

# CITY OF MARLBOROUGH MEETING POSTING

Meeting Name: Traffic Commission

Date: Wednesday, May 26, 2021

Time: 10:00 am

Location: Virtual Meeting

Agenda Items to be addressed:

RECEIVED  
CITY CLERK'S OFFICE  
CITY OF MARLBOROUGH

2021 MAY 24 A 10:05

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 4-28-21

**2) NEW BUSINESS**

- a) Traffic Signal lights at Union St. & Bolton St. and Bolton St. & Hudson – Request for audible signal to accommodate blind pedestrians.

**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) Traffic concerns on Oakcrest Ave.
- e) Safety concerns at the intersection of Lincoln St. & Cashman St. at Assabet Valley Rail Trail
- f) Traffic concerns on Tucker Avenue
- g) Parking concerns on Gay Street
- h) Continued parking concerns on Preston Street @ Elm Street.
- i) Issues with Cotting Ave: Do Not Enter – One Way Signage

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, 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 48years. 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 site 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 houses 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.

## Karen Lambert

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**From:** John Usinas  
**Sent:** Wednesday, May 5, 2021 11:15 AM  
**To:** David Giorgi  
**Cc:** 'Debra Mcmanus'  
**Subject:** RE: Traffic Signal

Chief; our commission received a request to have the signal light at Union and Bolton Streets converted to audible status to accommodate blind pedestrians. We also received a request to do the same at the signal at Bolton and Hudson Streets. Please let me know if there are any plans to convert the two signals and if not how we can get that done. Thank you for your attention, John Usinas

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**From:** David Giorgi  
**Sent:** Wednesday, May 5, 2021 10:59 AM  
**To:** usinas@comcast.net  
**Subject:** Traffic Signal

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

## **Karen Lambert**

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**From:** Timothy Collins  
**Sent:** Thursday, May 20, 2021 9:58 AM  
**To:** David Giorgi  
**Cc:** Karen Lambert  
**Subject:** School Zone Regulations  
**Attachments:** School Zone regulations.docx; Crosswalk Locations language for schools crosswalks.docx

Chief,

School Zone regulations - This item was tabled (incomplete) at the last meeting. The repeal of the I.C. School Zone was not included.

Crosswalk Location language for school crosswalks – This item was missed at the last meeting.

**Timothy F. Collins**  
**Marlborough D.P.W.**  
**Assistant City Engineer**

Office (508) 624-6910 Ext. 33203  
Cell (774) 463-9023

§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). <del>(Remove) "(High School)"</del>
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) <del>(Remove) "(4-7 School)"</del>
Union Street	Both	Between Stevens Street and Bolton Street (750 feet)(4-7 School) <del>(Remove) "(4-7 School)"</del>
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:

<b>Street</b>	<b>Directions</b>	<b>Limits</b>
Washington Street I.C. School	Both	Washington Court to McEnelly Street



## 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 58.1, Schedule XIVA "School Zones"

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

Chapter 586 Section 53 of the Rules and Regulations of the Traffic Commission is hereby amended by REPEALING to said schedule the following:

### §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
Stevens Street	Both	From the southerly intersection of Stevens Street and Dirado Drive to a point 1,036 feet in a northerly direction
Union Street	Both	Between Stevens Street and Bolton Street (750 feet)

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:

<b>Street</b>	<b>Directions</b>	<b>Limits</b>
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 of the 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:

<b>Street</b>	<b>Directions</b>	<b>Limits</b>
Washington Street I.C. School	Both	Washington Court to McEnelly Street

**§ 586-60.1. Crosswalk locations.**

The following locations are designated as crosswalks:

<b>Crosswalk on</b>	<b>Location</b>	<b>Direction of Pedestrian Travel</b>	<b>Linear Feet</b>
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:

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



## 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>
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

<u>Crosswalk On</u>	<u>Location</u>	<u>Direction of Pedestrian Travel</u>	<u>Linear Feet</u>
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:**

<b>Crosswalk on Feet</b>	<b>Location</b>	<b>Direction of Pedestrian Travel</b>	<b>Linear</b>
Forest Street	#199-#201 Forest Street AMSA Charter School	North-South	48 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 53, Schedule IX: "No Stopping, Standing or Parking"

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

Chapter 586 Section 53 of the Rules and Regulations of the Traffic Commission is hereby amended by ADDING to said schedule the following:

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

<b>Name of Street</b>	<b>Side</b>	<b>Location</b>
Preston Street	Both	Northwesterly from the intersection of Elm Street for a distance of 60 feet