

# CITY OF MARLBOROUGH MEETING POSTING

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Meeting Name: Traffic Commission

Date: Wednesday, July 28, 2021

Time: 10:00 am

Location: 3<sup>rd</sup> Floor City Hall – Memorial Hall

Agenda Items to be addressed:

**1) MINUTES OF LAST MEETING**

- a) Review draft from 6-30-21

**2) NEW BUSINESS**

- a) Commercial traffic and speeding on Farm Road

**3) OLD BUSINESS**

- a) Issues with the turn movement at intersection of Boston Post Road West & Ames Street
- b) Traffic concerns on Oakcrest Ave.
- c) Bike Path Flashing Light Request – Hudson St.
- d) Cashman Street – One Way
- e) Reservoir @ Red Spring Road

THE LISTING OF TOPICS THAT THE CHAIR REASONABLY ANTICIPATES WILL BE DISCUSSED AT THE MEETING IS NOT INTENDED AS A GUARANTEE OF THE TOPICS THAT WILL HAVE BEEN DISCUSSED. NOT ALL TOPICS LISTED MAY IN FACT BE DISCUSSED, AND OTHER TOPICS NOT LISTED MAY ALSO BE BROUGHT UP FOR DISCUSSION TO THE EXTENT PERMITTED BY LAW.

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**CITY OF MARLBOROUGH  
OFFICE OF TRAFFIC COMMISSION  
140 MAIN STREET  
MARLBOROUGH, MASSACHUSETTS 01752**

**DRAFT**

**Traffic Commission Minutes**

The Regular Meeting of the Traffic Commission was held on Wednesday, June 30, 2021 at 10:00 am. The meeting was also recorded and is available to view online on the City of Marlborough website ([www.marlborough-ma.gov](http://www.marlborough-ma.gov)). Members present: Chairman - Police Chief David Giorgi, Fire Chief Kevin Breen, Commissioner of Public Works Sean Divoll and City Clerk Steve Kerrigan. Also present: City Engineer Tom DiPersio, Assistant City Engineer Tim Collins, Ashley Miller & Ryan Malcolm also from the Engineering Department, Officer Andy Larose from the MPD Traffic Services Unit (attended remotely), City Councilor Katie Robey, City Councilor Robert Tunnera and City Councilor Sean Navin.

Minutes taken by Karen Lambert, MPD Records Clerk.

Chief Giorgi started recording the meeting at 10:02 a.m. and began by welcoming everyone and making introductions.

**1- Minutes**

The minutes of the Traffic Commission meeting of Wednesday, May 26, 2021.

MOTION was made, seconded, duly VOTED:  
TO APPROVE – All in Favor - Accept and Place on File.

**2 - New Business –**

**2a) Bike Path Flashing Light Request – Hudson St.**

Priscilla Ryder, Conservation/Sustainability Officer for the City of Marlborough, submitted this issue. She explained in her email that she has received a few requests for a flashing pedestrian light on the Bike Path on Hudson Street just past Kelleher Field as

cars “pay no heed to the crosswalk painted there and speed right through regardless of bikes or pedestrians waiting at the crosswalk”.

Chief Giorgi said that the Traffic Commission has received complaints here in the past and as a result, the pavement on the inside of the crosswalk was painted to make it more visible and a pedestrian crossing sign was placed in the roadway. The sign always seems to be getting hit. He asked Engineering if there were any future plans or current discussions on this area. Tom DiPersio said no, but he went on to explain 2 different types of flashing yellow beacons. One type has a pedestrian push button, the other has a motion activated signal. Part of the problem is that there is still no guarantee that cars will stop.

Tim Collins said that the pedestrian still has to be careful. The main issue is with pedestrians going into the road before the traffic has stopped. The law in Massachusetts is to yield to pedestrians. A traffic light with a push button would turn to red and then require a stop. Steve Kerrigan said that there must also be warrants for placing a stop light here.

Chief Giorgi thinks they are looking for consistency with the crossings along the trail. Tom DiPersio said that Engineering can take a look at this. He mentioned the one on Maple Street at St. Mary’s. The request was made at Site Plan and they had to do this. Chief Giorgi asked what kind of light was at Lincoln St. Mr. DiPersio said it was solar powered with a push button, so they didn’t have to do any trenching for a conduit. The Chief also mentioned the one at Granger and asked if we could do something like that on Hudson Street. Mr. DiPersio said that yes, they can definitely look at this.

MOTION was made, seconded, duly VOTED to REFER to ENGINEERING to review and make a recommendation.

## **2b) Cashman Street – One Way**

Tim Collins asked to add this item to the agenda on behalf of the DPW. He advised that they are adding a dedicated bike lane on Cashman Street to Prospect Street and need to make Cashman Street a one-way street in order to do this. They also need to determine which direction the one way should travel.

Tom DiPersio explained that the City applied for, and was awarded, a grant from the MADOT for the end of the Rail Trail at Lincoln Street. A crossing beacon at Lincoln Street is part of the grant. They went through many designs to make a safe connection from the bike trail to the center of town. They provided a diagram for reference with a bike lane marked in green. Ashley advised that the connection on Cashman would be a separated bike lane which would be a 10-foot wide, 2-way bike lane, with a 2-foot buffer with lane delineators (posts) along the path. When it reaches Prospect Street it becomes a shared use path on the sidewalk for bikes and pedestrians down to Main Street. They will be bumping out the sidewalk to make it wider. There was no way to fit the same type of path in Prospect Street because the Greek Church uses both sides of the street for church parking and other events. Tom DiPersio said that they may have signs to walk bikes here or people may still use the street anyway.

Ashley provided traffic counts that were taken on 6/18/21 and 6/24/21 through 6/28/21. They actually put the traffic counters out twice. The first time they put them out they had problems with them coming up and they didn't feel it was an accurate count, however, both times showed more traffic from Washington Street toward Lincoln Street. The 26<sup>th</sup> and 27<sup>th</sup> are a Saturday and Sunday. If you look at the counts on 6/26, it shows a total of 666 cars going from Prospect Street toward Lincoln Street and 390 cars going from Lincoln toward Prospect. This pattern was consistent on the other days.

