

CITY OF MARLBOROUGH MEETING POSTING

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CITY OF MARLBOROUGH

2023 SEP 22 PM 4: 24

Meeting Name: Traffic Commission

Date: September 27, 2023

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 7-26-23
(Note: August meeting was canceled)

2) NEW BUSINESS

- a) Crescent Street Parking Issues
- b) Continued Speed Concerns on Church Street
- c) Commercial Vehicle Parking Issues
- d) Parking Issues on Rice Street

3) OLD BUSINESS

- a) Review of unwarranted stop sign locations
- b) Mt Pleasant Street Traffic Concerns

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, July 26, 2023, 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). 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. Ronald Ney from the MPD Traffic Services Unit, and local resident Mr. James Joubert.

Minutes taken by Karen Lambert, MPD - Public Safety Administrative Assistant. (Note: Not present at meeting - minutes taken from recorded meeting.)

Chief Giorgi started recording the meeting at 10:04 a.m. and began by welcoming everyone and making introductions.

1- Minutes

Review of the minutes of the Traffic Commission meeting of June 28, 2023.

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

2 - New Business

2a) Speed Complaints on Bigelow Street, Westernview Drive, Valley Street

Chief Giorgi advised that these complaints were generated through the Traffic Unit. They will be accepted and placed on file.

Mr. Joubert, a resident of Bigelow Street, was in attendance for an update. Chief Giorgi reviewed the Speed Summary Report provided by Officer Larose. The speed sign was out on the Southbound side (coming from Donald J. Lynch Blvd. toward Elm Street) at #340 from 6/14/23 to 7/14/23. The average speed was 26.69, the 85th percentile was 30.63, the maximum speed was 48 and the minimum speed was 5. The average volume of cars per day was 1,438.

He also reviewed the report for the opposite side. The sign was out from 6/5/23 to 6/14/23. The average speed was 26.82, the 85th percentile was 30.73, the maximum speed was 52, the minimum speed was 5. There were more vehicles coming down the hill, heading toward the rink (NESC). The average volume of cars per day was 2,237. The reports include an hourly breakdown showing total vehicles and average speeds & number of violators. Basically, every hour there is someone going fast, the max speed. Hockey tournaments at the rink are surely a factor. Even at 10:00 pm there are high speeds of 40's to 50's. The signs are currently back up NB at Shea Drive and SB at Flagg Road.

Chief Giorgi said it is more of an enforcement issue, with more police presence needed. However, we can't be sitting there all the time. Maybe we could target our enforcement around specific times. Sgt. Ney said that if there is a hockey tournament it could be any time. The Traffic Unit is currently very small with only one patrol officer. Chief Giorgi said he can get the shifts involved in enforcement.

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

Chief Giorgi also mentioned that Karen Lambert spoke to the resident of Valley Street, and she explained that speed bumps are not likely. The speed signs have only been placed on the EB side so far. Steve Kerrigan noted that the EB side really doesn't warrant speed bumps, based on the facts in the report. Officer Larose is planning to place the sign on the opposite side when he returns from vacation.

3-Old Business

3a) Review of unwarranted stop sign locations.

Update:

Ashley Miller prepared a detailed memo (copy attached) regarding the history/background behind the existing stop signs on Beach Street at Clover Hill Street, Clinton Street at Auburn Street, Clinton Street at Old Charter Road, and Old Charter Road at Clinton Street. She reviewed Engineering files and old Traffic Commission meeting minutes to find this information.

Beach Street at Clover Hill Street – Ms. Miller found traffic counts that were done in September 1999 and May 2002. A stop sign request came before the Traffic Commission prior to the reconstruction of the roadway. At that time, Beach Street was wider, there were no sidewalks and there were concerns about speed, volume, and the lack of sidewalks. At the June 9, 1998 meeting, the 'all way stop' sign at Beach Street and Clover Hill Street was voted on and approved through an Emergency Regulation. The

City Engineer at the time, was in opposition to adding a stop sign here. At this same meeting, there were preliminary proposals for 3-way stop signs for the other Clinton Street intersections. Tom DiPersio said that the takeaway from the old minutes was that Engineering, at the time, acknowledged that these intersections did not meet the warrants for stop signs when they were installed.

No analysis of accident history has been done in the last 12 months. Ms. Miller did find a more recent warrant analysis for Beach Street which showed that it did not meet the volume requirements on the main or side streets. Other criteria though, includes the sidewalk, which may be something to take into consideration. Coming from West Main Street down Beach Street there is a sidewalk on the north side which ends at Clover Hill, there is a crosswalk here and then the sidewalk begins on the opposite side of the street to South Street. The sidewalk goes all the way to the stop sign at the intersection.

