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TOWN OF STOW  
TRAFFIC SAFETY ADVISORY COMMITTEE

Minutes of December 13, 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 November 16, 2021.

*John Paul Benoit moved to approve the minutes of November 16 , 2021.*

*Jesse Steadman seconded.*

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

**Town Wide 25MPH Recommendation**

Committee members discussed the forthcoming recommendation regarding a 25mph speed limit regulation in Stow for all roads that do not currently have a posted speed limit. Michael Jordan of Packard Road raised concerns with the regulation, but realized after some discussion that it was not meant as a blanket reduction on all roads, but only those that were currently un-zoned. Jesse Steadman said he will amend the letter accordingly and include information regarding the potential safety zone along Crescent Street.

**Budget Discussion**

Jesse Steadman noted that with several developments in the pipeline in Stow, each of which will likely have an impact on Hudson Road, it would be proactive for the Town to gain engineering and design plans for the signalization of the Hudson Road and Route 117 Intersection, which is one of the more accident prone intersections in Stow. The Committee discussed that if private sector investment were to account for the costs, the Committee could pull the article. However, members agreed that in the event the Town was unable to garner investment, it would still be necessary for the Town to act on its own accord. Members agreed they would like to discuss the issue with the Town Administrator, as well as the Complete Streets Committee and Planning Board to gain support from different stakeholders.

**Tracking Progress**

Chief Benoit indicated that he is working on updating the comment tracking system on an excel spreadsheet which will be designed to communicate to residents the status of various comments and concerns before the Committee in line with the Traffic Safety policy of the Committee.

Data Collection Stage I Recommendations for Crescent Street

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The Traffic Safety Advisory Committee discussed the recent correspondence regarding Crescent Street speeding and the potential for confusion regarding overlapping speed zones along Crescent Street. Jesse Steadman described Crescent Street as containing three of the top ten Complete Streets projects as listed on the Town's Prioritization Plan. Jesse Steadman said that the Complete Streets Committee will be discussing the potential to advance design and engineering of sidewalk improvements to the north side of the road from Hartley Road to Warren Road despite the larger Town Center Traffic Improvement project that is being advanced. Jesse Steadman said that the intersection improvements are likely years away due to overall cost and complexity, but the Town could apply for Complete Streets funding to improve the pedestrian environment if the Town had completed design plans. Jesse Steadman recommended that the TSAC revisit the issue of supporting the project after the Complete Streets Committee has had the opportunity to vote.

#### **Approval of Letters to Residents**

Jesse Steadman said he will plan to send the Committee the letters to the residents in the days following today's meeting, for consideration at the Committee's next meeting.

The next meeting is scheduled for December 22, 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

**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:** 12/17/2021  
**Re:** Recommendation on Amending Traffic Rules and Orders

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## Summary

The purpose of this memo is to recommend the Stow Select Board authorize specific changes to the Traffic Rules and Orders for the improvement of public safety on Stow roads. Specifically, this memo recommends the following actions:

1. Amendment to the Traffic Rules and Orders to reduce speed limits on applicable public and private ways that currently do not have posted speed limits AND meet the definition of Thickly Settled, in accordance with Article 6, Section 6 of the Town's General Bylaw;
2. To support funding for signage to implement speed reduction measures;
3. To support funding for the study of a "Safety Zone" along Crescent Street, in the vicinity of Town Center.

## Traffic Safety Advisory Committee Charge

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."*

## Town Wide 25 MPH Regulation on Qualifying Roadways

Since its first meeting of August 17<sup>th</sup>, the Traffic Safety Advisory Committee (TSAC) has accepted well over 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. While there are a number of design and signage interventions the Committee is also considering, the TSAC believes that speed regulation can play an important role.

The TSAC has reviewed the process for amending speed limits through the MassDOT required process. Given that MassDOT requires traffic studies for amending speed limits, undertaking individual, street-by-

Fig. 1



street studies on many of the relatively short, low trafficked roads in Stow, would not be as efficient or cost effective as implementing a blanket speed regulation on qualifying roadways. The Committee has further found that regulating speeds on many of Stow’s non-speed regulated 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.

**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 Town owned roads 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 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 of the Regulation on Stow Roads**

Given that the language of c.90 s.17C specifies that roads receiving a *Thickly Settled* speed reduction must be *Town owned*, the Traffic Safety Advisory Committee is also recommending that the Select Board act through its Traffic Rules and Orders to implement a similar speed limit on *Town Maintained Private Ways* that meet the same *Thickly Settled* definition.

