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

Traffic Commission Minutes

The Regular Meeting of the Traffic Commission was held on Wednesday, July 28, 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). Members present: Chairman - Police Chief David Giorgi, Commissioner of Public Works Sean Divoll and City Clerk Steve Kerrigan. Also present: City Engineer Tom DiPersio, Assistant City Engineer Tim Collins, Ashley Miller also from the Engineering Department, Sgt. Zac Attaway from the MPD Traffic Services Unit, City Councilor Katie Robey, City Councilor David Doucette, City Councilor Samantha Perlman and local residents Chris Russ and Ralph Moro.

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.

He also acknowledged that this would be Tim Collins' last meeting as he is retiring. Mr. Collins was presented with a gift in recognition of his years of service and dedication to the Traffic Commission. The Chief thanked him for all his hard work and for being his sounding board for all things traffic related. Commissioner Divoll also added that Mr. Collins has 36 years of service to the City and the last 10 years with the Traffic Commission. He also wanted to extend his thanks on behalf of the DPW and Engineering.

1- Minutes

The minutes of the Traffic Commission meeting of Wednesday, June 30, 2021.

MOTION was made, seconded, duly VOTED:
TO APPROVE, (with one minor correction noted by Steve Kerrigan on page 1a-5). All in Favor - Accept and Place on File.

2 - New Business –

2a) Commercial traffic and speeding on Farm Road.

Chief Giorgi advised that he has received several emails from residents and City Councilors (copies in agenda packet). Local resident, Chris Russ, was in attendance for this issue. He outlined three specific concerns in his email – 1) commercial vehicles over 2 ½ tons using the roadway 2) increase in speed and 3) crosswalk safety.

He said that commercial traffic has picked up greatly and that many medium duty, 1-ton trucks use Farm Road as a cut through to Route Rte. 20 and Home Depot. He also mentioned a car hauling business that is parking at the recycling center on Rte. 20, the new industrial center at the airport, and landscape yards in the area all contribute to the problem. He said the commercial truck traffic from these locations should be sent to Rte. 20 rather then down Farm Road. He feels there are a lot of loopholes with the weight limit of trucks and understands that it is tough to enforce. The signs are clear, but many drivers may not even realize they are not following the rules. He is asking how drivers can be educated so that the rules can be enforced.

Chief Giorgi said that he agrees that this is a multi-faceted problem. The speed signs were put out there in two different locations to gather accurate data. He pulled up the results for the one westbound at Kane School. The speed limit is 25 mph, the average speed was 33 mph and the 85th percentile was 33.96. The average daily volume was 4,343 vehicles. Sgt. Attaway explained how to read the diagrams and pie chart. They were able to obtain 9 to 10 days of data. On the east bound side, the sign was located near the Pump House. The average speed here was 31.9 mph and the 85th percentile was higher at 35.89. Councilor Robey commented that it is actually hard to drive 25 mph on this road even when you are aware of the speed limit.

Tim Collins explained that the speed limits are set by the State and the speed limit here was set back in the 70's. Back then, the City Council would propose a speed limit and send it to the State for approval. Today, speed limits are set based on what the 85th percentile of traffic is traveling at a certain point. This method assumes that most motorists are prudent and capable of going the proper speed. The speed limit of 25 mph is not what everyone is traveling today. The official speed could actually be closer to 40 mph. Also, when speed studies are done now, you get the first car in a row and the next 5 cars for example, make their own speed. If you asked the State to set the speed limit today, they would say the proper speed limit is 35 mph.

Ralph Moro, retired police officer and longtime resident of Farm Road, was also in attendance. As an officer, he was very involved with traffic control and was a certified crash reconstruction specialist. He has personally walked in the area and agrees that it is scary to try to cross at one of the crosswalks and also mentioned that there is a school here. He crosses with his daughter and granddaughter and said that the speed at the crosswalks is crazy. He thought the average speed was around 40 mph and also commented on the number of motorcycles and pickup trucks with their exhaust.

Councilor Doucette agreed that no one wants to see the speed limit go up, especially with all the construction in the area over the next few years. There will be even more traffic as construction increases. He feels that the City needs to take steps now to put deterrents in

place. He asked about the possibility of a speed table near the school. He feels this would really make trucks avoid the area. Chief Giorgi asked if there has been an increase in traffic here over the last couple of months due to construction on Rte. 20. Some of the increase might be coming from people trying to avoid the construction. It is a two-year project. Tom DiPersio said that the State just opened bids for their project on Rte. 20. Councilor Robey said that sometimes the turn onto Farm Road would take several light cycles so she would choose to continue Rte. 20 even with the traffic. Mr. Russ said that there doesn't seem to be especially more traffic at the moment, however, it is also summer vacation and school is not in session. He could see it turning into an excessive situation. For him, the biggest concern is the commercial traffic.

Councilor Perlman has also heard complaints about vehicles not stopping for school buses. Chief Giorgi said that speed and school bus issues come down to enforcement by the Police. He said that Sgt. Attaway also received an email from a parent about the buses. He talked to the mother and advised that they would follow up with an unmarked car when school is back in session.

Councilor Perlman asked if there could be flashing lights for the crosswalks or possibly a 3-D design painted. She said innovative ideas are needed. The discussion continued about how dangerous the crosswalks are. It was also note that a tree by Pheasant Hill covers the sign and how fast cars fly by Broadmeadow once they come around the corner. Drivers don't even seem to notice people standing in the crosswalk. Also, the visibility from either angle at the crosswalk by Cook Lane was noted. Councilor Robey asked how do you change the state law regarding crosswalks? You have to be in the crosswalk to get cars to stop. People need to realize they can't just run all the way across. You have to get the attention of the driver on the other side and make sure that they are also stopping. The City did look into painting crosswalks with piano keys back in 2015, similar to a 3D effect. Tim Collins said this also means more paint and more maintenance for the City. The City usually uses striping for different reasons. Chief Giorgi asked if we could change the style here.

Commissioner Divoll said the City would take care of any complaints regarding branches. They can cut back brush in areas that need increased visibility. With regard to crosswalk styles, he is new here in Marlborough but brings experience from other communities. He would like to get a sense of the different variations and see what we have and how they function with regard to both drivers and pedestrians. He doesn't see it "as one size fits all across the City". He will so some research and come back to the Traffic Commission with his recommendations.

Councilor Robey asked if we had any historical data showing that traffic has increased. Sgt. Attaway didn't have that information but advised he would go back and check. Tim Collins said that every crosswalk on Farm Road has signs at the crosswalk and advance warning signs also. The City has done all it can so far. He also mentioned the See Click Fix app. If someone sees an issue, they can take a picture and send it to the DPW and they will fix it. This could be a pothole, a trash barrel issue or a tree branch issue. Councilor Perlman asked if the signs are visible at night. Mr. Colins said that they are supposed to be and are checked every 6 years. If someone sees one that is not, they should send a message on See Click Fix. The same crosswalk issues extend onto Framingham Road. People think it is all one street when they are traveling on the road.

With regard to commercial traffic, Councilor Robey sent an email to the Chief outlining her concerns regarding truck classifications, special permits and commercial vehicle exemptions. Tim Collins explained the history behind the Commercial Vehicle Exclusion on Farm Road. The State needs to give a permit for a Commercial Vehicle Exclusion. When the request was first made back in the 70's, it was denied by the State as they did not like the detour route that was presented. The City later asked the State to reconsider based on special circumstances, i.e., it was a narrow, windy road with an elementary school. The State did then give their approval. He said that if the City were to request a truck exclusion here today, it would be denied. It would not qualify for a truck exclusion as it is no longer a windy, narrow road and it plenty wide enough to accommodate truck traffic. Also, he noted that there is no truck exclusion on Broadmeadow Rd. or Parmenter Road so any traffic coming out Broadmeadow can legally go left or right to travel the rest of their route. A sign could be posted at the end or Airport Dive that states right turn only, however, it would be a suggestion and not enforceable.

Discussion followed regarding truck size. Chief Giorgi pulled up a copy of the exemptions for reference. Mr. Moro noted that gross vehicle weight is listed on the vehicle registration. He said Post Road Auto Parts travels the road frequently with a trailer loaded with cars. Councilor Perlman had a personal experience where she had to drive into a snowbank to avoid one of these. She said that Farm Road is not meant for tractor trailers and the other vehicle crossed over the line. Tim Collins said that dual wheeled vehicles are not allowed. Chief Giorgi said that if specific trucks can be identified as causing an issue, the Police Department can contact the specific companies to address the situation. Mr. Collins said part of the problem is that if a truck is pulled over, they can say that they were making a delivery or pick up in the area. Anyone can also be coming off Parmenter or Farm Road. He pulled up a diagram of FHWA Vehicle Classifications that the MUTCD put together. It showed the type of vehicle and the number of axles and trailers with a diagram. Councilor Robey said this is part of the confusion because the City Code uses tonnage as a description and then it's also subject to the list of exclusions and local deliveries. According to this list, Class 5 and above is not allowed. Chief Giorgi asked if the City Code could be amended to clarify the description. All agreed that this would be much clearer than using "2 ½ tons" as a description. Mr. Moro also said that trucks should also always have a bill of lading that says where they are going or where they went. Sometimes education about the truck exclusion can work as well. The whole idea behind the truck exclusion is to protect residential roads from being beaten up by trucks.

MOTION was made, seconded, duly VOTED to REFER to Commissioner Divoll to work on the crosswalk situation and to ENGINEERING to amend the City Code description for trucks. Also, the DPW will replace missing signage regarding the truck exclusion (at Monti's, on the traffic island and on Walker Street).

MOTION was made, seconded, duly VOTED to REFER to the Police Department to step up enforcement. Officer Larose and Officer Connors can do this together while also trying to educate drivers.

3-Old Business

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

Update: Chief Giorgi did finally get a response from the State on this issue. He read the email from Lori Shattuck. She said that the second right turn lane does not appear to be be utilitzed as designed. Tim Collins highlighted her recommendation in her email. "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".

Mr. Collins had an aerial photo of the intersection with turning lanes marked in red and two photos showing the queue in the far-right lane. People don't seem to realize there are two lanes that can be utilized to make the right turn. The State thinks we should paint something to show this more clearly. Mr. Collin noted in his photo that there is a sign about 8 or 9 cars back in the queue that indicates two lanes for turning. He said there are actually three lanes, 2 for the right turn and 1 for straight or left. He also said there is not enough room to mark the pavement further back. If anything, there would be arrows at the top of the lane indicating the turn movement. If right on red were allowed, the stop line would also have to be moved further back to allow enough sight distance for the turn. You can see in his photos that sight distance is blocked by the truck in the far-left lane. Commissioner Divoll asked if there was enough demand to have 2 right turn on red lanes? At this time, the middle lane is almost like nothing and not used, leaning toward Commissioner Divoll's suggestion. Mr. Collins noted that at one time there was a conflict with a green arrow at the same time for both directions, but the timing sequence has been corrected. Mr. Kerrigan asked if we could try the turn arrows and see how it works. Commissioner Divoll said he has seen many people take a right on red here anyways.

The discussion followed as to what was the best solution. Should we appeal to the DOT to eliminate the double right turn? Should we do a trial with barrels and see how it functions. Commissioner Divoll is not convinced that we need 2 right turn lanes. We would then have to allow the right on red and do away with the second lane and see how it works. Maybe there was a reason at one time to have the 2 right turn lanes but we don't seem to need them now. With the Simarano interchange, this area doesn't have the same volume of traffic. Councilor Robey asked when Mr. Collins took the photos showing the queue? Could it have been the lunch crowd or after work? Would a letter from the Commissioner to the DOT possibly carry more weight? MR. DiPersio said that Engineering can draft a letter for the Chief.

MOTION was made, seconded, duly VOTED to REFER to ENGINEERING to draft a letter to the State outlining their suggestions.

3b) Traffic Concerns on Oakcrest Ave.

MOTION was made, seconded, duly VOTED to TABLE.

3c) Bike Path Flashing Light Request – Hudson St.

Update: Tim Collins reviewed that the Rail Trail is heavily used. A new light will be going in at Lincoln Street and there already is one at Ash Street. It makes sense to make it safe in the middle also. Mr. DiPersio said that with the amount of pedestrian traffic a flashing light is warranted here. Mr. Collins said there also needs to be a warning to pedestrians to watch for traffic before crossing. He also noted that a push button is better then a blinking yellow. The push button will also beep. Councilor Robey said that sometimes you can't see that the light is actually flashing. Mr. Collins noted that the light at Fitchburg is an older style, but the pedestrian is supposed to wait until they can cross safely.

