



Matthew Sarcione &lt;msarcione@shrewsburyma.gov&gt;

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## Stoney Hill 40B traffic questions

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**Steve Danielson** <Steve.Danielson@synopsys.com>  
To: Matthew Sarcione <msarcione@shrewsburyma.gov>

Tue, Dec 29, 2015 at 3:01 PM

Hi Matt,

I have some questions and further info from last night's ZBA meeting. If you could try to respond to some of these that would help. You can also pass this email to the ZBA members, but I might like to make another pass to make it a bit cleaner once I get your feedback.

Do you have the dates that traffic study was performed for their analysis? I thought it was just 2 dates in April when cars were counted manually. Why didn't they use a meter across the Stoney Hill Rd to count cars to get a more accurate and larger sample size? This is such an important issue for us that I would like to suggest that a meter should be run for a few weeks during school time. Is their 2 days of counting manually a valid traffic study? Counting cars seems old school and not very accurate and open to manipulation as to which hours or days are chosen. Can we get a machine to track cars on Stoney Hill for more and better data?

I would like to ask were Tetra Tech is planning on painting a stop line on the Stoney Hill West end. Since they suggested that we could pull part way onto Rt 20 on the west end to take a left turn. Are they planning on painting a stop line that is to be 1/2 a lane into Rt 20 or is it to be completely on Stoney Hill Rd? It seems like a Stoney Hill stop line would be behind the new deceleration lane, but Tetra tech seem to imply something else. I'd like to know what is the line of sight from wherever the stop line is placed. And is the stop line going to be safe wherever it is placed from cars traveling on Rt20 and attempting to get into the new deceleration lane? I know of one neighbor who was hit just sitting on Stoney Hill West end trying to take a left by a car travelling on Rt 20 and that is as the road is designed today.

I've attached some pictures of Stoney Hill West end which were taken at 10:10am this morning. It shows that our road has not been plowed at 10:10am which is after the commuter hour. As I said last night our road is typically one of the last to be plowed in town. A small plow came through the neighborhood ~10:30am and bigger plows around 1pm. You can see Rt 20 is fine with cars traveling ~50mph, but our road has a snow ridge to pull out onto Rt20 and our roads not plowed (same issue on Stoney Hill East end). This snow ridge can be icy and slipper sometimes. This is just an example and we have had much worse than today's snow, but as you can see it would be difficult to get traction to pull out in merge in 50mph traffic. Last year we had a 10 foot snow bank along the guardrail which froze solid and blocked our view for a long time (I mentioned this on the slide last night). Can we get some commitment from the town that our road could get priority plowing and a clear snow bank view of Rt20 since this one of the most difficult and dangerous left hand turns in town?

Can you review the accidents further back than 4 years? I talked to a few neighbors and I know of 3 accidents that occurred when pull out Stoney Hill West end. One or two may have been 5 or 6 years ago though.

Tetrattech mentioned checking the intersection one or two years out. Can we be sure to get this in writing? And can we ensure that they reserve money for any traffic light that needs to be built? I liked that someone mentioned that Tetrattech propose a traffic light to the state and have the state determine if they would accept or

deny it. Tetrattech says they are wanting to install a light so I think they should propose it to the state as proof that they are behind it. Then we would know that we have the state to pressure for a light and Tetrattech can stop being the middleman.

The proposed changes to the SH west end might be acceptable to the state. But is there a scale that can be used as to the level of safety of an intersection. My point is, there are many things can be done to an intersection and can also be navigated by drivers. But what is the estimated safety of an intersection? I would like to ask both Tetrattech and the town traffic reviewer on a scale of 1 to 10 with 10 being the worse. What is their estimate of the safety of a left turn out of Stoney Hill West? I would give ours a 10 as its proposed and with the additional 180 apartments. Is there another left hand turn that would be more dangerous in Shrewsbury than this proposal? I really don't want to have our neighborhood hold this distinction as its too prone to accidents even for experienced drivers. I feel the intersection proposal is setting ourselves up for failure.

I look forward to any feedback that you might have.

Thanks, Steve Danielson

508-614-8453 cell

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#### 6 attachments



**IMG\_6513.jpg**  
116K



**IMG\_6514.jpg**  
117K



**IMG\_6515.jpg**  
109K



**IMG\_6511.jpg**  
123K



**IMG\_6510.jpg**  
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**IMG\_6503.jpg**  
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Matthew Sarcione <msarcione@shrewsburyma.gov>

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## Stoney Hill 40B traffic questions

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**Steve Danielson** <Steve.Danielson@synopsys.com>  
To: Matthew Sarcione <msarcione@shrewsburyma.gov>

Tue, Dec 29, 2015 at 7:50 PM

Thanks Matt. I look forward to the feedback.

Just a few more questions to add. I decided to include a picture of the Stoney Hill West End (attached) to help highlight my questions. To summarize the questions in the pdf:

- Can we have a better turn or more breakdown lane into Stoney Hill?
- Will we need extra barriers for the 20ft drop near the guardrail & sidewalk?
- Can salted snow be plowed into the wetlands? It could easily happen to keep the sidewalk & vehicle vision clear.
- Where is the stop line out for Stoney Hill Rd to be located? Is it in front or behind the new 3<sup>rd</sup> deceleration lane?

