

TRAFFIC SAFETY ADVISORY COMMITTEE MEETING

Monday July 11, 2022

Stow Town Building

380 Great Road, Stow, MA 01775

**Town Building and
On-line**

Topic: TSAC

Time: July 11, 2022 01:30pm PM Eastern Time (US and Canada)

Join Zoom Meeting

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

Meeting ID: 817 5629 5320

Passcode: 364920

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

Traffic Safety Advisory Committee Administrative Items

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

Appointments/Discussion/Action Items

5.		Cycling issue/Double Yellow Lines
6.		Hudson Road/Great Road Intersection
7.		Sudbury Road Speed Zone
8.		Sudbury Road at State Road
9.		Delineators/ Circuit Drive
10.		64 Crescent St
11.		Randall Road at Cross St.
12.		Treaty Elm at Gleasondale

Posted July 5, 2022 at 4:00pm

Updated time July 8, 2022 at 11:00am

Town of Stow
TRAFFIC SAFETY ADVISORY COMMITTEE

Minutes of June 22, 2022 Traffic Safety Advisory Committee Meeting

Members Present: Chief Michael Sallese, Fire Chief John P Benoit, Steve Nadeau, Jesse Steadman

Chief Sallese called meeting to order 1:00 PM

Approval of Minutes | June 2, 2022

Jesse Steadman moved to approve the minutes of May 18th, 2022.

Chief Benoit Seconded.

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

Traffic Mitigation Plan Review

Committee members discussed the process of creating the original traffic mitigation plan for Stow orchards in 2015, agreeing that with recent changes, such as the use of the Hudson entrance by Collings Foundation and added amenities at Honey Pot Hill, the plan is due for an update.

Committee members broke down the policy and procedures of the plan, outlining the areas that may need to be further reviewed, including:

- Events need to be clarified, given the Town now has an event permit process;
- Christmas tree sales need to be accounted for in the plan;
- Events need to timely debriefing following the weekend. Post event review will be governed by the Traffic Safety Advisory Committee and will generally be held within 48 hours of the event.

Honey Pot Hill Phase 1 Plan

- Additional roads should be considered for no-parking posting, including: Robert Road, Apple Blossom, Whitman Street, Sudbury Road, Birch Hill, Barton Road.
- A sign should be placed at Joanne Drive indicating no access to Route 62;
- TSAC should advocate for a second lane into Honey Pot Hill Lot C, which would help funnel vehicles off of Boone Road during peak times;
- Two detail officers would be preferred to the current requirement for one officer;
 - Second officer could help train others on site in managing traffic;

Chief Sallese Motioned to adjourn

Steve Nadeau Seconded.

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

Respectfully Submitted, Jesse Steadman



TOWN OF STOW, MA
SELECT BOARD

NOTICE OF TRAFFIC REGULATION

By virtue of the authority vested in the Select Board of the Town of Stow on February 22, 2022, it is hereby

VOTED: In accordance with M.G.L. Chapter 85, §2; Chapter 90, §17c; and Article 6, §7, of the Stow Traffic Rules and Orders shall be amended to read as follows:

(Additions are underlined Deletions are ~~strike through~~)

No person operating a motor vehicle on any way shall run at a rate of speed greater than reasonable and proper, having regard to traffic and the use of the way and the safety of the public. Unless a way is otherwise posted, it shall be prima facie evidence of a rate of speed greater than is reasonable and proper as aforesaid as follows:

- (1) on any other way outside a thickly settled or business district at a rate of speed exceeding forty (40) miles per hour for a distance of a quarter of a mile, or
- (2) inside a thickly settled or business district at a rate of speed exceeding thirty (30) miles per hour for a distance of one-eighth of a mile, or
- (3) on an un-zoned public way meeting the criteria of "thickly settled" pursuant to Ch.90 §17c and in accordance with the below subsection (a) "Schedule of Un-Zoned, Thickly Settled Public Ways" at a rate of speed exceeding twenty five (25) miles per hour for a distance of one-eighth of a mile, or
- (4) within a school zone established by the Town as provided in Section 2 of Chapter 85 of the General Laws, at a rate of speed exceeding twenty (20) miles per hour.
- (5) On a town-maintained Private Way in accordance with subsection (b) "Schedule of Town Maintained Private Ways" at a rate exceeding twenty five (25) miles per hour for a distance of one-eighth of a mile.

If a speed limit has been duly established upon any way, operation of a motor vehicle at a rate of speed in excess of such limit shall be prima facie evidence that such speed is greater than reasonable and proper.

a) Schedule of Un-Zoned, Thickly Settled Public Ways

- Adams Drive
- Birch Hill Road
- Catherine Circle
- Circuit Drive
- Conant Drive
- Dunster Drive
- Edgehill Road
- Eliot Drive
- Elm Ridge Road
- Evelyn Road
- Farm Road
- Forest Road
- Garner Road
- Gates Lane
- Hickory Lane
- Kirkland Drive
- Lowell Drive
- Middlemost Way
- Militia Circle
- No Name Road
- Nyra Road
- Peabody Drive
- Pine Ridge Road
- Robert Road
- Sandy Brook Drive
- Sawmill Road
- Timberedge Road
- Wedgewood Road

b) Schedule of Town Maintained Private Ways

- Apple Blossom Lane
- Barton Road
- Billadell Road
- Brandymeade Circle
- Canterbury Road
- Center Place
- Davis Road
- Dawes Road