MOTION was made, seconded, duly VOTED to REFER to ENGINEERING. They will take care of the beacons and then all the crossings on the Rail trail will be the same (except for the driveway at Boston Scientific).

3d) Cashman Street – One Way

Update: Mr. DiPersio has not yet been able to test the change in traffic pattern due to all the construction. It was going to be changed to one-way heading north and maybe also one way at Prospect St. They are in the process of reconfiguring the intersection. The thought now is that if would be better if Prospect heading south was all one way. They would add a No Not Enter sign at the corner of Lincoln St. and Prospect St.

MOTION was made, seconded, duly VOTED to REFER back to ENGINEERING to test the change in traffic pattern.

3e) Reservoir @ Red Spring Road

Tom DiPersio reviewed that the main issue is with the turn movement from Bolton Street onto Reservoir Street. He looked at the width of the pavement on Bolton Street and there is room to fit a right turn lane if the City wanted to move in that direction. There is room to fit two 14-foot lanes. A dedicated right run lane would serve to fix the sight distance problem with Red Spring Road. He pulled up an aerial photo with the proposed layout marked, including blocking the existing turn lane with barriers. The area could be marked with paint as a trial and then going forward the existing right turn area would be removed and vegetated.

Steve Kerrigan asked if we had any idea how many other areas may have a similar turn scenario. Would other areas want the same type of change? He noted, for example, the right turn from Elm St. to Bigelow Street. Mr. DiPersio said that this is certainly a valid concern and is something Engineering would have to look at on a case-by-case basis. Mr. Collins said that it seems we are doing this more to slow traffic down Bolton Street to Reservoir. The previous accident may also have been due to operator error. This is why the MUTCD looks for a history of accidents in a specific area. Once you pass Red Spring Road there is no other outlet. He said that there is no "Right on Red" in all of downtown Marlborough now because of one person that was hit at a turn. Mr. Kerrigan also asked about the cost and noted that this would be a huge factor, even on a temporary basis. It was discussed that Red Spring Road is a private road and the owners were supposed to be taking care of clearing the area of brush.

Chief Giorgi went on to say that part of the issue is the speed on Reservoir Street. If cars had to slow down to take the right turn onto Reservoir Street., it would help with the speed issue. He actually likes the design of the new turn and thinks it makes sense. One of the concerns, however, is once you set it up, how do you take it down? Maybe we should table it for now and come back at the next meeting with speed and accident history. Commissioner Divoll said that he can also have an intern go down and do a turn movement count.

MOTION was made, seconded, duly VOTED to REFER to the POLICE DEPARTMENT for speed and accident history and to ENGINEERING for a turn movement count.

That there being no further business of the Traffic Commission held on this date, the meeting adjourned at 11:51 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 7/28/21, including meeting agenda.

-Draft of Traffic Commission Minutes from Wednesday, June 30, 2021.

-Email from William Shea to the Police Department (& others), dated 7/7/21, re: Commercial traffic and speeding on Farm Road.

-Email from Chris Russ to the Police department (& others), dated 7/14/21, re: Farm Road Traffic Issue.

-Email from Mike Ossing to Chief Giorgi & Sgt. Attaway, dated 7/13/21 – forwarding email from Deborah Jakubowski Russ re: Farm Road Traffic Concerns.

-Email from Councilor Perlman to Chief Giorgi, dated 6/30/21, re: Traffic Related Concerns on Farm Road (including photos).

-Email from Councilor Robey to Chief Giorgi, dated 7/13/21, re: Commercial Truck Classifications (Farm Road issue). – along with infographic

-Email from Lori Shattuck to Chief Giorgi, dated 7/23/21, re: City of Marlborough Traffic Commission Request – Route 20 at Ames Street.

Additional Handouts

-Truck exclusion order for Framingham Rd. and Farm Road between Maple St. and Boston Post Rd. – dated 1/5/81 – along with other supporting documents.

-Wording for warning signage for truck exclusion on Farm Road along with diagram showing location.

-Photos of intersection of Maple Street & Framingham Rd. with signage noted.

- Copy of Section 10A-9 – Heavy Commercial Vehicle Exclusion – from the MUTCD Manual.

-Diagram of FHWA Vehicle Classifications.

-Copy of City of Marlborough Special Speed Regulation No. 388A (includes Farm Road) dated July 1973.

-City Council Order establishing 25mph Speed Zone on Framingham Rd., dated 8/14/78.

-Procedure for establishing speed zone based on 85th percentile.

-Aerial photo of intersection of Boston Post Road West and Ames Street with turn lanes indicated along with photos of the queue waiting to take the left turn from Ames onto BPRW.

-Copy of Ch. 586-14 – Operation of heavy commercial vehicles (A & B) and Ch. 586-51 Schedule VII: Heavy Commercial Vehicle Routes.

-Aerial photo of intersection of Bolton St. and Reservoir St. with proposed right turn lane indicated.

-Engineering diagram of Cashman Street area.

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CITY OF MARLBOROUGH MEETING POSTING

RECEIVED
CITY CLERK'S OFFICE
CITY OF MARLBOROUGH

2021 JUL 26 A 9:46

Meeting Name: Traffic Commission

Date: Wednesday, July 28, 2021

Time: 10:00 am

Location: 3rd 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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2021 JUL 26 A 9:46

CITY OF MARLBOROUGH
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140 MAIN STREET
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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). 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 26th and 27th 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 ENGINERING 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 ENGENEERING 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 NESC when using their GPS. They can't be excluded from the road, however, Wes Tuttle (from NESC) 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.

-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

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

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

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

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

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 Commerical 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

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:

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
508-263-0042

LEFT LANE
MUST
TURN LEFT
COMMERCIAL
VEHICLE
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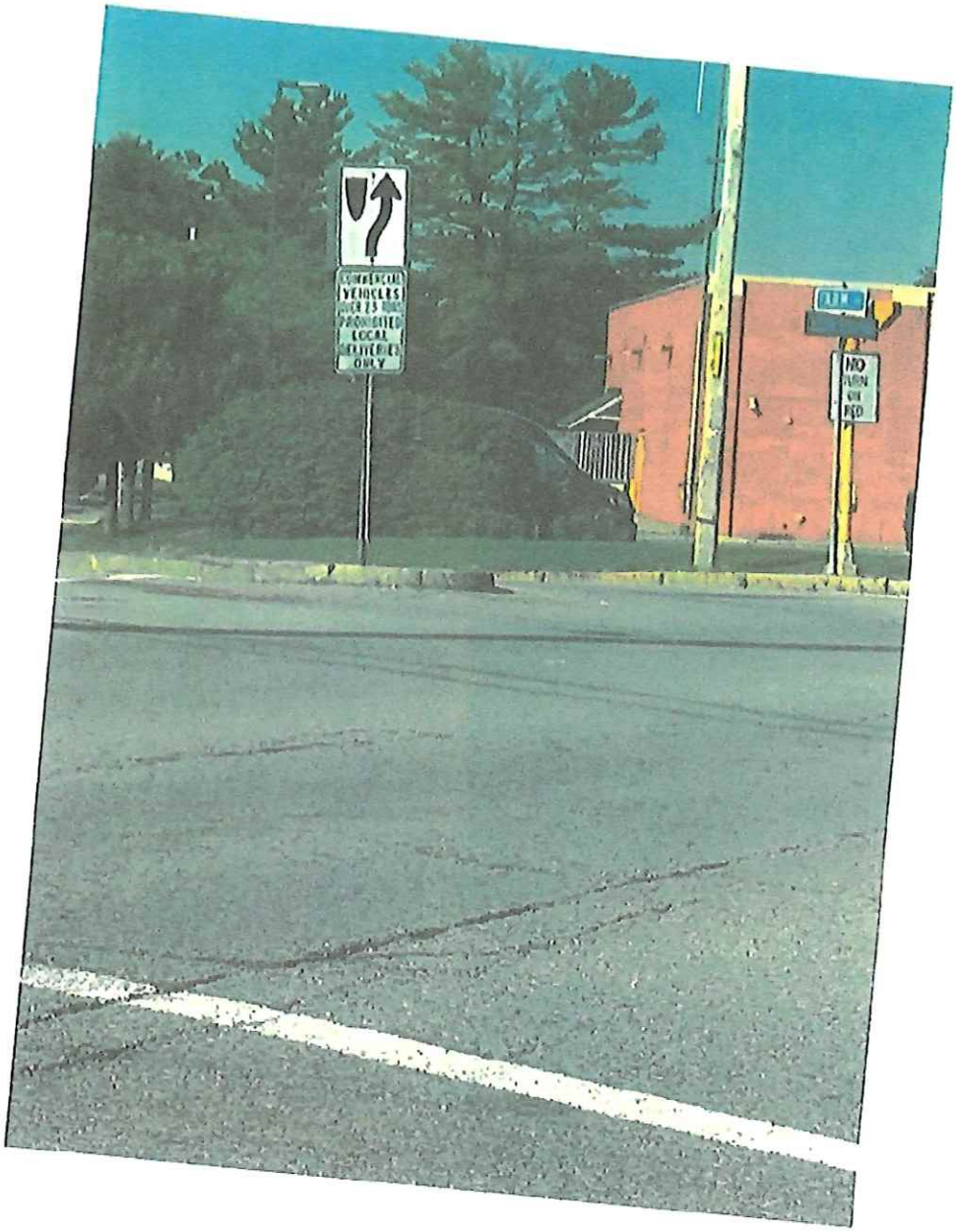
FARM ROAD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Karen Lambert

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.

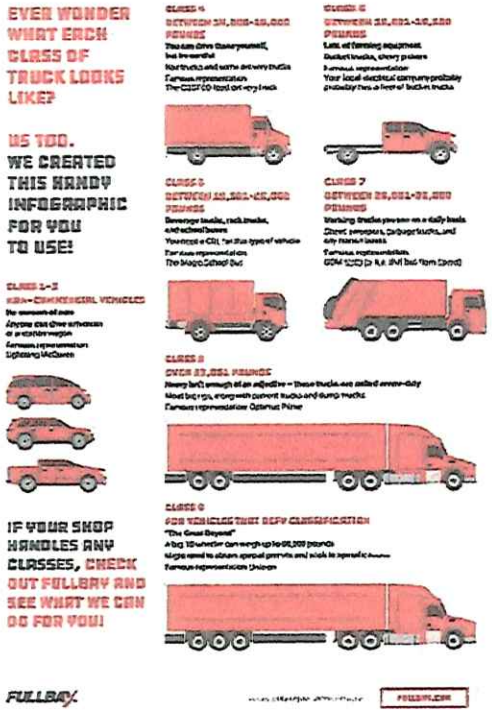
I remember having a lengthy discussion on truck weights when an amendment to code was before us back when Councilor Delano was chair of Urban Affairs. I had to look up information again but found a chart (attached) showing classes of vehicles, all based on gross vehicle weight rating and ranging from 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!
IF YOUR SHOP HANDLES ANY CLASSES, CHECK OUT FULLBAY AND SEE WHAT WE CAN DO FOR YOU!
FULLBAY

Karen Lambert

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.

The attached photo appears to have been taken in the early afternoon. The heaviest traffic flow on Ames Street would be in the late afternoon when the commercial/industrial traffic is leaving work, as this is one of the routes that will get you to Interstate 495.

Please let us know if you require and any additional information or if we may be of any assistance.

Thank you,
David Giorgi

From: Shattuck, Lori (DOT)
Sent: Wednesday, March 17, 2021 8:56 AM
To: David Giorgi
Cc: Timothy Collins
Thomas DiPersio
Frawley, Joseph R. (DOT)
Sean Divoll
Lorion, Barry J. (DOT)
; Sullivan, Ann E. (DOT)

Subject: City of Marlborough Traffic Commission request - Route 20 at Ames Street

Good morning, Chief Giorgi. The District received your request to review the No Turn on Red restriction at the intersection of Route 20 and Ames Street. Given that the Ames Street approach provides two right turn lanes, I have concerns with allowing the right turn on red. Is there a particular time of day that the Ames Street approach experiences the back-up? I'd like to have the intersection observed to see if there are any signal timing changes that could/should be implemented to optimize operations.

