

TRAFFIC SAFETY ADVISORY COMMITTEE MEETING
Monday, October 25, 2021 1pm
1st Floor Whitney Room
Stow Town Building
380 Great Road, Stow, MA 01775

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

Traffic Safety Advisory Committee
Time: Oct 25, 2021 01:00 PM Eastern Time (US and Canada)

Join Zoom Meeting
<https://us06web.zoom.us/j/88441263776?pwd=eXk4bDF3UUxPcEZJVEpTRzVObHhodz09>

Meeting ID: 884 4126 3776
Passcode: 368679

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.		Data Collection/Stage 1 Recommendations discussion and vote for the following roads 1) Bradley Lane 2) 35/107 Harvard Road 3) 14 Woodman 4) 142 Walcott St 5) 43 Pompositicut St 6) Adams/Peabody/Eliot 7) 19 Chestnut St 8) Carriage Lane
6.		Approval of Letters to Residents 1) 41 Old Bolton Road 2) 34 Meeting House
7.		25 MPH throughout town on unposted roads recommendation to Select Board Letter
8.		MASS DOT Procedure for Speed Zoning, packet on website discussion
9.		New Complaints/Correspondence

Posted 10/21/2021 at 11:00am

TOWN OF STOW
TRAFFIC SAFETY ADVISORY COMMITTEE

Minutes of the September 28, 2021 Traffic Safety Advisory Committee Meeting

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

Chief Sallese called the meeting to order at 1 pm.

Review of Meeting Minutes

Members reviewed the minutes of September 13th, 2021.

Jesse Steadman moved to approve the minutes of September 13th, 2021.

Chief Benoit seconded.

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

Member Updates

Chief Benoit shared an update to the dashboard template he has created and the members discussed options for uploading it to the webpage.

Discussion of Sudbury Road Safety Zone

The Committee discussed that rather than initiate a Safety Zone on Sudbury Road in the vicinity of Pine Bluff Recreation Area, extending the existing 25MPH zone could have a similar impact on the rate of speed along Sudbury Road. The Committee agreed that Jesse Steadman will draft a letter for review by the Committee recommending that the Select Board amend the Traffic Rules and Orders to extend the 25MPH speed zone on Sudbury Road.

Red Acre Road

The Committee discussed issues raised by residents along Red Acre Road regarding speeding of vehicles, at times in excess of 70 MPH. Chief Sallese indicated that further data would be needed prior to recommending any specific approach to mitigating speeds, with the possibility of a petition being needed as well. Jesse Steadman said that the Complete Streets Prioritization Planning process also surfaced concerns about Red Acre Road. However, he stated that the narrow width, large street trees and grade changes, made specific mitigation strategies difficult to identify. The Committee agreed that Red Acre Road will be an issue that they will need to continue to monitor.

Crescent Street

Committee members discussed comments regarding speeding along Crescent Street. Chief Sallese stated that Crescent is a known cut-through, and despite the prohibition on left hand turns during peak periods, drivers are still travelling east on Crescent. The Committee brainstormed ideas, including limiting traffic to local only, as well as limiting travel to westbound only and eliminating the ability for

eastbound vehicles to access Route 117. Steve Nadeau stated that the upcoming Town Center planning effort could include a review of Crescent Street and offer the Town a chance to see what traffic engineering professionals would recommend. Members agreed.

South Acton Road

Nicole Stange-Thormann of South Acton Road indicated that speeds have been steadily increasing along South Acton Road, a road that sees many deer crossings, as well as pedestrians and cyclists. Jesse Steadman stated that the Complete Streets Prioritization Plan focused on South Acton Road, and included strategies to try to improve pedestrian safety, given the relatively high speed limit as compared to other regional connectors in Town. One option was for a separated bike and pedestrian path along one side of the road.

Chief Sallese stated that as an immediate response, he can direct some additional patrols on South Acton Road. Chief Benoit asked if it was possible to create dedicated bike lanes. Jesse Steadman said that his office had examined lane widths in the past and found that it may be difficult to locate the typical 5' foot bike lanes without adding pavement. Jesse Steadman said he could review and report back to the Committee.

Taylor Road

The Committee discussed issues from a resident on Taylor Road indicating that bikes often take up large portions of the Road. Steve Nadeau said that it is state law that bikes may occupy the full lane. Jesse Steadman said that they have recently begun the purchase process for signage indicating that bikes can use full lane for Taylor Road, as recommended by traffic engineering consultant who helped prepare the Town's Complete Streets Prioritization Plan. Jesse Steadman added that the issues outlined in the letter are common throughout various roads in Stow.

Great Road

The Committee discussed a letter from John Sangermano regarding difficulty accessing vehicles at St. Isidore's Church when vehicles are parked along Route 117 on Sundays. Steve Nadeau indicated that the Town Center upgrades should consider bringing a sidewalk on the south side of Route 117 as far west as St. Isidore's with a crosswalk to alleviate the issues. Steve Nadeau said that without a sidewalk to get to, you cannot install a crosswalk.

Jesse Steadman added that prior to sending a message that a sidewalk is needed along the south side, together with the necessary crosswalk, the Committee should determine whether the existence of the sidewalk on the north side, the same side as Center School, really brings a south side sidewalk to the top of the priority list. Further, Jesse Steadman stated that he is cognizant of mid-block crossings on Route 117 requiring Rectangular Rapid Flashing Beacons, and whether the Town should be thinking strategically about which crosswalks in greater Town Center it wants to prioritize public use of, and therefore investments in push button crossing signals. Chief Sallese indicated he would reach out to Mr. Sangermano.

Old Bolton Road

Chief Sallèse summarized the issues from a resident on Old Bolton Road, regarding the gap in sidewalk between Route 117 and Stow Community Park. The Committee agreed that the gap was noted on the Complete Streets Prioritization Plan, and that perhaps with the redevelopment of the Bose site there may be an opportunity to require further improvements to the streetscape.

Hudson Road

Nicole Fanning, a resident along Hudson Road noted that Sudbury and Hudson and have done a good job of creating meandering sidewalks along streets in their Towns, and she hopes that Stow can make pedestrian improvements along Hudson Road. Ms. Fanning indicated that she and her husband have been forced off of the road by speeding vehicles and the situation is dangerous for pedestrians. Steve Nadeau said that to provide some context on costs, he has estimated that to install ADA compliant sidewalks from Lower Village to Old Bolton Road, would cost about 4 million dollars. Steve Nadeau added that when they resurfaced Hudson Road, he dropped lane widths to 11 feet along the northern portion of Hudson Road. Chief Sallèse asked Ms. Fanning if the change provided any results? She said she has not seen any reduction in the issues.

Jesse Steadman stated that prior to coming to any conclusions regarding next steps with Hudson Road, there is currently a consultant performing a traffic study on a proposed residential development off of Athens Lane, and he would like to see the results and recommendations of that study to inform how the Town could potentially build upon any necessary improvements.

Wheeler Road

Vickery Trinkaus-Randall said that the continued speeding of traffic on Wheeler Road is diminishing the quality of life for residents. Vickery Trinkaus-Randall indicated that speed bumps would be the best solution and she can find no evidence of vehicles speeding up between speed bumps. Ms. Trinkaus-Randall noted that lane delineators and markers, as suggested by the Superintendent of Streets, could be a good solution. Chief Sallèse indicated that lane delineators are something worth looking into. Jesse Steadman said that he would be curious as to the exact standard of their use, including the distance between the delineators and if they are meant for areas where traffic is travelling within a certain speed range. Steve Nadeau said that the town could install the delineators in the spring and then use the summer months to monitor their effectiveness as a pilot project.

Letters to Residents

The Committee reviewed a series of draft letters to residents based upon complaints received at the September 13th meeting.

Chief Benoit moved to send the letters to the respective residents.

Chief Sallèse seconded.

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

Speed Bumps

Chief Sallese stated that he would like a traffic engineer to review the appropriate design and location for speed bumps at particular locations in Town where the Committee thinks the speeding issues could be most impacted by their use, prior to recommending a policy on their use. Steve Nadeau stated that he hopes the vacant seat on the Traffic Safety Advisory Committee can be filled by someone with traffic engineering expertise to help the Committee along in the process.

Town-Wide 25MPH Policy

Committee members discussed the potential for a town-wide policy that all roads without a statutory speed zone be subject to a 25MPH speed limit. Chief Sallese said that having such a policy would be a big help for enforcement in various areas of Town. The commission agreed that Jesse Steadman would put together a draft letter of recommendation to the Select Board for vote by the TSAC at their next meeting. The letter will be accompanied by a map of locations where signage may be needed as well as a copy of the enabling legislation and Town Meeting vote that allows the Select Board to adopt the policy.

Chief Sallese motioned to adjourn

Jesse Steadman seconded.

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

Respectfully Submitted,

Jesse Steadman

stowpolice

From: Stow MA via Stow MA <cmsmailer@civicplus.com>
Sent: Wednesday, September 1, 2021 12:17 PM
To: stowpolice
Subject: Form submission from: Traffic Safety Advisory Committee Request Submittal Form

Follow Up Flag: Follow up
Flag Status: Completed

Submitted on Wednesday, September 1, 2021 - 12:16pm
 Submitted by anonymous user: 2601:18f:903:e40:31fe:d65e:bb56:74eb
 Submitted values are:

First Name: Jody
 Last Name: Newman
 Street Address: 17 Whitney Rd
 Address Line 2:
 City, State, Zip (if other than Stow): 01775
 E-Mail Address: newjody@comcast.net
 Please describe the location of the traffic concern: Bradley Lane heading around the corner to the Town Forest and ball field.
 Please describe the nature of the neighborhood traffic problem you are concerned with : There is a great deal of reconstruction to be done concerning pooled water. It is a highly used road and cars tend to speed it's a danger to children as well as other vehicles.
 Please list possible solutions to the problem that you would like the Town of Stow to consider: Culvert possibly or dry well???
 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/2221>

stowpolice

From: Stow MA via Stow MA <cmsmailer@civicplus.com>
Sent: Wednesday, September 1, 2021 12:52 PM
To: stowpolice
Subject: Form submission from: Traffic Safety Advisory Committee Request Submittal Form

Follow Up Flag: Follow up
Flag Status: Completed

Submitted on Wednesday, September 1, 2021 - 12:51pm
Submitted by anonymous user: 2601:18f:900:d470:e163:ba31:330e:2452
Submitted values are:

First Name: Roza
Last Name: Anthony
Street Address: 35 Harvard Rd.
Address Line 2: Harvard
City, State, Zip (if other than Stow): Stow
E-Mail Address: anthony.roza@gmail.com
Please describe the location of the traffic concern: Harvard Road
Please describe the nature of the neighborhood traffic problem you are concerned with : Harvard Road has very fast traffic, with people speeding, despite the signs warning of children.
Please list possible solutions to the problem that you would like the Town of Stow to consider: Speed bumps.
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/2231>

stowpolice

From: Stow MA via Stow MA <cmsmailer@civicplus.com>
Sent: Tuesday, September 21, 2021 11:36 AM
To: stowpolice
Subject: Form submission from: Traffic Safety Advisory Committee Request Submittal Form

Follow Up Flag: Follow up
Flag Status: Completed

Submitted on Tuesday, September 21, 2021 - 11:35am
 Submitted by anonymous user: 2601:18f:901:5710:48bb:4256:2124:c538
 Submitted values are:

First Name: Blake
 Last Name: Staley
 Street Address: 107 Harvard Rd
 Address Line 2:
 City, State, Zip (if other than Stow):
 E-Mail Address: stalryblake@gmail.com

Please describe the location of the traffic concern: Hello - hope this message finds you well. We are so glad and grateful you have started this group for Stow. We live at the bottom of the hill on Harvard rd (on the RT 117 end). People drive SO FAST down Harvard rd particularly around the blind corner at the bottom of the hill (right in front of our house!). I have made formal complaints to the Stow Police Dept and talked to them about it when they were here assisting the town remove trees on the power lines. 25MPH is to fast for this road with blind corners and difficult sightlines. What is even worse is that lots of construction vehicles and large trucks BARRELL down the road with little respect for any of the residents. As a bypass road between 495 and 117 we get a ton of traffic for a local road. Just five minutes ago i was coming back from Shaws and two ladies were walking down the street a huge truck came down the road going fast - both us (my wife and I) and the ladies walking told him to slow down with our hands and out the window and he replied "Im going 30!". It is still to fast.

