



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

Traffic Commission Minutes

The Regular Meeting of the Traffic Commission was held as a **virtual meeting** on Wednesday, April 28, 2021 at 10:00 am. Members present: Chairman - Police Chief David Giorgi, Fire Chief Kevin Breen and Commissioner of Public Works Sean Divoll. Also present: City Engineer Tom DiPersio, Assistant City Engineer Tim Collins, Ashley Miller & Ryan Malcolm also from the Engineering Department, Sgt. Zac Attaway from the MPD Traffic Services Unit, City Council President Mike Ossing, City Councilor Christian Dumais, City Councilor Samantha Perlman and local residents Aura Gauthier and Roland Lachapelle.

Minutes taken by Karen Lambert, MPD Records Clerk.

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, March 31, 2021.

MOTION was made, seconded, duly VOTED:

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

2 - New Business –

2a) 406 Lincoln Street – Questions regarding Lincoln St. Paving Project & Request for flashing pedestrian crossing.

Chief Giorgi received an email from the Property Manager of 406 Lincoln Street. He was specifically asking:

1. When will the Lincoln St. paving project be starting?

2. Will this affect any of the current crosswalks between the parking lots and the building?
3. Can a flashing pedestrian crossing sign be installed in front of the Coffee Shop?

Chief Giorgi reviewed that the Traffic Commission has dealt with these issues a few times over the years in an effort to make the area safer. Tom DiPersio addressed the timeline. He said that they are finishing the utility work now and the paving project is going out to bid in the next week or so. It should be starting in June. The west end of Lincoln Street will be done first. They are hoping to finish the project before the Labor Day Parade. This end of Lincoln Street will be scheduled later in the fall. There will be some modifications to the crosswalk as part of the project. He pulled up a draft diagram for the project for reference and explained that the curb will be bumped out at the midblock crosswalk. This will make the crosswalk more visible and safer by preventing parked cars from blocking the view of those crossing. It will also make it a shorter route across. He thinks this will go a long way in addressing the safety concerns. The bump out will be on the side with the building. Chief Giorgi asked if this would then cause them to lose a parking spot? Mr. DiPersio said no because there was no parking allowed here anyways because it was so close to the intersection of Harrison Place.

Mr. DiPersio said that the crosswalk doesn't have enough people crossing to warrant a flashing pedestrian crossing signal. Tim Collins also said that this is not the City's crosswalk. It is the property of 406 Lincoln Street. He pulled up information on the Special Permit that was granted to Fairbanks Development LLC back in 2007. He said that they keep coming to the Traffic Commission and asking for things, but the owners of the property are responsible for maintenance.

Chief Giorgi asked if Mr. Collins could forward a copy of the permit so that he can walk through the conditions regarding the crosswalk and discuss it with the Property Manager.

MOTION was made, seconded, duly VOTED to REFER to Chief Giorgi to get back to the Property Manager and advise as to this discussion.

2b) Traffic Concerns on Tucker Avenue

Councilor Perlman was in attendance for this issue. She had forwarded an email to the Traffic Commission from one of her constituents from Tucker Avenue. He was concerned with the speed of school buses and other vehicles "whipping down Tucker from Sandini". He mentioned many children living on the street, including a daycare with toddlers, and kids playing street hockey. He is looking for an "out-of-the-box solution for a visual to slow down vehicles".

Chief Giorgi agreed that this can be a tough area. At the last meeting, we discussed changes in the area with an upcoming reconstruction project. Sgt. Attaway advised that he has had the speed signs up for the last four days (4/24/21 to 4/27/21) on the westbound side and provided the Extended Speed Summary. He reviewed that the average number of cars per day was 28. The maximum speed was 28 mph with an average speed of 14.6 mph. He is planning to leave the sign here for a few more days and then switch it to the other side of the street. Chief Giorgi said that the Traffic Unit can also increase enforcement there at the same time and report back at the next meeting. Councilor

Pearlman asked if she could have a copy of the summary. Sgt. Attaway will forward a copy to her.

Chief Giorgi said that sometimes speed is a matter of perception. When someone is standing still on the side of the road, the speed seems faster.

MOTION was made, seconded, duly VOTED to REFER to the POLICE DEPARTMENT to continue monitoring the speed and report back at the next meeting.

2c) Parking concerns on Gay Street

Officer Larose requested that this issue be added to the agenda. He was not able to attend today's meeting. Sgt. Attaway advised that there was a recent accident here involving a City vehicle, so Officer Larose was out here monitoring the area and saw another issue. He received a parking complaint about a school bus not being able to get by parked cars. The reporting party had to move her car to let the bus through. She said that there used to be signs for no parking on the north side of the street, however, the signs are not there now. The regulations show that only the first 150 ft. from Mechanic St. on the north side is restricted.

He had the Fire Department come down with a truck to see if they could get through. They arrived in an older spare truck that is narrower than their newer vehicles and were able to just make it. He included photos which showed the truck just being able to get by. Tim Collins had also sent an email to the Traffic Commission with information from Marlborough E Code, Chapter 586-22, General Prohibitions. This chapter and section outline basic parking parameters in the city. He explained that you can't park cars on both sides unless you allow for 2 10-foot lanes. The problem with the core of the City of Marlborough is that the streets are very narrow. He said in his email that "The solution will not be as simple as instituting No Parking regulations on one side of the street, on a street -by-street basis.

He pulled up an aerial photo of Gay Street for reference. We could designate one side as No Parking, however, then everyone just parks on the other side and now people can't park in front of their own houses. Many of the houses are multi-family with not enough driveway space available. It's definitely a problem and we've had the same issue on Newton Street a few times. In that instance, we chose not to do anything as it would cause more problems than it would solve. Other than making many streets one way in all of the core of Marlborough, there is not much that can be done.

Chief Giorgi also said the same issue is on Howland Street as well. Mr. Collins said that people are supposed to judge when they park so that there is room for others to get by. If we do restrict parking to one side, it is usually on the side with the most spots. Howland Street was a 50/50 split and people need to use common sense when they are parking. Same issue on Newton Street. As Marlborough has grown, we haven't been able to widen the streets.

Chief Giorgi asked if we could at least see which side has the most spots? A cruiser and a car wouldn't normally have a problem; however, his concern is that a fire truck can't get through. Chief Breen asked what is the curb to curb width of the road? Mr. Collins did a quick GIS calculation and said it is about 22-23 feet wide. You clearly can't park

on both sides. If parking was restricted to one side, it would definitely allow enough room for the engine to get by, but then everyone is stacked on one side. At least when using both sides, it's staggered, and you can weave in and out. If cars are all on one side and the lane is 12 feet wide, if someone is coming the other way you either have to back up or pull into a driveway. Weaving in and out may actually be better. A comprehensive study of the core or Marlborough would be needed if one way all over were to be considered. He can start by doing a count of available parking spots here on Gay Street to gather information.

MOTION was made, seconded, duly VOTED to REFER to ENGINEERING to count available parking spots on both sides of Gay Street.

2d) Continued parking concerns on Preston Street @ Elm Street

Sgt. Attaway asked that this issue be put back on the agenda. It was discussed a few months ago and Sgt. Attaway was going to continue with monitoring and enforcement. This helped for a while; however, it is continuing to cause a problem when cars are legally parked in the area near the intersection. Cars have difficulty making the turn from Elm Street onto Preston. Sgt. Attaway is asking if the No Parking area can be extended at the corner.

Tim Collins advised that he went out and looked at the area. He pulled up a diagram showing the breakdown of the type of houses (single or multifamily), the number of bedrooms and the number of rooms in each home. The two houses on the corner are multifamily. The two houses on the corner, lot 172 and 174, are two and three family houses. The Assessors may say a certain number of people, however, there can actually be more with extra vehicles. Sgt. Attaway said that opening up the area in front of these two lots would help. Mr. Collins said that would be about 150 feet. Sgt. Attaway said that 150 feet is actually more than what is needed. He thinks that 100 feet would work. Mr. Collins said that it's the actual width of the street that is the problem, as with other streets throughout Marlborough. Restricting parking here though, may make sense. The normal restriction in the City is No Parking within 20 feet of an intersection, maybe 50 to 60 feet would be work. If the No Parking area was extended, on both sides, it would clear out the intersection and the driveway area.

MOTION was made, seconded, duly VOTED to REFER to ENGINEERING to determine the exact measurements and wording for a No Parking area within 60 feet of the intersection and FORWARD the language to Chief Giorgi so he can then create the No Parking regulation for the next meeting.

2e) Issues with Cotting Ave: Do Not Enter – One Way Signage

Sgt. Attaway asked that this issue be added to the agenda. He said in his email that there are constant violations here as vehicles pull into the gas station. He would like to replace the signs and discuss a better location for them. Residents have been complaining. He had Officer Connors monitor the area and he saw several violations but could not enforce them because of the sign placement and faded condition.

Tim Collins pulled up a schedule of specific streets with signs that needed attention. The necessary changes were marked in red. With regard to this sign he noted "DO NOT

ENTER sign at the Main Street end of the street is faded and should be replaced/relocated closer to Main Street and aligned so traffic from both directions of Main Street can see it – traffic from Main Street eastbound is using Cotting Street to access the gas station.” He also noted No Parking signs and a Stop Sign on Chestnut Street that are faded and need to be replaced. He has already talked to the sign people about fixing the signs.

Mr. DiPersio remembers this issue coming up before and was questioning if we put the sign the way it is so that cars could enter the gas station here. He thinks the gas station came to them before and asked if the sign could be angled the way it is. The gas station owner may complain if the sign is moved.

MOTION was made, seconded, duly VOTED to REFER to ENGINEERING to replace/relocate the sign as per Mr. Collin’s instructions.

3-Old Business

Old Business Items taken out of order – Items concerning residents in attendance will be taken first.

3e) Traffic Concerns on Oakcrest Ave.

Mr. Lachapelle and Mrs. Gauthier were in attendance for this issue. At the last meeting, this issue was referred to Engineering to investigate further. Mr. Collins went out and studied the area and determined that if a new crosswalk were created it would need to be 200 feet down from Oakcrest. The existing crosswalk, 340 feet further down the street, can’t be eliminated as it is part of the School Zone. He pulled up an aerial photo with the proposed crosswalk and distance indicated. He also noted that the proposed crosswalk was a 2 ½ to 3-minute difference in time to go to the new crosswalk vs. the old crosswalk. He also looked at how many people used the trail to go school and he saw none. He did see two students that were walked to school by their parents. The question is whether a second crosswalk is warranted for just a few people. It would also be a lot of work to install as it would require curb cuts and would need to be ADA compliant. It also couldn’t be any closer to Oakcrest because of the site distance required for cars to slow down.

One of the residents asked about the possibility of a flashing crossing signal. Mr. DiPersio explained about required warrants and that there are not enough people crossing here to meet the warrants. Mrs. Gauthier said that Covid was still an issue and therefore there were not as many people crossing. Now all the kids are back in school and there are more people crossing. She said that yesterday she was coming down the hill with a car in front of her when she saw someone running across the street with a carriage. She also said that when her daughter was in school, she would drive her to school because it was not safe to cross here. She has lived here for 48 years. Mr. Gauthier also talked about the two new lots on Stevens Street. People don’t cross here because it’s too dangerous. She thinks more people would cross if it were safer. Mr. DiPersio explained that even with a flashing sign at Oakcrest, this would not be a safe place to cross.

The other issue is that there is no sidewalk if you go south from Oakcrest toward the High School and new elementary school. Maybe a better choice would be to have a sidewalk go in that direction. Mr. DiPersio said that this would be something to consider as part of a reconstruction project, however, there is no new project planned here any time soon. Mrs. Gauthier feels that Oakcrest is getting more and more cut off and isolated from the community because of more and more development in the area. Chief Giorgi said that he does understand the issue, but Engineering Guidelines don't allow for a flashing light to be placed here. Also, it may not make sense to put a crosswalk 200 feet down when it is so close to the existing one.