Thank you,

Lori Shattuck
MassDOT Highway Division
District 3 Traffic Engineer
499 Plantation Parkway
Worcester, MA 01605

The Commonwealth of Massachusetts
DEPARTMENT OF PUBLIC WORKS
100 NASHUA STREET, BOSTON

City or town MARLBOROUGH
Date Feb. 10, 1981 Permit No. B-4236

HEAVY COMMERCIAL VEHICLES

TRAFFIC REGULATION PERMIT

Under authority of Chapter 85 Section 2 of the General Laws, Tercentenary Edition, the Department of Public Works, hereby approves the order made by the City Council of Marlborough on January 5, 1981 with such stipulations and exceptions, if any, as are noted herein.

The validity of this permit is contingent upon the conformance of the signs, erected or used in connection with this order, with the standards prescribed by the Department of Public Works.

FOR THE DEPARTMENT OF PUBLIC WORKS

By V. J. Cantone

V. J. Cantone, P.E.
Traffic Engineer

HED-791

#285

IN CITY COUNCIL

Marlborough, Mass., January 5 19 81

ORDERED:

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF MARLBOROUGH:

That the Code of the City of Marlborough, as amended, be further amended by adding to Chapter 9 Motor Vehicles and Traffic, section 9-18A Operation of Heavy Commercial vehicles the following:

Framingham Road and Farm Road between Maple Street and Boston Post Road

The alternate route shall be by way of Maple Street, East Main Street and Boston Post Road.

In City Council
Order No. 20960
Adopted - Jan. 5, 1981

Approved by Mayor
Joseph A. Ferrecchia
January 8, 1981

A TRUE COPY

ATTEST: Rita A. Lapine
City Clerk

Granted - Feb. 10. 1981
Permit # B-4236

Checked 3/10/81
Checked
PS

City of Marlborough
Massachusetts
Police Department

FLOYD P. RUSSELL, CHIEF
91 MAIN STREET
MARLBOROUGH, MASS. 01752

August 22, 1980

Commonwealth of Mass.
Dept. Public Works
District 4 Office
519 Appleton Street
Arlington, Ma 02174

Att. Mr. C. F. Mistretta
District Highway Engineer

Dear Sir:

In 1978, the City of Marlborough requested that heavy commercial vehicles be excluded from Farm Road. According to your letter dated October 24, 1978, this exclusion was denied because of the proposed alternate route.

The City Council has again requested that we petition your Department for the exclusion of heavy commercial vehicles from Farm Road. Farm Road is a narrow, winding, thickly settled road which joins Route 85 and Route 20. An elementary school is located on this roadway. This heavy traffic is detrimental to the safety and also the peacefulness of this residential area.

I believe that Route 20 through the City of Marlborough to be a suitable alternate route.

Very truly yours,

Floyd P. Russell

Floyd P. Russell
Chief of Police

Paul Sharon
Commissioner of Public Works

CC: D. Maher

Truck Exclusion Warning

Marlborough, MA

September 26, 2019

1 inch = 100 Feet

0 100 200 300

CAI Technologies
Precision Mapping Geospatial Solutions

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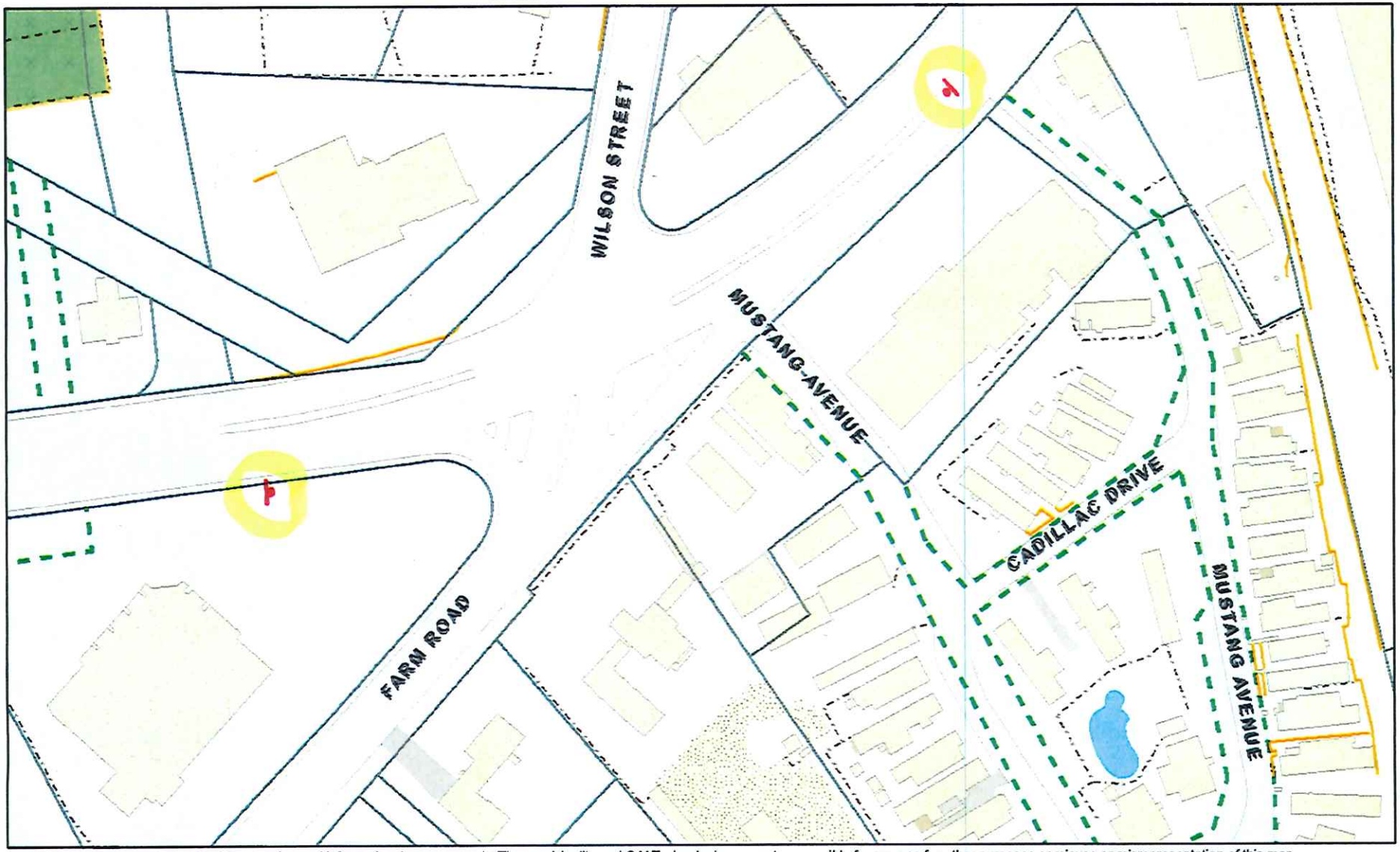


Data shown on this map is provided for planning and informational purposes only. The municipality and CAI Technologies are not responsible for any use for other purposes or misuse or misrepresentation of this map.

July 27, 2021

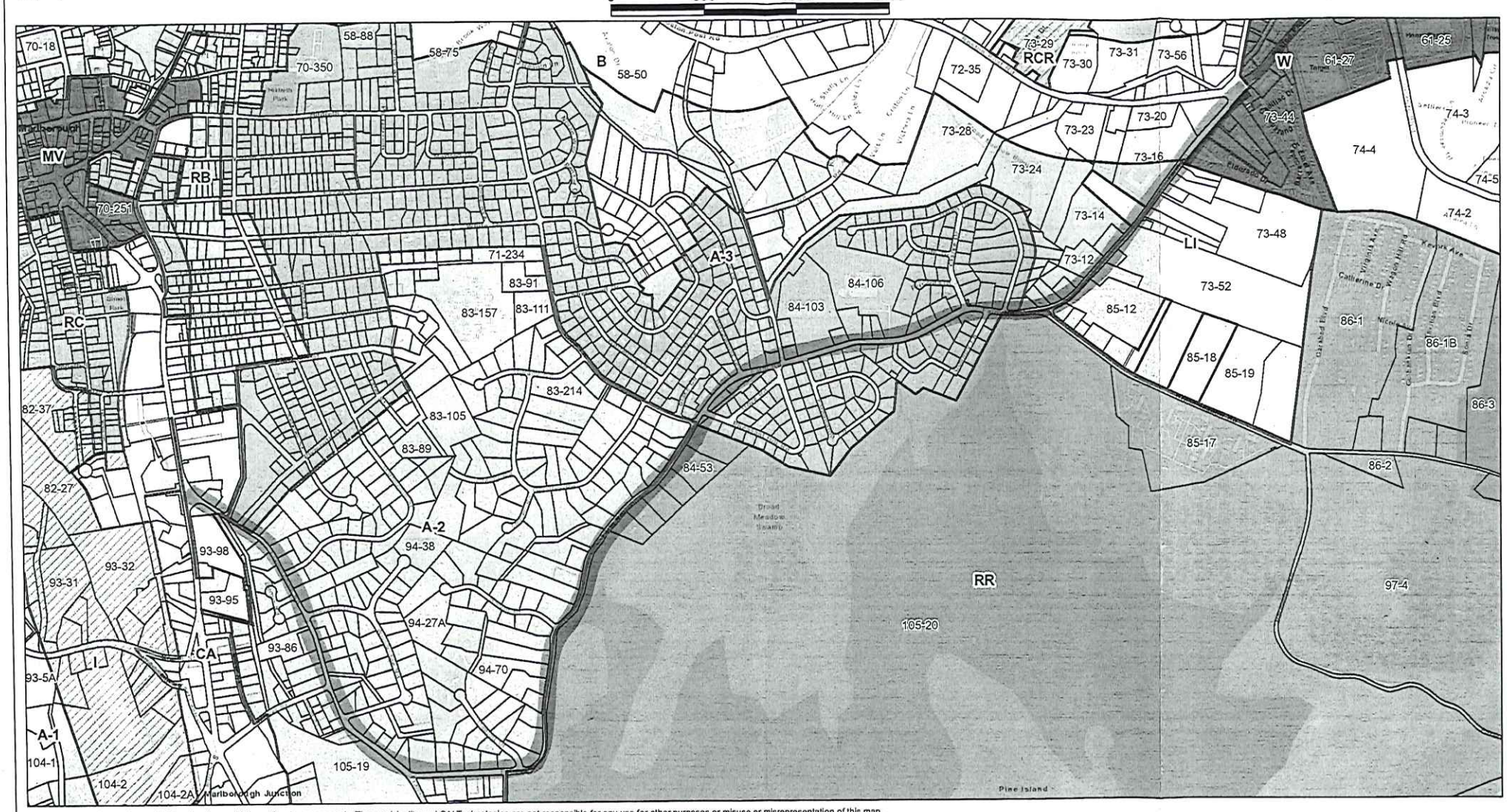
Marlborough, MA

1 inch = 800 Feet

0 800 1600 2400

CAI Technologies
Precision Mapping. Geospatial Solutions

www.cai-tech.com



Data shown on this map is provided for planning and informational purposes only. The municipality and CAI Technologies are not responsible for any use for other purposes or misuse or misrepresentation of this map.

COMMERCIAL
VEHICLE
EXCLUSION
AHEAD ON
HILDRETH ST.
AND FARM RD.

TO BE PLACE ON
COOK LANE AT ITS
INTERSECTION WITH
EAST MAIN STREET AND
ON PETERS AVENUE
WITH ITS
INTERSECTION OF
BOSTON POST ROAD - EAST

TO BE PLACE ON
BOSTON POST ROAD - EAST,
ON THE ISLAND AT ITS
INTERSECTION WITH
FARM ROAD - FOR
WESTBOUND TRAFFIC
AND BEHIND THE SIDEWALK
AT WALGREENS FOR
EASTBOUND TRAFFIC

COMMERCIAL
VEHICLE
EXCLUSION
AHEAD ON
FARM ROAD

← BEFORE MAPLE STREET RECONSTRUCTION

REMOVE

AFTER MAPLE STREET RECONSTRUCTION →

MAPLE ST
FRAMINGHAM
RE-INSTALL
SNOW PLOW
DAMAGE OR
ACCIDENT ?

The Massachusetts Amendments to the

2009

Manual on Uniform Traffic Control Devices

and the Standard Municipal Traffic Code

January 2012

massDOT
Massachusetts Department of Transportation
Highway Division

Ten Park Plaza
Boston, MA 02116-3973 • 617-973-7800

(2) After the speed zones, proposed by the local authorities, are reviewed by the Department, they are returned to the municipality for formal adoption by the rule-making body. During this time, the municipality is responsible for any and all hearings required for adoption.

