

CITY OF MARLBOROUGH MEETING POSTING

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Meeting Name: Traffic Commission

2022 NOV 23 AM 11:25

Date: November 30, 2022

Time: 10:00 am

Location: 1st Floor City Hall – Committee Room

Agenda Items to be addressed:

- 1) **MINUTES OF LAST MEETING**
 - a) Review draft from 9-28-22
- 2) **NEW BUSINESS**
 - a) Request for a crosswalk on Elm Street/Broad Street Area
 - b) Crosswalk concerns at Devens Street & Washington Street
- 3) **OLD BUSINESS**
 - a) Issues with the turn movement at intersection of Boston Post Road West & Ames Street.
 - b) Traffic pattern concern at Rte. 20, Boston Post Road E & entrance to Raytheon.
 - c) 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, September 28, 2022, at 10:00 am. (The meeting was also recorded and is available to view online at the City of Marlborough's 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 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 Christian Dumais and Rob Veneziano and Helen Downey, residents of Church Street.

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

Chief Giorgi started recording the meeting at 10:00 a.m. and began by welcoming everyone and making introductions.

1- Minutes

The minutes of the Traffic Commission meeting of Wednesday, August 31, 2022:

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

2 - New Business

None

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) Stop sign concerns on Bigelow Street.

Update: Based on the discussion and detailed review completed by Ashley Miller, it was determined that the stop signs on Bigelow Street do not meet the required warrants for stop signs. Chief Giorgi advised that he did notify the City Council. Chief Giorgi will create the amended regulation to remove the stop signs and send to the City Clerk for advertisement. Tom DiPersio and Ashley Miller looked into other towns that have removed stop signs to see how they notified residents of the area. They found examples of Advance Notice signs used for a timeframe. For example, "Thru traffic no longer stops" etc. They will use their best judgement and move forward to alert residents.

3c) Speed management concerns on Kings Grant Road.

Update: The Chief had received an email from local resident Joshua Buckland on this issue. It was referred to the Police Department for updated speed information. This agenda item was "tabled" at the last meeting due to time constraints and not discussed. Chief Giorgi advised that he did send an email to Mr. Buckland on 9/14/22 with a copy of the recent Speed Summaries as they had been completed. Officer Larose pulled up a copy of the speed study for reference. He pointed out that on the EB side, toward Applewood, a resident had seen a motorcycle several times trying to get a high speed to register on the sign. Sgt. Ney advised that one motorcycle had been identified and that they had spoken to the person involved.

The speed study summary indicated an average daily volume of 400 vehicles over a 13-day period on the WB side (7/1/22 thru 7/13/22). Kings Grant has a 30-mph unposted speed limit and the 85th percentile was traveling at 29.17 mph. The speed sign was placed on the EB side for over a month and showed that the average # of vehicles was doubled at 950 vehicles per day and that the 85th percentile was slightly higher at 31.05.

Chief Giorgi asked if the area could be posted with the "30-mph Thickly Settled" signs. Commissioner Divoll advised that yes, this type of sign can be used here.

MOTION was made, seconded, duly VOTED to REFER to DPW to determine to determine the best location for the signs.

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

Update: Councilor Navin sent an email following up on the last meeting and looking for the most recent speed data for State Street. This agenda item was tabled at the last meeting due to time constraints. Chief Giorgi sent the Speed Summary Reports to Councilor Navin on 9/19/22. Officer Larose pulled up the reports for reference. The signs were out from 7/12/22 to 7/24/22 on the WB side and from 7/12/22 to 7/22 on the EB side. The study showed that the majority of vehicles were traveling at a reasonable

speed. The Chief noted that what is more of an issue is the volume of traffic on the WB side. There are 4 x as many vehicles traveling from Stevens St. toward Bolton St. then in the other direction.

The Traffic Commission had voted in the past to restrict the turn movement onto Chandler Street between the hours of 4:00 pm and 7:00 pm. Restricting the turn during these hours will help with the volume. Officer Larose advised that when he had the speed signs out, he blacked out the numbers, so it looked like it was not recording. This helps to get a more accurate picture as vehicles tend to slow down when they see the recorded speed.