Please describe the nature of the neighborhood traffic problem you are concerned with : We need people going much much slower on this road. In all honesty this situation is very close to home in our house these days. My youngest dog Marty was killed by pick up truck going WAY to fast less than 2 months ago. The driver was going so fast that he didnt even have time to break before killing our young baby boy. He died in my arms, mangled and choking on his own blood from being hit and rolling over the wheel well of the pick up truck, in the back of a car trying to get to the vet. He was only 6 and was robbed of his life. Imagine if this had been a human child... it easily could have been, and to us he was our child who we loved more than anything. There is a hole in our hearts and in our home that will never be replaced. Reckless drivers can only be controlled one way - forcing them to slow down. We are new residents of Stow and moved in May of 2020. We want to start a family in this home and in the town of Stow for the long haul, but we are very concerned living on such a busy road. We have neighborhood kids all over this area. They bike up and down Harvard rd and like to play in the cul-de-sac on Partridge Lane (across from our house). It is very important to us to have EVERY car forced to slow down on this road where our dogs, neighbors and future children live.

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

Speed bumps! Speed bumps! Speed bumps! Bottom of the hill and around the corner - this is a problem for our house, but also the rest of the street as people love to zoom down this road. The more speed bumps the better honestly. 10mph speed limit! No 18 wheelers and construction vehicles allowed! I greatly appreciate you time and attention to this important local safety issue. I would be happy to participate in whatever capacity to spare future families and generations the pain associated with reckless drivers. Thank you again for setting up this Committee.

Sincerely,

Concerned Stow Local - New Homeowner - Future Father

Blake Staley

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/2381>

stowpolice

From: Stow MA via Stow MA <cmsmailer@civicplus.com>
Sent: Tuesday, September 14, 2021 9:49 PM
To: stowpolice
Subject: Form submission from: Traffic Safety Advisory Committee Request Submittal Form

Follow Up Flag: Follow up
Flag Status: Completed

Submitted on Tuesday, September 14, 2021 - 9:48pm

Submitted by anonymous user: [68.163.101.249](#)

Submitted values are:

First Name: Maureen

Last Name: Hattersley

Street Address: 14 Woodman Dr

Address Line 2:

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

E-Mail Address: merthatt@gmail.com

Please describe the location of the traffic concern: Hastings Street

Please describe the nature of the neighborhood traffic problem you are concerned with : Cars and trucks speed both ways on the road every day making it dangerous to walk or bike along the road. Neighbors have put up signs hoping to encourage them to slow down but to no avail. I've lived here for 20 years and the problem has become worse over the last couple of years.

Please list possible solutions to the problem that you would like the Town of Stow to consider: Additional police radar on a regular basis. While it may be annoying to those of us that live on or off Hastings and cost money, speed humps in 2 or 3 points along the road may slow people down. I have seen these in neighboring towns and think they could be a good solution.

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/2351>

stowpolice

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

Follow Up Flag: Follow up
Flag Status: Completed

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

Submitted by anonymous user: [98.118.115.58](#)

Submitted values are:

First Name: Fatima

Last Name: Olcay

Street Address: 142 Walcott Street

Address Line 2:

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

E-Mail Address: fatimamaria987@gmail.com

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

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

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

Please attach any documents you would like the Committee to review here:

The results of this submission may be viewed at:

<https://www.stow-ma.gov/node/143221/submission/2346>

stowpolice

From: Stow MA via Stow MA <cmsmailer@civicplus.com>
Sent: Saturday, September 4, 2021 2:39 PM
To: stowpolice
Subject: Form submission from: Traffic Safety Advisory Committee Request Submittal Form

Follow Up Flag: Follow up
Flag Status: Completed

Submitted on Saturday, September 4, 2021 - 2:39pm
 Submitted by anonymous user: 2601:18f:902:62d0:557e:8ac5:756e:55c9
 Submitted values are:

First Name: Ruth
 Last Name: LeBlanc
 Street Address: 33 Pompositticut Street
 Address Line 2:
 City, State, Zip (if other than Stow): Stow
 E-Mail Address: rdleblancster@gmail.com

Please describe the location of the traffic concern: On the stretch of road at 33 Pompositticut Street.

Please describe the nature of the neighborhood traffic problem you are concerned with : Sometimes the cars traveling in both directions on Pompositticut Street are going well above the posted speed limit, this happens during the day and night. There is a curve that makes speeding even more dangerous.

Please list possible solutions to the problem that you would like the Town of Stow to consider: I really don't know what a good solution would be. Not sure signs help because people simply don't see them or pay attention, especially when they're driving to fast to begin with. It's dark and there's a curve in the road, possibly lighting, although I'm not sure if the other neighbors want street lighting. Possibly one of the electronic signs that tell the driver how fast they're going and to slow down if needed.

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/2306>

stowpolice

From: Stow MA via Stow MA <cmsmailer@civicplus.com>
Sent: Friday, September 24, 2021 10:48 AM
To: stowpolice
Subject: Form submission from: Traffic Safety Advisory Committee Request Submittal Form

Follow Up Flag: Follow up
Flag Status: Completed

Submitted on Friday, September 24, 2021 - 10:47am

Submitted by anonymous user: [173.48.14.251](#)

Submitted values are:

First Name: Brian

Last Name: Martinson

Street Address: 43 Pompositticut Rd.

Address Line 2:

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

E-Mail Address: bamartinson@gmail.com

Please describe the location of the traffic concern: The entire length of Pompositticut Rd. from Route 117 to the Maynard border.

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

This is an exceptionally dangerous road for pedestrians and vehicle operators. The posted speed limit is 25mph on its entire length (with good reason). It has many curves and another portion is quite steep. Very few vehicle operators drive the speed limit (not even close) and the negative result is two-fold.

(1) There are an inordinate number of cars who fail to safely traverse many of the road's dangerous curves. Often this results in cars driving onto the shoulder, wiping out and sometimes hitting trees. I've seen many serious accidents occur (especially near or at the end of my driveway) resulting in serious injury as well as damage to property (e.g., cars, mailboxes, damaged road shoulders and driveways). I believe a quick examination of police and fire department logs will document the unusually high number of accidents on this road. At one time the police department policed the speed limit here frequently (at least once per week, with a cruiser usually camped out in my driveway(or neighbors driveways). This level of enforcement activity has not occurred for many years.

(2) My greatest concern is for pedestrians using the sidewalk (usually on their way to, or returning from, the shopping plaza). It's quite scaring walking that sidewalk where cars and trucks whiz by you at 40+ mph! Especially for residents who are well aware of the frequency of wipeouts on this stretch of road. It is a serious human health and safety hazard. Why don't you walk this sidewalk and gauge how safe you feel (especially on the curves)?

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

There are several:

(1) Here's the easy one: Please post more speed limit signage on this road. Currently there is only one sign at the Maynard border and one near the LV Cemetery. There should be at least one or two more on either side of the road (I suggest placement just before the curves in both directions). In addition, the LV sign is should be moved further down the road closer to neighborhood homes. Here's why: Vehicles driving on 117 (and turning onto Pompositticut) don't often notice the speed limit sign. By the time they make the turn and straighten out their wheel the sign has passed them (it just doesn't register; try it). This simple sign placement project costs almost nothing and would at least marginally improve the speeding situation.

(2) Periodically (or permanently) place an electronic speed sign to remind drivers that they are over the speed limit. I've lived here for close to 30 years. Those driving at or near the 25mph speed limit is a rare occurrence. Most drivers are way in excess of this. A quick study using a speed gun will confirm this. I've done it.

(3) The town police should resume periodic traffic enforcement (for speed) on this road. And please don't issue

warnings; issue ticket with fines (as this sends a stronger message).

I'm happy to discuss this issue and potential solutions with the Committee if that is valuable. Pompositticut Road is a small (but tight) neighborhood. I'm confident my neighbors have the same concerns as me.

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/2391>

stowpolice

From: Stow MA via Stow MA <cmsmailer@civicplus.com>
Sent: Thursday, September 2, 2021 7:57 PM
To: stowpolice
Subject: Form submission from: Traffic Safety Advisory Committee Request Submittal Form

Follow Up Flag: Follow up
Flag Status: Completed

Submitted on Thursday, September 2, 2021 - 7:56pm

Submitted by anonymous user: [173.76.36.30](#)

Submitted values are:

First Name: Kate

Last Name: Notman

Street Address: 32 Eliot Dr

Address Line 2:

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

E-Mail Address: katenotman@gmail.com

Please describe the location of the traffic concern: Taylor and Packard Roads

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

Trash trucks pulling over on wrong side of Taylor Road and generally causing unsafe conditions on that road. Taylor in general unsafe due to amount of traffic and narrowness of road.

Packard - dangerous narrow area near Taylor Road

Please list possible solutions to the problem that you would like the Town of Stow to consider: Remove trees encroaching on both roads and widen/smooth out dangerous curved areas

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/2291>

stowpolice

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

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

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

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

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

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

Please attach any documents you would like the Committee to review here:

The results of this submission may be viewed at:
<https://www.stow-ma.gov/node/143221/submission/2276>

stowpolice

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

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

Submitted on Thursday, September 2, 2021 - 1:23am
Submitted by anonymous user: [68.160.135.96](#)
Submitted values are:

First Name: Christine
Last Name: Lorenzo
Street Address: 87 Adams Drive
Address Line 2:
City, State, Zip (if other than Stow): Stow, MA
E-Mail Address: christinehlorenzo@gmail.com

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

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

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

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

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

Please attach any documents you would like the Committee to review here:

The results of this submission may be viewed at:
<https://www.stow-ma.gov/node/143221/submission/2271>

stowpolice

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

Follow Up Flag: Follow up
Flag Status: Flagged

Submitted on Tuesday, October 5, 2021 - 12:04pm
Submitted by anonymous user: 2601:18f:901:d010:6102:e45b:7294:2a82
Submitted values are:

First Name: Naomi
Last Name: Trager
Street Address: 19 chestnut street
Address Line 2:
City, State, Zip (if other than Stow): Stow, Ma 01775
E-Mail Address: ngtrager@gmail.com

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

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

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

Please attach any documents you would like the Committee to review here:

The results of this submission may be viewed at:

<https://www.stow-ma.gov/node/143221/submission/2411>

stowpolice

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

Follow Up Flag: Follow up
Flag Status: Completed

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

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

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

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

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

Please attach any documents you would like the Committee to review here:

The results of this submission may be viewed at:

<https://www.stow-ma.gov/node/143221/submission/2236>

stowpolice

From: Stow MA via Stow MA <cmsmailer@civicplus.com>
Sent: Wednesday, September 1, 2021 3:50 PM
To: stowpolice
Subject: Form submission from: Traffic Safety Advisory Committee Request Submittal Form

Follow Up Flag: Follow up
Flag Status: Completed

Submitted on Wednesday, September 1, 2021 - 3:49pm
 Submitted by anonymous user: 2601:18f:900:3d10:8987:3cef:777b:1d8e
 Submitted values are:

First Name: Larry
 Last Name: Escobedo
 Street Address: 41 Old Bolton Rd
 Address Line 2: 41 Old Bolton Rd
 City, State, Zip (if other than Stow): 01775
 E-Mail Address: larry.esco@gmail.com
 Please describe the location of the traffic concern:
 Hiley brook rd and old Bolton rd
 Bolton rd entirely including in front of park.
 Please describe the nature of the neighborhood traffic problem you are concerned with : Way to fast for a park and neighborhood street.
 Please list possible solutions to the problem that you would like the Town of Stow to consider:
 Radar speed sign
 post speed
 More cruisers in neighborhood and at park.

