

CITY OF MARLBOROUGH MEETING POSTING

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CITY OF MARLBOROUGH

Meeting Name: Traffic Commission

Date: July 28, 2015

2015 JUL 22 P 3:20

Time: 10:00am

Location: City Hall, 1st floor Committee Meeting Room

Agenda Items to be addressed:

1) MINUTES OF LAST MEETING

2) NEW BUSINESS

- a) Communication from Jan Keith, re: Hemenway St./Wilson St. traffic concerns.
- b) Request from Councilor Tunnera, re: Jake brake restriction on West Main St.
- c) Communication from Carrie-Ann Rawson, re: crosswalk on Lincoln St. @ Cross St.
- d) Speeding concerns on Laviolette St.
- e) Communication from Theresa Lee, re: Speeding concerns on Framingham Rd.
- f) Request from Trish Pope, re: New St. @ Granger Blvd.
- g) Communication from Janet Vigeant. Re: Brigham St. traffic concerns.
- h) West Hill Rd. commercial vehicle exclusion request.

3) OLD BUSINESS

- a) Municipal off street parking regulation.
- b) High School parking regulations.
- c) Stop signs on Bigelow St.
- d) Traffic Commission rules and regulations update.
- e) Towing vehicles from municipal lots for snow removal.
- f) Communication from Maureen Matott, re: Request for yield sign for traffic on East Main St. @ Stevens St.
- g) Request for HP spot in front of 2 Hill Rd. and sign restricting parking within 20' of Hill Rd. and Lakeshore Dr.
- h) Request for speed limit and other warning signs on Simpson Rd.
- i) Speeding and other traffic concerns on Lakeshore Dr.

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 Tuesday, June 23, 2015 at 10:00 a.m. in the City Council Committee Room, City Hall. Members present: Chairman - Police Chief Mark Leonard, DPW Commissioner John Ghiloni, and City Clerk Lisa Thomas. Also present: City Engineer Evan Pilachowski and Assistant City Engineer Tim Collins. Minutes taken by: Karen Lambert, MPD Records Clerk.

1- Minutes

The minutes of the Traffic Commission meeting of Tuesday, May 26, 2015.

MOTION was made, seconded, duly VOTED:
TO APPROVE.

2 – New Business

2a) Request for speed limit and other warning signs on Simpson Rd.

This request came from a resident of this neighborhood. There are many children living here and Simpson Park is also on this street. She feels many cars drive at “unreasonably fast speeds”. She has made several calls to the police dept. and was told the police would make their presence known, however, she has not seen anyone.

Tim Collins passed out a GIS map of the neighborhood. He also said that he drove through the area. There are sidewalks on both sides but no crosswalks. There is a sign for the park but it is very small. It is also very low and more to alert pedestrians to the entrance than anything else. It would be better to have a sign to highlight the park.

Chief Leonard advised that this would be a 30mph zone and that typically the Traffic Commission does not install slow/children signs, however, it could be considered near a park entrance. Commissioner Ghiloni asked if there was much activity at this park. Tim did not think so. Chief Leonard asked Engineering to look into the possibility of a "Slow - Playground" sign. He also advised that he would work on enforcement.

MOTION was made, seconded, duly VOTED to REFER to the POLICE DEPARTMENT for enforcement and to ENGINEERING for possible signage.

2b) Parking concern, Sawin St. @ E. Main St.

A local resident requested assistance with parking problems around the used car dealer lot on the corner. Tim Collins passed out a photo of the area with a diagram. Chief Leonard advised that Pam Wilderman, Code Enforcement Officer, has also been involved. It appears that customers' cars are being parked on the corner. Chief Leonard wasn't sure what kind of signage, if any, was there. The resident was looking for "no parking signs up on that corner and maybe the second telephone pole maybe put up a residence parking sign so no one will park in front of people's drives or houses". Commissioner Ghiloni said that it is a tough area to sign and also that there is no curbing there. The Chief thought it would be best to start with the Police Department on enforcement and to get Code Enforcement involved again.

MOTION was made, seconded, duly VOTED to REFER to the POLICE DEPARTMENT for enforcement and to Pam Wilderman, Code Enforcement Officer.

2c) Speeding and other traffic concerns on Lakeshore Dr.

Resident is concerned with speed and noted that one area of Lakeshore Drive is posted at 30mph while another is posted at 20mph. He asked if it was possible to reduce the speed of the entire road to 20mph. Also, he noted that there is no stop sign at the intersection of Hill Road and Lakeshore Drive and the intersection of Bruce Road and Lakeshore Drive. He said that he has witnessed many near accidents "of drivers rolling through this intersection."

