

TOWN OF STOW  
TRAFFIC SAFETY ADVISORY COMMITTEE

Minutes of October 25, 2021 Traffic Safety Advisory Committee Meeting

Committee Members Present: Chief Michael Sallese; Acting Fire Chief John Paul Benoit; Steven Nadeau; Jesse Steadman

Chief Sallese called the meeting to order at 1 pm.

**Review of Meeting Minutes**

Members reviewed the minutes of September 28th, 2021.

\_\_\_\_\_ moved to approve the minutes of September 28th , 2021.

\_\_\_\_\_ seconded.

**VOTED: 3-0 Unanimously in favor (Chief Sallese – Yea; Chief Benoit – Yea; Steve Nadeau – Yea)**

**Member Updates**

Chief Sallese noted that he is working on a new system for organizing officer shifts that will ensure that patrols are taking place on roadways in Town where issues have been identified.

**Resident Correspondence**

*Blake Staley | Harvard Road*

The Committee discussed the correspondence from Blake Staley, noting that the temporary speed feedback signs are available for use in a couple of locations on Harvard Road to provide short term relief to speeding concerns.

*Maureen Hattersly Hastings Street*

The Committee discussed correspondence from Maureen Hattersly of Hastings Street, noting that there may be some opportunities for short and long term relief. In the short term, Jesse Steadman noted that if the Select Board acts on the Committee’s likely recommendation for a 25mph speed zone on un-zoned roads, there would be signage at the Maynard Town line reminding drivers of the change. Chief Sallese noted that the intersection of Hastings and White Pond Road is a good candidate for reconfiguration to make more of a T-shaped stop to slow traffic coming in and out. Chief Sallese indicated he would respond to Ms. Hattersly.

*Fatima Olcay | 142 Walcott Street*

The Committee discussed recent developments on Walcott Street, including the creation of a regrading plan by Ducharme and Dillis in 2016, as part of the Jillian’s Lane Subdivision. Members noted that the curve is difficult, but that they needed to pull some crash data to understand the specific issues the sight lines are creating. Jesse Steadman and Steve Nadeau indicated that there may be some specific signage that could be provided in the area. Chief Benoit noted that he has seen construction vehicles unloading

equipment on Walcott Street, destined for homes being built at Spring Hill Estates. Chief Sallèse said he would reach out to the homeowner.

*Ruth Leblanc | 33 Pompositticut*

Chief Sallèse indicated that Pompositticut is one of the streets he would like to see some stepped up patrols on and would likely be included in the list for officers to monitor. Jesse Steadman noted the gap in sidewalk between Stow and Maynard that is a missed connection and opportunity for pedestrians between Lower Village and Maynard. Chief Sallèse stated that he would reach out to Ms. Leblanc.

*Danielle Huff | Peabody Drive*

*Christine Lorenzo | Adams Drive*

Members discussed the speeding concerns raised by two residents in Harvard Acres. Jesse Steadman said that he could draft a letter indicating that the 25 MPH speed zone recommendation would be a service to roadways in Harvard Acres. Additionally, Steve Nadeau recommended reminding the residents that Highway Department crews have been doing tree and brush clearing to improve sightlines in the neighborhood this fall as well.

*Kate Notman | Eliot Drive*

Members discussed the speeding of trash haulers in Stow. Chief Sallèse said he will reach out Cyndie Colosi in the Board of Health to recommend correspondence go out to them.

*Naomi Trager | Chestnut Street*

The Committee discussed whether correspondence had gone out regarding Marlboro Road. Jesse Steadman said he would check and they could pick the issue up at the next meeting.

*Chris Funkhouser | Packard Road*

The Committee discussed sightline issues at Packard Road, as well as Route 117 being used for overflow parking at St. Isidores church. Jesse Steadman noted that the use of Route 117 has been off limits for businesses such as Nan's Market and therefore the same standard should apply to St. Isidores. The Committee agreed that there may be opportunities for overflow parking either at Pompositticut Community Center or Center School – both of which have access to St. Isidores via sidewalk. Members agreed they would reach out to the Town Administrator to open a dialog between the different stakeholders. Jesse Steadman said he will reach out to Chris Funkhouser.

**Letter to Larry Escobedo**

*Chief Sallèse moved to approve the draft letter to Larry Escobedo.*

*Chief Benoit seconded.*

**VOTE: 4-0 Unanimously in favor (Chief Sallèse – Yea; Chief Benoit – Yea; Steve Nadeau – Yea; Jesse Steadman - Yea)**

**Letter to Cynthia Wolfe**

*Steve Nadeau moved to approve the draft letter to Cynthia Wolfe.*

*Chief Benoit seconded.*

**VOTED: 4-0 Unanimously in favor (Chief Sallese – Yea; Chief Benoit – Yea; Steve Nadeau – Yea; Jesse Steadman – Yea)**

**Recommendation on Town-Wide 25MPH Policy**

Committee members discussed the potential for a town-wide policy regarding a 25 MPH speed zone on all unzoned roads that meet the statutory definition of “Thickly Settled.” Members agreed that the Town Administrator should be approached for feedback prior to issuing the recommendation to the Select Board. Jesse Steadman said he will reach out to the Town Administrator and invite her to the next meeting of the TSAC.

*Hudson Road and Crescent Street Letters*

Chief Sallese noted new letters from residents on Hudson Road and Crescent Street and said they will be addressed at the next meeting.

*Chief Sallese motioned to adjourn*

*Steve Nadeau seconded.*

**VOTED: 4-0 Unanimously in favor (Chief Sallese – Yea; Chief Benoit – Yea; Jesse Steadman – Yea; Steve Nadeau)**

Respectfully Submitted,

Jesse Steadman

**Draft**

Planning Board  
 380 Great Road  
 Stow, MA 01775  
 Tel: 978-897-5098  
 Fax: 978-897-2321

**Town of Stow  
 Traffic Safety  
 Advisory Committee**

# Memo

**To:** Stow Select Board  
**CC:** Denise Dembkoski – Town Administrator; Complete Streets Committee; Planning Board  
**From:** Traffic Safety Advisory Committee  
 Police Chief, Michael Sallese  
 Fire Chief, John Paul Benoit  
 Superintendent of Streets, Steve Nadeau  
 Town Planner, Jesse Steadman  
**Date:** 11/\_\_/2021  
**Re:** Recommendation on Amending Traffic Rules and Orders

The purpose of this memo is to recommend the Stow Select Board authorize an amendment to the Traffic Rules and Orders for the reduction of speed limits on applicable public and private ways that meet the definition of Thickly Settled, in accordance with Article 6, Section 6 of the Town’s General Bylaw.