The Planning Department has separated the two distinct categories of roads subject to the recommended changes to the Traffic Rules and Orders. The below table breaks down the specific recommended action of the Select Board, as well as the type and number of roads affected through implementation:

Table 1: Recommended Actions

Recommended Action	Proposed Traffic Rules and Order Change	Type of Road affected	# of Affected Roadways
Reduce speed limit on all “thickly settled,” <u>Town-owned</u> roadways in Stow to 25MPH.	Amend Article VI Section 7-2 to refer to (25) MPH on all “Town-owned public ways” defined as thickly settled in accordance with an appendix of applicable street listings and c.90 s.17C.	Town-owned public ways within a thickly settled district.	XX (see Exhibit A)

Reduce speed limit on all “thickly settled” <i>Town-maintained private ways</i> in Stow to 25 MPH	Amend Article VI Section 7-2 to refer to “Town Maintained Private Ways,” meeting “Thickly Settled” definition.	Private way, maintained and plowed for public safety.	XX (See Exhibit A for list)
	Add definition of “Town Maintained Private Way” to Article I – Definitions.		
	Amend Article VI to create a new Section 12 listing all un-regulated Town-owned ways, and all Town Maintained Private Ways in Stow		

**Required Signage**

In addition to amending the Traffic Rules and Orders, the Town would need to post signage at the prominent entrances to Stow, as recommended in attached Exhibit B. The installation of the signage would not only notify drivers of the new regulation, but also set expectations among drivers that the Town is serious about vehicle speeds throughout Stow. 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 \$4-5 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 already having 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 December 21<sup>st</sup>, 2021, 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.

**Creation of Safety Zone on Crescent Street**

At the July, 2017 Special Town Meeting, the Town of Stow accepted rights associated with *Section 194 of Chapter 218 of the Acts of 2016* to establish regulatory 20 mph “Safety Zones” in qualifying areas of Town. Safety Zones are intended to be used in areas where vulnerable road users are more likely to be present, such as in the vicinity of parks, certain municipal uses, areas in around school and daycare centers, etc. The establishment of Safety Zones must be predicated upon a study in conformance with the Manual on Uniform Traffic Control Devices (MUTCD).

The TSAC is considering such a Safety Zone along Crescent Street, in the vicinity of Hartley Road, Library Hill Road and Town Center Park. Crescent Street includes three of the top 10

Complete Streets Prioritization Plan projects and is a heavily used pedestrian corridor, particularly school aged children. The TSAC is requesting the Select Board's support for an Article at the May Annual Town Meeting to study the implementation of a Safety Zone at Crescent Street. In the intervening time, the TSAC will begin to solicit estimates for the required study, although it is expected to be below \$10,000.00.

#### **Speed Zone Extension on Sudbury Road**

The Traffic Safety Advisory Committee has voted to authorize the Superintendent of Streets to move the north-bound Speed Limit sign of 25 MPH approximately 300 feet south of the Pine Bluff Recreation Area entrance (in the vicinity of 322 Sudbury Road). The purpose of this change is to provide notice of the north bound speed zone prior to reaching Pine Bluff, rather than after passing through what can be a busy entrance to a public facility. Several comments regarding Sudbury Road have been provided by residents to the Traffic Safety Advisory Committee and the Committee believes this can be an effective mitigation measure to reduce speeds in the area. No change to the Traffic Rules and Orders is proposed. Please see the attached map for reference.