Tom DiPersio said that none of the strict warrants for stop signs were met, but the MUTCD does take other considerations into account. They didn't measure any pedestrian volume, but it may be something to consider. Commissioner Divoll said that he has gone by the area multiple times and at different parts of the day and has never seen someone crossing here. If the concern is coming down Clover Hill and taking a right onto Beach Street, can you see someone crossing Beach Street at this location? He said there is perfect visibility. There could potentially be some overgrowth that would restrict sight and there is a utility pole, however, they can handle any overgrowth internally. There are no issues with the sightline or slope of the road. Mr. DiPersio said that pedestrian issues may be more of a specific event type thing like on Memorial Day or something with people crossing for the cemetery. He said they could paint the crosswalk with the ladder style to make it more visible. They would also install advance warning signs for the stop sign.

Chief Giorgi asked if this is a flashing stop sign. Engineering advised that it is. The Chief asked if we could possibly free it up and use it at another location instead as the crosswalk would be mitigated with more visibility and advance warning signs. This stop sign is regulated, however, Steve Kerrigan asked if the crosswalk was regulated. Pedestrian crossing signs do not need to be regulated as they are just warning signs.

This item will remain on the agenda for the next meeting so that Engineering can confirm that the crosswalk is regulated. Chief Giorgi will create the regulation to repeal the stop sign at Beach Street and Clover Hill Street.

Clinton Street at Auburn Street and Old Charter Road -

Ashley Miller found that the request for 3-way stop intersections was brought before the Traffic Commission in the past (June 9, 1998) and voted on, however, she could not find meeting minutes indicating that the request was approved but the stop signs did go up. She found it interesting to note that traffic counts on Clinton Street show there was significantly more traffic in 1998 than now. The total count between Old Charter Road and East Main Street in 1998 was 585 vehicles, in October 1999 the total count in the same stretch was 660. The count that was just completed showed a total average count of 178 vehicles over a 3-day period. In the past it was used as a cut through street, but not so much anymore. Volumes do not meet the warrants for stop signs in either direction. Engineering did not do any new counts at Old Charter Road and Clinton Street. Steve

Kerrigan noted that this is a similar situation to the stop signs on Bigelow Street, where the stop signs were added as a traffic calming measure. Tom DiPersio said that the data would suggest that the volume went down because of the stop signs, however, this may not be the case.

Chief Giorgi asked for clarification on the number of stop signs we are questioning on Clinton Street. Ms. Miller said there are 5, 2 in each direction on Clinton Street at Auburn Street and at Old Charter Road and then 1 at the end of Clinton Street at Old Charter Road. GIS mapping on the city website was pulled up for reference. The stop sign where Clinton Street hits Old Charter Road would stay. Ms. Miller noted that sight is slightly limited at Auburn Street due to a fence within the zone. The Chief asked to see the map closer and was able to view a photo and diagram. All agreed that it makes sense to keep the sign where Clinton Street feeds onto Old Charter Road but that the others should come down. It was further discussed that the Ward Councilors would need to be notified before any changes were made. Also, warning signs would need to be put up, similar to those on Bigelow Street, stating that cross streets do not stop and another sign indicating when the stop signs would be coming down.

This issue will remain on the agenda for next month but in the meantime, the Chief will create the regulation to repeal the stop signs at Clinton Street and Auburn Street (both directions) and Clinton Street and Old Charter Road (both directions). He will also notify the Ward Councilors and Engineering will put up warning/advisory signs like those on Bigelow Street.

3b) Mt. Pleasant Street Traffic Concerns

Update:

At the last meeting, it was discussed that the electronic speeds signs would be put out to collect data on volume and speed so that the Traffic Commission could determine the specific timeframe that was causing the most issues. Officer Larose had the speed sign out on the Northbound side from South Street up for 21 days, 6/29/23 to 7/20/23, and included the Extended Speed Summary Report for review. The timing of the lights at South Street was also discussed at the last meeting.

The data collected from the speed signs, shows that speed is not the issue. The speed limit is 30 mph, the average speed at this location was 14.04, the 50th percentile was 13.56 and the 85th percentile was 18.18. The report also breaks down the volume by day and time. Sgt. Ney commented that it still doesn't look that bad, based on the report, however, 4:00 pm to 6:00 pm seems to be the highest volume. For some reason, the report also shows heavy volume on Sunday, 7/2, especially between 11:00 am and 2:00 pm. This could have been due to something specific going on in the area. There were also a couple days with heavier traffic between 9:00 and 10:00 am. Tom DiPersio said that this could have been due to a construction detour. All agreed that 4:00 to 6:00 pm does appear to have the heaviest volume in general. The few areas where the report shows N/A was probably due to a battery issue with the sign.

Chief Giorgi reviewed that the thought was to do the same thing that we did at State Street and Chandler Street with no left turn during certain hours, from South Street onto Mt. Pleasant Street. At the moment, we don't have data from the other direction, but he

doesn't see that as the issue. It appears that drivers are using this turn as way to avoid the lights to get out of the City. He asked if anyone had any thoughts on this? Is it worthwhile to do this on weekdays or not? 4:00 pm to 6:00 pm does seem to be the most consistent timeframe for the higher volume. Commissioner Divoll asked about starting at 3:00 pm? He does agree that the volume drops between 6:00 and 7:00 pm. The data does support the 3:00 to 6:00 pm timeframe. Engineering would also need to contact Waze and advise them of the change.

