

TRAFFIC SAFETY ADVISORY COMMITTEE MEETING
Tuesday, August 31, 2021 – 1 PM
2nd Floor Warren Room
Stow Town Building
380 Great Road, Stow, MA 01775

This meeting will be in-person and available for participation online

Instructions for accessing the online meeting:

Join the Zoom Meeting Online at: <https://us06web.zoom.us/j/84364130833> Meeting ID: 843 6413 0833

For Audio only: Dial 1 929 205 6099, when prompted enter Meeting 843 6413 0833#

1.	1:00 PM	Call to Order
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Traffic Safety Advisory Committee Administrative Items

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

Appointments/Discussion/Action Items

5.		Policy Review and Adoption
6.		Workplan Review / Project Status
7.		Press Release Approval
8.		New Complaints/Correspondence

Posted 8/25/2021 at 7:00am

RECEIVED

AUG 25 2021

**TOWN CLERK
STOW, MA**

Draft

TOWN OF STOW
TRAFFIC SAFETY ADVISORY COMMITTEE

Minutes of the August 3, 2021 Traffic Safety Advisory Committee Meeting

Committee Members Present: Chief Michael Sallese; Captain JP Benoit; Steven Nadeau; Jesse Steadman

Denise Dembkoski called the meeting to order at 8 am.

Committee Organization

Chief Sallese indicated his interest in chairing the Committee.

Jesse Steadman moved to appoint Chief Sallese as Chair.

Captain Benoit seconded.

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

Jesse Steadman moved to appoint himself to take minutes.

Captain Benoit seconded.

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

Development of Complaint Process

Chief Sallese stated that he had reviewed the processes of several towns in relation to similar committees and believes that this committee can create a flow chart of process steps to respond to and resolve public complaints. The Committee discussed the use of a standardized online form, as well as links to the various Departments. Jesse Steadman said that designing a clear process and posting it online can set expectations around the types of solutions that can actually be implemented and indicate realistic timelines for action. Captain Benoit indicated he liked the idea of a point system to help prioritize issues raised by residents.

The Committee agreed that having the means to capture speed and vehicle use data would be important in some instances, depending on the type of solutions that may exist, such as truck restrictions or engineered solutions. Being able to recommend a solution, even if it is a short term, solution, data gathering or specific response, is valuable for residents that want to know that their concern is being looked into.

Committee members discussed the previously approved article at the 2017 Annual Town Meeting to opt into updated language of M.G.L c.90(C), which allows for the posting of all roads through thickly settled areas at 25mph, specifically on roads where no prior speed zone exists.

Initiation of Complaints

The Committee discussed the process for residents to initiate complaints, including the potential for a certain percentage of residents along the road to provide a signature. There was general agreement

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that in some instances the Committee has access to data that could allow them to make improvements and recommendations absent the otherwise required number of signatures.

Currently Identified Issues

The Committee members identified a number of ongoing discussion topics and problem areas where complaints and recommendations have been recorded, including the use of speed bumps, truck traffic on Marlboro, Boxboro, and Packard Road, as well as speed issues on Wheeler and Marlboro Road as well. The Committee agreed that having a workplan drafted could help members stay abreast of individual action steps meeting to meeting.

Chief Sallese recorded ideas for the next meeting to be held on August 17th at 1pm.

Chief Sallese motioned to adjourn

Jesse Steadman seconded.

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

Respectfully Submitted,

Jesse Steadman

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TOWN OF STOW
TRAFFIC SAFETY ADVISORY COMMITTEE

Minutes of the August 17, 2021 Traffic Safety Advisory Committee Meeting

Committee Members Present: Chief Michael Sallese; Captain JP Benoit; Steven Nadeau; Jesse Steadman

Chief Sallese called the meeting to order at 1 pm.

Member Updates

Jesse Steadman indicated he reached out to the Director of Community Development regarding their process of enacting truck restrictions and to get a sense of who the Committee may need to discuss the topic if it comes up in the future at Marlboro Road.