Mrs. Gauthier also said that the parking lot is not being used by anyone who is handicapped. The City has made it more dangerous by adding the lot. People are using it for drop off. They are also stopping along the side of Stevens Street to drop off and pick up kids. It's a dangerous curve and the lot has added more dangers to the area. Is the crosswalk more dangerous than adding the lot? Chief Giorgi said that we are blending two issues here. If the lot was not there, we still could not put a crosswalk here.

Mrs. Gauthier said that when they moved the driveway for the McCarthy house it helped so they could see the corner. With two other houses coming in, it will block traffic even more for them. Chief Giorgi said again that if they want to cross the road safely, they need to go down to the existing crosswalk and turn around. Mrs. Gauthier asked again about the sidewalk in the other direction so they can cross up the other way. Chief Giorgi deferred to Engineering. Commissioner Divoll said that we all understand the concern, however, the last thing we want to do is put in a crosswalk that implies safety that is not there. He is willing to look into the other alternative. The problem is that Oakcrest is on the inside curve which greatly reduces sight distance. Going in the other direction is also in the inside curve. Mrs. Gauthier said she is only asking that the City do more research and explore other alternatives. She knows the City has gotten very busy and that there have been a few recent deaths with people crossing the street. She knows traffic has increased. It's hard getting out of their street and it will be even more difficult when the 2 new house come in.

Chief Giorgi asked if Mr. Lachapelle would like to add anything. He was having issues with his microphone and we could not hear him. The Chief advised Mr. Lachapelle to send an email or call him if he had anything further to discuss.

MOTION was made, seconded, duly VOTED to REFER to ENGINEERING to look into other options.

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

Update: Engineering drafted a response to MA DOT with the additional information they required.

MOTION was made, seconded, duly VOTED to TABLE.

3b) Review of School Zone Regulations

Update: Mr. Collins reviewed the regulations for all the schools. He pulled up the wording for "Schedule XIVA: School Zone" on which he marked changes in red. The school zone regulation currently uses the time frame "between the hours of 7:00 a.m. and 3:30 p.m." at certain locations and "between the hours of 8:00 a.m. and 4:00 p.m." for others. He would like to replace this with "from one hour before classes start to one hour one hour after classes end". He would also like to add wording (Section C) to include the flashing lights on Hosmer Street and Farm Road to the regulation. He took this wording from the Mass DOT School Zone Regulations. He advised that the Traffic Commission would need to vote on the addition of Section C to our regulations.

The actual signs in the School Zone would have specific time frames on them. We are just making the regulations standard, so they won't have to be revised if school times change.

Chief Giorgi asked about AMSA. Mr. Collins advised that he would have to table this for now as the pages for AMSA and IC School are missing. He will bring it to the next meeting.

3c) Review Crosswalks & Stop Signs for 2021

Update on Crosswalks: Tim Collins prepared the wording for the crosswalks for the regulations. In his review, he had found existing crosswalks that were not regulated. They all need to be regulated before reconstruction can be done. He will forward the language to Chief Giorgi so that he can prepare the regulation for the next meeting.

Update of Stop Signs: Tim Collins revised the wording for the Stop Intersections. Six stop signs will be added to the regulations and 2 stop signs will be removed. He will forward the wording to Chief Giorgi so that he can prepare the regulation for the next meeting.

3d) Speed Concerns on Red Spring Road & Reservoir Street

Update: Tim Collins reviewed what was discussed previously. The old school bus sign will be removed, the speed limit sign will be relocated and a sign with a graphic for the side street will be added. This should all be getting done shortly.

3f) Safety Concerns at the intersection of Lincoln St. & Cashman St. at Assabet Valley Rail Trail

Update: Mr. Collins advised that this should be mostly taken care of by the next meeting. This work would normally be done at night (crosswalk painting and new signage) but the temperatures have been too cold.

Chief Giorgi asked if anyone else had anything else they would like to add.

Councilor Dumais asked if he could have a copy of the schedule of crosswalks. He looked in the minutes from the last meeting but did not see it attached. Karen Lambert will get a copy from Mr. Collins.

No other concerns or comments.

That there being no further business of the Traffic Commission held on this date, the meeting adjourned at 11:12 am.

Respectfully submitted,

Karen L. Lambert
Records Clerk
Marlborough Police Department

List of documents and other exhibits used at the meeting:

- City of Marlborough Meeting Posting for Traffic Commission Meeting on Wednesday 4/28/21, including meeting agenda.
- Draft of Traffic Commission Minutes from Wednesday, March 31, 2021.
- Email from Devin Desautels to Chief Giorgi, dated 4/20/21, re: Lincoln Street issues at 406 Lincoln St.
- Email forwarded by Councilor Perlman to Chief Giorgi, dated 4/11/21, re: Street Safety for Marlboro's Children. Original email from Carl Hansen.
- Email from Officer Larose to the Traffic Commission Members, dated 4/7/21, re: Gay Street (including photos).
- Email from Tim Collins to the Traffic Commission Members, dated 4/7/21, re: Gay Street.
- Email from Sgt. Attaway to Karen Lambert, dated 4/12/21, re: April Traffic Commission agenda items – Traffic Concerns on Preston St. and Cotting Ave.

Additional Handouts

- Copy of Special Permit No. 05-07-100931C for 406 Lincoln St. (Fairbanks Development LLC)
- Draft copy of Lincoln Street Reconstruction Project (from the Construction Drawings)
- Extended Speed Summary Report for Tucker Avenue (WB)
- Extended Speed Summary Report for Stevens St. @ Oakcrest Ave. (NB)
- Aerial photo of Stevens Street near Oakcrest with potential crosswalk location indicated and distance from Oakcrest.
- Diagram of Preston Street area with housing density indicated
- Proposed wording for Crosswalk Locations
- Proposed wording for Stop Intersections
- Proposed wording for School Zone Regulations
- Traffic Sign Corrections on Chestnut Street and Cotting Ave.

CITY OF MARLBOROUGH MEETING POSTING

RECEIVED
CITY CLERK'S OFFICE
CITY OF MARLBOROUGH

Meeting Name: Traffic Commission

Date: Wednesday, April 28, 2021

Time: 10:00 am

Location: Virtual Meeting

2021 APR 23 P 4: 18

Agenda Items to be addressed:

In accordance with the March 12, 2020 Executive Order issued by Governor Baker modifying certain requirements of the Open Meeting Law, the Marlborough Traffic Commission will hold a virtual meeting on Wednesday, April 28, 2021.

NO IN PERSON PUBLIC ATTENDANCE WILL BE PERMITTED

The public may access the meeting by clicking the link on the meeting calendar page or by dialing 617-433-9462 and using conference ID: 234 425 293#

1) MINUTES OF LAST MEETING

- a) Review draft from 3-31-21

2) NEW BUSINESS

- a) 406 Lincoln Street - Questions regarding Lincoln St. Paving Project & Request for flashing pedestrian crossing sign
- b) Traffic concerns on Tucker Avenue
- c) Parking concerns on Gay Street
- d) Continued parking concerns on Preston Street @ Elm Street.
- e) Issues with Cotting Ave: Do Not Enter – One Way Signage

3) OLD BUSINESS

- a) Issues with the turn movement at intersection of Boston Post Road West & Ames Street
- b) Review of School Zone Regulations
- c) Review Crosswalk & Stop Signs for 2021
- d) Speed concerns on Red Spring Road & Reservoir Street
- e) Traffic concerns on Oakcrest Ave.
- f) Safety concerns at the intersection of Lincoln St. & Cashman St. at Assabet Valley Rail Trail

THE LISTING OF TOPICS THAT THE CHAIR REASONABLY ANTICIPATES WILL BE DISCUSSED AT THE MEETING IS NOT INTENDED AS A GUARANTEE OF THE TOPICS THAT WILL HAVE BEEN DISCUSSED. NOT ALL TOPICS LISTED MAY IN FACT BE DISCUSSED, AND OTHER TOPICS NOT LISTED MAY ALSO BE BROUGHT UP FOR DISCUSSION TO THE EXTENT PERMITTED BY LAW.



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140 MAIN STREET
MARLBOROUGH, MASSACHUSETTS 01752**

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Traffic Commission Minutes

The Regular Meeting of the Traffic Commission was held as a **virtual meeting** on Wednesday, March 31, 2021 at 10:00 am. Members present: Chairman - Police Chief David Giorgi, Fire Chief Kevin Breen, Commissioner of Public Works Sean Divoll and City Clerk Steve Kerrigan. Also present: City Engineer Tom DiPersio, Assistant City Engineer Tim Collins, Ashley Miller & Ryan Malcolm also from the Engineering Department, Sgt. Zac Attaway and Officer Andy Larose from the MPD Traffic Services Unit, City Council President Mike Ossing, City Councilor Katie Robey (joined the meeting at 10:30am), City Councilor Sean Navin, City Councilor Christian Dumais and local residents Aura and Bob Gauthier, Ms. Keigwin, Shelagh Malandrinos, Elizabeth Murata and Sarah Sushchik.

Minutes taken by Karen Lambert, MPD Records Clerk.

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

1- Minutes

The minutes of the Traffic Commission meeting of Wednesday, February 24, 2021.

MOTION was made, seconded, duly VOTED:
TO APPROVE – All in Favor - Accept and Place on File.

New Business Items taken out of order – Items concerning residents in attendance will be taken first.

2 - New Business --

2c) Speed Concerns on Red Spring Road & Reservoir Street

Councilor Navin explained that the main concern is with trying to take a left out of Red Spring Road onto Reservoir Street. He received a call from a resident regarding the speed of traffic traveling North on Bolton Street and taking a right on Reservoir. Cars are picking up speed and some are not aware that Red Spring Road is tucked in on the right when coming off Bolton Street. The request is for a "Blind Drive" type of sign to alert drivers that Red Spring Road is there.

Tim Collins advised that when turning from Bolton Street onto Reservoir Street there is no posted speed limit and it's also not considered "thickly settled" so the actual speed limit there is 40 mph. The speed limit is reduced to 30 mph after Red Spring Road. He pulled up an aerial photo for reference. He suggested relocating the sign so drivers could see it sooner and slow down. The area at the top of Red Spring Road on the corner also needs to be cleared of brush. Chief Giorgi also pointed out a sign for a school bus stop, however, Mr. Collins advised that there is no school bus stop at this location.

Mr. Collins suggested a sign with a graphic of a street with a side street coming off. This would let people know, especially if they weren't from the area, that there is a road coming up on the right. Red Spring Road is a private Road and the residents and/or person who owns the road, would have to be part of the road maintenance. Chief Giorgi asked Councilor Navin if could reach out to his constituent and advise as to the discussion and finding the proper contact for clearing the brush.

MOTION was made, seconded, duly VOTED REFER to ENGINEERING for the proper advance warning signage.

2d) Traffic Concerns on Oakcrest Ave.

Aura and Bob Gauthier were in attendance for this issue. An additional email from Roland and Kathleen Lachapelle, who were unable to attend, was also presented at the meeting. Aura Gauthier said that all the issues that they are concerned about are addressed in the email. Chief Giorgi read the email which outlined the dangers of trying to leave Oakcrest Ave. or cross the street. Mr. Lachapelle mentioned the increase in traffic over the last 46 years, the blind corner, the new parking lot across the street, cars speeding on Stevens Street and the fact that there is no sidewalk on Stevens Street when heading north. To take advantage of the trails or to take a walk you need to go South on Stevens, down to the crosswalk at the Jr. High, and turn around to head back North and then do the same thing when you want to return to Oakcrest.