Steve Kerrigan asked if any residents would be impacted by this. Ashley said that there is one house with a driveway on Cashman. Chief Giorgi asked about traffic volume during the week. The traffic counts for 6/24 and 6/25 (Thursday and Friday) are significantly higher but still show a higher volume traveling from Prospect St. toward Lincoln St. On 6/24 there were 834 vehicles traveling from Prospect toward Lincoln and 494 from Lincoln toward Prospect. On 6/25 there were 809 vehicles traveling from Prospect toward Lincoln and 466 from Lincoln toward Prospect. It was also noted that construction work is being done there and that this would also have an effect on volume. Monday 6/28 shows a total count of 724 traveling from Prospect toward Lincoln and 415 traveling from Lincoln toward Prospect. All were surprised that there was more traffic traveling up Cashman Street then down Cashman Street.

Tom DiPersio said if you're going east to downtown, Mechanic Street is there and is an easy option. Councilor Tunnera said that when you're trying to come out of Cashman Street onto Lincoln Street it is rough as cars are "flying down the hill". Councilor Robey said it's also difficult to go straight across from Cashman Street to Highland Street. Mr. DiPersio explained that part of this project includes a slight realignment of the intersection to try to "tighten it up" which will help. The building on the corner is also in the way and blocks the sight distance. Chief Giorgi asked if the redesign was going to make Cashman and Highland more across from each other. Mr. DiPersio said yes, as much as they could. You can get a sense of this in the diagram.

Councilor Robey asked why the bike path was planned for the opposite side of Cashman? This makes people have to cross at the corner to the opposite side to continue down the path. Mr. DiPersio advised that this was mainly because of the church parking lot. Chief Giorgi also noted that there would be no traffic turning into Cashman if the street were one-way so it really wouldn't be an issue. Tim Collins asked if there was a stop condition on Cashman. Yes, there is a stop sign. Chief Breen asked about physical barriers. The proposal includes fiberglass posts every 10 feet. Chief Giorgi asked if they would be like the ones that the MADOT placed on Boston Post Road West by the daycare center. Yes, they are. They would need to be removed for plowing.

There is no warrant needed to make the road one-way based on the width of the roadway. There is not enough room for 2-way travel with parking on both sides. Steve Kerrigan asked how the general public and neighbors would be notified. Tim Collins advised that it would be similar to what was done on Bigelow with signs to the effect of "New Traffic Pattern Ahead" and a "Do Not Enter sign" off of Lincoln Street. Mr. Kerrigan asked if we could test this first to see what would happen to the traffic pattern in the area. Mr. DiPersio said this was a good idea and definitely worth doing. There will be an increase in traffic from Lincoln onto Prospect. It's a tight maneuver. Mr. Kerrigan said it is a weird intersection and you're not sure who goes first. Councilor Robey agreed that it's

hard to turn left off Highland and left off Cashman. Cars will be sitting on Lincoln Street waiting to turn. People will be upset no matter what is done.

MOTION was made, seconded, duly VOTED to REFER to ENGINEERING to test the change in traffic pattern and report back at the next meeting.

## 2c) Reservoir @ Red Spring Road

Officer Larose asked if this could be on the agenda again as there was a serious motorcycle accident here the other night. He wanted to discuss a possible roadway redesign/improvement. There were concerns brought up a few months ago about vehicles coming off Red Spring Road onto Reservoir. At the time, the 30mph speed limit sign was moved closer to Bolton Street and a new sign was installed indicating that there was a side street approaching.

Officer Larose put the speed signs out from 4/15/21 to 4/21/21. He pulled up a copy of the Extended Speed Summary Report for reference. He noted that the maximum speed was 53 but if you look at the max speed per hour column, you see that vehicles are "flying" at all times of the day. He also had a diagram of the intersection with turn movements and notes on stopping distance. He said that from Red Spring Road, in order to see a vehicle, react and stop, you would have to see the oncoming vehicle when it was still on Bolton Street. This is impossible. He also had photos which show him on his motorcycle turning onto Reservoir with Officer Connors waiting to turn out of Red Spring Road. The photos show him coming around the turn. With the tree, you can only see the bottom of the motorcycle. In the last photo, you clearly see the motorcycle, but the point of perception does not leave enough leeway to react and stop. Chances are that the vehicle will have already pulled out of Red Spring Road. This is with the motorcycle traveling at 30 mph. He is assuming that the car is going across Reservoir and making a hard left so the person coming down the hill has even less time to react. He has been watching the area and you can't see that Red Spring Road is around the corner.

Steve Kerrigan said that he was in the area recently and it looks like the brush has now been cut back. Officer Larose took his photos on Monday of last week. Commissioner Divoll said that the brush was actually cut back yesterday. Mr. Kerrigan thought the sight distance now seemed a little better.

Officer Larose's recommendation is to block off the sweeping right turn from Bolton Street onto Reservoir Street and be forced to slow down and take the hard right turn onto Reservoir St. As soon as you make the turn here you are looking at a direct view of Red Spring Road. Steve Kerrigan questioned what would happen to the traffic on Bolton Street. Mr. Collins said there is enough room here to create an exclusive turn lane. It would be another lane parallel to Bolton Street so you can still travel straight through on Bolton Street when someone else is making the turn.

Councilor Robey asked if the church on the corner would interfere with this at all. Engineering said it would not. Mr. Kerrigan asked if the entire intersection would be redesigned. Mr. DiPersio said that the pavement on Bolton Street is very wide, but they can definitely take a look at this. Chief Giorgi asked if the State would need to be involved. Mr. Collins advised, no, the City owns the road. Chief Giorgi also asked if the island would have to be shifted. See the arial photo attached. Chief Breen asked if the

dedicated lane for the right turn and the left turn from the opposite direction would turn in the same lane. Engineering advised, yes.