## Background

The Traffic Safety Advisory Committee was established in 2021 by the Stow Select Board to act as 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.*”

Since its first meeting of August 17<sup>th</sup>, the Traffic Safety Advisory Committee has accepted nearly fifty pieces of correspondence regarding traffic safety issues from a variety of neighborhoods and streets in Stow. Many of those letters regard the high speed of vehicles and the attending safety hazards that they impart. Over the last couple of months, the Committee has found that regulating speeds on many of Stow’s un-zoned roadways would not only provide the Police Department with the legal mechanism to enforce speeds in those areas, but provide opportunities to further educate drivers regarding speed expectations in Stow. The required amendment to the Traffic Rules and Order of the Town of Stow to allow such enforcement represents a significant tool for combatting speeding in residential neighborhoods.

## Enabling Legislation

At the July 2017 Special Town Meeting, voters approved a measure allowing the Town to opt-in to MGL c90 s.17C, which enables municipalities to lower the speed limit for those roads in town that meet the definition of *Thickly Settled* or *Business District*, provided there is no speed regulation in place for that road. MassDOT has provided guidance

Fig. 1



indicating that the best method for enabling this allowance is to place signage at entrances to Town stating a speed limit of 25 mph, unless otherwise posted (see Fig. 1 and Exhibit C).

MGL c90 §17C defines *Thickly Settled* districts as:

*“the territory contiguous to any way which is built up with structures devoted to business, or the territory contiguous to any way where dwelling houses are situated at such distances as will average less than two hundred feet between them for a distance of a quarter of a mile or over.”*

#### **Effect on Streets and Ways**

Based upon GIS analysis from the Planning Department, drivers on approximately 53 streets and private ways, as shown in *Exhibit A*, would be subject to enforcement of the 25 MPH Thickly Settled District regulation in Stow. These sections of road noted meet the statutory definition of *Thickly Settled*.

In addition to the enhanced regulatory authority, the Town would need to post 20 signs at the prominent entrances to Stow, as shown in attached Exhibit B. The installation of the signage would not only notify of the regulation, but also set expectations among drivers, that the Town is serious about vehicle speeds. Although no bid has yet been placed or official estimate received, the TSAC estimates that the cost of the necessary signage, including the required steel posts, could be between \$4-6 thousand dollars.

#### **What About Business Districts?**

Although the statute specifically refers to the ability to lower speed limits in established “Business Districts,” the Business Districts in the Town of Stow, primarily Lower Village and portions of Hudson Road at Route 117, are unaffected by this proposed Traffic Order due to the fact that they already have an established speed regulation in place (see Exhibit B for statutory language). Therefore, all existing speed regulations in place within those districts would remain.

#### **Traffic Safety Advisory Committee Recommendation**

On \_\_\_ the Traffic Safety Advisory Committee voted unanimously to recommend that the Stow Select Board amend the Traffic Rules and Orders to create a new Section 12 of Article VI, titled “Thickly Settled Districts,” which states that all roadways listed in Section 12 shall be subject to a speed limit of 25mph, unless otherwise posted, in accordance with MGL chapter 90 s.17C or to use any other language as recommended by the Select Board or Town Counsel to achieve the same.