Councilor Dumais had said that he did not think signage would be enforced. Steve Kerrigan noted that we can't restrict it to residents only, which was also discussed at the last meeting, as this would be impossible to enforce. Chief Giorgi said that he has not heard much feedback from anyone since the no left turn restriction was put up at State Street and Chandler Street, but if it's working, then it's working even if residents may not like it.

Sgt. Ney said that their apartments at this location on the right at West Main Street. The entrance is on Mt. Pleasant Street. He is wondering if some of this traffic is due to people heading home to this apartment complex, as 30 cars on the street in 1 hour seems like a lot. Some of the higher numbers are unusual too, like the 78 cars on a random Saturday. He also noted that if you look at 5:00 pm all the way down, it's not consistent. Steve Kerrigan said that if we make this restriction, no left turn from South Street to Mount Pleasant, is someone going to request this on other streets. Do we want to go down this road regarding other feeder streets between major arteries? It will also affect all the residents of the apartments. It is sort of a "can't win" situation and is purely the decision of the Traffic Commission.

Commissioner Divoll said that he was not apposed to trying it on a temporary basis and seeing how it goes. Chief Giorgi explained that the problem with this, is that a temporary restriction is not regulated and is not enforceable. Sgt. Ney said that people living there would need to know that the signs were not enforceable, or they would keep calling and reporting that someone was turning this way. If residents know it is not enforceable then everyone will continue turning here. Steve Kerrigan also noted that no one is choosing to turn from South Street onto Mount Pleasant Street in January to go up that hill. Sgt. Ney said that many people would rather go all the way up to the light to have easy access onto West Main Street. The left turn on Mount Pleasant is the only way residents of the apartment complex can get home.

Tom DiPersio questioned where exactly the counts were taken. He suggested we do another set of counts closer to West Main Street. We could then compare it to the numbers in this Speed Summary Report and see how many were just going to Mt. Pleasant. Ms. Miller said that Engineering has a counter that can be attached to a pole which would allow them to put it in a better location. Chief Giorgi agreed that this was a good idea and suggested using the Police Department's speed sign and the Engineering Department's counter at the same time, in the two different locations, and then compare the data for a more accurate count that would take residents into account.

The Chief asked if there were any additional questions or concerns. None noted.

That there being no further business of the Traffic Commission held on this date, the meeting adjourned at 10:52 am.

Respectfully submitted,

Karen L. Lambert
Public Safety Administrative Assistant
Marlborough Police Department

List of documents and other exhibits used at the meeting:

- City of Marlborough Meeting Posting for the Traffic Commission Meeting on July 26, 2023, including meeting agenda.
- Draft of Traffic Commission Minutes from Wednesday, June 28, 2023.
- Email from Officer Larose to Chief Giorgi and Sgt. Ney, dated 7/20/23, re: Speed Reports. Including speed reports for Bigelow Street, SB & NB, Westernview Street, NB and Valley Street, EB.
- Email from Ashley Miller to Chief Giorgi, Tom DiPersio & Sean Divoll, dated 6/28/23, re: Stop Signs Engineering Studies Final Beach Street Clinton Street. (Including Memo dated 6/6/23)
- Extended Speed Summary Report for Mt. Pleasant Street, NB

Additional Handouts

-None

Karen Lambert

From: Ke Dawei
Sent: Thursday, August 31, 2023 3:54 PM
To: David Giorgi
Subject: Crescent street parking
Attachments: 20230831_140508.jpg

Chief Giorgi,

A

Chief Giorgi,

Attached is a rough drawing of Crescent street with H's to indicate houses on both sides. You will probably have to enlarge it to read my writing. I think you and the town engineer are already fairly

familiar with the parking situation on Crescent. The drawing comments on the parking by people that live on the street but not the daily parking of delivery vans, trucks and at times heavy

trucks that have been a big factor on cracking the sidewalk tiles over the years.

When street parking happens on the north side it is a minor issue. There is also no sidewalk on that side to destroy and it leaves room for cars going by. Parking on the south side (the sidewalk side) towards Lake Williams and 495 restricts the street.

The restrictions are accentuated in winter as the snowplow has to go around them. The cars in winter are in the street more to avoid the snow buildup at the street edge. The attachment indicates where the problem restrictions occur with squiggly lines.

The people in the three houses below me towards route 20 park mostly in their driveways but often on the street. When they park on the north side it is not so restricting as when they park on the south side which creates problems.

If Crescent is changed no parking on the south side, Lake Williams side, it would not be a factor for residents. There would still be room enough for parking on the north side. They generally park on the south side sidewalk in laziness to not park on the north side. They can park and not have to turn around before parking.

The parking that causes two cars to be on each side causing a restriction generally happens with guests or visitors to residents. Delivery trucks usually always park on the south side so cause restrictions. I can't think of a negative part to not have parking on the south side.