- Deer Field Lane
- Elizabeth Drive
- Hale Road
- Hallocks Point Road
- Homestead Lane
- Kingland Road
- Lakewood Road
- Laws Lane
- Mitchell Road
- North Shore Drive
- O'Connell Way
- Queen's Lane
- Samuel Prescott Drive
- Seven Star Lane
- Sunset Road
- Sylvan Drive
- Thicket Circle
- Walnut Ridge Road
- Wildwood Road

(September 5, 1989) Any person convicted of a violation of this rule shall be punished by a fine of Fifty Dollars (\$50.00) for each offense. (September 5, 1989)

SELECT BOARD

Date of Passage _____

Attest of Town Clerk _____



TOWN OF STOW, MA
SELECT BOARD

NOTICE OF TRAFFIC REGULATION

By virtue of the authority vested in the Select Board of the Town of Stow,
it is hereby

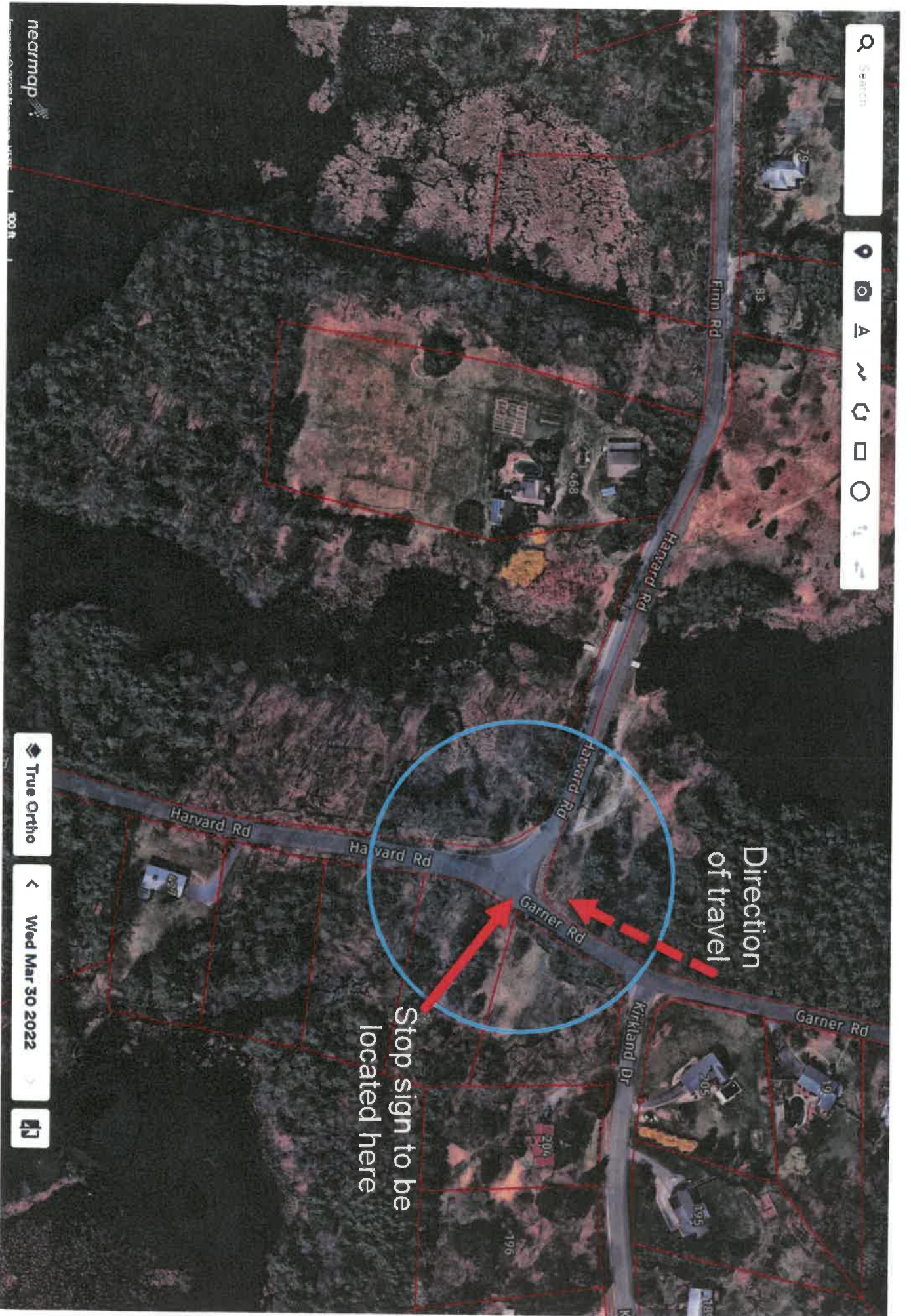
VOTED: In accordance with the provisions of Chapter 89, Section 9 of the
Massachusetts General Laws, the following street is designated as a stop
street at the intersection and in the direction indicated:

South-eastbound drivers on GARNER ROAD must stop at the
intersection of HARVARD ROAD.