Tom DiPersio said that this is where his head went also and is a good recommendation from Officer Larose. Councilor Robey expressed concern about the cost of the redesign to the City. It was asked if speed was a factor in this motorcycle accident. Chief Giorgi advised that the reconstruction report is not complete yet, but sight distance is also an issue. Councilor Navin said that clearly the residents from Red Spring Road are concerned and it would certainly “throw people for a loop” if this was done but if it can help to reduce the possibility of serious accidents it is a good idea to try something like this. There needs to be a reasonable expectation of safety when making the turn out of Red Spring Road.

Commissioner Divoll said that Engineering can come up with a rough sketch and cost estimate for further discussion at the next meeting. Officer Larose also asked if the side street warning sign could be moved closer to Red Spring Road. Right now, you can see it from Bolton Street, and it looks like it has something to do with the turn from Bolton Street to Reservoir Street.

MOTION was made, seconded, duly VOTED to REFER to ENGINEERING for further review.

#### **2d) Speeding Traffic on Danjou Drive**

Councilor Doucette asked that this issue be added to agenda. Chief Giorgi read his email. He has received complaints about cars and delivery trucks speeding down the street (probably accidently) and then turning around. He said that considering the length of the street and the number of homes, it should be a quiet street. It is a cul-de-sac and kids ride bikes there and are also playing in the street. He is asking if any additional signage can be added at the entrance, possible “Caution Children” or “No Exit”.

Chief Giorgi said that he went out and looked at the street. There is a black and yellow dead-end sign there, but it is small and up high. Mr. Collins advised that this is where the City puts these types of signs. He said the street is 850 feet long and has 11 houses. The City does have warning signs that require yearly permits, however, they usually involve a warning for a deaf child or an autistic child for example. He advised that it is dangerous to use “children ahead” signs to allow children to play in the street. It is a liability for the City. He said that if you drove the entire length in 20 seconds you would have to go 29 mph. If you did it in 15 seconds, it would be 28 mph.

Chief Giorgi agrees with not using “caution children” signs. His only suggestion would be to make the dead-end sign bigger or to bring it down lower. He asked if the speed sign could be placed on the pole there to gather real data vs. perceived data. The problem could also involve a specific delivery vehicle. He will talk to Councilor Doucette.

Chief Breen said that it doesn't seem like people would be entering this road without meaning to go this way. You don't accidently go down Danjou Drive. Mr. Collins said it seems more like they don't want people driving through the cul-de-sac.

MOTION was made, seconded, duly VOTED to REFER to the POLICE DEPARTMENT.

**2e) Parking on Essex Street**

Councilor Doucette sent an email to Chief Giorgi advising that he has received complaints about people parking on both sides of the street “making it almost a pinball effect dodging cars on the street”. He is asking if it makes sense to have parking allowed on the south side only.

Chief Giorgi advised that he did email Councilor Doucette back and told him that the Traffic Commission has talked about this same issue on many other streets. Tim Collins advised that the pavement on Essex Street, closer to Cook Lane, is 20 feet wide and near Church Street it is 28 feet wide. There are also multi-family homes with narrow driveways. The problem seems to be at the Church Street end. The road is wider and accommodating it but there are more residents with cars. This is the same problem all over the core of Marlborough, for example, Howland St., Gay St. and Newton St. All of these areas have open parking on the whole street.

MOTION was made, seconded, duly VOTED to REFER to Chief Giorgi to get back to Councilor Doucette regarding the discussion.

**3-Old Business**

**3a) Issues with the turn movement at intersection of Boston Post Road West & Ames Street**

**Update:** The Traffic Commission has been waiting for a response from the MADOT, however, Tim Collins doesn't know what the hold up is as Mr. Frawley from MADOT is the one who suggested this.

MOTION was made, seconded, duly VOTED to TABLE.

**3b) Traffic Concerns on Oakcrest Ave.**

**Update:** Tim Collins advised that he has done some surveys but had issues with the data. He needs to go back and investigate further.

MOTION was made, seconded, duly VOTED to TABLE.

**3c) Safety Concerns at the intersection of Lincoln St. & Cashman St. at Assabet Valley Rail Trail**

**Update:** Engineering advised that this is all set for now as the crosswalk has been painted.

**3d) Traffic signal lights at Union St. & Bolton St. and Bolton St. & Hudson – Request for audible signal to accommodate blind pedestrians.**

**Update:** Chief Giorgi advised that he did speak with Councilor Navin on this issue. Councilor Navin was in attendance (remotely) for today's discussion. The main concern is the noise 24 hours per day. Tim Collins said that if it's similar to the one at Bolton St. and Lincoln St., the volume has been turned down so low that you can't even hear it. The issue is that it can be turned down low, but then it can be so low that it can't be heard by the person who needs it. There has to be a happy medium between the person with the vision impairment who needs the sound and the noise level that would be appreciated by the neighbors.

Tim Collins advised that as of tomorrow, there will be a new budget for traffic signal maintenance, and this can be done. He thinks we should hold off on making any changes to the signal at Hudson St. and Bolton St. as we may not even need the signal there. He reviewed that when Stratus was at this location, this was the only exit from the facility. Now that Boston Scientific is there, there is another exit for the facility. Chief Giorgi asked what it would become? Mr. Collins advised that it would be an unsignalized intersection. Councilor Robey disagreed and said that no, we need this traffic signal. Mr. Collins reiterated the fact that traffic signals are not supposed to be used to slow people down. They are used to help with traffic issues. This signal was added as the result of a traffic issue. Tom DiPersio advised that the first step would be to do a traffic count here. If the decision was made not to have the light here, why would be upgrading this intersection. Councilor Robey asked about people who were trying to cross the street here. Mr. Collins said that there are other signalized intersections they could walk to in order to cross safely.

MOTION was made, seconded, duly VOTED to REFER to ENGINEERING to update the signal at Union St. & Bolton St. with the audible signal.

Chief Giorgi asked if anyone else had anything else they would like to add.