(3) Upon receipt of notice of formal adoption by the municipality, the Department, acting jointly with the Registry, will certify and approve.

(4) Certified regulation is returned to municipality.

(5) Official Speed Limit signs may then be installed in accordance with the specific provisions of the approved speed regulation.

(6) The Special Speed Regulation is then enforceable against violators.

Section 10A-9 Heavy Commercial Vehicle Exclusion

A truck exclusion from a municipal way may be authorized provided a suitable alternate route is available. The alternate route shall have an effective width and pavement structure which can safely accommodate the additional truck traffic. In addition the alternate route must meet one of the following conditions:

(1) Lie wholly within the community making application,
(2) Lie partially in an adjacent community but only on State Highway, or
(3) Lie partially in an adjacent community but have the adjacent community's written approval.

Numbered routes are ineligible for heavy commercial vehicle exclusions, per Board of Commissioners, November 22, 1995.

An engineering study, as outlined in the Data requested below, must be made. In addition, one or more of the following may be sufficient justification for truck exclusion:

1. Warrants

A. A volume of heavy commercial vehicles, which usually is in the range of five (5) to eight (8) percent, reduces the utilization of the facility and is cause for a substantial reduction in capacity or safety.

B. The condition of the pavement structure of the route to be excluded indicates that further repeated heavy wheel loads will result in severe deterioration of the roadway. (subject to Department review)

C. Notwithstanding the foregoing, in certain instances where land use is primarily residential in nature and a municipality has requested exclusion only during hours of darkness, a specific night exclusion may be granted.

2. Data

Before the Department can consider an exclusion proposal, the following data must be submitted by the municipality:

A. A twenty-four hour consecutive count of all vehicles using the subject street. (If the exclusion is requested for only twelve hours, a twelve-hour count will suffice.) The count shall be broken into one-half hour intervals showing:

(1) Commercial vehicles with a carrying capacity over 2½ tons
(2) Other vehicles

B. Map of the area, with the excluded street marked in red, the alternate route in green.

C. Physical characteristics of excluded and alternate streets in question, i.e, length, width, type and condition of surface and sidewalk.

D. Types of buildings or property abutting street (Residential, Business, School, Playground, etc).

E. Zoning of Street (Residential, Industrial, etc.).

F. Proximity of probable alternate route to the proposed excluded route and the additional distance to be traveled using the alternate route.

G. Types of traffic control existing on street.

H. Hours during which exclusion is to be in effect.

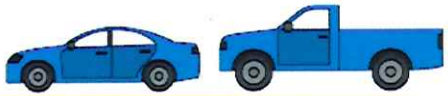
I. A written statement from the municipality as to the need for the exclusion, and acknowledgement of acceptance of the responsibility for installation and maintenance of appropriate signage.

EXEMPTIONS: Exclusions shall not apply to heavy commercial vehicles going to or coming 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 adjacent streets or ways to which access cannot otherwise be gained; or to vehicles used in connection with the construction, maintenance and repair of said streets or public utilities therein; or to Federal, State, Municipal or public service corporation owned vehicles.

FHWA Vehicle Classifications

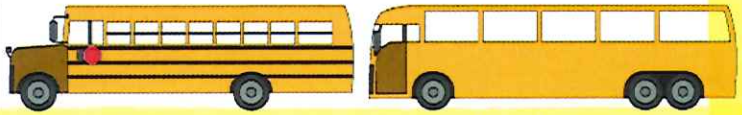
1. Motorcycles
2 axles, 2 or 3 tires

2. Passenger Cars
2 axles, can have 1- or 2-axle trailers



3. Pickups, Panels, Vans
2 axles, 4-tire single units
Can have 1 or 2 axle trailers

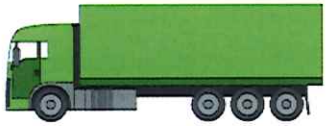
4. Buses
2 or 3 axles, full length



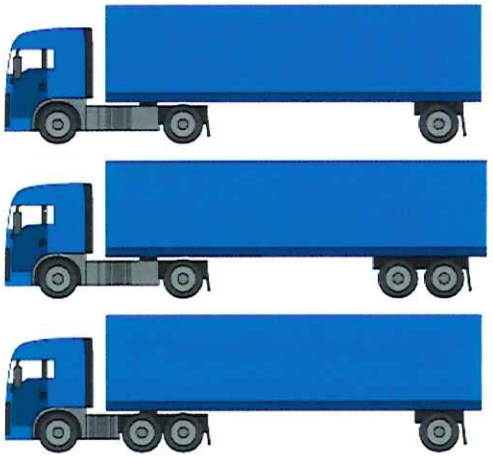
5. Single Unit 2-Axle Trucks
2 axles, 6 tires (dual rear tires), single-unit

6. Single Unit 3-Axle Trucks
3 axles, single unit

7. Single Unit 4 or More-Axle Trucks
4 or more axles, single unit



8. Single Trailer 3- or 4-Axle Trucks
3 or 4 axles, single trailer

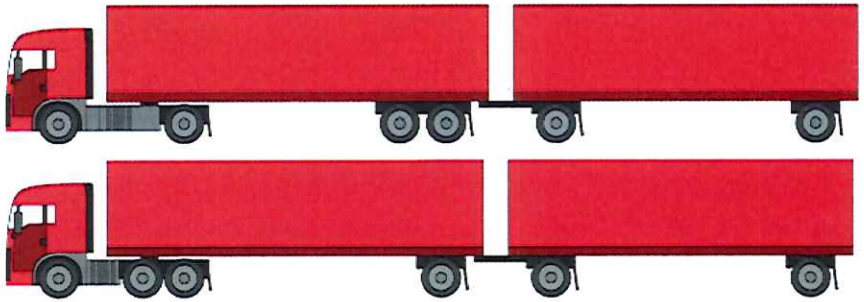


9. Single Trailer 5-Axle Trucks
5 axles, single trailer

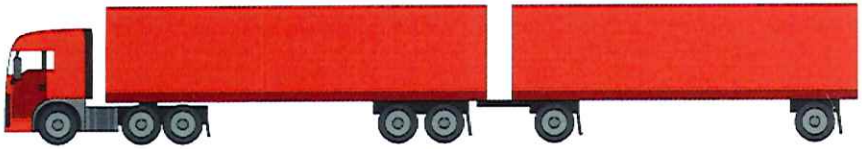
10. Single Trailer 6 or More-Axle Trucks
6 or more axles, single trailer

11. Multi-Trailer 5 or Less-Axle Trucks
5 or less axles, multiple trailers

12. Multi-Trailer 6-Axle Trucks
6 axles, multiple trailers



13. Multi-Trailer 7 or More-Axle Trucks
7 or more axles, multiple trailers



NO. 4048

SEP 22 1978

IN CITY COUNCIL

Mr Sullivan

Marlborough, Mass., August 14 19 78

ORDERED:

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF MARLBOROUGH:

That the Code of the City of Marlborough, as amended, be further amended by adding to Chapter 9 Motor Vehicles and Traffic, Sec. 9-61 Speed Zones Established, the following:

FRAMINGHAM ROAD - Northbound

Beginning at the Southboro Town Line
Thence northerly on Framingham Road
0.87 miles at 25 miles per hour ending at Maple Street;
the total distance being 0.87 miles

FRAMINGHAM ROAD - Southbound

Beginning 100 feet south of Maple Street
Thence southerly on Framingham Road
0.85 miles at 25 miles per hour ending at Southboro Town Line;
the total distance being 0.85 miles.

In City Council
Order No. 18287
Adopted - Aug. 14, 1978

Approved by Mayor
Joseph A. Ferrecchia
August 22, 1978

A TRUE COPY

ATTEST: Rita A. Lepine
City Clerk

COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS

SPECIAL SPEED REGULATION NO. 4048

The Department of Public Works and the Registrar of Motor Vehicles, acting jointly, do hereby certify that this regulation is consistent with the public interests.

Standard signs must be erected at the beginning of each zone.

DATE: SEP 22 1978

FOR THE DEPARTMENT OF PUBLIC WORKS

BY: [signature]
Traffic Engineer

[signature]
Chief Deputy Registrar

CITY OF MARLBOROUGH
SPECIAL SPEED REGULATION NO. 388A

Highway Location: MARLBOROUGH

Authority in Control: CITY OF MARLBOROUGH

Name of Highway: Hosmer Street, West Main Street, South & Pleasant Streets, Farm Road and Route 85

In accordance with the provisions of Chapter 90, Section 18, of the General Laws (Ter. Ed.) as amended, the following Special Speed Regulation is

hereby Adopted

by the City Council

of the City of Marlborough

Special Speed Regulation Number 388 dated September 18, 1967 is hereby amended by striking out the regulation in its entirety and inserting in place thereof the following revisions and addenda.

That the following speed limits are established at which motor vehicles may be operated in the areas described.

HOSMER STREET - NORTHBOUND

Beginning at a point 100 feet north of East Main Street (Route 20),

Thence northerly on Hosmer Street
0.25 miles at 30 miles per hour
0.34 " " 35 " " "
0.80 " " 30 " " "
0.31 " " 25 " " " ending at the Hudson line,
the total distance being 1.70 miles.

HOSMER STREET - SOUTHBOUND

Beginning at the Hudson line,

Thence southerly on Hosmer Street
0.31 miles at 25 miles per hour
0.80 " " 30 " " "
0.34 " " 35 " " "
0.27 " " 30 " " " ending at East Main Street
(Route 20), the total distance being 1.72 miles.

WEST MAIN STREET (ROUTE 20) - EASTBOUND

Beginning at the end of State Highway,

Thence easterly on West Main Street (Route 20)
0.49 miles at 30 miles per hour ending at Main Street,
the total distance being 0.49 miles.

WEST MAIN STREET (ROUTE 20) - WESTBOUND

Beginning at Main Street,

Thence westerly on West Main Street (Route 20)
0.49 miles at 30 miles per hour ending at the beginning of State Highway, the total distance being 0.49 miles.

SOUTH & PLEASANT STREETS - NORTHBOUND

Beginning at Maple Street,

Thence northerly on South & Pleasant Streets
1.08 miles at 30 miles per hour
0.27 " " 25 " " "
0.57 " " 30 " " " ending at the beginning of State Highway, the total distance being 1.92 miles.

PLEASANT & SOUTH STREETS - SOUTHBOUND

Beginning at the end of State Highway,

Thence southerly on Pleasant & South Streets
0.57 miles at 30 miles per hour
0.27 " " 25 " " "
1.08 " " 30 " " " ending at Maple Street, the total distance being 1.92 miles.

FARM ROAD - EASTBOUND

Beginning at Framingham Road,

Thence easterly on Farm Road
1.54 miles at 25 miles per hour
0.41 " " 30 " " " ending at Route 20, the total distance being 1.95 miles.

FARM ROAD - WESTBOUND

Beginning at Route 20,

Thence westerly on Farm Road
0.41 miles at 30 miles per hour
1.54 " " 25 " " " ending at Framingham Road, the total distance being 1.95 miles.

ROUTE 85 - NORTHBOUND

Beginning at the Southborough line,

Thence northerly on Route 85
0.71 miles at 35 miles per hour
0.65 " " 30 " " " ending at Route 20;

ROUTE 85 - NORTHBOUND (CONT.)

And beginning again on Bolton Street,

Thence northerly on Route 85
0.27 miles at 25 miles per hour
0.95 " " 35 " " "
0.73 " " 40 " " " ending at the Hudson line,
the totoal distance being 3.31 miles.

ROUTE 85 - SOUTHBOUND

Beginning at the Hudson line,

Thence southerly on Route 85
0.73 miles at 40 miles per hour
0.95 " " 35 " " "
0.27 " " 25 " " " ending at Route 20;

And beginning again on Maple Street,

Thence southerly on Route 85
0.65 miles at 30 miles per hour
0.71 " " 35 " " " ending at the Southborough line
the total distance being 3.31 miles.

Operation of a motor vehicle at a rate of speed in excess of these limits shall be prima facie evidence that such speed is greater than is reasonable and proper.

The provisions of this regulation shall not, however, abrogate in any sense Chapter 90, Section 14, of the General Laws (Ter. Ed.)

Date of Passage

IN CITY COUNCIL

ORDER # 12439
ADOPTED - April 23,1973

APPROVED by Mayor Edgar C. Gadbois

May 1,1973 City Council

Attest Rita S. Lapierre
City Clerk

COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS

SPECIAL SPEED REGULATION NO. 388A

The Department of Public Works and the Registrar of Motor Vehicles, acting jointly, do hereby certify that this regulation is consistent with the public interests.

COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS

SPECIAL SPEED REGULATION NO. 388A

The Department of Public Works and the Registrar of Motor Vehicles, acting jointly, do hereby certify that this regulation is consistent with the public interests.

Standard signs must be erected at the beginning of each zone.

DATE: July 6, 1973

FOR THE DEPARTMENT OF PUBLIC WORKS

BY: _____
Traffic Engineer

David J. Lucey
Registrar of Motor Vehicles

Karen Lambert

From: Zachary Attaway
Sent: Thursday, August 19, 2021 8:05 AM
To: Karen Lambert; Andrew Larose
Subject: RE: Looking for the speed study from Farm Road
Attachments: FARM RD 2021.pdf; FARM RD 2021 (2).pdf; FARM RD 2021 (3).pdf

Here you go. Thank you

Sergeant Zac Attaway
Support Services Division
355 Bolton Street
Marlborough, MA 01752
Work: 508-485-1212 Ext. 36964
Cell: 774-249-0344

From: Karen Lambert <klambert@marlborough-ma.gov>
Sent: Wednesday, August 18, 2021 3:12 PM
To: Andrew Larose <alarose@marlborough-ma.gov>; Zachary Attaway <zattaway@marlborough-ma.gov>
Subject: Looking for the speed study from Farm Road

I am working on the minutes from the last TC meeting and need a copy of the recent speed study for reference and to include in the packet. Can one of you please leave a copy on my desk in the morning or send it to me by email?

Thank you!

Karen L. Lambert
Principal Clerk – Records
Marlborough Police Department
Phone: 508-485-1212 ext. 36975
Fax: 508-624-6937
Email: klambert@marlborough-ma.gov

ALL TRAFFIC SOLUTIONS

Extended Speed Summary

Farm Rd Kane School, WB

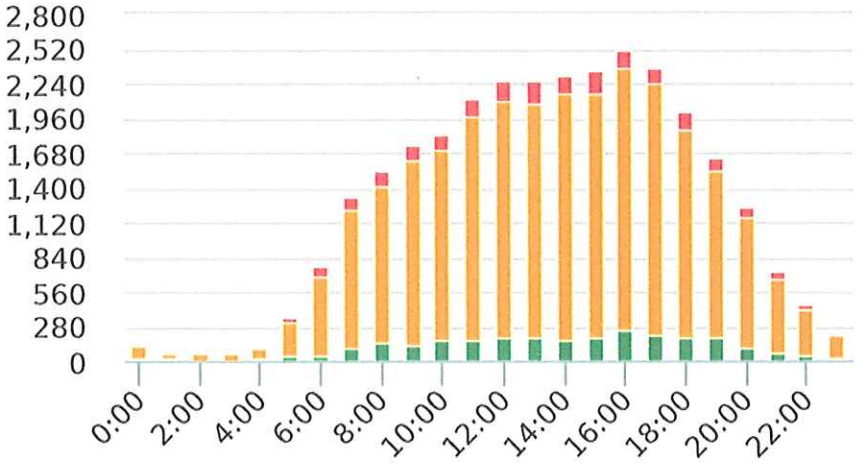
Start: 2021-07-18
End: 2021-07-24
Times: 0:00-23:59

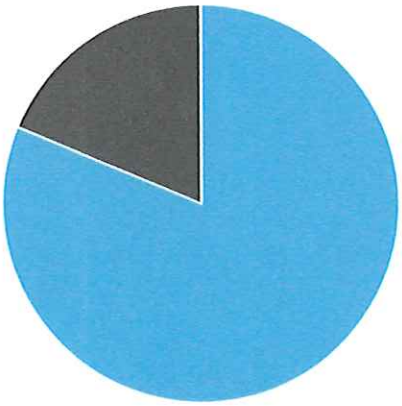
Violation Threshold: Speed Limit + 10
Speed Range: 1 to 100

Overall Summary

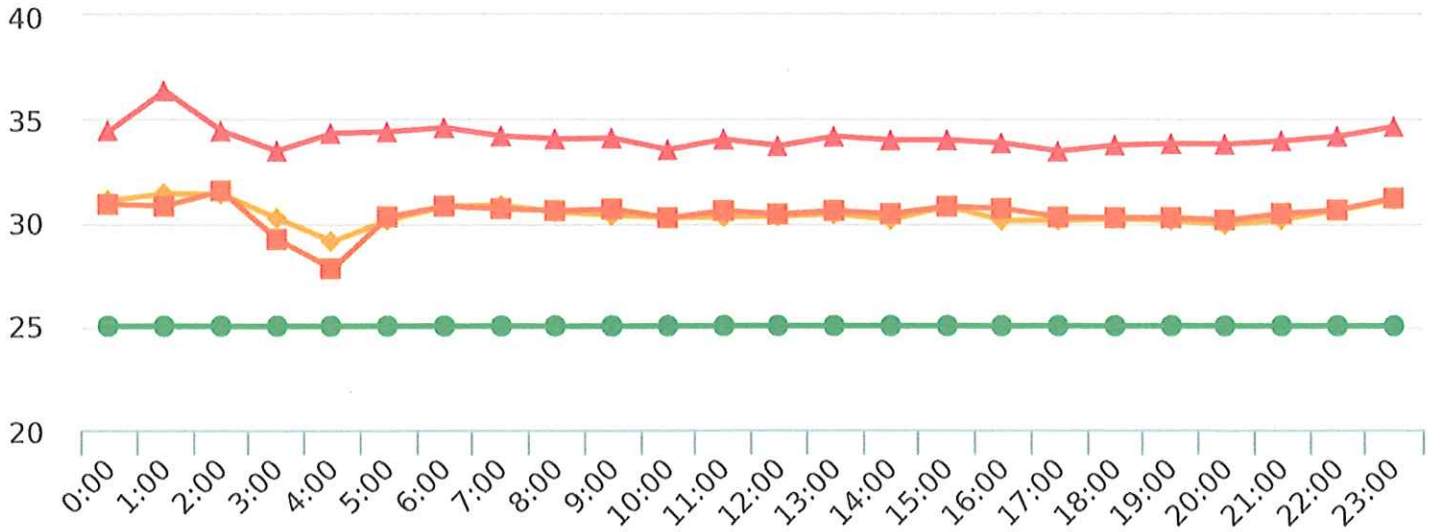
Total Days of Data: 7
Speed Limit: 25
Average Speed: 30.3
50th Percentile Speed: 30.46
85th Percentile Speed: 33.9
Pace Speed Range: 26-36

Minimum Speed: 5
Maximum Speed: 51
Display Mode: Speed Display
Average Volume per Day: 4355.6
Total Volume: 30489





Violators **Inside Threshold** **Compliant** **Vehicles Slowed** **Other**



Speed Limit **Average Speed** **50% Speed** **85% Speed**

Generated by Zac Attaway on Aug 19, 2021 at 7:36:38 AM

ALL TRAFFIC SOLUTIONS

Extended Speed Summary

Farm Rd Kane School, WB

Start: 2021-07-18
End: 2021-07-24
Times: 0:00-23:59

Violation Threshold: Speed Limit + 10
Speed Range: 1 to 100

Time	Sign Mode	Speed Limit	Total # Vehicles	Total # Violator	% Violator	Avg # Vehicles	Avg # Violators	Min Speed	Max Speed	Avg Speed	50% Speed	85% Speed	Sign Effectiveness
0:00	Speed Display	25	138	19	13.8%	19.7	2.7	21	41	31.1	30.9	34.4	76.8%
1:00	Speed Display	25	89	22	24.7%	12.7	3.1	20	50	31.4	30.8	36.4	80.9%
2:00	Speed Display	25	61	7	11.5%	8.7	1.0	24	42	31.4	31.5	34.4	82.0%
3:00	Speed Display	25	59	5	8.5%	8.4	0.7	21	41	30.2	29.2	33.5	76.5%
4:00	Speed Display	25	119	14	11.8%	17.0	2.0	5	40	29.1	27.8	34.3	79.2%
5:00	Speed Display	25	358	37	10.3%	51.1	5.3	6	44	30.1	30.3	34.4	87.1%
6:00	Speed Display	25	774	83	10.7%	110.6	11.9	5	45	30.8	30.8	34.6	82.5%
7:00	Speed Display	25	1334	119	8.9%	190.6	17.0	5	43	30.8	30.7	34.2	79.7%
8:00	Speed Display	25	1528	119	7.8%	218.3	17.0	5	51	30.5	30.6	34.0	80.7%
9:00	Speed Display	25	1743	120	6.9%	249.0	17.1	6	45	30.3	30.6	34.1	81.3%
10:00	Speed Display	25	1817	107	5.9%	259.6	15.3	5	44	30.2	30.2	33.5	80.5%
11:00	Speed Display	25	2114	139	6.6%	302.0	19.9	5	45	30.3	30.5	34.0	80.9%
12:00	Speed Display	25	2262	162	7.2%	323.1	23.1	5	43	30.3	30.4	33.7	80.0%
13:00	Speed Display	25	2258	174	7.7%	322.6	24.9	5	44	30.4	30.6	34.1	82.1%
14:00	Speed Display	25	2295	144	6.3%	327.9	20.6	6	44	30.1	30.4	34.0	81.8%
15:00	Speed Display	25	2349	199	8.5%	335.6	28.4	6	45	30.8	30.8	34.0	81.6%
16:00	Speed Display	25	2500	144	5.8%	357.1	20.6	6	44	30.1	30.7	33.8	80.8%
17:00	Speed Display	25	2371	134	5.7%	338.7	19.1	5	43	30.1	30.2	33.4	81.4%
18:00	Speed Display	25	2013	142	7.1%	287.6	20.3	5	45	30.2	30.2	33.7	81.1%
19:00	Speed Display	25	1645	108	6.6%	235.0	15.4	6	43	30.1	30.2	33.8	82.9%
20:00	Speed Display	25	1253	87	6.9%	179.0	12.4	7	46	29.9	30.1	33.8	83.3%
21:00	Speed Display	25	720	62	8.6%	102.9	8.9	9	41	30.1	30.4	33.9	79.6%
22:00	Speed Display	25	453	42	9.3%	75.5	7.0	5	42	30.6	30.6	34.2	80.6%
23:00	Speed Display	25	236	30	12.7%	39.3	5.0	8	47	31.1	31.2	34.6	81.4%
Total Volumes/ Avg			30489	2219	7.3%	4372.0	318.7	5	51	30.4	30.4	34.1	81.0%
Total/Avg w/o Feedback			0	0	0	0.0	0.0	n/a	n/a	n/a	n/a	n/a	n/a
Total/Avg w/ Feedback			30489	2219	7.3%	4372.0	318.7	5	51	30.4	30.4	34.1	81.0%

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ALL TRAFFIC SOLUTIONS

Extended Speed Summary

Farm Rd Kane School, WB

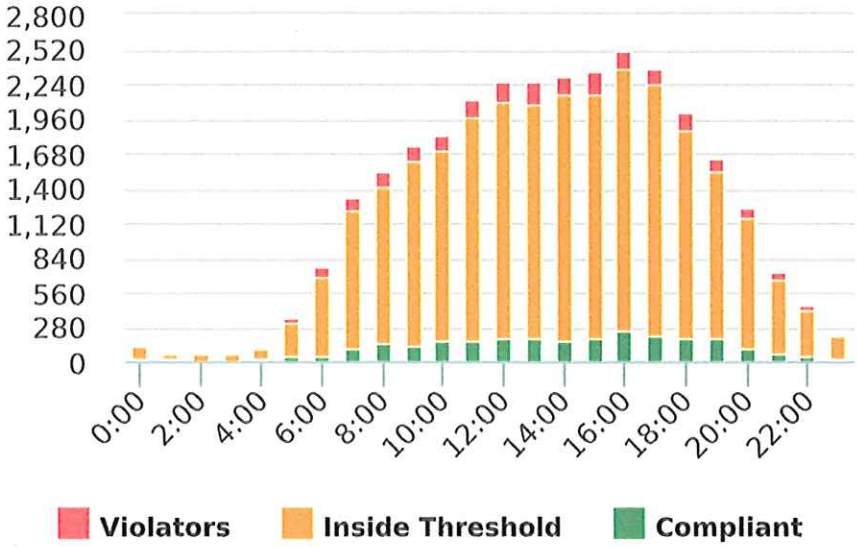
Start: 2021-07-18
End: 2021-07-24
Times: 0:00-23:59

