

CITY OF MARLBOROUGH MEETING POSTING

Meeting Name: Traffic Commission

Date: Wednesday, March 31, 2021

Time: 10:00 am

Location: Virtual Meeting

Agenda Items to be addressed:

RECEIVED
CITY CLERK'S OFFICE
CITY OF MARLBOROUGH
2021 MAR 29 A 9:09

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, March 31, 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 2-24-21

2) NEW BUSINESS

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

3) OLD BUSINESS

- a) Crosswalk issue at the EEC
- b) Issues with the turn movement at intersection of Boston Post Road West & Ames Street

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



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

Draft

Traffic Commission Minutes

The Regular Meeting of the Traffic Commission was held as a **virtual meeting** on Wednesday, February 24, 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, and local resident Allen White (joined the meeting at 10:20am).

Minutes taken by Karen Lambert, MPD Records Clerk.

Chief Giorgi started recording the meeting at 10:02 and began by welcoming everyone and making introductions.

1- Minutes

The minutes of the Traffic Commission meeting of Wednesday, January 27, 2021.

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

2 - New Business –

2a) Crosswalk Issue at the EEC

Tom DiPersio has received several emails from staff at the ECC regarding problems they are having with the crosswalk at the new parking lot on Bolton Street. Their main

concern is that cars are not stopping for pedestrians at the crosswalk. There are also times when a car does stop and then is almost hit by the car behind them because they are not prepared to stop. There were also concerns about parking in the winter with the snow and the way the lot was plowed limiting the number of spaces available. There was also a question as to why the area was not marked as a school zone. Mr. DiPersio and Mr. Collins have been out to observe the area and have some suggestions that may help.

Tim Collins said there are actually two separate issues: 1) Greater visibility and 2) School Zone. Mr. Collins also said that this crosswalk has not yet been regulated. He pulled up a schedule of regulated crosswalks. He noticed that this one and the one down by the elderly housing unit (Bolton Manor, south of Poirier Drive and the entrance to the school) are not on there. They both need to be properly regulated and added to this schedule. He also said that the law in MA is to "yield" to pedestrians in the crosswalk. He pulled up Chapter 89, "Law of the Road", and highlighted a portion of Section 11 which states "driver of a vehicle shall yield the right of way, slowing down or stopping if need be so to yield,... if the pedestrian is on that half of the traveled part of the way on which the vehicle is traveling or if the pedestrian approached from the opposite half of the traveled part of the way to within 10 feet of that half...."

With regard to the School Zone issue, Mr. Collins pulled up the MA amendment to the MUTCD for reference. The speed limit is dropped to 20 mph in a School Zone, however, there are 4 very specific minimum warrants that must be met in order to create a School Zone.

- The school property abuts the public right of way within the limits of the proposed zone area.
- School children have direct access to the street or roadway from the school property.
- The zone must contain a marked crosswalk
- The school must involve one or more grades between Grade 1 and Grade 8, inclusive.

The ECC fails to meet the warrant for grade levels as it only has preschool and kindergarten students. Children are also not required to walk to school here.

Chief Giorgi advised that we have tried to put the crosswalk cones in other crosswalks throughout the City and they have been hit.

Mr. Collins said that there is really only a 15-minute timeframe that is the issue. School starts at 8:15am. He went out there from 7:45 to 8:15 and observed about 15 people crossing. He said that the placement of the crosswalk is perfect and that most people had no problem crossing. The traffic lights in the area do also provide a gap in traffic. He did note that about 1/3 of the people crossing did not even look when using the crosswalk. He observed 2 vehicles that did stop and 2 that didn't even look. The person crossing needs to make eye contact with the driver. They can't just assume that cars will automatically stop. He said that the pedestrian must assume some responsibility even though they are in the crosswalk

Mr. Collins is proposing:

1. Regulate the crosswalk
2. Move the Advance Warning signs to a better location
3. Add crosswalk signs that point to the actual crosswalk
4. Making the parking lot entrance one way so that cars entering the lot are not blocking the view of the crosswalk. He is suggesting that the southerly side be marked as "Do Not Enter" and that the northerly side be marked as "Enter".

Tom DiPersio also suggested that someone at the school could put the crossing pylon out early and then be responsible for taking it in. Officer Larose said that these crossing cones are constantly hit by cars and dragged down the street.

Chief Giorgi said that someone from the school would need to be designated as the person to put the cone in and out on Bolton Street. He agrees that the Advance Warning signs are a good idea but he also agrees with Mr. Collins that some of the responsibility is on the pedestrian.

Steve Kerrigan asked when the last time was the School Zone requirements were updated by the MUTCD. He was questioning why a school with grades below first grade, doesn't qualify for a school zone. Mr. Collins said that he thinks this is because most municipalities don't expect preschool and kindergarten students to walk to school.

Chief Giorgi said that a good place to start is with the additional signage. He also suggested that Sgt. Attaway or Officer Larose could visit the school and educate students and staff on crosswalk safety. Mr. Collins agreed that this would be a good teaching opportunity to show young children and teachers how to cross properly.

