

# CITY OF MARLBOROUGH MEETING POSTING

RECEIVED  
CITY CLERK'S OFFICE  
CITY OF MARLBOROUGH

Meeting Name: Traffic Commission

2022 SEP 26 AM 9:05

Date: Wednesday, September 28, 2022

Time: 10:00 am

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

Agenda Items to be addressed:

**1) MINUTES OF LAST MEETING**

- a) Review draft from 8-31-22

**2) NEW BUSINESS**

None

**3) OLD BUSINESS**

- a) Issues with the turn movement at intersection of Boston Post Road West & Ames Street.
- b) Stop sign concerns on Bigelow Street.
- c) Speed concerns on Kings Grant Road.
- d) Traffic concerns in the State/Chandler Street neighborhood.
- e) Speed concerns on Church Street.
- f) Request for "Slow Down" sign at 81 Hosmer Street (Kiddie Time Educational Child Care).
- g) Traffic pattern concern at Rte. 20, Boston Post Road E & entrance to Raytheon.
- h) Intersection concerns, West Main St. & Winthrop/Orchard Street.

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 Wednesday, August 31, 2022, at 10:00 am. (The meeting was also recorded and is available to view online at the City of Marlborough's website [www.marlbrough-ma.gov](http://www.marlbrough-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 Civil Engineer Ashley Miller, Sgt. Ron Ney and Officer Andy Larose from the MPD Traffic Services Unit, City Councilor David Doucette, City Councilor Katie Robey, City Councilor Samantha Perlman, City Councilor Christian Dumais, City, Rob Veneziano and many residents of the Church Street area (specifically named below when speaking). Also present, Gary Brown, resident of Newton St. and Stefanie Ferrecchia, resident of Shawmut Ave., and Priyanka Joshi from Kiddie Time Educational Child Care and Caroline Booker and Devan Tonelli from NE Academy of Gymnastics.

Minutes taken by Karen Lambert, MPD - Public Safety Administrative Assistant.

Chief Giorgi started recording the meeting at 10:03 a.m. and began by welcoming everyone and making introductions.

#### **1- Minutes**

The minutes of the Traffic Commission meeting of Wednesday, June 29, 2022:

VOTE TO APPROVE. All in Favor - Accept and Place on File.

#### **2 - New Business**

**2a) Sight distance issues at the intersection of Elm St. and Boundary St.**



This issue was brought up by Pam Wilderman from Code Enforcement. She is asking the Traffic Commission to review the area and give a recommendation so she can follow up with enforcement. Officer Larose brought up a google maps photo of the intersection for reference. Gary Brown, from 105 Newton Street, said that you can't see to the right when turning at lower Elm Street due to the trees blocking the view and that twice he has had close calls. Chief Giorgi assumes the trees belong to the property owner on the corner.

Tom DiPersio, City Engineer, explained that there is a City Ordinance regarding the Site Triangle that needs to be clear of obstruction. It was noted that the homeowner has passed away and that there is no one currently living here.

MOTION was made, seconded, duly VOTED to REFER to ENGINEERING to take measurements and provide them to Pam Wilderman so that she can follow-up on enforcement of the City Ordinance.

**2b) Speed concerns on Church Street.**

Chief Giorgi received an email from Rob Veneziano, a longtime resident of Church Street. He explained that speeding continues to get worse, especially since the road has been repaved. It's also a popular cut through street and accidents are getting worse. He was in attendance along with many residents from the Church Street area. All were there to express their concerns in person. Mr. Veneziano circulated a letter to area residents, knocked on many doors and got resident feedback and has a petition with 125 signatures. All agree that the speed on Church Street is a major concern, and that GPS now sends traffic this was as the quickest way to get around town. Some residents ended up putting up their own "Please Slow Down" signs on their property. They feel there are not enough speed limit signs and that after the traffic lights there are no signs at all. Mr. Veneziano mentioned an accident there with a police car recently and that he has seen 4 to 5 accidents near his home alone. The number of accidents is growing. The top of Harvard Street is the most popular way to come to Church Street and there are no speed limit signs at all on Harvard Street. Cars "fly" in this area. He also said that there used to be a stop sign at the top of Harvard Street, but it's not there anymore. He's seen the speed sign with the wheels there, but he's also seen kids drive even faster to see how high they can get the speed to read. He's briefly seen officers there but knows they can't always be there and it's a temporary fix. He can guarantee that cars are traveling at least 35 mph and that speeds are out of control. The neighborhood has gone through phases and there are lots of children living here now.

