

CITY OF MARLBOROUGH MEETING POSTING

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Meeting Name: Traffic Commission

Date: June 29, 2016

2016 JUN 23 A 11:16

Time: 10:00am

Location: 1st Floor Committee Meeting Room, City Hall

Agenda Items to be addressed:

- 1) MINUTES OF LAST MEETING
- 2) NEW BUSINESS
 - a) Request to restrict parking on one side of Howland St.
 - b) Intersection of Boston Post Rd. West and Ames St. – U-turns.
 - c) Curtis Ave. speeding concerns.
 - d) Request to make Emmett St. one-way from South St. to Orchard St.
- 3) OLD BUSINESS
 - a) Traffic Commission rules and regulations update.
 - b) Traffic concerns at Wilson & Hemenway Sts.
 - c) Crosswalk on Donald Lynch Blvd. @ New England Sports Center.
 - d) Parking concerns on Washington St.
 - e) Simarano Dr. speed limit.
 - f) Timing of traffic signals on Lincoln St. @ Bolton St.

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.



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

DRAFT

Traffic Commission Minutes

The Regular Meeting of the Traffic Commission was held on May 31, 2016 at 10:00 a.m. in the City Council Committee Room, City Hall. Members present: Chairman - Police Chief Mark Leonard, DPW Commissioner John Ghiloni, Fire Chief Kevin Breen and City Clerk Lisa Thomas. Also present: City Engineer Thomas DiPersio, Jr., Assistant City Engineer Tim Collins and Wes Tuttle and Chip Orcutt from New England Sports Center. Minutes taken by: Karen Lambert, MPD Records Clerk.

1- Minutes

The minutes of the Traffic Commission meeting of Tuesday, April 26, 2016.

MOTION was made, seconded, duly VOTED:
TO APPROVE

2 – New Business

2a) Crosswalk on Donald Lynch Blvd. @ New England Sports Center.

Wes Tuttle from NESC was in attendance for this issue. Chief Leonard advised that NESC is required to come before the Traffic Commission to discuss the best location for a new crosswalk. He explained how they have an agreement with the property across the street to use their parking lot for overflow parking. During a major event they have detail officers stationed here, however, there is currently no crosswalk. They would like to have one closer to the secondary driveway opening.

It was noted that there is currently a cut through and wide crosswalk (almost 8 feet wide) connecting the NESC to the hotel directly across the street and there are sidewalks on both sides. They would like to see a similar crosswalk for the second location. There is

also already a slope set for handicap access. They could use the existing pole and possibly have a switch on the light so it is only used when necessary to shine more light onto the intersection when it is busier. The light could also possibly be activated from inside the office. It currently shines back toward the building but it would need to be changed to focus more on the crosswalk but not shining toward oncoming drivers. They would also need crosswalk and speed signs. It was discussed that the speed limit on Donald Lynch actually goes up and down in various areas.

Chief Leonard advised that an issue of this nature is normally referred to Engineering for review. Unless something unusual comes from their review, this location seems to make the most sense. Engineering will review and provide a recommendation at the next meeting in June.

Chip Orcutt also noted that when the capacity of the new lot is set the whole intersection of Bigelow and Donald Lynch will need to be reviewed and mitigated.

MOTION was made, seconded, duly VOTED to REFER to ENGINEERING for review and to provide a recommendation at the next meeting.

2b) Parking concerns on Washington St.

Chief Leonard advised that he has received a few phone calls regarding parking concerns at the DEC center. There was a concern raised about traffic close to the intersection at drop off time. The Chief said that we will need to take a look at what restrictions are in place now and what else might be needed. The current citywide ordinance states "no parking within 20 feet of an intersection". This is a very busy location at certain times of day with the horseshoe driveway in front of the DEC center used for drop off and cars parking all along the side of the street. It becomes very tight to cross here. Chief Leonard would like to "revisit" the issue.

MOTION was made, seconded, duly VOTED to REFER to the DPW to see what signs and restrictions are currently in place.

2c) Timing of traffic signals on Lincoln St. @ Bolton St.

Chief Leonard received an email from Councilor Tunnera on this issue. He said that he waited 4 light cycles at 11:00am on a Sunday and wanted to know if more time could be added on the light to allow for more time for cars taking the left onto Bolton. Chief Leonard advised that he has also received a few call on this same issue, which also occurred on a Sunday.

The Chief asked if any changes had occurred recently with the timing on the lights or if they run differently on a Sunday. Tim Collins said no, nothing has changed. He commented that during the week it is common to wait through 2 or 3 light cycles to get through. Maybe the people traveling on the weekends aren't the same as those traveling through on the weekdays and they are aware of the timing.