**Councilor Tunnera asked to discuss the traffic on Bigelow Street.** He received an email from a constituent with concerns. Tim Collins gave a brief history and reviewed that there were initially 5 stop signs on Bigelow. A resident complained about them and it was determined that none of these stop signs met the Warrants for usage. The Traffic Commission said that if they were not warranted, they would be taken down. One of the warrants has to do with traffic volume. The side street volume did not even come close to the warrant. Councilor Pope, the City Councilor at that time, did not want them taken down. Engineering had to try to come up with a creative way to meet at least one of the warrants. If there was a pedestrian crossing that could someday result in the potential to build sidewalks on Bigelow, then they could leave certain stop signs up. It was determined that this possible potential existed in two locations, and two signs were left up and the other three removed.

Steve Kerrigan asked if there was even room to build sidewalks on either side of Bigelow. Mr. Collins advised that they were never told to investigate the actual sidewalks, just to come up with a way to keep some of the stop signs. Tom DiPersio said that Bigelow Street is one of the old country roads where there really is not enough room. Two permanent electronic speed limit signs were installed when the other three stop signs were taken down, one at Flag and one at Shea.



Mr. Collins said that we may need to have another conversation with the hotels in the area. Huge coach buses travel down Bigelow to the NESD when using their GPS. They can't be excluded from the road, however, Wes Tuttle (from NESD) used to ask bus drivers to stay off residential roads. Chief Giorgi advised that he would touch base with them and Councilor Tunnera was asked to explain the sidewalk situation to his constituent.

MOTION was made, seconded, duly VOTED to REFER to the POLICE DEPARTMENT for enforcement of speed on Bigelow Street.

No other concerns or comments.

That there being no further business of the Traffic Commission held on this date, the meeting adjourned at 11:13 am.

Respectfully submitted,

Karen L. Lambert  
Records Clerk  
Marlborough Police Department

**List of documents and other exhibits used at the meeting:**

- City of Marlborough Meeting Posting for Traffic Commission Meeting on Wednesday 6/30/21, including meeting agenda.
- Draft of Traffic Commission Minutes from Wednesday, May 26, 2021.
- Email from Priscilla to Chief Giorgi and Tom DiPersio, dated 6/4/21, re: Bike path flashing light request – Hudson St.
- Email from Tim Collins to Chief Giorgi, dated 6/23/21, re: Cashman Street – One Way.
- Email from Officer Larose to Chief Giorgi, dated 6/18/21, re: Reservoir @ Red Spring Road.
- Extended Speed Summary Report for Reservoir Street, NB.
- Email from Councilor Doucette to Chief Giorgi, dated 6/10/21, re: Speeding traffic on Danjou Drive.
- Email from Councilor Doucette to Chief Giorgi, dated 6/27/21, re: Essex Street Parking.

**Additional Handouts**

- Cashman Street Traffic Counts, 6/24/21 to 6/28/21
- Diagram of Lincoln Street and Cashman Street with proposed Bike Lane indicated.
- Cashman Street Traffic Counts, 6/18/21
- Email from Councilor Tunnera to Chief Giorgi, dated 6/28/21, re: Traffic on Bigelow Street and Sidewalks.

TRAFFIC COMMISSION

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June 30, 2021

-Email from Lori Shattuck (MADOT) to Chief Giorgi, dated 6/28/21, re: Route 20 at Ames Street.

-Extended Speed Summary for Reservoir St., NB from 4/2/21 to 4/21/21, including photos.

**Karen Lambert**

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**From:** william shea  
**Sent:** Wednesday, July 7, 2021 3:28 PM  
**To:** City Council; Laura Wagner; David Doucette; Police Dept; DPW Dispatch;  
**Subject:** Commercial traffic and speeding on Farm Road

I am a long time resident (40 years) at 184 Helen Dr, Marlborough. My house is on the corner of Farm Rd and Helen Dr. I am writing this letter to discuss two issues about the traffic on Farm Rd: speeding and the use of commercial vehicles over 2 ½ tons. This is a residential area with a school. I have discussed these issues with many of my neighbors and they agree this is a problem. There are a number of children and parents that walk to school. There is an ice-cream shop that many walk along Farm Rd to get to. Since the pandemic there are significantly more people walking the neighborhoods. A number of the neighbors will not walk on Farm Rd because of the commercial traffic and the speeding.

Farm Rd is posted and states **commercial vehicles over 2 ½ tons are prohibited**. The road is being used as a bypass by commercial vehicles and most of the time speeding is involved. The type of vehicles using Farm Rd are semi-trucks with engine brakes, dump trucks ranging in size from 6 wheel to 20 wheel, car carriers with 2 – 10 cars, box trucks, cement trucks, trailers carrying large construction equipment.

The vehicles that speed a lot are the utility trucks (National Grid, Verizon, Eversource ), waste management companies (Harvey, Waste Management, Lawrence Waste Services and Republic on non-trash day pickup), and City of Marlborough utility trucks. They should not be using it as a pass through..

The restriction for pickup trucks and vans that violate the 2 ½ ton restriction should be enforced. Many of these vehicles belong to trades/craftsman companies, many of whom are going and coming from Home Depot. I have talked to several of them about the speeding when I see them at Home Depot and I am told that “time is money”.

I have talked to several police officers about what the 2 ½ ton restriction means and they did not know and one told me that it was about box trucks of twenty feet or more. I was also told that route 20 is a mess and we are overlooking the use by commercial traffic. I think that there could be more training on what the restriction is.

I would like to see enforcement of the weight restriction for commercial vehicles on Farm Rd. To make this possible first the **intersection of RT 85 and Framingham Rd should be posted as no commercial traffic over 2 1/2 ton**. Right now, I don't see any posting at all. There should be signs indicating that commercial vehicles that exceed the weight limit should turn right at the end of Broadmeadow Rd, the Marlboro airport site, and Trombettas farm to keep them from going through the school zone and residential neighborhood.