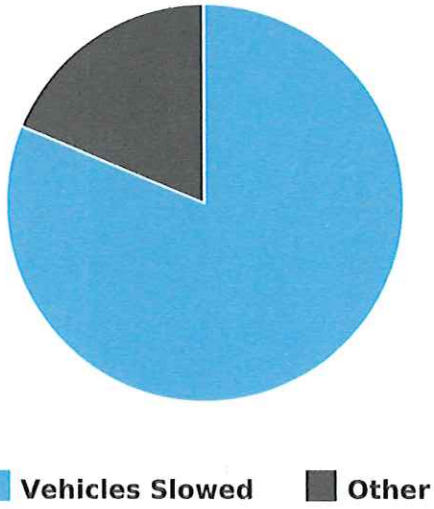
Violation Threshold: Speed Limit + 10
Speed Range: 1 to 100

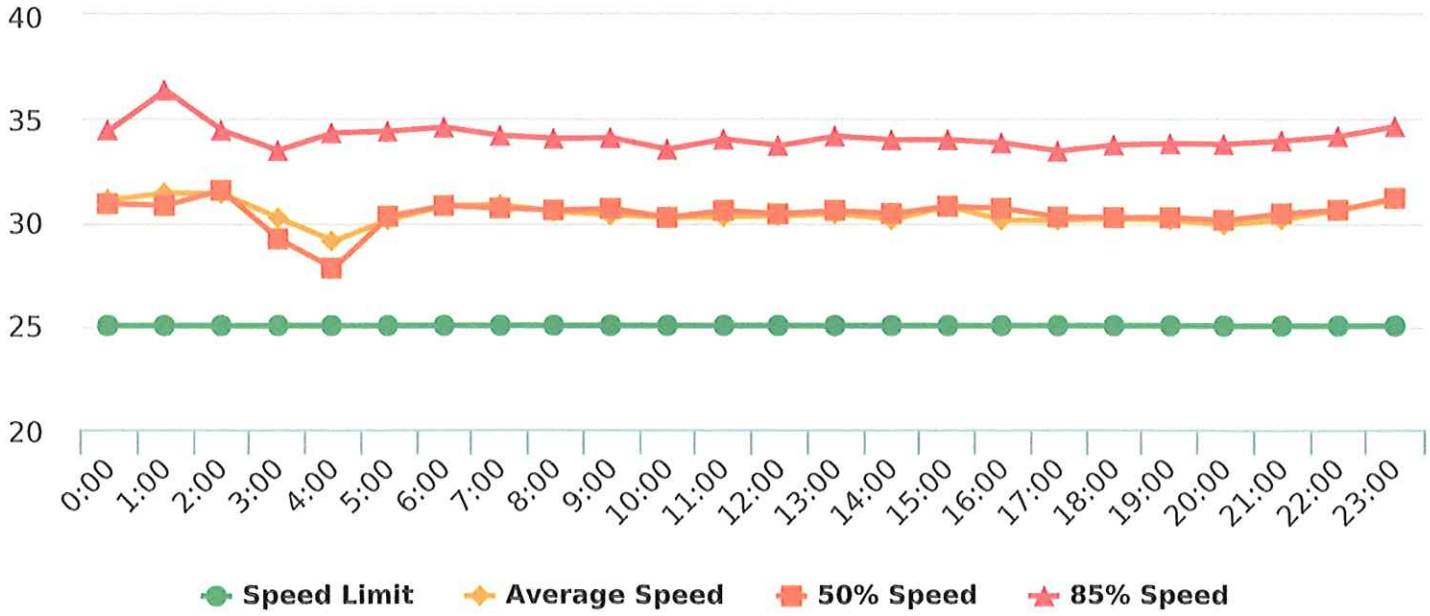
Overall Summary

Total Days of Data: 7
Speed Limit: 25
Average Speed: 30.3
50th Percentile Speed: 30.46
85th Percentile Speed: 33.9
Pace Speed Range: 26-36

Minimum Speed: 5
Maximum Speed: 51
Display Mode: Speed Display
Average Volume per Day: 4355.6
Total Volume: 30489







Generated by Zac Attaway on Aug 19, 2021 at 7:36:38 AM

ALL TRAFFIC SOLUTIONS

Extended Speed Summary

Farm Rd Kane School, WB

Start: 2021-07-18
End: 2021-07-24
Times: 0:00-23:59

Violation Threshold: Speed Limit + 10
Speed Range: 1 to 100

Time	Sign Mode	Speed Limit	Total # Vehicles	Total # Violator	% Violator	Avg # Vehicles	Avg # Violators	Min Speed	Max Speed	Avg Speed	50% Speed	85% Speed	Sign Effectiveness
0:00	Speed Display	25	138	19	13.8%	19.7	2.7	21	41	31.1	30.9	34.4	76.8%
1:00	Speed Display	25	89	22	24.7%	12.7	3.1	20	50	31.4	30.8	36.4	80.9%
2:00	Speed Display	25	61	7	11.5%	8.7	1.0	24	42	31.4	31.5	34.4	82.0%
3:00	Speed Display	25	59	5	8.5%	8.4	0.7	21	41	30.2	29.2	33.5	76.5%
4:00	Speed Display	25	119	14	11.8%	17.0	2.0	5	40	29.1	27.8	34.3	79.2%
5:00	Speed Display	25	358	37	10.3%	51.1	5.3	6	44	30.1	30.3	34.4	87.1%
6:00	Speed Display	25	774	83	10.7%	110.6	11.9	5	45	30.8	30.8	34.6	82.5%
7:00	Speed Display	25	1334	119	8.9%	190.6	17.0	5	43	30.8	30.7	34.2	79.7%
8:00	Speed Display	25	1528	119	7.8%	218.3	17.0	5	51	30.5	30.6	34.0	80.7%
9:00	Speed Display	25	1743	120	6.9%	249.0	17.1	6	45	30.3	30.6	34.1	81.3%
10:00	Speed Display	25	1817	107	5.9%	259.6	15.3	5	44	30.2	30.2	33.5	80.5%
11:00	Speed Display	25	2114	139	6.6%	302.0	19.9	5	45	30.3	30.5	34.0	80.9%
12:00	Speed Display	25	2262	162	7.2%	323.1	23.1	5	43	30.3	30.4	33.7	80.0%
13:00	Speed Display	25	2258	174	7.7%	322.6	24.9	5	44	30.4	30.6	34.1	82.1%
14:00	Speed Display	25	2295	144	6.3%	327.9	20.6	6	44	30.1	30.4	34.0	81.8%
15:00	Speed Display	25	2349	199	8.5%	335.6	28.4	6	45	30.8	30.8	34.0	81.6%
16:00	Speed Display	25	2500	144	5.8%	357.1	20.6	6	44	30.1	30.7	33.8	80.8%
17:00	Speed Display	25	2371	134	5.7%	338.7	19.1	5	43	30.1	30.2	33.4	81.4%
18:00	Speed Display	25	2013	142	7.1%	287.6	20.3	5	45	30.2	30.2	33.7	81.1%
19:00	Speed Display	25	1645	108	6.6%	235.0	15.4	6	43	30.1	30.2	33.8	82.9%
20:00	Speed Display	25	1253	87	6.9%	179.0	12.4	7	46	29.9	30.1	33.8	83.3%
21:00	Speed Display	25	720	62	8.6%	102.9	8.9	9	41	30.1	30.4	33.9	79.6%
22:00	Speed Display	25	453	42	9.3%	75.5	7.0	5	42	30.6	30.6	34.2	80.6%
23:00	Speed Display	25	236	30	12.7%	39.3	5.0	8	47	31.1	31.2	34.6	81.4%
Total Volumes/ Avg			30489	2219	7.3%	4372.0	318.7	5	51	30.4	30.4	34.1	81.0%
Total/Avg w/o Feedback			0	0	0	0.0	0.0	n/a	n/a	n/a	n/a	n/a	n/a
Total/Avg w/ Feedback			30489	2219	7.3%	4372.0	318.7	5	51	30.4	30.4	34.1	81.0%

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ALL TRAFFIC SOLUTIONS

Extended Speed Summary

Farm Road at pump house, EB

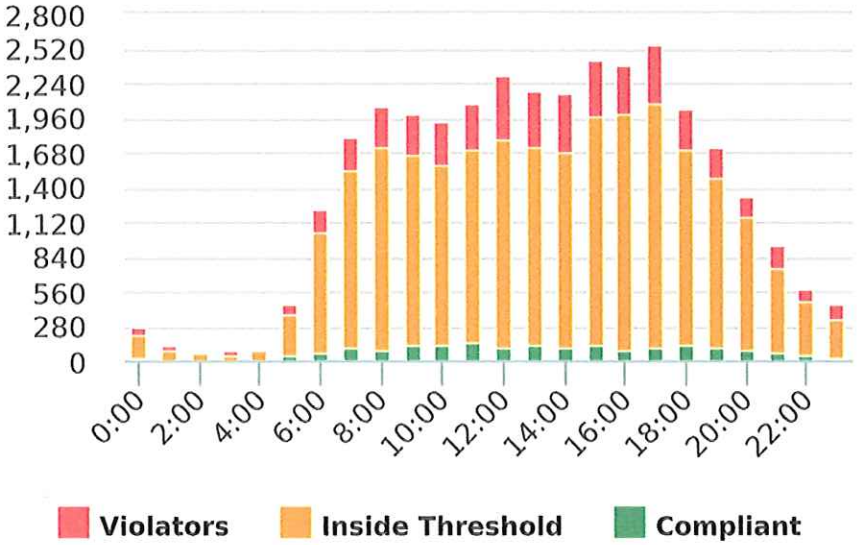
Start: 2021-08-12
End: 2021-08-18
Times: 0:00-23:59

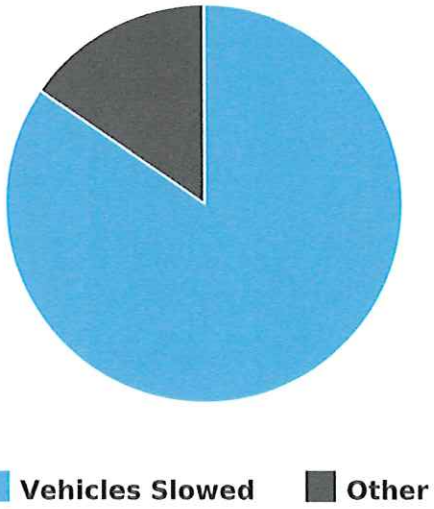
Violation Threshold: Speed Limit + 10
Speed Range: 1 to 100

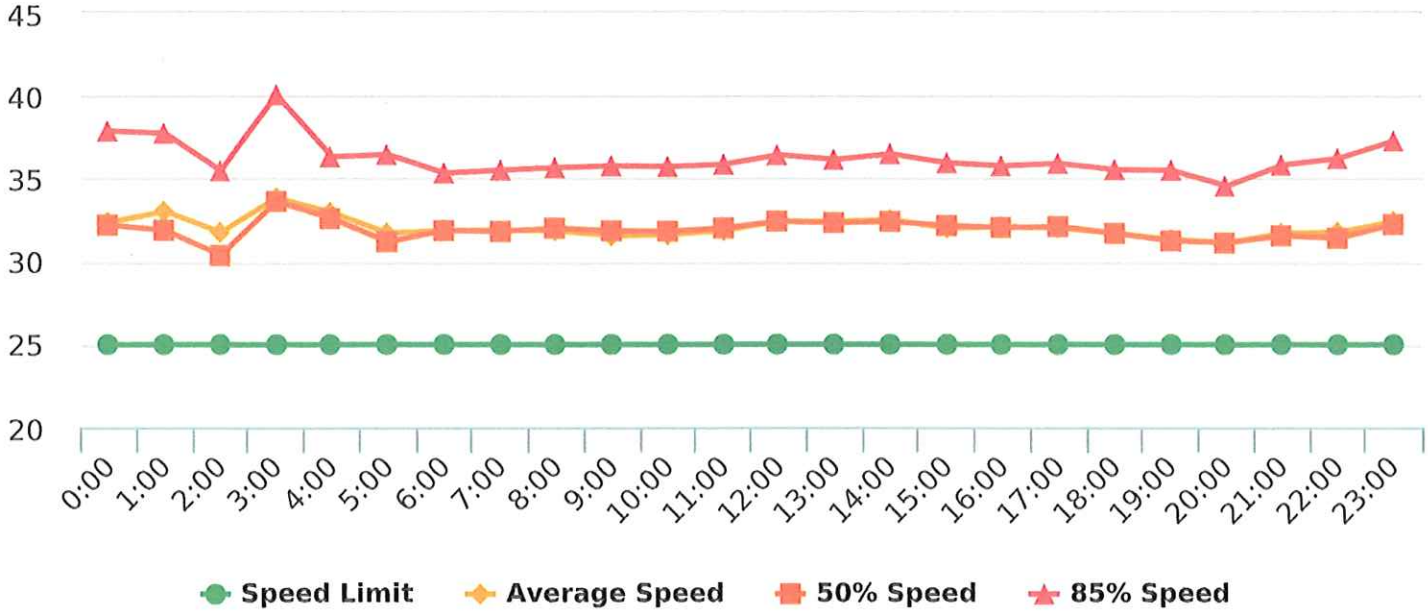
Overall Summary

Total Days of Data: 7
Speed Limit: 25
Average Speed: 31.93
50th Percentile Speed: 31.94
85th Percentile Speed: 35.87
Pace Speed Range: 27-37

