

TOWN OF STOW
TRAFFIC SAFETY ADVISORY COMMITTEE

Minutes of November 16, 2021 Traffic Safety Advisory Committee Meeting

Committee Members Present: Chief Michael Sallese; 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 October 25th, 2021.

Jesse Steadman moved to approve the minutes of October 25th , 2021.

John Paul Benoit seconded.

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

Member Updates

Chief Sallese noted that his officers have increased their presence on area roads in accordance with the issues presented to the committee, including logging 60 hours of radar since October 25th with 83 stops, 43 tickets and 34 warnings and one arrest.

Chief Sallese said he spoke to residents at 35 and 107 Harvard Road to discuss the potential use of speed feedback signs.

Chief Sallese said he has refined his focus on South Acton Road enforcement to be closer to West Acton Road.

Jesse Steadman noted that he would like to discuss a few items at upcoming meetings of the Committee, including a town-wide transportation plan, and budget requests. Chief Sallese said he would like to include a discussion on tracking and updating activity of the Committee.

Town Wide 25MPH Recommendation

The Committee members discussed the recommendation with Denise Dembkoski, Town Administrator. Chief Sallese noted that the town wide regulation would mean that officers did not need to be subjective in their enforcement on roads without current speeds zones, and it would provide for consistency. Denise Dembkoski recommended that the list of Town owned roads be separated in the Traffic Rules and Orders and that those roads that meet the definition of Thickly Settled be in a separate list from those that do not meet the definition.

The Committee discussed that some of the entrances to Town will likely not need to be posted, noting that the more well travelled ways are more important for placing signage.

Committee members discussed whether a Public Hearing was required prior to adoption of the provisions approved by the May 2017 Annual Town Meeting Voters. Jesse Steadman said he will follow up.

Common Road

Committee Members discussed the issues surrounding traffic circulation at Common Road. Denise Dembkoski noted that the Randall Library designers are looking at two potential designs that would take space from the current Common Road layout. Jesse Steadman recommended that the traffic engineer chosen to undertake a review of the Town Center also review the potential designs for the Library and provide feedback to the Randall Library designers on traffic management.

Resident Correspondence

142 Walcott Street

Committee Members discussed a request to place mirrors at each lane approaching a tight curve on Walcott Street near the Hudson Town line. The Committee discussed with the resident how mirrors can be a liability for municipalities and may not be as effective as appropriate signage. Chief Sallese recommended that the Committee review appropriate signage and that he would ask officers to step up their presence in the vicinity of the area.

53 Crescent Street

The Committee discussed the importance of upgrades to the Crescent Street corridor in the Town's Complete Streets Prioritization Plan. The Committee discussed the potential for a safety zone to be implemented along the stretch of Crescent Street that includes Town Hall, Hartley Road, and Randall Library. Denise Dembkoski indicated that if the Committee would like to move forward with the recommendation for a safety zone at that location, they should add it into the memo that requests consideration of a 25 MPH speed limit.

Harvard Road

Committee members discussed the potential addition of a stop sign along Harvard Road to provide further speed mitigation.

34 Meeting House Lane

The Committee discussed the letter from a resident at 34 Meeting House Lane. Chief Sallese said that he can step up presence in the area. Jesse Steadman said that the Town had used the temporary speed feedback signs in the past in the location of Elmridge Road, and it appeared to help ease the issues with speeding.

The next meeting is scheduled for December 13, 2021 at 1pm.

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

For STM
JULY 10, 2017
PROPOSED BYLAW CHANGES RE: SPEED LIMITS

See memo to Selectmen 06/27/2017.

MAJOR POINTS:

1. Biggest issue is the interpretation of the **definition of Thickly Settled**. It's too easy to think that anywhere the houses average less than 200 feet apart is a Thickly Settled district. Most roads in town have houses 200 feet apart or less. But it should be obvious that the intent of the Statute is that Thickly Settled should apply to places where the houses are close together and close to the road. The second requirement, which is the buildings need to be **contiguous** to any way for a quarter mile or more, is written into the definition for a reason and should not be ignored. If all the houses are set back one or two car lengths back from the road, then I think they could be called contiguous to the way. But that's the part that's subjective and I would hope that if this passes, we can somehow permanently establish what that means and where the Thickly Settled districts are. Because right now it's open to interpretation.
2. The through streets belong to all of us, not just to the people who live on them.
3. Because, the roads belong to all of us, speed limits should be set by unbiased, established procedures that are recognized to be in the public interest, not the interests of small group of abutters.
4. This is not a safety issue, it's a perceived safety issue. I think traffic volume is confused with traffic speed. And I think traffic speed is confused with speeding. Speeding is driving over the speed limit. Lower the speed limits and the prudent drivers who generally drive at a reasonable speed will then be considered speeders.
5. Speeding should be controlled by enforcement.
6. Data is being collected, but do we really know how to interpret that data? That's what traffic engineers do for a living.

b. e. fletcher

From Bruce Fletcher, for the public hearing on 6/27/2017

I believe it would be a big mistake to pass these warrant articles, for several reasons.