Mrs. Gauthier also said that the parking lot across the street is reserved for handicapped parking, however, she has yet to see a car coming into the new lot with a handicapped placard. She also said that it is impossible to cross here. Chief Giorgi said that due to the blind corner it would be too dangerous to have a crosswalk at this location. The Chief said that Engineering could talk in more detail about the conditions necessary for a crosswalk.

There was also discussion about new lots going in at this location and that even the sidewalk they do have may become unavailable. If there was a sidewalk to the North on Stevens Street, they would have the option to go right to the high school entrance to cross. The residents would like to see a crosswalk with a push button and lights on either

side of Oakcrest. People would then see in either direction that there was a traffic signal there. Ms. Keigwin was also in attendance. Her main concern is that there are also kids crossing here to go to the new elementary school. She doesn't have young children herself nor does she know the answer but it's very dangerous.

Chief Giorgi talked about the site distance problem. It's not about the people crossing being able to see cars coming. It's the cars that are coming up over the hill that don't have the site distance to see the crosswalk and slow down. It was asked if a crosswalk could be placed further down Stevens Street, closer to the other crosswalk.

Tom DiPersio, City Engineer, said that we hear the concern and agree, however, need to be very careful with the placement and site distance concerns. Shelagh Malandrinos, a parent of school age children crossing here, was also in attendance. She said that she was here to represent parents. Mr. DiPersio said that Engineering would look into this issue further for the next meeting. Councilor Nevin asked if this is the time to talk about sidewalks with new lots going in.

Tim Collins said that sidewalks with curb cuts etc. are things that would need to be discussed with the Site Plan Committee. The new lots actually don't have anything to do with the crosswalk.

Officer Larose said that he would put the speed signs up out here before the next meeting. He explained how the signs also gather data regarding volume and speed so that we can see what is happening. Ms. Gauthier said that anything we can do would be an improvement.

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

2e) Safety Concerns at the intersection of Lincoln St. & Cashman St. at Assabet Valley Rail Trail

Chief Giorgi advised that he received two emails about the dangers of this intersection and how there are no clear signs for the crossing. Also, local resident, Elizabeth Murata was in attendance. Chief Giorgi read the two emails. One was from a woman who crosses here regularly with her dog and infant in a stroller. Even though she is exceptionally careful, drivers heading westbound have come up extremely fast and barely slow down to allow her to cross. She said, "In my opinion this intersection is a pedestrian accident waiting to happen, the crosswalk is barely visible and there are no lights to indicate a crossing". She would like to see a pedestrian crossing similar to what is on Ash Street. She included photos with her email. Both emails addressed the same basic concerns. Chief Giorgi advised that he checked this area himself yesterday and agrees that the crosswalks are very worn out.

Mr. Collins said that this intersection is part of a reconstruction project for this year. They are planning on having a flashing beacon similar to what is at Liberty Street and Granger Blvd. Repaving and repainting will also be done this year. It should be a summer project. The end result seems to be what the residents are looking for at this intersection.

Ms. Murata said that she uses the Rail Trail quite a bit and said she has seen the woman with the stroller and the dog. She completely agrees that it is just a matter of time before someone is hit. She also noted that the most available parking is also on the opposite side.

Chief Giorgi asked if Engineering could at least have the DPW paint the actual crosswalk for now. Mr. Collins said that he would check with the Street Division and have them check the lines and repaint the crosswalk and replace any signs that may be missing. All of this would help. Mr. DiPersio advised that the main point of this project is to make this crossing better and continue with easier access all the way into downtown.

Local resident, Sarah Sushchuk, logged into the meeting at this time. She is the one who sent the email and crosses here with her dog and stroller. It was reviewed with her that in the short term, the DPW would repaint the crosswalk and replace any missing signage. In the long term, the whole intersection will be updated with a flashing crossing beacon similar to the one on Granger Blvd.

Chief Giorgi said that this is a tough intersection even for drivers. Some are coming into the intersection on an angle. All agreed that flashing lights at this crosswalk will be a huge help. Officer Larose pulled up a speed summary for Lincoln St. @ Prospect St. (WB) from the end of last year. The speed wasn't that bad at the time. The average speed was 27 mph. The 85th percentile was 32 mph or less and the average volume per day was 4,173 vehicles. The blue on the pie chart shows that vehicles do slow down for the speed sign. It seems to be more of a site distance issue and intersection construction issue.

Mr. DiPersio advised that the job would go out to bid later in the spring with a proposed start date later in the summer. They will have a better idea on the timeframe when the actual contractor is onboard. Chief Giorgi asked the residents to please reach out to him again if there are any other problems or concerns.

MOTION was made, seconded, duly VOTED to REFER to ENGINEERING to have the crosswalk painted and missing signage replaced.

2a) Review of School Zone Regulations

Tim Collins asked to add this item to the agenda. He pulled up a copy of the School Zone Regulations for reference. The IC School is closed but the School Zone is still showing in the regulations. This made him look into this further. Do we really need this? School Zones are controlled by the State. The School Zone signs at the IC School should be taken down and the school zone crosswalk should be changed to a regular crosswalk and added to the Schedule of Crosswalks for the City.

He also noticed that on the section about Jaworek School, the regulations don't match up to what actually happens. Instead of specific times, it makes more sense if speeds were reduced one hour before and one hour after school is in session. In reviewing the City Regulations for School Zones and Crosswalks, he found a lot of confusion and error and he would like to clean it up. In addition to revising the regulation, the actual signage needs to match. See the attached document regarding School Zone Regulations on which he indicated the specific changes necessary at each school. He also noted that we would

need to reach out to AMSA to see what they really need at this location. There are no students crossing here anymore and they really don't need a School Zone.

Mr. Collins advised that he would write up all these changes and create our own regulations for School Zones. Chief Giorgi agreed that making the language universal in the regulations is a good proposal. Then signage can be changed if scenarios change but the regulations will be uniform and enforceable. All agreed this was a good idea.

MOTION was made, seconded, duly VOTED to REFER to REFER to ENGINEERING to work through the details and prepare the language for the new regulation.

2b) Review Crosswalk & Stop Sign for 2021

Tim Collins also asked to add this item to the agenda.

Stop Signs:

Mr. Collins pulled up an aerial photo of the Glen Street area with stop sign locations indicated. In reviewing the area relative to the reconstruction work that will going on here they found that the existing stop signs and regulations don't match. For example, there are seven stop signs here, 3 are not regulated but the signs are there. Others, such as the one at Flynn and Sandini, should be reconsidered due to changes in roadway usage and traffic. This stop sign would more than likely not be approved if it was requested now. The same reason why there is not a sign at Tucker and Sandini or Hurley and Sandini. Also, the regulation shows a stop sign at Ripley and Conrad but there is no stop sign at this location and it is not needed. This stop sign should be deregulated. This should all be cleaned up as part of this reconstruction project. If a stop sign is removed that is regulated, normally what they do is take the sign down but leave the pole up. If there is a lot of negative feedback, they can always put the sign back up. The regulation will then also be removed in month when they take the pole down if there are no complaints. Mr. Collins also noted that Ripley at Conrad has a regulation but no actual stop sign. That regulation will be removed.

Councilor Dumais asked what it means when a stop sign is not regulated. Mr. Collins explained that technically if you went through a stop sign that wasn't regulated you could not be ticketed. If the stop sign is not officially regulated, it can't be enforced. Councilor Dumais wanted to clearly understand as this is a very sensitive area with a lot going on. He wants to be able to explain to constituents why a sign may be coming down or if people have questions. He asked if he could have a copy of the graphic. Mr. Collins advised that it would be forwarded to Karen Lambert to be added to the minutes as a handout at the meeting.

Crosswalks:

Tim Collins pulled up aerial photos of existing crosswalks in the same neighborhood. He found that there are existing painted crosswalks that are not regulated (see his schedule attached). There are also several proposed crosswalks that are part of the reconstruction project (also on attached schedule). He also found others that are poorly located and will be moved closer to the intersection or made to go from sidewalk to sidewalk rather than a driveway opening. Mr. Collins walked through each photo and outlined the specific

changes that would be taking place. (See the attached photos and explanations for clarification.)

Mr. Collins also pulled up the proposed wording for the new crosswalk regulations with the changes marked in red. He will forward this language to Chief Giorgi along with the language for the stop signs. Chief Giorgi will create the revised regulations for the next meeting, based on Mr. Collins' recommendations. All agreed.

MOTION was made, seconded, duly VOTED to REFER to ENGINEERING to finalize the wording for the regulations and forward it to Chief Giorgi.

3-Old Business

3a) Crosswalk Issue at the EEC

Update on Crosswalks: Chief Giorgi prepared the regulation for the two missing crosswalks on Bolton Street and the regulation to add the "southerly driveway entrance" to the Schedule "Do Not Enter Streets" at the Bolton Street Municipal Lot, based on the language provided by Tim Collins.

Mr. Collins advised that when he was reviewing the regulations for Washington Street, he found another crosswalk that was missing from the regulations. The crosswalk at Bolton and Washington Street. He sent the wording to the Chief and it was added to the amended regulation.

MOTION was made, seconded, duly VOTED to APPROVE the two amended regulations. Karen Lambert will forward the approved regulation to Steve Kerrigan for advertisement.

Update of Municipal Lots:

Chief Giorgi asked if Tim Collins could explain the language for Municipal Lots. Mr. Collins pulled up wording listing all the lots and the times that they do not allow parking. The new lot on Bolton Street will be added under the section for No Parking from 2 am to 5 am. Chief Giorgi advised that he made the regulation but did not have the time frame language.

The charging station for electrical vehicles also needed to be added to the regulations. Assistant Commissioner Ted Scott is overseeing this part. They are trying to determine the best way to handle the charging station spots. It appears that time limits will be added. Counselor Robey said that when the lot on Bolton Street was brought to Planning, the charging stations were not supposed to be limited. They were supposed to be open spots for first come first serve. If not, the electric vehicle spots would sit empty when they are needed for parking. She said she does not object to the parking restriction from 2 am to 5 am. She has no issues with this as she understands the need to plow. This will need to be reviewed further with Mr. Scott.

Chief Giorgi had prepared the regulation for the Municipal Lots, however, he can revise it and take off the last section regarding the Charging Stations. Commissioner Divoll

suggested that maybe we wait until this issue is resolved and vote on the entire regulation at the same time. Chief Giorgi said that if we wait, his officers can't enforce the overnight parking restriction. Commissioner Divoll asked if this is really an issue now that the overnight parking ban is over. Sgt. Attaway said that he has only seen 1 truck that parks here overnight. Since the winter parking ban is the main issue behind the overnight parking restriction it was decided that it makes sense to table the whole issue for now so that all issues concerning the municipal lots can be regulated at the same time.

MOTION was made, seconded, duly VOTED to TABLE until the Charging Station issues in the Municipal Lots are resolved.

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

Update: Tim Collins advised that he is still waiting to hear back from MA DOT.

MOTION was made, seconded, duly VOTED to TABLE for the next meeting.

Chief Giorgi asked if anyone else had anything else they would like to add. No other comments.

That there being no further business of the Traffic Commission held on this date, the meeting adjourned at 11:20 am.