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/2256>



Town of Stow
**TRAFFIC SAFETY
ADVISORY COMMITTEE**

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

10.20.2021

Larry Escobedo
41 Old Bolton Road
Stow, MA 01775

Hello Mr. Escobedo,

Thank you for your submission to the Traffic Safety Advisory Committee (TSAC). The Committee has received your letter regarding Old Bolton Road and will be discussing the concerns raised at an upcoming meeting of the Committee.

As you know, the intersection of Old Bolton Road and Route 117 was recently the site of the Town's first MassDOT Complete Streets Program funded improvements. The project was designed to provide additional pedestrian and bike safety at the intersection, as well as to improve vehicle safety by removing the slip lane at the intersection and installing a more perpendicular intersection approach.

A future project listed for Old Bolton Road includes extending the sidewalk from the project limits near Applefield Farm, west to the Stow Community Park. As the Town awaits a potential application for the reuse of Bose facility, there may be an opportunity to fold this project into overall investments in the area.

The Traffic Safety Advisory Committee may also consider the implementation of a *Safety Zone*, specifically in the vicinity of parks, and other areas with heightened pedestrian counts. A Safety Zone, is a defined area of lowered speed limits, much like a school zone.

The TSAC will take these considerations under advisement.

Thank you for your submission.

Sincerely,

Chief Michael Sallese

On behalf of the Traffic Safety Advisory Committee

stowpolice

From: Stow MA via Stow MA <cmsmailer@civicplus.com>
Sent: Saturday, September 11, 2021 3:17 PM
To: stowpolice
Subject: Form submission from: Traffic Safety Advisory Committee Request Submittal Form

Follow Up Flag: Follow up
Flag Status: Completed

Submitted on Saturday, September 11, 2021 - 3:17pm
Submitted by anonymous user: 2601:18f:903:39f0:93:4a38:472d:a530
Submitted values are:

First Name: Cynthia
Last Name: Wolfe
Street Address: 34 Meeting House Lane
Address Line 2: Apartment 307
City, State, Zip (if other than Stow):
E-Mail Address: wolfecyn@gmail.com

Please describe the location of the traffic concern: Route 117 through Lower Village, in front of the shopping plaza
Please describe the nature of the neighborhood traffic problem you are concerned with : I think the speed limit of 35 is too high in this congested area. It's hard to pull out from any of the shopping areas, and cars coming around the corner near the post office are going so fast that it's also hard to pull out from Elm Ridge Road on to Route 117. Cars that are not turning are going too fast to permit for safety in the crosswalks.

Please list possible solutions to the problem that you would like the Town of Stow to consider: 30 mph speed limit from the cemetery to Deerfield Lane

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/2336>



Town of Stow
**TRAFFIC SAFETY
ADVISORY COMMITTEE**

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

10.20.2021

Cynthia Wolfe
34 Meeting House Lane
Apartment 307
Stow, MA 01775

Hello Ms. Wolfe,

Thank you for your submission to the Traffic Safety Advisory Committee (TSAC). The Committee has received your letter regarding Route 117 in Lower Village and will be discussing the concerns raised at an upcoming meeting of the Committee.

Great Road in Lower Village was subject to significant traffic safety improvements over the past several years, with the additions of medians, dedicated turning lanes and pedestrian refuge islands. Despite the improvements, the area is still one of the most heavily trafficked areas of Town and the subject of ongoing transportation improvements. Over the past year there have been a couple of developments that will continue to improve traffic speeds and congestion in the village.

- The Complete Streets Committee was recently awarded a *Shared Streets Grant* from MassDOT to install a flashing pedestrian beacon at the Stow Shopping Center crosswalk to provide safety to crossing pedestrians, as well as provide further feedback to drivers to slow their speed. This improvement should be installed by the end of 2021, with hopes of further slowing traffic through the corridor.
- A Special Permit was approved by the Planning Board in 2021 for the construction of a new retail building at the location of the former Beef N' Ale Restaurant. The site plan includes additional street trees, which have been shown to be another tactic to slow traffic.
- Additionally, the Traffic Safety Advisory Committee will discuss the re-use of temporary speed feedback signs that were installed at one time in the vicinity of Elmrige Road, where vehicles enter and exit the district at a higher speed. These speed feedback signs have been shown to have a marked impact on vehicle speeds.

The TSAC is interested in employing a variety of traffic calming techniques rather than seeking speed reductions through MassDOT. The Committee has recently posted a video about setting speed limits in Massachusetts that outlines the process for setting or amending a speed zone. One of the risks in following through on such a study, is that the eventual speed limit for a given stretch of road, is heavily

dependent on the 85th percentile speed, or the speed at which 85% of drivers are travelling at. What this means is that an effort to reduce speeds through a corridor could have the opposite effect. The TSAC believes that employing other traffic safety and speed reducing measures, provides a more certain outcome.

Thank you for your submission.

Sincerely,

Chief Michael Sallesse

On behalf of the Traffic Safety Advisory Committee

DRAFT

Draft

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

Town of Stow Traffic Safety Advisory Committee

Memo

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

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

Background

The Traffic Safety Advisory Committee was established in 2021 by the Stow Select Board to act as an *“advisory group that can receive all requests and suggestions for traffic safety improvement in the Town of Stow, and evaluate and recommend to the Town Administrator and Select Board various approaches that could be used to create safer and more livable neighborhoods through efforts to reduce speeding and unnecessary traffic on neighborhood roads.”*

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

Enabling Legislation

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

Fig. 1



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

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

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

Effect on Streets and Ways

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

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

What About Business Districts?