First off, the definition in the statute of "thickly settled or business district" is open to interpretation and could easily be construed as being any road where the houses are 200 feet apart or less, which is practically every road in Stow. But I strongly believe the intent of the words "territory contiguous to any way which is built up" is intended to refer to places where the houses and business are literally *contiguous* to the travelled way, with on-street parking, sidewalks built on the edge of the road, and pedestrians crossing and walking in the roads. In other words, places like downtown Maynard, downtown Hudson, West Concord, and Concord Center. The closest thing we have to that in Stow is Gleasondale, and maybe perhaps right here in the Center. Areas like Red Acre Village might come close. Other than Great Road, I believe those places that fit into that category may already have 25mph speed zones. I can't think of any other places on public ways in Stow where the buildings are "contiguous" to the travelled way and less than 200 feet apart for a quarter mile or more, because outside of those areas, the build-up has been done after zoning came into place so the buildings are set way back from the roads. Certainly our Lower Village business district no longer has a quarter mile of houses or business set contiguous to the travelled way like it may have had a long time ago.

One could give the argument that Great Rd through the Center of Town should be 25 mph, but the school zones and traffic signals do a good job at regulating speeds. And when Charlie Mayo was the Police Chief he went to great lengths, going through the proper established procedures, to re-adjust the huge variations in speed zones, possibly up to 5 different speed zones that existed from one end of Great Road to the other. When he was done there was consistency and there were only two speeds, 35 and 40, making it much better for both motorists and law enforcement. I believe those speed limits still work as intended.

Those procedures that Chief Mayo went through are long-established State procedures for creating and changing speed zones. They are based on unbiased, unpolitically influenced policies based in logic and science, uninfluenced by maternal or paternal instincts, or hysterical misconceptions about the actual speeds people are travelling. And they prevent the possibility of speed zones from changing as frequently as the elections that change the personalities who sit on our Board of Selectmen. Most of us have been around long enough to have experienced what can happen when a couple of rogue members of the Board decide to exercise their executive powers in inappropriate ways. And some of us have been around long enough to have experienced how the Selectmen can be influenced by the pressures of an emotional band of citizens who show up at a Selectmen's meeting demanding regulatory changes on the roads they live on. It happened when I was Superintendent of Streets, and is one of the 52 reasons why I quit that job, because

the Selectmen succumbed to the pressure and I was ordered to make the changes the next day without having been given a chance to have a say in the matter. And that particular Board at the time was made up of intelligent, logical minds, and they were all people I liked and respected, just like the Board we have now. If I was on the Board of Selectmen, I would not want the power that these warrant articles provide, because of the constant demands that will ensue from everyone who thinks they live in a thickly settled district and think the traffic going by their house is going too fast.

And some of those roads that people probably think are thickly settled have Functional Classifications on the State inventory as arterials or collector roads, which, I believe, affect their State and Federal funding categories. Those are roads that carry traffic between population centers, such as Gleasondale Rd, Hudson Rd, Boxboro Rd, West Acton, and South Acton Roads. Unfortunately for the people who live on those roads, those roads cannot and should not be treated like neighborhood streets.

Misconceptions about the speeds people are travelling are very common. Early in my career as Superintendent of Streets, the Selectmen were receiving pressure to post a road at 25mph, and I suggested a meeting and an experiment. Those who wanted the road posted, one or more Selectmen, and I met and stood on the side of the road. A few cars passed us who seemed to be driving at reasonable speeds in the opinion of everyone standing there. Then we had someone drive through at a speed of his choice and not tell us until afterward. Because he seemed to be travelling at much greater speed than the others who came through, the guesses were all over 30 or 35 mph, and even 40, if my memory serves me right. The group was quite surprised to learn that he was only doing 25 mph. Which meant that the other cars who weren't part of the event were actually doing less than 25, and everyone guessed the speed was much greater than it actually was. There are similar stories from the police who run radar in areas where people complain about speeders. It is recognized in the industry that 85% or better of the motoring public will drive prudently, and those are the drivers who will be adversely affected by lowering speed limits. The other 15% won't give a damn about the posted speed limit.

I also don't believe there is any place in Stow that could possibly justify a permanent 20mph posting as a Safety Zone where pedestrian traffic is "common and focused, beyond typical residential patterns of use."

For those reasons and more, I believe these articles should be voted down.

stowpolice

From: Stow MA via Stow MA <cmsmailer@civicplus.com>
Sent: Wednesday, August 25, 2021 8:09 PM
To: stowpolice
Subject: Form submission from: Traffic Safety Advisory Committee Request Submittal Form

Submitted on Wednesday, August 25, 2021 - 8:08pm

Submitted by anonymous user: [96.237.164.28](#)

Submitted values are:

First Name: Frank

Last Name: Bemis

Street Address: 310 Sudbury

Address Line 2: Rd

City, State, Zip (if other than Stow): 01775

E-Mail Address: fjuniorbe@yahoo.com

Please describe the location of the traffic concern: The entire length of Sudbury Road especially from wildlife to honey pot orchard.