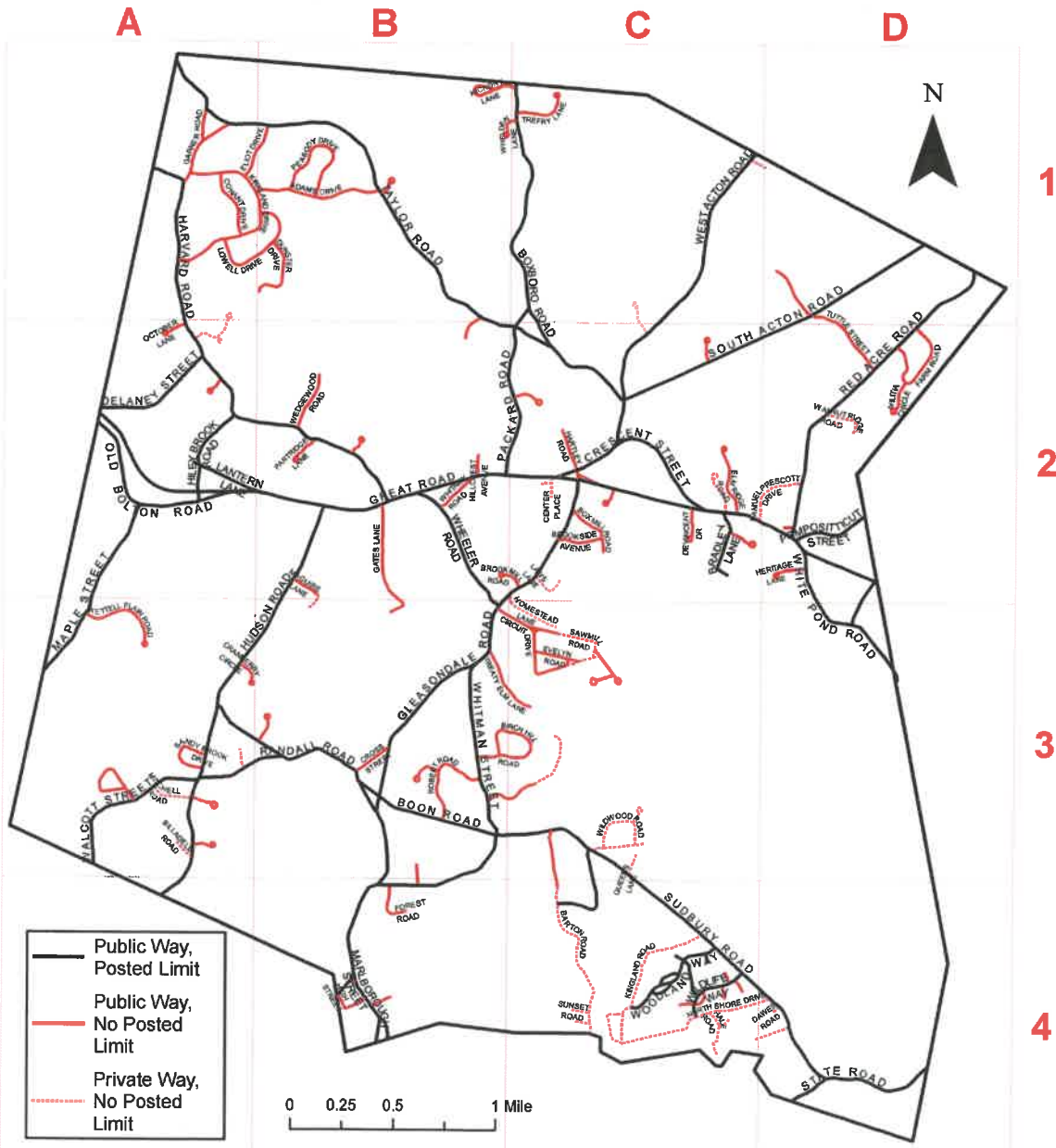
**Public Ways**

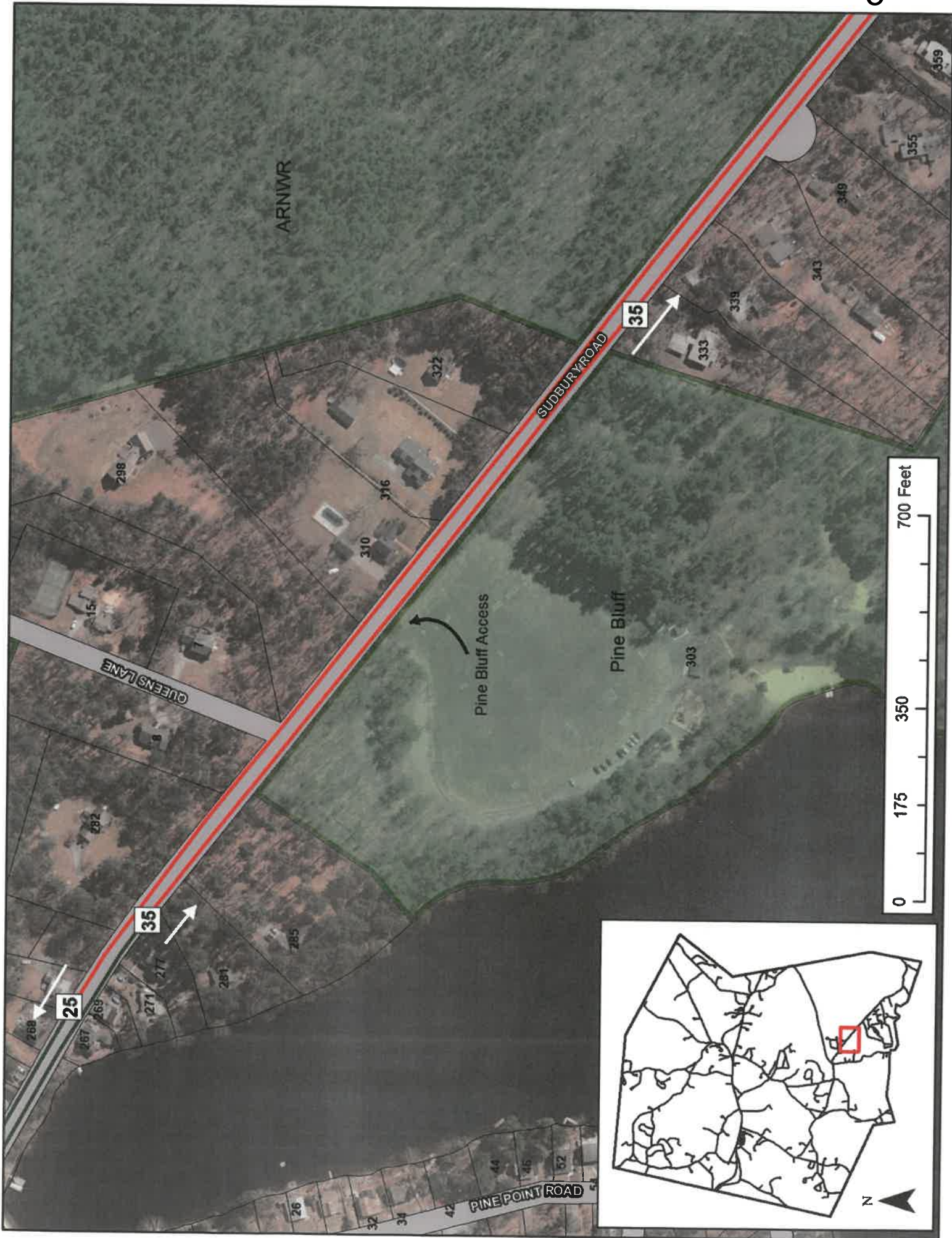
Street	Grid	Street	Grid
Adams Dr	A1, B1	Hickory Ln	B1
Apple Blossom Ln	B3, C3	High St	B4
Aaa Whitcomb Wy	B1, B2	Hilcrest Ave	B2
Barton Rd	C3, C4	Indian Ridge Rd	A3
Birch Hill Rd	B3, C3	Kerrington Wy	B2
Box Hill Rd	C2	Katball Plain Rd	A3
Brook Hill Rd	B3, C2	Kirkland Dr	A1, B1
Brookside Ave	C2	Lane's End	C2
Cardinal Ct	C4	Liberty Hill Rd	C2
Carriage Ln	C2	Lowell Dr	A1, B1
Catherine Cr	B3	Maguire Ln	B2
Older Mill Rd	A2	Marlborough St	B4
Croft Rd	B3, C3	Major Dr	B3
Common Rd	C2	Middlemost Wy	C3
Consent Dr	A1	Millie Cr	D2
Cranberry Cr	A3	Ministers Wy	C2
Cranberry Dr	A3	No Name Rd	A1
Crescent St	C2	Ngara Rd	B3
Crescent Ct	C4	October Ln	A2
Cross St	B3	Partridge Ln	B2
Devilcent Dr	C2	Peabody Dr	B1
Dunster Dr	B1	Pine Ridge Rd	C3
Edgerly Rd	A3	Railroad Ave	B4
Elce Dr	A1, B1	Robert Rd	B3
Elm Ridge Rd	C2	Robin Wood Ln	B3, B4
Evelyn Rd	C3	Salamander Ln	C4
Fairway Dr	B3	Sandy Brook Dr	A3
Farm Rd	D2	Sawmill Rd	C3
Forest Rd	B4	Timberidge Rd	C3
Fox Ct	C4	Trusty Elm Ln	B1, C3
Francis Cr	A3	Traffy Ln	C1
Gardner St	D2	Turtle Ln	D1, D2
Garner Rd	A1	Wedgewood Rd	B2
Gates Ln	B3, B3	Wetherbee Ln	C2
Hartley Rd	C2	Whelden Ln	B1, C1
Heritage Ln	D2	Whitney Rd	B2
Hickory Ln	B1, C1	Woodstock Ct	C4