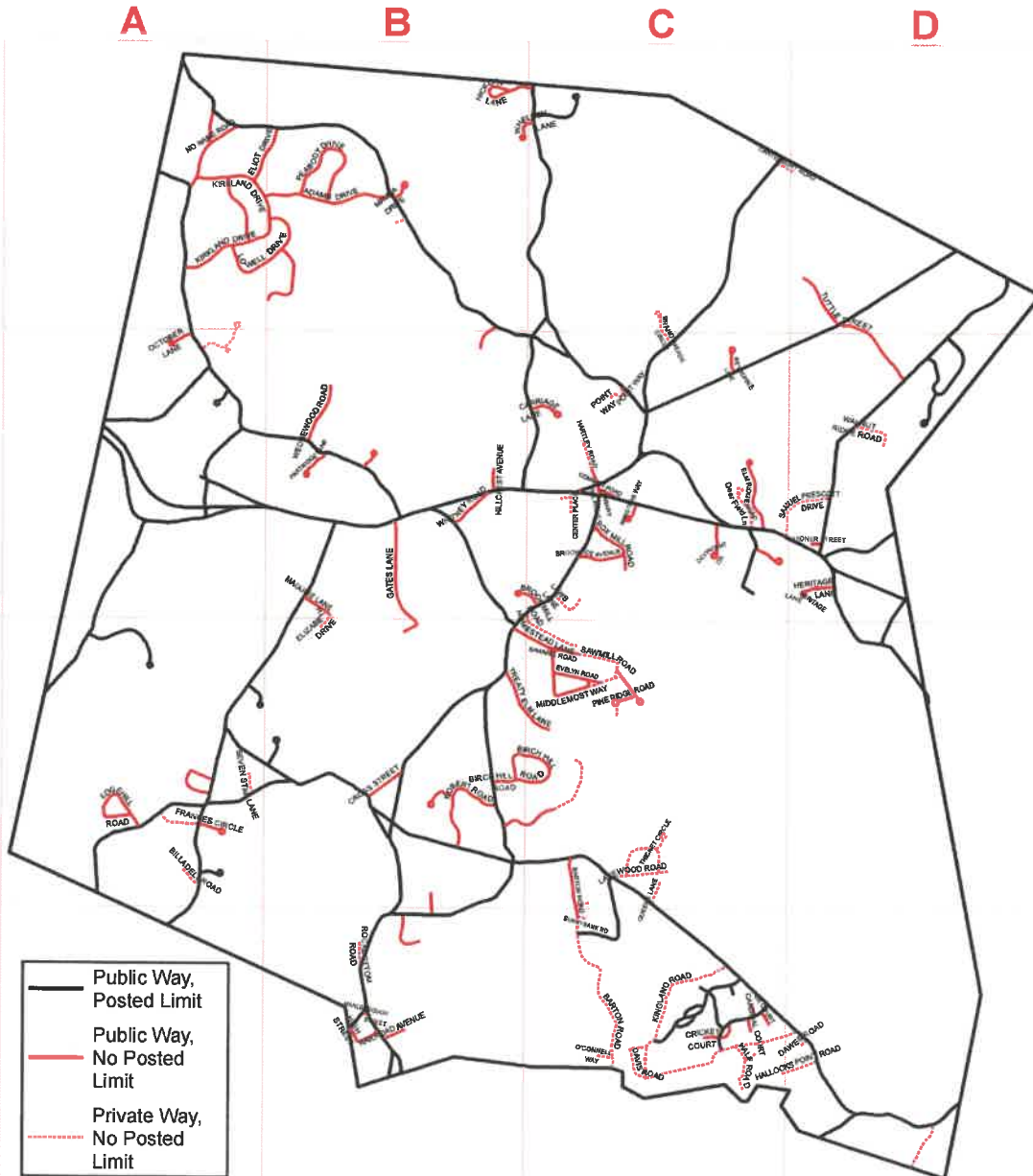
**Public Ways**

**Town Maintained Private Ways**

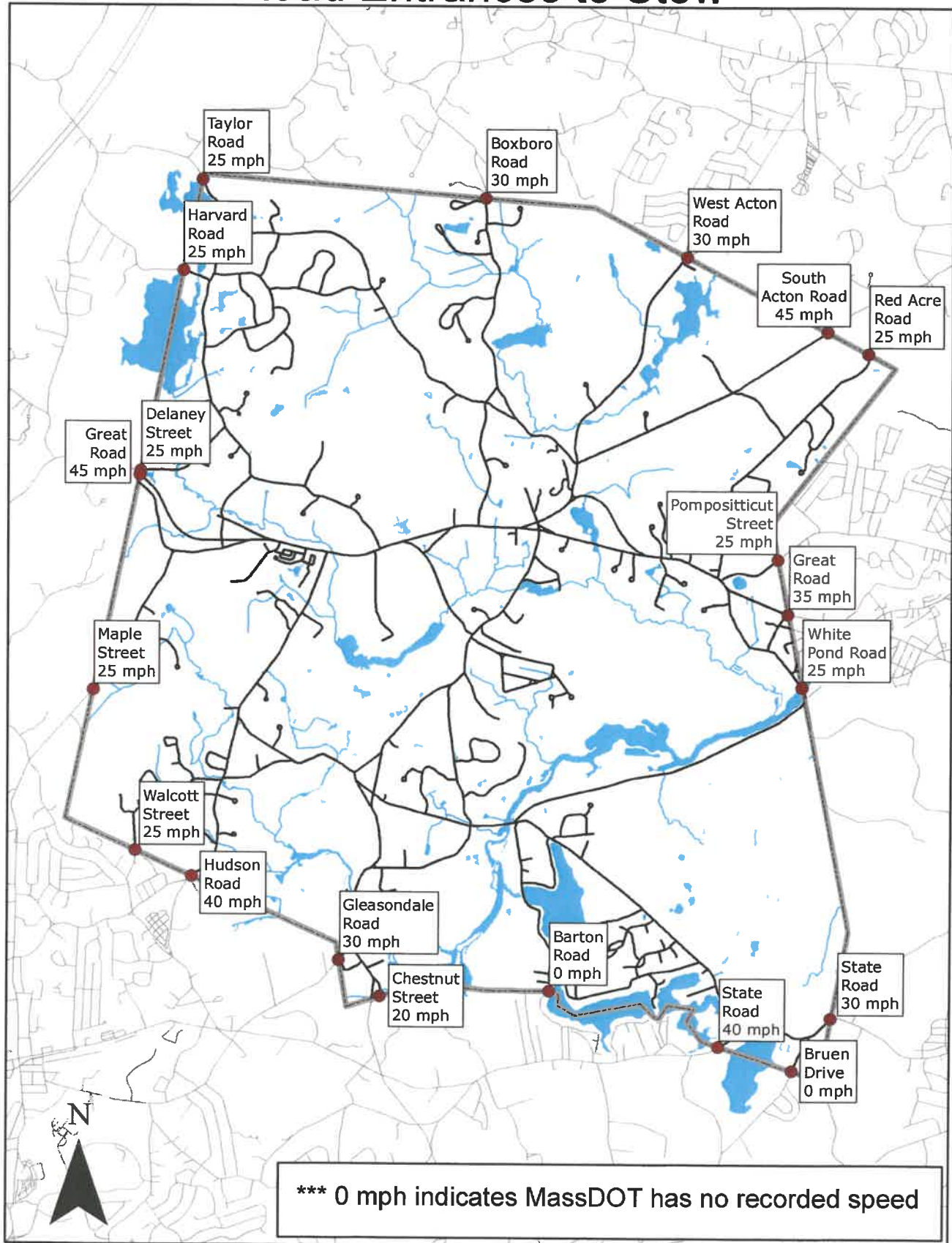
Street	Grid	Street	Grid
Adams Dr	A1, B1	Hickory Ln	B1, C1
Apple Blossom Ln	B3, C3	High St	B4
Asa Whitcomb Wy	B1, B2	Hillcrest Ave	B2
Asasbet St	D2	Karrington Wy	B2
Athens St	A3	Kirkland Dr	A1
Banks Ct	A3	Lane's End	C2
Barton Rd	C3, C4	Library Hill Rd	C2
Birch Hill Rd	B3, C3	Lowell Dr	A1, B1
Box Mill Rd	C2	Maguire Ln	B2
Brock Mill Rd	B2, C2	Marlborough St	B4
Brookside Ave	C2	Maura Dr	B1
Cardinal Ct	C4	Middlemost Wy	C3
Carriage Ln	C2	Ministers Wy	C2
Catherine Cir	B3	No Name Rd	A1
Circuit Dr	B3, C3	Nyrs Rd	B3
Common Rd	C2	October Ln	A2
Conant Dr	A1	Partridge Ln	B2
Crescent St	C2	Peabody Dr	B1
Cricklet Ct	C4	Pine Ridge Rd	C3
Cross St	B3	Point Wy	C2
Devincant Dr	C2	Railroad Ave	B4
Dunster Dr	B1	Robert Rd	B3
Edgehill Rd	A3	Robin Wood Ln	B3, B4
Elkot Dr	A1, B1	Salamander Ln	C4
Elm Ridge Rd	C2	Sandy Brook Dr	A3
Evelyn Rd	C3	Sawmill Rd	C3
Forest Rd	B4	Timberedge Rd	C3
Fox Ct	C4	Treaty Elm Ln	B3, C3
Frances Cir	A3	Tuttle Ln	D1, D2
Gardner St	D2	Wedgewood Rd	B2
Gamer Rd	A1	Wetherbee Ln	C2
Gates Ln	B2, B3	Whalden Ln	B1, C1
Hemenway Farm Rd	A3	Whitney Rd	B2
Heritage Ln	D2	Woodpecker Ct	C4