Steve Kerrigan also mentioned that the charging station at the municipal lot also needs to be properly regulated. Mr. Collins said that he will also prepare the wording for this regulation.

MOTION was made, seconded, duly VOTED to REFER to ENGINEERING to prepare the wording for all the necessary regulations for the crosswalks and municipal lots.

2b) Issues with the turn movement at intersection of Boston Post Road West & Ames Street

Tim Collins explained that this issue goes back to 2016. He pulled up copies of email correspondence he had with Joe Frawley from the MA DOT. The main issue was that when traveling westbound on Boston Post Road West the left turn movement for U-Turns at Ames Street conflicted with right turns from Ames Street. They both had a green light at the same time. He was also requesting that the "No Right on Red" restriction for Ames Street be eliminated. Mr. Collins also included aerial photos of the intersection in the agenda packet showing Ames Street, northbound, at the intersection and Boston Post Road West, westbound, at the intersection. MA DOT recognized the conflict and eliminated the overlap with the green lights. This eliminated most of the problems.

At the time, MA DOT also advised that they would be willing to replace the "No Turn on Red" sign with a "No Turn on Red Except from Right Lane", however, this was never done. Mr. Collins included two graphics for MUTCD signs in the agenda packet as well,

one for this sign and the other for "Right Turn on Red Must Yield to U-Turn" for the Boston Post Road West, westbound, approach. Mr. Collins advised that he has a new contact at the MA DOT, and he can send a letter to revisit the "No Turn on Red". All agreed that this was a good idea.

MOTION was made, seconded, duly VOTED to REFER to ENGINEERING to draft a new letter to the MA DOT and revisit this issue.

2c) Speeding throughout the community – specifically on Berlin Road

President Ossing was contacted by a resident of Berlin Road on this issue. The resident is frustrated with the speed on Berlin Road and was questioning "how the city made a decision to increase the speed limit on Berlin Road with zero improvements?!" He also doesn't understand why officers can't write more speeding tickets. He knows there are no quick answers but feels something needs to be done.

President Ossing asked if the speed limit was properly posted and if there was anything that could be done on a more specific regular basis. He asked if we can set up monitoring equipment?

Chief Giorgi advised that the speed limit signs were changed to reflect the correct speed limit on Berlin Road. Tim Collins pulled up the speed limit regulation and a diagram showing the speed zones on Berlin Road. It starts at 20 mph then goes to 30 mph then 25 mph. When reviewing the regulations in the past, it was realized that the sign was in the wrong place before. There is only one very small section (about 211 feet) that was supposed to be marked as 20 mph. The speed limit was never changed on the road. It was just reposted to show the actual speed limits that were already in place.

President Ossing will get back to the resident with this information but he also asked if we could get recent speed data for the area. Officer Larose advised that he has had the speed board out there in the area near Peebles Way, where the speed limit is 30 mph. He pulled up the Extended Speed Summary from 11/9/20 to 11/21/20. He does feel like the signs work to slow people down. He also had another summary report from the other end of Berlin Road, closer to Pleasant Street, where the speed limit is 25 mph. This one was from 3/11/20 to 4/11/20. It showed the average speed was 27.85 mph with the 85th percentile at 31 mph.

President Ossing asked how frequently we could monitor Berlin Road? Officer Larose said that we've put the speed signs out every time between speed complaints and that they are normally left out for 7 days, however, sometimes they are left up longer. When they are up, they are effective. You can see this from the blue on the pie chart which shows that vehicles slowed down when they were in the area of the sign. Sgt. Attaway said that as soon as the weather clears up, we can also get the speed trailer back up. Last year the sign was out in that area for 5 to 6 weeks. Any time they had an extra sign they would put it there.

Chief Giorgi suggested that we get a specific schedule going. President Ossing asked if we could get them to target Berlin Road if they have extra signs available in 2021. Officer Larose said that the Police Department now has a 4th electronic speed sign. Sgt. Attaway also said that after the speed signs are out in an area, they usually do a directed

patrol there to monitor speed the following week. They will send the results to President Ossing and he can share them with the resident.

Allen White, another resident of Berlin Road, joined the meeting at this time. Chief Giorgi asked if he would like to express his concerns. He also has concerns about speed on West Hill Road and said that his neighbors do as well. He is a lifelong resident of Berlin Road. He feels we do have to get the traffic slowed down and get this area under control before someone is seriously hurt or killed. He also mentioned that commercial vehicles are a problem. He really hopes the Traffic Commission can do something for him. Chief Giorgi advised that we do try to keep officers here and keep it under control. His father also lives in this area and he also hears all of this from him.

Mr. Collins said that we have addressed the issue of the truck exclusion in the past, however, the detour would have to go through the Town of Hudson and Hudson has said no to this route. There are also very specific truck numbers required for a road to qualify for a truck exclusion. It's very difficult to meet all the criteria.

MOTION was made, seconded, duly VOTED to REFER to the POLICE DEPARTMENT to continue to monitor and enforce speed limits in the area.