Tim Collins passed out a GIS map of the area with the two different speed zones indicated. He could not find written specifics as to why there are two difference speed zones but he assumes the roadway characteristics play a part. He noted that the area that is 30mph is wide open and flat while the area that is 20mph is hilly and winding.

Chief Leonard asked if it was necessary to do a speed study here. The road is really not all that wide and it could be perception, as 30mph may look faster than it really is. He will add this area to the list for radar patrols.

On the second issue, Tim Collins advised that the two intersections at Hill Rd. and Bruce Rd. are T- intersections and meet the MUTCD warrants for a stop sign. Chief Leonard said that it does make sense to him to put stop signs here. He has had this issue brought up before. Evan Pilachowski asked if it makes sense to a crash study here first. The Police Department can do this, however, Chief Leonard doesn't think we will find much.

MOTION was made, seconded, duly VOTED to REFER to the POLICE DEPARTMENT for radar patrols and also to compile an accident history over the past five years.

2d) Timing of traffic signal on Lincoln St. @ Bolton St.

Request came from Evan Pilachowski in response to a concern received through SeeClickFix regarding regular traffic backups for westbound traffic at this intersection along Lincoln St. He noted that the concern “centered on the timing of the traffic signal and the exclusive left turn for eastbound traffic on Lincoln Street”.

Tim Collins passed out a chart outlining the traffic signal timing at this intersection. He noted that there are 8 seconds set aside for the exclusive left turn onto Lincoln Street. They had to “steal” the 8 seconds from the westbound traffic on Lincoln Street. Maybe this is too much time. Maybe we need to add time on the Lincoln street approach and reduce the time for the exclusive turn to 6 seconds. Evan Pilachowski does not think those few seconds would really make a difference. It was discussed that most of the traffic on Lincoln Street is straight traffic (to bypass Route 20). Chief Leonard said that he agrees that the westbound traffic does back up during commuting hours but changing the timing by 2-3 seconds will not really make a difference. It would allow just one more car to get through. It just takes one car who can’t make the turn to back up the traffic. It was discussed that the commuter knows the issue and can go around a different way. This is the first complaint the Traffic Commission has received. At this point, it is best left the way it is.

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

2e) Request from Councilor Delano, re: Warning signage in the area of Villages East to assist exiting traffic.

Tim Collins passed out two photos of the area showing a sign in both directions (400 feet in advance of the driveway to The Villages) stating “Turning Vehicles Ahead”. He said that the State put these signs up a few years ago. Chief Leonard advised that he would take a drive by the area himself and let Councilor Delano know that these signs are in place.

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

2f) Traffic Concern on Williams @ Gleason St.

Resident sent in a specific request relative to this intersection along with her Crash Operator’s Report. She stated how dangerous this intersection is during rush hour and how difficult it can be to make a left turn onto Gleason Street. She included pictures showing a car trying to take a left onto Gleason. The car in the left lane may allow you to turn but the car in the right lane doesn’t always see you turning and doesn’t slow down. This is what happened in her accident. Another photo showed a car completely blocking Gleason Street waiting for the light to change. There is no way for someone to turn onto Gleason Street which then causes a backup out onto route 20. She is requesting a Stop Line at the corner of Williams Street and Gleason Street and a Do Not Block Intersection sign.

Tim Collins passed out an aerial photo of the intersection for reference. Chief Leonard said that he understands what she is saying. When it gets busy two lanes do form here. Tim Collins said that prior to Gleason Street there should be only one lane of traffic, however, people start forming two lanes on their own. Cars are still within the markings because there is enough width here. The Chief said that a sign would be helpful to his officers if they were trying to enforce something here. Commissioner Ghiloni asked if we have this type of sign anywhere else. Tim Collins advised that we do have this in front of the Fire Station on Pleasant Street, in case the trucks have to exit. Chief Leonard said that he would like the Police Department to monitor the issue for now. If it continues to be a problem he will bring it back to the Traffic Commission.

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

Lisa Thomas asked to discuss a new issue not on the agenda. - New polling locations at the new Senior Center.

Lisa Thomas wanted to bring to the attention of the Traffic Commission that 5 polling locations will be moved to the new Senior Center. She is waiting for a home rule petition to come back signed, hopefully, before the next election. She was concerned about parking on Election Day. She said that polling workers were going to be instructed to park elsewhere, probably Bigelow school. Constables would be asked to give rides to the poll workers to and from the school. Commissioner Ghiloni said there were 164 parking spaces at the Senior Center. Lisa Thomas just wanted to make everyone aware of what was going on ahead of time.

3-Old Business

Update on item no longer on Agenda – Crosswalk on Williams St.

The crosswalk is in place, however, it was never properly regulated. Chief Leonard presented the revised regulation for a vote. Initially the crosswalk was going to be relocated to Robin Drive, however, it was later determined that the existing location was best. Lisa Thomas will check to see if the Robin Drive location was ever advertised. She will also advertise the new regulation. Chief Leonard will send her an electronic copy.