Three years ago a new tenant moved in to the house below me on the route 20 end. They have three very active kids and at times get into the street chasing balls or running away from another kid chasing them. They are all excited and not thinking about cars.

Last year a tenant moved into their house's second apartment. They have four kids. Two of them are very active young kids. So there is 5 kids there and all loaded with energy.

When cars park on the sidewalk south side the kids are not noticed as much as cars block the view of the kids. They are mostly pretty good about not going into the street. They don't play

games in the street at all now but when excited occasionally go into the street usually after a basketball or soccer ball.

That brings up a second issue. There are often cars going very fast on Crescent. That generally happens from the far top of the hill part down to route 20. I think they are likely commuters taking a short cut through the cemetery from 85 over to 20. That usually happens in late afternoon to 7pm.

On the sidewalk:

It would be good if a standard type sidewalk with regular height and stone facing could be used. If a cement only edges is used drivers of big vans and trucks will likely continue to park on the sidewalk. The edges will chip and degrade and cracks happen as has happened with the prior sidewalk iterations and repairs done to the existing cement tiles. There have been thick spots in the past where the street tar was low and the cement tiles got damaged. The city did not save any money by installing very poor quality sidewalks in the past that were quickly destroyed in a few years.

Around Crescent are Grant, Versailles and Broad streets that have stone facing on both sidewalks on each of those streets. Crescent street is a small street and only one side with a sidewalk to face with stone. I doubt it would be a big percentage wise addition to the rebuild cost of Crescent.

Today the workers are putting in the sections of big runoff drain tiles. Per usual their heavy trucks were parked on the sidewalk. They had an 8 ton truck with a full load of dirt parked on the sidewalk all afternoon. You would not think big trucks were a problem on town small streets especially one that locks out through traffic to big trucks. An over the road automobile hauler use to park up by the cemetery nights often.

Sorry if the attached picture is not displayed properly. For some reason my software displays them turned and even when I correct that in my view it gets flipped on the receiver's side.

Thank you for your attention,

Take care, David Kirkpatrick

柯大伟, Ke Dawei



HAS parking H2

Condo

HAS parking

HAS parking H3

Parking X X X X X
Free Several X X X X X
cars

Block of
6-7 apartments

Tenants
Park on
street
everyday

Parking for
4 cars X X X X X

HAS parking

OCCASIONAL
guests on street

HAS parking H4

HAS parking
but vans + trucks
in street

in street

RT 20

← downtown

Cemetery

H2
ME
HAS parking

H2
HAS parking BUT parks on
but often in street

H3
HAS parking BUT often in
street

H4
HAS parking BUT often in
street

large willows

Karen Lambert

From: Rob Veneziano
Sent: Friday, September 1, 2023 4:16 PM
To: David Giorgi
Cc: Bruce Ishikawa; Maria; Jeanne Carney; ; Helen Downey; James Black;
Eileen M. DesRosiers; David M.
Subject: DesRosiers; Gilmar Boaventura
Church Street / speeding

Hi Chief Giorgi,

I hope this email finds you doing well and ready for a great Labor Day Weekend.

We appreciate your help this time last year, at the meeting many of the copied attended, to hear our concerns about the speed on Church.

Unfortunately with the new speeds signs up and the digital one as well, very little has changed on the street, and as such, we would love to get back on the agenda for the traffic meeting later this month.

I believe the meeting is on Wednesday, September 27th at 10AM?

Look forward to hearing back and have a great long weekend.