Tim Collins advised that he would check on the timing again.

MOTION was made, seconded, duly VOTED to REFER to the DPW to check on the timing on the lights.

2d) Truck engine brake use on West Main Street.

Chief Leonard received an email from the Mayor's office on this issue. A resident came in to ask if a new sign could be posted to alert truck drivers not to use their "engine break" here because it's not needed in the area of Rte. 20 and St. Mary's Credit Union. The resident has seen a similar sign used in another town where there is a much larger decline in the road.

Chief Leonard asked if anyone had any thoughts on this issue. Lisa Thomas questioned that if we do this here won't other areas then want the same thing. The Chief said that the Traffic Commission would need to come up with some constraints or specific requirements that would limit use. The group decided that at this point there was really nothing to be done. If it turns out to be more of an equipment issue, maybe the State Police Truck Team can provide assistance.

MOTION was made, seconded, duly VOTED to ACCEPT and PLACE ON FILE.

2e) Simarano Dr. speed limit.

Chief Leonard advised that one of his Officers has questioned the speed limit here now that the Avalon Apartments are in use. There is no specific speed zone here so it goes to 40 MPH. The question is whether or not this changes with a residential area inserted. Tim Collins advised that no it does not. Chief Leonard questioned this as there are over 300 units here. Mr. Collins said this doesn't matter. It is considered a thickly settled area and has only one driveway. He advised that in order to change the speed limit, houses need to be a certain distance apart. The only choice is to conduct a speed study for our own use. Chief Leonard said that maybe this would be good information to have and asked if there was someone available from Engineering to do this. Commissioner Ghiloni said that they have another intern starting soon and that this is something that he could do.

MOTION was made, seconded, duly VOTED to REFER to ENGINEERING and the DPW to conduct a speed study on Simarano Drive.

2f) Intersection of Donald Lynch Blvd. and Bigelow.

Chief Leonard noted that concerns with this intersection keep coming up. He received an email recently from a local resident who works in Hudson and goes through this intersection several times a day. He has seen numerous accidents at this location over the last 16 years, most recently when he was coming home for lunch the day he wrote his email. He is suggesting, that "at minimum we need a right turn only lane on Donald Lynch Blvd...but a four way stop/go light is probably what is needed". He said that it is only a matter of time before someone is seriously injured here.

Chief Leonard also commented that with the NESC expansion this issue will continue to come up. He said that there is no plan, at the moment, to develop the parcel adjacent to

the NESC and directly across the street from this intersection. He reviewed the accident history over the last five years and found that many of them involved cars pulling out of Bigelow. It appears that they didn't see the car approaching in the second lane. Visibly it looks like there is room to add a turning lane. Chief Leonard asked if there were any suggestions, short of signalization, that would help. Commissioner Ghiloni advised that they are looking at reconstructing this roadway. They are doing the water line now, however, it would be out two years minimum for any reconstruction. Chief Leonard advised that he would like to see it "put on the radar".

MOTION was made, seconded, duly VOTED to ACCEPT and PLACE on FILE, knowing there is a change coming in the next few years.

3-Old Business

3b) Traffic concerns at Wilson St. @ Hemenway St.

Tim Collins passed out a diagram of the intersection marked to show it as more of a T-Intersection as discussed at the last Traffic Commission meeting. The possibility of moving the existing stop sign was also previously discussed. It was thought this might work since we would not be creating a four way stop (which would not meet the Warrants here). Mr. Collins said that the problem that arises in doing this is that, according to MUTCD Warrants, stop signs are not to be used for speed control.

The existing stop sign is currently on the low volume road which is where it should be located. The Traffic Commission had discussed moving it to the high volume road to cause traffic to stop before taking the turn onto Wilson Street. The whole idea behind a stop sign is to make a beak in traffic to allow for flow. Mr. Collins recommends trying the T-Intersection first. There is so much pavement here now that you can take the turn in the center of the roadway. Basically, we would be "visually changing the maneuver, not changing the roadway itself.

The Traffic Commission had also discussed the possibility of a raised island or rumble strip at the last meeting, however, there were cons to each suggestion. Both options contribute to problems with plowing. Chief Leonard asked about the cost of each option. Tim Collins also suggested a guard rail. It was noted that this option doesn't actually slow traffic, it just keeps cars on the proper area of the roadway.