Respectfully submitted,

Karen L. Lambert
Records Clerk
Marlborough Police Department

List of documents and other exhibits used at the meeting:

- City of Marlborough Meeting Posting for Traffic Commission Meeting on Wednesday 3/31/21, including meeting agenda.
- Draft of Traffic Commission Minutes from Wednesday, February 24, 2021.
- Email from Chief Giorgi to Karen Lambert, dated 3/25/21, re: two new agenda items from Tim Collins – School Zone Regulations & Crosswalks & Stop Signs for 2021 (including excel spreadsheet).
- Email from Councilor Navin to Chief Giorgi, dated 3/2/21, re: Red Spring/Reservoir.
- Email to Aura Gauthier to Chief Giorgi, dated 3/16/21, re: Oakcrest Ave. Crosswalk.
- Email from Neeraj Bhatia to Chief Giorgi, dated 3/20/21, re: No pedestrian crossing or trail crossing signs.
- Email from Sarah Sushchik Thomas, dated 3/22/21, re: Lincoln St. – Cashman St. (including photos).

-Copy of the amended regulation to ADD two existing crosswalks on Bolton Street to the Schedule of "Crosswalk Locations".

-Copy of amended regulation to ADD the "southerly driveway entrance" of the Bolton Street Municipal Lot to the Schedule of "Do Not Enter Streets".

-Copy of amended regulation to DELETE Article V – "Parking Meters" and ADD, in place thereof a new Article V entitled "Municipal Parking Areas", including new Section 586-28 Municipal Parking Areas.

Additional Handouts

-Extended Speed Summary for Lincoln St. @ Prospect St. (10/31/20 to 11/5/20).

-Copy of an email from Roland & Kathleen Lachapelle, dated 3/26/21, re: March 3/31/21 meeting Oakcrest Ave. Crosswalk

Karen Lambert

From: Devin Desautels
Sent: Tuesday, April 20, 2021 3:39 PM
To: David Giorgi
Subject: Traffic commission questions

Hi David,

I hope you are well. I am reaching out on behalf of the Renaissance Lofts Board of Trustees. 406 Lincoln St in Marlborough.

They would like to know when the Lincoln St paving project will be starting? Will this affect any of the current crosswalks between the associations parking lots and the building?

They would also like to know if a flashing pedestrian crossing sign could be installed in front of the Coffee Shop.

Could you please bring these questions to attention at the next meeting?

Thanks

--

Devin Desautels

Property Manager
Northborough Property Management
27 South Street, Unit 1
Northborough, MA 01532

Karen Lambert

From: Samantha Perlman
Sent: Sunday, April 11, 2021 8:42 AM
To: David Giorgi
Subject: Fw: STREET SAFETY FOR MARLBORO'S CHILDREN

Hi Chief Giorgi,

I hope you are having a great weekend. I am forwarding along a constituent concern I received from a resident, Carl Hansen, regarding the speeding on Tucker Avenue. It appears that many vehicles use Tucker Avenue as a cut through and there is a lot of speeding in an area with young families. I am requesting that this be an item for the Traffic Commission and that we can find a solution to this issue in a residential neighborhood. Thank you for your time and attention to this matter.

Sincerely,

Councilor Perlman

Samantha Perlman
City Councilor At-Large
City of Marlborough
sperlman@marlborough-ma.gov
508-263-0042

From: Carl Hansen
Sent: Saturday, April 10, 2021 1:34 PM
To: Samantha Perlman <atlarge_1@marlborough-ma.gov>
Subject: STREET SAFETY FOR MARLBORO'S CHILDREN

ATTN: Ms. Samantha Perlman At Large Councilor

For over 48-years residing as a Senior and State Retiree at 20 Tucker Avenue, Marlboro, living next to a DayCare Home (Garrity's at 30 Tucker Avenue) on one side of me, and the Matt Elder family with 4-children at 12 Tucker Avenue on the other side of me. The children ages at the Garrity's are toddlers, and at the Elder's 5 to 9 years. Recently, at the Elders 6 to 8 children play Street Hockey with other children living nearby.

Yellow School Buses and other vehicles seem to like Tucker Avenue to exit the development. Maybe to avoid Sandini and Ripley connection. Numerous times I've complained about the School Buses whipping down Tucker from Sandini. Just yesterday I observed a School Bus traveling fast from Forest Street down Sandini at a good clip. Last year I stopped a Bus and complained to the driver about her speeding and children on this street. I believe the complaint didn't go far. Fact is you never know when the children will come out of nowhere onto the street. Bus drivers should know you can't stop a bus on a dime. I know this because I'd drove a bus during my Military Tour during Desert Shield. For two years now, I still get tested by the School Bus drivers. I can hear them start up fast descending down Tucker and slow up when they see me.

I would like to see action taken to provide awareness to the driving public our children are in danger for careless and the-don't-care-drivers, accessing our housing development. I don't believe waiting for a child to get hurt before any action is taken. Believing the speed limit on Tucker is 25mph, I would leave this matter to the qualified government

officials for their out-of-the-box solution for a visual to slow down vehicles. Unfortunately people don't read signs, or they have tunnel vision and don't even see the signs.

Chief of Police David Giorgi may be our best solution for any unorthodox ideas for a visual, along with Ms. Perlman. Thanking the Committee in advance for a solution!

carlHANSEN
20 Tucker Avenue
Marlboro, MA. 01752

Karen Lambert

From: Andrew Larose
Sent: Wednesday, April 7, 2021 10:51 AM
To: Karen Lambert; David Giorgi; Zachary Attaway; Timothy Collins; Steven Kerrigan; Sean Divoll; Kevin Breen
Subject: Gay Street
Attachments: IMG_2532.jpg; IMG_2531.jpg

Good morning,

I received a parking complaint from Gay Street this morning. Apparently, a school bus could not make it between the parked vehicles and the reporting party had to move her vehicle to let the bus through.

She stated, years ago, the north side of the road was posted no parking, but the signs have since been removed. I checked the regulations and it shows only the first 150' from Mechanic Street on the north side is restricted.

I contacted the FD to have a fire truck come and see if they would have difficulty. They arrived in Engine 6, an older spare truck, which is narrower than their newer vehicles. The Engine just made it between, had either vehicle been parked up to 12" from the curb as legally allowed, this truck would have never made it.

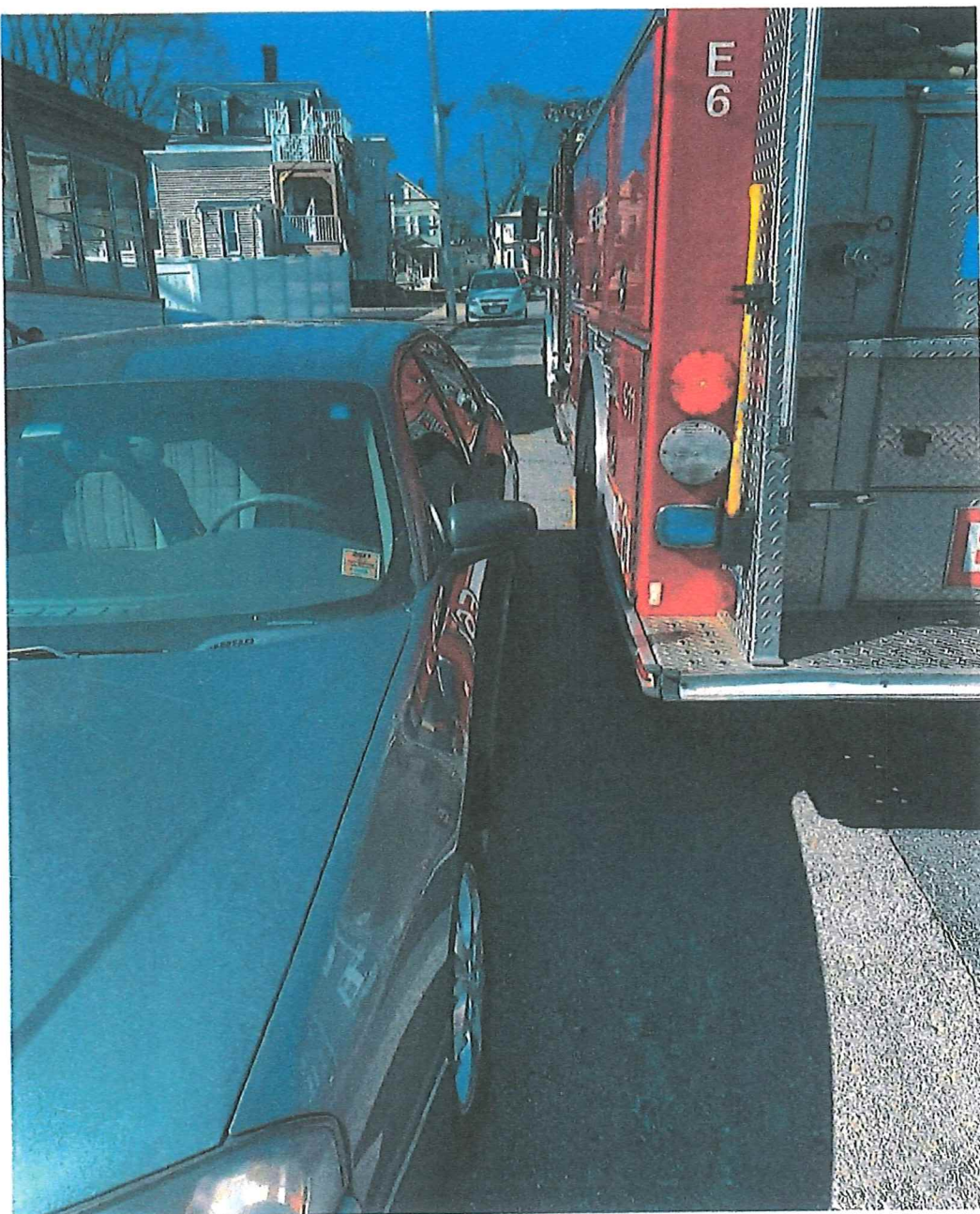
For public safety, I am requesting this be placed on the April Traffic Commission meeting to extend the northbound no parking regulation all the way to Winthrop Street. I completed police report 21-1428-OF to place the incident on file.