I don't think commercial vehicles should enter Farm Rd from Rt 85, even for local deliveries because the signs state "Commercial Vehicles prohibited" at the junction of RT 85 and Acre Bridge Rd. The sign at Walker St and RT 85 is also posted no commercial vehicles, but that sign is obscured by vegetation, and the intersection of Framingham Rd is not posted. When I look at the signage, the signs at the intersection of Farm Rd and RT 20 state that commercial vehicles are prohibited except for local deliveries. That would imply the construction vehicles should use the Rt 20 access to Farm Rd to make local deliveries.

More needs to be done about the speeding on Farm Rd. There are traffic speed control devices that indicate your speed and individuals just keep driving through the blue flashing light without slowing down. When I do operate my vehicle at the speed limit I have people flashing their lights, blowing their horns and will even pass on the double yellow line. There have been times that they pull in front of my house on Helen Dr and verbally attacked me.

Please let me know how the city will help with the issues addressed in this letter.

Sincerely,

William Shea

**Karen Lambert**

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**From:**  
**Sent:** Wednesday, July 14, 2021 11:30 AM  
**To:** Mike Ossing; City Council; Police Dept; Fire Dept; City Clerk; DPW Dispatch; Kathleen Robey; Samantha Perlman; David Doucette  
**Subject:** Farm Road Traffic Issue

I'm writing you to express concerns over increasing traffic issues on Farm Road. I'm a longtime resident at 580 Farm Road. I see 3 significant issues:

First: Commercial vehicles rated over 2 ½ tons. These vehicles prohibited from travel on Farm Road except for Local Deliveries. There are many signs posted as you enter onto Farm Road, but drivers of these vehicle seem to ignore or are unaware that they are violating the restriction. I've noticed a significant increase in large commercial vehicle traffic ranging from car carries, semi-trailer trucks with logos for (Home Depot and Target), utility trucks (National Grid, Verizon, Eversource ), and commercially registered medium size trucks, vans and box trucks. A 1 ton truck such as a Ford F350 exceeds the 2 ½ ton posted limit when commercially registered. Many of these vehicles are using Farm Road as a cut through road to access supply and drop off locations on the easter portion of rt 20. The city needs to start enforcing and education the drivers of these vehicles that they're violating the weight restriction, along with additional signage @ Phelps street.

Also contributing to the issue are two Contractor yards located on the easter portion on Farm Road along with construction of a new industrial property. Commercial truck traffic from these locations should be sent to rt 20 in the shortest distance from where they enter onto Farm Road, and not travel through the residential portions of the Farm and Framingham Roads. I feel that additional signage should be added to notify the drivers leaving these properties. (No Left turn for Commercial Vehicles)

Second: Speeds in general have increased on Farm Road. Farm Road is used as a cut though road by many of the above mentioned commercial vehicles and people traveling to businesses on rt 20 and into Sudbury. Many of these vehicle drivers have no respect for the speed limit or traffic calming devices that where installed when the roadway was reconstructed. There have been many instances when I'm traveling at or slightly above the speed limit people will pass me, flash head lights, honk horn and make rude gestures. Also when turning right into my driveway traveling west bound people will attempt to pass on the right hand-side. If I don't watch for this there would have been a few times it wouldn't have ended well, our driveway is located directly across from Country Lane. The city needs to constantly enforce the speed limit.

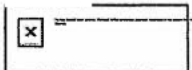
Third: Cross Walk Safety, due to the higher volume of traffic and speeds, using the cross walks on Farm Road has become a challenge and safety concern. With more people walking / exercising this has become an increasing issue. Most vehicles do not stop for pedestrians in or at cross walks making it difficult to cross safely. When the roadway was reconstructed the previous City Engineer mentioned they where looking into stripping the cross walks with a Piano style striping to make them more visible. This style cross walk striping was not installed.

Many of these issues were mentioned in a letter we forwarded in 2015 prior to the reconstruction of Farm Road. In addition to this letter I've spoken to our ward counselor David Doucette, unfortunately without much concern.

Pease let us know how we can help out. I know after speaking with other neighbors they all agree some action needs to be taken to lesson these issues. I look forward to furthering this discussion and hearing how the City can solve these issues.

Thank you for your attention to this matter.  
 Chris

**Chris Russ AIA**



**Karen Lambert**

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**From:** Mike Ossing  
**Sent:** Tuesday, July 13, 2021 5:45 PM  
**To:** David Giorgi; Zachary Attaway  
**Cc:** Karen Lambert  
**Subject:** FW: Farm Road Traffic Concerns

Chief

Can you respond to Mrs. Russ on the plans to address the speed and illegal vehicles to Deborah? Her husband Chris Russ is on the Planning Board.

Should this be added to the Traffic Commission agenda?

Thanks

Mike

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**From:** JakubowskiRuss, Deborah  
**Sent:** Tuesday, July 13, 2021 5:38 PM  
**To:** David Doucette <ward\_2@marlborough-ma.gov>; Mike Ossing <atlarge\_3@marlborough-ma.gov>; Kathleen Robey <atlarge\_4@marlborough-ma.gov>; Samantha Perlman <atlarge\_1@marlborough-ma.gov>; Mark Oram <atlarge\_2@marlborough-ma.gov>; Police Dept <police\_dept@marlborough-ma.gov>  
**Subject:** Farm Road Traffic Concerns

Dear Councilors and Traffic Commission,

I am writing today to express my concern about traffic conditions on Farm Road. I have been a resident of 580 Farm Road for over 17 years and there are two traffic concerns that have been previously raised to past councilors (Paul Ferro and Robert Page) and the previous Police Chief (Chief Leonard) and were addressed, but have started increasing again. The two concerns that are of equal priority are speed of traffic and the illegal use of the road by commercial vehicles over the 2 ½ ton posted road limit. The combination of these two factors is making for unsafe road conditions for both cars and pedestrian/bike traffic.