3-Old Business

3a) Truck traffic volume/noise on Rte. 85 by the Navin Rink

Update: Sgt. Attaway and Officer Larose have been monitoring truck traffic and jake brake noise on Bolton Street over the past month. Officer Larose said that he spent 10 hours on this and that he has also been keeping his office windows open. His office is located in the front of the building directly on Bolton Street and he said he has heard nothing. He had one morning where he was monitoring the area at Bolton Street and Reservoir Street and heard jake brakes. He called Sgt. Attaway who had his office windows open and asked if he could hear anything. He could not. He went over by the Connector and at the light he could hear heavy truck traffic. Over the last month he has only observed 1-2 trucks on Bolton Street, and neither were using Jake Brakes. He believes the truck noise is coming from the Connector, not Bolton Street.

Sgt. Attaway advised that he can reach out to the Hudson resident who brought up this issue now that we have stats from the last month.

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 10:46 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 2/24/21, including meeting agenda.
- Draft of Traffic Commission Minutes from Wednesday, January 27, 2021.
- Email forwarded by Tom DiPersio to Chief Giorgi, dated 2/4/21, re: Crosswalk issue at the EEC (Original email from Wendy Cunningham on 2/3/21).
- Email from Tom DiPersio to Chief Giorgi, dated 2/3/21, re: Crosswalk on 85 ECC Staff (includes email from Monique Skarin, dated 2/3/21)
- Email chain from Tim Collins to Chief Giorgi, dated 1/28/21, re: Traffic Commission Agenda Item for February 24, 2021 (Issues with the turn movement at intersection of Boston Post Road West & Ames Street – including wording for proposed signage and photos of the intersection.)
- Email from City Council President Ossing to Chief Giorgi, dated 2/19/21, re: Speeding throughout the community, specifically Berlin Road speed limit increase with zero improvements?!

Additional Handouts

- Extended Speed Summary Reports for Berlin Road (SB) from 3/11/20 – 4/11/20, Berlin Road (EB) from 7/28/20 – 8/3/20 and Berlin Road (EB) from 11/9/20 – 11/21/20.
- Copy of Chapter 586-60.1 – Crosswalk Locations
- Copy of Chapter 89-11 with specific wording highlighted.
- Copy of Chapter 3: MUTCD Traffic Control for School Zones with specific wording highlighted.
- Photo of Pedestrian Crossing Sign used on Crosswalk
- Copy of Chapter 586-58, Schedule XIV: Speed Limits for Berlin Road, including diagram.
- Copies of Emails between Tim Collins and Joe Frawley (DOT) regarding issues at the intersection of Boston Post Road West and Ames Street, along with aerial photo.

Karen Lambert

From: David Giorgi
Sent: Thursday, March 25, 2021 9:19 AM
To: Karen Lambert
Subject: Traffic Commission agenda

Good Morning Karen,

From Tim Collins at the DPW, can we please add the following items to the agenda for the next meeting:

New Business: Can we add these items to the agenda

1. School Zone Regulations (see SCHOOL ZONE REGULATIONS) – our School Zone regulations need to be reviewed and updated/corrected.
2. Crosswalks and Stop signs for 2021 proposed roadway reconstruction projects. (see STOP SIGNS – CROSSWALKS TO REGULATE.pdf)

Thank you,
David

Chief David A. Giorgi
Marlborough Police Department
355 Bolton Street
Marlborough, MA 01752
Office: (508)485-1212 ext. 36974
Fax: (508)624-6938
FBI NA #234

STOP SIGNS NOT REGULATED			
STOP SIGN ON	DIRECTION OF TRAVEL	AT INTERSECTION OF	STOP LINE
CONRAD ROAD	NORTH	RIPLEY AVENUE	Y
DOUCETTE DRIVE	NORTHEAST	BIGELOW STREET	Y
HURLEY CIRCLE	SOUTHWEST	RIPLEY AVENUE	Y
KENNEY LANE	EAST	HUDSON STREET	Y
MCGEE AVENUE	SOUTH	RIPLEY AVENUE	Y
NEIL STREET	NORTHEAST	NEIL STREET	Y
ZOMPETTI STREET	WEST	NEIL STREET	Y
ZOMPETTI STREET	EAST	HOWE STREET	Y

EXISTING REGULATED STOP SIGN			
STOP SIGN ON	DIRECTION OF TRAVEL	AT INTERSECTION OF	STOP LINE
RIPLEY AVENUE	NORTHWEST	CONRAD ROAD	N

NO STOP SIGN AT THIS LOCATION

EXISTING PAINTED CROSSWALKS - NOT REGULATED			
CROSSWALK ON	LOCATION	DIRECTION OF PEDESTRIAN TRAVEL	LINEAR FEET
KENNEY LANE	HUDSON STREET	NORTH/SOUTH	32
SANDINI ROAD	SOUTH OF RIPLEY AVE INTERSECTION	EAST/WEST	42
ZOMPETTI STREET	HOWE STREET	NORTH/SOUTH	38