Chief Sallese stated that the Traffic Safety form is now online and that he expects that complaints received can be put into a dashboard and regularly updated so residents can review the status online. Captain Benoit indicated that he has drafted a spreadsheet that can be used to organize the status of various issues the Committee is considering.

Traffic Calming Policy Review and Adoption

Committee members discussed the various steps involved in the draft Traffic Calming Policy and offered the following recommendations for edits:

1. Private ways should be included for review where the Town maintains the roadway. Such inclusion would ensure that most comments are received and reviewed.
2. Road length and zoning district should not be a factor in determining applicability of complaint;
3. The Committee should create criteria for when a petition of a majority of residents along an area of concern is warranted;
4. Recognition that there may be traffic analyses and initial study that require a funding component prior to advancing toward potential solutions;
5. Need to set specific metrics for evaluating concerns and complaints that allow for the full range of potential data points;
6. Landscaping should be added to Stage 1 interventions;
7. Need to identify metrics for the success of any one intervention or solution;
8. Speed bumps will need to be discussed as their own agenda item at a future meeting;
9. A Public Hearing is the best way to gather initial data on a potential Stage 2 intervention, such as redesign of a street;
10. Step 9 and 12 of the Draft Policy can be combined into tasks that may be undertaken as part of a Public Hearing.

Committee members agreed that the remaining agenda items can be rolled over to the next meeting of the Traffic Safety Advisory Committee on August 31st at 1pm.

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Chief Sallese motioned to adjourn

Captain Benoit seconded.

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

Respectfully Submitted,

Jesse Steadman

TOWN OF STOW

TRAFFIC SAFETY POLICY



**TRAFFIC SAFETY
ADVISORY COMMITTEE**

August 2021

Traffic Safety Advisory Committee

Mission

It is the intention of the Town, in creating the Traffic Safety Advisory Committee (TSAC), to establish an advisory group that can receive all requests and suggestions for traffic safety improvements 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.

Local traffic problems arouse emotion, as do their solutions. It will be the mission of this committee to provide a multi departmental approach to systematically and logically studying conditions and developing possible responses to propose to the Town Administrator and subsequently the Select Board. This Committee is advisory only, and will not have responsibility for any operational activities.

Responsibilities and Functions

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

While the Committee does not have the ultimate power to commit Town resources or approve projects, it is the Select Board's intention to support reasonable actions and recommendations of the Committee that are supported by the Town Administrator and department heads of the Town, and to the extent that Town Bylaws, Town Meeting action, and budgetary limits permit.