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

Traffic Safety Advisory Committee Recommendation

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

Exhibit A

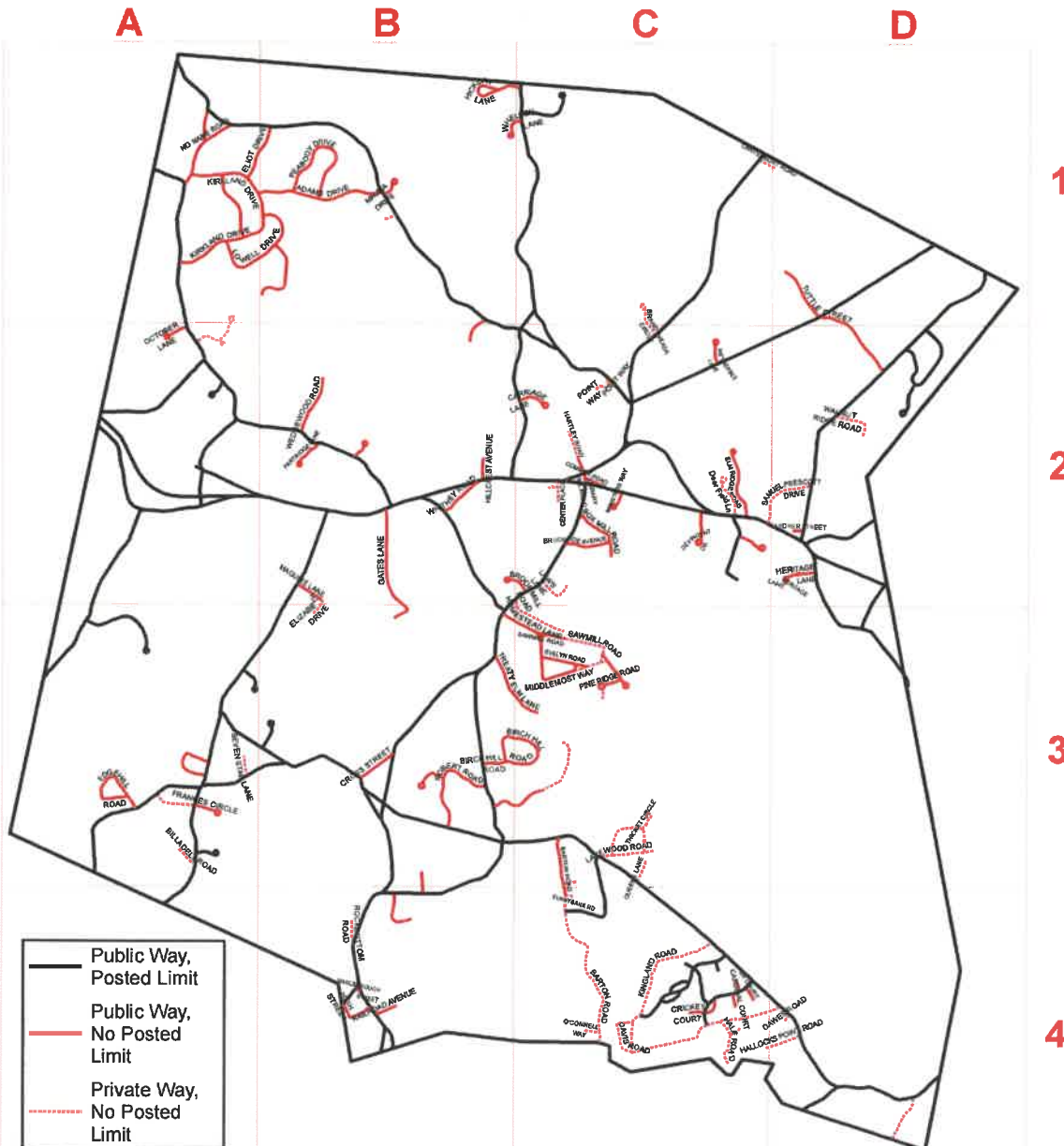
Public Ways

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

Town Maintained Private Ways

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

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



Road Entrances to Stow

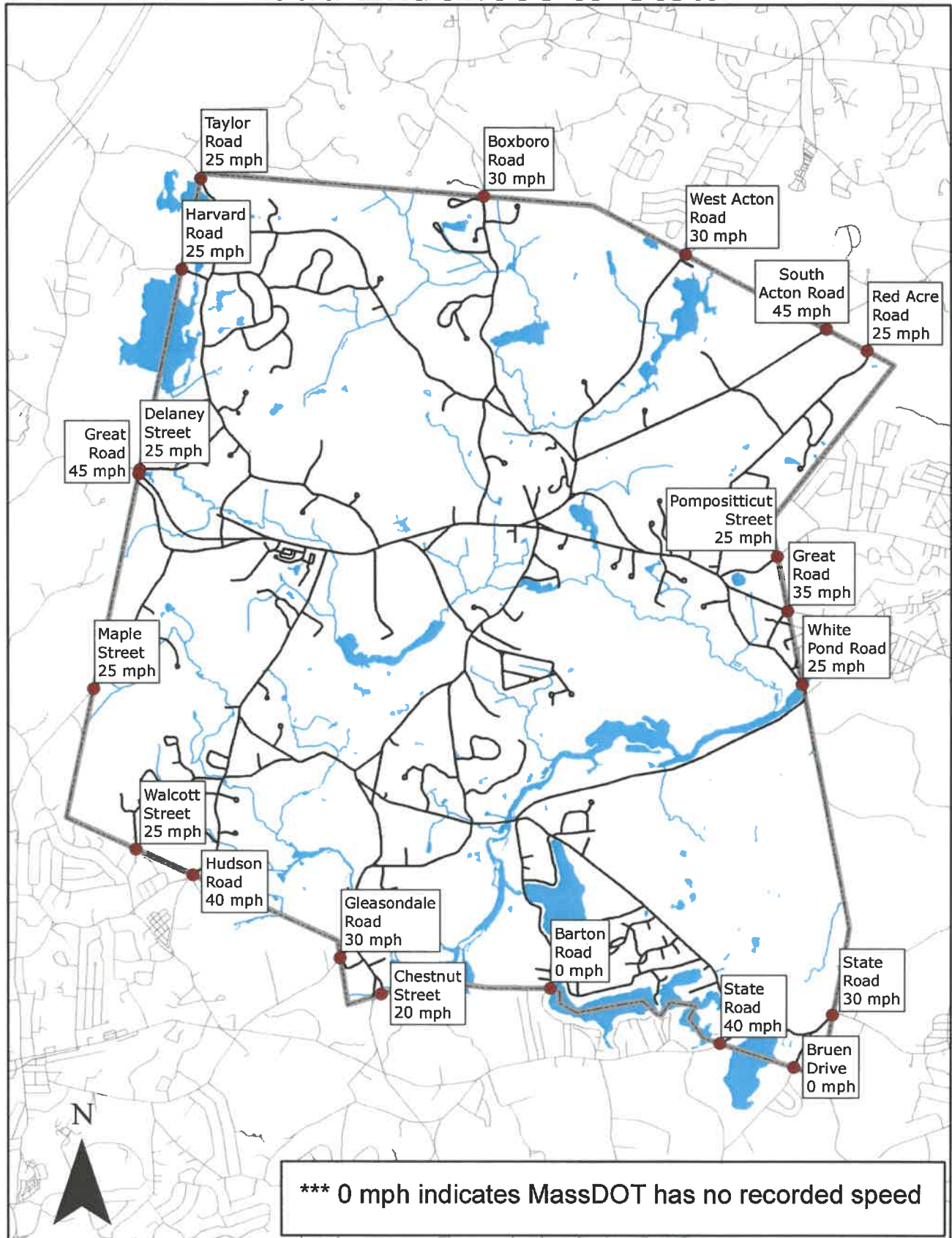


Exhibit C

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



PROCEDURES FOR SPEED ZONING
ON
STATE AND MUNICIPAL ROADWAYS
2012

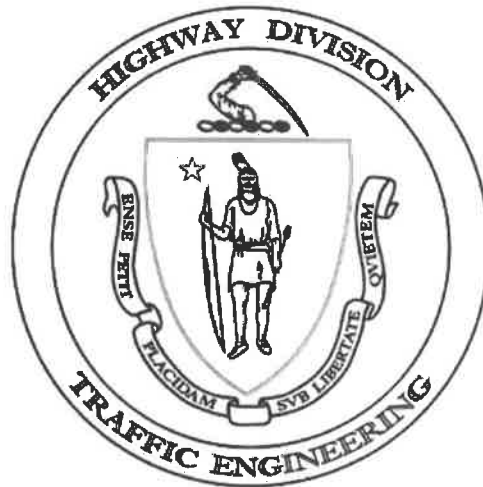


TABLE OF CONTENTS

Introduction – Speed Zoning on Massachusetts Highways	2
Massachusetts Speed Law	3
Engineering Studies and Speed Zoning	4
A. Collection of Data	5
I. Preliminary Study of Conditions	5
II. Speed Calculations on Curves	8
III. Speed Observations	9
IV. Studies of Accident Distribution	14
V. Trial Runs Over the Location	14
B. Analysis of Data	15
I. Safe Speed Range	16
II. Selecting Speed Limits and Lengths of Each Zone	17
III. Advisory Speeds	18
IV. Rechecks with Trial Runs	19
Special Speed Regulations	19
Speed Limit Signs	21
Follow Up Studies	22
Effect of Speed Zones	23
Conclusion	23

APPENDIX

M.G.L. Chapter 90, Section 17	A1
M.G.L. Chapter 90, Section 18	A2

LIST OF FIGURES

Figure 1 – Speed Control Summary Sheet (State)	7
Figure 2 – Ball Bank Indicator	8
Figure 3 – Speed Distribution Sheet	11
Figure 4 – Trial Run Sheet	15
Figure 5 – Warning Sign with Advisory Speed Plate	19
Figures 6a & 6b – Speed Control Flow Charts	20, 21
Figure 7– Standard Speed Limit Sign	22

SPEED ZONING ON MASSACHUSETTS HIGHWAYS

Speed regulation is, and always has been, a subject of both interest and controversy to almost everyone. Whether we drive or not, most of us are directly affected by the speed of motor vehicles. There has always been a small segment of motorists who drive in a careless and reckless manner. This leads to demands from all sides that definite rules must be established regarding the operation of the motor vehicle and that a special effort be made to control those motorists who do not conform with the vast majority when governing their vehicular speeds.

It should be understood that it has been the consistent objective of the Massachusetts Department of Transportation, Highway Division (MassDOT) over the years to provide means to promote safe and efficient traffic flow in the Commonwealth. The goal of our Speed Limit Traffic Control Program has always been to provide appropriate and enforceable speed limits on all paved streets and highways within the commonwealth in the best interest of the motoring public's right to use a roadway in a reasonable and proper manner.

Speed limits shall be established only after an engineering and traffic investigation has been conducted in compliance with established traffic engineering practices. The ideal speed limit is both acceptable to the prudent driver and enforceable by our police departments. Gravel and unpaved roadways are not typically speed zoned due to the fact that it is impossible to establish a consistent road surface and the conditions on such roads tend to change over a relatively short period of time.

MASSACHUSETTS SPEED LAW

Speed laws in Massachusetts are based on Chapter 90, Sections 17, 17A and 18 of the Massachusetts General Laws. (Appendix 1)

Chapter 90, Section 17 governs the speed of motor vehicles on unposted roadways. The speed limits on roadways that fall into this category are often referred to as “prima facie” speed limits. The present prima facie speed limits according to Chapter 90, Section 17 are condensed below

.....it shall be prima facie evidence of a rate of speed greater than is reasonable and proper if a motor vehicle is operated in excess of:

1. 50 miles per hour on a divided highway outside of a thickly settled or business district for a distance of $\frac{1}{4}$ of a mile.
2. 40 miles per hour on an undivided highway outside of a thickly settled or business district for a distance of $\frac{1}{4}$ of a mile.
3. 30 miles per hour in a thickly settled or business district for a distance of $\frac{1}{8}$ of a mile.
4. 20 miles per hour in a legally established school zone.

Note the distance requirements associated with the enforcement of Chapter 90, Section 17. Instantaneous radar or laser readings are not adequate. The motor vehicle must be shown to have been in excess of these speed limits for the entire distance associated with each respective speed limit. Also, prima facie speed limits cannot be posted, with the exception of a legally established school zone.

The definition of a “thickly settled or business district” is as follows: “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.”

Chapter 90, Section 18 authorizes the posting of numerical speed limits on all roadways in Massachusetts. The foundation for the actual posting of a speed limit is a

thorough traffic engineering study. After a study has been completed, a Special Speed Regulation is drafted and approved by the governing authority of the roadway, the Registry of Motor Vehicles and MassDOT. All posted regulatory speed limit signs must adhere to this approval process. If a speed limit is posted without this procedure, it is in violation of Chapter 90, Section 18, and is therefore considered illegal and unenforceable.

Chapter 90, Section 17 dictates the basic speed law, which is "No person operating a motor vehicle shall run it at a rate of speed greater than is reasonable and proper, having regard to traffic and the use of the way and the safety of the public." Note "reasonable and proper", for this is the fundamental speed law. No form of regulation, control, or restriction can supersede it. No matter what speed is posted, "reasonable and proper" is always the fundamental rule. On a highway posted 55 miles per hour, reasonable and proper may mean five miles per hour depending on conditions.

ENGINEERING STUDIES AND SPEED ZONING

A prerequisite to establishing speed regulations and posting speed limits is a comprehensive engineering study at each location where speed control is contemplated. The purpose of the study is to establish a speed limit that is safe, reasonable and self-enforcing. The most important step is measuring the prevailing speeds of motorists on a particular section of a roadway under ideal conditions. The speed at or below which 85 percent of the motorists travel is the principle value used for establishing speed control. This is commonly referred to as the 85th percentile speed. This method is based on numerous studies which indicate that the majority of motorists are prudent and capable of selecting safe speeds. The 85th percentile speed is the national standard for establishing safe speed limits.

In Massachusetts, numerical limits are based on ideal conditions. More specifically, the posted speed limits represent the **maximum safe speed under ideal driving conditions**. It is the responsibility of each motorist to reduce his\her speed for unfavorable weather

conditions, for poor visibility, for heavy traffic volume, for substandard vehicle conditions, and for his\her own driving deficiencies. Posted speed limits also serve as an invaluable guide to enforcement officers as to what is a reasonable maximum speed for ideal conditions.

The determination of the proper speed to post on any roadway depends on the results obtained in the engineering study, which for the purpose of this manual can be separated into A) the collection of data, and B) the analysis of the data.

COLLECTION OF DATA

Investigations for this purpose should include:

- I. Preliminary Study of Conditions
- II. Speed Calculations of Curves
- III. Speed Observations
- IV. Studies of Accident Distribution
- V. Trial Runs over the Location

The municipality requesting the establishment of a speed limit on a particular city\town way is responsible for submitting to their respective MassDOT District Office all of the necessary information listed above, with the exception of II, since most municipalities do not possess the proper equipment to accomplish this. MassDOT is responsible for collecting the above data on all State Highway and numbered routes (non-state highway).

I. Preliminary Study of Conditions

Upon receipt of the necessary data from the municipality, a Speed Control Summary sheet should be prepared by MassDOT District Speed Zoning personnel for the roadway under consideration (see figure 1), showing all data on horizontal curves, hills, volumes is available, accident distributions, speeds by 85th percentile and by trial runs, and recommended speed zones. It is also desirable to include notes regarding other conditions contiguous to the area of interest such as intersecting streets/driveways, bridges, playgrounds, etc. or any other landmark that may help to provide an accurate description of

the area. All observations, tabulations or calculations are to be made separately for each of the two directions of the traffic and should be recorded on the Summary sheet. All zones are to be computed to the nearest tenth of a mile. With a few exceptions, zones ideally should be at least 0.5 miles in length.

However, exceptions to this guide do exist. For example, on an approach to a section of roadway where it is determined that it is necessary to reduce the speed limit due to an adverse or dangerous situation, a minimum zone length of 0.5 miles is not needed to adequately advise motorists of the proper operating speed through such a condition.