Please describe the nature of the neighborhood traffic problem you are concerned with : People driving through the neighborhood at higher rates of speed. Sometimes double the posted speed limit. Pinebluff rec area is across the street there are lots of kids and people walking and riding bicycles It's a matter of time before we have a terrible tragedy.the speeding problem is Egregious on this road. In the five years I've lived here it's progressively gotten worse. It's now a cut through and people I think drive faster down this road then they do on 117.The police department is continuously down here doing radar. People routinely drive past my house at over 50 miles an hour in a maximum of 35 mile an hour zone. I live right where it goes from 35 to 25. Four times last year all documented somebody drove through my daughters bus stop. She's seven years old. People race up and down the road at night there is not a speed limit sign from the fire Academy all the way past Pine Bluffs heading towards honey pot in Whitman. I've had people almost hit me people of almost hit my wife my neighbors I've seen at least one good accident from one of my neighbors pulling out of their street I've seen multiple multiple close calls of people pulling out of the park and almost being a serious collision. People pass routinely on this road to the point where the DPW had to put a solid yellow line down the road two in front of the park because it was becoming a daily issue. My neighbors have almost been hit pulling out of their driveways I have an elderly neighbor that refuses to walk across the street anymore who's lived here for 40 years. It's an ongoing getting worse and continuous problem even though the PD is doing everything I can I believe they were down here twice today. We also know this is an issue around town and state wide.It absolutely needs to be addressed.

Please list possible solutions to the problem that you would like the Town of Stow to consider: I believe some of the solution should include lowering the posted speed limit in town to 25 miles an hour. Multiple communities and surrounding towns have done this. I lived in Wayland for 10 years it never would have gotten to this point. I believe Wayland and Sudbury are both 25 miles an hour unless otherwise posted I also know on several high traffic roads they installed speed bumps as traffic controlling measures. I'd be happy with lowering the posted speed limit is 25 miles an hour to have the DPW install signs appropriately posting the speed limit because there are zero in one direction for over a mile. I believe the town needs some radar signs. The maximum speed limit in a residential area in the state of Massachusetts is 30 miles an hour. I also believe it's 25 miles an hour unless posted. So 50 and 60 miles an hour is entirely unacceptable and it's becoming the norm. I think the handle needs to be gotten on the speeding in town especially before we start building more houses adding more road traffic. I also think that giving the police department more of a budget so they can bring in officers for overtime to sit and do radar would be extremely effective. I'm extremely worried that there will be a tragedy on one of these roads. I hope that it's not one of my neighbors a person or a kid walking or riding a bicycle to the park or God for bid one of my own family members. I believe it's lowering the quality of life in this neighborhood after talking with my neighbors you are essentially afraid to walk down the street. I think that some of the above measures are the only solutions to putting a huge dent in the speeding issue throughout

town we're all acutely aware that it's not just Sudbury Road that's experiencing a crazy increase in this. It's state wide is even public service announcements about it right now. If anybody would like to talk to me about that I'd be happy to have a conversation with anybody. My telephone number is 978-828-8084 my name is Frank thanks again
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/2201>

stowpolice

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

Follow Up Flag: Follow up
Flag Status: Completed

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.

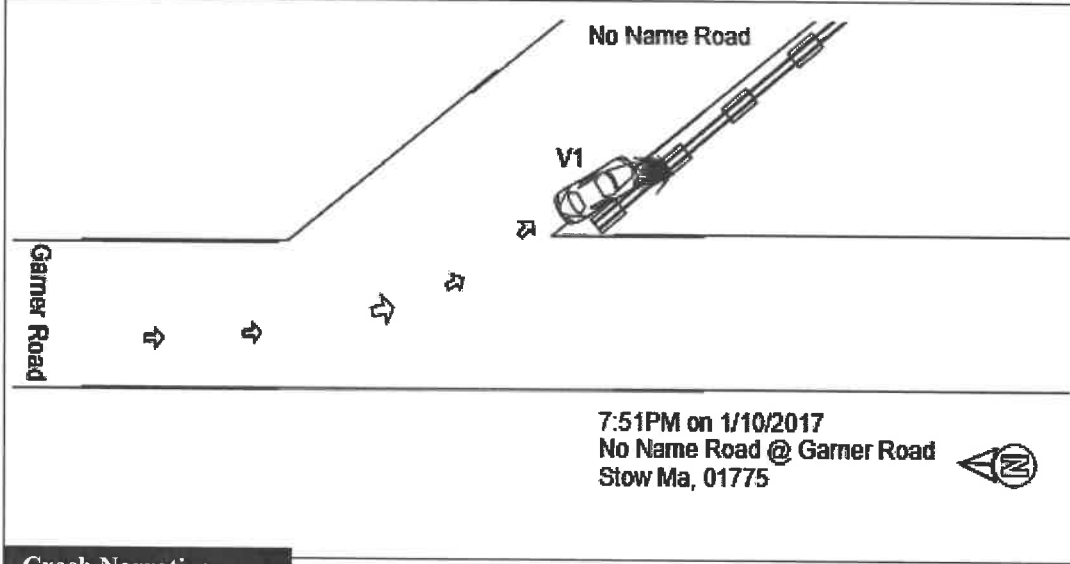
Can you let me know what can be done to make this intersection more safe? There are also a lot of bikers, runners, kids and people walking their dogs in this intersection so I'm concerned for their safety as well.

Thanks,
Claudia
978-897-0605

Claudia Dragun
Sylvan Dr.
Stow, MA

→ = Direction 1 = Vehicle 1 2 = Vehicle 2 ○ = Pedestrian ☺ = Bicycle

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:

V#1 was making a left hand turn from Garner Road onto No Name Road when V#1 lost control due to black ice on the road way and went into a guardrail. V#1 came to a final rest upon two concrete pillars connected by two steel wires which had to be cut by the Stow Fire Department. Veh.#1 was towed by CBK. Pictures attached. No injuries.

