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From: Chapin, Chip [mailto:CChapin@drc.com]

Sent: Thursday, February 24, 2005 3:03 PM

To: Roland Bartl

Sent: Wednesday, February 23, 2005 2:12 PM

Cc: Linda Chapin (E-mail); karu_ratnam@yahoo.com; etighe@stadlerviega.com; shecannata@aol.com; levi@glozman.com; 'Lemire, Tom (GSE)'; tom.lemire@comcast.net; 'C.Surprise'; 'axebros'; 'Surprise, Craig'

Subject: Brabrook exiting onto Pope photos/Proposed Ellsworth Village Project

Request that this email and attached photos be forwarded to the Planning Board.

These photos show a typical winter view looking north onto Pope.

Observe that this blind stretch of Pope is actually a curved portion of the road combined with the crest of a hilltop. The posted speed is 35. There is a long straight stretch (heading south on Pope after Stonymeade) with good visibility that can give a driver the confidence to exceed the 35 speed limit without fear of police radar or danger to other vehicles/pedestrians. Further, it is typical when one drives up a hill to depress the gas a little more to climb the hill. The vehicles then enter into the blind curve leading to Brabrook intersection.

Note: these photos were taken from the driver's seat of a 2000 Jeep Grand Cherokee. The view from a standard size car would even worse than what these picture show.

Photo 1-4 = approaching Brabrook / Pope intersection, note in photo 1 most of a passing SUV is obscured.

Photo 5 = normal stopping point view. Note.. for reference with photo 6, note the line of ice across Brabrook. Front wheels of my Jeep Grand Cherokee are approx on this line.

Photo 6 = need to inch out into Pope to here while prepared to immediately stop before one can actually commit to safely exiting. Note the line of ice is now behind the driver's seat.

Photo 7 = view from near center of Pope looking north.

Having put children on & off the bus at this intersection for 8 years, it appears that many vehicles exceed this speed far more then indicated in the traffic study estimate. I have stopped several times and talked with Acton police that are manning radar traps in the East Acton Village region and requested they set up routinely at Brabrook to help slow traffic down during the bus pickup/dropoff times. Acton police when I have stopped have asked me.... are you really sure you want to target your neighbors on Pope? I replied of course for the children's safety.... what's the difference to setting up the radar point at Bursaw's targeting neighbors coming down Concord Rd? Their reply.... well one of the selectman lives in this house across from Ice House Pond. They, to my knowledge, have never honored my repeated requests.

To improve this intersection will require more than removal of a few trees and taking a bit of the crest off the hilltop road portion. The hillside that is the front of Rita Spence's 42 Pope Rd property (to the west of Pope Rd) will have to be leveled to at least the stonewall if not further. It will also take speed enforcement.

Lauren requested accident reports for this intersection last night. I am aware of one recently.

Another thing to be considered is the number of near misses involving Brabrook children getting on and off the bus. I know of one occasion several years ago where my son would have been run over exiting the bus if the bus driver hadn't nearly jumped out of the window of the bus to stop a car that was ignoring the flashing bus lights. I know there have been a least one or more similar incidents that happened within the past year to my neighbors' and their children as well.

Chip

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<<Feb 02, 2005, Acton Brabrook Pope Intersection North View> > 001.jpg>> > > <<Feb 02, 2005, Acton Brabrook Pope Intersection North View 002.jpg>> > > <<Feb 02, 2005, Acton Brabrook Pope Intersection North View 003.jpg>> > > <<Feb 02, 2005, Acton Brabrook Pope Intersection North View 004.jpg>> > > <<Feb 02, 2005, Acton Brabrook Pope Intersection North View 005.jpg>> > > <<Feb 02, 2005, Acton Brabrook Pope Intersection North View 006.jpg>> > > <<Feb 02, 2005, Acton Brabrook Pope Intersection North View 007.jpg>>

