



**GRAFTON TRAFFIC SAFETY
ADVISORY COMMITTEE**

30 Providence Road
Grafton, MA 01519
(508) 839-5335

RECEIVED TOWN CLERK
GRAFTON, MA

2022 OCT -4 PM 5:37

MEETING AGENDA
October 12, 2022 at 7:00 p.m.
Grafton Police Headquarters – Training Room

Call meeting to order:

Present:

Accept minutes of meeting held on March 16, 2022 and May 10, 2022

New Business:

1. Request by Glen Kelley for LED lighted stop signs on Pullard Rd.
2. Request by Melissa Couch for signs at 126 Keith Hill Rd.
3. Request by Lydia Boger for “Trucks Prohibited” signs at the entrances to Harris, Usher and Hitchings Roads at their intersection with Worcester St.
4. Request from David Libbey to paint a double yellow line on Stowe Rd.
5. Request from Julie Feeney to place a left turn arrow from Worcester St. onto Carroll Rd.
6. Request from Sharon Ellis to place Handicap Person signs near 76-78 Follette St.
7. Request from Branden Etheridge, for traffic calming on Westboro Rd. at Tufts University.
8. Request from Bill Yeomans for extra street lighting at 297 Providence Rd.
9. Review of parking site limitations on South St. side at Town Common.

Old Business:

Adjourn:

EXHIBIT 1

From: Contact form at Town of Grafton MA <cmsmailer@civicplus.com>
Sent: Friday, June 3, 2022 8:52 AM
To: the Select Board <selectboard@grafton-ma.gov>
Subject: [Town of Grafton MA] Dangerous intersection on Pullard Road (Sent by Glen Kelley, kellevg2023@s.grafton.k12.ma.us)

Hello the Select Board,

Dear Mr. Brassard,

We are reaching out to you in hopes of action. With the installation of LED stop signs at a dangerous intersection on Pullard Road, we will make driving in Grafton safer. Putting LED stop signs on Pullard Road could decrease risky driving practices and make the intersection safer for everyone.

Pullard Road is a four way intersection that's confusing and dangerous to navigate. This is not the only intersection with this problem. Across the board, intersections are very dangerous, with "More than 44 percent of accidents [occurring] because one or [more] drivers did not pay attention to traffic conditions" (Autoaccident.com). Due to Pullard Road's convoluted nature, sometimes its road signs can be ignored, adding another layer of danger.

Fortunately, there are measures we can take to reduce the dangers of the intersection on Pullard Road. With an LED stop sign, we could "reduce the number of vehicles that fail to come to a complete stop [...] by nearly 29%," (mailboxes and signs.com) therefore reducing the amount of potential accidents. Not to mention, LED stop signs are much cheaper than stop lights. A stop light for a four way intersection is around \$65,000, while 2 LED stop signs are \$2,248(ITS.gov and trafficsafetyzone.com).

As you can see, after researching this topic thoroughly, we have concluded that LED stop signs are both one of the safest and most cost effective solutions to the traffic violations on Pullard Road. Please, with your help, we can make this intersection safe for people to drive through and minimize the dangers.

Thanks,
Dhruv Patel, Sheraz Awan, Luke Wexler, and Glen Kelley

EXHIBIT 2

From: melissa couch <mellis_pete@hotmail.com>
Sent: Wednesday, June 22, 2022 1:37 PM
To: chief@graftonpolice.com
Subject: Road Sign Request

Good afternoon Chief-

Thank you for your time today. We would like to request a few road signs for our street. We live at 126 Keith Hill Road and have a 6 year old daughter with significant impairments and disabilities. Our concerns are around the speed of traffic on the hill. We are connected to 911 and just completed the Special Considerations Database with SEPAC and Office Alves. Please let us know when the Traffic Safety Committee will meet to discuss the request.

Thank you.