Witnesses:

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

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	41-Type	Description of Damaged Property
THE TOWN OF STOW	88 S ACTON RD STOW MA 01775		3	GUARD ROAD

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Bus Use 42

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ MC/MX/ICC #: _____

Interstate 43 Cargo Body Type Code 44 GVWR/GCWR 45

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

Patrolman Luke A Dezago
Police Officer Name (Please Print)

Signature

LAD
ID/Badge #

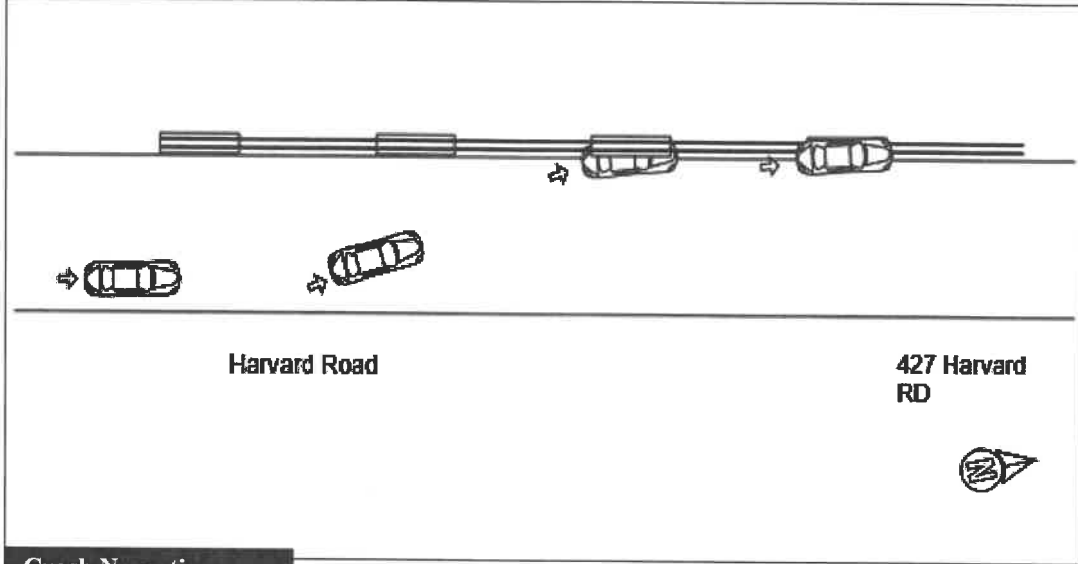
Stow Police Department
Department Precinct/Barracks

01/10/2017
Date

→ = 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 bearing MA reg#4JX579 was headed northbound on Harvard Road. The operator of this vehicle became unconscious, the vehicle then crossed over the center line and southbound lane. The vehicle slid along the cable guardrail before coming to rest near 427 Harvard Road.

Witnesses:

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

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	41-Type	Description of Damaged Property
TOWN OF STOW	88 S ACTON STOW MA 01775		3	GUARDRAIL

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Bus Use 42

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ MC/MX/ICC #: _____

Interstate 43 Cargo Body Type Code 44 GVWR/GCWR 45

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

Sergeant Darren J Thraen DJT Stow Police Department 02/15/2017

Police Officer Name (Please Print) Signature ID/Badge # Department Precinct/Barracks Date

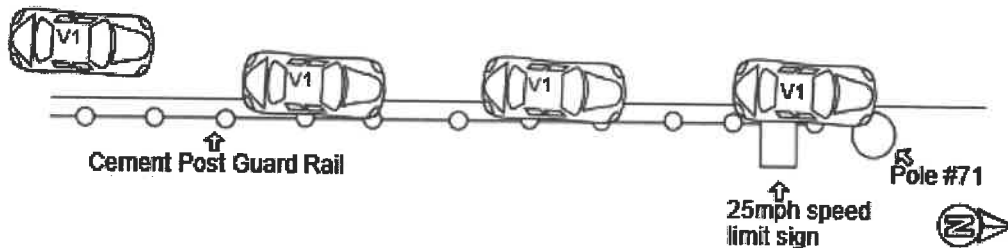


= Direction
 1 = Vehicle 1
 2 = Vehicle 2
 = Pedestrian
 = Bicycle

Crash Diagram:

ie: 1 2

Harvard Road



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:

V#1 was travelling north on Harvard Road. Just prior to #427, V#1 veered off the roadway to the right, struck 8 cement guard rail posts, a 25mph speed limit sign, and telephone pole #71. V#1 operator stated she was going approximately 35mph when she looked down to change the radio station than ran off the roadway. V#1 towed. V#1 operator evaluated by Stow EMS and signed patient refusal. V#1 operator cited speeding 35+mph in 25mph zone.