MOTION was made, seconded, duly VOTED to REFER to LISA THOMAS, City Clerk, to advertise the regulation.

3i) Request for HP spot in front of 2 Hill Rd. and sign restricting parking within 20' of Hill Rd. and Lakeshore Dr.

Chief Leonard advised that he has called the requestor for more information but she has not gotten back to him yet.

MOTION was made, seconded, duly VOTED:
To TABLE.

3h) Communication from Ruben Rassi, re: Lakeside Ave. at Lincoln St. /Bond St. intersection concerns.

Tim Collins provided an update that the striping would have to be yellow not white as was originally indicated.

MOTION was made, seconded, duly VOTED to REFER to the DPW for striping.

3f) Request to consider making Francis St. one way.

The Traffic Commission has decided not to pursue a one way on Francis Street. It was further discussed that State approval is only necessary if the one way extends into another community or if it is midblock.

MOTION was made, seconded, duly VOTED to REMOVE this item from the Agenda.

3g) Communication from Maureen Matott, re: Request for yield sign for traffic on East Main St. @ Stevens St.

Tim Collins passed out a photo which included the proposed yield sign for southbound traffic on Stevens Street tuning left onto East Main Street. Chief Leonard said that it makes sense to him. The only real question was where to put it.

MOTION was made, seconded, duly VOTED to REFER to ENGINEERING for installation.

3d) Traffic Commission rules and regulations update.

Tim Collins advised that he is still working on this. Lisa Thomas said that she has a lot of items to add for recodification under the City Code. This will be the second time she has recodified in 8 years. She wanted to confirm that it was OK to separate this from the Traffic Commission section since her part was ready to be submitted to General Code.

MOTION was made, seconded, duly VOTED to separate the two sections and let Lisa Thomas update the City Code with General Code. All in Favor.

3c) Stop signs on Bigelow Street.

Evan Pilachowski advised that they have ordered the necessary equipment for the speed signs. He asked if he needed any official approval or if he could just go ahead. Tim Collins said that he thinks the stop signs were regulated but not warranted. If they were regulated, the Traffic Commission would have to repeal them. The residents would also have to be notified prior to any changes being made. Evan Pilachowski also noted that the MUTCD has a placard that can be placed on the side street stop signs indicating that "other directions do not stop". He advised that he ordered two signs, one for each direction. DCU is paying up to \$10,000.

3a) Municipal off street parking regulation.

MOTION was made, seconded, duly VOTED:

To TABLE.

3b) High School parking regulations.

MOTION was made, seconded, duly VOTED:
To TABLE.

3e) Towing vehicles from municipal lots for snow removal.

MOTION was made, seconded, duly VOTED:
To TABLE.

That there being no further business of the Traffic Commission held on this date, the meeting adjourned at 11:02 am.

Respectfully submitted,

Karen L. Lambert
Records Clerk
Marlborough Police Department

List of documents and other exhibits used at the meeting:

-Meeting Agenda for Tuesday, June 23, 2015. (Including City of Marlborough Meeting Posting).

-Draft of Traffic Commission Minutes from May 26, 2015

-E-mail from Nicole Bisazza to Chief Leonard, dated 5/28/15, re: Slow – Children sign.

-E-mail from KJ Urato to Chief Leonard, dated 6/3/15, re: Corner of Sawin and East Main (used car dealer).

-E-mail from Sean Monaghan to Chief Leonard, dated 6/4/15, re: Traffic Commission in regard to Lakeshore Drive.

E-mail from Evan Pilachowski to Chief Leonard, dated 6/8/15, re: Traffic commission – Lincoln St. at Bolton St.

E-mail from Councilor Delano to Chief Leonard, dated 6/8/15, re: Agenda Item for Traffic Commission – Sign on Rte. 20 requested by residents of Villages East.

-E-mail from Karen Lambert to Chief Leonard, dated 6-10-15, re: Williams and Gleason Street (as requested by Kristin Riddle).

-Regulation to add the crosswalk on Williams Street to Traffic Commission Rules and Regulations under Section 586-60.1: “Crosswalk Locations”.

Additional Handouts

-GIS map of Simpson Road area.

-Map and aerial photo of Sawin Street area.

-Photo indicating “Proposed sign (R10-12), for southbound traffic on Stevens Street turning left onto East Main Street”.

-GIS map of Lakeside Ave. at Williams Street and Gleason St.

- Two photos from different angles of “Boston Post Road East, 400 feet in advance of the driveway to The Villages at Marlborough East.
- Diagram of Traffic Signal Timing at intersection of Bolton St. and Lincoln St.
- GIS map of Lakeshore Drive area with speed limits indicated.