EXHIBIT 3

From: toehead8 <toehead8@verizon.net>
Sent: Friday, June 24, 2022 1:39 PM
To: chief@graffton-ma.gov; Kevin Gallagher <gallagherk@graffton-ma.gov>; cournoyerp@graffton-ma.gov
Cc: Annette <annettegnlz@aol.com>
Subject: How to keep trailer trucks out of our neighborhood

For the second time this season, a trailer truck has damaged lawns in our neighborhood; this time pulling the cable lines off the house at 9 Bernard Rd and ruining their lawn.

Driver said his GPS sent him up here to turn around so he go north on Worcester St.

Tom Farrell responded.

Can the town erect signs at the entrances to Harris Rd, Usher and Hitchings prohibiting these trucks?

Your assistance is appreciated.

Lydia Bogar

EXHIBIT 4

From: David Libbey <david.libbey@gmail.com>
Sent: Friday, July 1, 2022 5:59 PM
To: Normand Crepeau Jr. <chief@grafftonpolice.com>
Subject: Traffic Safety Issue

Chief - I'm writing to alert you to a traffic safety issue on Stowe Road. Several times in the last 7-10 days as I have been driving from George Hill Road toward Rt 140 (east to west), I have met vehicles driving in the opposite direction in the middle of the road. Several of these vehicles have been large trucks. This is occurring where the road curves sharply to the left above the bridge. Stowe Road is not very wide at that point and is bordered by granite edging - effectively eliminating any option to pull over to the side of the road. Thus far I have avoided a head-on collision, but at some point there will be a serious accident at this spot.

Perhaps the risk could be minimized by adding a double yellow line in the middle of the road. I have also noticed that the tall vegetation growing along the south side of Stowe Road above the parking area at the drainage control site prevents drivers heading east on Stowe Road from being able to see traffic heading west. That is, there's no sight line from the bridge area of the upper part of the road, so drivers heading east are unaware that vehicles are coming at them. Removing or trimming some of the vegetation might correct that deficiency.

I will appreciate anything that can be done to improve this situation and am available to discuss both the problem and potential solutions.

Regards,
Dave Libbey

EXHIBIT 5

From: Julie Feeney <julie.ama.boston@gmail.com>
Sent: Thursday, July 28, 2022 12:14 PM

To: Normand Crepeau <chief@griftonpolice.com>
Subject: Traffic Safety Committee

Dear Chief Crepeau,

I hope you are having a good summer. I am writing to ask if the committee has or would consider a left turn arrow onto Carroll from 140/Worcester street going in the direction to the Common. I know some think a left turn lane would also be a good idea-I am just not sure there is room there. I know there is additional building going on and in times of traffic it is really difficult to get out of the way of the vehicles behind you so they can go ahead while waiting for vehicles going straight. Another idea may be to make the other direction a right turn only lane as some drivers move into that lane making it difficult to get out of the way of vehicles behind. I have no idea if I am explaining what I mean clearly so please let me know if this is not the case! I just want it to be easier to turn left onto Carroll during times when the road is busy without feeling like I am annoying people behind me/putting myself at risk when I try to get out of their way. I will do my best to look back in the minutes to see if this has been requested before but there are a lot of minutes to look back to.

Thank you!
Julie

EXHIBIT 6

-----Original Message-----

From: sharon Ellis <sharonlee64@yahoo.com>
Sent: Friday, August 19, 2022 6:49 PM
To: Normand Crepeau Jr. <chief@griftonpolice.com>
Subject: Re: Signs

Sure we are 78 just after coming over the tracks and between 76&74? Thankyou

> On Aug 19, 2022, at 2:54 PM, Normand Crepeau Jr. <chief@griftonpolice.com> wrote:

>

> Sharon,

>

> Could you just include the area of Follette St. where you would like
> the signs posted.

>

> Thanks,

Normand A. Crepeau, Jr.

Chief of Police

>

> -----Original Message-----

> From: sharon Ellis <sharonlee64@yahoo.com>

> Sent: Friday, August 19, 2022 10:35 AM

> To: chief@griftonpolice.com

> Subject: Signs

>> Hi I'm requesting signs on follette st for disabled relatives

EXHIBIT 7

From: Etheridge, Branden <Branden.Etheridge@tufts.edu>
Sent: Monday, August 15, 2022 4:13 PM
To: chief@graftonpolice.com; cournoyerp@grafton-ma.gov
Subject: Tufts Grafton Road Safety

Chief Crepeau, Deputy Chief Cournoyer,

As a members of the Traffic Safety Advisory Committee, I'd like to send an idea I had to help slow down traffic on RT 30 going through the Tufts Campus. Please let me know if there is formal process I should follow other than an email to you. I would propose we wait to do any of this work until after the Water Department/Tufts complete their shared project to upgrade the water lines on Rt 30.