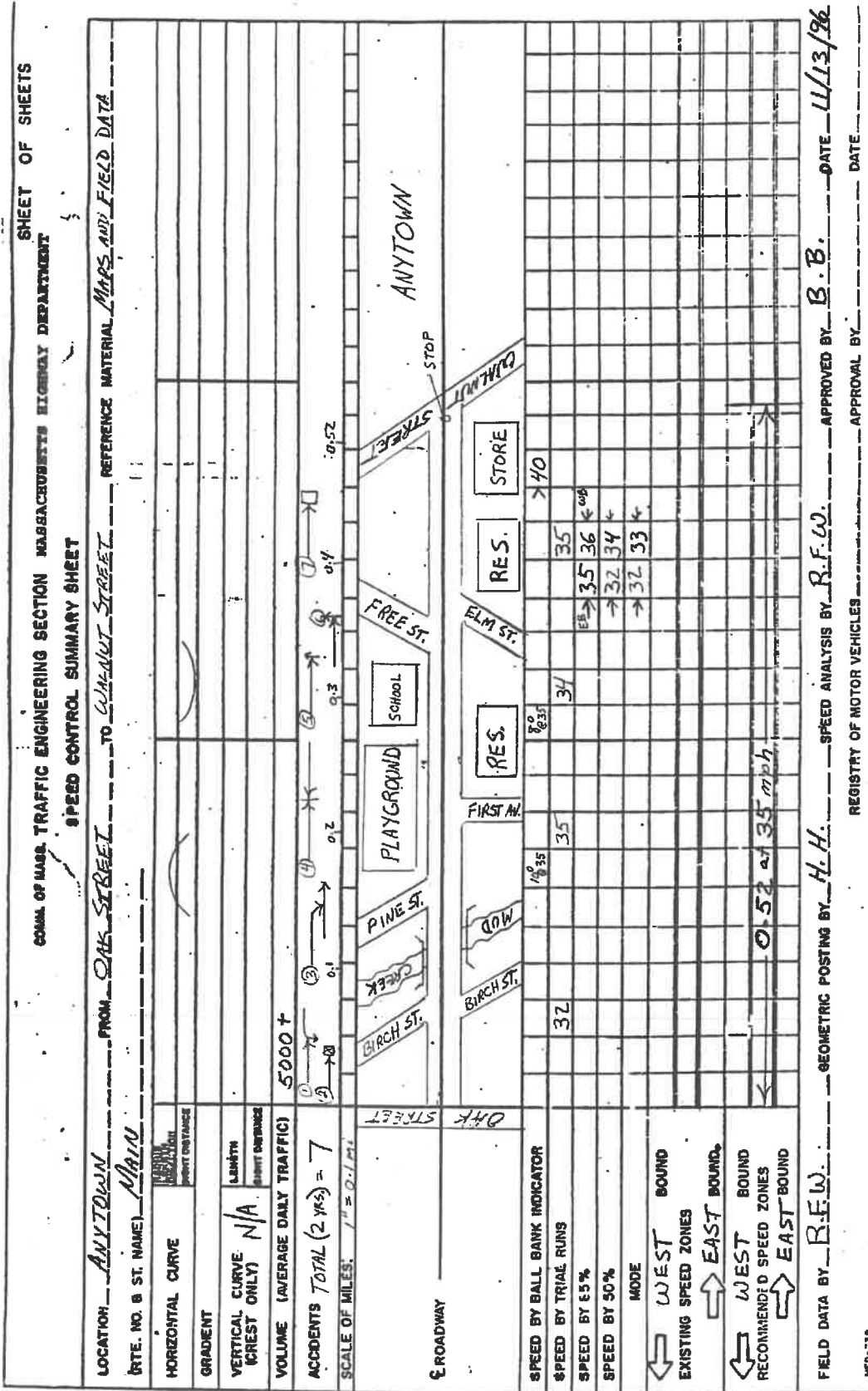


Figure 1

II. Speed Calculations on Curves

The Ball Bank Indicator is the simplest and most widely used device to measure safe, comfortable speeds on horizontal curves (see figure 2). The Ball Bank Indicator is a curved level that measures the combined effect of the body roll angle, the centrifugal force, and the superelevation angle as a vehicle negotiates a horizontal curve at various speeds.

Ball Bank Indicator



Figure 2

To obtain the driver's respect of the posted speed (regulatory or advisory). The following maximum ball bank angles are recommended:

<u>Speed</u>	<u>Ball Bank Reading</u>
20 mph	16 degrees
25 mph	14 degrees
30 mph	14 degrees
35 mph and up	12 degrees

It is desirable to have these speeds as close to 85th percentile values as possible.

However, with the increased performance of late model passenger cars (i.e. ABS brakes, improved power steering, better traction on tires, etc.), this is often not the case. With this in mind, it is the policy of MassDOT that we should assume the safest scenario and, therefore, the guide shown above shall always be used so that consistency is maintained throughout the Commonwealth.

Trial runs should be made with the ball bank indicator on all horizontal curves having a safe operating speed of 60 mph or less, in accordance with the procedure outlined in Section V.

III. Speed Observations

Spot speed checks are of prime importance since they represent the opinion of the drivers using the roadway as to what the safe speed is at a given location. This is the basic data on which all speed zones are based. The location of the speed check stations is singularly important because it determines whether or not a complete picture of the speeds in the area is being obtained. It would be ideal to have speed checks at an infinite number of locations so that the 85th percentile speed could be computed at all points. Since this is not practical, the speed check stations must be strategically located to show all the important changes to municipalities, speed check stations should generally be located at intervals not to exceed 0.25 miles, depending upon the locality and the uniformity of physical and traffic conditions. Much closer spacing than this may be necessary to obtain an accurate picture of the speed pattern. In rural areas, the spacing of speed check stations may be at much greater intervals provided they properly reflect the general speed pattern. There should be at least one observation for each directions of travel in each zone of a different numerical limit.

Trial runs (see Section V) through the area may be of help in locating the appropriate speed check stations. After the locations of the speed check stations have been determined and the speed checks made, the 85th percentile speeds should be calculated immediately in the field. By doing so, it is possible to get an idea of what the speed pattern will look like and to determine if more speed check stations or an unusually high or low 85th percentile speed at a particular point, additional speed checks should be made, and possibly additional speed check stations added, to clarify the speed picture.

Speed checks should be made on a weekday at off-peak hours and under ideal weather conditions. The speeds of 100 or more vehicles in each direction should be checked at each station. On highways carrying low traffic volumes, the checks at any one station may be discontinued after two hours although a minimum of 100 vehicles have not been timed. Vehicles should be checked as quickly as possible, but it is not necessary to check the speed of every vehicle. The vehicles checked, insofar as possible, should be the ones in which the driver is choosing his/her own speed. When a platoon of vehicles closely spaced passes a speed check station, only the speed of the first vehicle should be recorded since the other drivers may not be selecting their own speeds. Vehicles involved in short passing or turning maneuvers should not be recorded since they are usually traveling at an abnormal rate of speed. Speeds of vehicles other than passenger cars, such as trucks and buses, shall be recorded as: T, B, S, etc. (see Speed Distribution Sheet, Fig 3)

Speeds are measured by a radar gun or laser gun. Both instruments are extremely accurate and provide the engineer with invaluable data when used properly. Caution should be taken that the manufacturer's instructions are followed stringently in order to insure that collected data is correct and accurate for speed zoning purposes. In most cases, speed data collection is typically conducted in a passenger car or light truck. It is important that the aforementioned vehicles are **unmarked** so that motorists do not perceive the recorder's presence as an enforcement activity and adjust their speeds accordingly.

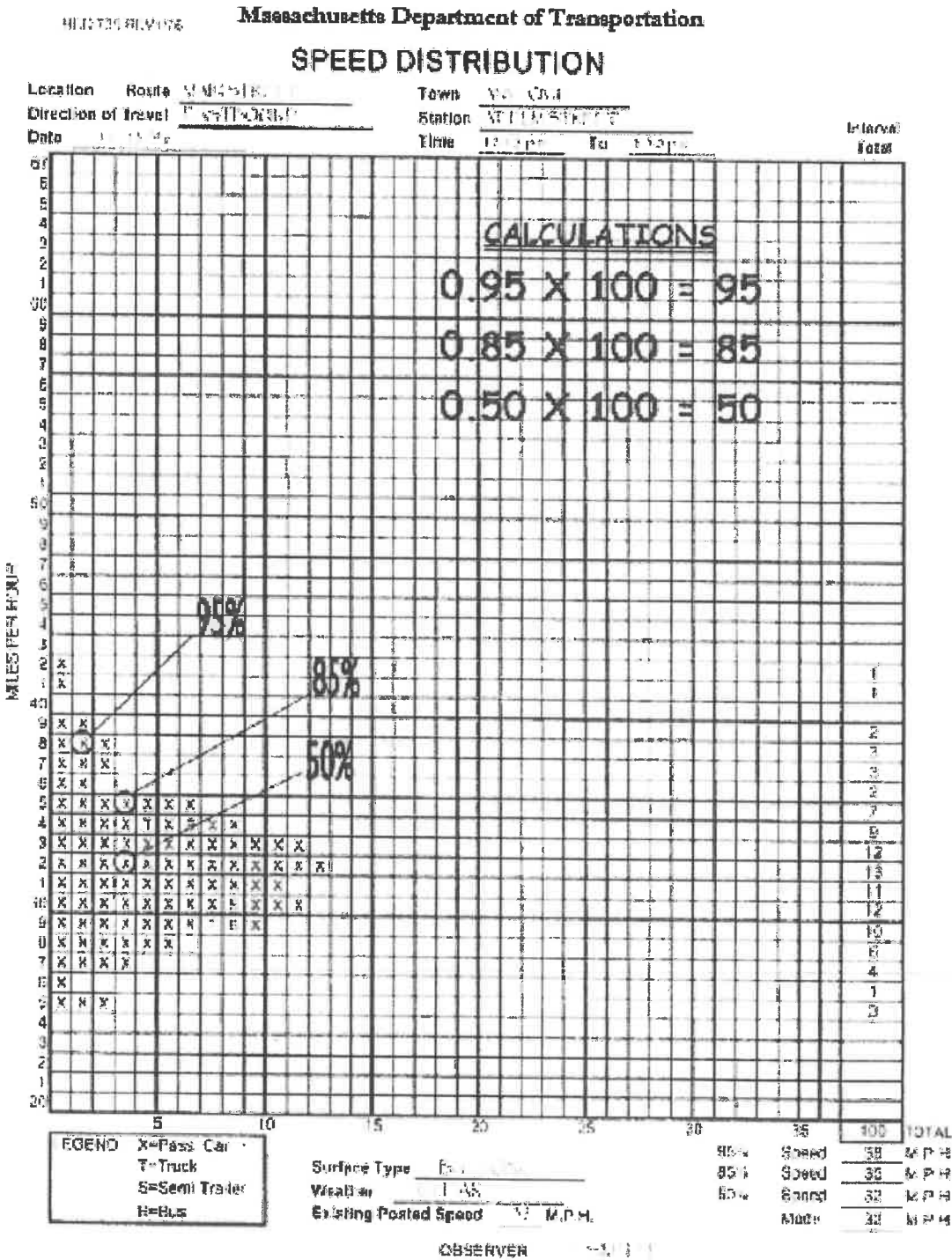


Figure 3

Also, the recording vehicle should be parked in such a way that it does not affect the speed of vehicles using the roadway, preferably being positioned off the traveled way out of plain view.

The 85th percentile speed of vehicles passing a given point is the speed at or below which 85 percent of the vehicles passing the point are traveling. This is the principle value used for establishing speed controls. This method assumes that the majority of motorists are prudent and capable of selecting safe speeds; therefore, speeds established in this manner meet the legal requirement that they be "reasonable and proper."

Calculating the 85th percentile speed from the data collected on the Speed Distribution Sheet (fig. 3) is simply a matter of determining what 85% of the total number of vehicles recorded is. For example, if 100 vehicles are recorded, 85 percent of 100 equals: $(0.85 \times 100 = 85)$. One could also determine the 85th percentile speed by taking the highest 15 percent of the vehicles recorded and eliminating them from consideration (counting down from the highest speeds, right to left) : and the next tally mark on the sheet represents the 85th percentile speed is circled on the Speed Distribution Sheet along with the 95th and 50th percentile speeds. The Mode is simply the speed at which the largest number of vehicles is traveling and is also recorded (fig. 3). Any other information regarding the conditions present during the time of the recording should also be included. The speed check information should then be recorded on the Speed Control Summary Sheet (fig. 1).