Traffic Safety Policy

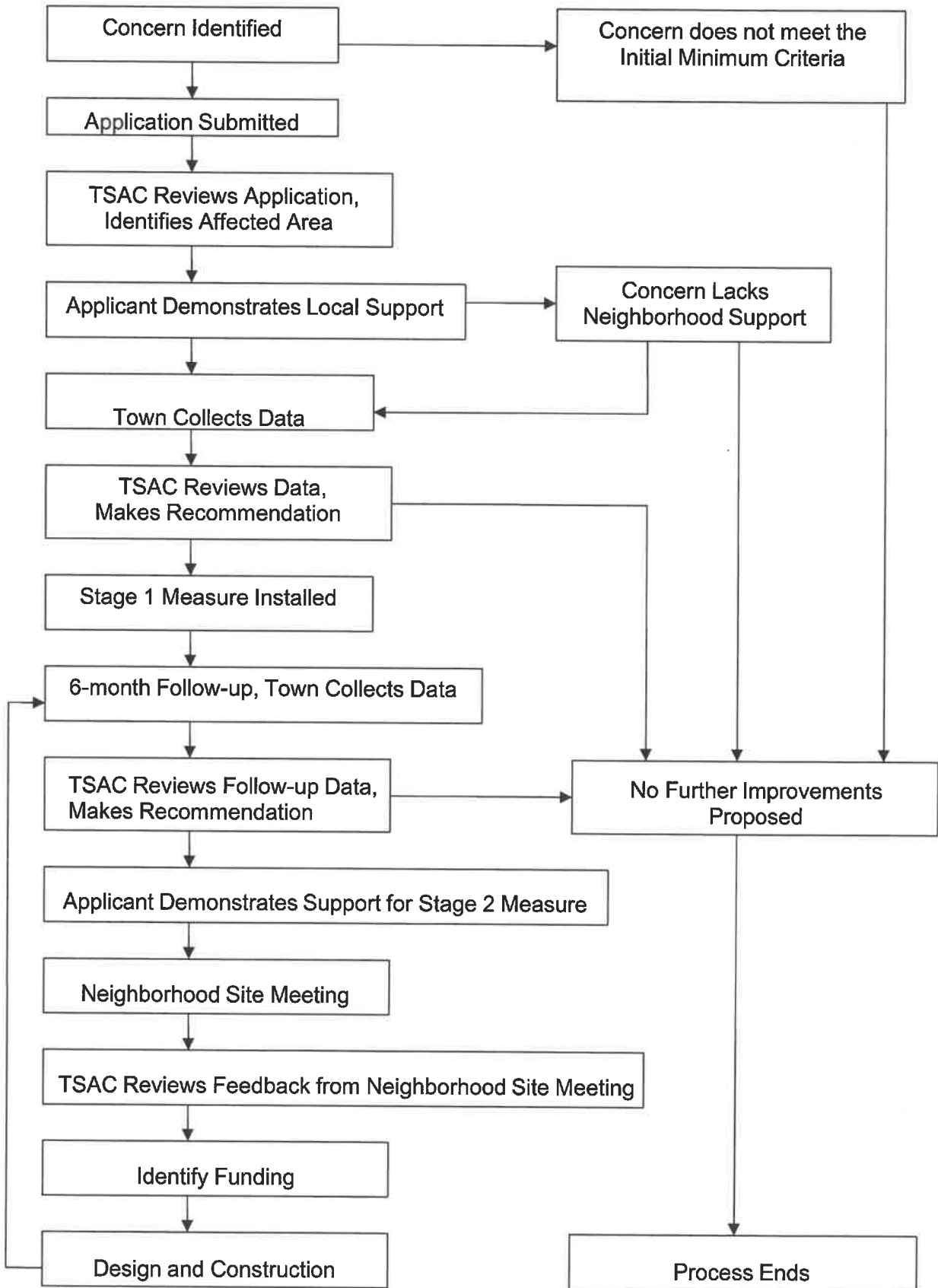
Traffic calming is a method of employing specific measures to reduce speeding, aggressive driving, and high levels of vehicular traffic traveling through local neighborhoods.

This policy has been developed in order to establish a structured process through which the Town can respond to and address residents' concerns regarding these types of traffic issues that occur on Town maintained residential streets. For traffic issues that arise on arterials and collector streets, each concern will be evaluated on a case by case basis.

The purpose of the policy is to verify a concern once it is brought to the Town's attention, evaluate it against set criteria, rank it against other known locations in Town, provide recommendations to address the issue, and determine the effectiveness of recommendations that are implemented.

A flow chart of the overall process is presented on the next page, while a description of each step is outlined in the following section.

Traffic Safety Policy Process



Process and Requirements

Step 1 – Report the Problem

If a resident feels that there is a traffic related issue on their street, they should report the problem to the TSAC via the forms included in the appendix of this document, or through webforms on the Town website, or by email to stowpolice@stow-ma.gov

Committee members will review the concern to verify that it meets the following initial minimum criteria:

1. Location of the concern must be a Town maintained residential roadway.

If the initial minimum criteria is met, the resident will be provided with a Traffic Calming Request Form (a copy of the request form is provided in the appendix as Attachment A).

Once this form is reviewed by the TSAC, a letter or email will be sent to the Applicant with notification of the upcoming meeting date.