We've tried multiple measures to try and slow down traffic on Rt30 including new textured crosswalks and blinking pedestrian crossing signs. Even with these measures, there is far too much high speed traffic on Rt30 and Willard Road. The portion of Rt 30 and Willard Road we're on also suffers from curves and hills at both ends making it dangerous for pedestrians trying to cross.

I'd like to put in front of the TSAC installing some Traffic Calming Measures on Rt 30 and Willard Road. These measures will force vehicles traveling through campus to slow down. The first suggestion is narrowing the roadway at the crossings with what is called a "Choker". This is a curb extension that squeezes the road slightly forcing traffic to slow down. The second measure would be a raised crosswalk. According to the Institute of Transportation Engineers, these are good for speeds up to 25-27 mph, and I believe Rt 30 is a max speed of 30 mph anyway, and only causes a 3 second delay per speed table for fire trucks. Unsure if the speed tables is something you'd consider for plowing, life safety, and maintenance, but that would be the best case scenario for Tufts.

Again, willing to submit this though any formal process you have, or meet to discuss more. Just want to get it out there that this is something that is important to us, and I'd like to see some progress towards a safer campus.

Thanks!

Branden Etheridge

Facilities Manager, Grafton Facilities
200 Westboro Road
North Grafton, MA 01536

Traffic Calming Fact Sheets

May 2018 Update



Speed Table/Raised Crosswalks

Description:

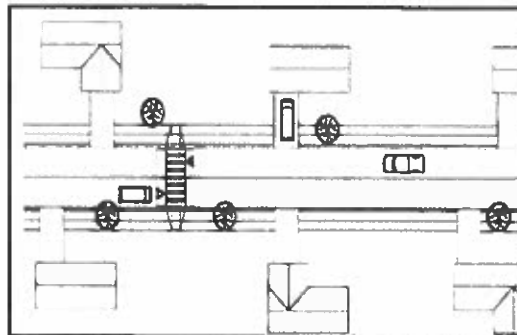
- Long, raised speed humps with a flat section in the middle and ramps on the ends; sometimes constructed with brick or other textured materials on the flat section
- If placed at a pedestrian crossing, it is referred to as a raised crosswalk
- If placed only in one direction on a road, it is called an offset speed table

Applications:

- Appropriate for local and collector streets; mid-block or at intersections, with/without crosswalks
- Can be used on a one-lane one-way or two-lane two-way street
- Not appropriate for roads with 85th percentile speeds of 45 mph or more
- Typically long enough for the entire wheelbase of a passenger car to rest on top or within limits of ramps
- Work well in combination with textured crosswalks, curb extensions, and curb radius reductions
- Can be applied both with and without sidewalks or dedicated bicycle facilities
- Typically installed along closed-section roads (i.e. curb and gutter) but feasible on open section



(Source: Google Maps, Boulder, Colorado)



(Source: Delaware Department of Transportation)

ITE/FHWA Traffic Calming EPrimer: https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm

Design/Installation Issues:

- ITE recommended practice – “Guidelines for the Design and Application of Speed Humps”
- Most common height is between 3 and 4 inches (reported as high as 6 inches)
- Ramps are typically 6 feet long (reported up to 10 feet long) and are either parabolic or linear
- Careful design is needed for drainage
- Posted speed typically 30 mph or less

Potential Impacts:

- No impact on non-emergency access
- Speeds reductions typically less than for speed humps (typical traversing speeds between 25 and 27 miles per hour)
- Speeds typically decline approximately 0.5 to 1 mph midway between tables for each 100 feet beyond the 200-foot approach and exit points of consecutive speed tables
- Average traffic volumes diversions of 20 percent when a series of speed tables are implemented
- Average crash rate reduction of 45 percent on treated streets
- Increase pedestrian visibility and likelihood of driver yield compliance
- Generally not appropriate for BRT bus routes