Street	Grid	Street	Grid
Apple Blossom Ln	C3	Lakewood Rd	C3
Barton Rd	C4	Laws Ln	C2
Baum Dr	B1	Martin Ln	C4
Billadell Rd	A3	Middlemost Wy	C3
Bramble Path	C3	Mitchell Rd	A3
Brandymeade Cir	C1, C2	North Shore Dr	C4, D4
Brandymeade Cir	C1	O'Connell Wy	C4
Bruen Dr	D4	Pine Point Rd	C3, C4
Centerbury Rd	C1, D1	Point Wy	C2
Center Place	C2	Quense Ln	C3
Devis Rd	C4	Rockbottom Rd	B4
Dewes Rd	D4	Samuel Prescott Dr	D2, C2
Deer Field Ln	C2	Sawmill Rd	C3
Elizabeth Dr	B2, B3	Seven Star Ln	A3
Hale Rd	C4	Sunnybank Rd	C4
Hallocks Point Rd	C4, D4	Sylvan Dr	A1, A2
Hartley Rd	C2	Thicket Cir	C3
Homestead Ln	C2, C3	Walnut Ridge Rd	D2
Kingland Rd	C4	Whitwood Rd	C3

\*\*\*Private ways not maintained by the Town are not represented on the map



# Road Entrances to Stow



## Exhibit C

contiguous to any way where dwelling houses are situated at such distances as will average less than two hundred feet between them for a distance of a quarter of a mile or over."

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**Q6. How does the new speed limit legislation passed in 2016 affect my town?**

A6. Sections 193 and 194 of Chapter 218 of the Acts of 2016 creates two new sections to Chapter 90 of the MGL:

- ▶ Section 193 allows the municipality to opt-in to MGL c. 90 § 17C, thereby reducing the statutory speed limit from 30 mph to 25 mph on any or all city or town-owned roadway within a thickly settled or business district. The legislation also requires cities and towns to notify MassDOT of these changes.
- ▶ Section 194 creates MGL c. 90 § 18B, allowing municipalities to establish regulatory 20 mph safety zones. Since this creates a regulatory speed limit, the MUTCD requires an engineering study prior to the establishment of the safety zone and it should conform to the guidance found in the MassDOT Procedures for Speed Zoning.

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**Q7. If a city or town opts-in to Section 193 of Chapter 218 of the Acts of 2016, will that supersede any existing posted speed limit?**

A7. No. This legislation only affects streets that are currently governed by a statutory speed limit. If an existing special speed regulation is in place, it will continue to govern.

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**Q8. Can cities and towns post their own speed limits?**

A8. Standard speed limit signs may only be posted upon the establishment of a regulatory speed limit per MGL c. 90 § 18 and the MassDOT Procedures for Speed Zoning. However, there are other speed-related signs that cities and towns may elect to post upon completion of proper engineering studies:

- ▶ Municipalities that opt-in to Section 193 of Chapter 218 of the Acts of 2016 on a city- or town-wide basis may post Thickly Settled Speed Limit 25 Unless Otherwise Posted (MassDOT code MA-R2-9A or MA-R2-9B) signs at jurisdictional boundaries. MassDOT recommends that, if a city or town is considering opting-in to this legislation, that it is done so for the entire municipality to avoid potential confusion for drivers.
- ▶ Municipalities that opt-in to Section 193 of Chapter 218 of the Acts of 2016 on a street-by-street basis may post Thickly Settled District 25 MPH (MassDOT code MA-W13-4) signs at the upstream ends of street.
- ▶ School Zone speed limits may be posted if established under the standards of the MA Amendments to the MUTCD.
- ▶ Safety Zone speed limits may be posted and should follow MassDOT guidelines, as described in Q9.

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**Q9. What is the process for establishing Safety Zone speed limits?**

Safety Zone speed limits are the only regulatory speed limits that municipalities can adopt without prior approval from MassDOT. Safety Zones cannot, however, be placed on State Highway without MassDOT approval.

Speed limits within a Safety Zone must be set at 20 mph and are intended to be used in areas where vulnerable road users are likely to be present. Examples of such areas are: parks and playgrounds, senior citizen housing and centers, hospitals or other medical facilities, high schools and higher education centers, and daycare facilities. Note that Safety Zones should not be used in place of School Zones for streets adjacent to grades 1-8 schools.

To establish a Safety Zone, MassDOT has developed the following minimum criteria:

- ▶ The street should be adjacent to a land use that is likely to attract vulnerable road users.
- ▶ The Safety Zone should contain one or more areas that have potential conflicts between motor vehicles and vulnerable road users that warrant a reduction in speeds such as crosswalks, driveways, or side streets.
- ▶ The minimum length of the Safety Zone should be at least 1/4 of a mile and it should not extend more than 500' beyond a side street unless an applicable land use continues along the adjacent block.

Regulatory speed limit signs are required to conform to the MUTCD, per MGL c. 85 § 2. Therefore, an engineering study must be performed to validate the posting of signage. The engineering study shall include an analysis of the current speed distribution of free-flowing vehicles.

In an area where a legal Special Speed Regulation has been enacted, the Safety Zone should be terminated with a Speed Limit (MUTCD code R2-1) sign that corresponds to the regulatory limit shown in the regulation. If the Safety Zone is in an area that has no Special Speed Regulation, it should be terminated with an End Speed Zone (MassDOT code MA-R2-7) sign.

Cities and towns are also responsible for modifying their Municipal Traffic Code to reflect the locations of all Safety Zones prior to the posting any signage.

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**Q10. Can speed limits be added or modified on city or town ways that have been constructed or reconstructed through a Federal Aid Project?**



## stowpolice

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**From:** Stow MA via Stow MA <cmsmailer@civicplus.com>  
**Sent:** Monday, September 13, 2021 2:01 PM  
**To:** stowpolice  
**Subject:** Form submission from: Traffic Safety Advisory Committee Request Submittal Form

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Submitted on Monday, September 13, 2021 - 2:00pm

Submitted by anonymous user: [98.118.115.58](#)

Submitted values are:

First Name: Fatima

Last Name: Olcay

Street Address: 142 Walcott Street

Address Line 2:

City, State, Zip (if other than Stow): Stow

E-Mail Address: [fatimamaria987@gmail.com](mailto:fatimamaria987@gmail.com)

Please describe the location of the traffic concern: Walcott Street at the intersections of Pennie LN and Jillian LN.

Please describe the nature of the neighborhood traffic problem you are concerned with : There are 2 dangerous blind spots on Walcott Street at the intersections of Pennie LN and Jillian LN. With the construction vehicles traveling to Pennie LN, this area has become very dangerous for the pedestrians and cyclists that frequently travel Walcott Street. The turns are very narrow and we are scared of accidents occurring.