Step 2 – Traffic Safety Advisory Committee (TSAC) Initial Review

The TSAC may review the application to determine the limits of the *affected area* and may request a petition from a representative number of residents in this affected area to verify that there is a widespread concern for the traffic issue (a blank copy of the petition to be signed is provided in the appendix as Attachment B). The neighborhood may identify and list on the petition a resident who will serve as the primary contact with the Town.

A letter or email may be sent to the Applicant with the petition forms and limits of the affected area.

Step 3 - Neighborhood support

In the event a petition is required by the TSAC as described in Step 2, the Applicant shall submit the petition signed by at least 50% of the households within the subject area. Upon submission, the petition will be reviewed by the Committee. If a request has met the next minimum criteria it will proceed to Step 4. A letter will be sent to the Applicant indicating receipt of petition forms and that data will be collected to evaluate the concern.

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

In the event that the Applicant is not able to garner the required signatures, the TSAC may, at its discretion, continue to move the application on to the next step if it is determined that the concern warrants further review.

Step 4 – Data Collection and Evaluation

After verifying that the concern meets the minimum criteria set forth above, the TSAC, may initiate collection of traffic volume and speed data, obtain information on traffic patterns, and evaluate existing conditions in the area such as sight distances and traffic incident history. The TSAC will discuss their findings at a subsequent meeting of the Committee. In the event that the initial data collection cannot be obtained or performed without the assistance from a qualified traffic engineering firm, the TSAC, may recommend the SelectBoard support or initiate funding for further study and/or determine whether any grant funding may be available for such data collection.

Step 5 – TSAC Data Review, Evaluation, and Recommendation

The TSAC will review and evaluate all data obtained in Step 4. If the data meets one or more of the criteria as set forth below in *Table 1*, the TSAC may recommend a Stage 1 traffic safety measure(s) as outlined in Step 6.

In the event multiple potential projects are being considered at any one time or within any one applicable funding cycle, the issue will be ranked by the point system outlined in *Table 1* to assist in prioritizing the order in which any interventions are pursued and completed. The TSAC will include information on potential funding mechanisms, any available technical assistance resources, as well as a determination on anticipated benefits in writing to the Stow SelectBoard.

Table 1: Project Prioritization System		
85 th percentile Speed >20% over limit within affected area	15	
Traffic Volumes (measured in vehicles per day (vpd))	(vpd)	
	< 1000	5
	1001-5000	10
	>5000	15
Within ¼ mile of pedestrian point of interest (as defined in the Stow Complete Streets Prioritization Plan as amended)	10	
Lack of existing pedestrian infrastructure, including sidewalks, walking paths, multi-use paths, and/or crosswalks	5	
Proximity to concentrated crash locations	5	
Obstructed sightlines	5	

The point system outlined in Table 1 will be used by the TSAC to understand the relative significance of any one traffic issue. However, the TSAC may, at its discretion, continue to move the application on to the next step if it is determined that there are a specific combination of factors involved to indicate the concern is a significant priority. These concerns may include but is not limited to, accident data, traffic data, special pedestrian interest points.

Step 6 – Stage 1 Traffic Safety

Stage 1 traffic safety measures may be recommended for projects meeting a combination of the above criteria in Table 1. Such measures are typically low cost, can be easy to deploy, and can offer quick mitigation of the issue, and/or can provide a combination of traffic safety and data collection. These methods may include but not be limited to:

- Use of a speed monitoring radar trailer or other temporary or permanent device
- Education / Public Awareness, including outreach to businesses and/or specific neighborhoods
- Traffic enforcement
- Signage and pavement markings
- Landscaping
- Other methods as determined by the TSAC

Upon identification of a Stage 1 Traffic Safety Measure appropriate for the affected area, the TSAC will submit a recommendation to the SelectBoard identifying the safety measure, metrics to monitor its success, estimated costs, information on installation, as well as any necessary pre-requisite design.

Step 7 – Follow-up Data Collection

If one or more of the Stage 1 traffic safety measures are implemented, the TSAC may work with Public Safety Departments, Town Staff and any consulting parties, to identify an appropriate monitoring period. During the monitoring period, the TSAC and/or its agent will collect additional traffic data to determine the effectiveness of the implemented measures.