Minimum Speed: 10
Maximum Speed: 61
Display Mode: Speed Display
Average Volume per Day: 4746.4
Total Volume: 33225







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ALL TRAFFIC SOLUTIONS

Extended Speed Summary

Farm Road at pump house, EB

Start: 2021-08-12
End: 2021-08-18
Times: 0:00-23:59

Violation Threshold: Speed Limit + 10
Speed Range: 1 to 100

Time	Sign Mode	Speed Limit	Total # Vehicles	Total # Violator	% Violator	Avg # Vehicles	Avg # Violators	Min Speed	Max Speed	Avg Speed	50% Speed	85% Speed	Sign Effectiveness
0:00	Speed Display	25	269	70	26.0%	38.4	10.0	21	53	32.4	32.2	37.9	88.7%
1:00	Speed Display	25	126	43	34.1%	18.0	6.1	23	50	33.0	31.9	37.7	88.2%
2:00	Speed Display	25	87	18	20.7%	12.4	2.6	22	49	31.7	30.4	35.5	88.5%
3:00	Speed Display	25	83	32	38.6%	11.9	4.6	22	55	33.8	33.6	40.1	83.0%
4:00	Speed Display	25	106	29	27.4%	15.1	4.1	20	48	33.0	32.6	36.3	85.9%
5:00	Speed Display	25	457	92	20.1%	65.3	13.1	18	46	31.7	31.2	36.4	87.2%
6:00	Speed Display	25	1219	180	14.8%	174.1	25.7	12	57	31.9	31.9	35.3	83.3%
7:00	Speed Display	25	1814	279	15.4%	259.1	39.9	14	47	31.9	31.8	35.5	81.5%
8:00	Speed Display	25	2044	316	15.5%	292.0	45.1	14	52	31.8	32.0	35.7	84.7%
9:00	Speed Display	25	1990	327	16.4%	284.3	46.7	11	49	31.5	31.8	35.8	85.5%
10:00	Speed Display	25	1923	345	17.9%	274.7	49.3	11	45	31.6	31.8	35.7	85.2%
11:00	Speed Display	25	2078	383	18.4%	296.9	54.7	10	49	31.8	32.0	35.8	84.0%
12:00	Speed Display	25	2295	509	22.2%	327.9	72.7	11	56	32.4	32.4	36.4	85.3%
13:00	Speed Display	25	2186	456	20.9%	312.3	65.1	11	51	32.4	32.3	36.1	82.8%
14:00	Speed Display	25	2147	458	21.3%	306.7	65.4	10	61	32.5	32.4	36.5	84.8%
15:00	Speed Display	25	2434	456	18.7%	347.7	65.1	10	47	32.0	32.2	35.9	83.4%
16:00	Speed Display	25	2383	400	16.8%	340.4	57.1	14	49	32.1	32.0	35.8	83.9%
17:00	Speed Display	25	2541	462	18.2%	363.0	66.0	16	47	32.0	32.1	35.9	85.2%
18:00	Speed Display	25	2033	337	16.6%	290.4	48.1	10	50	31.7	31.7	35.5	86.2%
19:00	Speed Display	25	1723	250	14.5%	246.1	35.7	10	49	31.3	31.2	35.5	84.3%
20:00	Speed Display	25	1326	158	11.9%	189.4	22.6	11	51	31.1	31.1	34.6	84.7%
21:00	Speed Display	25	925	169	18.3%	132.1	24.1	10	47	31.7	31.6	35.8	85.6%
22:00	Speed Display	25	584	117	20.0%	83.4	16.7	12	50	31.8	31.4	36.2	88.2%
23:00	Speed Display	25	452	121	26.8%	64.6	17.3	10	51	32.4	32.2	37.3	87.3%
Total Volumes/ Avg			33225	6007	18.1%	4746.4	857.8	10	61	32.1	31.9	36.2	85.3%
Total/Avg w/o Feedback			0	0	0	0.0	0.0	n/a	n/a	n/a	n/a	n/a	n/a
Total/Avg w/ Feedback			33225	6007	18.1%	4746.4	857.8	10	61	32.1	31.9	36.2	85.3%

Generated by Zac Attaway on Aug 19, 2021 at 7:37:48 AM

ALL TRAFFIC SOLUTIONS

Extended Speed Summary

Farm Road at pump house, EB

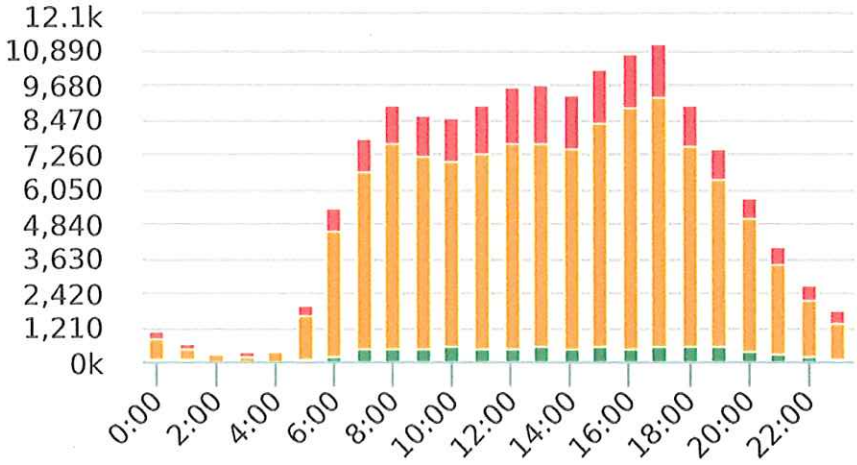
Start: 2021-07-20
End: 2021-08-18
Times: 0:00-23:59

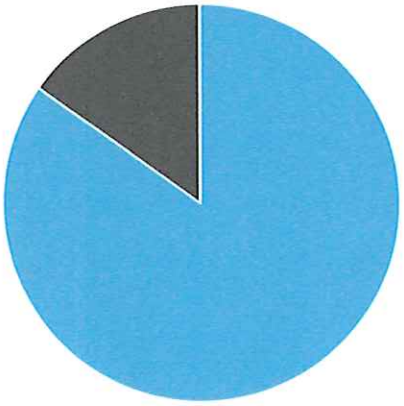
Violation Threshold: Speed Limit + 10
Speed Range: 1 to 100

Overall Summary

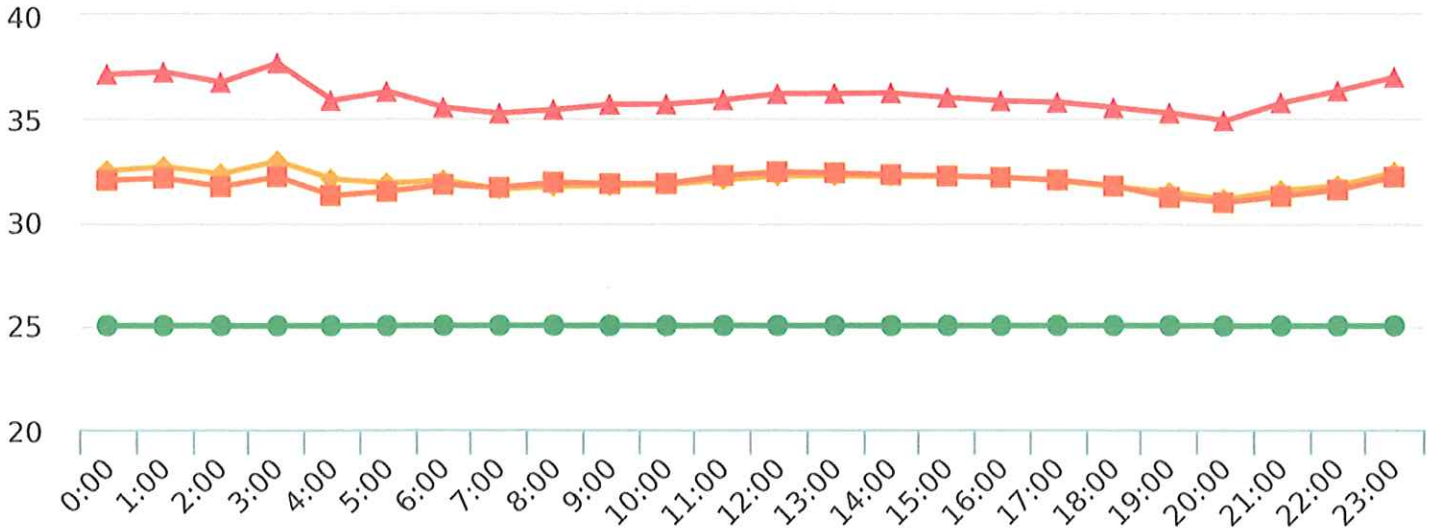
Total Days of Data: 30
Speed Limit: 25
Average Speed: 31.92
50th Percentile Speed: 31.93
85th Percentile Speed: 35.81
Pace Speed Range: 27-37

Minimum Speed: 10
Maximum Speed: 66
Display Mode: Speed Display
Average Volume per Day: 4812.6
Total Volume: 144378





Violators **Inside Threshold** **Compliant** **Vehicles Slowed** **Other**



Speed Limit **Average Speed** **50% Speed** **85% Speed**

Generated by Zac Attaway on Aug 19, 2021 at 7:42:03 AM

ALL TRAFFIC SOLUTIONS

Extended Speed Summary

Farm Road at pump house, EB

Start: 2021-07-20
End: 2021-08-18
Times: 0:00-23:59

Violation Threshold: Speed Limit + 10
Speed Range: 1 to 100

Time	Sign Mode	Speed Limit	Total # Vehicles	Total # Violator	% Violator	Avg # Vehicles	Avg # Violators	Min Speed	Max Speed	Avg Speed	50% Speed	85% Speed	Sign Effectiveness
0:00	Speed Display	25	1061	259	24.4%	35.4	8.6	12	56	32.5	32.0	37.1	87.3%
1:00	Speed Display	25	631	191	30.3%	21.0	6.4	12	54	32.7	32.1	37.2	86.9%
2:00	Speed Display	25	360	96	26.7%	12.0	3.2	15	55	32.3	31.7	36.7	88.7%
3:00	Speed Display	25	320	96	30.0%	10.7	3.2	18	55	33.0	32.2	37.7	85.6%
4:00	Speed Display	25	420	92	21.9%	14.0	3.1	18	57	32.1	31.3	35.9	87.0%
5:00	Speed Display	25	1982	377	19.0%	66.1	12.6	12	49	31.9	31.5	36.3	89.0%
6:00	Speed Display	25	5392	859	15.9%	179.7	28.6	12	57	32.0	31.8	35.5	84.6%
7:00	Speed Display	25	7792	1117	14.3%	259.7	37.2	10	59	31.6	31.7	35.3	83.5%
8:00	Speed Display	25	8978	1346	15.0%	299.3	44.9	10	52	31.7	31.9	35.4	84.1%
9:00	Speed Display	25	8568	1396	16.3%	285.6	46.5	10	51	31.7	31.8	35.7	85.2%
10:00	Speed Display	25	8519	1488	17.5%	284.0	49.6	10	53	31.8	31.9	35.7	85.0%
11:00	Speed Display	25	8930	1639	18.4%	297.7	54.6	10	53	32.0	32.2	35.9	84.9%
12:00	Speed Display	25	9611	1953	20.3%	320.4	65.1	10	56	32.2	32.4	36.2	84.8%
13:00	Speed Display	25	9661	2001	20.7%	322.0	66.7	10	51	32.2	32.4	36.2	84.1%
14:00	Speed Display	25	9356	1875	20.0%	311.9	62.5	10	61	32.2	32.3	36.2	85.1%
15:00	Speed Display	25	10261	1898	18.5%	342.0	63.3	10	54	32.2	32.2	36.0	83.9%
16:00	Speed Display	25	10750	1871	17.4%	358.3	62.4	12	66	32.2	32.1	35.9	84.2%
17:00	Speed Display	25	11090	1885	17.0%	369.7	62.8	11	54	32.0	32.0	35.8	83.7%
18:00	Speed Display	25	8987	1428	15.9%	299.6	47.6	10	58	31.7	31.7	35.5	85.5%
19:00	Speed Display	25	7409	1062	14.3%	247.0	35.4	10	58	31.4	31.2	35.3	85.4%
20:00	Speed Display	25	5761	749	13.0%	192.0	25.0	11	57	31.1	30.9	34.9	84.1%
21:00	Speed Display	25	4068	705	17.3%	135.6	23.5	10	53	31.5	31.2	35.8	86.2%
22:00	Speed Display	25	2679	520	19.4%	89.3	17.3	10	54	31.8	31.6	36.3	87.5%
23:00	Speed Display	25	1792	439	24.5%	59.7	14.6	10	64	32.4	32.2	37.0	87.9%
Total Volumes/ Avg			144378	25342	17.6%	4812.6	844.7	10	66	32.0	31.9	36.1	85.6%
Total/Avg w/o Feedback			0	0	0	0.0	0.0	n/a	n/a	n/a	n/a	n/a	n/a
Total/Avg w/ Feedback			144378	25342	17.6%	4812.6	844.7	10	66	32.0	31.9	36.1	85.6%