Best,

Rob Veneziano
233 Church

ALL TRAFFIC SOLUTIONS



Extended Speed Summary Church St @ Warren PERM, SB

Start: 2023-07-01

End: 2023-08-31

Times: 0:00:00-23:59:59

Violation Threshold: Speed Limit + 10

Speed Range: 1 to 150

Overall Summary

Total Days of Data: 62

Speed Limit: 25

Average Speed: 18.59

50th Percentile Speed: 19.29

85th Percentile Speed: 26.04

Pace Speed Range: 16-26

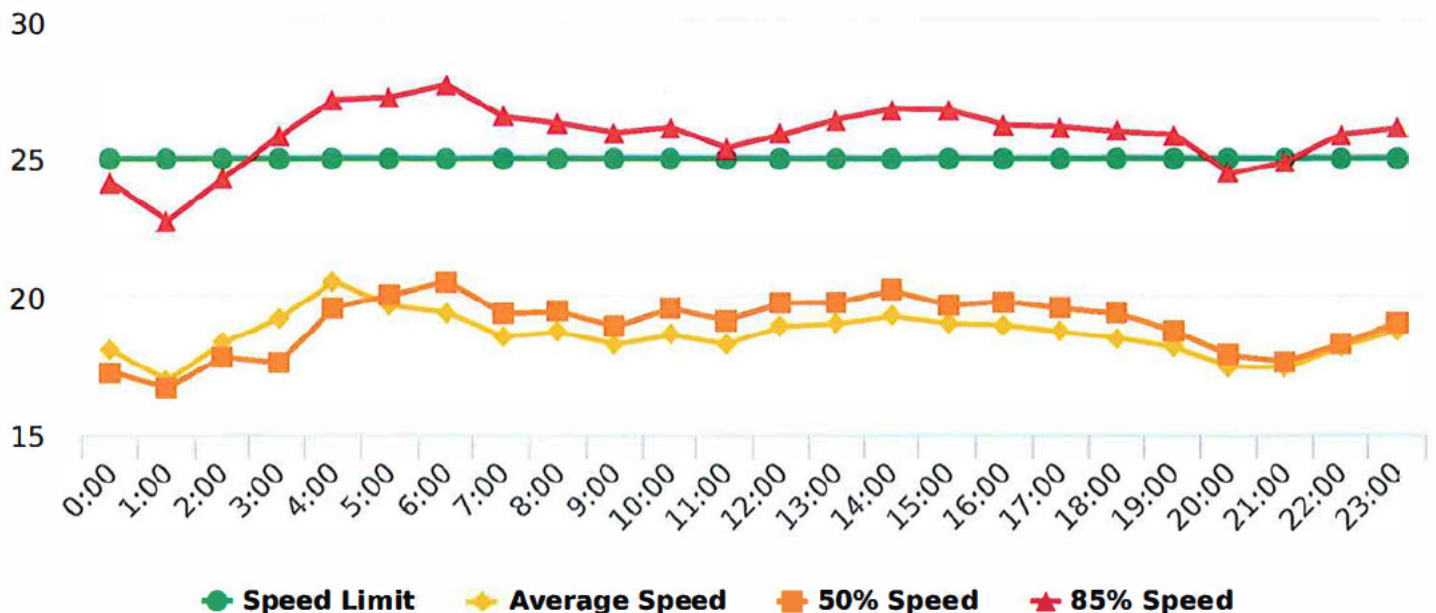
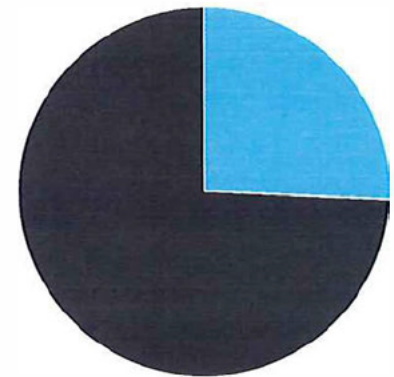
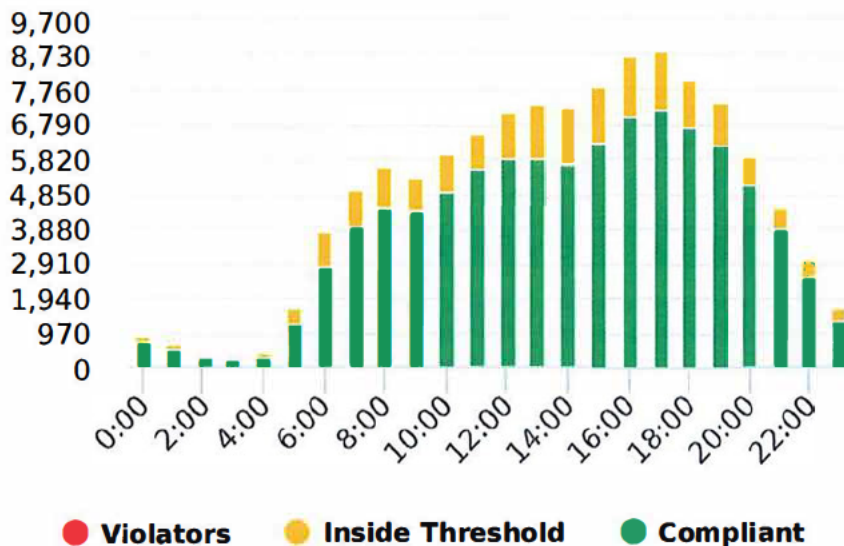
Minimum Speed: 6