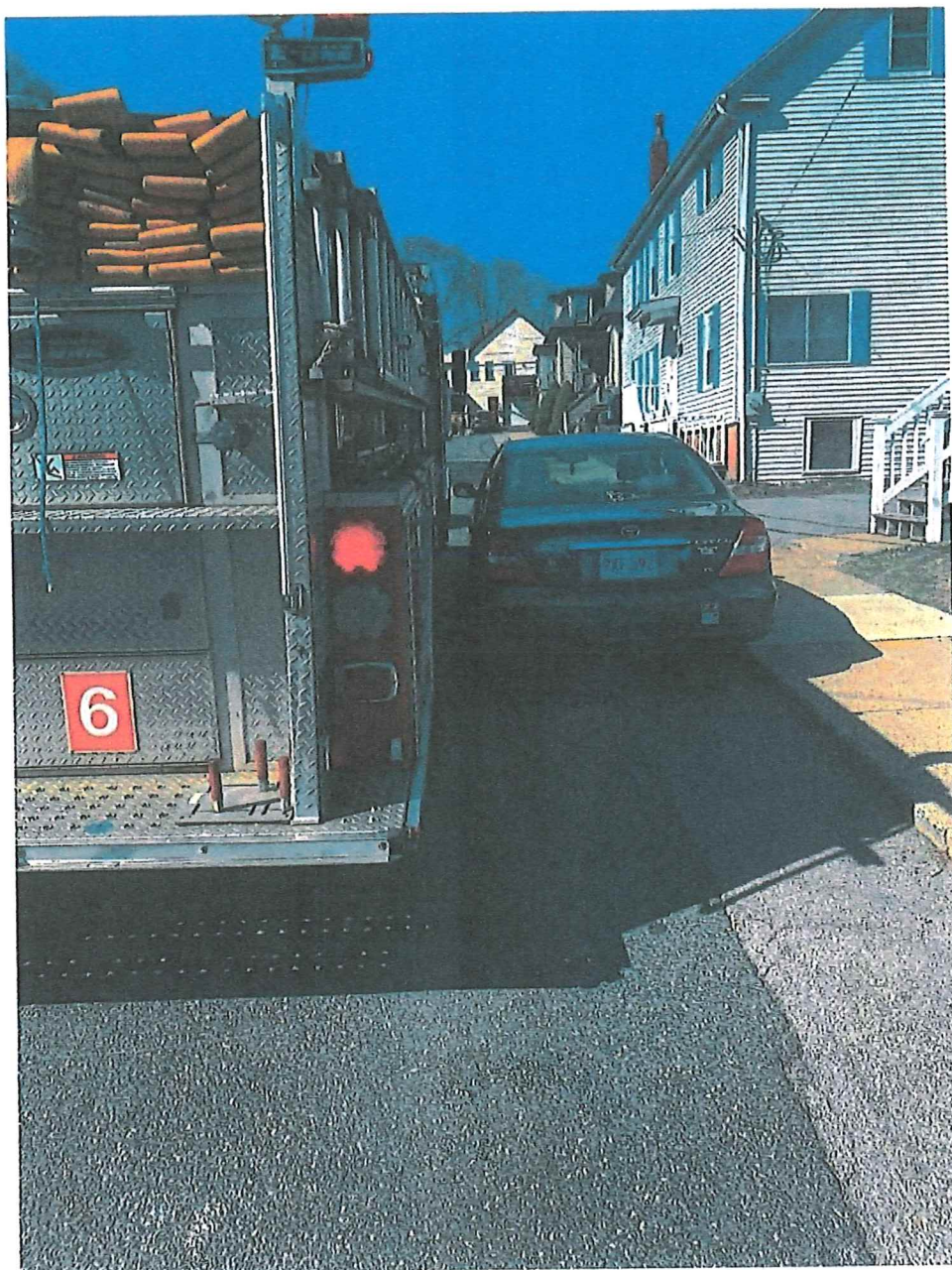
Respectfully,
Officer Andrew LaRose
Traffic Services Division
Marlborough Police
355 Bolton Street
Marlborough, Ma. 01752
508-485-1212
ALaRose@Marlborough-ma.gov

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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Karen Lambert

From: Timothy Collins
Sent: Wednesday, April 7, 2021 11:45 AM
To: Andrew Larose; Karen Lambert; David Giorgi; Zachary Attaway; Steven Kerrigan; Sean Divoll; Kevin Breen
Cc: Thomas DiPersio
Subject: RE: Gay Street

From Marlborough E-Code:**§ 586-22 General prohibitions.**

A. No person shall stand or park any vehicle in any of the following places except when necessary to avoid complication with other traffic or in compliance with the direction of a police officer or traffic sign or signal:

- (1) Within an intersection except on those areas authorized for parking meters.
- (2) Upon a sidewalk.
- (3) Upon a crosswalk.
- (4) Upon any street or highway within 20 feet of an intersecting way, except alleys.
- (5) Upon a roadway where the parking is permitted, unless both wheels on the right side of the vehicle are within 12 inches of the curb or edge of the roadway, except where angle parking is permitted or upon those streets which are designated one-way streets.
- (6) Upon any roadway where the parking of a vehicle will not leave a clear and unobstructed lane 10 feet wide in each direction.**

- **20 feet wide (both directions) + 6.5 ft. (average width of vehicle) = 26.5 feet required pavement width of a roadway for parking on one side of the street, and a 33 foot pavement width for parking on both sides of the street.**
- **The average width of pavement within the center area (core) of Marlborough less than 26 feet and only a handful have pavement widths wide enough for parking on both sides of the street (Washington Street, Lincoln Street, South Street).**
- **The 150 feet west of Mechanic Street, North side was to prohibit parking in front of the parking lot along the north side of Gay Street, which would have been covered under (9) – see below.**

(7) The space in front of or within 15 feet of either wall of a fire station on both sides of the street, same to be designated by official signs.

(8) Within 10 feet of a fire hydrant.

(9) In front of a private driveway or roadway.

(10) On the roadway side of any vehicle stopped or parked at the edge or curb of a street in such manner as to constitute double-line or multiple-line parking.

(11) Upon any street or roadway where the parking of a vehicle will obstruct or hide from view any traffic control signal, provided that signs are erected notifying of such regulation or restriction.

This is a common problem throughout the core of Marlborough where properties were developed before cars were a necessity and parking was a considered after the properties were developed. The solution will not be as simple as instituting No Parking regulations on one side of the street, on a street-by-street basis.

Karen Lambert

From: Zachary Attaway
Sent: Monday, April 12, 2021 1:43 PM
To: Karen Lambert
Subject: April Traffic Commission

Hi Karen,

For the upcoming meeting I would like to discuss the following:

1. Preston St @ Elm: This will show up in old business from several months ago. The parking problem continues, and I would like to discuss no parking signs.
2. Cotting Ave: Do Not Enter - One Way signage. Constant violations as vehicles pull into gas station. I would like to replace signs and discuss better location for them.

Thank you!



IN CITY COUNCIL

Marlborough, Mass.,

OCTOBER 15, 2007

ORDERED:

Amended

NOTICE OF DECISION GRANT OF SPECIAL PERMIT



Bk: 50440 Pg: 456 Doc: DECIS
Page: 1 of 2 12/07/2007 12:28 PM

In City Council
Order No. 05/07-100931C

*Record
Owner:*

Application of:
Fairbanks Development LLC
8 College Ave.
Arlington, MA 02474

Locus:
406 Lincoln St.
Map 69, Parcels 276, 106, 108, 109, 88, 89, 90

DECISION

The City Council of the City of Marlborough hereby **GRANTS** the Application of Fairbank Development LLC, provided in the DECISION and subject to the following FINDINGS OF FACTS AND CONDITIONS.

Decision filed: October 23, 2007

The Decision of the City Council was filed in the Office of the City Clerk of the City of Marlborough on the 23rd day of October, 2007.

This is to certify that twenty (20) days have passed since the filing of the within decision and no appeal has been filed with this office.
Given at Marlborough this 13th day of November, 2007.

Given under Chapter 40A sec. 11 of the General Laws.

A TRUE COPY
ATTEST:

[Signature]
City Clerk

236988-1321-85



IN CITY COUNCIL

Marlborough, Mass., OCTOBER 15, 2007
PAGE 1

ORDERED:

AMENDED SPECIAL PERMIT FINDINGS OF FACT AND CONDITIONS

Procedural Findings

- 1) Fairbanks Development LLC, a Massachusetts limited liability company having its principal place of business at 8 College Ave., Arlington, MA, is hereinafter referred to as the Applicant.
- 2) The Applicant is the owner of certain parcels of real property located on Lincoln St. The parcels shown on the Marlborough Assessors Maps as Map 69 Parcels 106, 276, 88, 89, 90, 108 and 109.
- 3) The Applicant, on or about Dec. 19, 2005, was granted a Special Permit by the City Council of the City of Marlborough by Order No. 05-100931A. Said permit is recorded in the MSRD in Book 48275, Page 122 and in Book 1321, Page 85, Certificate #236988.
- 4) The Applicant on or about July 19, 2007 filed with the City Clerk of the City of Marlborough an application for an amendment to the Special Permit. Applicant is requesting changes to the language of the Special Permit.
- 5) Pursuant to the Rules and Regulations of the City Council and applicable statutes of the Commonwealth of Massachusetts, the City Council established a date for a public hearing for the permit application and the City Clerk caused to be advertised said date in the MetroWest News and sent notice of said hearing to abutters entitled to notice under law.
- 6) The Marlborough City Council, pursuant to MGL Ch 40A, held a public hearing on Sept. 10, 2007 concerning the said application. The hearing was opened and closed at that meeting.
- 7) The amended procedural findings specified in sections 2, 3, 4, 5, 6 and 7 of this Amended Special Permit supplement those made in the original Special Permit; the procedural findings made in the original Special Permit are incorporated by reference herein. Finding of fact E) of this Amended Special Permit supplements finding of fact E) made in the original special permit; the findings of fact made in the original Special Permit are incorporated in full herein. The amended conditions specified in sections 7, 11, 12, 13 and 23 and Attachment #1 of this Amended Special Permit replace those of the

NOTICE OF DECISION
#1413425



IN CITY COUNCIL

Marlborough, Mass., OCTOBER 15, 2007
PAGE 2

ORDERED:

original Special Permit; all other conditions of the original Special Permit survive its amendment herein.

BASED UPON THE ABOVE, THE CITY COUNCIL MAKES THE FOLLOWING FINDINGS OF FACT AND TAKES THE FOLLOWING ACTIONS:

A) The City Council finds that Applicant has complied with all the Rules and Regulations promulgated by the Marlborough City Council as they pertain to the Application.

B) The City Council finds that the current use of the site for manufacturing purposes is a currently nonconforming use that was in effect at the time of the creation of the current zoning provisions regarding the site.

C) The City Council finds that the proposed use would be substantially different from the existing nonconforming use of the site.

D) The City Council finds that the proposed new use would not be substantially more detrimental to the neighborhood than the existing nonconforming use.

E) The City Council, pursuant to its authority under MGL C40A, GRANTS the Applicant an Amended Special Permit to alter the existing structures on the site, and to use them and the related parking areas as not more than twenty-nine (29) artist live/work spaces, with additional work and storage areas and a commercial gallery space as shown on said plans, SUBJECT TO THE FOLLOWING CONDITIONS:

1) Compliance With Building Regulations. Construction of all structures on the site is to be in accordance with all applicable Building Codes and Zoning Regulations in effect in the City of Marlborough and Commonwealth of Massachusetts. The Project shall be constructed, maintained and operated according to the specifications, terms, and conditions of the Applicant's Special Permit Application and Site Plan prepared by Deborah Fairbanks dated Aug. 20, 2005 filed with the Special Permit Application, as amended during the application/hearing process before the City Council and/or the City Council's Urban Affairs Committee. All other terms, conditions, requirements, approvals, drawings and renderings required hereunder are made a part of and incorporated herein as a condition of the issuance of this Special Permit.



IN CITY COUNCIL

Marlborough, Mass.,

OCTOBER 15, 2007

PAGE 3

ORDERED:

2) Compliance With Site Plan Review. The issuance of the Special Permit is further subject to technical site plan review in accordance with the City of Marlborough ordinance prior to the issuance of the actual Building Permit. Any additional changes, alternations, modifications or amendments as required by Site Plan Review shall be further conditions attached to the Special Permit, and no Occupancy Permit shall be issued until all conditions are complied with by Applicant. Subsequent Site Plan Review shall be consistent with the Conditions of this Special Permit and Plans submitted, reviewed and approved by the City Council as the special permit granting authority. Any significant changes to the plans will require subsequent approval by the City Council.

3) Compliance With Noise Ordinance. The Applicant shall comply with all of the requirements of the Noise Ordinance of the City of Marlborough. The Police Department shall strictly enforce the regulations contained in the Noise Ordinance and promptly respond to complaints lodged by abutters.

4) Completion of Site Improvements Prior to Occupancy. Prior to the issuance of any Occupancy Permit for this Project, Applicant must complete all landscaping and planting installations together with all other site improvements, except that if the Project is completed after October 1 of any year and before May 1 of the following year, all landscaping and planting installation will be completed by May 1 of said following year.

5) Compliance with Local, State and Federal Laws. The Applicant agrees to comply with all rules, regulations and ordinances of the City of Marlborough (except pursuant to the terms of this special permit), Commonwealth of Massachusetts and the Federal Government as they may apply to the construction, maintenance and operation of Applicant's facility.