Chief Leonard does not want to move the stop sign if it can't meet the warrants. He is leaning toward installing a raised island with a sign to indicate "keep right". The group believes that 99% of drivers will travel on the proper side of the island. Commissioner Ghiloni agreed and suggested that Engineering look at designing the island and seeing what it takes. Both he and Tim Collins said that it is not a big construction issue.

MOTION was made, seconded, duly VOTED to REFER to ENGINEERING to look into designing the island.

3c) Crossing Guard safety report from Mass. Dept. of Labor Standards.

The deadline for responding to the recommendations outlined in this report is today, May 31, 2016. Tim Collins passed out photographs of the School Zone Crosswalks and signage at Richer School, Marlborough High School and Immaculate Conception School. Three out of five intersections needed updates. Mr. Collins advised that all recommendations have been addressed and completed.

Chief Leonard advised that Capt. Valiante was working on the recommendation for "Stop Paddles" to be use by the crossing guards. The DPW had information on the paddles and where to order them from. All is in the works.

MOTION was made, seconded, duly VOTED to ACCEPT and PLACE ON FILE.

3d) Communication from Andrew Tivnan, re: Wilson St. @ Hemenway St.

It was noted that this is basically the same issue and noted above in Agenda Item 2b.

MOTION was made, seconded, duly VOTED to ACCEPT and PLACE ON FILE.

3e) Traffic issues on Forest St. @ AMSA at beginning and end of school day.

At the previous meeting the Traffic Commission had discussed restricting traffic on Forest Street. Chief Leonard prepared the amended regulation to add Forest Street from Ames Street to Williams Street to the Schedule for "No Stopping, Standing or Parking".

The only question was whether or not this regulation would apply to the bridge. Tim Collins advised that he tried to get in touch with Joe Frawley at MA DOT, but he was out. He thinks it is safe to go ahead though as we have had this same issue come up in the past. The bridge is "in the layout" of a city controlled roadway. Hopefully this will keep cars from queuing up on Forest Street at dismissal time.

MOTION was made, seconded, duly VOTED to APPROVE the amended regulation. ALL IN FAVOR. Chief Leonard will send the regulation to Lisa Thomas for advertisement.

3f) Parking concerns at Senior Center.

A – Parking Restrictions on New Street

Chief Leonard prepared the regulation to restrict parking on New Street. He added the regulation to Article VII, Section 586-54, Schedule X: "Parking Prohibited Certain Hours". The regulation restricts the following:

- 1) The parallel parking spaces on the south side of New Street are for Senior Center parking only 7am -5pm M-F.
- 2) The entire parking lot in front of the Senior Center so for Senior Center parking only 7am-5pm M-F.

Trish Pope was in attendance at the last meeting and was planning to notify the neighborhood that this restriction was being made. The lot at the Senior Center is for

Senior Center use during the day. People using Ward Park should park at Bigelow School.

MOTION was made, seconded, duly VOTED to APPROVE the amended regulation. ALL IN FAVOR.

B - Double Yellow Line Painting on New Street

Tim Collins brought up the other issue in this area, the possibility of center line painting on New Street. At the last meeting it was discussed that some people have been parking in the wrong direction because they think New Street is one way. Tim Collins advised that the regulation for a double yellow line is based on the width of the roadway and the amount of traffic. The required width is at least 16 feet. New Street is 24 feet wide. Mr. Collins thinks this could be done. He advised that Ken Calder is working on double yellow line painting right now and that it can be added to his list.

MOTION was made, seconded, duly VOTED to REFER to the DPW to add double yellow line painting on New Street to their schedule.

Tim Collins brought up another item not on the agenda but discussed at the last meeting.

There were two residents at the last meeting who complained that they were having difficulty crossing the street at certain signalized crosswalks in the downtown area. Mr. Collins checked all the crosswalks and the timing on the lights. He passed out a GIS diagram of the downtown area and a schedule of the timing sequence at six specific locations (schedule is attached). We could look at extending the timing out at all of the locations to make it more "pedestrian friendly", however, he advised that as soon as we do this we have to then meet specific warrants that are tripped for countdowns at crosswalk lights. Chief Leonard asked if there was any grant money available for something like this. Commissioner Ghiloni said it would be "big money". It was discussed that "the worst we have at the moment is not too bad." In the future, when we redo the downtown area it should all be made ADA compliant. It was determined that this is "not a crushing issue right now" but definitely something to think about.

MOTION was made, seconded, duly VOTED to ACCEPT and PLACE ON FILE.

3c) Traffic Commission rules and regulations update.