**Town Maintained Private Ways**

Street	Grid	Street	Grid
Apple Blossom Ln	C3	Lakewood Rd	C3
Barton Rd	C4	Lewis Ln	C2
Billdeil Rd	A3	Middlemost Wy	C3
Brandymeade Cr	C1, C3	Mitchell Rd	A3
Canterbury Rd	C1, D1	North Shore Dr	C4, D4
Center Place	C2	O'Connell Wy	C4
Davis Rd	C4	Overons Ln	C3
Dewes Rd	D4	Samuel Prescott Dr	D1, C2
Deer Field Ln	C2	Sawmill Rd	C3
Elizabeth Dr	B3, B3	Seven Star Ln	A3
Hale Rd	C4	Sunset Rd	C4
Hallocks Point Rd	C4, D4	Sylvan Dr	A1, A2
Homestead Ln	C7, C3	Thicket Cr	C3
Kingland Rd	C4	Walnut Ridge Rd	D2
Lakewood Rd	C3	Wildwood Rd	C3

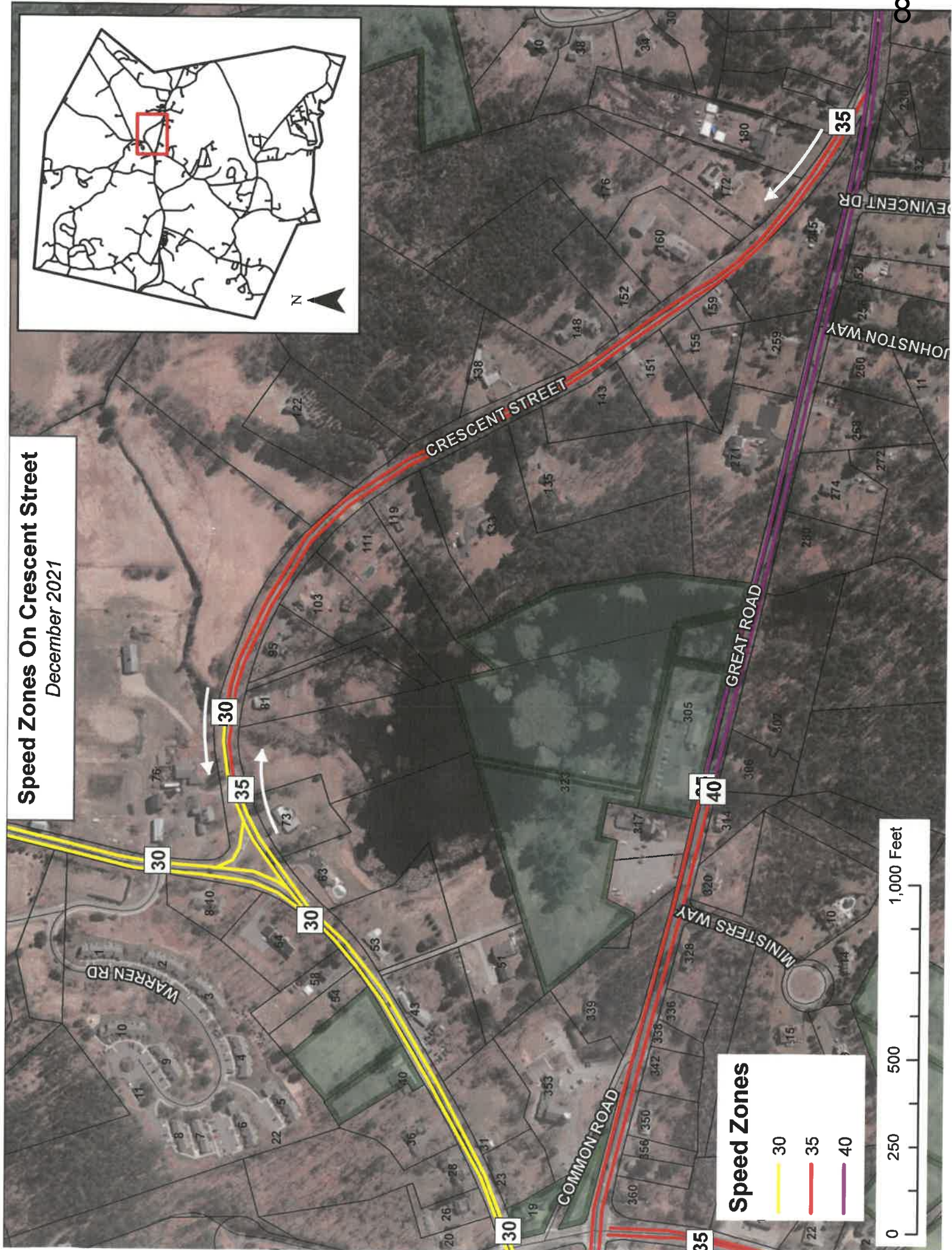
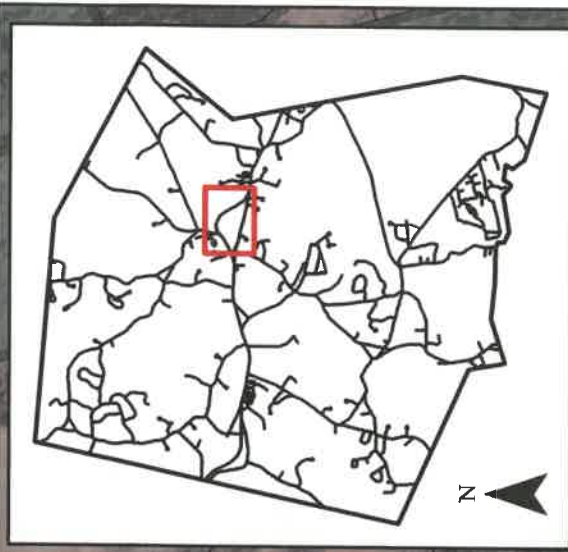
\*\*\*Private ways not maintained by the Town are not represented on the map