*Daniel Verrico / Jan Keith
266 Wilson Street
Marlborough, MA 01752
774-245-0311 / Home #508-460-0656
Jananddan3@verizon.net*

Mark Leonard, Chief
Marlborough Police Dept.
355 Bolton Street
Marlborough, MA 01752

June 26, 2015

Dear Chief Leonard –

This is a letter requesting traffic/speed patrols on the upper end of Wilson Street. The cross street is Hemenway. There are two traffic / speed issues that exist and are in definite need of attention and truly must be addressed !!

My husband and I have lived at 266 Wilson Street for over 20 years. During that time, the speed with which cars come around the corner from Hemenway to Wilson Street has increased dramatically !!

The first issue IS the speed of the cars turning the corner from Hemenway onto Wilson Street. Drivers are unaware or they simply don't care that Wilson Street is **NOT** a continuation of Hemenway. The speed limit is 25 MPH. The speed limit sign is on my front lawn !! (Photo attached-Photo #1.) Most drivers take that corner at speeds in excess of 35 to 40 MPH. As a result of this excessive speed; wheels screech and vehicles veer over the white line almost coming into our driveway ! Please know that speeds **DO NOT** decrease during inclement weather !!! This is evidenced by the numerous time the fire hydrant in front of 274 Wilson Street has been hit and been disabled !!

The only way either my husband or myself can get our mail is to walk on our grass, reach over the mailbox from the back to the front; and then open our mailbox !!! If it is dark outside.... It is impossible !! We run the risk of getting hit !!!

The second issue is the FAILURE of vehicles to STOP at the stop sign at the end of Wilson St. (Photo Attached-Photo #2) The Stop sign that is there.... To most drivers this sign is truly less than a suggestion to "Stop." It is not even considered !!! We would estimate that close to 85 t 90% of vehicles don't stop.... Often times... not even slowing down ! The ONLY time we witness a vehicle stop.. is if they are making a left turn onto Hemenway. These drivers have no choice but to stop, as they risk getting crashed into from

*Daniel Verrico / Jan Keith
266 Wilson Street
Marlborough, MA 01752
774-245-0311 / Home #508-460-0656
Jananddan3@verizon.net*

the drivers that are heading onto Wilson Street at those excessive speeds mentioned earlier in this letter.

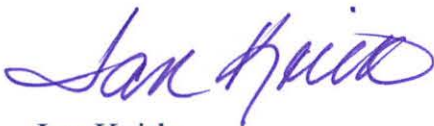
Both of these issues are very serious and potentially life threatening situations. So much so, that when we have company; we ask our visitors to park on Sheridan Road. Again an issue of safety to cross the street to return to their vehicles.

I would invite you or any Officer you deem appropriate to contact me at home #508-460-0656 or on my cell #774-245-0311. Further, you have our permission to have a police car park in our driveway with a radar gun.

We believe that something has to be done about these very real safety issues!

We look forward to hearing from you to discuss these very real traffic/safety issues. We do want to hear your plan for WHEN and WHAT action will be taken to address these ongoing traffic issues.

Cordially,



Jan Keith

SPEED
LIMIT
25

#1

STOP



#2

Mark Leonard

From: City Council
Sent: Tuesday, June 30, 2015 6:05 PM
To: Mark Leonard
Subject: EC: CHIEF LEONARD: For Councilor Tunnera: Visit by Mr. Dargon, 259 West Main Street - Message for Councilor Tunnera, cc: Chief Leonard

From: City Council
Sent: Tuesday, June 30, 2015 6:04 PM
To: Rob Tunnera (rtunnera@gmail.com)
Subject: For Councilor Tunnera: Visit by Mr. Dargon, 259 West Main Street - Message for Councilor Tunnera, cc: Chief Leonard

Michael Dargon, 978-460-4962 of 259 West Main Street, would like to see sign prohibiting the use of engine brakes or compression release engine brakes (**jake brakes**) on West Main Street. I sent some research on the matter to Chief Leonard earlier today.

Mr. Dargon is the gentleman you spoke to about the high water bill. Mr. Ghiloni is considering a new policy for folks who get excessively high bills after the installation of a new meter. Mr. Dargon is waiting for the results of Mr. Ghiloni's research. Although he has been patient, he has called twice and stopped by twice. He seemed satisfied today and then brought up the issue of the truck brakes that wake him up at 3 and 4 in the morning as they drive down West Main Street toward Hunt's Mobil. I told him I would pass the information on to you and to Chief Leonard.