Emergency Response Issues:

- Typically preferred by fire departments over speed humps, but not appropriate for primary emergency vehicle routes; typically less than 3 seconds of delay per table for fire trucks

Typical Cost (2017 dollars):

- Cost ranges between \$2,500 and \$8,000 for asphalt tables; higher for brickwork, stamped asphalt, concrete ramps, and other enhancements sometimes used at pedestrian crossings

Traffic Calming Fact Sheets

May 2018 Update



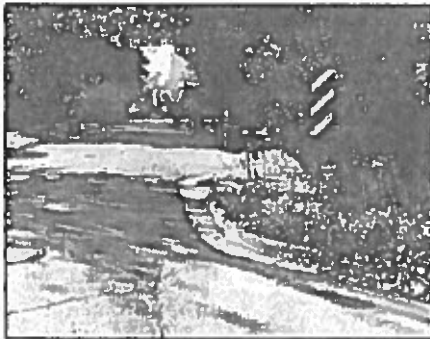
Choker

Description:

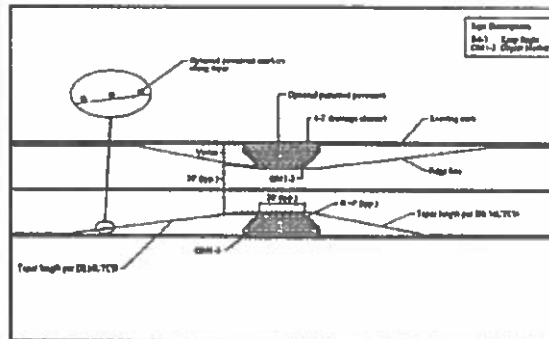
- Curb extension is a lateral horizontal extension of the sidewalk into the street, resulting in a narrower roadway section
- If located at an intersection, it is called a corner extension or a bulb-out
- If located midblock, it is referred to as a choker
- Narrowing of a roadway through the use of curb extensions or roadside islands

Applications:

- Can be created by a pair of curb extensions, often landscaped
- Encourages lower travel speeds by reducing motorist margin of error
- One-lane choker forces two-way traffic to take turns going through the pinch point
- If the pinch point is angled relative to the roadway, it is called an angled choker
- Can be located at any spacing desired
- May be suitable for a mid-block crosswalk
- Appropriate for arterials, collectors, or local streets



(Source: City of An Arbor, Michigan)



(Source: Delaware DOT)

ITE/FHWA Traffic Calming EPrimer: https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm

Design/Installation Issues:

- Only applicable for mid-block locations
- Can be used on a one-lane one-way and two-lane two-way street
- Most easily installed on a closed-section road (i.e. curb and gutter)
- Applicable with or without dedicated bicycle facilities
- Applicable on streets with, and can protect, on-street parking
- Appropriate for any speed limit
- Appropriate along bus routes
- Typical width of 6 to 8 feet; offset from through traffic by approximately 1.5 feet
- Locations near streetlights are preferable
- Length of choker island should be at least 20 feet

Potential Impacts:

- Encourages lower speeds by funneling it through the pinch point
- Can result in shorter pedestrian crossing distances if a mid-block crossing is provided
- May force bicyclists and motor vehicles to share the travel lane
- May require some parking removal
- May require relocation of drainage features and utilities

Emergency Response Issues:

- Retains sufficient width for ease of use for emergency vehicles

Typical Cost (2017 dollars):

- Between \$1,500 and \$20,000, depending on length and width of barriers

EXHIBIT 7



EXHIBIT 8

From: Bill Yeomans <billyeo@verizon.net>

Sent: Tuesday, September 6, 2022 7:26 AM

To: Chief Normand A. Crepeau Jr. <chief@graftonpolice.com>; Paul Cournoyer <cournoyerp@grafton-ma.gov>

Subject: FYI - A pdf of copy of a letter sent to MASS DOT highway re accidents at pole at 297 Providence Road

Good day to you both,

Hope you had a nice Labor Day Weekend.