In some unique cases, the 85th percentile speeds will differ considerably by direction at a particular location. In such cases, the zone speeds should conform to the 85th percentile speed even though this means zoning for different speeds in opposite directions. Such a condition may be caused by relatively heavy development on one side of the road. Within the proximity of the development, motorists will tend to be more prudent due to the increased possibility of conflict caused by traffic into and out of the development.. Conditions which might justify varying from the 85th percentile speed are:

- a. If the 85th percentile speeds for adjacent speed check stations are

approximately the same, they may be statistically averaged to determine one speed zone. No 85th percentile speed should be included in such averages, however, if it varies more than 7 miles per hour from the speed derived from the average. Posted limits are rounded off to the nearest 5 mile per hour increment.

b. On sections of highways having a high accident experience, the zone speed may be lower than the 85th percentile speed, but in no case more than 7 miles per hour lower. This should be considered more as an exception than the rule, and should be done only where enforcement agencies will ensure consistent enforcement which will increase the effectiveness of the zone to an acceptable level of conformance.

c. At locations where traffic volumes are low and one hundred cars cannot be recorded in the two hours that the speed check station is operated, the 85th percentile speed may not be reliable. In many cases such as this, speed zoning will probably not be required. However, if conditions such as roadside development and high accident experience indicate that speeds lower than the prima facie limits are required, it would be beneficial to make a number of trial runs through the area. From the data obtained from the trial runs and from the speed check data, it should be possible to arrive at a reasonable and proper speed zone. Posted limits are rounded off to the nearest 5 mile per hour increment.

For each speed observation location, the following information should be recorded on the Speed Distribution sheet:

1. 95th percentile speed
2. 85th percentile speed
3. 50th percentile speed
4. Mode (the speed at which the greatest number of vehicle are traveling)
5. Pace (the ten mph. speed range containing the greatest number of vehicles).

IV. Studies of Accident Distribution

Indicate on the strip map, the locations of all accidents reported during the previous two years. Use distinctive marks to represent fatal, personal injury and property damage accidents.

V. Trial Runs Over the Location

Trial runs should be made over the entire roadway by engineers, enforcement officers and municipal officials using at least three different drivers. An observer seated directly behind the driver should take and record readings of the speedometer and odometer for every tenth of a mile. (see Trial Run sheet, fig.4) The drivers should operate at the safe maximum comfortable speed. The actual speed is observed for each point and plotted on the Trial Run Sheet. (Note: Use a different color pencil for each driver.) The high and low speeds are discounted and the remaining speeds are averaged, thereby developing a speed curve. The speeds at each tenth of a mile are then recorded on the Speed Control Summary Sheet. (fig. 1)

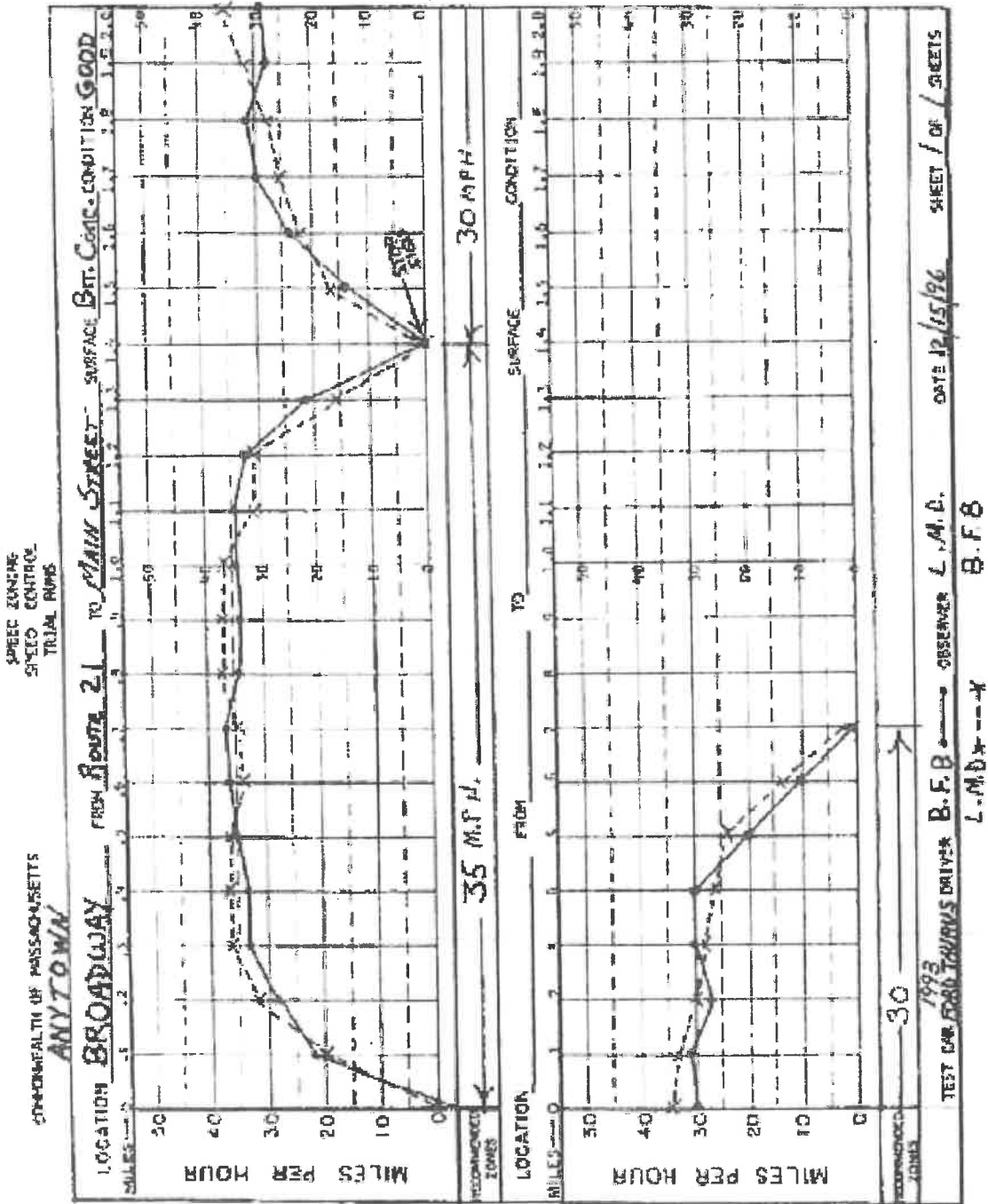


Figure 4

ANALYSIS OF DATA

The requirements for analyzing the collected data are as follows:

- I. Safe Speed Range
- II. Selecting Speed Limits and Lengths of Each Zone
- III. Advisory Speeds
- IV. Rechecks with Trial Runs

I. SAFE SPEED RANGE

The safe speed range for each location is determined after the data collected for the location is analyzed. The following criteria are used to determine safe speed values for each location:

a. The proposed speed limit for any location should not be higher than the critical approach speed for that location, which in part is determined by horizontal and vertical safe sight distance. Also, for the purpose of establishing speed limits, the critical approach speed can be considered equal to the 95th percentile speed in the absence of geometric restrictions.

b. At speed observation locations, the estimated safe speed shall not be more than 7 m.p.h. below the 85th percentile speed, and it should not be higher than the 95th percentile speed. The relative position within this range will depend on several other considerations, as outlined in c, below.

c. Consideration should be given to the following in selecting a value for the estimated speed within the previously mentioned range for each speed observation location:

1. Accident Rating - When the accident rate for a section is much higher than the average for other highways of similar classification, the estimated maximum safe speed should approach the lower limit of this speed range. When the accident rating is average or below, the estimated safe speed should be closer to the upper limit of the speed range.

2. Probable value of the speed limit - When the speed limit is likely to be 40 m.p.h. or above, the value of the estimated speed limit should generally approach the upper limit of the speed range.

3. Physical Conditions - When the strip map on the Speed Control Summary Sheet reveals narrow shoulders and lack of sufficient space for maneuvering in

the event of emergency, or any other conditions or traffic impediments present that may require additional caution on the part of motorists using the roadway, it may be desirable to use slightly lower values to provide some additional margin of safety (such as the presence of schools, elderly housing, etc.). However, the proposed speed limit should never be lower than the lower limit of the safe speed range.

II. SELECTING SPEED LIMITS AND LENGTHS OF EACH ZONE

Each speed zone should be as long as possible, while always taking into consideration the speed limitations at curves, hills and intersections. (see Section III., below) In rural areas, the length of a zone generally should be at least one-half mile when possible. Each zone in a series of graduated speed zones should be at least two tenths of a mile in length, and, if the speed limit is reduced from one zone to the next by 15 mph or greater, a W3-5, "REDUCED SPEED LIMIT AHEAD" sign shall be erected in advance of the lower limit in order to inform motorists to adjust their speeds accordingly.

The point where the highway enters or leaves a residential district should be used, when feasible, as points of change in numerical limits for a graduated speed zone. This encourages uniformity and provides a reason to the motorist as to why the speed limit has increased or decreased at a particular point.

The value of the speed limit for each zone should generally be equal to or slightly less than the average of the values of the safe speeds for speed observation locations within the zone

III. ADVISORY SPEEDS

Special consideration should always be given to the safe speeds for curves, hills and other locations located within that portion of the section. If the safe speed determined by a Ball-Bank Indicator through a particular curved section of a roadway differs from the preceding speed zone by 10 miles per hour or less, and the curved section of roadway is less than 0.20 miles, or if engineering judgment determines that it is appropriate, a warning sign used in conjunction with an advisory speed plate indicating the safe speed can be used in lieu of establishing a separate speed zone for an isolated condition.

Section 2C-08 of the 2009 Manual on Uniform Traffic Control Devices (M.U.T.C.D.)

states:

Section 2C.08 Advisory Speed Plaque (W13-1P)

Option:

01 The Advisory Speed (W13-1P) plaque (see [Figure 2C-1](#)) may be used to supplement any warning sign to indicate the advisory speed for a condition.

Standard:

02 **The use of the Advisory Speed plaque for horizontal curves shall be in accordance with the information shown in [Table 2C-5](#). The Advisory Speed plaque shall also be used where an engineering study indicates a need to advise road users of the advisory speed for other roadway conditions.**

03 **If used, the Advisory Speed plaque shall carry the message XX MPH. The speed displayed shall be a multiple of 5 mph.**

04 **Except in emergencies or when the condition is temporary, an Advisory Speed plaque shall not be installed until the advisory speed has been determined by an engineering study.**

05 **The Advisory Speed plaque shall only be used to supplement a warning sign and shall not be installed as a separate sign installation.**

06 **The advisory speed shall be determined by an engineering study that follows established engineering practices.**

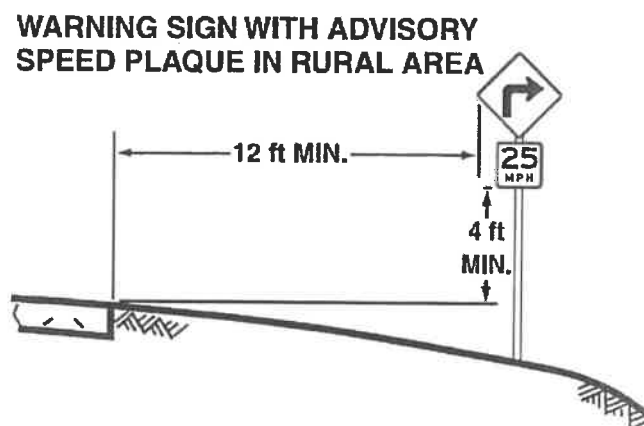
Unlike regulatory speed signs, advisory speed signs can be erected by municipalities without any further approval provided they comply with the M.U.T.C.D. Also, advisory

speeds are not enforceable, since their intent is to advise motorists of an appropriate speed through a particular condition, not regulate it.