Steve Kerrigan asked if there were specific times on the WB side when traffic is heaviest. Ashley Miller said she would think it would coincide with Whitcomb School traffic. The summary does show 627 vehicles at 8:00 am. People go down Stevens and take a left onto State Street and then to Bolton Street to avoid the school. It does make sense. Officer Larose said that when he stops cars in this area, they say that their GPS sent them that way.

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

3e) Speed concerns on Church Street.

Update: Chief Giorgi advised that he sent an email to the City Council on 9/19/22 with an update. Officer Larose brought up a copy of the email for reference. The Speed Summary Reports were part of the email. Officer Larose noted that the flashing speed had been turned off on the signs. The Chief reviewed the email. Since the last meeting, the patrol and traffic officers have increased speed enforcement in the area, at various locations between East Main St. and the far end near Edinboro Street. Between 9/1/22 and 9/17/22 officers have conducted targeted enforcement on 20 different occasions at various times of the day. The goal was to gauge volume and speed at various times to try and identify the busiest times of day and when vehicles were traveling above the posted 25 mph speed limit.

A review of the logs show that the highest speed cited by an officer was 38mph, while the average was closer to 30mph. The dispatch notes and officer comments show that most officers reported that "traffic was light" or "average speed was 30mph" or "most vehicles were in compliance". Citations were written, some with fines and some with warnings, for those traveling over the posted speed limit. There were also verbal warnings given.

The first Speed Summary Report was for Church St. at Greenwood Street SB, from 8/24/22 to 9/4/22. It shows that the 85th percentile was traveling at 27.15 mph, so the majority of cars are traveling just above the posted speed limit. The average volume per day was 787. The "Compliance and Risk Report" shows a total volume of 9,451 vehicles over 12 days, with 51 going 10-14 mph over the speed limit and 10 going 15+ mph over the speed limit.

The second report shows the NB side of Church Street near Warren Ave. The 85th percentile was traveling at 27.8 mph, which is slightly over the 25-mph posted speed limit. The high speed was 45mph. The average daily volume on this side was 1,319

which is almost double from the opposite side. Over the 11-day period, 14,518 passed by the sign. Out of this, 83 vehicles were traveling at 10-14 mph over the speed limit and 11 were traveling 15 + mph over the limit. So, 94 out of 14,518 vehicles were traveling 10-15mph over the limit.

The data does not show that the majority of vehicles are speeding. The volume, however, has certainly increased from what it was in the past. The issue is how to identify the "outliers" that are traveling over the speed limit. This falls upon the Police Department to continue with enforcement. Chief Giorgi said that there is definitely a lot of traffic but sometimes speed is a perception issue. The data collected shows that the majority are not speeding. The Police Department needs to try to find the "outliers" and step-up enforcement.

The initial request was to add more 25mph speed limit signs, and this may help. He would also like to purchase more electronic speed signs. These signs do work and are effective. Officer Larose has coordinated the solar powered signs for the Police Department. The Chief is seeking to purchase more and has included information regarding the solar powered radar speed signs in his email. The cost is \$5,318 per sign. These signs can be left out for an extended period, and he is hoping to use this type of sign in the Church Street.

Councilor Doucette said that he appreciates the Police Department's response, however, he still thinks they need to consider speed bumps. He noted that he saw 4 on Grove Street in Framingham at various locations. He feels that between Essex Street and Shawmut Avenue, at the top of the curve, would be a good location for a speed bump and that it would definitely be helpful. It would make it easier for people trying to pull out of Essex Street. He also suggested the area at the bottom of the hill. Hitting speed bumps might also make people decide not to come that way.

Chief Giorgi said that he would be interested to see how Framingham chose Grove Street for speed bumps. The speed bump issue has been battled back and forth for a long time here in Marlborough. The difficult thing is to put in a speed bump when it is not supported by evidence. Councilor Doucette reiterated that the outliers are the problem and that it's a neighborhood street with a lot of families. Chief Giorgi said that the problem of "outliers" can also be found on any other street in the city.