Several other residents wanted to voice their concerns as well:

**Helen Downey, 185 Church Street**, said they desperately need help. Sitting on her front porch she saw a car attempt to pass a car that was going the right speed, then realized there was a car coming in the opposite direction. Church Street is not a street you can pass on! She admits that she "speaks loudly" when cars speed by. Sometimes they gun their cars faster. One time when she yelled "25 mph" a car stopped and came back and confronted her arguing "just because my car is loud doesn't mean I'm speeding." Mr. Veneziano also mentioned cars drag racing on Church Street.



**Bill Downey, 185 Church Street**, said that people give them the finger and yell. Something needs to be done. Now that school is starting, there are busses 3 x per day with 2 bus stops at almost every intersection on Church Street. Something needs to be done to deal with the health and safety of these young children. There are many new young families in the area, people walk here and have pets.

**Pete Langelier, 191 Church Street** – he's lived here for 47 years. He used to park on Church Street at the corner. Now he's afraid to even open the door of his truck on Church Street so he tries to park on Shawmut Ave. or in his own driveway. It's a cut through street now. He would love to see a couple more stop signs on Church Street.

Helen Downey also had a letter from Steve LeDuc with all the same concerns. He agrees that speed bumps would help to slow traffic and blinking stop signs. She stated that his letter has some good suggestions.

**Barbara Sharkey, 252 Church Street** - She has been a resident for 30 years. She has also received the "universal salute" even when she is just trying to pull out of her driveway. She invited anyone to come sit on her porch to observe as she thinks Rob has underestimated the speed.

**John Slatum, 149 Church Street** – He seconds all of this. He has a 2-month-old baby and a dog. He wants to know what can be done. His neighbor's trailer was hit.

**City Councilor David Doucette (Ward 2)** said the issue is more about the "outliers", those that are going the fastest. He mentioned speed tables. There is a street in Sudbury that has this every couple of miles. If Sudbury can do this, so can we. It would slow people down and possibly make them avoid Church St. altogether.

**Bill Judy, 3106 Mayflower Circle**, his son lives at 149 Church Street. He would like to echo his serious concerns. His family is newer to the area, and he is out working in the garden on the corner of Church and Shawmut almost every day. He sees cars zooming by with kids there.

Councilor Robey said she sent an email to the Chief this morning. She has always opposed speed humps and speed bumps but is interested in painting on the roadway to look like speed bumps. Officer Larose said that he has seen studies showing this can actually cause more accidents with people slamming on their breaks and then getting rear ended. Councilor Robey invited Chief Giorgi to come to the Safety Committee with Councilor Brown. Officer Larose showed a video with an example of a 3D painted crosswalk. This example was extreme, and you could see how it would cause people to slam on their brakes. Chief Giorgi agreed that he can see the benefit but also agreed with Officer Larose's observation. It was also discussed that once regular travelers learn that they are there, they are no longer effective.

**Councilor Pearlman**, lives off Church St. She agrees that it is scary here and that lack of visibility is also an issue in the hills, along with the width of the street when vehicles are parked on the sides. She feels that a more proactive approach is needed. She had also brought up the discussion of 3D crosswalks in the past regarding Brigham St. This is a serious issue throughout the City and the City Council would be happy to help.