KB

*Karen A. Boule
City Council Secretary
City Hall, 140 Main Street, Marlborough, MA 01752
PH: 508-460-3711; FAX: 508-460-3710
citycouncil@marlborough-ma.gov*

Mark Leonard

From: City Council
Sent: Tuesday, June 30, 2015 5:23 PM
To: Mark Leonard
Subject: Emailing: Jake Brakes

Topic:
TRUCKS;
Location:
TRUCKS;



September 22, 2004

2004-R-
0741

JAKE BRAKES

By: Janet L. Kaminski, Associate Legislative
Attorney

You asked if any states prohibit or restrict the use of “Jake Brakes.”

SUMMARY

“Jake Brake,” a registered trademark of Jacobs Vehicle Systems, Inc. (Jacobs), commonly refers to a brake retarder, which is a supplemental brake used on trucks and buses that assists in slowing down the vehicle. Safety and vehicle maintenance cost savings are cited as reasons for using them. While in use, a brake retarder makes a distinctive staccato sound, which can be quite loud. As a result, citizens have sought to limit their use in populated areas.

Brake retarder use is mostly regulated at the local level. Many municipalities have banned the use of engine compression brakes because of their noise emission, according to the National Highway Traffic Safety Administration (NHTSA).

At a state level, we found four states that have statutes specifically addressing brake retarder use (California, Colorado, Montana, and Oregon). Numerous states address it in regulations (Arkansas, Delaware, Kansas, Montana, New Mexico, Oklahoma, Oregon,

Pennsylvania, Utah, West Virginia, and Wyoming). While some place restrictions on the use, many states explicitly permit brake retarder use by certain vehicles or in certain situations.

JAKE BRAKE

“Jake Brake” is a registered trademark of Jacobs Vehicle Systems, Inc. (Jacobs). The term is often used to refer to engine compression release brakes, but actually refers to all of Jacobs' retarding products. A brake retarder is a supplemental brake used on large motor vehicles that slows the vehicle but is not designed to stop it completely. Such devices are common on long haul trucks and buses.

Brake retarder designs include compression release, exhaust, electrical, and mechanical systems, according to the National Highway Traffic Safety Administration (NHTSA). These engine brakes are often activated when the accelerator pedal is released, but a driver may also activate it with a separate control or by applying the brake pedal. The device works by changing the action of the exhaust valves, allowing air to be compressed out of the engine pistons, which slows the vehicle.

Benefits

There are several reasons for using a brake retarder, according to Jacobs. Such a device (1) controls vehicle speed with minimal use of wheel or service brakes on downhill grades and in traffic; (2) minimizes the speed differential between cars and trucks; (3) reduces brake fade (overheating and glazing that leads to a loss of wheel brake effectiveness); (4) reduces wear on the engine, tires, and wheel brakes; and (5) reduces vehicle maintenance costs. In many cases, stopping distance will be longer without an engine brake.

Noise

While in use, a brake retarder makes a distinctive staccato sound, which can be quite loud. As a result, citizens have sought to limit their use in populated areas. Engine brake noise is a component of exhaust noise and can be controlled with a functioning muffler. The sound is loudest when used on a vehicle with poorly muffled or unmuffled exhaust systems, according to Jacobs. Most states, including Connecticut, require motor vehicles to be equipped and operated with a muffler in good working order (C.G.S. § 14-80).

BRAKE RETARDER REGULATION

Municipalities

Many municipalities have banned the use of engine compression brakes because of their noise emission, according to NHTSA. For example, Glenwood Springs, Colorado, prohibits as a nuisance any noise caused by operating a motor vehicle with an engine brake engaged within the city (Glenwood Springs Municipal Code § 100.070.030(3)). Overland Park, Kansas, prohibits the use of a compression release engine braking system without a muffler (OP Traffic Ordinance § 12.04.175.1). Springdale, Arkansas, prohibits as a nuisance engine brake noise emission, except when such devices are used as a safety device (Springdale County Code § 42-52(13)).

Before a municipality can issue an ordinance, it needs to verify that it has authority. For example, the New York Office of Attorney General has opined that a village is not authorized to enact a prohibition of truck engine compression brake use within the village because state law regulates the use of streets and highways. The New York legislature has not delegated such authority to villages (1999 WL 988077 (N.Y.A.G.)).

States

We found four states that have statutes specifically addressing brake retarder use (California, Colorado, Montana, and Oregon). Numerous states address it in regulations. While some place restrictions on the use, many states require or permit brake retarder use by certain vehicles or in certain situations.

California requires fire trucks exceeding 31,000 gross vehicle weight rating to be equipped with a retarder (Cal. Veh. Code §§35002(b)(2) and 521).

Colorado requires commercial vehicles equipped with an engine compression brake device to have a muffler. Any person who violates this requirement is subject to a \$500 fine (Colo. Rev. Stat. § 42-4-255). Colorado also prohibits passengers of school buses used in mountainous terrain from front row and emergency exit seats unless the bus is equipped with retarders. The general assembly encourages school districts to install electromagnetic or state-of-the-art retarders in school buses (Colo. Rev. Stat. § 42-4-1901).