Maximum Speed: 63

Display Mode: Speed Display

Average Volume per Day: 1845.5

Total Volume: 114422



ALL TRAFFIC
SOLUTIONS


Extended Speed Summary

Church St @ Warren PERM, SB

Start: 2023-07-01

End: 2023-08-31

Times: 0:00:00-23:59:59

Violation Threshold: Speed Limit + 10

Speed Range: 1 to 150

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	920	22	2.4%	14.8	0.4	6	49	18.0	17.3	24.1	21.4%
1:00	Speed Display	25	643	3	0.5%	10.4	0.0	6	43	17.0	16.7	22.8	22.5%
2:00	Speed Display	25	331	6	1.8%	5.3	0.1	6	45	18.3	17.8	24.3	19.9%
3:00	Speed Display	25	239	4	1.7%	3.9	0.1	6	45	19.2	17.6	25.8	21.3%
4:00	Speed Display	25	466	13	2.8%	7.5	0.2	6	44	20.5	19.6	27.1	19.1%
5:00	Speed Display	25	1658	17	1.0%	26.7	0.3	6	45	19.6	20.0	27.2	16.3%
6:00	Speed Display	25	3848	27	0.7%	62.1	0.4	6	44	19.4	20.5	27.7	21.4%
7:00	Speed Display	25	4965	26	0.5%	80.1	0.4	6	43	18.5	19.4	26.5	25.4%
8:00	Speed Display	25	5590	16	0.3%	90.2	0.3	6	49	18.7	19.4	26.3	24.6%
9:00	Speed Display	25	5355	24	0.4%	86.4	0.4	6	43	18.3	18.9	25.9	25.2%
10:00	Speed Display	25	6013	27	0.4%	97.0	0.4	6	40	18.6	19.5	26.1	25.8%
11:00	Speed Display	25	6582	15	0.2%	106.2	0.2	6	58	18.3	19.1	25.4	27.4%
12:00	Speed Display	25	7105	23	0.3%	114.6	0.4	6	50	18.9	19.7	25.9	26.5%
13:00	Speed Display	25	7335	25	0.3%	118.3	0.4	6	42	19.0	19.8	26.4	25.3%
14:00	Speed Display	25	7293	32	0.4%	117.6	0.5	6	53	19.2	20.2	26.8	24.8%
15:00	Speed Display	25	7895	54	0.7%	127.3	0.9	6	49	19.0	19.6	26.7	24.7%
16:00	Speed Display	25	8727	42	0.5%	140.8	0.7	6	63	18.9	19.8	26.2	25.9%
17:00	Speed Display	25	8881	48	0.5%	143.2	0.8	6	48	18.7	19.5	26.1	26.3%
18:00	Speed Display	25	8067	41	0.5%	130.1	0.7	6	45	18.5	19.3	26.0	26.8%
19:00	Speed Display	25	7446	47	0.6%	120.1	0.8	6	58	18.1	18.7	25.8	27.7%
20:00	Speed Display	25	5898	30	0.5%	95.1	0.5	6	48	17.4	17.8	24.5	28.2%
21:00	Speed Display	25	4473	22	0.5%	72.1	0.4	6	51	17.4	17.6	24.9	27.6%
22:00	Speed Display	25	3054	31	1.0%	49.3	0.5	6	52	18.2	18.3	25.8	27.0%
23:00	Speed Display	25	1638	11	0.7%	26.4	0.2	6	53	18.8	19.0	26.1	24.0%
Total Volumes/ Avg			114422	606	0.5%	1845.5	10.0	6	63	18.6	19.0	25.8	24.4%
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			114422	606	0.5%	1845.5	10.0	6	63	18.6	19.0	25.8	24.4%

Karen Lambert

From: Andrew Larose
Sent: Tuesday, September 5, 2023 11:33 AM
To: David Giorgi
Subject: Re: Church Street

Chief,

I went back to several years of speed sign data, as you can see the average speed and 85th% have dropped even with the volume doubling.

	Average Speed	85 th %	volume of cars per day
2020 August	23.74mph	28.16mph	934
2020 October	24.35mph	30.03mph	825.9
2020 June	23.8mph	28.77mph	912.1
2021 June	25.89mph	30.4mph	842.8
2021 July	25.63mph	30.46mph	679
2022 August	22.11mph	27.15mph	787.6
2023 July/August	18.59mph	26.04mph	1,845

Respectfully,
 Officer Andrew LaRose
 Traffic Services Division
 Marlborough Police
 355 Bolton Street
 Marlborough, Ma. 01752
 508 485-1212

Special Olympics Law Enforcement Torch Run (LETR) Liaison

Please be advised that the Massachusetts Secretary of State considers e-mail to be a public record, and therefore subject to public access under the Massachusetts Public Records Law, M.G.L. c.66 S 10.

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From: Andrew Larose
Sent: Tuesday, September 5, 2023 10:34 AM
To: David Giorgi
Subject: Church Street

Chief,

Here is the last two months of speed data for Church Street.

Respectfully,
Officer Andrew LaRose
Traffic Services Division
Marlborough Police
355 Bolton Street
Marlborough, Ma. 01752
508-485-1212

Special Olympics Law Enforcement Torch Run (LETR) Liaison

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Karen Lambert

From: Andrew Larose
Sent: Wednesday, September 6, 2023 6:21 PM
To: David Giorgi
Subject: Commercial vehicle parking

Chief,

As you are aware, the Mayor's Office, City Councilors, Code Enforcement and our Department have been receiving an increasing number of commercial motor vehicle complaints, especially for overnight parking. Currently, our ordinances do not regulate commercial parking in any meaningful way. I was hoping this issue could be discussed at the next meeting.

There are a lot of questions and moving parts for the traffic commission to decide what constitutes a CMV for this regulation. I have been looking around at other municipalities that restrict CMV parking. The following is one I located from another state that is easy to understand and has most issues covered. I feel it is a good starting point for discussion.