Witnesses:

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

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	41-Type	Description of Damaged Property
TOWN OF STOW	380 GREAT RD STOW MA 01775		3	25MPH SPEED LIMIT SIGN & 8 CEMENT POSTS
HUDSON LIGHT AND POWER	77 CHERRY ST HUDSON MA 01749	978-568-8736	4	UTILITY TELEPHONE POLE #71

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Bus Use 42

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ MC/MX/ICC #: _____

Interstate 43 Cargo Body Type Code 44 GVWR/GCWR 45

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 Cassandra M Scott
 Police Officer Name (Please Print)

Signature

CME
 ID/Badge #

Stow Police Department
 Department Precinct/Barracks

04/13/2017
 Date



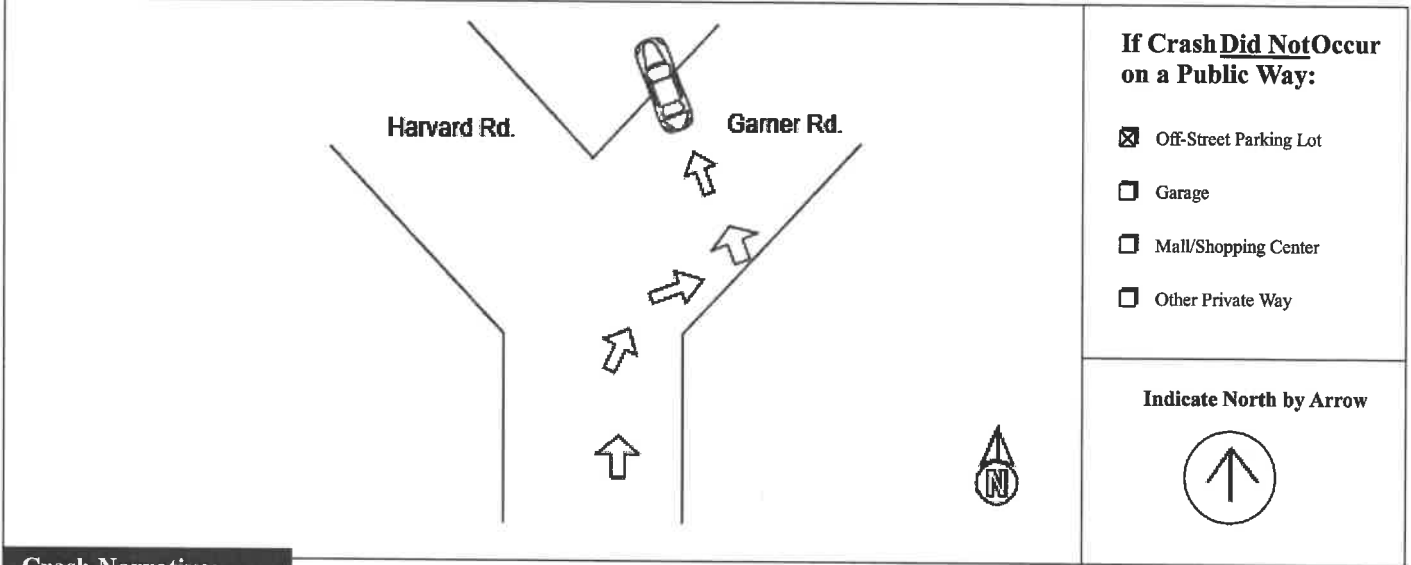
Stow Police Department
Images Associated with 17-45-AC

10-1



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

Crash Diagram:



Crash Narrative:

Vehicle 1 was traveling north on Harvard Road and lost control on the icy roadway while bearing right onto Garner Road. Vehicle 1 hit the embankment and bounced across the oncoming lane and into a tree. The operator was the sole occupant and signed a refusal with Stow EMS. The vehicle was towed from the scene.

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 # _____ (From Vehicle Section)

Carrier Name _____ Bus Use 42

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ MC/MX/ICC #: _____

Interstate 43 Cargo Body Type Code 44 GVWR/GCWR 45

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

Patrol James P Landi

Police Officer Name (Please Print)