As you know are well aware, the presence of walking students of Kane School and customers of Trombetta's means that there is a high volume of foot traffic on this road as parents and children walk to both locations and local home owners use the sidewalks for recreational use year round. The posted speed limits on the road range between 25 and 30 miles per hour depending on the location on the street and this is a safe limit. Currently, if you try to do the speed limit when driving, you are subject to being honked at, lights flashed at, and illegally passed at high rates of speed and being yelled at after turning into your home. There are multiple residential neighborhoods off Farm in addition to houses directly on Farm, which means that there are people stopped to turn across traffic along the entire route and people pulling out of these neighborhoods/driveways onto Farm Road at all times. The low speed limit is to allow for this to be done safely and to allow for safe entrance/exit to the school by buses and for people to be able to use the sidewalk without feeling like they can be hit at any time at a high rate of speed.

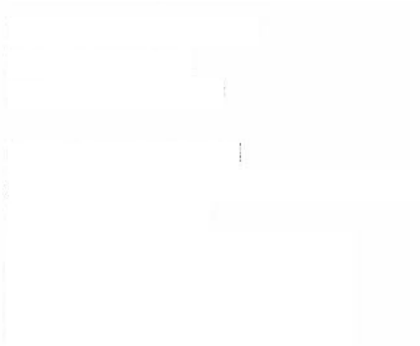
The second significant concern that needs to be addressed is the commercial vehicle limit. Presently and correctly, the road prohibits commercial vehicles over 2 ½ tons from traveling on the road unless they are conducting local deliveries. This weight restriction is the total weight of the vehicle along with the potential carrying capacity of the vehicle, which means that most one ton trucks would be included in this ban. There are signs located on the road as traffic turns on notifying drivers of this restriction, but it is routinely ignored. The commercial vehicles are from large private companies such as Eversource sending 10 trucks at a time three times every day to trash trucks on days that are not trash collection days and tractor trailers as well as smaller contractor companies with dump trucks, large box trucks and towing trailers that are using Farm Road as a cut through and not for local deliveries. The problem is exacerbated as these oversize

vehicles are often speeding as well. Farm Road should not be used as a cut through and enforcement of the vehicle limit needs to be maintained for everybody's safety.

Increased year round enforcement of both speed and weigh restrictions needs to be present on this road to ensure the safety of all residents. The present traffic speed notification signs do not do enough to slow travel if there is no enforcement of the limits. If enforcement is active, the speed will reduce and the safety for all pedestrians and automobiles will be improved and commercial vehicles will stop the illegal use of the road. I look forward to hearing what the solutions are for this ongoing problem that the City will implement so that the safety of all residents who live on or off Farm Road as well as the students of Kane School can be improved. In the current environment it is just a matter of time until a significant accident occurs on this road.

Warm Regards,  
Deborah

**Deborah Jakubowski Russ, MS**



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**Karen Lambert**

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**From:** Samantha Perlman  
**Sent:** Wednesday, June 30, 2021 11:59 AM  
**To:** David Giorgi; Patricia Bernard  
**Cc:** City Council  
**Subject:** Re: Traffic Related Concerns on Farm Road  
**Attachments:** IMG\_0376.JPG; IMG\_0375.JPG; IMG\_0374.JPG

Hi Trish - thank you for sharing Chief Giorgi's reply and I did follow up directly with the resident to share this information.

To do my due diligence, I am also sharing some further summarized comments and questions from the resident that were a follow up to my reply below :

- Still highly concerned about the mentioned crosswalk as this is a highly trafficked area despite the volume of residential homes in the area. I will add that the blinking crosswalks would bring increased attention to the crosswalk's presence (or maybe could be painted) as they do in other areas even with the site visibility as many cars do not stop at all when someone is waiting on Farm Road and go much faster than the speed limit.
- He shared that several times cars have even entered his front yard or his neighbor's yard and he is concerned that it is only a matter of time before someone is hurt.
- Following up on your mention of Commercial Vehicle Restriction Signage, the resident shared three images with me (see attachments). In his words, *Picture #1. shows the island at the Intersection of Rte 20 and Farm Rd and Wilson St. There used to be a sign attached to the back of the sign facing the westbound traffic about keeping right of the island there, but the commercial vehicle restriction sign is no longer there that would warn them ahead of time. Picture #2 shows a sign as you turn onto Farm Road on the Island, so as restricted vehicles are into their turn the sign is there, how does a driver of a restricted Commercial vehicle stop a truck with a trailer of 50 feet or less and back up at that intersection after realizing their mistake, It might be a little difficult and certainly not safe to do so. Picture #3 is the sign that is on the westbound travel side by Walgreens that is approximately 100ft from the turn onto Farm Road. Again, if the driver realizes his/her mistake, how do they back up safely on a street that is extremely busy and highly travelled.*

Thank you in advance for the further comments that you provide and for continuing to prioritize the public safety of our residents.

Sincerely,

Councilor Perlman

**Samantha Perlman**  
 City Councilor At-Large  
 City of Marlborough  
 sperlman@marlborough-ma.gov  
 508-263-0042

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**From:** Patricia Bernard  
**Sent:** Thursday, June 24, 2021 2:02 PM



**To:** Samantha Perlman <atlarge\_1@marlborough-ma.gov>  
**Cc:** City Council <citycouncil@marlborough-ma.gov>  
**Subject:** FW: Traffic Related Concerns on Farm Road

See below:

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**From:** David Giorgi  
**Sent:** Thursday, June 24, 2021 1:48 PM  
**To:** Patricia Bernard  
**Subject:** FW: Traffic Related Concerns on Farm Road

Good Afternoon Trish,

I just wanted to keep the Mayor's Office in the loop re: some traffic concerns on Farm Road. The following is my response to Councilor Perlman's inquiries. Any questions, please let me know.