Please list possible solutions to the problem that you would like the Town of Stow to consider: Put mirrors at these 2 intersections

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/2346>



7-1

Jurisdictions: ALL  
Location: ALL  
Street: STW > WALCOTT ST  
Intersecting Street:  
Zones: ALL

Accidents By Street Name

<u>Street / Location Names</u>	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>	<u>APR</u>	<u>MAY</u>	<u>JUN</u>	<u>JUL</u>	<u>AUG</u>	<u>SEP</u>	<u>OCT</u>	<u>NOV</u>	<u>DEC</u>	<u>TOTALS</u>
WALCOTT ST	0	0	0	0	0	0	0	0	0	1	0	0	1
TOTALS	0	0	0	0	0	0	0	0	0	1	0	0	1



7-1

Accident Breakdown

<u>Street / Location Names</u>	<u>INJURIES</u>	<u>FATALITIES</u>	<u>OUI INVLD.</u>	<u>PEDESTRIAN</u>	<u>BICYCLISTS</u>	<u># OF ACC.</u>
WALCOTT ST	0	0	0	0	0	1
TOTALS	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>

Stow Police Department

For Date: 10/22/2019 - Tuesday

<u>Call Number</u>	<u>Time</u>	<u>Call Reason</u>	<u>Action</u>
19-12438	1540	Phone - MOTOR VEHICLE ACCIDENT	REPORT FILED
Call Taker:		SPECIAL OFFICER Brandon C Murphy	
Primary Id:		Detective Sergeant Michael J Sallese	
Location/Address:		113 WALCOTT ST @ 1 JILLIAN LN	
Calling Party:		DEEBUS 978-733-1047	
ID:		***UNKNOWN***, DONNA @ ***UNKNOWN***	
Vehicle:		Disp-15:40:51 Enrt-15:40:52 Arvd-15:49:44 Clrd-16:02:22	
Operator:		GRN 1993 TR 700 Reg: CO MA S94598 VIN: 1M2AY82Y6PM006155	
Owner:		POULSON, BENJAMIN H JR @ 30 POPE ST - HUDSON, MA 01749-2143	
Insurance Co:		SSN: 014748158 DOB: 06/27/1990 Race: W Sex: M OLN: MA S86396931	
Policy No:		BENJAMIN H POULSON @ 549 SUDBURY RD - STOW, MA 01775-1552	
Vehicle:		SAFETY INSURANCE	
Operator:		Reg: SB MA 44640	
Owner:		DURRANCE, GEORGE S SR @ 56103 CAROUSEL LN - LUNENBURG, MA 01462-2461	
Insurance Co:		SSN: 020483242 DOB: 06/12/1957 Race: W Sex: M OLN: MA S26268210	
Policy No:		DEEBUS @	
Refer To Accident:		<u>19-81-AC</u>	

7-1

**Commonwealth of Massachusetts**

**Motor Vehicle Crash Police Report**

RMV Document Number

Police Use Only: Date of Crash 10/22/2019, Time of Crash 1540, City/Town Stow

Number Vehicles 2, Number Injured 0, Speed Limit 25

State Police , Local Police , MBTA Police , Campus Police , Other

AT INTERSECTION: < LOCATION > NOT AT INTERSECTION:

1 1 WALCOTT ST  
Route# Direction Name of Roadway/Street  
At  
Route# Direction Name of Intersecting Roadway/Street  
Also at Intersection with  
2 1 Route# Direction Name of Intersecting Roadway/Street

7-1  
Feet [N|S|E|W] or Route# Intersecting Roadway/Street  
Feet [N|S|E|W] of  
Landmark

3 Please Select One of the Following:  Vehicle 15 #Occupants  Hit/Run  Moped  
Crash Report ID# 19-81-AC

1 1 License # S26268210 St MA DOB/Age 06/12/1957 Reg # SB44640 Reg Type SB Reg State MA  
Sex M Lic. Class A 19 M 19 Lic. Restrictions M 20 CDL S Endorsement  
Veh Year 2018 Veh Make FREIGHT LINER Veh Config. 4 21  
Operator DURRANCE, GEORGE S SR Owner DEE BUS  
Address 56103 CAROUSEL LN Address 33 GREAT RD  
City LUNENBURG State MA Zip 01462-2461 City SHIRLEY State MA Zip 01464  
Insurance Company AMERICAN ALTERNATIVE  
Vehicle Action Prior to Crash 9 22 Damaged Area Code: 3 27 27 27  
Vehicle Travel Direction: [N|S|E|W] Responding to Emergency? 2 Event Sequence 2 23 23 23 23 Test Status: 1 28  
Citation # (If Issued) Most Harmful Event 2 24 Type of Test: 29  
Viol. 1: Ch/Sec/Sub Viol. 2: Ch/Sec/Sub Driver Contributing Code 1 25 25 BAC Test Result: 1 30  
Viol. 3: Ch/Sec/Sub Viol. 4: Ch/Sec/Sub Driver Distracted by 0 26 Susp. Alcohol: 2 31 Susp. Drug: 2 32  
Towed from scene? 2 33

6 1 Please fill out for operator and all occupants involved

Name (Last First Middle)	Address	DOB/Age	Sex	34 Seat Pos.	35 Safety System	36 Airbag Status	37 Eject Code	38 Trap Code	39 Injury Status	40 Transp. Code	Medical Facility
<b>Operator</b>	See Above			1	1	4	0	0	10	1	
ELLA DWYER	344 HUDSON RD STOW, MA 01775	07/23/2014	F	11	0	4	0	0	10	1	
JACK DWYER	344 HUDSON RD STOW, MA 01775	11/27/2012	M	11	0	4	0	0	10	1	
CHARLES SCHNEIDER	274 HUDSON RD STOW, MA 01775	10/12/2010	M	11	0	4	0	0	10	1	

7 1 Please Select One of the Following:  Vehicle 1 #Occupants  Non-Motorist A Type 15 Action 16 Location 17 Condition 18  Hit/Run  Moped