Also, Only our section of Rt20 is 50mph. Other sections before and after ours is 40mph. Is there a reason our section needs to be 50mph for on Rt20?

Thanks, Steve

**From:** Matthew Sarcione [mailto:[msarcione@shrewsburyma.gov](mailto:msarcione@shrewsburyma.gov)]  
**Sent:** Tuesday, December 29, 2015 3:28 PM  
**To:** Steve Danielson  
**Subject:** Re: Stoney Hill 40B traffic questions

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**Stoney Hill West End questions.pdf**

82K

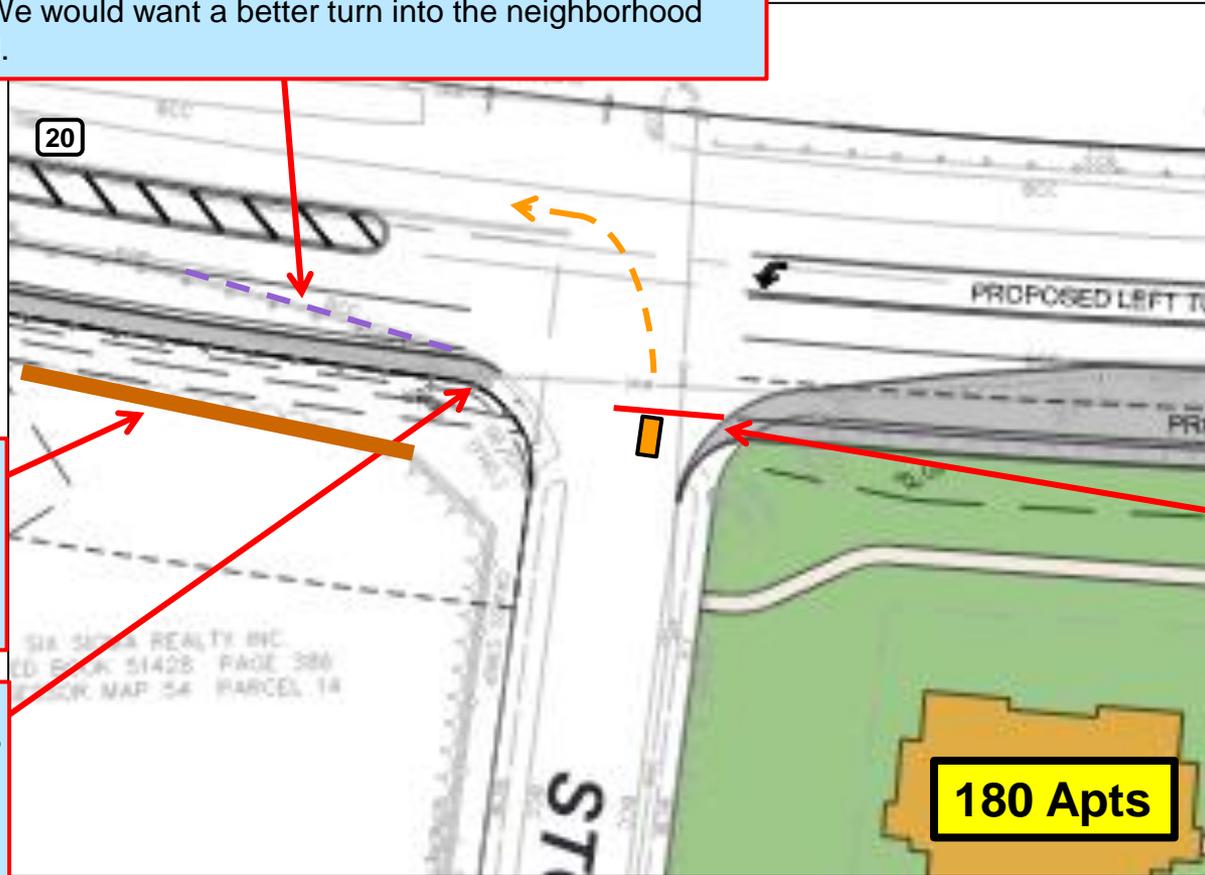
# Stoney Hill West End (part 2)

(based on 11/6/15 plans)



Imagine you're the orange car trying to turn left 🚗

Purple dashed line shows the existing deceleration turning corner into Stoney Hill Rd. Is there a reason that this isn't needed or required anymore? The new proposal shows a tight 90 degree turn off of Rt20 and no breakdown lane. We would want a better turn into the neighborhood than what is proposed.



Will we need extra safety barriers for the 20ft drop? There is ~20ft wall into wetlands here.

Can salted snow be plowed into wetlands? This may happen to keep sidewalk and vehicle vision clear.

Where is this stop line located? Is it behind or in front of the 3<sup>rd</sup> deceleration lane?

Are the sightlines for this car good enough if it needs to be behind the 3<sup>rd</sup> deceleration lane?