PHOTO 1
2/2/05

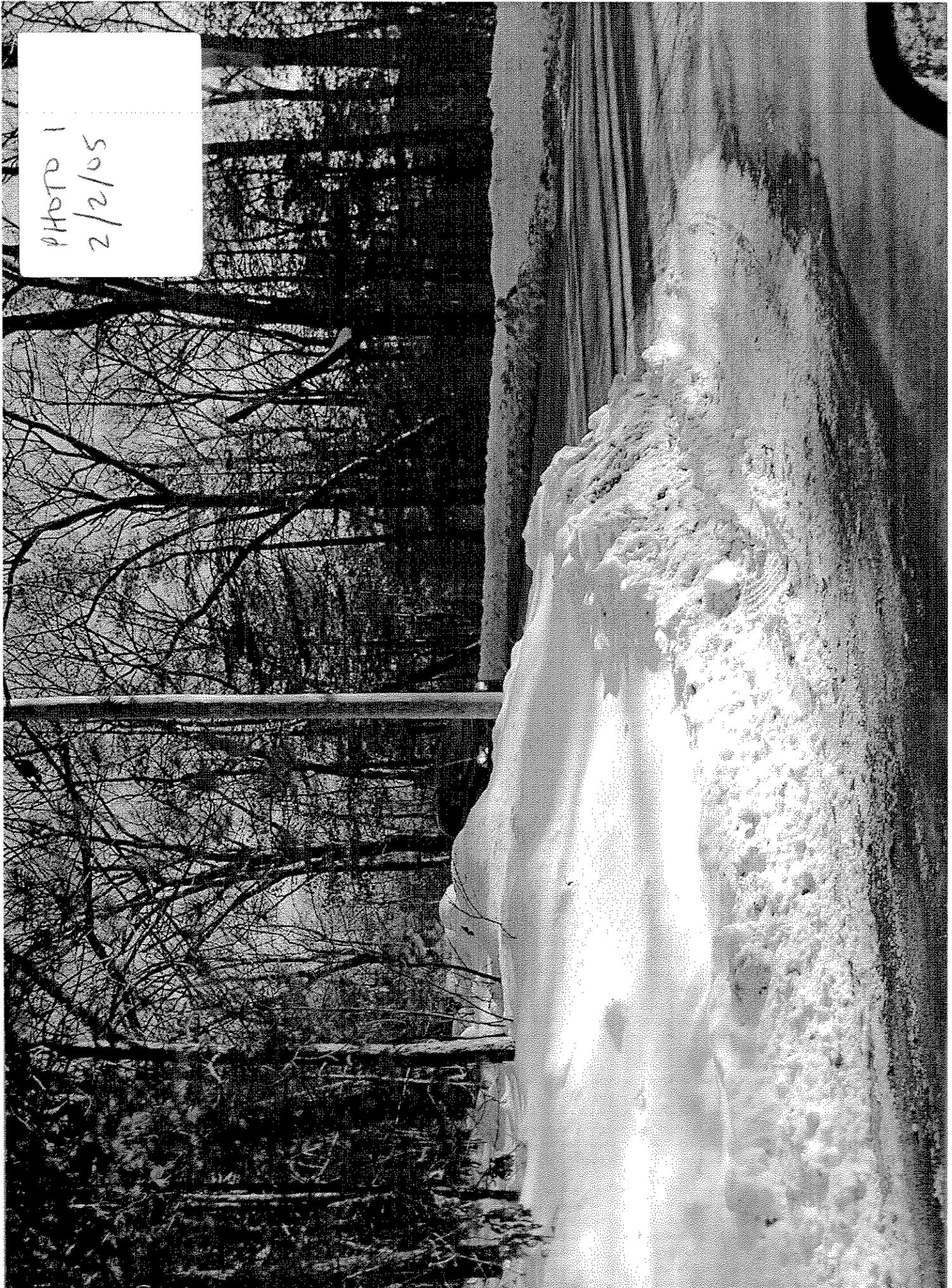


Photo 2