Thank you,  
D. Giorgi

I can understand the resident's concerns and I can try to give you some information on each:

1. With respect to the Commercial vehicle traffic, this was addressed in the September & October 2019 Traffic Commission meetings and the signage for that area was replaced to alert trucks of the designated commercial route via the regulation. I have attached the packets from those two meetings so you can see what was discussed and what adjustments were made as a result of the meetings. **Note:** A contributing factor to the more recent increase in truck volume on the road could be the construction and work being done on Rt. 20 which is causing trucks/cars to seek an alternative to the traffic delays.
2. Unfortunately, we have received several complaints in many parts of the City about speeding vehicles and motorcycles as the weather has grown warmer and more people are outside. We do our best to address the speeding complaints wherever we receive them and we can increase enforcement in the Farm Rd. area.
3. Crosswalks can often be a source of complaints from residents. Part of the responsibility is on the motorists and the pedestrians play a role as well. If someone is waiting to cross, then they should obviously wait until it is safe to do so. If they are in the crosswalk and approaching the center of the road, then the vehicle is required to yield to them. However, if the pedestrian is standing at the edge of the roadway and has not entered the crosswalk yet, then the motorist is not obligated to yield to them yet. I would suggest that the crosswalks on Farm Rd. between Cook Lane and Broadmeadow St. have good sight distance and both pedestrians and motorist should be able to see each other before entering or yielding in the crosswalk. I am not sure that adding electric signs would make these crosswalks any safer as the area is pretty open on this stretch of Farm Rd. I do believe that there are advanced warning signs for each crosswalk to show motorists the locations of each crosswalk. We can increase our monitoring of these areas, but it can be difficult to do it for extended time periods.

**From:** Samantha Perlman <atlarge\_1@marlborough-ma.gov>  
**Sent:** Tuesday, June 22, 2021 1:22 PM  
**To:** David Giorgi  
**Subject:** Traffic Related Concerns on Farm Road

Dear Chief Giorgi,

I am sharing several concerns from a resident who lives on Farm Road. Please let me know which of these can be discussed at Traffic Commission and which have a quicker remedy:

- 1) Continued concerns about the increase of oversized commercial vehicles, tractor trailers/ car haulers and delivery trucks on Farm Road. Even with Route 20 Traffic, there is no signage directing people down Farm Road, but these vehicles use the road frequently. The resident particularly refers to City Ordinance 586-14 and 586-51, Schedule VII, which has a restriction for these vehicles but is not always enforced.
- 2) Speeding vehicles and motorcycles on Farm Road, especially on the weekends and if there can be increased enforcement.
- 3) Concern about the crosswalks on Farm Road between Cook Lane and Broadmeadow Road. Can the yellow flashing warning lights be put up such as on Route 85? On a personal note, I have also had significant difficulty crossing Farm Road given the speed at which people drive and the disregard for the crosswalks .

Thank you for your time and assistance to help with these issues.

Best,

Councilor Perlman

**Samantha Perlman**  
*City Councilor At-Large*  
*City of Marlborough*  
[sperlman@marlborough-ma.gov](mailto:sperlman@marlborough-ma.gov)  
508-263-0042







**Karen Lambert**

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**From:** Kathleen Robey  
**Sent:** Tuesday, July 13, 2021 6:30 PM  
**To:** David Giorgi  
**Cc:** City Council  
**Subject:** recent email from William Shea, 184 Helen Drive: commercial traffic speeding on Farm road  
**Attachments:** 202002\_Infographic\_TruckClassifications\_v3.png.pdf

Good evening Chief Giorgi,

As you are aware the city council made some changes to zoning to allow for Landscape and Contractor yards to be approved via a special permit in CA and LI. Mr. Shea's letter is specifically about traffic on Farm Road where he states it is marked with signage prohibiting commercial vehicles over 2 ½ tons.

The property where the airport used to be is now a commercial development located in LI and the council has requests from businesses for a special permit for a contractor yard and landscaper yard.

As speeding and this commercial truck restrictions will probably come up as we discuss these special permits, I wanted to clarify a few things with you:

The city code has this for 586-14 Operation of heavy commercial vehicles:

**A.** The use and operation of heavy commercial vehicles having a carrying capacity of more than 2 1/2 tons are restricted on the streets or parts thereof listed in Schedule VII and in the manner outlined and during the time set forth.

**B.** Exemptions. Subsection **A** of this section shall not apply to commercial vehicles going to or from places upon said streets for the purpose of making deliveries of goods, materials or merchandise to or similar collections from abutting land or buildings or adjoining streets or ways to which access cannot otherwise be gained or to vehicles used in connection with the construction, maintenance and repair of said street or public utilities therein; or to federal-, state-, municipal- or public-service-corporation-owned vehicles.

I highlighted Schedule VII above because I can only find one listing--Hildreth Street with a prohibition of trucks weighing over 2 ½ tons. How can Farm Road be marked but not on the list?

Part B of the code allows trucks over the weight to use the road for various reasons and specifically excludes federal, state, municipal and public service corporation owned vehicles. Mr. Shea commented about those utility trucks citing National Grid, Verizon, Eversource and trash haulers such as Republic stating "They should not be using it as a pass through." Wouldn't the exemption in fact, allow them to use the road? Speeding on the road is one thing, and I support increased police presence but believe that use of the speed readers shows that most drivers aren't using excessive speed, but restricting them is a different matter.

I remember having a lengthy discussion on truck weights when an amendment to code was before us back when Councilor Delano was chair of Urban Affairs. I had to look up information again but found a chart (attached) showing classes of vehicles, all based on gross vehicle weight rating and ranging from 1-8 (none of them used ton in its description). Another article discussed "ton rating" stating, "When light-duty trucks were first produced in the United States, they were rated by their payload capacity in tons. Over time, payload capacities for most domestic pickup trucks have increased while the ton titles have stayed the same. The now-imprecise ton rating is presently used to compare standard sizes, rather than actual capacities."

To say the least, I am confused. If we use the standard measurement in US, a ton is 2000 pounds. It sounds like from the information I found that the ton rating is the payload, not the weight of the vehicle by class. I also see that a 2007 half ton pick-up can weigh between 9000 and 11,000 pounds, well over 2 ½ tons. Can you explain why we are prohibiting trucks based on ton and not on their class?