Attached herein is a pdf copy of a letter I sent last Friday, 9/02 to Mass DOT, Highway Dept. seeking action to hopefully alleviate accidents at the utility pole fronting our house at 297 Providence Road.

It's my understanding that signage and traffic safety changes to Rte 122 travel are primarily State controlled and driven by DOT. However, since the Chief is Chair and you both serve Grafton as town position related members of the Traffic Safety Committee, I wanted you to be aware of our concern and the letter I've sent to MASS DOT.

I have one additional question of you Chief, as TSC Chair.

Would I send a safety related request to the TSC asking for a street lamp to be installed on the utility pole fronting our property or should that request for installation of a street lamp, for safety and accident prevention reasons, be directed to the Select Board?

I'll be happy to discuss further, if needed, at your convenience.

Cordially and respectfully submitted,

Bill Yeomans

EXHIBIT 8

Date: September 2, 2022

To: Mass DOT, District 3 Office
Barry Lorian, District Highway Director
499 Plantation Parkway
Worcester MA 01605

From: William & Patricia Yeomans
297 Providence Road, (Route 122)
South Grafton, MA 01560

Subject:

Seeking Mass DOT District Highway help to alleviate frequent, serious accidents when hitting a poorly set utility pole fronting our house at 297 Providence Road, South Grafton. There have been 5 serious, personal injury accidents in 3 ½ years, with vehicles crashing head-on into that utility pole. Fortunately to date, none have been fatal!



Dear Mr. Lorian,

We're writing to ask for your assistance in alleviating the high occurrence of serious accidents that have recently occurred by vehicles hitting a utility pole in front of our house.

The most recent accidents occurred on Friday night, July 8, 2022 and Saturday night August 27, 2022. Photos are enclosed related to the roadway, pole and accidents.

During the past 3 years and 8 months we've lived here, the utility pole directly fronting our property is placed on an inside road curve at 297 Providence Road (Route 122) in South Grafton. It has been hit head-on by north bound vehicles 5 times, (3 occurred at night) each time totaling the vehicles and causing a variety of personal injuries requiring hospitalization.

Fortunately to date, none were fatal injuries but in our opinion, it's only a matter of time before a fatal accident occurs by someone again slamming into this sturdy and heavily encumbered utility pole.

These 5 accidents have caused the service lines into our two-family house to be completely ripped off 2 times and partially so the other three times. Each accident has caused major interruption of electrical, phone communication and internet services to both families living at our residence and to some neighbors as well.

My wife and I, a Senior and More Senior Citizen respectively, are concerned about the injuries and disruption caused by these frequently reoccurring accidents and the time required to make the necessary reconnection and repairs to restore disrupted services after the accidents.

Dangerous accident prone, utility pole location facts:

We specifically ask that Mass Highway Department staff conduct an on-site visit to review the inherent danger of the straightaway road approach when traveling North along Rte. 122 from Depot Street in South Grafton leading to the accident attracting utility pole on the inside curve at 297 Providence Road.

Why is this stretch of roadway leading to the specific utility pole so dangerous?

As a vehicle approaches it from the South on Providence Road, the straight ahead roadway leads directly into the inside curve and its dangerous pole placement. Most drivers approach the curve at full posted speed or beyond (posted 30 mph) and are not forewarned of the pole's dangerous roadside location. **If distracted in any manner, they are headed directly into the pole. It's dangerous in daylight; in nighttime darkness it's almost invisible as it has no streetlamp.**

EXHIBIT 8

Our suggestions below are submitted as lay people, not road safety professionals. After a field survey, we ask that you take proactive steps to warn drivers of the approaching curve ahead with the utility pole and its impending danger.

- We acknowledge that the street cannot be altered or the utility pole moved.
- However, by Mass Highway taking some action to forewarn drivers of the danger, it will hopefully alleviate some of the roadway safety concern in this area before someone is seriously injured or killed in a future accident.