285-30 Purpose and intent.

[Amended 3-14-2016 by Ord. No. 2016-3]

It is the purpose and intent of this article to restrict the parking and stopping of certain defined commercial vehicles on any street in the Township of Marple to promote safety, improved surveillance, to protect areas from the overburden and intrusion of commercial activities into public streets, and to promote and preserve property values.

§ 285-31 Prohibited acts; exception.

[Amended 10-8-2012 by Ord. No. 2012-10]

A.

Except while actually loading or unloading and rendering requested service to property owners or tenants in the Township of Marple, it shall be unlawful for any person to park or stop for a period exceeding one hour any commercial vehicle (as defined in this article) on any public or private residential street, road or alleyway in the Township of Marple.

B.

The parking of any commercial vehicle, oversized vehicle (as defined in Article II of Chapter 300 of the Code of the Township of Marple, incorporated herein by reference hereto) or business employee/customer parking in or on any property, park or recreation area owned, leased, maintained or operated by the Township, is prohibited unless permission is obtained from the Township Manager.

C.

The overnight parking of any commercial vehicle on any public street, highway, roadway, alley or lane is prohibited except as otherwise permitted in this chapter or in Chapter **300** of the Code of the Township of Marple.

[Amended 3-14-2016 by Ord. No. 2016-3]

D.

The above prohibitions shall not apply to vehicles serving official Township purposes, public school purposes, emergency services response vehicles or vehicles fitted for the disabled and handicapped (with a handicapped license plate or placard).

§ 285-32 **Definitions.**

As used in this article, the following terms shall have the meanings indicated:

COMMERCIAL VEHICLE

Includes all and any truck tractor, trailer, tractor-trailer combination, house trailers, house cars, limousines, boat or boat trailers, vehicles with snow plows, tow trucks or vehicles with tow truck apparatus, vehicles with exterior attached equipment or stored ladder(s), vehicles with commercial advertising or any other vehicle usable for commercial purposes having a payload capacity of one ton or more.

[Amended 4-8-2002 by Ord. No. 2002-3]

Respectfully,
Officer Andrew LaRose
Traffic Services Division
Marlborough Police
355 Bolton Street
Marlborough, Ma. 01752
508-485-1212

Special Olympics Law Enforcement Torch Run (LETR) Liaison

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Rec- 9/21/23

2c-3

Marlborough Parking complaint:

All the older, overcrowded neighborhoods are being overrun with commercial vans, trucks (even dump trucks) parked on residential streets along with too many personal vehicles, recreational boats and campers).

The house at 77 Washington St. (and others) in Marlborough has commercial trucks, hitched campers, and hitched flatbed trailers parked on the street overnight and currently a large trash truck (V71916) is parked at the dangerous hilly section. The flatbed has been moved and the camper squished between the houses, which is still a fire hazard and blight violation. Now there is a hitched boat stored on the front lawn.

Washington Street is cluttered with work vans: Jose Painting, BH Remodeling, AAA truck and even dump trucks: W&E landscaping (V83250) and white box trucks (V88513) (S17806 stored in driveway) and more, that are often stored all day and night.

At the corner of 219 Lincoln St., on Huntington, a dump truck (W82557) has been parked there (where small children play) that makes it difficult to pass with others parked opposite.

Also, at 243 Ash St., two large box trucks (X20944, W11424) hang out the driveway (and often parked on the front lawn).

People shouldn't be using commercial trucks, and especially dump trucks as personal vehicles, which add more toxic exhaust and noise to neighborhoods. There are plenty of nearby parking lots that could store trucks.

The city neighborhoods have no more lawns anymore (or passable streets) at any multi-family properties!

Request signs.

9/13/23

2d-1

55 Rice St Marlborough, MA 01752
47 Rice St Marlborough, MA 01752

The neighbors from 55 Rice St Marl, MA 01752 at first level has too many vehicles that make it virtually impossible to fit an EMS or even the garbage truck, when park on both side of Short St + Rice.

55 Rice St Marlborough, MA 01752 + Short St as the graphic shows (Fig.1), No Parking any time sign, 2 of them will do the job.

47 Rice St Marlborough MA 01752 + Short St curb a red line that indicate not park and from the driveway at 9 Short St, 12' of red line not parking (Fig. 2)