2/2/05

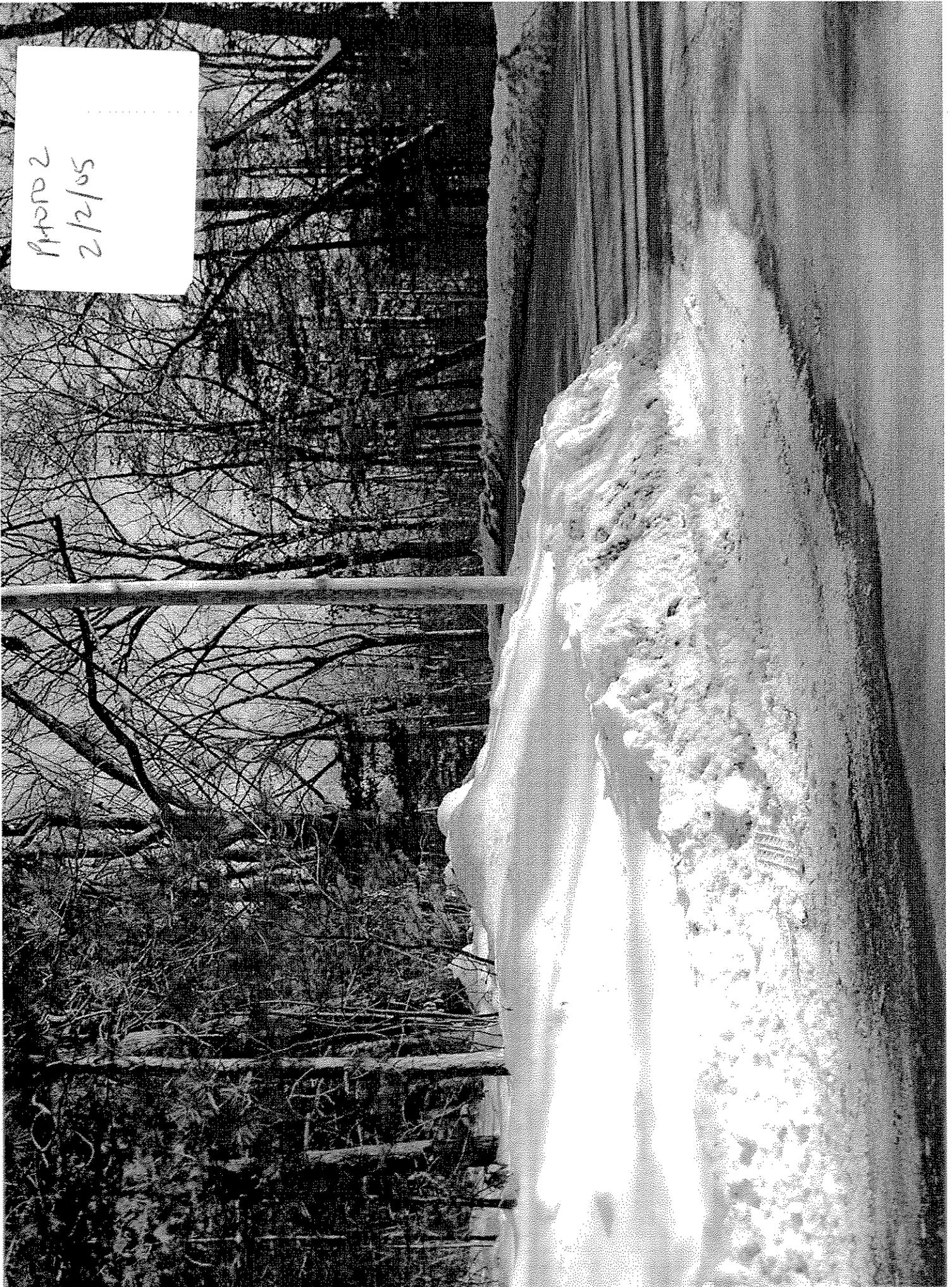


PHOTO 3
2/2/05