Signature

JPL

ID/Badge #

Stow Police Department

Department

Precinct/Barracks

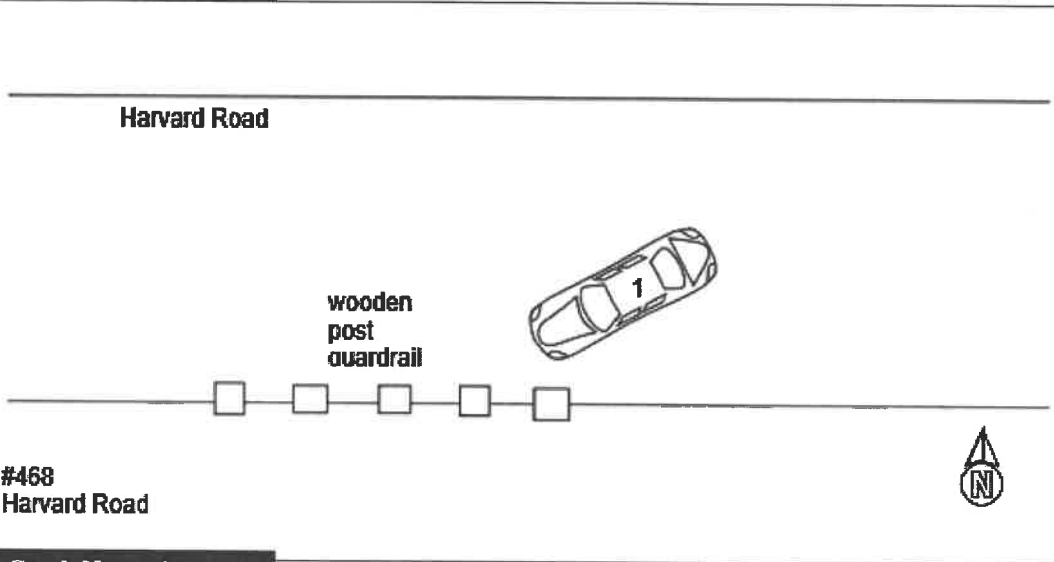
01/22/2018

Date

→ = 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 traveling East on Harvard Road after passing #468 Harvard Road did veer to the right and hit several wooden post guardrails damaging them and rolling the vehicle over and resting on its roof.

Vehicle 1 was towed by CBK Automotive and the operator had possible injuries and transported by Harvard EMS.

Witnesses:

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

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	41-Type	Description of Damaged Property
TOWN OF STOW	380 GREAT RD STOW MA 01775	978-897-8071	3	WOODEN GUARD RAIL

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Bus Use 42

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ MC/MX/ICC #: _____

Interstate 43 Cargo Body Type Code 44 GVWR/GCWR 45

Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 46

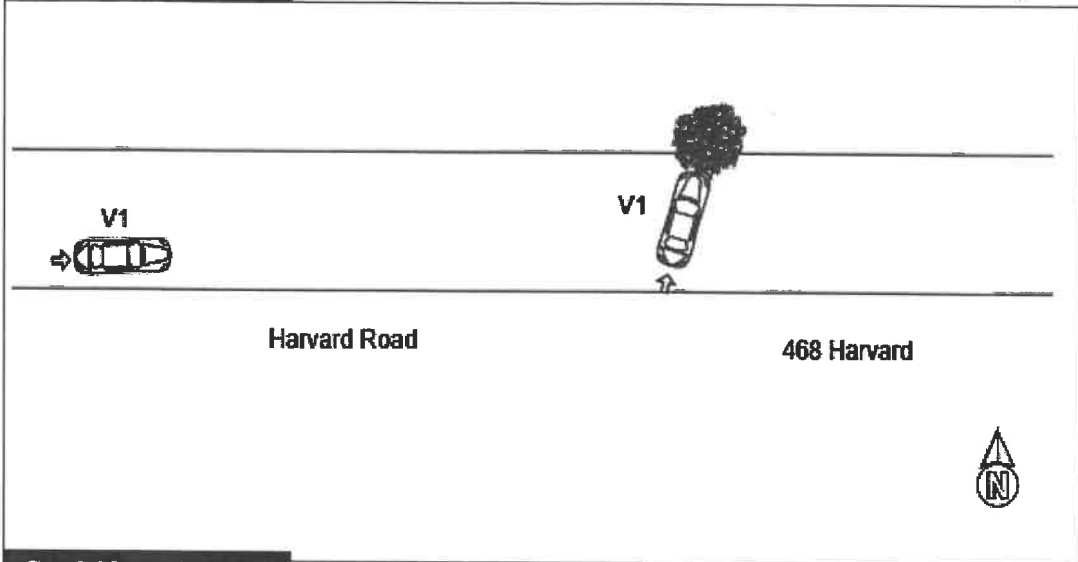
Hazmat Information:

Placard 47 Material 1 digit # 48 Material Name _____ Material 4 digit # _____ Release code 49

Sergeant David J Goguen DJG Stow Police Department 01/23/2020
 Police Officer Name (Please Print) Signature ID/Badge # Department Precinct/Barracks Date

→ = Direction 1 = Vehicle 1 2 = Vehicle 2 ○ = Pedestrian ○ = Bicycle

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 traveling eastbound on Harvard Road lost control due to extremely icy road conditions sliding off the roadway and striking a tree on the westbound shoulder of Harvard Road.

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 # _____ (From Vehicle Section)

Carrier Name _____ Bus Use 42

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ MC/MX/ICC #: _____

Interstate 43 Cargo Body Type Code 44 GVWR/GCWR 45

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

Sergeant Darren J Thraen

Police Officer Name (Please Print)

Signature

DJT

ID/Badge #

Stow Police Department

Department

Precinct/Barracks

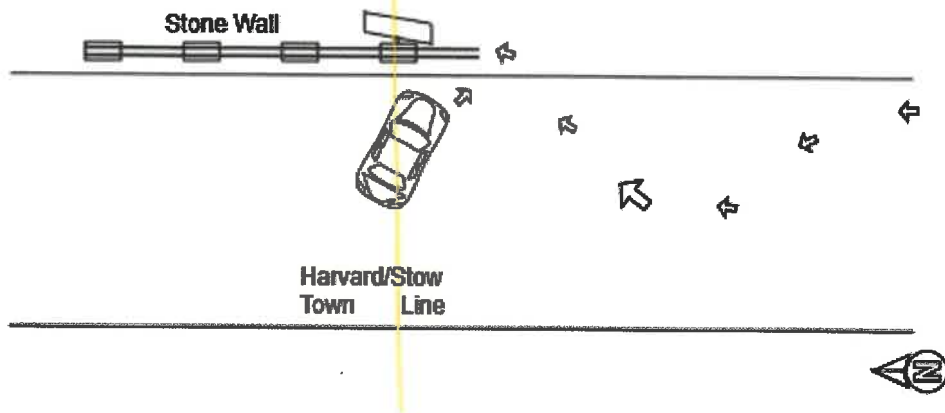
02/10/2020

Date

→ = Direction 1 = Vehicle 1 2 = Vehicle 2 ○ = Pedestrian ☺ = Bicycle
 ie: → 1 → 2 → ○ → ☺