IV. RECHECKS WITH TRIAL RUNS

After the proposed speed limits and zone lengths have been determined, repeat the trial speed runs, driving in each direction over each part of the zone at the recommended speed for that direction. Make notes on whether the limits and the lengths of the separate zones appear to be satisfactory. Note also the readings of the Ball-bank indicator when negotiating horizontal curves. If some revision in the zone appears to be necessary, make the required adjustments and recheck with test runs accordingly.

After all of the necessary field data has been collected and analyzed, it should be forwarded to the appropriate MassDOT District Office so that the results of the study can be discussed. A tentative agreement should be reached as to what speed limits will be established. This must be a tentative agreement because the speed zones must be reviewed by both the MassDOT District Traffic Engineering Section and the Boston Office Speed Zoning Section for final approval.



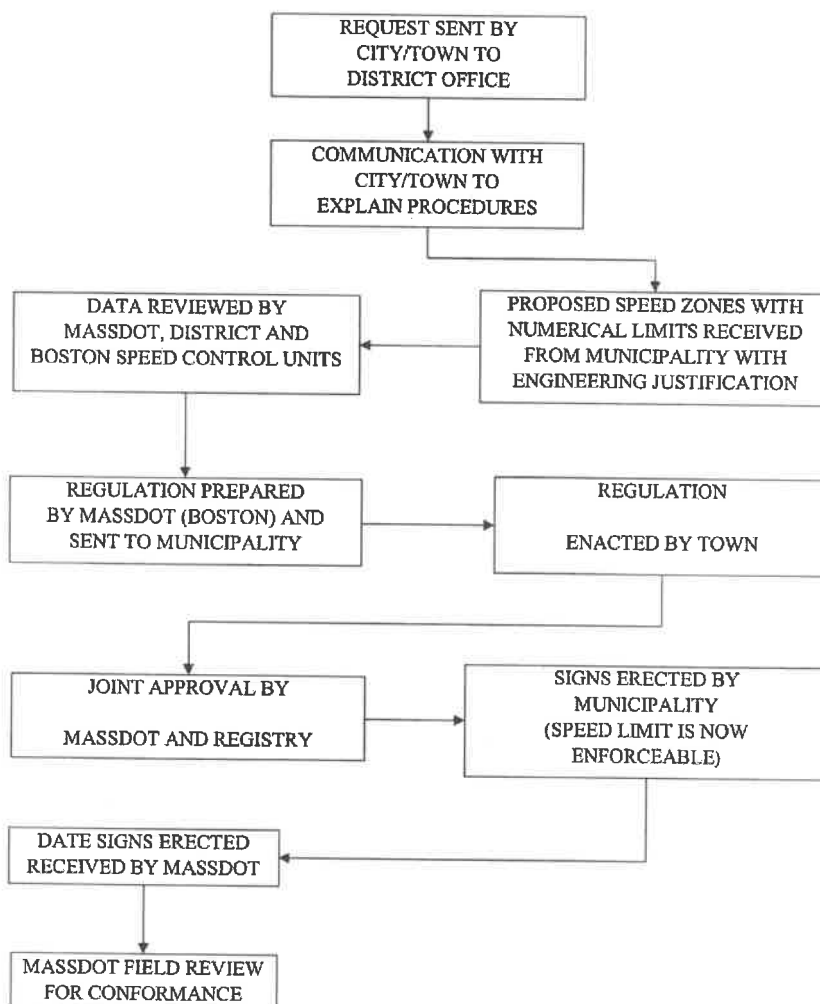
SPECIAL SPEED REGULATIONS

Following the determination of the appropriate speed zones and the subsequent approval by the Boston Office, a Special Speed Regulation will be drafted by the Boston Office

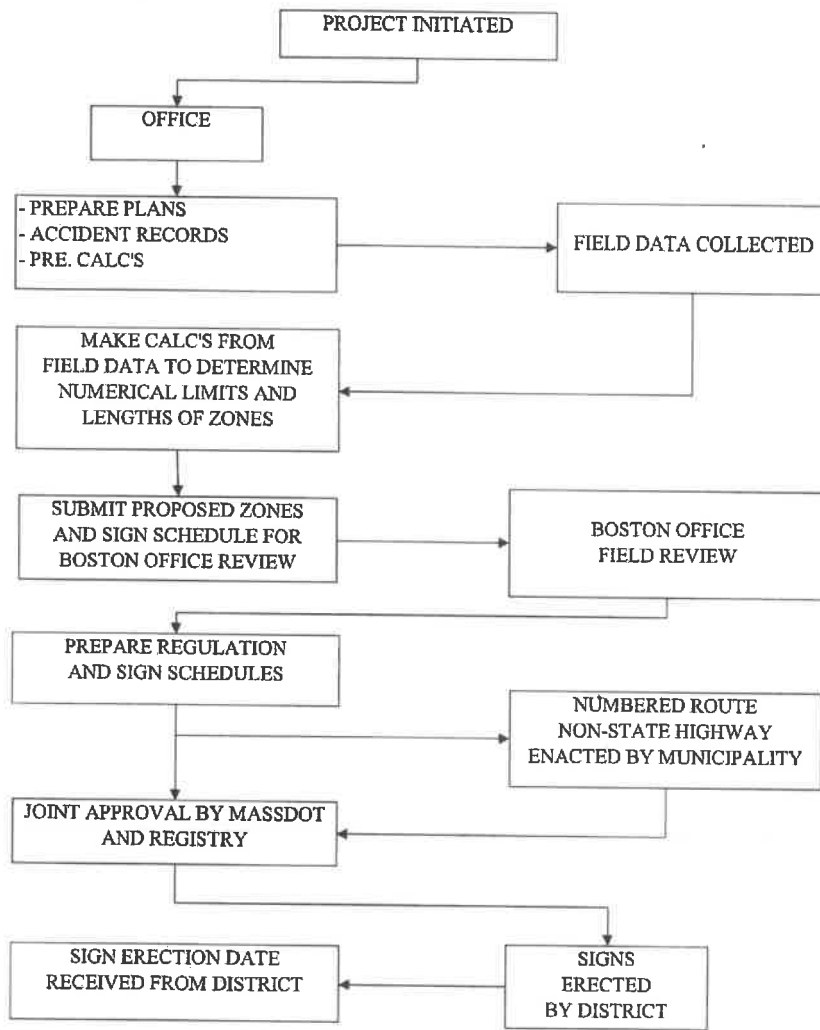
Speed Zoning Section to be signed by the Chief Deputy Registrar for the Registry of Motor Vehicles and the State Traffic Engineer for MassDOT. In the case of a City or Town regulation, the Special Speed Regulation must first be adopted by the appropriate City or Town officials before being approved by Registry and MassDOT officials. (see Speed Control Flow Charts, fig. 6a & 6b). After the regulation is adopted by all of the previously mentioned agencies, the authority in control of the subject roadway may then proceed with the erection of the appropriate speed limit signs at which point the regulation then becomes legal and enforceable.

SPEED LIMIT PROCEDURE ON MUNICIPAL ROADWAYS

TOWN REGULATIONS



SPEED LIMIT PROCEDURE ON STATE HIGHWAYS AND NUMBERED ROUTES



SPEED LIMIT SIGNS

Speed Limit signs are rectangular in shape, with black numerals on a white reflectorized background. (see fig. 7).

Typical sizes of standard signs and numerals are as follows		
	Numerals	Signs
Town or state Highway*	12"	24" x 30"
Limited Access Highway	16"	48 " x 60"
Interstate	16"	48 " x 60"
<ul style="list-style-type: none"> • a 36" x 48" sign with 14" numerals can also be used. • (NOTE: The regulation does not become effective until all of the appropriate signs are actually erected.) 		

A sign must be placed at each location where a change in the numerical limit occurs. In unusually long zones, confirmatory speed signs should also be erected at strategic locations to remind the driver of the legal speed limit. On Interstates and Limited Access Expressways, confirmatory signs are usually erected at all points of access.

FOLLOW UP STUDIES

After the speed signs have been in place for sometime, it is often beneficial to conduct a follow-up study to determine the zone's effectiveness and to evaluate any changes in speed patterns. The comparison of the speed observations made before and after the zoning should be recorded. Consideration should be given to revising numerical limits which vary by 7 m.p.h. from the 85th percentile speed.



R2-1

After the zones have been in effect for a year or more, it is often beneficial to make a comparison of the accident experience for one year before and after the establishment of the zone. This accident experience should be compared and summarized on before and after summary tables. Such a comparison will show whether the zone has been effective in reducing the number and severity of accidents and will also show the types of accidents which have been affected by the speed limit signing.

EFFECT OF SPEED ZONES

Studies have shown that speed zoning has very little permanent effect on average vehicular speeds. There are indications, however, that it does have a tendency to group more of the drivers within the Pace since some of the slower drivers speed up and some of the faster drivers slow down after the speed limits are posted.

In some cases, it has been noted that speed zoning has had a marked effect in lowering the accident rate. The principal benefit of properly established speed zoning is to provide a means for police officers to apply enforcement to those who do not conform to speeds considered reasonable and proper by the majority of the motoring public. Public opinion will be on the side of the police who are enforcing a reasonable maximum speed. The former federally mandated 55 mile per hour national speed limit on the Interstate System clearly shows that an unreasonably low speed limit is neither enforceable nor has the long term support of the general public.

CONCLUSION

Successful speed zoning is a cooperative project which includes the traffic engineer, the enforcement agencies and the judiciary. It requires careful engineering, conformance to recognized standards, state-wide uniformity, and development of public understanding and support. Under this approach, speed zoning is a valuable aid to the conscientious motorist and to enforcement officials.