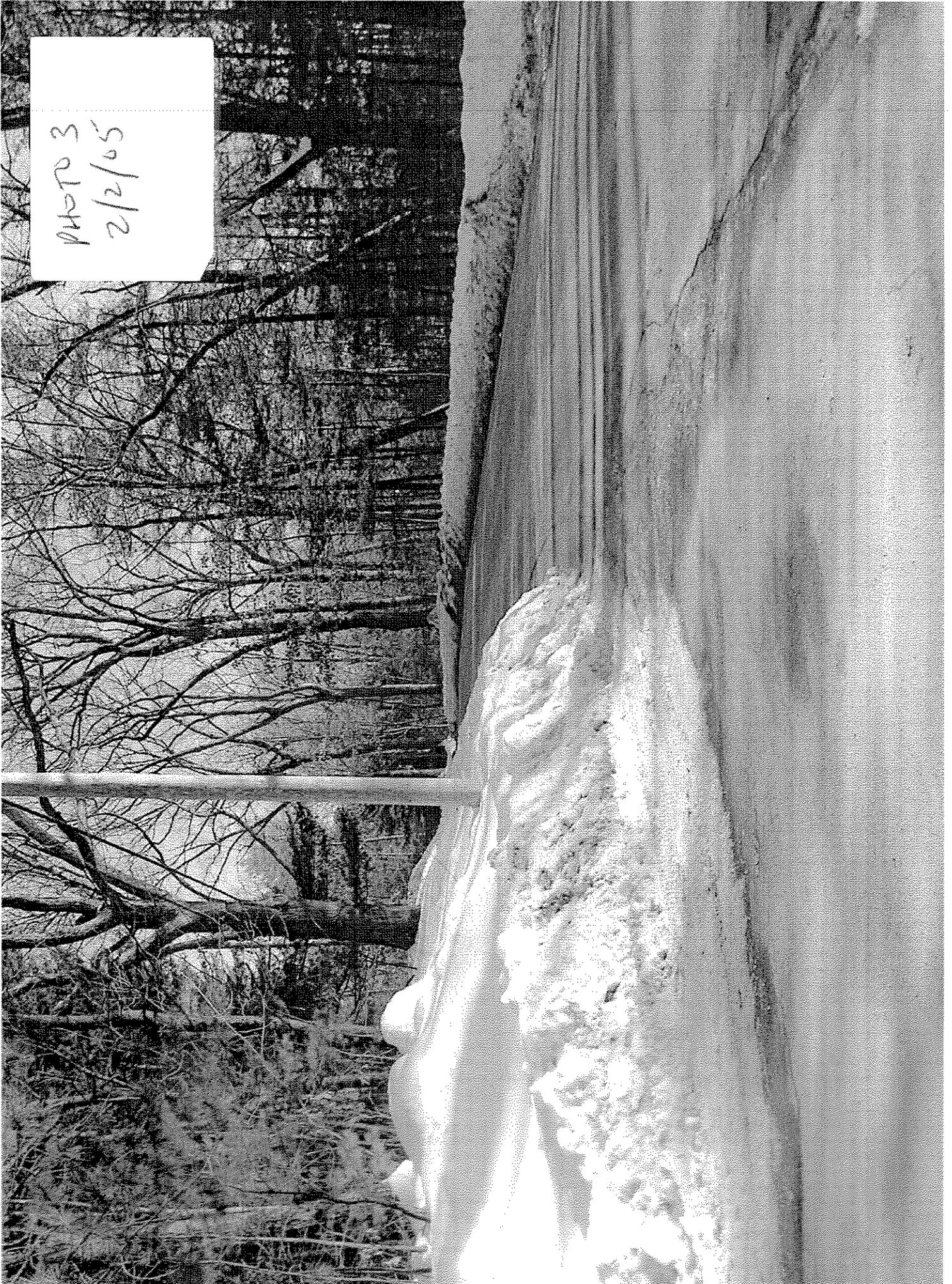


Photo 4

2/2/05