Kansas prohibits the use of engine-retarder brakes on a special vehicle combination consisting of a truck tractor, semi-trailer, trailer, and trailer (Kan. Admin. Regs. 36-1-31).

Montana requires commercial vehicles equipped with an engine-compression brake device to have a muffler in good working condition. A person operating a commercial vehicle with a factory-installed muffler or equivalent after-market muffler may not be prohibited from using an engine compression brake device (Mont. Code Ann. § 61-9-321). Montana also prohibits “indiscriminate use of engine brake retarders” by drivers of special vehicle combinations consisting of a truck, trailer, and trailer or truck tractor, semi-trailer, trailer, and trailer (Mont. Admin. R. 18.8.517).

Oklahoma prohibits “indiscriminate use of engine brake retarders” by special combination vehicle drivers (Okla. Admin. Code § 595:30-5-4).

Oregon prohibits a person from operating a motor vehicle on a highway with “unmuffled engine brakes,” which is defined as an engine brake that is not equipped with a muffler in good working order. A person found in violation commits a Class A traffic violation, which imposes a fine up to \$720 (Or. Rev. Stat. §§ 811.492, 801.263, and 153.018).

Pennsylvania requires vehicles operating on a highway with a gross weight exceeding 80,000 pounds to be equipped with an engine-, exhaust-, or hydraulic-brake retarder in good working order. A local authority cannot prohibit brake retarder use unless the Department of Transportation gives prior written approval (67 Pa. Code § 179.10(20)). For additional details on the department's review of prohibition requests, see OLR Report **2004-R-515** (copy enclosed).

Other States have regulations that permit school buses to be equipped with brake retarders (Arkansas, Delaware, New Mexico, Oregon, Utah, West Virginia, and Wyoming).

JLK:ts

Mark Leonard

From: Mark Leonard
Sent: Thursday, July 2, 2015 11:12 AM
To: 'Carrie-Ann Rawson'
Subject: RE: Crosswalk Lincoln St. & Cross St.

Carrie-Ann,

I am going to put this item on the July 28th Traffic Commission agenda for discussion. You do not need to attend the meeting, but you are welcome to if you would like. We will be meeting on Tuesday July 28 at 10am at City Hall in the 1st floor Committee Meeting Room.

Sincerely,

Mark F. Leonard
Chief of Police
Marlborough Police Department
355 Bolton Street
Marlborough, MA 01752
Office: 508-485-1212 x6974
Fax: 508-624-6938

-----Original Message-----

From: Carrie-Ann Rawson [mailto:ca_rawson@verizon.net]
Sent: Thursday, July 2, 2015 10:26 AM
To: Mark Leonard
Subject: Crosswalk Lincoln St. & Cross St.

I had submitted this thru the See Click Fix app and was advised to send you the request formally since you are the head of the Traffic Commission.

Too many people speed down Lincoln St. and completely ignore the crosswalks especially the one at Lincoln St. & Cross St.

Is there anyway a sign can be put IN the crosswalk? Between the people who live at 509 Lincoln St. (Advocates) & people going to Bouvier Pharmacy there are quite a few people with mobility issues trying to cross the street as well as residents of the neighborhood and small children.

From my building on Cross St. I see several instances a day where people are nearly hit. It is difficult to see around the cars parked on Lincoln St. unless you are in the crosswalk. I think maybe a sign in the crosswalk in the street alerting drivers to the crosswalk may help alleviate the problem.

Thank you,
Carrie-Ann Rawson
13 Cross St. #6
Marlborough, MA 01752
(508)663-6647
ca_rawson@verizon.net

Get the App

Tools for Government

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Dashboard

Notifications 6

Marlborough, MA [change]

Follow this Place

Report an Issue

ISSUES

ANSWERS

NEIGHBORS

WATCH AREAS

HOME > ISSUES > TRAFFIC SIGNS/CROSSWALK SIGN

Success: Logged in successfully

4 TOTAL VOTES

VOTE!

Acknowledged by: Marlborough, MA

Traffic Signs/Crosswalk sign - Closed

Lincoln St. & Cross St. Marlborough, Massachusetts • Show on Map

Issue ID: 1743698

Viewed: 24 times

Neighborhood: Marlborough

Reported via: mobile application

Reported: on 2015-06-30

REPORTER
Carrie-Ann
Civic Points: 275



Main

Photos and Videos

Notified

3

Follow

Flag Issue

NEARBY ISSUES



Sidewalks
Reported by Brian Palmer



Sidewalks
Reported by Jo



Parks Issue
Reported by An anonymous
SeeClickFix user



Code violation
Reported by Crossbow

DESCRIPTION

Is there any way the city could put some sort of crosswalk sign IN the cross walk at Lincoln/Cross? It seems like everyday I have a close call because someone is speeding down Lincoln st and doesn't notice the crosswalk.

also asked...