Mr. Downey agreed that it is not only a Church Street issue. It also effects Shawmut Ave. and Essex St. and other surrounding streets. All are requesting speed bumps. Chief Giorgi said he understands, however, there are pluses and minuses. He would need to refer to Engineering. The Traffic Commission has discussed this area in the past and "No Parking" regulations were made for areas that were dangerous. There could also be some signs that are missing.

It was discussed that the road has been made narrower and that it was actually safer before when they had the wide corner. There were people that parked there because they didn't have driveways. Additional stop signs were also requested. There was discussion about the stop signs on Bigelow Street. These signs were installed when the mall went in as an attempt to slow traffic. It has been determined that these stop signs were added incorrectly and that they do not meet the warrants for stop signs. The same situation would probably occur with Church Street. Mr. Veneziano was suggesting stop signs at Essex St., Greenwood St. and Edinboro St.

Tom DiPersio explained that the Federal Highway Administration has specific requirements or criteria that they look at to see if a stop sign or traffic signal is allowed (i.e. warranted) at a specific location. The idea being that stop signs are not meant to be used to control speed. If they are used incorrectly, people may start to disrespect stop signs in general.

Chief Giorgi said that we can look at the schedule in the City Code to see if any signs are missing. There was also discussion about speed limit signs. If there is no speed regulation for the area you can't have a speed limit sign. Officer Larose explained "thickly settled" zones and that the speed limit is automatically 30 mph by law. Church Street has a specific speed regulation which is why it is posted at 25 mph. If there is a specific regulation, yes there can be more signs.

Farm Road also has a speed limit of 25 mph. Residents had wanted a speed study done. It was explained that if the state came in and conducted a speed study and found that the majority of vehicles were traveling at 30-35mph, it could cause the speed limit to actually be increased. For this reason, the Chief was not suggesting a speed study. Councilor Robey said that she remembers the City Council approving the ability for the city to change "thickly settled" from 35 mph to 25 mph in certain areas.

Chief Giorgi said that the electronic speed signs have been out there for a week. They may look dead, but the speeds are still being recorded even though the speed is not reflected. Officer Larose pulled up the speed summary. On Church @ Greenwood SB on 8/23/22, it showed an average speed of 22 mph with the 85<sup>th</sup> percentile traveling at 27 mph. He scrolled through to show the different speeds and times of day. The max speed for the week was 44 mph. On Church near Warren NB, on 8/22/22, it showed an average of 20 mph with the 85<sup>th</sup> percentile at 27 mph. The NB car volume is definitely higher at 2,500 cars per day. The SB volume was 800 per day. Mr. Veneziano's issue though is that when the speed signs are put up, people do slow down, but they aren't there all the time. The permanent speed signs on Farm Road were brought up, however, these are "dummy signs". They show speed but do not record and collect data so you can't see what effect they are having. The 85th percentile here on Church Street is reasonable, however, all agree that it is the "outliers" that are the problem. Chief Giorgi said that this



is the hard part for the Police Department to control. Sometimes perception is also the issue, where someone is traveling at 30 mph, but it looks like 45 mph.

Officer Larose does agree that the Downey's house is in a bad spot. There's a bend in the road and you can't see cars coming and the sandwich shop is also there with cars parked all over.

With regard to the request for stop signs on Church Street, Ashley Miller, explained that one of the warrants is an average of 300 cars per hour for any 8 hours per day on the major street approach. They also look at the minor street approach which requires 200 cars per hour. Councilor Doucette said that this may be true at Essex Street and maybe Commonwealth Ave., where apps are sending people, but not others. Officer Larose said that with 800 vehicles per day, southbound, it would never reach the 300 per hour threshold. Mr. Downey mentioned the possibility of one-way streets and again stressed speed bumps.

Councilor Pearlman said that we are really talking about 2 separate issues: 1) how to decrease the number of vehicles and 2) how to decrease speeds. What about regulations regarding turns at certain times to keep busy times quieter? One of the Chief's fears is that something like this would then cause residents and businesses to complain. Tom DiPersio said, for example, if there was a restricted left turn from Rte. 20 onto Church Street residents would not like this. Also, this may cut down on the number of cars going on Church St., but would just send traffic to other areas like Curtis Ave.

