either side of the speed table before it causes washout on private property or undermines the infrastructure of the roadway.

3. Why a speed table versus a speed bump?

Speed tables are easier to make ADA compliant (and since Stow has almost no sidewalks, any measure must be ADA compliant).

4. Ledge/Rock could be encountered unless borings are taken during the permitting phase. Ledge number would have to be carried, resulting in a change order which will drive up costs.

5. Why is permitting so expensive?

To meet the requirements of our Stormwater Discharge Permit (MS4) granted by the EPA, the Town would need to go before the Conservation Commission to get a permit to discharge more stormwater into Stow's waterways. Additionally, the Town does not have the resources to do much of this in-house, i.e. engineering, surveying, etc.

6. Why is a Water Quality Tank needed?

To ensure that sand/silt, petroleum products, and trash are removed from the water before the water is discharged into the waterways, as required by MS4 permitting. This will increase annual maintenance costs.

Draft Notes on Pros and Cons on Speed Bumps

Pros

- Temporary Slows Vehicles Down

Cons

Temporary Speed Bumps

-Pavement Management

- Drilling, securing and removing damages road
- asphalt deterioration

-Drainage

- run off from water goes to the side of the road with no drainage or culvert

-Not Ada Compliant

-Cost 5k Plus repairs

-Unlit

Permanent Speed Bumps

-Drainage

- run off from water goes to the side of the road with no drainage or culvert

-Cost, 40-60k

- storm run off will have to comply with MS-4 Permits

-Plows



From: Chief Michael Sallese
Sent: Tuesday, January 31, 2023 6:28 PM
To: Phoenix Dwyer
Subject: FW: Form submission from: Traffic Safety Advisory Committee Request Submittal Form

*Michael Sallese, Chief of Police
Stow Police Department
305 Great Road
Stow, MA 01775
978-897-4545*

From: Stow MA via Stow MA <cmsmailer@civicplus.com>
Sent: Tuesday, January 31, 2023 2:14 PM
To: stowpolice <stowpolice@stow-ma.gov>
Subject: Form submission from: Traffic Safety Advisory Committee Request Submittal Form

Submitted on Tuesday, January 31, 2023 - 2:14pm
Submitted by anonymous user: [68.160.134.216](https://www.whois.com/whois/68.160.134.216)
Submitted values are:

First Name: Stephen
Last Name: Howard
Street Address: 150 Harvard Rd.
Address Line 2:
City, State, Zip (if other than Stow): 01775
E-Mail Address: shgateway@aol.com

Please describe the location of the traffic concern: Across the street from 150 Harvard Rd. Stow
Please describe the nature of the neighborhood traffic problem you are concerned with : There is a recurring, persistent problem with standing water around my mailbox. When it freezes it can cover a large area and be very slippery, more than a nuisance. My mother in Florida fell and broke her hip picking up her mail, and never recovered. I just need to minimize my risks where possible.
Please list possible solutions to the problem that you would like the Town of Stow to consider: The drainage needs to be cleared. I don't know if there is a buried pipe that may be blocked, or if a catch basin would solve the problem. It hasn't always been this much of a problem.
Please attach any documents you would like the Committee to review here:

The results of this submission may be viewed at:
<https://www.stow-ma.gov/node/143221/submission/5151>

@

From: Chief Michael Sallese
Sent: Tuesday, January 31, 2023 8:43 AM
To: Phoenix Dwyer
Subject: FW: Chief's Chat

For traffic advisory agenda

Michael Sallese, Chief of Police
Stow Police Department
305 Great Road
Stow, MA 01775
978-897-4545

-----Original Message-----

From: Fenwayfunk@mail.com <Fenwayfunk@mail.com>
Sent: Monday, January 30, 2023 3:11 PM
To: stowpolice <stowpolice@stow-ma.gov>
Subject: Chief's Chat

Hello Chief Sallese,

I'm writing about the road hazard created by cars parked on route 117 in the westbound lane between St. Isadore's church and Packard road. Often during church functions cars park along that stretch up to the corner. Cars entering 117 from Packard are blind to westbound traffic, and must pull half way into the westbound lane in order to see enough to enter 117 in either direction, especially eastbound.

Please consider making this a no parking zone, or at the very least enforce no parking within a reasonable distance from the corner, 25 feet.

Thanks for your consideration.
Best regards,

Chris Funkhouser
Fenwayfunk@mail.com
27 Carriage Lane
Stow MA. 01775