# Speed Zones On Crescent Street December 2021



**Speed Zones**

- 30
- 35
- 40



**stowpolice**

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**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](mailto: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>



Town of Stow  
**TRAFFIC SAFETY  
 ADVISORY COMMITTEE**

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

12.15.2021

Robert Kitzelman  
 34 Meeting House Lane  
 Unit 307  
 Stow, MA 01775

Hello Mr. Kitzelman,

Thank you for your submission to the Traffic Safety Advisory Committee. The Committee has received your letter and discussed the concerns raised at their January meeting.

Please see the following comments based upon your concerns:

\* 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!)

One of the primary components of the traffic design was a Complete Streets layout, focused on pedestrian and bike safety. Large, dangerous curbcuts were shortened or eliminated, three pedestrian refuge islands were installed to allow pedestrians a chance to break up the crossing of busy Route 117, continuous ADA accessible sidewalks were constructed on both sides of the road, and the first bike lanes anywhere on route 117 between I-95 and I-495 were installed.

\*\*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

The Police Department has noted the issue with rolling stops at certain intersections and will be re-examining how best to position themselves for enforcement given the new traffic pattern.

\*\* 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, Pompisicut & Red Acre Rd.

The westward approach to Lower Village continues to be a difficult traffic pattern to improve. The design of the roadway features a widening center lane, which ends in a pedestrian refuge island to gradually narrow the lanes and slow traffic in the approach to the village. Additionally, two different engineering firms reviewed the location for a traffic signal and neither could find that it meant sufficient warrant for installation.

The proximity of Red Acre Road to Pompositticut makes this intersection especially difficult to manage. However, the elimination of the large curbcut at the auto dealership has significantly reduced the occurrence of high-speed passing along the right shoulder when vehicles are turning onto Pompositticut. This had been a high priority pedestrian issue that was resolved by the installation of the sidewalk along the south side of Route 117.

**\*\* 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.**

At the outset of the project planning phase, the engineers conducted traffic counts and turning counts in and out of each of the various driveways and roadways within Lower Village, including at Elmridge Road. This data revealed the speed issues at the eastern village gateway in the area of Bradley Lane and Elmridge Road. Mitigating those speeds has proven difficult. Given the relatively low vehicle volumes using Elmridge Road, the intersection did not meet the basic warrant for a traffic signal. In lieu of a signal, the designers utilized the 40' foot raised median to provide the perception of lane narrowing and calm traffic as it enters and exits the village. Additionally, the Highway Department has utilized speed feedback signs to lower speeds at the gateways to the village with good success. This strategy can be utilized again.