SELECT BOARD

Date of Passage _____

Attest of Town Clerk _____



Direction of travel

Stop sign to be located here

neermap

True Ortho

Wed Mar 30 2022



Chief Michael Sallese

From: Denise Dembkoski
Sent: Thursday, June 2, 2022 5:59 PM
To: Chief Michael Sallese
Subject: Fwd: Traffic Safety

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

Please see below.

Very truly yours,
Denise

Denise M. Dembkoski
Town Administrator

Get [Outlook for iOS](#)

From: James Salvie <jsalvie@icloud.com>
Sent: Thursday, June 2, 2022 4:59 PM
To: Denise Dembkoski <townadministrator@stow-ma.gov>
Subject: Traffic Safety

Hey when you have nothing else to do (ha, ha!) could you think about putting me on an agenda for the Great and Powerful Traffic Safety Advisory Group to discuss a cycling issue?

I want to tell them about this NRG group that I'm in but more importantly to discuss the problems that double yellow lines present to cyclists (and pedestrians) on some secondary roads. Essentially, they are interpreted by motorists to mean "I can't cross that so I can't give this cyclist any room." The truth, I think, is that if it's safe then of course they can have their left wheels go over the line to give a little room. So the double yellow sends an unintentional unsafe message. A lot of the lycra crowd talk about this. Thanks.

Jim

Chief Michael Sallese

From: Jesse Steadman
Sent: Thursday, June 30, 2022 3:17 PM
To: Denise Dembkoski
Cc: Chief Michael Sallese
Subject: Hudson Road

Hi Denise,

As a follow up to our discussion of Hudson Road/Route 117, I spoke with Steve again and he was less inclined to delay permitting to the end of the project and therefore be able to accept the proposal with a \$119k price tag. After considering all the options, I am increasingly inclined to request an adjustment to the approved ARPA funding of the Select Board as I believe this is an important enough project and there are really few options for trimming the project down.

If TSAC agrees at their next meeting, the Select Board would receive an amended request for an additional sum of \$19,775.00. Please let me know if you have any reservations regarding the approach and I will make the case to TSAC.

Happy to discuss further of course.

Jesse Steadman
Town Planner | Town of Stow

Stow Planning Department
380 Great Road
Stow, MA 01775
P: 978-897-5098
www.stow-ma.gov

Chief Michael Sallèse

From: Jesse Steadman
Sent: Tuesday, June 14, 2022 11:23 AM
To: Chief Michael Sallèse
Subject: FW: Speed Zone Extension
Attachments: Reg 550.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

FYI. For next TSAC Meeting RE Sudbury Road.

From: Frawley, Joseph R. (DOT) <joseph.frawley@state.ma.us>
Sent: Tuesday, June 14, 2022 9:30 AM
To: Jesse Steadman <planning@stow-ma.gov>
Subject: RE: Speed Zone Extension

Hi Jesse,

The regulatory speed limit signs on Sudbury Road are governed by a special speed regulation (which is attached), so the limits of the speed zone cannot be changed without an engineering study. Amending the special speed regulation would require MassDOT review and approval. If the Town decided to pursue a safety zone to lower the posted speed without amending the speed regulation, an engineering study is still required, however the establishment of the safety zone does not require MassDOT review or approval.

Thanks,
Joe

Joseph R. Frawley, P.E.
 District 3 Traffic Operations Engineer
 MassDOT – Highway Division
 499 Plantation Parkway
 Worcester, MA 01605
 Email: joseph.frawley@dot.state.ma.us

From: Jesse Steadman <planning@stow-ma.gov>
Sent: Monday, June 13, 2022 11:47 AM
To: Frawley, Joseph R. (DOT) <Joseph.Frawley@dot.state.ma.us>
Subject: Speed Zone Extension

CAUTION: This email originated from a sender outside of the Commonwealth of Massachusetts mail system. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi Joe,

The Town of Stow is looking to extend an existing speed zone by moving the a 25MPH sign ~300 feet south on Sudbury Road in Stow, to encompass our Pine Bluff Recreation Area. This would require an update to our Traffic Rules and Orders, but would not be the creation of or lowering of a statutory speed zone. As an alternative, we have considered a safety zone as well, but would like to first explore the amended location of the 25 MPH zone.

Is this something the Town has the authority to do or does it require speed study?

Thank you for any insight.

Jesse Steadman
Town Planner | Town of Stow

Stow Planning Department
380 Great Road
Stow, MA 01775
P: 978-897-5098
www.stow-ma.gov

Disclaimer

The information contained in this communication from the sender is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful.

This email has been scanned for viruses and malware, and may have been automatically archived by Mimecast, a leader in email security and cyber resilience. Mimecast integrates email defenses with brand protection, security awareness training, web security, compliance and other essential capabilities. Mimecast helps protect large and small organizations from malicious activity, human error and technology failure; and to lead the movement toward building a more resilient world. To find out more, visit our website.