PROPOSED CROSSWALKS - CURRENT RECONSTRUCTION PROJECTS			
CROSSWALK ON	LOCATION	DIRECTION OF PEDESTRIAN TRAVEL	LINEAR FEET
CLEARVIEW DRIVE	PHELPS STREET	NORTH/SOUTH	49
DIRADO DRIVE	STEVENS STREET	NORTH/SOUTH	52
DONAHUE DRIVE	ROBIN HILL STREET	NORTH/SOUTH	45
DOUCETTE DRIVE	BIGELOW STREET	NORTH/SOUTH	46
RIPLEY AVENUE	BETWEEN 72 & 82 SANDINI	NORTH/SOUTH	32
ZOMPETTI STREET	NEIL STREET	NORTH/SOUTH	28
NEIL STREET	NORTH OF ZOMPETTI STREET INTERSECTION	EAST/WEST	32

REGULATED STOP SIGN - REMOVE?			
STOP SIGN ON	DIRECTION OF TRAVEL	AT INTERSECTION OF	STOP LINE
FLYNN AVENUE	EAST	SANDINI ROAD	Y

Karen Lambert

From: David Giorgi
Sent: Tuesday, March 2, 2021 8:44 PM
To: Karen Lambert
Subject: Fwd: Red Spring/Reservoir

Please add this to the March agenda.
Thank you.

Begin forwarded message:

From: Sean Navin <ward_6@marlborough-ma.gov>
Date: March 2, 2021 at 8:19:43 PM EST
To: David Giorgi <dgiorgi@marlborough-ma.gov>
Subject: Red Spring/Reservoir

Hi Chief,

I hope all is well.

I received a call from a resident on Red Spring who raised concerns about the speed of traffic traveling north on Bolton Street and taking a right onto Reservoir. Cars traveling down towards the causeway are picking up speed and making it difficult for cars that are exiting Red Spring, taking a left on Reservoir. Would it be possible to put up a "Blind Drive" or some sort of cautionary sign to alert these drivers?

Any thoughts are much appreciated.

Take care,
Sean

Sean Navin
Marlborough Ward 6 City Councilor
236 Bolton Street
Marlborough, MA 01752
Cell: (508) 251-9788
E-mail: ward_6@marlborough-ma.gov

Karen Lambert

From: Aura Gauthier <aura@auragauthier.com>
Sent: Tuesday, March 16, 2021 6:33 PM
To: David Giorgi
Cc: Bob; Roland and Kathy Lachapelle; Steve & Shelagh Malandrinos; ckeigwin@aol.com
Subject: Oakcrest Ave -crosswalk

Dear Chief Giorgi,

I'm writing you as a follow up to our conversation. Thank you so much for returning my call today. I have lived on Oakcrest Ave for 40 years and the situation leaving this street whether driving or on foot has gotten significantly worse. We're located on a blind corner and cars speed down the hill. To add to this situation there is no sidewalk on the side of Stevens heading north when exiting Oakcrest. In order to cross Stevens St to access trails we need to use the crosswalk near the stairs leading to the Middle School. Which means going South in order to turn around to head North. I'm hoping that the City finds a solution to this problem so that the residents of Oakcrest can feel safer and our quality of life improves. One thought is adding a portion of sidewalk and crosswalk with solar powered signage. Also add solar powered signage to the existing sidewalk to alert traffic with the hope of slowing the cars. I believe that if these two ideas were implemented it would significantly better this dangerous and unsafe section of Stevens St. Thank you so much for your attention to this. I have cc'd my husband, Bob, and a few other residents to this email. Please feel free to contact me with any questions or suggestions that you may have.

My very best,

Aura M. Gauthier
Realtor, Notary Public
ERA Key Realty Services
19B Maple St.
Marlborough, MA 01752
Cell: 508.259.7420
F: 888-870-8057
Email: aura@auragauthier.com
www.auragauthier.com
www.whofish.org



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Karen Lambert

From: Police Dept
Sent: Saturday, March 20, 2021 8:24 PM
To: David Giorgi
Subject: FW: No pedestrian crossing or trail crossing signs

From: neeraj.n.bhatia@gmail.com <neeraj.n.bhatia@gmail.com>
Sent: Friday, March 19, 2021 1:01 PM
To: Police Dept <police_dept@marlborough-ma.gov>
Subject: No pedestrian crossing or trail crossing signs

Hello Mr. David,

I would like to get attention to the intersection of Lincoln Street with Assabet Valley River Trail. It seems the crosswalk signs are erased in the winter season.

This is a dangerous 4-way intersection that has no clear signs for trail crossing either.

Moreover, drivers tend to speed up coming down Lincoln Street heading towards Mechanic Street intersection.

May I request adding this item to the agenda for review?