Chief Giorgi agrees with Councilor Pearlman that there are really two separate issues, speed and volume, and that the volume is very difficult to control. Directional apps send you to Stevens Street, State Street and Chandler Street. Officer Larose commented that GPS is a "godsend when you need it" but is not the same for neighborhoods. One of the residents asked what is the best practice for reducing speed. The Chief said that the best thing is enforcement but that you would need someone there all the time, and he just does not have the staff to do this. The electronic speed signs do also work, people see them and slow down.

Officer Larose said that he has spent hours and hours in this area in an unmarked car and that residents don't know that he is there. The chance of him being there at the time of the speeder is the problem. Speed bumps are something that would need to be discussed with the DPW and Engineering. The Chief said he knows there are types of speed bumps and tables that are removable but that we don't have any at the moment. Residents have seen them in Framingham, Hudson and Sudbury and are asking, why can't we have them? Chief Giorgi said that this is all new ground for Marlborough. Commissioner Divoll said that he has also seen temporary and permanent speed bumps and that they do provide some amount of compliance in the Spring, Summer and Fall and then are removed in the winter. If we were to go down this route, a very specific policy would be needed first. What is effective on one street would not necessarily be effective on other streets, but people would still want them. A policy would need to be established for the whole City and we would need to be ahead of this with specific guidelines. He knows the Church Street area is looking for immediate relief, but this is not a quick process. Mr. Veneziano asked if digital signs would be an option in the meantime. Officer Larose explained that cost is a problem for the Police Department. The electronic speed signs are \$5,000 each and then \$1,200 each for the software. Mr. Downey said that the concept



of a citywide policy is great, but he is not willing to wait a long time. On a side note, he said that it took 70 years to get a sidewalk near his house. A few residents mentioned some repeat offenders, a specific red car and another red truck. Zit was suggested by the Commission that if they recognize specific speeding cars, it can help the Police Department to identify and locate them.

Councilor Doucette said he appreciates all this discussion, but he doesn't want to see stalling to address the Church Street issue. All the surrounding towns have speed tables, and he would like to see Church Street used as a "test case" in the meantime. Chief Giorgi said that, at the moment, it falls on the Police Department and he can have other officers, outside of the Traffic Unit, be assigned there at night. The data from the speed summary will show when the best time is to do this. The high volume isn't necessarily the high-speed time. We will keep this on the agenda for the meeting next month and see what we come up with.

MOTION was made, seconded, duly VOTED to REFER to the POLICE DEPARTMENT for enforcement and to ENGINEERING to look into the temporary speed bumps/tables.

**2c) Request for 15-minutes parking at Sugar Heaven – update to prior agenda item.**

**Update:** Sgt. Ney advised that this business is now closed. The issue was regarding specific short-term parking for customers. The owner ended up being able to park her car in the back. The temporary short term parking sign on Lincoln St. near the corner was removed when the permanent sign went up near the building. Councilor Dumais said that his parents own that building and he knows that another business will still be there. The current business owner is still in discussions with them. It will not be vacant.

Councilor Robey asked if this permanent spot would be an issue with the construction across the street. No, it was only a temporary 15- minute spot.

**2d) Traffic Concerns at intersection of Maple St. & Shawmut Ave.**

Stefanie Ferrecchia sent an email to Chief Giorgi and was present for the meeting. She said that cars continue to park too close to the intersection. The employees at VMA are parking right up to the corner and it's very difficult to see if it is safe to pull out of Shawmut to cross Maple Street. She is asking if it's possible to install a "no parking here to corner sign" on Shawmut Ave. to remind people not to park so close to the intersection.