6) Incorporation of Plans and Drawings. All terms, conditions, requirements, approvals, plans, and drawings required hereunder are made a part of and incorporated herein as a condition to the issuance of this Special Permit.

7) Preferential Ownership by Artists. Attached hereto as Attachment #1 is language which defines the terms "artist" and "a person engaged in an art-related business," and which provides that preference will be given to a person in purchasing a unit in Renaissance Lofts Condominium when said person is an artist and/or is engaged in an art-related business. Said language, or language that the City Solicitor determines in writing will have a comparable effect, will be made part of the by-laws of the condominium association for the Project. The Applicant shall place a provision within the



IN CITY COUNCIL

Marlborough, Mass.,

OCTOBER 15, 2007

PAGE 4

ORDERED:

Master Deed and in each first Unit Deed that said Unit is being conveyed subject to the terms and conditions contained within the Amended Special Permit issued by the Marlborough City Council as Order No. 05-100931B.

8) Certain Uses Prohibited. The condominium documents will provide that all artistic uses of the units will meet current building, health and safety codes, and condominium rules and regulations will allow unit owners to be fined for violations of any of these codes.

9) Units for Handicapped Owners. The Proposed Units shown on the plans filed with the City Council as Unit #26 and Unit # 27 will be marketed actively to artists with physical handicaps. In the event that a qualified handicapped buyer agrees to purchase either of the Units, Applicant will adapt the unit for use by the handicapped buyer in accordance with Universal Design criteria at no additional cost to said person.

10) Parking. The plans currently on file with the Urban Affairs Committee show a total of 65 parking spaces. While the precise configuration of parking spaces can be changed through the Site Plan Approval Process, the plan as finally approved will have no less than 58 parking spaces available to the residents of the 29 condominium units.

11) Limitation on Retail Sales. No unit, except the gallery space units, will be used regularly to conduct retail sales.

12) Conversion of Gallery or Work Space to Living Space Prohibited. All areas shown on the plans on file with the Urban Affairs Committee as "workshop", "assigned storage" and "gallery space" will remain as areas that cannot be used as residential living space, and cannot be converted to residential space without an amendment of this special permit. While the areas of the residential units shown on the plans on file with the Urban Affairs Committee can be changed, no two units as finally configured can be combined to form one larger unit without an amendment to this special permit. Gallery Unit may be divided into two Units, both to be used as commercial space. The gallery space may be divided into two units, to be used as commercial space.

13) Rental of Units. No unit of the condominium will be rented through a lease with a term of greater than two years. All leases will require the prior approval of the Board of Trustees, or comparable governing entity, of the condominium association.

14) Fire Protection. Fire protection systems shall be acceptable in all respects to the City of Marlborough Fire Chief or his designee.



IN CITY COUNCIL

Marlborough, Mass., OCTOBER 15, 2007
PAGE 5

ORDERED:

- 15) Signage. All signage at the subject location shall comply with the existing City of Marlborough sign ordinance, without variance.
- 16) Exterior Lighting. Parking lot light fixtures shall not exceed 250 watts. Deflectors shall be utilized and configured to mitigate light from entering abutting properties.
- 17) Snow Storage. Snow storage is to be provided on-site. The Applicant may elect to utilize off-site storage. Snowmelt is to be directed toward catch basins.
- 18) Maintenance of Parking Areas. Parking areas will be swept and maintained as necessary.
- 19) Parking Lot Enforcement. Pursuant to the provisions of General Laws Chapter 90 sec. 18, the Applicant shall submit a written request and grant of authority to the Marlborough Traffic Commission (hereinafter, "the Commission") to promulgate legally enforceable rules and regulations for the control of on-site traffic and parking. Applicant shall be responsible for providing, installing and maintaining all signage or markings required by the Commission. Such signage or markings shall meet the regulations of the Marlborough Sign Ordinance.
- 20) Water and Sewer Service. Water and sewer services provided to the Project shall be subject to the current citywide water and sewer charges subject to annual adjustment by the Commissioner of Public Works. Water and sewer connections shall be subject to a separate approval process and conditions.
- 21) Compliance with Permit Conditions. The Project proposed shall be constructed, maintained and operated according to the specifications, terms and conditions of the Applicant's special permit application, as amended during the application/ hearing process before the City Council and/or the Urban Affairs Committee, and Site Plan Review, and in compliance with the conditions of the grant of the Special Permit.
- 22) Supplementary Inspectional Fees. The Applicant, at the time of application for a Building Permit shall pay the sum of \$2,500 to the City of Marlborough Inspectional Services Fund to offset the increase in costs associated with the Project construction, including but not limited to staff, materials, equipment and supplies, relative to the permitting, monitoring and inspection of the Project.



IN CITY COUNCIL

Marlborough, Mass., OCTOBER 15, 2007

PAGE 6

ORDERED:

23) Recording. The Amended Special Permit shall be recorded at the Middlesex South Registry of Deeds in accordance with the provisions of MGL Chapter 40A sec. 11 prior to the issuance of any Occupancy Permit regarding the project. The Applicant shall be responsible for recording this Amended Special Permit, and shall present evidence to the City Solicitor's office regarding compliance.

24) Affordable Housing. Applicant shall pay to the Affordable Housing Trust, or to such other fund for the benefit of affordable housing as may be directed by the City Council, the sum of Fifteen Thousand (\$15,000) Dollars, of which Seven Thousand Five Hundred (\$7,500) Dollars shall be paid upon the sale of the 15th residential condominium unit, and Seven Thousand Five Hundred (\$7,500) Dollars shall be paid upon the sale of the 29th residential condominium unit.

Attachment #1
 RENAISSANCE LOFTS CONDOMINIUM
 BY-LAW PROVISION

**PREFERENTIAL OWNERSHIP BY ARTISTS AND/OR TO PERSONS
 ENGAGED IN AN ART-RELATED BUSINESS**

Preference will be given to a person in purchasing a unit in Renaissance Lofts Condominium when said person is an artist and/or is engaged in an art-related business. For the purpose of this by-law provision, the term "artist" shall include choreographers, dancers, architects, landscape architects, urban designers and planners, interior designers, industrial designers, graphic designers, fashion designers, creative writers and literary translators, individual artists working in the film, radio, television, video, theater, conceptual performance, new genres, painting, print making, drawing, photography, sculpture, crafts, musical composers, musicians, mimes and playwrights; and the term "a person engaged in an art-related business" shall include a person engaged in a business related to any of the types of "artists" listed herein.

Yea: 10 – Nay: 0 – Abstained: 0 – Absent: 1

Yea: Katz, Ferro, Schafer, Juairé, Webster, Clancy, Towle, Hope, Vigeant, Levy
 Absent: Ossing

ADOPTED
 In City Council
 Order No. 05/07-100931C

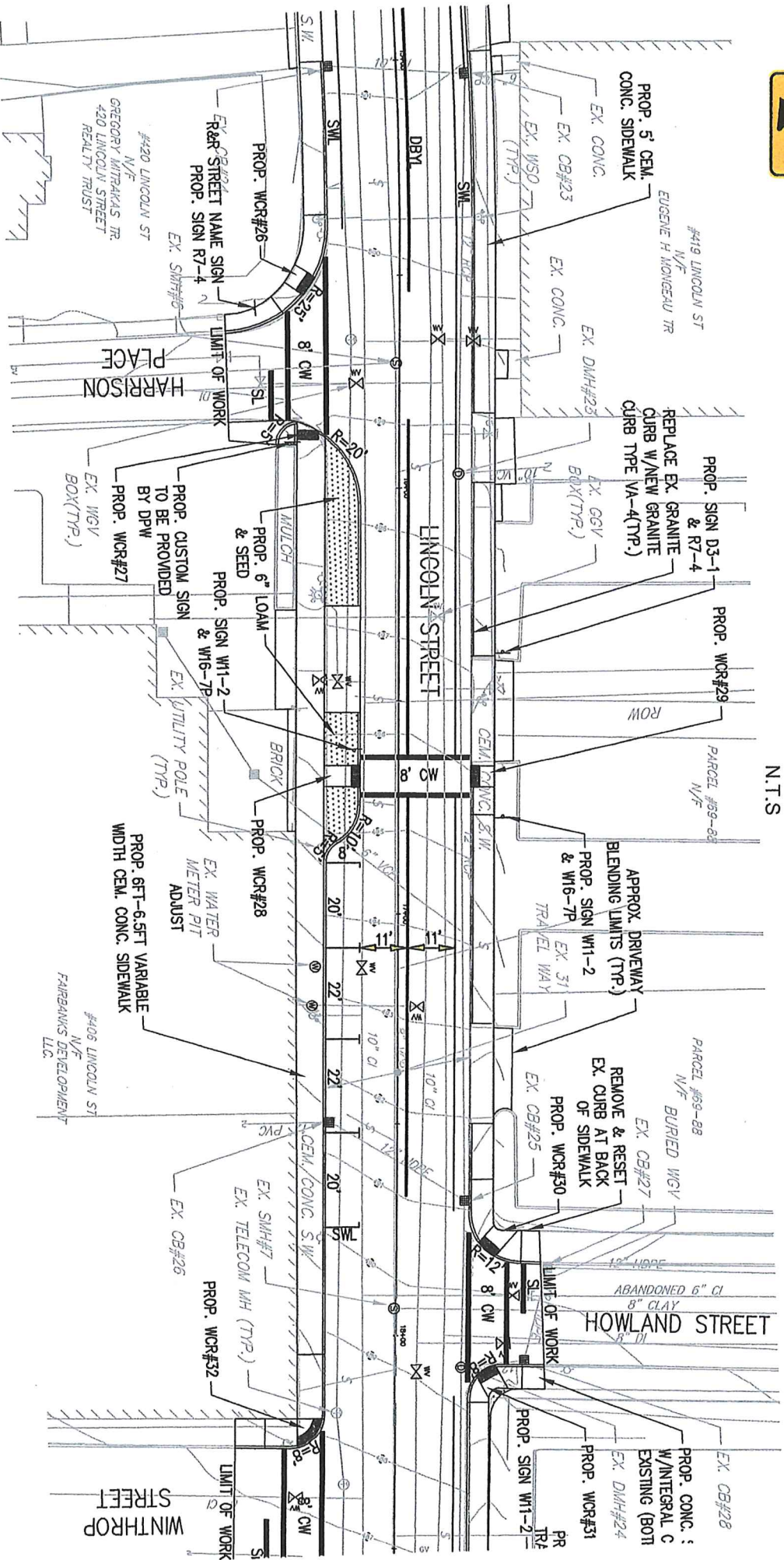
Arthur G. Vigeant
 Signed by City Council President
 Arthur G. Vigeant

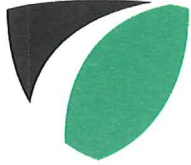
Eugene C. Brune
 Attest Middlesex S. Register