Thanks in advance,

Regards,

Neeraj Bhatia
Mobile 508.308.9596
Email neeraj.n.bhatia@gmail.com
Marlboro MA 01752



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Karen Lambert

From: Sarah Sushchyk Thomas <ssushchy@gmail.com>
Sent: Monday, March 22, 2021 11:56 AM
To: Police Dept
Subject: Traffic Commission-Chairman Police Chief Giorgi - Intersection of Assabet Rail Trail - Lincoln St - Cashman St.

Hello,

I live in the downtown area and use the rail trail frequently. I access the trail by crossing Lincoln St at the intersection of Cashman. Crossing to the head of railtrail from downtown is exceedingly dangerous - pedestrians crossing cannot see the divers moving westbound on Lincoln street and vice versa.

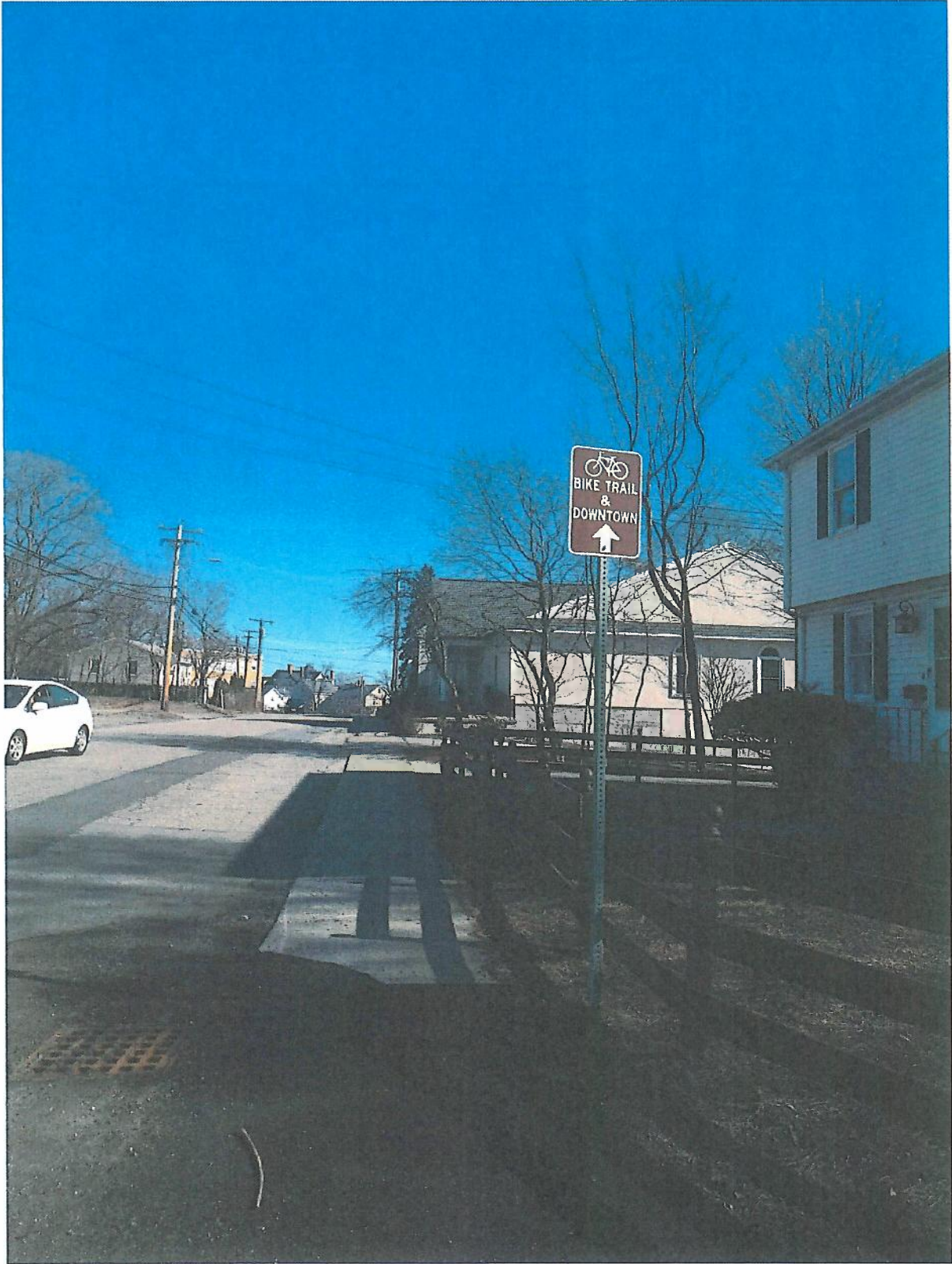
I cross with my dog and my infant in a stroller, and try to be exceptionally careful when I leave the sidewalk however the last several times I have tried to cross drivers heading westbound have come up extremely fast and barely slow down to allow for crossing.