On Providence Road, along the straight ahead roadway to the dangerous utility pole:

- Place a lighted messaging sign of some sort that would alert drivers of the danger ahead with a “close-to-the-road utility pole” such as: “**Danger - Curve Ahead**” or “**Danger - Caution Ahead**” or “**Slow Down – Caution Ahead**”.
- It could be a solar powered lighted sign; motion activated by north bound vehicles on the straightaway approach to the pole area.
- Repaint the white, edge of roadway lane stripe which at present is almost invisible. Most of the lane marking lines on this stretch of Providence Road are badly worn, barely visible or non-existent.
- Install a lamp on the utility pole with larger and more vertical reflectors on the surface to better show it in darkness since 3 of the 5 vehicle accidents occurred at night.
- **National Grid** improvised and attached a vertical reflector arrow onto the pole surface when they installed a new pole last Sunday morning after the most recent accident.
- **National Grid** workers commented to me that something should be done by Mass DOT to warn approaching drivers of the pole’s dangerous roadside location on an inside curve as it was the 3rd new pole replacement caused by recent accidents.
- Take whatever additional action is deemed appropriate after a review by your professional road safety staff.

We thank you in advance for your attention to our concerns. We’re available to meet with your staff to further discuss this matter at your convenience.

Respectfully submitted for your review and action,

William & Patricia Yeomans
297 Providence Road
South Grafton, MA 01560

Call/text: 508-244-9446, Email: billyeo@verizon.net

cc:
Norman Crepeau, Grafton Chief of Police
Paul Cournoyer, Grafton Director of Public Works.

Attachment: Photos documenting the concern outlined in the letter.

EXHIBIT 8

Date: September 2, 2022

To: Mass DOT, District 3 Office
Barry Lorian, District Highway Director
499 Plantation Parkway
Worcester MA 01605

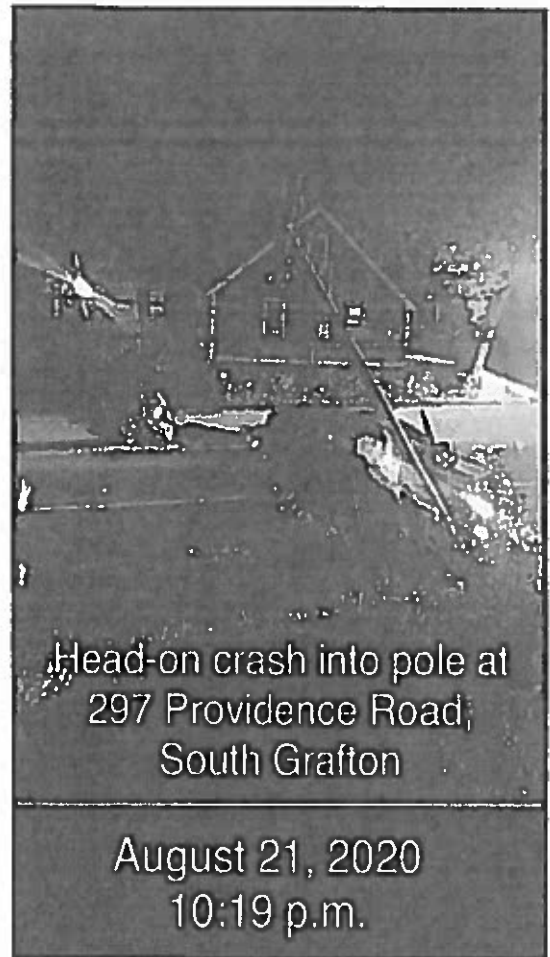
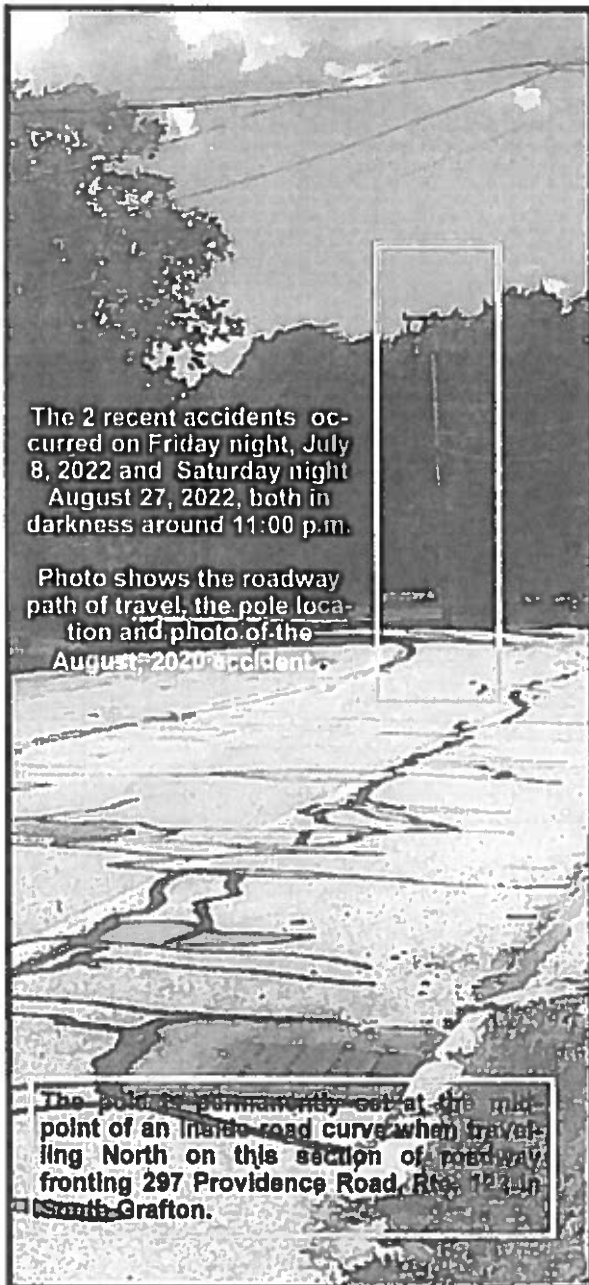
From: William & Patricia Yeomans
297 Providence Road (Mass. Route 122)
South Grafton, MA 01560