APPENDIX

Chapter 90: Section 17 Speed Limits

No person operating a motor vehicle on any way shall run it at a rate of speed greater than is 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 in accordance with the provisions of section eighteen, it shall be prima facie evidence of a rate of speed greater than is reasonable and proper as aforesaid (1) if a motor vehicle is operated on a divided highway outside a thickly settled or business district at a rate of speed exceeding fifty miles per hour for a distance of a quarter of a mile, or (2) on any other way outside a thickly settled or business district at a rate of speed exceeding forty miles per hour for a distance of a quarter of a mile, or (3) inside a thickly settled or business district at a rate of speed exceeding thirty miles per hour for a distance of one-eighth of a mile, or (4) within a school zone which may be established by a city or town as provided in section two of chapter eighty-five at a rate of speed exceeding twenty miles per hour. Operation of a motor vehicle at a speed in excess of fifteen miles per hour within one-tenth of a mile of a vehicle used in hawking or peddling merchandise and which displays flashing amber lights shall likewise be prima facie evidence of a rate of speed greater than is reasonable and proper. If a speed limit has been duly established upon any way, in accordance with the provisions of said section, 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 is reasonable and proper; but, notwithstanding such establishment of a speed limit, every person operating a motor vehicle shall decrease the speed of the same when a special hazard exists with respect to pedestrians or other traffic, or by reason of weather or highway conditions. Any person in violation of this section, while operating a motor vehicle through the parameters of a marked construction zone or construction area, at a speed which exceeds the posted limit, or at a speed that is greater than is reasonable and proper, shall be subject to a fine of 2 times the amount currently in effect for the violation issued. Except on a limited access highway, no person shall operate a school bus at a rate of speed exceeding forty miles per hour, while actually engaged in carrying school children. Amended by St.1932, c.271, c.716; St.1964, c.176; St.1964, c.185; St.1965, c.474; St.1972, c.463; St.1974, c.49; St.1974, c.851, & 7; St.1975, c.173, & 1; St.1975, c.329, & 1; St.1975, c.494, & 7; St.1978, c.171; St.1986, c.689, & 7;

Chapter 90: Section 18
Special regulations, speed and use of vehicles

The city council, the transportation commission of the city of Boston, the board of selectmen, park commissioners, a traffic commission or traffic director, or the department, on ways within their control, may make special regulations as to the speed of motor vehicles and may prohibit the use of such vehicles altogether on such ways; provided, however, that except in the case of a speed regulation no such special regulation shall be effective unless it shall have been published in one or more newspapers, if there be any, published in the town in which the way is situated, otherwise in one or more newspapers published in the county in which the town is situated; nor until after the department, and in the case of a speed regulation the department and the registrar, acting jointly, shall have certified in writing that such regulation is consistent with the public interests; provided, however, that nothing herein contained shall be construed as affecting the right of the metropolitan district commission or of the department of environmental management to make rules and regulations governing the use and operation of motor vehicles on lands, roadways and parkways under its care and control. No such rule or regulation shall prohibit the use of passenger or station wagon type motor vehicles whose gross weight is less than five thousand pounds and which are registered for commercial use on ways where noncommercial passenger type motor vehicles are permitted to operate. No such regulation shall be effective until there shall have been erected, upon the ways affected thereby and at such points as the department and the registrar, acting jointly, may designate, signs, conforming to standards adopted by the department, setting forth the speed or other restrictions established by the regulation, and then only during the time such signs are in place. Any sign, purporting to establish a speed limit, which has not been erected in accordance with the foregoing provisions may be removed by or under the direction of the department.

Any person, corporation, firm or trust owning a private parking area or owning land on or abutting a private way, or any person, corporation, firm or trust controlling such land or parking area, with the written consent of the owner, may apply in writing to the city council, the traffic commission of a city or town having a traffic commission, the transportation commission of the city of Boston or the board of selectmen in any town in which the private way or parking area lies, to make special regulations as to the speed of motor vehicles and as to the use of such vehicles upon the particular private way or parking area, and the city council with the approval of the mayor, the traffic commission of a city or town, the transportation commission of the city of Boston or the board of selectmen, as the case may be, may make such special regulations with respect to said private way or parking area to the same extent as to ways within their control and such special regulations shall not be subject to approval by the department or the registrar; provided, however, that any traffic signs, signals, markings or devices used to implement such special regulations shall conform in size, shape and color to

the most current manual on uniform traffic control devices. Amended by St. 1945, c125; St.1948, c.564, & 2; 18, 19; St.1968, c.222; St.1968, c,694 & 3; St.1969, c. 76; St.1970, c342, & 2; St.1975, c706, & 119; St.1984, c.84; St.1986, c.608, & 18; St.1986, c689 & 9;

HED739 REV4/76

Massachusetts Department of Public Works

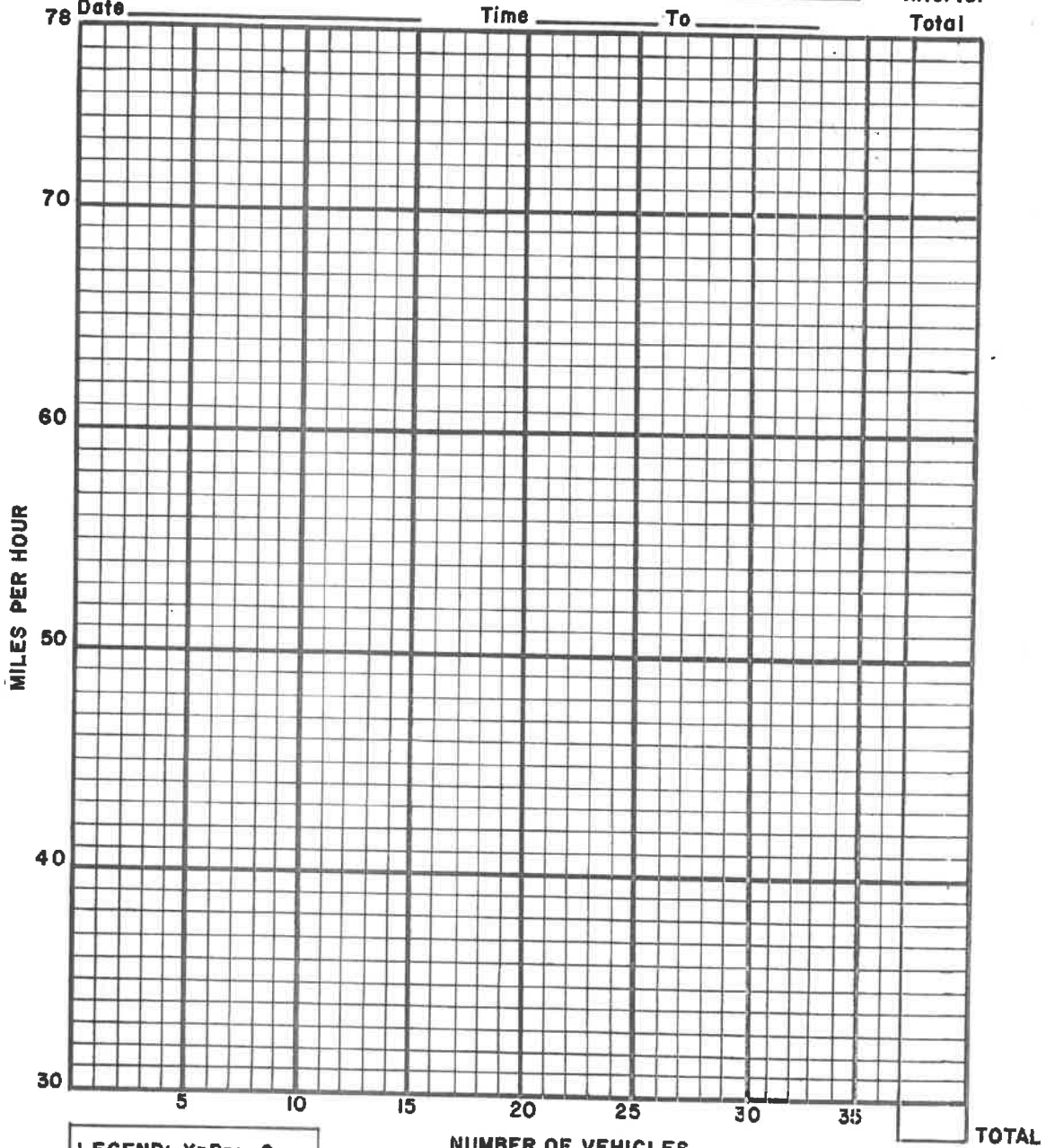
SPEED DISTRIBUTION

Location: Route _____ Town _____

Direction of Travel _____ Station _____

Date _____ Time _____ To _____

Interval
Total



LEGEND: X=Pass. Car
 T=Truck
 S=Semi Trailer
 B=Bus

Surface Type _____
 Weather _____
 Existing Posted Speed _____ MPH.

85% Speed _____ M.P.H.
 50% Speed _____ M.P.H.
 Mode _____ M.P.H.

OBSERVER _____

COMMONWEALTH OF MASSACHUSETTS
SPEED ZONING
SPEED CONTROL
TRIAL RUNS

LOCATION		FROM		TO		SURFACE		CONDITION														
MILES → 0	50	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	1.0	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9	2.0
MILES PER HOUR		-----																				
RECOMMENDED ZONES		-----																				

LOCATION		FROM		TO		SURFACE		CONDITION														
MILES → 0	50	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	1.0	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9	2.0
MILES PER HOUR		-----																				
RECOMMENDED ZONES		-----																				

TEST CAR _____ DRIVER _____ OBSERVER _____ DATE _____ SHEET OF SHEETS _____

HED-740

Comm. of Mass. TRAFFIC ENGINEERING DIVISION Dept. Public Works

District _____ Sheet ____ of _____ Sheets

TRIAL RUN RECORD

Route No. _____ From _____ To _____

St. Hy. --Town Way _____ Time _____ Mileage _____

Driver _____ Recorder _____ Test Car _____ Date _____

HED-789

stowpolice

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

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

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

Please describe the location of the traffic concern: Crescent Street
 Please describe the nature of the neighborhood traffic problem you are concerned with :
 Excessive speeding in the residential area on and long the entire length Crescent Street in both directions from the intersection at the Randall Library to Great Road.
 The current posted Speed limit is to high and inconsistent.
 The Road is a major though fare and cut through for traffic passing through town used by numerous private and heavy commercial vehicles.
 Being a resident of the town, living on Crescent St along with my wife and our young child I am quite concerned by the dangerous conditions that currently exist.
 We have seen a steady increase of young families with children including ours to this neighborhood and now with many town residents and visitors enjoying this part of town in part of the addition of the new park and pedestrian right of way which abutts our property.
 With the lack of a consistant side walk on the West side of the street from the Pilot Grove Farm area and a blind curve along that same side of the street combined with the many offender of speeding we are very concerned.
 Could you please look at the current conditions and speed limit posting in our area. consider lowering it to 25 MPH for the entire length of the Street.
 Please list possible solutions to the problem that you would like the Town of Stow to consider:
 Lower the Speed limit to 25 MPH
 Add Blind / Dangerous Curve sign
 At near Pilot Grove Farm for traffic approaching / inbound into Town
 Post Residential Area / Children at Play Signage on both sides just Prior to Blind Curve Southerly and prior to Miller Brothers Garage Northerly.
 Please attach any documents you would like the Committee to review here:

The results of this submission may be viewed at:
<https://www.stow-ma.gov/node/143221/submission/2441>

stowpolice

From: Stow MA via Stow MA <cmsmailer@civicplus.com>
Sent: Thursday, October 21, 2021 2:30 PM
To: stowpolice
Subject: Form submission from: Traffic Safety Advisory Committee Request Submittal Form

Follow Up Flag: Follow up
Flag Status: Flagged

Submitted on Thursday, October 21, 2021 - 2:29pm

Submitted by anonymous user: [73.253.104.77](#)

Submitted values are:

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

Please describe the location of the traffic concern: Hudson Road

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

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

1- Lowering the posted speed limit to 25 mph. I strongly believe that Hudson Road would meet the statutory definition of Thickly Settled under MassDOT of MGL Chapter 90, Section 17C and be eligible for a 25 mph speed zone. And also, Town of Stow should definitely consider to opts-in to MGL c. 90 § 17C not just on street by street basis but Stow town-wide. Many Essex towns were already opted-in for their town-wide.

2- Heavy Wheel Commercial Truck Restrictions on Hudson Road for safety of residents and protection of wild life but also to reduce the adverse impacts of truck noise and vibrations on residents and severe deterioration of the roadway.

3- Installing speed limit signs with notifying/flashing signals that alert speed of approaching vehicles.

4- Installing All-Way Stop or Stop signs at some of the key intersections. As an example, at the intersection of Old Stow Road, Hudson Road and Zina Road where drivers increase their speed significantly. The speed limit on Old Stow Road is 25 mph, and right after that intersection the speed limit become 35 mph and 40 mph.

Please attach any documents you would like the Committee to review here:

The results of this submission may be viewed at:

<https://www.stow-ma.gov/node/143221/submission/2456>