Steve Kerrigan asked if we could paint this area yellow. Officer Larose pulled up a photo of the area for reference. There is a little silver truck that parks on Shawmut right up to the intersection. Right at the edge of the guardrail there is usually a line of cars that goes up the hill. Ms. Ferrecchia said she knows that they have to park somewhere but it's just really dangerous. Chief Giorgi advised that the Police Department can talk to the business and pick up enforcement and progress to signage if necessary.

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

**2e) Request for “Slow Down” sign at Hosmer Street (Kiddie Time Educational Child Care).**

Priyanka Joshi, from Kiddie Time Educational Child Care, sent an email on this issue and was in attendance for the meeting. She is speaking for at least 50 families and explained how difficult it is to turn in and out of their school driveway. Their driveway exits onto Hosmer Street and a lot of times people are driving way too fast for families and teachers trying to get in and out safely. She said there was a bad accident involving one of their teachers 2 weeks ago and she had her baby in the car. There have been multiple accidents here including flipped cars. It is very difficult to see what is coming from the left and there is also a bus stop for Jaworek School on the corner. Teachers stand up at the top of the driveway to watch for the bus and cars drive too fast and the driveway is hidden and it's hard to see the crosswalk. Officer Larose brought up a photo of the area for reference.

Chief Giorgi asked if we could put up something to indicate that the crosswalk was there. An advance warning sign is definitely needed. Commissioner Divoll said this is a midblock crosswalk and should have the ladder style painting. Tom DiPersio asked Priyanka, what is blocking their view? She said there are trees on the left going down the street. It is not their property. The trees have grown out from what we can see in Officer Larose's google maps photo.

MOTION was made, seconded, duly VOTED to REFER to CODE ENFORCEMENT for the shrubs and site distance issue and to the DPW for Advance Warning Signs and crosswalk painting (the style is up to the Commissioner). Chief Giorgi asked Ms. Joshi to be patient as it won't all happen next week.

**2f) Traffic Pattern Concern at Rte. 20, Boston Post Road E & entrance to Raytheon.**

Battalion Chief MacEwen from the Fire Department sent an email to Chief Giorgi and Caroline Booker, owner of New England Academy of Gymnastics, and Devan Tonelli, were also in attendance for this same issue. Chief MacEwen explained in his email that there are two lanes here, the right is marked for traveling straight while the left is marked for left turns only into Raytheon. He said that the left turn lane is being used by traffic to speed up and travel straight through the intersection. He said in his email, "The issue with this is that traffic travelling east bound and who are attempting to turn left at this intersection into the access road to the businesses on the North side of Rt. 20 are being put into danger of these vehicles who are not properly following the traffic pattern and using the WB Left Turn Lane as an opportunity to speed past other WB traffic." He also said there is a blind spot for those pulling out of these businesses onto Rte. 20.

Ms. Booker said that 2 of her staff members have been in major accidents here. She said that EB, the left lane into the facility goes from a single lane to a double lane. Cars pass in the left but don't turn. People are turning into her facility, but others think they are going into Raytheon. People go around thinking they are both turning, and this results in a T-bone accident. You cannot see the cars coming straight and have to pull out inch by inch into their driveway. She is asking if the light can be signalized to help them.



Tom DiPersio advised that there is a project in the works where the intersection will be reconfigured, but it won't actually start until next year at the earliest. This is a state-owned road and they will be making exclusive left turn lanes from the east and west. The resident of 849 Boston Post Road East asked if something could be painted on the road that says "Only" rather than just the arrows. Tom DiPersio said that yes, they could try something like that for now. It's very confusing the way it is now and the turns for the two businesses need to be separate. The Chief said that the left into Raytheon is the problem lane. There is no left turn signal for those coming East Bound.

MOTION was made, seconded, duly VOTED to REFER to ENGINEERING to see what can be done now to make it clear that it is a left turn only. Mr. DiPersio will contact the DOT and discuss it with them.