Step 8 – TSAC Data Review, Evaluation, and Recommendation

The TSAC will review the follow-up data on determining the measure of success and if necessary hold a Public Hearing to determine how well it mitigated the identified issues, as well as any other impacts the intervention may have had on traffic patterns or overall use of the subject area. Metrics evaluated in making the above determination may include but not be limited to Public Hearing testimony, interviews with affected residents, speed data, crash incident reports and other data points as applicable.

In the event the TSAC deems the Stage 1 traffic safety measure to be insufficient, further measures may be evaluated and the TSAC may discuss concepts, cost estimates, and funding availability for possible Stage 2 traffic safety measures.

Stage 2 traffic safety measures may involve physical modifications to the roadway in

order to mitigate traffic safety concerns. Possible Stage 2 measures may include but not be limited to:

- Bulb-outs / Curb extensions
- Center island medians
- Chicanes
- Landscape treatments
- Mid-block chokers
- Pedestrian refuge islands
- Raised crosswalks
- Realigned intersections
- Roundabouts
- Sidewalks
- Speed humps
- Speed tables
- Other measures as applicable

Upon identification of a potential Stage 2 traffic safety measure, the TSAC will schedule a Public Hearing with proper notice to all residents within the subject area. During the Public Hearing, the TSAC may require that committee members attend a neighborhood site visit to gain comment and feedback on the options for applicable traffic safety measures.

Upon conclusion of the Public Hearing, the TSAC will review the information gained during the hearing, including testimony from residents and information received during the sitewalk to make a written recommendation to the Selectboard and Applicant. The recommendation will identify any proposed Stage 2 Traffic Safety Measures, as well as information on the measure's estimated cost, installation, and pre-requisite engineering and design. Additionally, the TSAC will provide the Selectboard and Applicant information on potential funding sources and how the Stage 2 measure may fit into existing construction and/or design schedules.

Step 9 – Design and Construction

Actual implementation of stage 2 measures will be dependent on the TSAC's determination of project priority, including but not limited to its point ranking in Table 1.

Once funding for a specific project is in place, design and construction of the proposed improvements will proceed in accordance with Stow's Town Meeting schedule and proper bidding and awarding procedures.

Step 10 – Follow-up Evaluation

After the Stage 2 measures have been in place for approximately six months, additional data may be collected to determine their effectiveness.

Unless TSAC determines that the installed measures are a hazard, once they are installed, measures shall remain for at least 3 years. If a neighborhood decides that it no

longer wants the measures in place following the first three years, a process similar to that used for implementation of the Stage 2 measures will be followed, including demonstrating public support for their removal as evidenced by a petition signed by 75% of the residents within the defined area of the improvements, and evaluation by the TSAC.

APPENDIX

Attachment A – Traffic Calming Request Form

This form is used to report a speeding or traffic problem on a residential street. When this form is submitted, Town staff will evaluate the complaint to determine the nature of the problem, and make sure that the location is a town maintained, residential street. After the initial report Town staff will explain how residents may put together a petition to verify that there is a widespread concern for the speeding or traffic issue. [Please note to help the committee understand the issues in your neighborhood all fields are required.](#)

1. Contact Information

Name(please print): _____
Address, City, and Zip: _____
Phone Number: _____
Email: _____

2. Please describe the location of the traffic concern. Attach a map or picture if necessary:

3. Please describe the nature of the neighborhood traffic problem you are concerned with (attach additional sheets if necessary):

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

Please fill out this form and return to:

Traffic Safety Advisory Committee
Stow Town Building
380 Great Road
Stow, MA 01775
or email to stowpolice@stow-ma.gov

Attachment B – Neighborhood Petition Form (Page 1)

Please fill out this form and return with attached sheets to:

Traffic Safety Advisory Committee
Stow Town Building
380 Great Road
Stow, MA 01775
or email to stowpolice@stow-ma.gov

THE UNDERSIGNED AGREE TO THE FOLLOWING:

1. All persons signing this petition do hereby certify that they own property or reside within the following area: _____

2. All persons signing this petition do hereby agree to the following problem in the defined area: _____

3. All persons signing this petition do hereby agree that the following contact person(s) represents the neighborhood in matters pertaining to items 1 and 2 above:

Name of key contact person #1 (please print): _____

Address, City, and Zip Code: _____

Telephone (day): _____ Fax: _____ E-mail: _____

Name of key contact person #2 (optional) (please print): _____

Address, City, and Zip Code: _____

Telephone (day): _____ Fax: _____ E-mail: _____

Please attach additional pages if necessary to discuss the request.

Date Submitted: _____

Display problems? [Open this email in your web browser.](#)

Stow Police Department

Michael Sallese

Chief of Police

305 Great Road

Stow, MA 01775



FOR IMMEDIATE RELEASE

Monday, Aug. 16, 2021

Contact: Robert Mills
Phone: 617-993-0003
Email: robert@jgpr.net

Stow Police Department Announces Traffic Safety Advisory Committee, Invites Residents to Submit Feedback

STOW -- Chief Michael Sallese wishes to inform the community that a newly formed Traffic Safety Advisory Committee is seeking input from residents to help identify traffic issues and to find solutions.

The committee will pursue a multi-departmental approach to exploring conditions and developing possible responses to propose to the Town Administrator and subsequently the Select Board.

Residents may submit reports to the committee [via an online form on the town's website](#). The committee will then review resident concerns that apply to town-maintained, residential streets, and invite residents to a TSAC meeting for further

discussion.

ANYTHING THAT CAN BE DONE ABOUT STATE ROUTES???

"Members of our community have an understanding of how traffic impacts their neighborhoods, so it is important that we hear their feedback and take it under consideration," Chief Sallese said. "I'm hopeful that residents will take advantage of the opportunity to provide feedback so we can ensure we're doing all we can to make our town roads safer."

The committee will determine what additional information needs to be gathered, work to develop a plan of action in conjunction with the Police Department, Planning Department, and others, conduct public hearings, and invite residents back before the board to review proposed solutions before voting on them and forwarding them to the Town Administrator and Select Board.

The TSAC will not have authority to distribute resources or approve projects, but the Select Board will give careful consideration to actions recommended by the committee, Town Administrator and department heads.

The TSAC will be comprised of the Chief of Police, Superintendent of Streets, Fire Chief, Town Planner (or their designees) and a resident **SELECTED HOW???**

Consultants to the committee will include the American With Disabilities Act Coordinator, the Conservation Agent, the School Facility Director and the Complete Streets Committee. The Town Administrator will also serve as a non-voting advisor to the committee.

For more information on the committee, its mission and its operating procedure, visit: <https://www.stow-ma.gov/traffic-safety-advisory-committee>.

###

A message from the Town of Stow

[Unsubscribe](#) | [Manage subscription](#)
John Guilfoil Public Relations LLC
8 Prospect St.
Georgetown, MA 01833
617-993-0003

policechief

From: planning
Sent: Tuesday, August 24, 2021 3:05 PM
To: policechief
Subject: FW: Are you still looking for info on the complete streets policy

Follow Up Flag: Follow up
Flag Status: Flagged

FYI.

From: James Salvie <jsalvie@icloud.com>
Sent: Tuesday, August 17, 2021 5:23 PM
To: planning <planning@stow-ma.gov>; planning2 <planning2@stow-ma.gov>
Subject: Fwd: Are you still looking for info on the complete streets policy

Hi Jesse and Malcolm — from Vickery Trinkaus-Randall. I replied to her and reminded her that Wheeler is being taken up by the Traffic Safety Committee. I asked if she wants me to pass this along, even though I think they are familiar with the issues on Wheeler.