Q. What is the problem?

A. Other

Q. Location of the sign

A. Lincoln/Cross St.

Q. Please provide us with a telephone number so we may contact you if further clarification is needed.

A. 5086636647

Share

0

0

0

NEARBY ISSUES



Sidewalks



Sidewalks



Parks Issue



Code violation

6 COMMENTS



Program Administrator (Verified Official)

Program Administrator assigned this issue to Public Works Dispatch

2015-06-30 · Flag



ACKNOWLEDGED **Public Works Dispatch** (Verified Official)

Thank you for bringing this issue to our attention! One of our City of Marlborough Streets Division staff will take a look at the issue. Based on what we find when we investigate the issue, we will determine what course of action is required and schedule any necessary repairs. If we need further information we will contact you. Marlborough Public Works 508-624-6910

2015-06-30 · Flag



Public Works Dispatch (Verified Official)

Public Works Dispatch assigned this issue to Street Division

2015-06-30 · Flag



Program Administrator (Verified Official)

We hear and understand your concerns. However, the proper procedure for a request of this type is a written petition to the City's Traffic Commission. The head of that body is Police Chief Mark Leonard. I am going to reassign this issue to the Chief so he is aware of your concern. I would suggest that you reach out to him formally, as the head of the commission, so your concerns are recorded using the correct protocols. DPW 508-624-6910

about 1 hour ago · Flag



Program Administrator (Verified Official)

Program Administrator assigned this issue to Police Department

about 1 hour ago · Flag



Carrie-Ann (Registered User)

Thank you I will do that

40 minutes ago · Flag



CLOSED **Police Department** (Verified Official)

I can put this request on an upcoming Traffic Commission agenda for discussion and review.

less than a minute ago · Flag

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Mark Leonard

From: Borden Wicks
Sent: Tuesday, July 7, 2015 2:49 PM
To: Mark Leonard
Cc: Borden Wicks; Michael Amoros
Subject: Speeding on Laviolette

Hello Chief,

I have looked into the issue of speeding vehicles on Laviolette. It appears the major complaint from residents is that vehicles come out of the condo's, located at 273 West main Street, and use Laviolette as a cut through.

I observed traffic flow through the area at different times of the day, in unmarked vehicles, bicycle, and marked patrol cars, and I did not witness the aggressive behavior reported.

Part of the issue is that with parking permitted on the east side of the roadway, it effectively becomes a one lane road. Most of the spots are taken by Academy Knoll residents, who unload groceries and other items with their doors open to the roadway, further reducing the travel lane. When a vehicle does come by, even a speed in the 25 MPH range seems unreasonable.

The roadway itself is not marked with DPW speed restriction signs, suggesting that 25-30 MPH is acceptable, although clearly it is not due to the elderly foot traffic on the street and adjacent walkways.

I will continue to monitor the situation, and perhaps a 15 MPH posted restriction would help, if that is even possible.

Respectfully, Borden Wicks 62BW

Mark Leonard

From: Patricia Bernard
Sent: Thursday, July 16, 2015 1:48 PM
To: Mark Leonard
Subject: 316 Framingham Rd.

Hi Chief,

We received a call from Theresa Lee who resides at 316 Framingham Rd. She reports that the speed limit is 35 and the traffic goes a lot faster. Yesterday her neighbor's dog was hit and killed. He is a Framingham Police Officer (Dan Peletier). She has also lost two pets to speeding motorists on her street. She wants to know if there is any way to slow the traffic down. She can be reached at 508-251-1094.

Thank you.

Trish Bernard
Executive Secretary
Office of the Mayor
City of Marlborough
508.460.3770

Mark Leonard

From: Patricia Pope
Sent: Monday, July 20, 2015 4:24 PM
To: Mark Leonard
Subject: Traffic Commission

Good Afternoon Chief,

Would it be possible to have Engineering look at the access to New Street when traveling from Main Street? After turning onto Granger Blvd it is extremely difficult to then slide into the right side lane to turn onto New St. I have received several complaints from folks trying to get to the Senior Center.