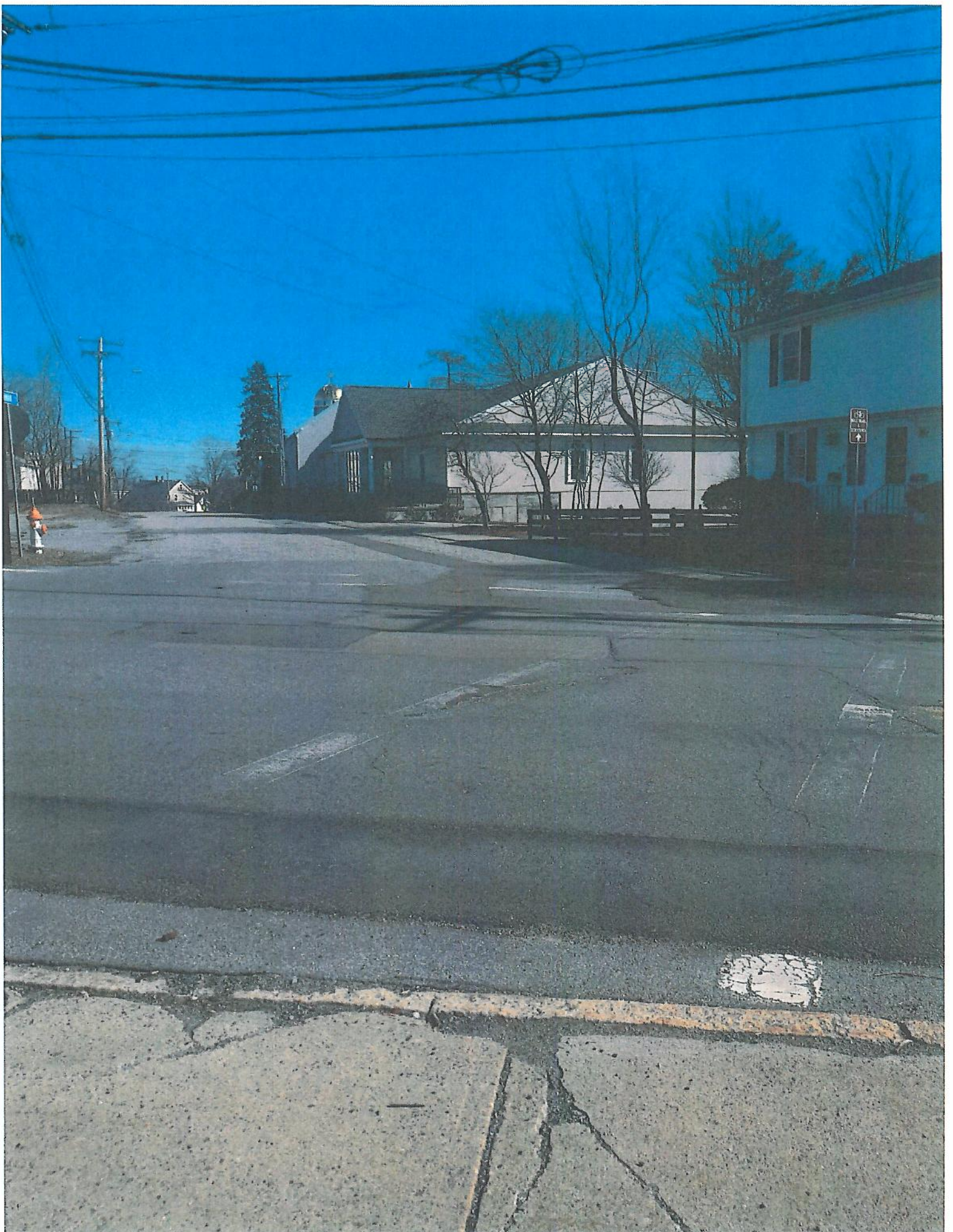
In my opinion this insertion is a pedestrian accident waiting to happen, the crosswalk is barely visible and there are no lights to indicate a crossing.

This inserecton needs pedestrian crossing similar to what is on Ash St., can the safety of this inerstecton please be addressed by the traffic commission at the next meeting?

Thank you,
Sarah Sushchyk

Sarah Sushchyk Thomas, Ph.D.







**CITY OF MARLBOROUGH
TRAFFIC COMMISSION**

EMERGENCY PREAMBLE

Whereas the delayed implementation of this regulation/these regulations would be contrary to the intended purpose of such regulation/regulations, namely the improvement of public and traffic safety, this Emergency Preamble is hereby attached and such regulation/regulations shall take effect immediately upon adoption by the Traffic Commission.

A regulation to amend the Rules and Regulations of the Traffic Commission of the City of Marlborough Chapter 586, as amended, thereof entitled VEHICLES AND TRAFFIC, Article VIII, Section 60.1: "Crosswalk locations".