Crash Diagram:

83 Finn Road
Harvard



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 north on Harvard Road. Operator 1 stated vehicle started to skid to the left, Operator 1 corrected to the right and continued to slid into the stone wall at 83 Finn Road, just before the Stow Harvard Town Line. The roadway was snow covered with approximately 3 inches of snow, and was not plowed or treated yet. Operator 1 was transported to Marlboro Hospital by Stow Fire Depart. CBK Automotive Towed vehicle 1. Vehicle 1 had heavy front end damage with air bag deployment.

Witnesses:

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

Property Damage:

Owner (Last,First,Middle)	Address	Phone #	41-Type	Description of Damaged Property
EVANS ALEXANDRA A	83 FINN RD HARVARD MA 01451		97	STONE WALL

Truck and Bus Information:

Registration # _____ (From Vehicle Section)

Carrier Name _____ Bus Use 42

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ MC/MX/ICC #: _____

Interstate 43 Cargo Body Type Code 44 GVWR/GCWR 45

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 Sallése MJS Stow Police Department 03/23/2020
 Police Officer Name (Please Print) Signature ID/Badge # Department Precinct/Barracks Date

stowpolice

From: Stow MA via Stow MA <cmsmailer@civicplus.com>
Sent: Friday, November 26, 2021 4:51 PM
To: stowpolice
Subject: Form submission from: Traffic Safety Advisory Committee Request Submittal Form

Submitted on Friday, November 26, 2021 - 4:50pm
 Submitted by anonymous user: 2606:54c0:76e1:7368::6a:52
 Submitted values are:

First Name: Robert
 Last Name: Kitzelman
 Street Address: 34 Meeting House Ln
 Address Line 2: 307
 City, State, Zip (if other than Stow):
 E-Mail Address: bobkitz@icloud.com

Please describe the location of the traffic concern:

The roadway west from BEFORE Pompisitticut & 117 thru Aubuchon strip mall, post office & ending at beyond Elm Ridge.

Please describe the nature of the neighborhood traffic problem you are concerned with :

* The design of the new roadway traffic controls is a very poor design the does not take into account the human factor. (What happen during the design phase that did not include the human factor? Somebody failed!)

**People speed all the time, make rolling stops & cut people off turning right or left onto 117. I have already, during heavy Saturday traffic, been cut off & had to slam on my brakes which threw my 3.5 year old grandson abruptly forward in his car seat, then I got the finger from driver. How would you feel if your son or grandson gets into an accident & hurt? I travel 117 often with my grandson

** Traveling west on 117 you have appx 4-5 seconds as you come west around the curve to decide if somebody is going to cut you off (which happens all the time) taking a right or left onto 117, Pompisitticut & Red Acre Rd.

** Why does the west speed limit at Elm Ridge allow you to increase speed to 40 mph and then in a short distance as you approach Police Station it drops down to 35mph? You need to pull way out into bike lane to be able see only the roofs of cars, when trying to make a left, plus cars gun it as they see 40 mph sign. Very very dangerous.

** Why is one of the stop signs missing as you leave the strip mall? Why Isn't Traffic Safety Advisory Committee interests not questioning this after months of non compliance? An area of rolling stops cutting off other drivers.

** Will these problems worsen as new business's begin to grow? Was that planned in the engineered design?

** I have seen two cars virtualey totaled (injuries??) after hitting the squared off granite curbs. Is this an engineers poor design?

** Trying to take a left out of White Pond Rd you need to pull way out into the bicycle lane to see westbound traffic. Why was the SAFER previous design changed?

** I'm pretty sure other drivers have reported these & other issues

Thanks for listening. I hope reasonable action will be taken to correct these UN-SAFE conditions
Please list possible solutions to the problem that you would like the Town of Stow to consider:

** Lower speeds to 30mph. Maybe during certain times, if possible.

** Install a pushbutton white strobe lights for pedestrians crossing.

** Install a traffic light setup for busy traffic hours

** More speed soft enforcement as well as permanent LARGE warning signs at each end of the problem area.

** More speeding tickets during heavy use hours. (Not warnings)

** Blinking yellow light at Elm Ridge for left hand turns as you can barely see oncoming cars

** Fire all the people that approved the faulty design by the engineer. We count on these people to approve safe designs.

** Fire the engineering company for the drainage issue rebuild or maybe sue them for funds to make changes.

Thank you for your considerations. It is greatly appreciated.