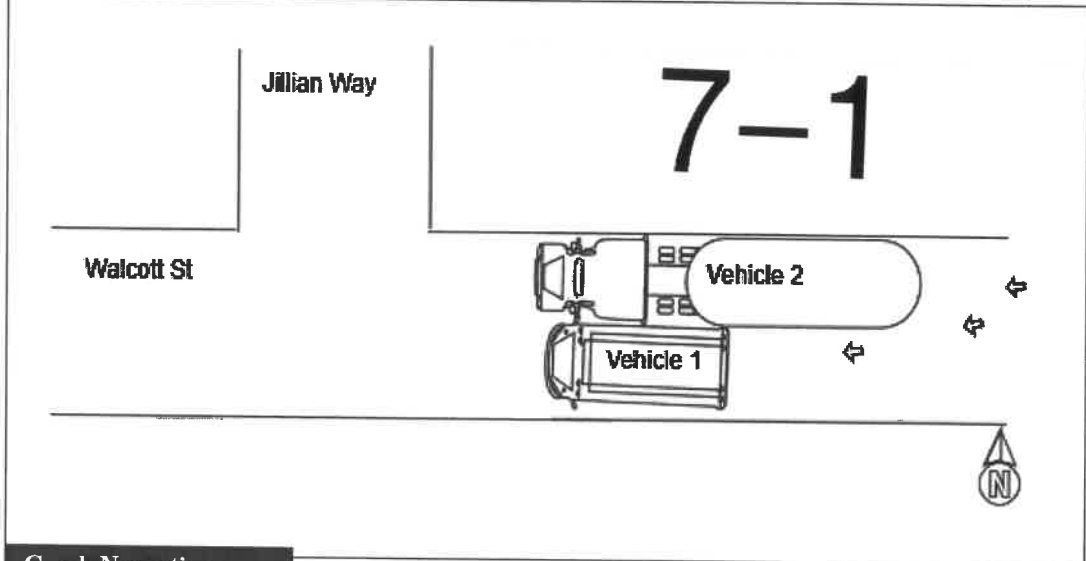
8 1 License # St DOB/Age Reg # SB44640 Reg Type Reg State  
Sex Lic. Class A 19 M 19 Lic. Restrictions M 20 CDL S Endorsement  
Veh Year Veh Make Veh Config. 21  
Operator Owner  
Address Address  
City City State Zip  
Insurance Company Vehicle Action Prior to Crash 22 Damaged Area Code: 27 27 27  
Vehicle Travel Direction: [N|S|E|W] Responding to Emergency? Event Sequence 23 23 23 23 Test Status: 28  
Citation # (If Issued) Most Harmful Event 24 Type of Test: 29  
Viol. 1: Ch/Sec/Sub Viol. 2: Ch/Sec/Sub Driver Contributing Code 25 25 BAC Test Result: 30  
Viol. 3: Ch/Sec/Sub Viol. 4: Ch/Sec/Sub Driver Distracted by 26 Susp. Alcohol: 31 Susp. Drug: 32  
Towed from scene? 2 33

9 1 Please fill out for operator/non-motorist and all occupants involved

Name (Last First Middle)	Address	DOB/Age	Sex	34 Seat Pos.	35 Safety System	36 Airbag Status	37 Eject Code	38 Trap Code	39 Injury Status	40 Transp. Code	Medical Facility
<b>Operator/Non-Motorist</b>	See Above			1							
JAMES SCHNEIDER	274 HUDSON RD STOW, MA 01775	12/31/2008	M	11	0	4	0	0	10	1	

→ = Direction     1 = Vehicle 1     2 = Vehicle 2     ☹ = Pedestrian     🚲 = Bicycle  
 ie: → 1     → 2     → ☹     → 🚲

**Crash Diagram:**



**If Crash Did Not Occur on a Public Way:**

- Off-Street Parking Lot
- Garage
- Mall/Shopping Center
- Other Private Way

**Indicate North by Arrow**

**Crash Narrative:**

Vehicle 1 was travelling west on Walcott St as it approached vehicle 2, which was parked just east of Jillian way unloading equipment, vehicle 1 passed vehicle 2. As vehicle 1 passed vehicle 2 on the narrow roadway, vehicle 1's passenger side mirror struck vehicle 2's drivers side mirror. Vehicle 1's mirror moved and no damage was observed. Vehicle 2 had the mirror support structure pulled out of the drivers side door causing damage to the mirror bracket and the drivers side door. No injuries were reported, no citations issued.

**Witnesses:**

Name (Last,First,Middle)	Address	Phone #	Statement

**Property Damage:**

Owner (Last,First,Middle)	Address	Phone #	41-Type	Description of Damaged Property

**Truck and Bus Information:**

Registration # **SB44640** (From Vehicle Section)

Carrier Name **Dee Bus** Bus Use **1**<sup>42</sup>

Address **33 GREAT RD** City **SHIRLEY** St **MA** Zip **01464**

US DOT #: \_\_\_\_\_ State Number \_\_\_\_\_ Issuing State \_\_\_\_\_ MC/MX/ICC #: \_\_\_\_\_

Interstate **3**<sup>43</sup> Cargo Body Type Code **1**<sup>44</sup> GVWR/GCWR **3**<sup>45</sup>

Trailer Reg #: \_\_\_\_\_ Reg Type \_\_\_\_\_ Reg State \_\_\_\_\_ Reg Year \_\_\_\_\_ Trailer Length **46**

**Hazmat Information:**  
 Placard **47** Material 1 digit # **48** Material Name \_\_\_\_\_ Material 4 digit # \_\_\_\_\_ Release code **49**

**Detective Sergeant Michael J Sallese**     **MJS**     **Stow Police Department**     **10/22/2019**  
 Police Officer Name (Please Print)     Signature     ID/Badge #     Department     Precinct/Barracks     Date