Jim

Begin forwarded message:

From: "Trinkaus-Randall, Vickery E" <vickery@bu.edu>
Subject: Are you still looking for info on the complete streets policy
Date: August 17, 2021 at 2:07:20 PM EDT
To: "jimsalvie@comcast.net" <jimsalvie@comcast.net>

Hi Jim

I found this email from 2017 and thought it was rather appropriate.
So as you know the town has painted pics of bicycles in a very small number of sts and in areas that dont make much sense.

In fact I think the signage is worse than most of our surrounding towns.
Acton has gone a bit crazy as its there and then it disappears and of course that area is where the swept debris is so there are many caveats.

Other towns are posted that we can ride and hold a lane and there is no such signage in Stow. Even Weston posts that.

Did the century this year w my kids for PanMass - More peaceful than the 2 day w a daughter w cancer and Covid.

Question

I know you want me out of my hair but

Are you guys going to ever assist w the speed on wheeler - they were going 40-50 on it yesterday and a

number of neighbors are now afraid to get their mail. I think we are at a point of quality of life and I think we as members of the town deserve better. We are between 2 state rds. There is an article in the Globe a while back supporting the use of humps or bumps. They are now in the towns of Acton, Newton, Wayland, Weston - all along my commute. Contrary to Jesse I do not see people accelerate and slow and accelerate and slow.

Cheers

Vickery

stowpolice

From: Stow MA via Stow MA <cmsmailer@civicplus.com>
Sent: Wednesday, August 25, 2021 9:52 PM
To: stowpolice
Subject: Form submission from: Traffic Safety Advisory Committee Request Submittal Form

Submitted on Wednesday, August 25, 2021 - 9:51pm
Submitted by anonymous user: 2601:18f:903:31e0:3117:7345:4e66:71eb
Submitted values are:

First Name: Margaret
Last Name: Costello
Street Address: 537 Gleasondale Road
Address Line 2:
City, State, Zip (if other than Stow): Stow
E-Mail Address: megcstow@gmail.com
Please describe the location of the traffic concern: Old Marlboro Road/Chestnut Street
Please describe the nature of the neighborhood traffic problem you are concerned with :
10.16.2020 Letter sent to Select Board Fall 2020 re: traffic in Gleasondale:

Dear Members of The Stow Select Board,

Our committee watched your last meeting and the discussion of the letter we submitted to you. We first and foremost want to thank you for your consideration and we very much appreciate your clear desire to help us as our neighborhood does present some unique challenges in terms of the safety of our residents.

We would like for you to clarify how we can accomplish two goals. We are hoping you can outline a plan for us to take the appropriate actions to:

1. Install weight restriction signs for trucks on either side of Chestnut/Marlboro similar to the one posted on Pompositticut Road restricting thru trucks over 2.5 tons, so they are not permitted to use the area as a shortcut (please see attached picture).
2. Install permanent (not temporary) flashing speeding signs. One at the Hudson/Stow line heading north and the second as you start down the hill coming into Gleasondale after the Gibson/Macdonald farm before Sudbury Road on Route 62 heading south, which display the speed limit and the speed with which drivers are traveling.

We are more than willing to follow through on what needs to be done to accomplish these goals after receiving your guidance on these matters.

Thank you for your consideration.

Sincerely,
The Gleasondale Steering Committee

Margaret Costello
Eve Fischer
Joanna Miller

Maura Sieller
Naomi Trager

Please list possible solutions to the problem that you would like the Town of Stow to consider:
Easy. IMMEDIATE NEED: Restrict truck traffic on this narrow road (Old Marlboro/Chestnut) with houses right on road.
Truck restriction signs at either end of Old Marlboro/Chestnut.

Neighbors at Hudson side of Old Marlboro/Chestnut in favor of this truck restriction and they are willing to work with Town on Hudson with implementation.

Followup: Control traffic speeds going through Gleasondale.
Please attach any documents you would like the Committee to review here: [https://www.stow-ma.gov/system/files/webform/no thru trucks sign 9.2020-...](https://www.stow-ma.gov/system/files/webform/no_thru_trucks_sign_9.2020-...)

The results of this submission may be viewed at:
<https://www.stow-ma.gov/node/143221/submission/2206>

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>