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

Chapter 586 Section 60.1 of the Rules and Regulations of the Traffic Commission is hereby amended by ADDING to said schedule the following:

<u>Crosswalk On</u>	<u>Location</u>	<u>Direction of Pedestrian Travel</u>	<u>Linear Feet</u>
Bolton Street	Washington Street	East-West	40 feet
Bolton Street	Elderly Housing 397 Bolton Street, northerly driveway (exit).	East-West	41 feet



**CITY OF MARLBOROUGH
TRAFFIC COMMISSION**

A regulation to amend the Rules and Regulations of the Traffic Commission of the City of Marlborough Chapter 586, as amended, thereof entitled VEHICLES AND TRAFFIC, Article VII, Section 50.1, Schedule VIA: "Do Not Enter Streets"

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

Chapter 586 Section 50.1 of the Rules and Regulations of the Traffic Commission is hereby amended by ADDING to said schedule the following:

The following streets or portion of streets shall be designated as do-not-enter streets:

Name of Street

At intersection of

Bolton Street Municipal Lot
Opposite and north of
Washington Street

Southerly driveway entrance



CITY OF MARLBOROUGH TRAFFIC COMMISSION

A regulation to amend the Rules and Regulations of the Traffic Commission of the City of Marlborough Chapter 586, as amended, thereof entitled VEHICLES AND TRAFFIC, Article V, Section 28.

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

I. Article V, entitled "Parking Meters," including § 586-28 thru § 586-40, is hereby DELETED in its entirety, and ADDING in place thereof a new Article V, entitled "Municipal Parking Areas," including new § 586-28 Municipal Parking Areas, and AMENDED as follows:

Article V: Municipal Parking Areas.

§ 586-28 Municipal Parking Areas.

- A. Municipal Parking Areas. The Traffic Commission may, from time to time, designate land owned, controlled, leased, or administered by the City as Municipal Parking Areas, which shall include Municipal Parking Lots, Municipal Parking Decks, and certain streets specified below.
- B. Authorization of Mayor. For purposes of designating Municipal Parking Areas as set forth in subsection A above, the Mayor may be authorized, by a vote of the Traffic Commission, to contract with, lease from, or enter into agreements with landlords, authorities, corporations, companies, commissions, boards, organizations, or any other person or entity having control of land.
- C. Parking / Overnight Occupancy in or on Municipal Parking Areas. No person shall park or cause to be parked a vehicle in or on any Municipal Parking Area, so designated, for a period of time longer than 72 consecutive hours. In addition, at any time of the year, while a vehicle is parked in or on any Municipal Parking Area, overnight occupancy of said vehicle is prohibited.
- D. Municipal Parking Lots.
 1. In each of the following designated Municipal Parking Lots, parking shall not be allowed between the hours of 2:00 a.m. and 5:00 a.m.

- a. South Bolton Street – East Side, between Granger Boulevard and Main Street
 - b. Main Street – North side, west of Bolton Street
 - c. Main Street – North side, across from City Hall
 - d. Weed Street – North side, south of Main Street east of Court Street, and west of South Bolton Street
 - e. Windsor Street, West side, north of Granger Boulevard
 - f. Granger Boulevard and Florence Street – South side of Granger Boulevard, east of Florence Street
 - g. Lincoln Street – North Side, west of Pleasant Street
 - h. Lincoln Street – South Side, east of Broad Street
 - i. Pleasant Street – West Side, northerly side of Meeting House parking lot
 - j. In front of the Carl Rowe Jr. Parking Deck (behind City Hall)
 - k. In front of the Raffaele Pietroluongo Parking Deck (behind Masonic Hall)
 - l. South side of Jefferson Street, opposite Kelleher Field Concession Stand
 - m. West side of Hudson Street, opposite Jefferson Street.
 - n. East side of Bolton Street, opposite and north of Washington Street
2. In each of the following designated Municipal Parking Lots, parking shall be restricted to a 2-hour limit.
- a. Main Street – North side, west of Bolton Street
 - b. Main Street – North side, across from City Hall
 - c. Weed Street (by Court Street) – south side, adjacent to Carl Rowe Jr. Parking Deck
 - d. Weed Street (by Newton Street) – south side, adjacent to Raffaele Pietroluongo Parking Deck
 - e. Windsor Street – West side, south of Main Street – Entire parking lot
 - f. Granger Boulevard – South side, east of Florence Street – 21 spaces in front of building and along the rear property line (fence) of Dow Place properties.
3. In each of the following designated Municipal Parking Lots, parking shall be restricted to a 2-hour limit between the hours of 9:00 a.m. and 5:00 p.m.
- a. Lincoln Street - North side, west of Pleasant Street
 - b. Lincoln Street - South side, east of Broad Street – southerly side of parking lot.
 - c.
4. Other Municipal Parking Lots
- a. Concord Road Recreation Center
 - b. Jericho Hill Recreation Center

In addition to the penalties for parking violations set forth in § 586-44, violations of the restrictions contained in subsection D of this section may also be enforced by the towing of vehicles as ordered by either the Police Department or the Commissioner of Public Works or his designee.

Parking under this subsection D may be further restricted as noted in other sections of the Traffic Regulations.

E. Municipal Parking Decks.

1. In each of the following designated Municipal Parking Decks, parking for any vehicle shall not be allowed between the hours of 2:00 a.m. and 7:00 a.m.