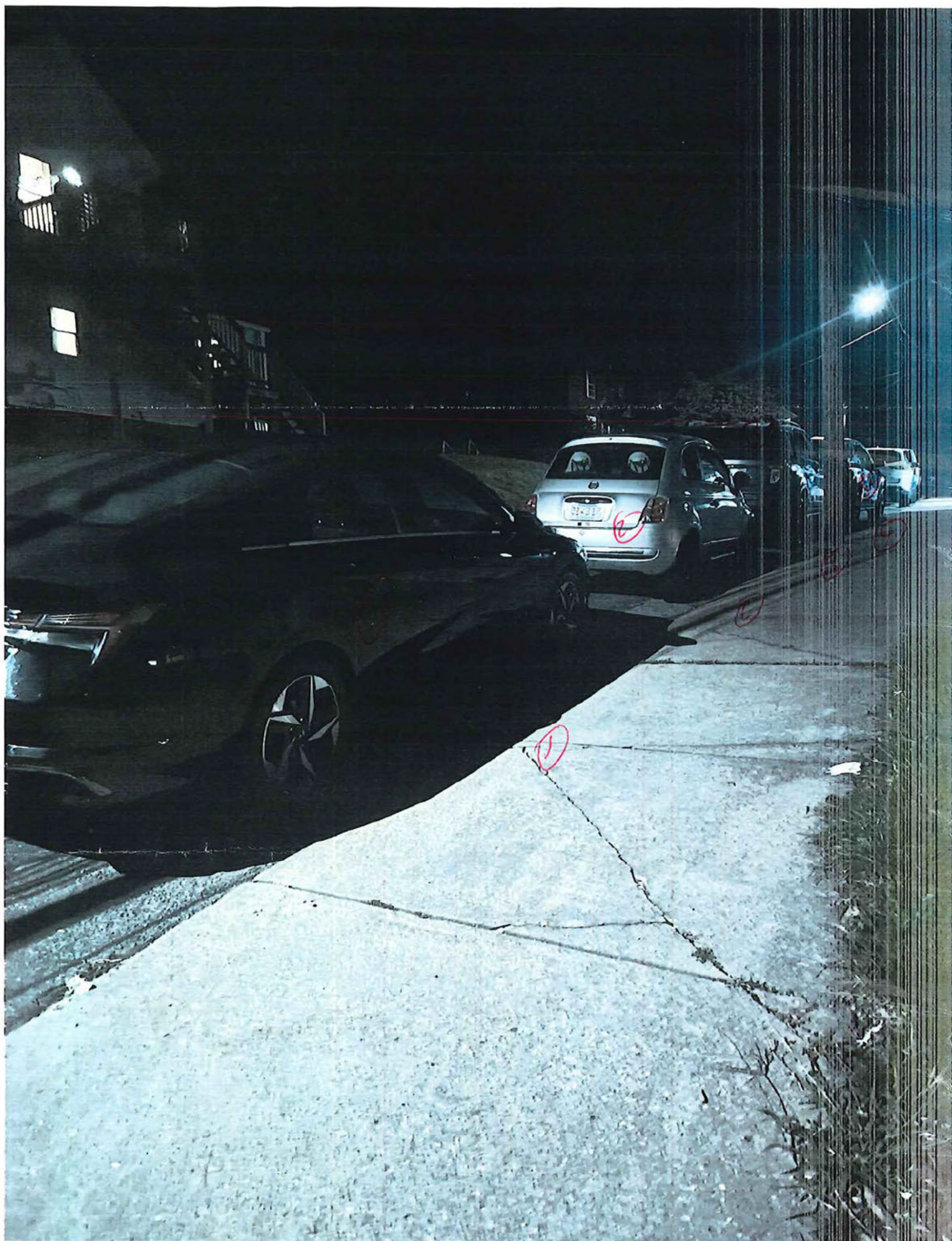
4 vehicles park every night (see attachment) and let me the entrance to my driveway very tight.



Sincerely,

Nelson Rivas.
9 Short St, Marlborough, MA 01752







**CITY OF MARLBOROUGH
TRAFFIC COMMISSION**

A regulation to amend the Rules and Regulations of the Traffic Commission of the City of Marlborough, as amended, thereof entitled VEHICLES AND TRAFFIC, Article VII, Section 586-50, Schedule VI: "Stop Intersections".

BE IT ENACTED BY THE TRAFFIC COMMISSION OF THE CITY OF MARLBOROUGH AS FOLLOWS:

s. 586-50 of the Rules and Regulations of the Traffic Commission is hereby amended by REPEALING to said schedule the following:

<u>Stop Sign On</u>	<u>Direction of Travel(from)</u>	<u>At Intersection of</u>
Beach Street	Southeast	Clover Hill Street



**CITY OF MARLBOROUGH
TRAFFIC COMMISSION**

A regulation to amend the Rules and Regulations of the Traffic Commission of the City of Marlborough, as amended, thereof entitled VEHICLES AND TRAFFIC, Article VII, Section 586-50, Schedule VI: "Stop Intersections".

BE IT ENACTED BY THE TRAFFIC COMMISSION OF THE CITY OF MARLBOROUGH AS FOLLOWS:

s. 586-50 of the Rules and Regulations of the Traffic Commission is hereby amended by REPEALING to said schedule the following:

<u>Stop Sign On</u>	<u>Direction of Travel(from)</u>	<u>At Intersection of</u>
Clinton Street	North	Auburn Street
Clinton Street	North	Old Charter Road
Clinton Street	South	Auburn Street
Clinton Street	South	Old Charter Road