Helen Downey was also in attendance and mentioned volume from the side streets. Tom DiPersio explained that stop signs are not meant to control speed. Stop signs allow side streets to enter traffic. It was asked if the traffic on Essex Street was counted. No, it was not, just on Church Street. Chief Giorgi said that is where the no parking regulation was implemented and that this would be a good location for the flashing speed signs. Ms. Downey said she feels bad for the family next door to her who will have nowhere else to park. When parking restrictions are added, this is what happens, others are displaced. Ms. Downey also said that another resident of the area asked to sign the petition. She was advised that this was fine, and she said she would get more signatures.

Mr. Veneziano said that they all had the feeling that this is what the results of the speed study would show. Residents had made their own please slow down signs. It is a huge relief that Church Street is being considered for the new digital signs. All agreed that the

area on Church Street between Essex Street and Harvard Street is where the biggest issue is and that digital signs would be very helpful.

Chief Giorgi advised that whenever the Police Department has additional funding, he looks into purchasing more of these signs. Mr. Veneziano asked how much longer they can have the frequency of officers. He was advised that Sgt. Ney is in charge of the Traffic Officers. All agree that it is certainly a high-volume area and high traffic times and problems have been identified. They will make the best use of resources. At least the electronic speed signs are effective for now.

Officer Larose was able to find a speed study for Essex Street from January of 2022. It was not even close to 300 cars per hour, which is one of the warrants for a stop sign. Chief Giorgi invited all to reach out to Officer Larose with specific issues. He will also put out a directive to all shifts to hit this area with speed enforcement.

3f) Request for “Slow Down” sign at Hosmer Street (Kiddie Time Educational Child Care).

Update: It was reviewed that there is a sight distance issue with exiting from the business. At the last meeting, this issue was referred to Code Enforcement for the problem with the trees. There was also an issue with the crosswalk and advance warning signs. Tom DiPersio advised that this is on the list and should be taken care of soon. Chief Giorgi advised that he would reach out to Pam Wilderman, from Code Enforcement, on tree issue.

3g) Traffic Pattern Concern at Rte. 20, Boston Post Road E & entrance to Raytheon.

Update: The timeframe for complete reconstruction of this area is far out, it won't finish until sometime in 2024. It was asked if there was any kind of mitigation that could help now. Tom DiPersio advised that he is meeting with the DOT next week on this project and that he will discuss this issue with them and try to determine something that can be done in the meantime.

3h) Intersection concerns, West Main St. & Winthrop/Orchard Street

Update: This issue was referred to Engineering for review and recommendations at the last meeting. Tom DiPersio said that he can attest to the need to make this crosswalk more visible. The crosswalk sign is currently blocked by a tree, and it is very difficult to see the crosswalk in the road. The tree will be cut back, or the sign moved, and the crosswalk will be painted with the ladder style in the interim, however, Engineering does think it is a good spot for a flashing crossing beacon. Sgt. Ney said that the westbound side is the busiest. When stopped in traffic, the tail end of a car is on the crosswalk and there is no notice. The crosswalk is between cars. Signalization here is the goal.

That there being no further business of the Traffic Commission held on this date, the meeting adjourned at 10:46 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, September 28, 2022, including meeting agenda.
- Draft of Traffic Commission Minutes from Wednesday, August 31, 2022.

Additional Handouts

- Speed Summary Report for State Street
- Speed Summary Report for Kings Grant Road
- Copy of 9/19/22 email from Chief Giorgi to the City Council, re: Church Street Speeding, included Speed Summary Reports and info on Electronic Speed Radar Signs.

Karen Lambert

From: John Irish
Sent: Wednesday, November 2, 2022 9:08 PM
To: David Giorgi
Cc: Patricia Bernard; Karen Boule
Subject: Crosswalk Elm St. / Broad St.

Good Evening Chief Giorgi,

I would like The Traffic Commission to consider the addition of a crosswalk on Elm St / Broad St. area. I think this will help to mitigate any crossing issues from pedestrians on a daily walk on Elm St.