The traffic engineers also reviewed the issues of sight lines due to the road grades in this area. However, in order to eliminate the grade change, the entire roadway would have needed to be lowered in elevation, creating a ripple effect of consequences for abutting property owners, including required easements and grading into existing properties to match the grade of the newly lowered roadway, resulting in further loss of trees, vegetation and front yard space. Given both the cost and impacts to abutters, this option was not acted upon.

The speed zone along Route 117 to the west of Lower Village (40MPH) is governed by MassDOT. The Town does have the opportunity to perform a speed study to determine the accuracy of the existing speed zone. However, this strategy needs to be approached with caution due to the way that speed zones are created. If a certain percentage of vehicles are found to be travelling at or above the posted speed limit, the limit could be raised rather than reduced. It is likely that the speed zone near the police station is different due to the proximity of the Town Center village and intersection.

**\*\* 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.**

Thank you for bringing this to the Committee's attention. The Town Planner will be reaching out to the owner, Linear Retail, to ensure that the requirements of their Special Permit with the Planning Board are being adhered to, including required signage.

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

Part of the technical underpinning of the design includes an estimate of future traffic volumes. The design did anticipate future growth along Route 117, which is a growing arterial roadway in the region that feeds traffic between two major interstates.

That being said, one of the specific focuses of the plan was to manage the number, location and design of the various curbcuts (entrances and exits from businesses and roadways) in the District. Engineers call this "access management." Some of the curbcuts were eliminated, turned into shared entrances or reduced in size. As the district grows, creating more defined side streets and accesses helps drivers to anticipate where other drivers may be turning. For instance, in some of the wide curbcuts that have since been shortened, a driver could turn on their blinker, but make the actual turn over a wide area due to the long width of the entrance. By narrowing those entrances, drivers can better anticipate when a turning vehicle will actually execute the turn.

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

Granite curbs are often prioritized in areas where pedestrian safety needs to be improved. The curbs are meant to be a barrier between traffic and pedestrians, specifically designed to slow and/or deflect vehicles that may go off the road and into a sidewalk. Sloped curbing does not provide this benefit.

**\*\* 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?**

The previous design of White Pond Road featured a very wide throat and low angled turn radius, which allowed drivers to turn onto White Pond Road at high speeds. The design was meant to create a more 90 degree, T-style intersection that requires vehicles to slow and come to a full stop prior to making the turn. Additionally, the width of the road was reduced to lessen the time it takes a pedestrian to get from one side of the road to the next. Pedestrian and bike safety at this intersection was important to prioritize due to the existence of the Assabet River Rail Trail at the end of White Pond Road.

**\*\* 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.**

The Traffic Safety Advisory Committee will further discuss at an upcoming meeting.

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

The Planning and Highway Department's recently received a grant from the MassDOT Shared Streets Program for the purchase of three sets of push button pedestrian signals, two of which will be installed in Lower Village. One at the eastern entrance to the shopping plaza and the other at the crosswalk in the vicinity of the Pompositticut intersection. It is hoped that these devices will provide further queue to drivers that the Lower Village area is congested and vehicles need to slow down.

**\*\* Install a traffic light setup for busy traffic hours**

See above comments regarding traffic signal warrant analysis. In the event new businesses and uses site in Lower Village, the necessity of a traffic signal can be re-examined.

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

The Police Department has been prioritizing speed enforcement throughout Town, including in Lower Village. We hope to share enforcement data on a regular basis as a report out. However, the Police Department has noted that enforcement is a tool that needs to be used in tandem with other mitigating measures as well. To that end, the Committee will work with the Highway Department to determine the best locations for placing mobile speed feedback signs.

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

See above.

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

Thank you for the recommendation. The Committee will discuss which factors must be met for the installation of a blinking yellow light.

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

The Town does not have the resources to hire traffic engineers and subject matter experts. It relies on consulting engineering firms that have been chosen through a competitive bid process to provide the expertise needed to meet specific transportation project goals.

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

The Town is currently in ongoing litigation with the engineering company hired to design the originally approved drainage system.

Thank you again for your submission and please check the Committee's webpage through this fall for status updates on the Town Center Traffic Improvements.

Sincerely,

Chief Michael Sallese

On behalf of the Traffic Safety Advisory Committee

DRAFT