PHOTOS
2/2/05

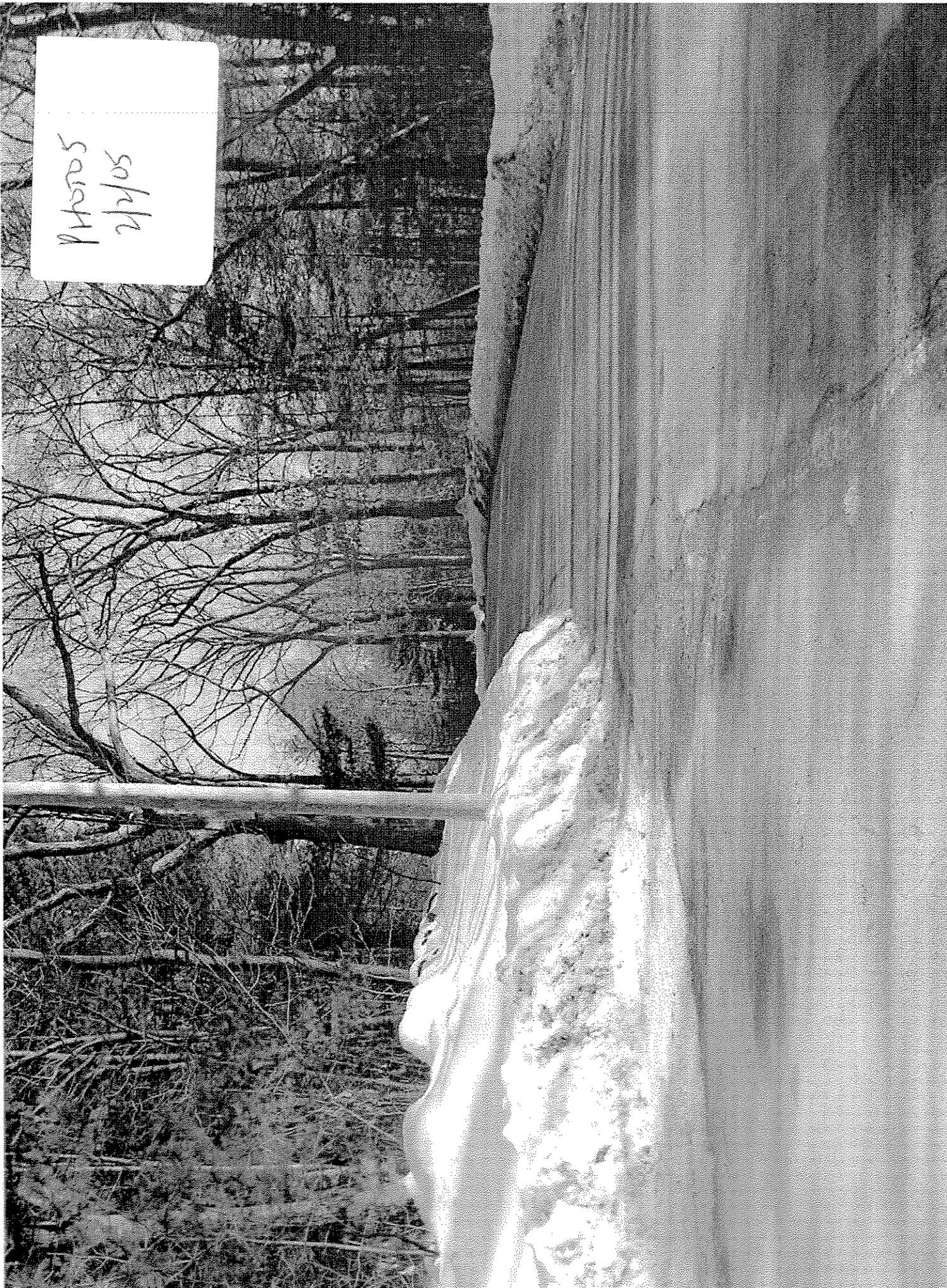


Photo 6