Thank you.
John

John J. Irish
City Councilor Ward 5

Karen Lambert

From: Slava
Sent: Friday, November 18, 2022 2:13 PM
To: Karen Lambert
Subject: Side Walk Crosswalk Devens & Washington St

Good Afternoon

Karen Lambert, & David G

I live on the corner of Washington St & Devens St in Marlborough MA

And spoke with (Kaitlin) at the (DPW) today Regarding the sidewalk so I know there is a bus stop right across the street at the freeman School that stops every morning around 8:30 ish if I'm correct

And have noticed that there use to be a Cross walk line and it's not there anymore going back in Google images I think Kaitlin has send a copy over to you guys as well and have noticed that many car do not stop at the stop sign we're kids do cross in the morning but have driven pass the school bus on Deven St & Washington because they do not see the bus stop sign out on the road Devens when it's stopped kids are getting on the bus I thought I would bring it up because there are several families on this street that use the sidewalk and have seen to many close calls and would like to see what is possible to have this resolved .

Could we repaint the sidewalk back that was there before after they did the construction on Devens st ?

I appreciate your time listening to my concern and hope to hear back thank you

I have forwarded my information to Kaitlin at the Dpw if you need anything else.

Thank
You

Slava

Karen Lambert

From: Slava
Sent: Monday, November 21, 2022 8:06 PM
To: David Giorgi
Subject: Washington & Devens Side Crosswalk

Good evening ,

Chief David Giorgi ,

I want to know if this could be put in to the traffic committee next meeting

Regarding the crosswalk that use to be on Devens St And Washington St across from the freeman school if you go back on Google maps you can see there was one back in (2007) till the deven st project that was completed and has not been painted back since

I submitted a traffic request Fri because of the vehicles that by pass the school bus on Devens St when it has it sign out and would think that be a public safety concern

The bus route that stop across is a Assabet Bus & Marlborough Public Bus and the MWRTA Does Stop there Allso in the mornings

Pick up times are around 7:30 ish in the morning

And drop off times are around 4ish in the afternoon

I brought this up to the (DPW) that referred me to my district Ward 3 and to send the following emails out

I did speak with someone one this morning also so this might just be another email my apologies In case this is already in the works

I would hope to see it painted back for public safety concerns and parents that have kids that live on both streets

Potentially a (school bus sign) or Stateing that it's a school zone indicate it for people that don't know the the area well Yellow Signs For the cross walk would be a huge help

Thank you for time and hearing me out regarding this concern .

Happy Holidays

Thanks
Slava

Karen Lambert

From: David Giorgi
Sent: Monday, October 24, 2022 1:09 PM
To: Karen Lambert
Subject: FW: Ames Street / Route 20 "No Right on Red"

Subject: RE: Ames Street / Route 20 "No Right on Red"

Hi Ashley,

After some internal discussion, we don't feel the changes on Ames Street are necessary. Ames Street would experience lengthy delays and queues with the single right turn lane if there's re-occupancy of the vacant buildings in the area and we don't have the resources to make the changes and then go back and change it again.

Thanks,
Lori

Subject: RE: Ames Street / Route 20 "No Right on Red"

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,

I am hoping to get any updates you may have for Ames Street to share with Traffic Commission at our next meeting.

Thank you,

Ashley Miller
Assistant Civil Engineer
Department of Public Works
Engineering Division
135 Neil Street
Marlborough, MA 01752

Subject: RE: Ames Street / Route 20 "No Right on Red"

Good morning Lori,

Do you have any updates for Ames Street?

Thank you,

Ashley Miller
Assistant Civil Engineer
Department of Public Works
Engineering Division
135 Neil Street
Marlborough, MA 01752
P: 508.624.6910 Ext. 33205

Subject: RE: Ames Street / Route 20 "No Right on Red"

Good afternoon, Ashley. We completed the analysis for the Route 20/Ames Street/Bronx Park Drive intersection to evaluate operations with one right turn lane on the Ames Street approach to allow right turns on red. Based on an analysis of existing traffic volume conditions, it appears that the intersection would have acceptable operations with the single right turn lane on Ames Street. However, the traffic volumes collected in March 2022 were found to be considerably lower than 2016 volumes included as part of the traffic study for the Apex Center. If volumes at the intersection rebound to pre-pandemic conditions, Ames Street would experience lengthy delays and queues with the single right turn lane.

I plan to discuss these results internally at the District since we don't have the resources to make the changes on Ames Street and then go back and change it again if traffic volumes increase and operations degrade. I will follow up once we've had these discussions.

Thank you,

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