Generated by Zac Attaway on Aug 19, 2021 at 7:42:03 AM

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

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

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

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

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

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

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

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

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

Marlborough, MA

1 inch = 30 Feet

0 30 60 90

July 27, 2021

CAI Technologies

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Chapter 586. Vehicles and Traffic

Article II. Operation of Vehicles

§ 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.

Chapter 586. Vehicles and Traffic

Article VII. Schedules

§ 586-51. Schedule VII: Heavy Commercial Vehicle Routes.

A. In accordance with provision of § **586-14A**, the following heavy commercial vehicle routes are hereby designated:

Street	Limits	Alternate Route
Beach Street	Between West Main Street and South Street	South Street and West Main Street
Framingham Road and Farm Road	Between Maple Street and Boston Post Road – East	Maple Street to East Main Street to Boston Post Road – East
Lincoln Street	Between Bolton Street and East Main Street	Bolton Street (Route 85), Main and East Main Street (Route 20)
Lincoln Street	Between Broad Street Lakeside Avenue	Broad Street and West Main Street

B. Vehicles over certain weights shall be prohibited from using the following streets:

Street	Weight Limit (tons)
Hildreth Street	2 1/2

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REVISIONS

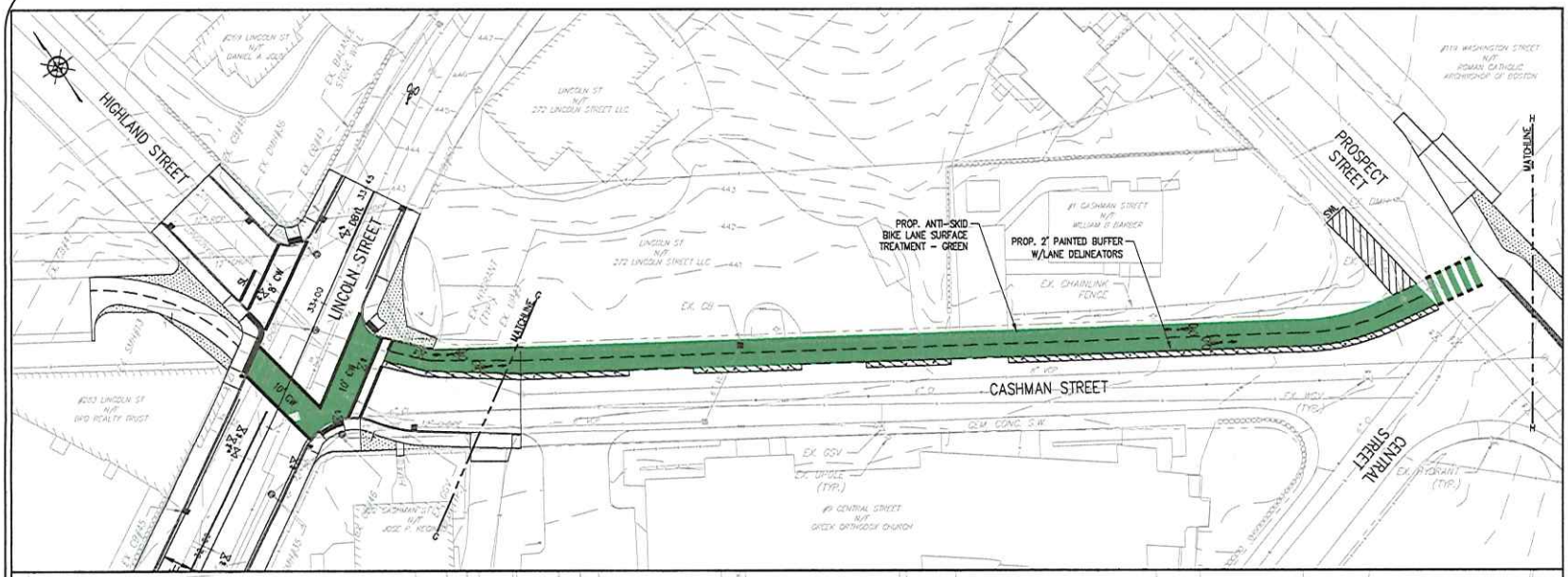
No.	Date	Description
1.		

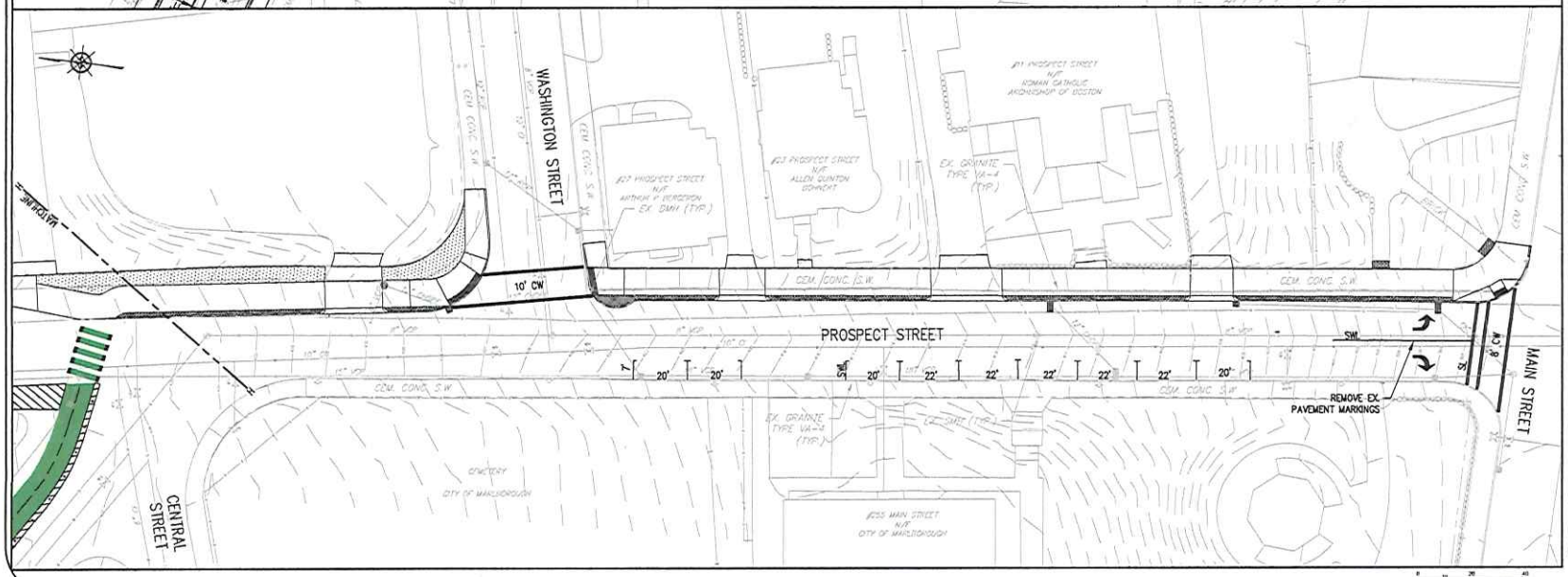
Drawn By: Designed By: Checked By: Approved By:

Project Title:
PROPOSED
RIGHT-TURN LANE

Sheet Title:
BOLTON AT
RESERVOIR PROFILE

Contract No: ED-2008-01
Date: 7/19/2021
Scale: N/A
Sheet No: 1





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REVISIONS

No.	Date	Description
1.	2/11	MJD COMMENTS

Drawn By:	Designed By:	Checked By:	Approved By:
A.M.	A.M.	M.E.	[illegible]

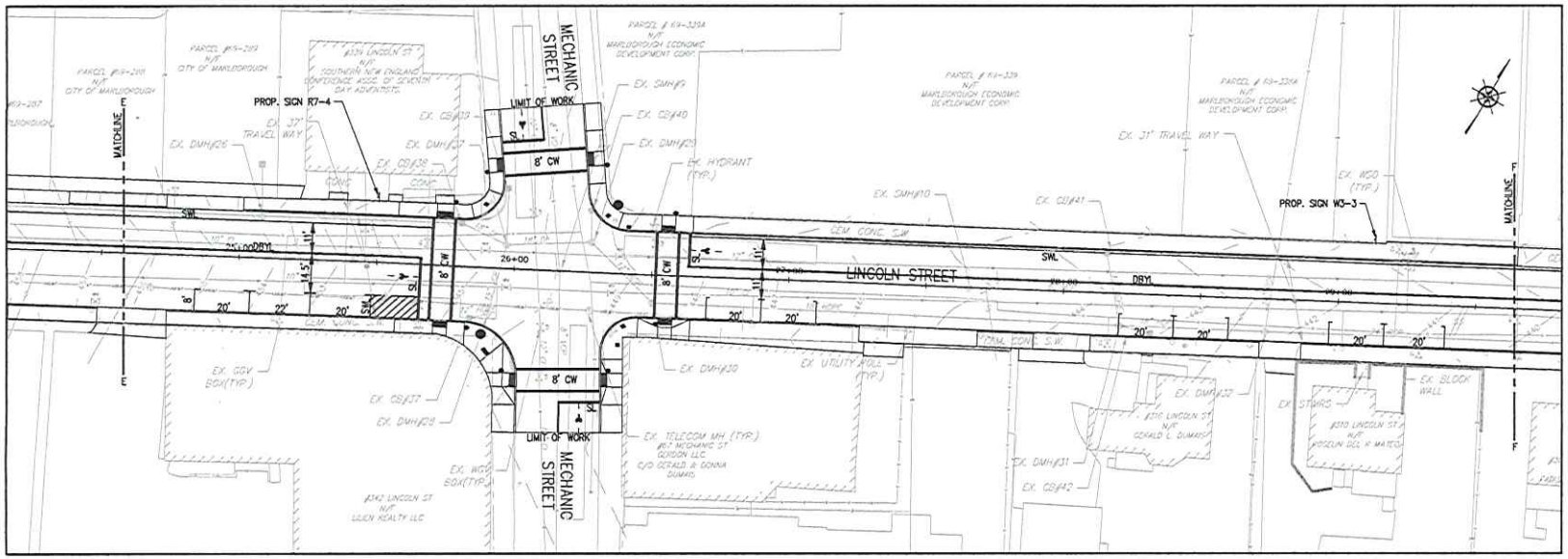
Project Title:

RECONSTRUCTION OF A PORTION OF LINCOLN STREET AND APPURTENANT WORK

Sheet Title:

PAVEMENT MARKINGS & SIGNAGE PLAN

Contract No.: ED-2021-01	Sheet No.: 15
Date: 5-5-2021	
Scale: 1"=20'	



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Sheet Title:

PAVEMENT MARKINGS & SIGNAGE PLAN

Contract No.	Sheet No.
ED-2021-01	14
Date: 5-5-2021	
Scale: 1"=20'	