2/2/05

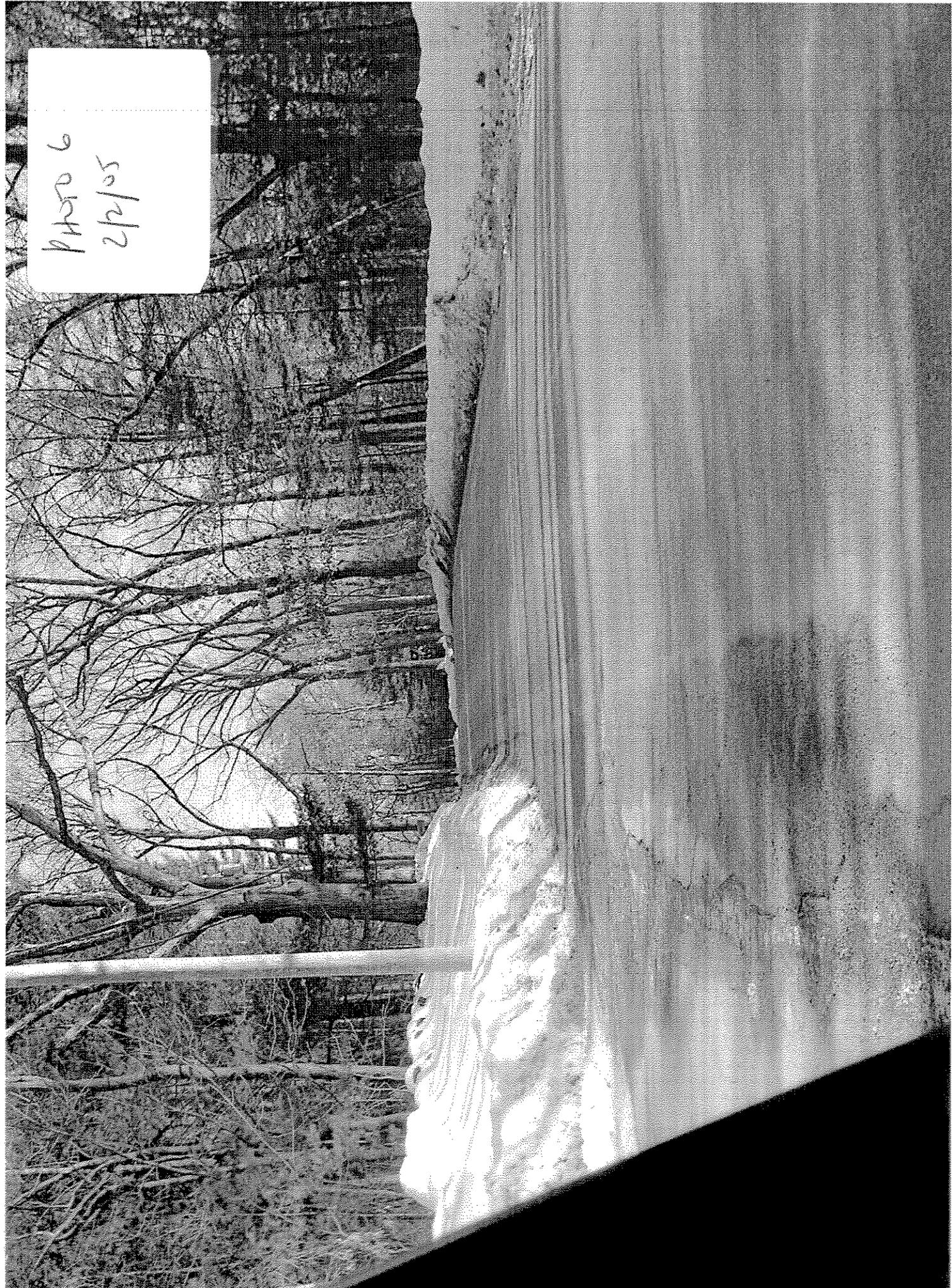


Photo 7
2/2/05