DRAFT

N.T.S





Extended Speed Summary

Tucker, WB

Start: 2021-04-24

End: 2021-04-27

Times: 0:00-23:59

Violation Threshold: Speed Limit + 10

Speed Range: 1 to 100

Overall Summary

Total Days of Data: 4

Speed Limit: 30

Average Speed: 14.66

50th Percentile Speed: 13.26

85th Percentile Speed: 16.77

Pace Speed Range: 10-20

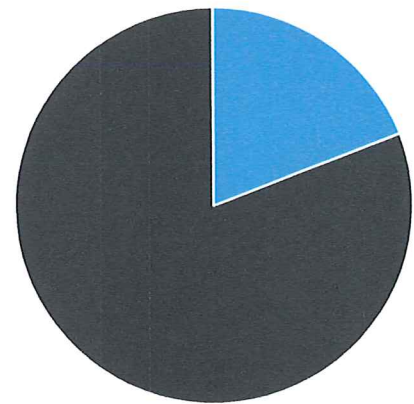
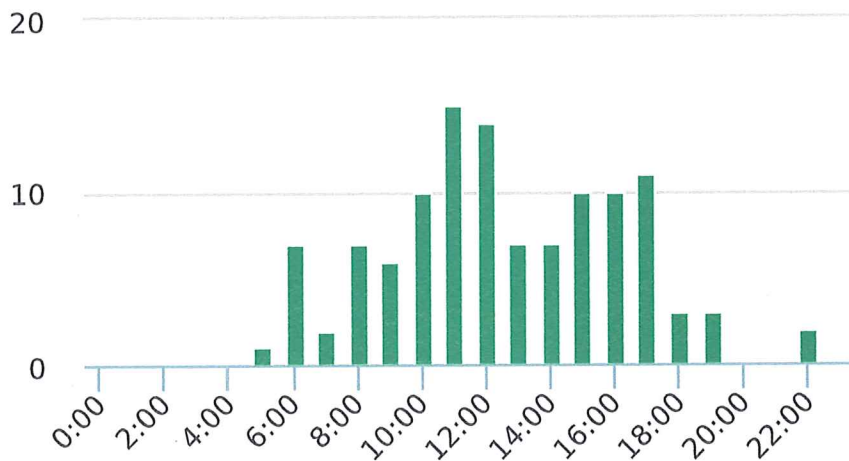
Minimum Speed: 5

Maximum Speed: 28

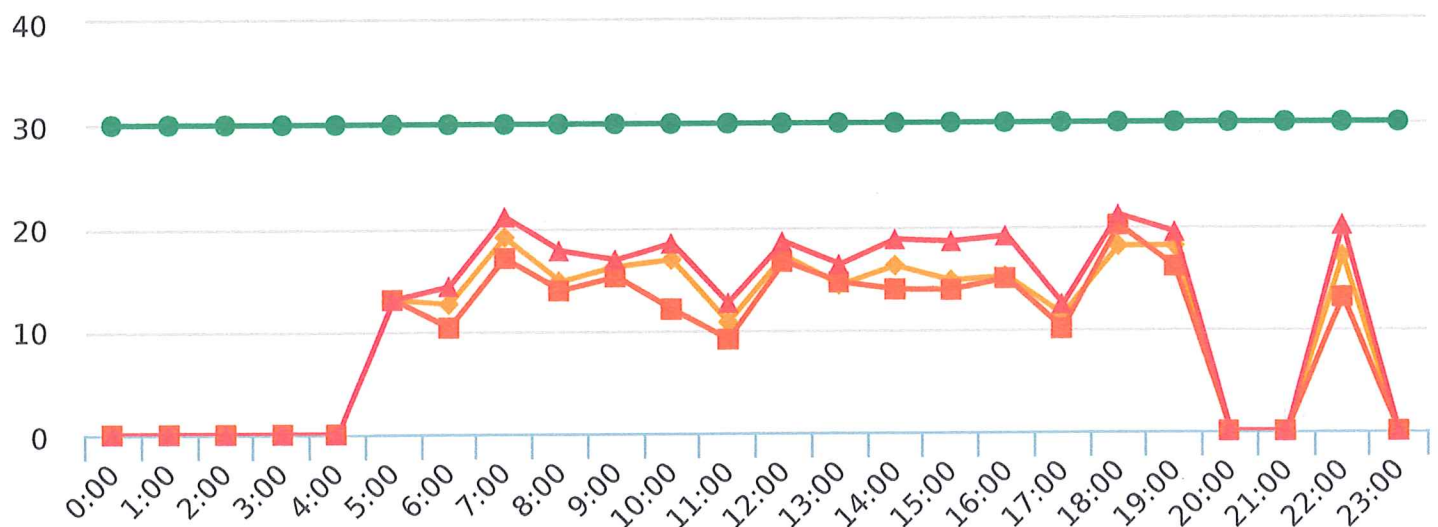
Display Mode: Speed Display

Average Volume per Day: 28.8

Total Volume: 115



Violators Inside Threshold Compliant Vehicles Slowed Other



Speed Limit Average Speed 50% Speed 85% Speed



Extended Speed Summary

Tucker, WB

Start: 2021-04-24

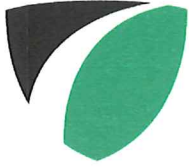
End: 2021-04-27

Times: 0:00-23:59

Violation Threshold: Speed Limit + 10

Speed Range: 1 to 100

Time	Sign Mode	Speed Limit	Total # Vehicles	Total # Violator	% Violator	Avg # Vehicles	Avg # Violators	Min Speed	Max Speed	Avg Speed	50% Speed	85% Speed	Sign Effectiveness
0:00	Speed Display	30	0	0	0.0%	0.0	0.0	n/a	0	n/a	n/a	n/a	n/a
1:00	Speed Display	30	0	0	0.0%	0.0	0.0	n/a	0	n/a	n/a	n/a	n/a
2:00	Speed Display	30	0	0	0.0%	0.0	0.0	n/a	0	n/a	n/a	n/a	n/a
3:00	Speed Display	30	0	0	0.0%	0.0	0.0	n/a	0	n/a	n/a	n/a	n/a
4:00	Speed Display	30	0	0	0.0%	0.0	0.0	n/a	0	n/a	n/a	n/a	n/a
5:00	Speed Display	30	1	0	0.0%	0.3	0.0	13	13	13.0	13.0	13.0	0.0%
6:00	Speed Display	30	7	0	0.0%	1.8	0.0	7	18	12.6	10.3	14.3	0.0%
7:00	Speed Display	30	2	0	0.0%	0.5	0.0	17	21	19.0	17.0	21.0	0.0%
8:00	Speed Display	30	7	0	0.0%	1.8	0.0	6	22	14.7	13.9	17.7	28.7%
9:00	Speed Display	30	6	0	0.0%	1.5	0.0	12	22	16.2	15.2	16.8	0.0%
10:00	Speed Display	30	10	0	0.0%	2.5	0.0	9	28	16.8	12.0	18.4	10.0%
11:00	Speed Display	30	15	0	0.0%	3.8	0.0	5	20	10.7	9.1	12.6	33.4%
12:00	Speed Display	30	14	0	0.0%	3.5	0.0	8	24	17.1	16.6	18.5	14.1%
13:00	Speed Display	30	7	0	0.0%	1.8	0.0	8	21	14.3	14.6	16.3	14.3%
14:00	Speed Display	30	7	0	0.0%	1.8	0.0	9	24	16.1	13.9	18.7	14.3%
15:00	Speed Display	30	10	0	0.0%	2.5	0.0	5	26	14.7	13.8	18.5	19.8%
16:00	Speed Display	30	10	0	0.0%	2.5	0.0	9	27	15.1	14.9	19.0	30.0%
17:00	Speed Display	30	11	0	0.0%	2.8	0.0	5	20	11.4	10.0	12.4	45.5%
18:00	Speed Display	30	3	0	0.0%	1.0	0.0	13	21	18.0	20.0	21.0	0.0%
19:00	Speed Display	30	3	0	0.0%	1.0	0.0	15	20	18.0	16.0	19.3	0.0%
20:00	Speed Display	30	0	0	0.0%	0.0	0.0	n/a	0	n/a	n/a	n/a	n/a
21:00	Speed Display	30	0	0	0.0%	0.0	0.0	n/a	0	n/a	n/a	n/a	n/a
22:00	Speed Display	30	2	0	0.0%	0.7	0.0	13	20	17.0	13.0	20.0	0.0%
23:00	Speed Display	30	0	0	0.0%	0.0	0.0	n/a	0	n/a	n/a	n/a	n/a
Total Volumes/ Avg			115	0	0.0%	29.4	0.0	5	28	15.3	13.9	17.3	13.1%
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			115	0	0.0%	29.4	0.0	5	28	15.3	13.9	17.3	13.1%



Extended Speed Summary

Stevens @ Oakcrest, NB

Start: 2021-04-07

End: 2021-04-20

Times: 0:00-23:59

Violation Threshold: Speed Limit + 10

Speed Range: 1 to 100

Overall Summary

Total Days of Data: 14

Speed Limit: 30

Average Speed: 35.22

50th Percentile Speed: 35.52

85th Percentile Speed: 40.24

Pace Speed Range: 31-41

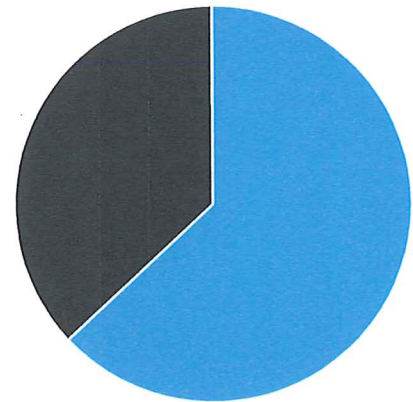
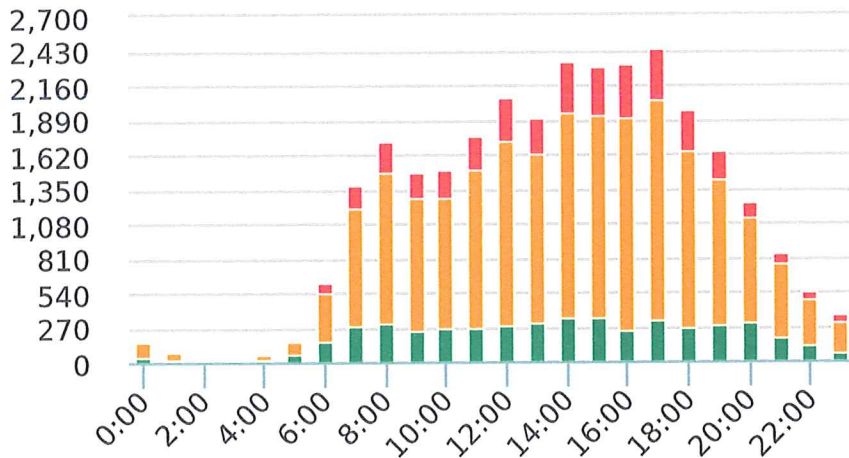
Minimum Speed: 5