August 4, 1970

TOWN OF STOW
SPECIAL SPEED REGULATION NO. 550

Mr Cantone

Highway Location: TOWN OF STOW

Authority in Control: TOWN OF STOW

Name of Highway(s): South Acton Road
Crescent Street
Red Acre Road
Sudbury Road
West Acton Road

In accordance with the provisions of Chapter 90, Section 18, of the General Laws (Ter. Ed.) as amended, the following Special Speed Regulation is

hereby Adopted
by the Board of Selectmen
of the Town of Stow

That the following speed limits are established at which motor vehicles may be operated in the areas described:

South Acton Road - EASTBOUND

Beginning at West Acton Road,
thence easterly on South Acton Road
1.64 miles at 45 miles per hour ending at the Stow-
Acton line; the total distance being 1.64 miles.

South Acton Road - WESTBOUND

Beginning at the Acton-Stow line,
thence westerly on South Acton Road
1.54 miles at 45 miles per hour
0.10 " " 30 " " " ending at West Acton
Road; the total distance being 1.64 miles.

Crescent Street - NORTHBOUND

Beginning at Routes 117 & 62,
thence northerly on Crescent Street
0.52 miles at 35 miles per hour
0.41 " " 30 " " " ending at Route 117;
the total distance being 0.93 miles.

Crescent Street - SOUTHBOUND

Beginning at a point 160 feet south of Route 117,
thence southerly on Crescent Street

0.35 miles at 30 miles per hour

0.55 " " 35 " " " ending at Routes 117 & 62;

the total distance being 0.90 miles.

Red Acre Road - NORTHBOUND

Beginning at Routes 117 & 62,
thence northerly on Red Acre Road

0.98 miles at 30 miles per hour

0.39 " " 35 " " "

0.29 " " 25 " " " ending at the Stow-

Acton line; the total distance being 1.66 miles.

Red Acre Road - SOUTHBOUND

Beginning at the Acton-Stow line,
thence southerly on Red Acre Road

0.31 miles at 25 miles per hour

0.39 " " 35 " " "

0.96 " " 30 " " " ending at Routes 117 &

62; the total distance being 1.66 miles.

Sudbury Road - NORTHBOUND

Beginning at State Road,
thence northerly on Sudbury Road

1.56 miles at 35 miles per hour

0.84 " " 25 " " "

0.43 " " 30 " " " ending at Route 62;

the total distance being 2.83 miles.

Sudbury Road - SOUTHBOUND

Beginning at a point 160 feet south of Route 62,
thence southerly on Sudbury Road

0.44 miles at 30 miles per hour

0.80 " " 25 " " "

1.47 " " 35 " " "

0.09 " " 25 " " " ending at State Road;

the total distance being 2.80 miles.

West Acton Road - NORTHBOUND

Beginning at a point 300 feet north of Crescent Street,
thence northerly on West Acton Road
0.21 miles at 30 miles per hour
1.38 " " 40 " " " ending at the Stow-
Acton line; the total distance being 1.59 miles.

West Acton Road - SOUTHBOUND

Beginning at the Acton-Stow line,
thence southerly on West Acton Road
1.38 miles at 40 miles per hour
0.27 " " 30 " " " ending at Crescent
Street; the total distance being 1.65 miles.

Operation of a motor vehicle at a rate of speed in excess
of these limits shall be prima facie evidence that such speed
is greater than is reasonable and proper.

The provisions of this regulation shall not, however, abro-
gate in any sense Chapter 90, Section 14, of the General Laws
(Ter. Ed.).

Date of Passage July 7 1970

[Signature]
[Signature]
[Signature]

Board of Selectmen

Attest Francis V. Warren
Town Clerk

COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS

SPECIAL SPEED REGULATION NO. 550

The Department of Public Works and the Registrar of Motor Vehicles,
acting jointly, do hereby certify that this regulation is consistent
with public interest.

Standard signs must be erected at the beginning of each zone.

Date: August 4, 1970

By: Edward J. Ribbes
EDWARD J. RIBES
Commissioner

[Handwritten Signature]

for Highway Engineering

stowpolice

From: Stow MA via Stow MA <cmsmailer@civicplus.com>
Sent: Wednesday, June 8, 2022 10:52 AM
To: stowpolice
Subject: Form submission from: Traffic Safety Advisory Committee Request Submittal Form

Follow Up Flag: Follow up
Flag Status: Flagged

Submitted on Wednesday, June 8, 2022 - 10:51am
 Submitted by anonymous user: 2601:199:4180:20f0:18ca:a17a:b59b:79c8
 Submitted values are:

First Name: Mark
 Last Name: Jones
 Street Address: 203 Boxboro Road
 Address Line 2:
 City, State, Zip (if other than Stow): Stow
 E-Mail Address: markjones@busybusy.org

Please describe the location of the traffic concern: Sudbury Road at State Road.
 Please describe the nature of the neighborhood traffic problem you are concerned with :
 New Stow 25-mile-an-hour signs at the south end of Stow, indicating the speed limit for un-signed roads.

There are new signs on State Road, exiting Sudbury, and exiting Hudson.