Tim Collins advised that he is currently up to the letter M on the specific street listing. Without Evan Pilachowski (former City Engineer) it has been difficult to find time to work on this issue. Now that we have a new City Engineer, Tom DiPersio, it will help.

Lisa Thomas asked if we could make this a priority at the next meeting as many of the Old Business items have been cleared up.

That there being no further business of the Traffic Commission held on this date, the meeting adjourned at 11:15 am.

Respectfully submitted,

Karen L. Lambert
Records Clerk
Marlborough Police Department

List of documents and other exhibits used at the meeting:

- Meeting Agenda for Tuesday, May 31, 2016. (Including City of Marlborough Meeting Posting).
- Draft of Traffic Commission Minutes from Tuesday, April 26, 2016.
- Email from Councilor Tunnera to Chief Leonard, dated 5/8/16, re: Light at Lincoln and Bolton going west.
- Email from Patricia Bernard to Chief Leonard, dated 8/18/16, re: No Engine Break Sign.
- Email forwarded by City Council to Chief Leonard, dated 8/18/16 re: Email from Todd DeCruz re: Bigelow and Donald Lynch Blvd. Intersection.
- Regulation to add Forest Street from Ames St. to Williams St. to the Schedule for "No Stopping, Standing or Parking".
- Regulation to add specific sections of New Street to the Schedule for "Parking Prohibited Certain Hours".

Additional Handouts:

- GIS map of Downtown Marlborough.
- Schedule of downtown crosswalk locations with timing schedule for pedestrian crossing signal.
- Diagram of intersection of Hemenway St. & Wilson St
- Photos of school zone crosswalks from various angles at Richer School, Marlborough High School and IC School/
- Accident history at intersection of Bigelow and Donald Lynch.

Mark Leonard

From: Bob <BOB@ae1m.com>
Sent: Tuesday, May 31, 2016 1:31 PM
To: Mark Leonard
Cc: Kenneth Calder; John Ghiloni
Subject: Traffic Light Situation

Dear Chief Leonard,

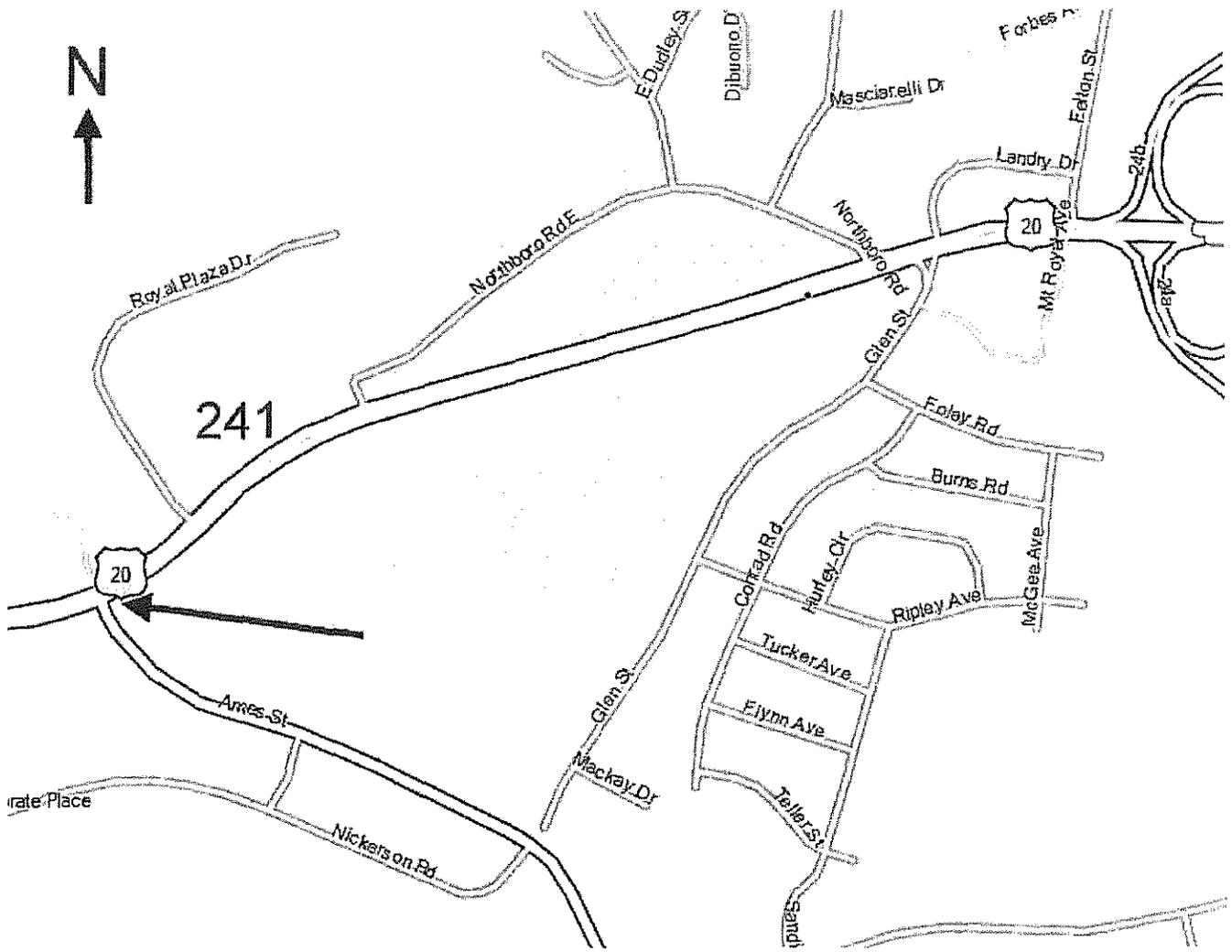
I am writing to the Traffic Commission to report a dangerous intersection where the traffic light pattern recently changed. I am referring to the traffic light system at the intersection of Ames St and Boston Post Rd West (Rt 20).