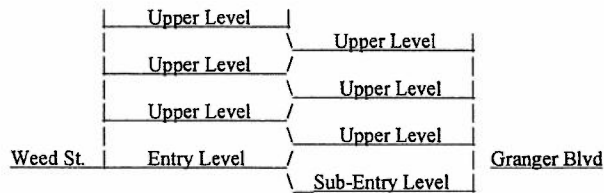
- a. Inside the Carl Rowe Jr. Parking Deck (behind City Hall) – Entry Level and Sub-Level
- b. Inside the Raffaele Pietroluongo Parking Deck (behind Masonic Hall) – Lower Entry Level

Parking may be further restricted as noted in other sections of the Traffic Regulations.

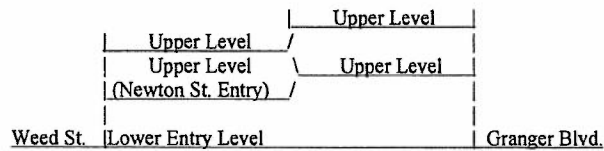
2. In each of the following designated Municipal Parking Decks, parking for commercial vehicles shall not be allowed between the hours of 2:00 a.m. and 7:00 a.m.

- a. Inside the Carl Rowe Jr. Parking Deck (behind City Hall) – Upper Levels
- b. Inside the Raffaele Pietroluongo Parking Deck (@ Masonic Lodge) – Upper Levels

Carl Rowe Parking Deck



Raffaele Pietroluongo Parking Deck.



In addition to the penalties for parking violations set forth in § 586-44, violations of the restrictions contained in subsection E of this section may also be enforced by the towing of vehicles as ordered by either the Police Department or the Commissioner of Public Works or his designee.

Parking under this subsection E may be further restricted as noted in other sections of the Traffic Regulations.

F. Downtown Street Parking.

1. Main Street – East Main Street to West Main Street
 - a. Parking shall not be allowed between the hours of 2:00 a.m. and 5:00 a.m.
 - b. 2-Hour Parking
 - i. Both sides of the street, except for the area directly in front of City Hall.
 - c. 30-Minute Parking
 - i. 4 spaces in front of #240 Main Street.
2. Newton Street – Main Street to Granger Boulevard
 - a. Parking shall not be allowed between the hours of 2:00 a.m. and 5:00 a.m.
 - b. 2-Hour Parking – east side of Newton Street.
 - c. No Parking – east side, 40 feet north of extension of Weed Street.
3. Florence Street – Main Street to Granger Boulevard
 - a. Parking shall not be allowed between the hours of 2:00 a.m. and 5:00 a.m.
 - b. 2-Hour Parking – west side of street
 - c. 30-Minute Parking – west side of street, across from Post Office.
4. Weed Street
 - a. By Newton Street (across from Masonic Lodge)
 - i. Parking shall not be allowed between the hours of 2:00 a.m. and 5:00 a.m.
 - ii. 2-Hour Parking – south side, adjacent to Raffaele Pietroluongo Parking Deck.
 - b. By Court Street (across from City Hall)
 - i. 2-Hour Parking – south side, adjacent to Carl Rowe Jr. Parking Deck.

In addition to the penalties for parking violations set forth in § 586-44, violations of the restrictions contained in subsection E of this section may also be enforced by the towing of vehicles as ordered by either the Police Department or the Commissioner of Public Works or his designee.

Parking under this subsection F may be further restricted as noted in other sections of the Traffic Regulations.

II. Schedule VIII, entitled “Tow-Away Zones,” as amended, is hereby further amended to designate the following tow-away zones, as follows:

- Municipal Parking Lots* 2:00 a.m. – 5:00 a.m. All parking areas
- Municipal Parking Decks** 2:00 a.m. – 7:00 a.m. Lower levels
- Municipal Parking Decks** 2:00 a.m. – 7:00 a.m. Commercial Vehicles – all levels

<u>Streets</u>	<u>Hours</u>	<u>Limits</u>
Main Street	2:00 a.m. – 5:00 a.m.	Entire length
Newton Street	2:00 a.m. – 5:00 a.m.	Entire length
Florence Street	2:00 a.m. – 5:00 a.m.	Entire length

* See § 586-28.D for the list of Municipal Parking Lots
** See § 586-28.E for the list of Municipal Parking Decks

III. Electric Vehicle Parking Charging Stations

A. Definitions:

- a. “Electric vehicle” means a battery-powered electric vehicle operated solely by electricity or a plug-in hybrid vehicle that operates on electricity and gasoline and has a battery that can be recharged from an external source.
- b. “Electric vehicle charging station” means any facility or equipment that is used to charge a battery or other energy storage device in an electric vehicle.

B. It shall be prohibited to park a non-electric vehicle in an electric vehicle charging station designated for use by an electric vehicle or to park an electric vehicle in an electric vehicle charging station that is not being charged, at the following locations:

Streets

Carl Rowe Jr. Parking Deck
(behind City Hall)

Bolton Street Municipal Parking Lot,
opposite and north of Washington Street

Concord Road Recreation Center