I suggest that a highly relevant location for a sign to be seen and read, is for the smaller, and slower moving population of drivers exiting State Road onto Sudbury Road, as they enter the Stow street system.
 Please list possible solutions to the problem that you would like the Town of Stow to consider: Erect a sign about town-wide speed limits, northbound, 50 to 100 yards north of State Road, on Sudbury Road.
 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/3061>

Chief Michael Sallese

From: Jesse Steadman
Sent: Monday, June 6, 2022 2:59 PM
To: Chief Michael Sallese
Subject: FW: Traffic Delineators

Follow Up Flag: Follow up
Flag Status: Flagged

For next regularly scheduled meeting.

From: Tom Porcher <tom@porchers.org>
Sent: Sunday, June 5, 2022 8:34 PM
To: Jesse Steadman <planning@stow-ma.gov>
Subject: Re: Traffic Delineators

Hi Jesse,

I was out most of last week too. So I got a chance to ride by the delineators on Circuit Drive today. The ones on Wheeler Road apparently have already been removed.

My summary: These are a hazard for both bicycles and pedestrians.

The delineators split the road into two halves that can only have a car OR a pedestrian or a bicycle. They reduce the opportunity for a motor vehicle to pass a cyclist or pedestrian. And they might come as a surprise when a motor vehicle is passing a cyclist or pedestrian and cause the motor vehicle to swerve into the pedestrian or cyclist since these are not common or expected.

I don't think these delineators should be used on any road unless there is clearly enough room for a motor vehicle to safely pass a pedestrian or cyclist in the lane. I can't think of anywhere that is the case in Stow except where the marked bicycle lanes exist.

I'm not sure what problem these devices were intended to solve. If the problem is real, I hope you can find a safer solution.

Thanks!
 --tom

On 5/24/2022 8:49 AM, Jesse Steadman wrote:

No worries at all. Thanks Tom.

From: Tom Porcher <tom@porchers.org>
Sent: Tuesday, May 24, 2022 8:40 AM
To: Jesse Steadman <planning@stow-ma.gov>
Subject: Re: Traffic Delineators

Hi Jesse,

9

Thanks for reaching out to me. I am out of town through Memorial Day. When I get back, I'd be glad to check out Wheeler and Circuit.

I agree, Boxboro Road has much more cycling traffic than the other two.

I'll let you know when I take a ride by Wheeler and Circuit. Thanks!
--tom

On 5/20/2022 10:33 AM, Jesse Steadman wrote:

Hello Tom,

I hope this message finds you well.

At yesterday's Traffic Safety Advisory Committee, I suggested to the group that we should try to get specific feedback from the cycling community on the use of traffic delineators, now installed along Wheeler Road and Circuit Drive. The Committee has discussed their use on Boxboro Road, which I understand to have far higher cyclist traffic than either of the first two roads to receive the treatment.

I was hoping you could find time to take a spin down Wheeler Road and provide us some feedback? I want to make sure we are hearing from all road users. Any thoughts are much appreciated.

Thank you and be well!

Jesse Steadman
Town Planner | Town of Stow

Stow Planning Department
380 Great Road
Stow, MA 01775
P: 978-897-5098
www.stow-ma.gov

Disclaimer

The information contained in this communication from the sender is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful.

This email has been scanned for viruses and malware, and may have been automatically archived by Mimecast, a leader in email security and cyber resilience. Mimecast integrates email defenses with brand protection, security awareness training, web security, compliance and other essential capabilities. Mimecast helps protect large and small organizations from malicious activity, human error and technology failure; and to lead the movement toward building a more resilient world. To find out more, visit our website.

Disclaimer

The information contained in this communication from the sender is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful.

This email has been scanned for viruses and malware, and may have been automatically archived by Mimecast, a leader in email security and cyber resilience. Mimecast integrates email defenses with brand protection, security awareness training, web security, compliance and other essential capabilities. Mimecast helps protect large and small organizations from malicious activity, human error and technology failure; and to lead the movement toward building a more resilient world. To find out more, visit our website.

stowpolice

From: Stow MA via Stow MA <cmsmailer@civicplus.com>
Sent: Monday, June 6, 2022 2:00 PM
To: stowpolice
Subject: Form submission from: Traffic Safety Advisory Committee Request Submittal Form

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

Submitted on Monday, June 6, 2022 - 1:59pm
 Submitted by anonymous user: [24.218.182.175](#)
 Submitted values are:

First Name: Susan
 Last Name: Perry
 Street Address: 4 Circuit Drive
 Address Line 2:
 City, State, Zip (if other than Stow): Stow
 E-Mail Address: sperry4u@aol.com

Please describe the location of the traffic concern:

Traffic bollards continue to interfere with reasonable vehicle traffic and do not slow down drivers when there aren't other vehicles in the way.

I am attaching g photos of the corner of Circuit and 62 from 1:30 pm June 6.

Please describe the nature of the neighborhood traffic problem you are concerned with : Bollards are obstructive to traffic flow and access to my driveway

Please list possible solutions to the problem that you would like the Town of Stow to consider: Remove the bollards at the corner of Circuit and 62. Put them in front of those homes that have reported speeding traffic further back in the neighborhood.