Maximum Speed: 74

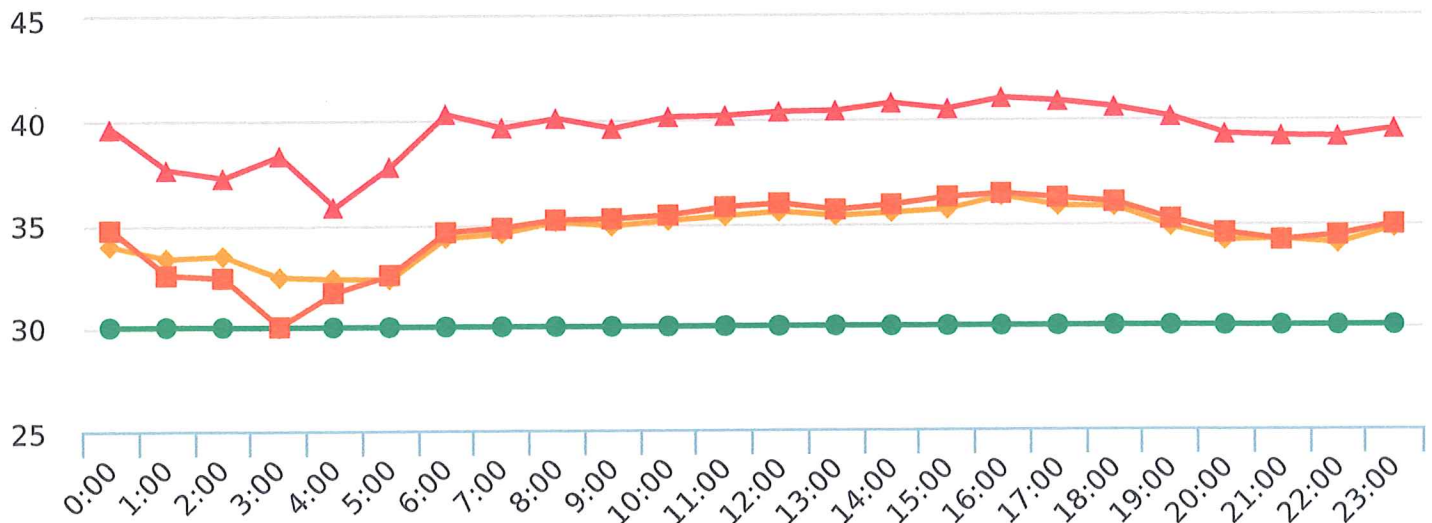
Display Mode: Speed Display

Average Volume per Day: 2069.9

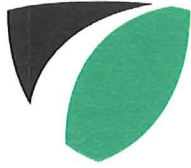
Total Volume: 28979



Violators Inside Threshold Compliant Vehicles Slowed Other



Speed Limit Average Speed 50% Speed 85% Speed



Extended Speed Summary

Stevens @ Oakcrest, NB

Start: 2021-04-07

End: 2021-04-20

Times: 0:00-23:59

Violation Threshold: Speed Limit + 10

Speed Range: 1 to 100

Time	Sign Mode	Speed Limit	Total # Vehicles	Total # Violator	% Violator	Avg # Vehicles	Avg # Violators	Min Speed	Max Speed	Avg Speed	50% Speed	85% Speed	Sign Effectiveness
0:00	Speed Display	30	181	30	16.6%	13.9	2.3	5	48	33.9	34.7	39.6	62.0%
1:00	Speed Display	30	87	7	8.0%	6.7	0.5	6	48	33.3	32.5	37.6	59.9%
2:00	Speed Display	30	57	7	12.3%	4.4	0.5	5	44	33.4	32.4	37.2	63.2%
3:00	Speed Display	30	36	6	16.7%	2.8	0.5	5	50	32.4	30.0	38.3	63.9%
4:00	Speed Display	30	61	7	11.5%	4.7	0.5	5	45	32.3	31.7	35.8	76.9%
5:00	Speed Display	30	178	18	10.1%	13.7	1.4	5	48	32.3	32.5	37.8	68.5%
6:00	Speed Display	30	626	95	15.2%	48.2	7.3	6	50	34.3	34.6	40.3	63.1%
7:00	Speed Display	30	1373	178	13.0%	105.6	13.7	5	61	34.5	34.8	39.6	63.6%
8:00	Speed Display	30	1727	247	14.3%	123.4	17.6	5	61	35.1	35.2	40.1	60.9%
9:00	Speed Display	30	1478	189	12.8%	105.6	13.5	5	68	34.9	35.2	39.6	60.9%
10:00	Speed Display	30	1491	218	14.6%	106.5	15.6	5	72	35.1	35.4	40.2	59.4%
11:00	Speed Display	30	1752	257	14.7%	125.1	18.4	5	55	35.3	35.8	40.2	60.1%
12:00	Speed Display	30	2052	329	16.0%	157.8	25.3	5	52	35.5	35.9	40.4	65.8%
13:00	Speed Display	30	1909	290	15.2%	146.8	22.3	5	62	35.3	35.6	40.4	63.4%
14:00	Speed Display	30	2332	391	16.8%	179.4	30.1	5	54	35.5	35.9	40.8	63.9%
15:00	Speed Display	30	2305	378	16.4%	177.3	29.1	5	67	35.6	36.2	40.5	66.1%
16:00	Speed Display	30	2328	430	18.5%	179.1	33.1	6	67	36.3	36.4	41.0	63.1%
17:00	Speed Display	30	2437	397	16.3%	187.5	30.5	6	52	35.8	36.2	40.9	63.6%
18:00	Speed Display	30	1958	318	16.2%	150.6	24.5	5	74	35.8	36.0	40.6	65.1%
19:00	Speed Display	30	1640	224	13.7%	126.2	17.2	5	62	34.8	35.1	40.1	63.2%
20:00	Speed Display	30	1242	120	9.7%	95.5	9.2	5	56	34.1	34.5	39.3	60.6%
21:00	Speed Display	30	844	87	10.3%	64.9	6.7	5	52	34.2	34.1	39.2	59.7%
22:00	Speed Display	30	533	60	11.3%	41.0	4.6	6	53	34.0	34.4	39.1	62.7%
23:00	Speed Display	30	352	42	11.9%	27.1	3.2	5	59	34.7	34.9	39.5	63.8%
Total Volumes/ Avg			28979	4325	14.9%	2193.7	327.6	5	74	34.5	34.6	39.5	63.5%
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			28979	4325	14.9%	2193.7	327.6	5	74	34.5	34.6	39.5	63.5%



Stevens Street - near OAKcrest Avenue

Marlborough, MA

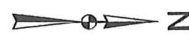
1 inch = 80 Feet



April 28, 2021



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



Marlborough, MA

1 inch = 69 Feet



April 27, 2021

CAI Technologies
Precision Mapping. Geospatial Solutions.



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§ 586-60.1. Crosswalk locations.

The following locations are designated as crosswalks:

Crosswalk on	Location	Direction of Pedestrian Travel	Linear Feet
Clearview Drive	Phelps Street	North-South	49 feet
Dirado Drive	Stevens Street	North-South	52 feet
Donahue Drive	Robin Hill Street	North-South	45 feet
Doucette Drive	Bigelow Street	North-South	46 feet
Kenney Lane	Hudson Street	North-South	32 feet
Neil Street	North of Zompetti Street	East-West	32 feet
Ripley Avenue	Between #72 - #82 Sandini Road	North-South	32 feet
Sandini Road	40 ft. south of of Ripley Avenue	East-West	42 feet
Zompetti Street	Howe Street	North-South	38 feet
Zompetti Street	Neil Street	North-South	28 feet

§ 586-60.1. Crosswalk locations.

The following locations are designated as crosswalks:

Crosswalk on	Location	Direction of Pedestrian Travel	Linear Feet
Washington Street	#112 Washington St. to #119 Washington St.	North-South	34 feet
Washington Street	#93 Washington St. to #25 Washington Ct.	North-South	34 feet
Hosmer Street	Jaworek School driveway To #431 Hosmer Street	East-West	36 feet
Hosmer Street	#466 Hosmer Street to #9 Stacey Road	East-West	32 feet
Francis J. Kane School Driveway	#520 Farm Road	East-West	56 feet
Bolton Street	#397 Bolton Street (Elderly Housing) to #400 Bolton Street	East-West	42 feet
Burns Road	McGee Avenue	North-South	56 feet
McGee Avenue	Foley Road	East-West	56 feet
Foley Road	#72 Foley Road to # 6 McGee Avenue (Richer School entrance)	North-South	38 feet

§ 586-60.1. Crosswalk locations. Not regulated – should be reconsidered.

The following locations are designated as crosswalks:

Crosswalk on	Location	Direction of Pedestrian Travel	Linear Feet
Forest Street	#199-#201 Forest Street AMSA Charter School	North-South	48 Feet

§ 586-50. Schedule IV: Stop Intersections

In accordance with § 586-13, the erection and maintenance of an isolated stop sign or signs or flashing red signals, as the case may be, are authorized as follows:

Add the following:

Stop sign on	Direction of Travel	at Intersection of
Conrad Road	North	Ripley Avenue
Doucette Drive	Northeast	Bigelow Street
Garfield Street	East	Neil Street
McGee Avenue	South	Ripley Avenue
Zompetti Street	East	Howe Street
Zompetti Street	West	Neil Street

Remove the following:

Stop sign on	Direction of Travel	at Intersection of
Flynn Avenue	East	Sandini Road
Ripley Avenue	Northwest	Conrad Road

§586-58.1 Schedule XIVA: School Zone

Repeal:

- A. A safe school zone speed limit restriction of 20 miles per hour between the hours of 7:00 a.m. and 3:30 p.m. at the following locations:
- B. A safe school zone speed limit restriction of 20 miles per hour between the hours of 8:00 a.m. and 4:00 p.m. at the following locations:

Replace with: A. A safe school zone speed limit restriction of 20 miles per hour from one hour before classes start to one hour after classes end at the following locations:

Street	Directions	Limits
Stevens Street	Both	From the northerly intersection of Stevens Street and Andrews Road to a point 934 feet in a southerly direction (High School). (Remove) "(High School)"
Stevens Street	Both	From the southerly intersection of Stevens Street and Dirado Drive to a point 1,036 feet in a northerly direction (4-7 School) (Remove) "(4-7 School)"
Union Street	Both	Between Stevens Street and Bolton Street (750 feet)(4-7 School) (Remove) "(4-7 School)"
Burns Road	Both	Beginning at a point 500 feet from the easterly intersection of Conrad Road and extending easterly to McGee Avenue
Foley Road	Both	Beginning at a point 650 feet from the easterly intersection of Glen Street and extending easterly to the Richer School
McGee Avenue	Both	Beginning at a point 150 feet from the northerly intersection of Ripley Avenue and extending northerly to Foley Road

Add the following: from MassDOT School Zone Regulations (B-393, Hosmer St. & B-396, Farm Road)

- C. This corridor has been designated as a School Zone, with a flashing light for a 20 MPH School Zone Speed Limit for activation from one hour before classes start to one hour after classes end at the following locations:

Street	Directions	Limits
Hosmer Street	North	Beginning 430 feet before the driveway for the Sgt. Charles J. Jaworek School to the driveway for the Sgt. Charles J. Jaworek School
Hosmer Street	South	Beginning 430 feet before the driveway for the Sgt. Charles J. Jaworek School to the driveway for the Sgt. Charles J. Jaworek School

Farm Road	East	Beginning 160 feet before the driveway for the Francis J. Kane School to the driveway for the Francis J. Kane School
Farm Road	West	Beginning 230 feet before the driveway for the Francis J. Kane School to the driveway for the Francis J. Kane School

Repeal the following: from MassDOT School Zone Regulations (P-B-170-980)

- D. This corridor has been designated as a School Zone, with a flashing light for a 20 MPH School Zone Speed Limit for activation from one hour before classes start to one hour after classes end at the following locations:

Street	Directions	Limits
Washington Street I.C. School	Both	Washington Court to McEnelly Street

§ 586-53 Schedule IX: No Stopping, Standing or Parking Anytime.

No person shall stop, stand or park a vehicle upon the following streets or highways, or parts thereof:

STREET	SIDE	LOCATION
Chestnut Street	North	Broad Street to Sumner Street
Chestnut Street	North	Pleasant Street to Sumner Street

Signs are faded, need to be replaced.

§ 586-50 Schedule VI: Stop Intersections.

In accordance with § 586-13, the erection and maintenance of an isolated stop sign or signs or flashing red signals, as the case may be, are authorized as follows:

Stop Sign on	Direction of Travel	at Intersection of
Chestnut Street	West	Broad Street

Sign is faded, needs to be replaced.

§ 586-49 Schedule V: One-Way Streets.

Upon the following streets or parts of streets, it shall be unlawful for the operator of a vehicle to move said vehicle except in the direction indicated:

Name of Street	Direction of Travel	Limits
Cotting Avenue	North	Granger Blvd. to Main Street

DO NOT ENTER sign at the Main Street end of the street is faded and should be replaced/relocated closer to Main Street and aligned so traffic from both directions of Main Street can see it – traffic from Main Street eastbound are using Cotting Street to access the gas station.