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/2501>

stowpolice

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

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

From: Stow MA via Stow MA <cmsmailer@civicplus.com>
Sent: Thursday, September 2, 2021 1:24 AM
To: stowpolice
Subject: Form submission from: Traffic Safety Advisory Committee Request Submittal Form

Follow Up Flag: Flag for follow up
Flag Status: Completed

Submitted on Thursday, September 2, 2021 - 1:23am

Submitted by anonymous user: [68.160.135.96](#)

Submitted values are:

First Name: Christine

Last Name: Lorenzo

Street Address: 87 Adams Drive

Address Line 2:

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

E-Mail Address: christinehlorenzo@gmail.com

Please describe the location of the traffic concern: Adams Dr.

Please describe the nature of the neighborhood traffic problem you are concerned with : People have been using Harvard Acres as a cut through and specifically Adams Dr. The problem is speed. The road is a long hill and somehow even though it is a heavily populated neighborhood gain excessive speed going up and coming down the hill directly in front of our house. Not a little fast which would be 30/35 but more like 50. It is a daily issue and between small kids and dogs we are very concerned.

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

We would love a speed sign that indicates how fast the car is going and reminder of speed limit. And speed bumps would solve the problem very quickly. I know the problem exists on many streets, the hill on Adams Dr. makes this location a big problem.

If anyone wants to sit in our driveway to clock the cars we are happy to have you.

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/2271>

stowpolice

From: Stow MA via Stow MA <cmsmailer@civicplus.com>
Sent: Thursday, September 2, 2021 1:35 AM
To: stowpolice
Subject: Form submission from: Traffic Safety Advisory Committee Request Submittal Form

Follow Up Flag: Flag for follow up
Flag Status: Completed

Submitted on Thursday, September 2, 2021 - 1:34am
 Submitted by anonymous user: 2607:fb90:ac98:bd48:9a7d:a4c7:4ef3:9c25
 Submitted values are:

First Name: Donielle
 Last Name: Huff
 Street Address: Peabody Dr
 Address Line 2:
 City, State, Zip (if other than Stow): 01775
 E-Mail Address: huffd34@gmail.com

Please describe the location of the traffic concern: Adams Drive and all of Harvard Acres neighborhood. No one should be going over 25 in a huge neighborhood with tons of kids. I'm on Peabody Dr, too many daily cars from Amazon, landscapers, oil companies going through plus neighbors. Police presence never hurts from a city to a small town, people get the message seeing a police car.

Please describe the nature of the neighborhood traffic problem you are concerned with : Fast drivers, lots of daily cars
 Please list possible solutions to the problem that you would like the Town of Stow to consider: Police presence never hurts, people get the message if they see a police car. Be in the neighborhood, show that you mean business to speeding cars, make a message that in Stow you drive slow!

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/2276>



Town of Stow
**TRAFFIC SAFETY
ADVISORY COMMITTEE**

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

11.30.2021

Donielle Huff
Peabody Drive
Stow, MA 01775

Hello Mr. Huff,

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 speeding in the Harvard Acres neighborhood. The Committee is currently in the process of preparing a recommendation to the Select Board regarding adoption of a town-wide 25mph speed limit on certain un-zoned roads, including those in Harvard Acres. In addition to alerting drivers as to the speed expectations, the change will allow officers to rely on a specific regulation when enforcing safe driving in the neighborhood.

The Traffic Safety Advisory Committee will be discussing the issue in more detail at their December and January meetings. Please sign up for notices of upcoming agendas by visiting the Town of Stow website at www.stow-ma.gov.

Thank you again for your submission.

Sincerely,

Chief Michael Sallese

On behalf of the Traffic Safety Advisory Committee

stowpolice

From: Stow MA via Stow MA <cmsmailer@civicplus.com>
Sent: Tuesday, October 5, 2021 12:05 PM
To: stowpolice
Subject: Form submission from: Traffic Safety Advisory Committee Request Submittal Form

Follow Up Flag: Follow up
Flag Status: Completed

Submitted on Tuesday, October 5, 2021 - 12:04pm

Submitted by anonymous user: 2601:18f:901:d010:6102:e45b:7294:2a82

Submitted values are:

First Name: Naomi

Last Name: Trager

Street Address: 19 chestnut street

Address Line 2:

City, State, Zip (if other than Stow): Stow, Ma 01775

E-Mail Address: ngtrager@gmail.com

Please describe the location of the traffic concern: Chestnut street.

Please describe the nature of the neighborhood traffic problem you are concerned with : Speeding, trucks, safety, walking with horse and no drivers slowed or yield.

Please list possible solutions to the problem that you would like the Town of Stow to consider: Horse crossing sign, no through trucks, speed tables.

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/2411>



Town of Stow
**TRAFFIC SAFETY
ADVISORY COMMITTEE**

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

11.30.2021

Naomi Trager
19 Chestnut Street
Stow, MA 01775

Hello Ms. Trager,

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 speeding and pedestrian safety on Marlboro Road. The Committee is in the process of reaching out to the Town of Hudson regarding examination of a potential cross boundary restriction on truck traffic. The Committee has also noted the effectiveness of speed feedback signs in the location of Marlboro Road and will be planning to place the units in the neighborhood to mitigate safety issues in the short term.

The Traffic Safety Advisory Committee will be discussing the issue in more detail at their December and January meetings. Please sign up for notices of upcoming agendas by visiting the Town of Stow website at www.stow-ma.gov.

Thank you again for your submission.

Sincerely,

Chief Michael Sallese

On behalf of the Traffic Safety Advisory Committee