Please attach any documents you would like the Committee to review here: <https://www.stow-ma.gov/system/files/webform/58e65300-5c66-4916-8b8b-7d5...>

The results of this submission may be viewed at:

<https://www.stow-ma.gov/node/143221/submission/2941>

stowpolice

From: Stow MA via Stow MA <cmsmailer@civicplus.com>
Sent: Tuesday, June 7, 2022 6:48 PM
To: stowpolice
Subject: Form submission from: Traffic Safety Advisory Committee Request Submittal Form

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

Submitted on Tuesday, June 7, 2022 - 6:47pm
 Submitted by anonymous user: [73.53.23.88](#)
 Submitted values are:

First Name: Morgan
 Last Name: Hillman
 Street Address: 64 Crescent Street
 Address Line 2:
 City, State, Zip (if other than Stow): Stow, MA 01775
 E-Mail Address: mhillmania@gmail.com

Please describe the location of the traffic concern: 64 Crescent Street, intersection of West Acton Road and Crescent Street.

Please describe the nature of the neighborhood traffic problem you are concerned with : Our driveway is at the bottom of a hill on a curve, and it's challenging to pull out of it without a view of oncoming traffic. I'm not sure what the speed limit is meant to be, but as a major street in town cars drive very fast on it and I'm concerned about getting hit by an oncoming car.

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

I'd like to have a mirror installed on the island across from us to allow us visibility of cars coming from W Acton to Crescent. I don't think we can put on on our property because we don't have a good angle, and I don't think people pay attention to "blind drive" signs.

Thank 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/3016>

stowpolice

From: Stow MA via Stow MA <cmsmailer@civicplus.com>
Sent: Tuesday, June 7, 2022 6:50 PM
To: stowpolice
Subject: Form submission from: Traffic Safety Advisory Committee Request Submittal Form

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

Submitted on Tuesday, June 7, 2022 - 6:50pm

Submitted by anonymous user: [73.53.23.88](#)

Submitted values are:

First Name: Morgan

Last Name: Hillman

Street Address: 64 Crescent Street

Address Line 2:

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

E-Mail Address: mhillmania@gmail.com

Please describe the location of the traffic concern: 64 Crescent Street, as W Acton Road becomes Crescent Street.

Please describe the nature of the neighborhood traffic problem you are concerned with : Our driveway is at the bottom of a hill around a corner, with limited visibility to oncoming traffic. It is a main, busy street in town that cars drive on pretty fast, and I'm concerned about being hit by oncoming traffic.

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

I'd like to have a mirror installed on the island across the street to allow us to see cars coming from W Acton to Crescent. We cannot really put one on our property as we don't have the right angle/view, and I don't believe people obey "blind drive" signs and slow down, so the mirror would be the best solution.

Thank you! (And apologies if this was submitted twice, the website timed out.)

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/3021>

msallese

From: William Young <marywill84@gmail.com>
Sent: Friday, June 24, 2022 1:50 PM
To: msallese
Subject: traffic safety info

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

Hello Chief Sallese:

2 quick notes on roadway safety in Stow:

1) The 3 way intersection of Randall Rd. and Cross St. near the golf course is hazardous. Cars heading northbound on Randall have a yield sign at the intersection. Motorists usually ignore the sign and drive right through the intersection. The sight lines are also not ideal. There have been many near collisions at that intersection. If it could be made into a 3 way Yield or a 3 way Stop, I think that would help.

2) The new yellow traffic stakes in the Juniper Hill neighborhood on Circuit Drive and Sawmill Rd. were intended to slow vehicle traffic but they have also created a hazardous presence. Pedestrians have little regard for traffic safety in that neighborhood and are often unaware of their surroundings. People also park vehicles along the roadside close to the stakes. Motorists are often forced to make quick and sometimes drastic decisions due to the presence of the stakes. I have had to go around the left side of the stakes on several occasions to avoid people and/or vehicles in the road. I think it's just a matter of time before an incident occurs that wouldn't have occurred if the stakes were not there.

I think this is a case where the intentions are good but the practical impact is counterproductive. A lot of people dislike the stakes and I notice that they didn't last long when they were installed on Wheeler Rd. I think signage might be more effective if the goal is to slow down traffic on Circuit Drive and Sawmill Rd. I agree that vehicles should slow down in the neighborhood and some of the fastest drivers are people who live there and have young kids of their own - you have to wonder what their thought process is.

Many thanks for hearing me out and for your attention to this. I was going to attend one of the monthly roadway safety meetings to bring these points up but I haven't been able to get to the meetings.

Best,

Will Young

978-502-9333

stowpolice

From: Stow MA via Stow MA <cmsmailer@civicplus.com>
Sent: Thursday, May 26, 2022 1:17 PM
To: stowpolice
Subject: Form submission from: Traffic Safety Advisory Committee Request Submittal Form

Submitted on Thursday, May 26, 2022 - 1:16pm
 Submitted by anonymous user: [68.160.161.129](https://www.68.160.161.129)
 Submitted values are:

First Name: Sondra
 Last Name: Albano-Rosiewicz
 Street Address: 36 Treaty Elm Ln
 Address Line 2:
 City, State, Zip (if other than Stow): Stow
 E-Mail Address: sondra.albano@verizon.net

Please describe the location of the traffic concern: Intersection of Gleasondale Road/Rte 62 heading West and Treaty Elm Lane - the dangerous curve.