**2g) Intersection concerns, West Main St. & Winthrop/Orchard Street.**

Councilor Dumais sent an email to Chief Giorgi on this issue and was in attendance for the meeting. A constituent has brought to his attention the backlog of traffic from South Street which causes some concerns crossing both lanes. He is asking if it's possible to have blinking lights like on Granger Blvd. when pedestrians want / need to cross. It is a busy area with the library, funeral home, and Ward Park.

Officer Larose advised that after the tragic pedestrian accident, warning signs were put up for the crosswalk. Chief Giorgi said he noticed that a tree is covering the sign. Officer Larose brought up a photo for reference. The Chief asked if this is the only crosswalk in the area. Yes, it is, and traffic gets backed up down to the library because of the traffic light. With the combination of speed, the traffic light and the backlog, you don't know that someone is crossing. Also, when there is a wake at the funeral home, pedestrians are coming from all different directions, and it is very dangerous. They don't always have a police detail.

Steve Kerrigan asked if this crosswalk could be painted with the ladder style since it is a midblock crosswalk? Commissioner Divoll advised that yes it can. Sgt. Ney also said that after 3:00 pm he has seen it backed up to Water Street. The push button crosswalk with the light that people can see would help. There are also flashing signs like the stops signs on Hudson Street. Officer Larose advised that these are LED frames that attach to the sign. They can be purchased for stop signs or pedestrian crosswalks. Sgt. Ney said the problem with these types of signs is that they flash all the time, and it means nothing to people, especially if they travel the road frequently.

Chief Giorgi agrees that this would be an area for further discussion about a signalized crosswalk. It's the only crosswalk in the area and he agrees that it is dangerous all around and it is something to look into.

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

**3-Old Business**

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

**Update:** No update at this time. Still pending.

**3b) Request for permanent speed limit sign & other signage on Lincoln St.**

**Update:** Ashley Miller advised that the “Thickly Settled” sign was put up. She provided photos of the speed signs on East Main St. near the traffic lights, one for 25 mph and the other for “End Speed Zone”. Officer Larose advised that he has had the electronic speed signs there again. Eastbound was not bad but at 73 Lincoln Street, WB, the 85<sup>th</sup> percentile was 30 mph. The traffic light slows the traffic but the resident is more east, toward Lincoln Court. With the installation of the “Thickly Settled” sign this issue is satisfied.

**3c) Request to revise start time noted on permanent “No Beach Parking” signs around Memorial Beach from June 15<sup>th</sup> to May 15<sup>th</sup>.**

**Update:** This is now all set. Chief Giorgi created the revised regulation to change the start time to May 15th. All in favor, approved. Remove from agenda.

**3d) Stop sign concern on Bigelow Street.**

**Update:** It was reviewed that at the last meeting there was a concern that people weren’t stopping at the stop sign on Bigelow Street at the intersection of Evelina Drive. There was further discussion about whether the stop signs at this location, and at Nashoba, are warranted. Ashley Miller conducted a Warrant Analysis and presented a detailed Memorandum to City Engineer Tom DiPersio with her findings. (See attached for the detailed report.) In conclusion, Bigelow Street does not meet the warrants for any of the criteria. She looked at such things as accident history and minimum volumes from the major and minor street approaches.

She noted in her conclusion, “The unwarranted stop signs can be unexpected to drivers on Bigelow, which can lead to sudden breaking, or not stopping. This could give drivers on Evelina and Nashoba a false sense of security in entering Bigelow when it may not be safe to do so.”

The question now for the Traffic Commission is to decide whether the remaining stop signs should be taken down. The residents of the area would need to be advised before this was done. There was further discussion that tickets can’t be enforced with unwarranted stop signs, taking them down will increase the speeds on Bigelow, people are rolling through the stop signs or just going straight through them. It probably is time for them to come down. The 2 electronic speed signs that were installed, at Shea Drive and Flagg Road, were put up when the other stop signs had been removed. Those signs did not record data, they only reflected speeds. They were solar powered and appear to have been taken down as they were not working.