I work at 241 Boston Post Rd West (shown by 241 on the map) which is on the westbound side of Rt 20 and need to make a U-Turn at the lights at this intersection to travel east on Rt 20 to go home. Until recently, this light would turn green while the northbound traffic exiting Ames St attempting to turn right (eastbound) would have a red light. This was good, no interference. (Additionally that traffic also has a NO TURN ON RED sign which was routinely ignored.)

Recently this pattern changed. Now the northbound Ames St traffic going east on Rt 20 receive their green light at the same time as the westbound Rt 20 traffic get the green to make the U-Turn. This is very dangerous and many times there isn't even enough time with all the traffic exiting Ames around 5PM to make the turn. A few times I have come close to head on collision with traffic flying downhill on Ames to go eastbound on Rt 20.

I am wondering if this was changed purposely or perhaps there has been some glitch to the programming.

Respectfully,
Bob Levine



Bob Levine

Cell (508) 397-3675

Conf (605) 475-6700 code 6130471#

June 10,2016

Marlborough Police Chief Leonard
Chairman of Traffic Committee

Chief Leonard

Would you consider conducting a vehicle
Speed survey on Curtis Ave. and posting
Speed limit signs?

Thank You,
Sincerely,

MR. & MRS. EATON

Robert & Susan Eaton
Crystal Brook Way
508-229-8433

Mark Leonard

From: Matt Elder <matt.elder@i9sports.com>
Sent: Monday, June 20, 2016 6:00 PM
To: Clarence A. Forman, Jr.
Cc: Lora Forman; Mark Leonard
Subject: Re: Emmett Street

Chief Leonard, can you address these concerns and/or put this on the Traffic Commission agenda?

On Jun 20, 2016 5:56 PM, "Clarence A. Forman, Jr." <cafvcu@gmail.com> wrote:
Councilor Elder,

We have been ardent supporters who have never asked for any assistance. However, I feel compelled to seek your assistance. We live at 23 Emmett Street, two houses down from the intersection of Emmett and South Streets.

The corner intersection (Emmett and South Street) is a narrow road on which some residents are parking their vehicles right to the corner, limiting that busy corner to one lane. This has been a safety hazard for years. Cars turning right from South Street end up confronting cars coming west up Emmett Street. There have been accidents and many, many close calls. Is there anyway to zone that corner for no parking? Frankly, those parking there live at 17 South Street, a house I was told by a previous owner is zoned for two apartments but clearly houses many more based on the number of occupants and the overflow of cars associated with the house.

Frankly, a better idea would to have Emmett Street (our portion) a one way road heading toward Ward Park. Maybe both actions would eliminate all risks. I've spoken with many neighbors who would appreciate Emmett becoming one way.

While I'm writing, I might as well ask...when will South Street be paved? It is a hazard and an embarrassment. We have a new and habitually empty senior center, but the nearby road is in horrid condition. It is disheartening.

If you have any questions, please do not hesitate to reach me at 508-361-3535. Otherwise, I respectfully request a reply.

Thank you,

Clarence A. Forman, Jr., Esq.

It's not enough that we do our best; sometimes we have to do what's required. - Winston Churchill