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

Dear Traffic Safety Advisory Committee Members,

In a separate email to the Chief of Police, I submitted a video of my concern because the Town website does not accept attachments larger than 5 MB. I am writing to request a traffic sign be installed opposite/across from Small Farm's entrance that reads either "Prepare to Stop. Cars Turning Left" or something to that effect (I have seen similar signs in other towns). I met with both the Stow Police and the Highway Department some years ago but the safety risk remains larger than ever. Even though I signal far in advance of turning left onto Treaty Elm Lane, cars behind me think I am simply slowing down. When I come to a complete stop (which is absolutely necessary in order to lean forward and look for oncoming traffic), often there is a near rear-end accident; on other occasions, cars have tried to pass me on the left while I am trying to turn onto my street, putting us both at risk for a crash; and at other times, angry drivers yell or make hand gestures; they just don't understand the need to stop to see around that dangerous curve. I encourage you to try this yourself to fully understand the problem.

Some years ago after our discussion, the police temporarily put up a digital speed-reading machine; it temporarily slowed some traffic but did not minimize the risk of being rear-ended.

I'm providing a short history below in a copy of an email I sent to the Town of Stow Select Board on December 1, 2018. It was acknowledged by Maureen Trufino on December 3, 2018. I've also attached a video of what it is like to turn onto our street from Route 62 heading West (coming from the intersection at Randall Library and driving uphill – please note that this is the only direction that poses a safety risk):

The December 1, 2018 email reads:

"I am writing to inform you of a very near accident that occurred this morning at what is locally known as "Dead Man's Curve" (at the intersection of Route 62 and Treaty Elm Lane). I am requesting, for the second time, that a sign be installed across from Small Farm that says, "Prepare to Stop. Cars Turning Left."

As I was returning home from an exercise class this morning, I turned onto Route 62 from Wheeler Road. As I approached Small Farm, I slowed to 25 mph and turned on my left indicator light to alert cars behind me that I was going to turn left onto Treaty Elm Lane. I also looked in my rearview mirror at the driver behind me, as I always do, to assess

their alertness to the pending turn. A woman with a small boy in the passenger seat was talking animatedly on her hand-held cellphone. She failed to slow down until the very last second, and was probably an inch away from my bumper when she slammed her foot on her brakes. It was obvious that she did not foresee the turn or me slowing down, as she was distracted by her phone call. Had she not stopped, I could have sustained life-threatening injuries or death.

I have had numerous such close calls during my 23 years as a resident of Treaty Elm Lane. On another occasion, as I was returning home from Boston, driving in the downhill direction on Route 62 after turning right off Whitman Hill Road, a van coming around "Dead Man's Curve" from the opposite (uphill) direction lost traction and hit my car door (driver's side) as I was about to turn onto Treaty Elm Lane.

I have heard from neighbors who have lived even longer on Treaty Elm Lane of many serious accidents at this intersection. The last time I wrote, I was returning home from my morning exercise class and came upon a completely overturned car with a driver and a dog inside, smoke rising from the vehicle. The police had already arrived, and I was quite shaken. It was then that I asked that a sign be installed to alert drivers to be prepared to stop for cars turning left. The Highway Department responded that there were too many signs around town and they did not want to put another sign up.

I remain seriously concerned for my safety and that of others. The road conditions at the intersection of Route 62 and Treaty Elm Lane represent a serious danger of substantial property damage, serious personal injury and loss of life. In the interest of public safety at this intersection, I again respectfully request that this sign be installed immediately.

Sondra Albano-Rosiewicz
36 Treaty Elm Lane
Stow, MA 01775

The response on December 3, 2018 was:

Dear Ms. Albano-Rosiewicz,


This is to acknowledge receipt of your letter regarding traffic safety at route 62 and Treaty Elm Lane. The letter will be included in the Selectmen's correspondence and shared with the Selectmen's Public Safety liaison.

The Selectmen appreciate hearing from residents whenever concerns such as yours arise. Thank you for taking the time to delineate the situation so clearly.

Maureen Trunfio, Administrative Assistant
and
Phoebe Haberkorn, Office Assistant
Offices of the Board of Selectmen
and Town Administrator
Town of Stow, MA
380 Great Road, Stow, MA 01775
(978) 897-4515
Selectmen@stow-ma.gov

Please list possible solutions to the problem that you would like the Town of Stow to consider: Intall traffic sign opposite/across from Small Farm's entrance that reads either "Prepare to Stop. Cars Turning Left" or something to that effect (I have seen similar signs in other towns). Another suggesting wording is "Stop for cars turning left ahead." 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/2901>


 **CALL US: (877) 885-1600**



In Stock

- Dim mode dims light to 50% at night to extend battery life
- Maintenance free for about 5 years
- Unidirectional lens with attached visor to eliminate sun glare
- Durable

PRICE MATCH GUARANTEE

 **CALL US: (877) 885-1600**



Search 

Home / B4DH-SL Solar High Intensity D-Cell Barricade Light

B4DH-SL Solar High Intensity D-Cell Barricade Light

SKU **CCW-20-021-00133**



Welcome to Crowd Control Warehouse! If you need help simply reply to this message, we are online and ready to help.