<b>Police Use Only</b>			<b>Commonwealth of Massachusetts</b>				<b>RMV Document Number</b>									
Date of Crash 10/22/2019	Time of Crash 1540 24HR	City/Town Stow	<b>Motor Vehicle Crash Police Report</b>				Number Vehicles 2	Number Injured 0	Speed Limit <u>25</u>	Latitude _____	Longitude _____	State Police <input type="checkbox"/>	Local Police <input type="checkbox"/>	MBTA Police <input type="checkbox"/>	Campus Police <input type="checkbox"/>	Other: _____ <input type="checkbox"/>
<b>AT INTERSECTION:</b>			<b>&lt; LOCATION &gt;</b>				<b>NOT AT INTERSECTION:</b>									
Route# _____ Direction _____ Name of Roadway/Street _____ At _____			Route# _____ Direction _____ Address # _____ Name of Roadway/Street _____				7-1									
Route# _____ Direction _____ Name of Intersecting Roadway/Street _____ Also at Intersection with _____			Route# _____ Direction _____ Address # _____ Name of Roadway/Street _____													
Route# _____ Direction _____ Name of Intersecting Roadway/Street _____			Feet <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of _____													
Please Select One of the Following: <input checked="" type="checkbox"/> Vehicle <u>2</u> #Occupants _____ <input type="checkbox"/> Hit/Run <input type="checkbox"/> Moped			Crash Report ID# <b>19-81-AC</b>													
License # <u>S86396931</u> St <u>MA</u> DOB/Age <u>06/27/1990</u>			Reg # <u>S94598</u> Reg Type <u>CO</u> Reg State <u>MA</u>				Sex <u>M</u> Lic. Class <u>A</u> <u>19</u> <u>19</u> Lic. Restrictions <u>1</u> <u>20</u> CDL Endorsement _____						Veh Year <u>1993</u> Veh Make <u>MACK</u> Veh Config. <u>7</u> <u>21</u>			
Operator <u>POULSON, BENJAMIN H JR</u>			Owner <u>BENJAMIN H POULSON</u>				City <u>HUDSON</u> State <u>MA</u> Zip <u>01749-2143</u>						City <u>STOW</u> State <u>MA</u> Zip <u>01775-1552</u>			
Address <u>30 POPE ST</u>			Address <u>549 SUDBURY RD</u>				Insurance Company <u>SAFETY INSURANCE</u>						Vehicle Action Prior to Crash <u>11</u> <u>22</u> Damaged Area Code: <u>7</u> <u>27</u> <u>27</u> <u>27</u>			
Vehicle Travel Direction: <input checked="" type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W Responding to Emergency? <u>2</u>			Event Sequence <u>1</u> <u>23</u> <u>23</u> <u>23</u> <u>23</u>				Test Status: <u>1</u> <u>28</u>						Type of Test: <u>29</u>			
Citation # (If Issued) _____			Most Harmful Event <u>1</u> <u>24</u>				BAC Test Result: <u>1</u> <u>30</u>						Susp. Alcohol: <u>2</u> <u>31</u> Susp. Drug: <u>2</u> <u>32</u>			
Viol. 1: Ch/Sec/Sub _____ Viol. 2: Ch/Sec/Sub _____			Driver Contributing Code <u>1</u> <u>25</u> <u>25</u>				Susp. Alcohol: <u>2</u> <u>31</u> Susp. Drug: <u>2</u> <u>32</u>						Towed from scene? <u>2</u> <u>33</u>			
Viol. 3: Ch/Sec/Sub _____ Viol. 4: Ch/Sec/Sub _____			Driver Distracted by <u>0</u> <u>26</u>													
Please fill out for operator and all occupants involved																
Name (Last First Middle)		Address		DOB/Age	Sex	34 Seat Pos.	35 Safety System	36 Airbag Status	37 Eject Code	38 Trap Code	39 Injury Status	40 Transp. Code	Medical Facility			
<b>Operator</b>		See Above		<del>XXXX</del>	<del>XX</del>	<u>1</u>	<u>99</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>10</u>	<u>1</u>				
Please Select One of the Following: <input type="checkbox"/> Vehicle <u>4</u> #Occupants _____ <input type="checkbox"/> Non-Motorist A Type <u>15</u> Action <u>16</u> Location <u>17</u> Condition <u>18</u> <input type="checkbox"/> Hit/Run <input type="checkbox"/> Moped																
License # _____ St _____ DOB/Age _____			Reg # _____ Reg Type _____ Reg State _____				Sex _____ Lic. Class <u>19</u> <u>19</u> Lic. Restrictions <u>20</u> CDL Endorsement _____						Veh Year _____ Veh Make _____ Veh Config. <u>21</u>			
Operator _____			Owner _____				City _____ State _____ Zip _____						City _____ State _____ Zip _____			
Address _____			Address _____				Insurance Company _____						Vehicle Action Prior to Crash <u>22</u> Damaged Area Code: <u>27</u> <u>27</u> <u>27</u>			
Vehicle Travel Direction: <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W Responding to Emergency? _____			Event Sequence <u>23</u> <u>23</u> <u>23</u> <u>23</u>				Test Status: <u>28</u>						Type of Test: <u>29</u>			
Citation # (If Issued) _____			Most Harmful Event <u>24</u>				BAC Test Result: <u>30</u>						Susp. Alcohol: <u>31</u> Susp. Drug: <u>32</u>			
Viol. 1: Ch/Sec/Sub _____ Viol. 2: Ch/Sec/Sub _____			Driver Contributing Code <u>25</u> <u>25</u>				Susp. Alcohol: <u>31</u> Susp. Drug: <u>32</u>						Towed from scene? <u>33</u>			
Viol. 3: Ch/Sec/Sub _____ Viol. 4: Ch/Sec/Sub _____			Driver Distracted by <u>26</u>													
Please fill out for operator/non-motorist and all occupants involved																
Name (Last First Middle)		Address		DOB/Age	Sex	34 Seat Pos.	35 Safety System	36 Airbag Status	37 Eject Code	38 Trap Code	39 Injury Status	40 Transp. Code	Medical Facility			
<b>Operator/Non-Motorist</b>		See Above		<del>XXXX</del>	<del>XX</del>	<u>1</u>										

**stowpolice**

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**From:** Stow MA via Stow MA <cmsmailer@civicplus.com>  
**Sent:** Monday, October 18, 2021 10:29 PM  
**To:** stowpolice  
**Subject:** Form submission from: Traffic Safety Advisory Committee Request Submittal Form

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Submitted on Monday, October 18, 2021 - 10:28pm  
Submitted by anonymous user: 2606:54c0:76a0:1358::6a:39  
Submitted values are:

First Name: David  
Last Name: Reed  
Street Address: 53 Crescent Street  
Address Line 2:  
City, State, Zip (if other than Stow): Stow, MA 01775  
E-Mail Address: [david.p.reed.pfd@icloud.com](mailto:david.p.reed.pfd@icloud.com)

Please describe the location of the traffic concern: Crescent Street  
Please describe the nature of the neighborhood traffic problem you are concerned with :  
Excessive speeding in the residential area on and long the entire length Crescent Street in both directions from the intersection at the Randall Library to Great Road.

The current posted Speed limit is to high and inconsistent.  
The Road is a major though fare and cut through for traffic passing through town used by numerous private and heavy commercial vehicles.

Being a resident of the town, living on Crescent St along with my wife and our young child I am quite concerned by the dangerous conditions that currently exist.  
We have seen a steady increase of young families with children including ours to this neighborhood and now with many town residents and visitors enjoying this part of town in part of the addition of the new park and pedestrian right of way which abutts our property.

With the lack of a consistant side walk on the West side of the street from the Pilot Grove Farm area and a blind curve along that same side of the street combined with the many offender of speeding we are very concerned.

Could you please look at the current conditions and speed limit posting in our area. consider lowering it to 25 MPH for the entire length of the Street.

Please list possible solutions to the problem that you would like the Town of Stow to consider:

Lower the Speed limit to 25 MPH

Add Blind / Dangerous Curve sign

At near Pilot Grove Farm for traffic approaching / inbound into Town

Post Residential Area / Children at Play Signage on both sides just Prior to Blind Curve Southerly and prior to Miller Brothers Garage Northerly.