Thank you,
Trish Pope

Trish Pope

Executive Director
Council on Aging and Senior Center

40 New Street
Marlborough, MA 01772
508-485-6492
508-460-3726 Fax
ppope@marlborough-ma.gov
www.marlborough-ma.gov

Mark Leonard

From: janet123@comcast.net
Sent: Wednesday, July 22, 2015 9:52 AM
To: Andrew Vigeant; melder@marlborough-ma.gov; moram@marlborough-ma.gov; Priscilla Ryder; Mark Leonard; eclancy@marlborough-ma.gov
Cc: janet123@comcast.net
Subject: Brigham Street Safety

Good morning--I am contacting you to request that the city look into ways to control the excessive speed of vehicles on Brigham St. It has become increasingly unsafe to walk, run, or bike on our street, especially during commuter hours. Our neighborhood has many pedestrians, bicyclists, runners and dog walkers who regularly use Brigham St. but do not feel safe along the side of the road. Our children have had very close calls with cars when playing ball in their yards or driveways. Jericho Hill Recreation and Conservation Area is a great asset and outdoor space in our area, but it is very difficult for local area residents to access it safely without driving these days.

There has also been a significant increase in commercial traffic with the new construction and development on Forest St. at Marlborough Hills, and this will surely continue with the new residence space being built. I understand the historic factor of Brigham St. being an old country road makes it difficult to change the width of the street, however, traffic could be controlled and safety improved by implementing a restriction on commercial vehicles, as well as constructing 25 mph rolling speed bumps to keep vehicle speed to the posted 25 mph. If cars drive at the posted speed, it is easy for them to slow down for pedestrians along the sides of the street.

I appreciate your time and attention to this matter. Please feel free to contact me so that I can assist in any way to make our neighborhood a safe place to live and play.

Janet Vigeant
237 Brigham St.
508-612-9617

Mark Leonard

From: Timothy Collins
Sent: Tuesday, June 23, 2015 11:58 AM
To: Mark Leonard; John Ghiloni; Lisa Thomas; Karen Lambert
Cc: Evan Pilachowski
Subject: Bigelow Street Speed Zone
Attachments: Speed Zone.PDF

See attached.

The Marlborough City Council (Order No. 22061) created the Speed Zone in 1982, which was then approved by the Registry and the State.

Lisa, could you look at the file and see if an Engineering Study was done as part of the request? We do not have a record in our office.

Timothy F. Collins
Assistant City Engineer
Marlborough D.P.W.
(508) 624-6910 Ext. 33203

tcollins@marlborough-ma.gov



SPEED ZONE



The Commonwealth of Massachusetts

Executive Office of Transportation and Construction

Department of Public Works

100 Nashua Street, Boston 02114

#308

June 1, 1982

SPEED CONTROL

Ms. Lillian D. Haddad
City Clerk
Marlborough, Massachusetts 01752

Dear Ms. Haddad:

Attached is your Special Speed Regulation No. 7119 dated 5/26/82 for Bigelow St. in Marlborough.

You may now proceed with the erection of the respective speed signs pertaining to this Regulation.

When these signs are erected, please notify this office by letter as to the date of erection.

Please remove any existing speed signs that do not conform with this Speed Regulation.

Very truly yours,

V. J. Cantone
V. J. Cantone, P. E.
Traffic Engineer

GFS/dg
Att.
cc: District 4

Checked 8/82
Erected

5/26/82



IN CITY COUNCIL

Marlborough, Mass., April 20 19 82

ORDERED:

SPECIAL SPEED REGULATION No. 7119

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF MARLBOROUGH:

That the Code of the City of Marlborough, as amended, be further amended by adding to Chapter 9 Motor Vehicles and Traffic Section 9-61 Speed Zones the following:

BIGLEOW STREET -- NORTHBOUND

Beginning at Elm Street
thence northerly on Bigelow Street
0.40 miles at 30 miles per hour
0.89 miles at 25 miles per hour
0.13 miles at 20 miles per hour
0.55 miles at 30 miles per hour ending at the Berlin Town Line;
the total distance being 1.97 miles

BIGELOW STREET -- SOUTHBOUND

Beginning at the Berlin Town Line
thence southerly on Bigelow Street
0.55 miles at 30 miles per hour
0.13 miles at 20 miles per hour
0.89 miles at 25 miles per hour
0.40 miles at 30 miles per hour ending at Elm Street;
the total distance being 1.97 miles

In City Council
Order No. 22061
Adopted - April 20, 1982

Approved by Mayor
Joseph A. Ferrecchia
April 27, 1982

A TRUE COPY

ATTEST

Gillian D. Haddad
City Clerk

5/26/82

COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS

SPECIAL SPEED REGULATION NO. 7119

The Department of Public Works and the Registry of Motor Vehicles, acting jointly, do hereby certify that this regulation is consistent with the public interests.

Standard signs must be erected at the beginning of each zone.

DATE: 5/26/82

FOR THE DEPARTMENT OF PUBLIC WORKS

BY: *V. J. Cantone*
Traffic Engineer

Robert A. Panora
Chief Deputy Registrar