CCW Customer Support

just now

Type here and press enter..



-

1

◇

+

\$93.00



Product Overview

Please note that a \$15 fee will be applied if the total purchases of Dicke products are under \$100.

The Dicke B4DH-SL Solar High Intensity D-Cell Barricade Light is powered by an extremely efficient solar panel, D-Cell batteries, or a combination of both. Four D-Cell batteries are recommended for optimal performance, and the combination with the solar panel reduces the frequency of battery changes and prolongs its operational life. The solar panel will charge the batteries even in overcast conditions, and we have found a solution for sun glare as well - an unidirectional lens with attached visor!

Includes:

B4DH-SL Solar High Intensity D-Cell Barricade Light

Features:

Unidirectional lens with attached visor to eliminate sun glare

Three modes: Flashing/Dim, Flashing/No Dim, or Off

Light dims 50% at night which extends battery life

Operates with solar cells independently or in combination with "D" cell batteries (not included); It is recommended that 4 "D" cell batteries be installed for optimal performance

Features optically correct UV stabilized polycarbonate lens, high impact visor and case, and stainless steel contacts

Maintenance free operational life is about 5 years in optimal conditions with the combination of quality D-Cell batteries, solar cells, and our "Smart Circuit" technology

Standard package: 10 lights/carton

NARRATIVE FOR PATROL OFFICER TROY J PARADISE

Ref: 22-33-AR

12

On Friday, July 1st, 2022, I Officer Troy Paradise was working my assigned uniform patrol shift from 2:45 PM to 10:45 PM for the Town of Stow, assigned to patrol car 3. At approximately 3:20 PM, the Stow Communications center received a 911 call reporting a motor vehicle accident at the intersection of Gleasondale road and Treaty Elm Road (both roads are public ways owned and maintained by the Town of Stow). Officer Beckwith and I responded.

Upon my arrival I observed a man sitting on a guardrail who was being attended to by members of the Stow Fire Department. He was later identified as [REDACTED]. He had a head injury that was bleeding. As I got out of my cruiser and approached, I observed a vehicle that had gone into the woods and was flipped over on its roof, vehicle later discovered to be a 2013 Ford Fusion with MA reg 2NKF43.

I approached the man who was sitting on the guard rail and asked him if he was the operator of the vehicle and he said he was. I asked him for his drivers license and called it into dispatch. Fire was busy treating him, so I grabbed my MDT to take photos of the crash.

As I was taking photos I observed multiple cans of Bud Light in the car, along with an empty 50 ML bottle of Smirnoff vodka (see photos attached). Several of the Bud Lights were empty, and there were several other unopened cans. There was also an opened 12 pack of Bud Light with a couple full unopened cans inside. The car also had a strong odor of an alcoholic beverage protruding from the inside. I finished taking photos and went to go speak with [REDACTED]

I asked [REDACTED] what had happened. He explained that he was headed "this way" on Gleasondale road pointing towards the South. He explained that there was a motorcycle behind him as they were going through the sharp corner on Gleasondale road. The Motorcycle was very close to him. He said he watched the motorcycle get closer to him and the motorcycle was swerving within the lane, and he could hear its engine revving. He negligently watched the motorcycle in his mirrors instead of paying attention to the road. He did not see the turn and traveled off the road. I then asked him again what direction he was coming from, and he said, "that way", pointing to the Northern side of the road. I asked him why he previously said the opposite of what he just told me, and he then changed his story again, explaining that he was coming from then South side. I asked how his vehicle ended up the way it did if he was coming from the South side because his story was not making sense. He said he was unsure.

During my investigation I was able to discover that the car was indeed headed North bound and not South bound due to marks in the road and the way the car traveled through the woods. There were clear tire marks in the roadway and tire marks through the dirt.

NARRATIVE FOR PATROL OFFICER TROY J PARADISE

Ref: 22-33-AR

12

During my conversation with _____, he had slightly slurred speech, his eyes were also glassy but not red, and he did not smell like alcohol. I then asked him if he had anything alcohol today. He first said no, then when I asked him about all the empty cans and containers, he said that he did have one beer. He said the empty cans must have broken open from the impact. However, I did observe that the empty cans were opened manually with the tab due to the position it was in and the fact that the normal seal was cracked. Due to _____'s current condition, it was not feasible to perform standardized field sobriety tests. At this time, I believe that alcohol may have contributed to the crash, but I do not believe that he was impaired by alcohol beyond the legal limit of 0.08% BAC.

_____ was transported to Emerson hospital to be evaluated for his injuries. His vehicle was towed from the scene by CBK towing. A Massachusetts Uniform Citation (499653AB) was issued to _____ for Negligent Operation of a Motor Vehicle, citation mailed on 7/1/22. Charges will be filed with the Concord District Court for the following crime:

M.G.L. Chapter 90 Section 24E: Negligent Operation of a Motor Vehicle

Ofc. Troy Paradise

Badge #711