Subject:

Seeking your help to alleviate frequent, serious accidents when hitting a utility pole fronting our house at 297 Providence Road, South Grafton; totaling 5 serious, personal injury accidents in 3 ½ years, with vehicles crashing head-on into that utility pole. Fortunately to date, none have been fatal!

This page shows the straight ahead roadway path of travel to the accident prone utility pole set on an inside curve in front of our home at:

297 Providence Road, Rte. 122
South Grafton, MA .



Dates of Recent Pole Accidents

Spring 2019, daytime, in morning.

August 21, 2020 at 10:00 p.m.

June 11, 2021 at 11:00 a.m.

July 8, 2022 at 11:00 p.m.

August 27, 2022 at 11:00 p.m.

EXHIBIT 9

From: [Debbie burns](mailto:Debbie.burns)
Sent: Sunday, June 12, 2022 4:32 PM
To: devries@grafftonpolice.com
Subject: Speed Limits

Good afternoon.

I have been wondering if there is a way to reduce the speed limit on Glen St in North Grafton? It is a winding country road with multiple farms and residents. People use it to cross over to Rte 30 off of Old Westborough Rd. I get it but it's not a speedway. I have been almost hit when walking my dogs, Pulling out of our driveway that sits on a corner. I would like to see the speed limit down to 25 and have it enforced. Someone is going to either get killed or seriously injured.

Thank you,
Debbie Burns
Glen st

EXHIBIT 10

From: Mark A <alvesm@grafftonpolice.com>
Sent: Tuesday, June 21, 2022 2:45 PM
To: Normand Crepeau Jr. <chief@grafftonpolice.com>
Subject: Common Parking Spaces

Hi Chief,

Per our conversation, attached are pictures and a google map. As I mentioned, the two parking spaces with cars parked in them obstruct the view of pedestrians crossing and prevent any cars travelling towards South St to see the pedestrians. There is a slight bend just before the crosswalk that adds an additional hazard to the crosswalk.