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/2441>



## stowpolice

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**From:** Stow MA via Stow MA <cmsmailer@civicplus.com>  
**Sent:** Thursday, October 21, 2021 2:32 PM  
**To:** stowpolice  
**Subject:** Form submission from: Traffic Safety Advisory Committee Request Submittal Form

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Submitted on Thursday, October 21, 2021 - 2:32pm  
Submitted by anonymous user: [73.253.104.77](#)  
Submitted values are:

First Name: Murat  
Last Name: Ekerbicer  
Street Address: 355 Hudson Road  
Address Line 2:  
City, State, Zip (if other than Stow): Stow  
E-Mail Address: [muratekerbicer@yahoo.com](mailto:muratekerbicer@yahoo.com)

Please describe the location of the traffic concern: Hudson Road

Please describe the nature of the neighborhood traffic problem you are concerned with : The speed limit is 40 mph on Hudson Road in Stow and not just cars but also commercial heavy wheel trucks are passing at very higher rate of speed through the Hudson Road during day and night which makes very dangerous for kids in this neighborhood, runners, walkers and cyclists. Many many times we have almost been hit pulling out of our driveway. And, as it was mentioned by also other Stow residents, it's a matter of time before we have a serious tragedy!

Please list possible solutions to the problem that you would like the Town of Stow to consider:

- 1- Lowering the posted speed limit to 25 mph. I strongly believe that Hudson Road would meet the statutory definition of Thickly Settled under MassDOT of MGL Chapter 90, Section 17C and be eligible for a 25 mph speed zone. And also, Town of Stow should definitely consider to opts-in to MGL c. 90 § 17C not just on street by street basis but Stow town-wide. Many surrounding towns were already opted-in their town-wide.
- 2- Heavy Wheel Commercial Truck Restrictions on Hudson Road for residents and wild life safety but also to reduce the adverse impacts of truck noise and vibrations on residents. Moreover, heavy wheel trucks cause severe deterioration of the roadway.
- 3- Installing speed limit signs with notifying/flashing signals that alert speed of approaching vehicles.
- 4- Installing All-Way Stop sign at the intersection. As an example, at the intersection of Old Stow Road, Hudson Road and Zina Road where drivers increase their speed significantly. The speed limit on Old Stow Road is 25 mph, and right after that intersection the speed limit become 35 mph and 40 mph.

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/2461>

# 7-4

**stowpolice**

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**From:** Claudia Dragn <cadragun@gmail.com>  
**Sent:** Wednesday, November 3, 2021 2:45 PM  
**To:** Steve Nadeau; stowpolice; stowfire@stow-ma.gov; Jesse Steadman; Denise Demboski  
**Subject:** request for Traffic Safety Advisory Committee

Hello!

I'm writing with concern about the Harvard/Garner Rd intersection north of the Delaney project and before the first Kirkland Dr.

There is no signage - no stop or yield signs coming from Finn Rd - and recently I witnessed a truck at full speed turning right (south) onto Harvard Rd. while a car traveling south on Harvard Rd. could have hit it because the truck didn't yield.

Can you let me know what can be done to make this intersection more safe? There are also a lot of bikers, runners, kids and people walking their dogs in this intersection so I'm concerned for their safety as well.

Thanks,  
Claudia  
978-897-0605

Claudia Dragn  
Sylvan Dr.  
Stow, MA

## Chief Michael Sallese

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**From:** Detective Cassie Scott  
**Sent:** Tuesday, November 9, 2021 4:03 PM  
**To:** Chief Michael Sallese  
**Subject:** traffic complaint

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Chief,

Mr. Robert Kitzelman, 34 Meetinghouse #307, telephone number 978-807-1111, came into the station this afternoon regarding the following traffic complaints -

- traffic within the plaza (thinks there should be more stop signs)
- Pompo St. stop sign (people doing rolling stops onto 117)
- the speed limit increase right after Elm Ridge heading west bound (thinks it should be 35mph not 40mph)

Mr. Kitzelman also expressed concern stating the police department is giving too many verbal warnings.

I advised Mr. Kitzelman the best I could and also advised him that I would forward his concerns to you and that you could possibly bring them forward to the traffic committee.

Thank you,  
Cassie

Sgt. Cassandra (Ela) Scott  
Stow Police Department  
305 Great Road  
Stow, MA 01775  
978-897-4545



**stowpolice**

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**From:** Stow MA via Stow MA <cmsmailer@civicplus.com>  
**Sent:** Wednesday, September 1, 2021 1:02 PM  
**To:** stowpolice  
**Subject:** Form submission from: Traffic Safety Advisory Committee Request Submittal Form

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Submitted on Wednesday, September 1, 2021 - 1:02pm  
Submitted by anonymous user: 2600:1000:b005:8b93:b0d1:9da0:1d3c:b62b  
Submitted values are:

First Name: Christopher  
Last Name: Funkhouser  
Street Address: 27 Carriage lane  
Address Line 2:  
City, State, Zip (if other than Stow): Stow  
E-Mail Address: [fenwayfunk@mail.com](mailto:fenwayfunk@mail.com)

Please describe the location of the traffic concern: It is very dangerous to take a left from Packard Rd while cars are parked on 117 as overflow from St. Isidore's church!

Please describe the nature of the neighborhood traffic problem you are concerned with : Because the church has not addressed the fact that they need additional parking, it becomes a situation where those exiting from Packard take their life in Their hands inching out on to 117

Please list possible solutions to the problem that you would like the Town of Stow to consider: Either approach the church to use some of their land to create more parking or have a caution sign saying something like limited sight or cross street ahead or slow the speed during church hours, similar to the school zones. Another solution might be to have no parking signs from their(western) driveway to Packard Rd.

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/2236>

8



Town of Stow  
**TRAFFIC SAFETY  
ADVISORY COMMITTEE**

**380 Great Road  
Stow, Massachusetts 01775-1122  
(978) 897-4545**

11.16.2021

Chris Funkhouser  
27 Carriage Lane  
Stow, MA 01775

Hello Mr. Funkhouser,

Thank you for your submission to the Traffic Safety Advisory Committee. The Committee has received your letter and will be discussing the concerns raised at an upcoming meeting of the Committee.

The Committee discussed the concerns you raised regarding St. Isidore's church street parking and the difficulty vehicles have exiting Packard Road. Members agreed that there may be options to provide the church short term relief from their parking issues by opening up a discussion with the Town regarding off-hours use of school or community center lots. The Committee will be following up with the Town Administrator to advance the discussion.

Thank you again for your submission.

Sincerely,

Chief Michael Sallèse

On behalf of the Traffic Safety Advisory Committee