Sgt. Ney said that currently, if someone is pulling of Evelina Drive, and an accident occurs with the person coming down Bigelow Street, the person pulling out is at fault.



They are expecting the person on Bigelow Street to stop, however, technically they don't have to stop.

Steve Kerrigan advised that we would have to repeal the regulation first. The stop signs were regulated even though they weren't warranted. Commissioner Divoll made a motion to remove the stop signs at Evelina and Nashoba but also to find better placement for the two speed signs and use the ones that record. Further discussion followed as to the best way to inform residents of the area. Chief Giorgi advised that he would at least inform the Ward Councilors. The case can be made, as discussed above, that it is not safe to have unwarranted stop signs. It could actually cause accidents. No action will be taken until the Ward Councilors are notified. A repeal will be set to take place at the next meeting in September. The Traffic Commission needs to be fair and equitable to everyone and we just explained to the Church Street residents why they can't have stop signs.

A vote was taken to 1) repeal the regulations and remove the stop signs and 2) to give notice to the Ward Councilors and 3) to come up with possible mitigation with the use of speed signs. All in favor.

**Update on issue no longer on Agenda**

**Intersection of Bolton Street and Reservoir Street.**

**Update:** Chief Giorgi prepared the revised regulation to repeal the yield regulation for the traffic coming onto Reservoir from Bolton and to add a required right turn regulation for traffic traveling north turning onto Reservoir from Bolton. APPROVED – All in favor.

**3e) Speed management concerns on Kings Grant Road.**

**Update:** Table until the next meeting on 9/28/22.

**3f) Traffic concerns in the State/Chandler Street neighborhood.**

**Update:** Table until the next meeting on 9/28/22.

That there being no further business of the Traffic Commission held on this date, the meeting adjourned at 12:08 pm.

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 the Traffic Commission Meeting on Wednesday, August 31, 2022, including meeting agenda.
- Draft of Traffic Commission Minutes from Wednesday, June 29, 2022
- Email from Pam Wilderman (Code Enforcement) to Chief Giorgi, dated 6/30/22, re: Elm and Boundary.
- Email from Rob Veneziano to Chief Giorgi, dated 7/18/22, re: Traffic concerns on Church Street.
- Email from Stefanie Ferrecchia to City Council, dated 8/11/22 re: Maple/Shawmut intersection. (Forwarded by Karen Boule to Chief Giorgi on 8/1/22).
- Email from Priyanka Joshi to Meredith Harris, dated 8/22/22, re: Slow Down – Sign Request. (Forwarded by Tom DiPersio to Chief Giorgi on 8/22/22).
- Email from Kenneth MacEwen to Chief Giorgi & Chief Breen dated 7/25/22, re: Traffic Pattern Concern.
- Email from Councilor Dumais to Chief Giorgi, dated 8/3/22, re: Intersection concerns.
- Email from Donna B. to Councilor Brown, dated 8/22/22, re: 31 Lincoln Street (Forwarded by Councilor Brown to Chief Giorgi on 8/22/22).

**Additional Handouts**

- Revised regulation to amend the dates and add specific language for Ch. 586, Section 44, Schedule X: “Parking Prohibited Certain Hours” around the Memorial Beach area.
- Revised regulation to amend Ch. 586, Section 50.2, Schedule VIB: “Yield Intersections” to REPEAL the Yield sign at Reservoir Street and Bolton Street.
- Revised regulation to amend Ch. 586, Section 47, Schedule III: “Required Turns” to ADD the right turn at Bolton St. at Reservoir St.
- Google street view photos of the 25-mph speed sign and end of speed zone sign on East Main St. as it approaches the intersection with Lincoln St.
- Memo from Ashley Miller to Tom DiPersio, dated 8/30/22, re: Warrant Analysis – Multi-way Stop Bigelow Street at Evelina Drive, Bigelow Street at Nashoba Drive.