Finally, the chart I found describes class 1-3 as non-commercial vehicles—typical mini-van and small pick-ups. It has class 4 vehicles as box trucks and some delivery trucks weighing between 14-15K pounds and class 5 as bucket trucks and cherry pickers weighing between 16,001-19,500 pounds. I would guess that the vehicles used by the two commercial businesses are pick-up trucks with commercial plates so they can carry their equipment and landscape supplies. Do you see an issue with these types of trucks being given a special permit to build their offices on the development at Airport Road off Farm Road.

Your help in this matter is appreciated.

Katie Robey  
Councilor at-Large

**EVER WONDER  
WHAT EACH  
CLASS OF  
TRUCK LOOKS  
LIKE?**

**US TOO.  
WE CREATED  
THIS HANDY  
INFOGRAPHIC  
FOR YOU  
TO USE!**

**CLASS 1-3  
NON-COMMERCIAL VEHICLES**  
No commercial use  
Anyone can drive it unless  
it's a station wagon  
Famous representation:  
Lightning McQueen



**IF YOUR SHOP  
HANDLES ANY  
CLASSES, CHECK  
OUT FULLBAY AND  
SEE WHAT WE CAN  
DO FOR YOU!**

**CLASS 4  
BETWEEN 26,000-45,000  
POUNDS**  
You can drive them yourself,  
but be careful  
Most trucks and some delivery trucks  
Famous representation:  
The CSDF (O'Connell) fire truck



**CLASS 5  
BETWEEN 10,501-25,000  
POUNDS**  
Delivery trucks, rack trucks,  
and school buses  
You need a CDL for this type of vehicle  
Famous representation:  
The Magic School Bus



**CLASS 6  
OVER 25,001 POUNDS**  
Heavy but not enough of an adjective - these trucks are called *every-duty*  
Most big rigs, along with cement trucks and dump trucks  
Famous representation: Optimus Prime



**CLASS 7  
FOR VEHICLES THAT DEFY CLASSIFICATION**  
"The Great Beyond"  
A big 18 wheeler can weigh up to 60,000 pounds  
Might need to obtain special permits and stick to specific hours  
Famous representation: Union



**CLASS 8  
BETWEEN 12,001-16,500  
POUNDS**  
Lots of farming equipment  
Bucket trucks, cherry pickers  
Famous representation:  
Your local electrical company probably  
probably has a fleet of bucket trucks



**CLASS 9  
BETWEEN 28,001-33,000  
POUNDS**  
Wrecking trucks you see on a daily basis  
Dump, sewage, garbage trucks, and  
city street sweepers  
Famous representation:  
GSM 5000 (a.k.a. the Red Team Truck)



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**Karen Lambert**

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**From:** David Giorgi  
**Sent:** Friday, July 23, 2021 9:44 AM  
**To:** Karen Lambert  
**Subject:** Fwd: City of Marlborough Traffic Commission request - Route 20 at Ames Street

Please add this to the agenda's material.

Begin forwarded message:

**From:** "Shattuck, Lori (DOT)"  
**Date:** July 22, 2021 at 3:57:29 PM EDT  
**To:** David Giorgi  
**Cc:** Timothy Collins  
**Subject:** RE: City of Marlborough Traffic Commission request - Route 20 at Ames Street

Good afternoon, David. The District has reviewed this request and had discussions with DOT's Boston Traffic Section. Based on observations, the second right turn lane does not appear to be utilized as designed. Due to safety concerns, the District feels that alternative measures should be evaluated before considering allowing right turns on red from the outside right turn lane on Ames Street, where stop lines would likely have to be staggered and obeyed by drivers so as not to obstruct sight distance. To help increase the usage of the middle right turn lane, which would help to reduce the queue that occurs in the outside right turn lane, it's recommended that the striping on Ames Street is extended. The District will also continue to monitor operations at the traffic signal to determine if signal timing adjustments can be made to improve operations.

If you would like to discuss, please feel free to contact me.

Thank you,  
Lori

**From:** David Giorgi  
**Sent:** Thursday, June 24, 2021 9:29 AM  
**To:** Shattuck, Lori (DOT)  
**Cc:** Timothy Collins  
**Subject:** RE: City of Marlborough Traffic Commission request - Route 20 at Ames Street

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

Good Morning Lori,

The Engineering Department and the Traffic Commission were wondering if there has been any update or progress on the City's request regarding the right turn on red at Route 20 and Ames St.

Thank you,  
David Giorgi

**From:** Shattuck, Lori (DOT)  
**Sent:** Monday, April 12, 2021 1:00 PM  
**To:** David Giorgi  
**Subject:** RE: City of Marlborough Traffic Commission request - Route 20 at Ames Street

Hi David,

I didn't forget about this request. I'm trying to find out if we have allowed any similar situations in the state (a right turn on red from the inside lane of a double right turn approach when the U-turn is also permitted). I will follow up once I get feedback from Boston.

We will also continue to monitor operations.

Thank you,  
Lori

**From:** David Giorgi  
**Sent:** Thursday, March 25, 2021 11:29 AM  
**To:** Shattuck, Lori (DOT)  
**Cc:** Timothy Collins; Sean Divoll  
Thomas DiPersio; Lorion, Barry J. (DOT)  
Frawley, Joseph R. (DOT); Sullivan,  
Ann E. (DOT)  
**Subject:** RE: City of Marlborough Traffic Commission request - Route 20 at Ames Street

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

Good Morning Lori,

Our most recent request to remove the "No Right on Red" turning movement on Ames Street at Boston Post Road West is due to a continued excessive queue of traffic in the right most lane on Ames Street for an exclusive right turn onto Boston Post Road West(E/B).

In the past, Asst. City Engineer Tim Collins had communicated with Joseph Frawley, District 3 Traffic Operations Engineer, about this issue and I have attached Mr. Frawley's response to Mr. Collin's inquiry. Mr. Frawley had expressed a willingness to allow for a "Right Turn on Red" in the right most lane of traffic. A majority of the traffic on Ames Street planning to make a right turn onto Boston Post Road E/B are using that right most right lane (see attached photo) – despite the two right lane designation signage. Having to process the right turn movement through a "green phase" adds to the timing frequency for the entire signalized intersection.

