

CITY OF MARLBOROUGH MEETING POSTING

Meeting Name: Traffic Commission

Date: December 20, 2016

Time: 10:00am

Location: Committee Meeting Room, 1st Floor, City Hall

Agenda Items to be addressed:

RECEIVED
CITY CLERK'S OFFICE
CITY OF MARLBOROUGH

2016 DEC 15 A 8:54

1) MINUTES OF LAST MEETING

2) NEW BUSINESS

- a) Request to explore the possibility of changing the one-way direction of travel on Hayden St.
- b) Request to consider restricting parking on Grant Ct.
- c) Request for a crosswalk on Hosmer St. near #25-#37.
- d) Request for truck exclusion on Winter St.
- e) Discussion of new Thickly Settled Zone (25MPH) and new Safety Zone regulations from MassDOT.

3) OLD BUSINESS

- a) Traffic Commission rules and regulations update.
- b) Traffic concerns at Wilson & Hemenway Sts.
- c) Request for stop signs on Weed St. at Florence St.
- d) Parking restriction on Forest St. near AMSA.

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, October 25, 2016 at 10:00am upstairs in Memorial Hall, City Hall. Members present: Chairman - Police Chief Mark Leonard, DPW Commissioner John Ghiloni and Fire Chief Kevin Breen. Also present: Assistant City Engineer Tim Collins. Minutes taken by: Karen Lambert, MPD Records Clerk.

1- Minutes

The minutes of the Traffic Commission meeting of Tuesday, September 27, 2016.

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

2 – New Business

2a) Request to review right turn on red restriction on Wilson St. at Boston Post Road East.

Resident is requesting that the “No Turn on Red” sign be taken down or that a green turn arrow be added to the existing light. She said that she often sits at this light “for quite a while waiting for it to turn, when no cars are coming. Your view is not obstructed and it would be safe to turn, if it wasn’t for the sign”.

Chief Leonard sent a reply back explaining that this intersection is part of the state highway section of Rte. 20 and is controlled by Mass DOT. They would have to approve any changes. He noted that the Traffic Commission has looked into this in the past and determined that there was a sight distance issue when looking to the left. He said, “the curve makes the sight distance less than ideal for the speed at which cars westbound on Rte. 20 typically travel in this area”.

Tim Collins said that Mass DOT reviewed this back in 2011. He received an answer from them on 8/27/11 indicating that they wanted to keep it the way it is due to limited site distance to the left. Mr. Collins also mentioned that there are two separate lanes there, one for straight and left and one for an exclusive right. The Traffic Commission discussed this issue further and determined that the intersection is operating "at an acceptable level".

MOTION was made, seconded, duly VOTED to ACCEPT and PLACE ON FILE, as Mass DOT recommends that the restriction stay.

2b) Beach Street traffic pattern concerns.

Resident of Beach Street sent an email to Chief Leonard requesting clarification "on the traffic pattern at the end of Beach Street". He explained that the road is physically wide enough for at least 2 lanes of traffic but it is very difficult to make a safe left turn when there are vehicles trying to make the right turn at the same time. The resident also said that he has seen the flashing speed warning signs in other areas of the City and feels that they would help here as well.

Chief Leonard said that this issue does come up "every once in a while". Tim Collins passed out a large diagram of the area with a proposed single yellow line that would basically funnel the traffic to one lane. He advised, however, that he does not see the benefit of changing it to one lane. If this were done, it would cause everyone to have to wait for others to make their turns.

Fire Chief Breen said that he drives this way often and can see what they are saying, however, he also noted that he sees very little traffic here. It is probably mainly residents of Beach Street who are having this issue. It seems that there would probably be more complaints if the street were lined differently.

Chief Leonard advised that Beach Street already has some traffic calming measures. There are bump outs in the road and officers have done speed enforcement here. He also noted that the flashing warning signs are very expensive and there is no funding currently available.

After further discussion, the group determined that it would be better to leave the street as it is and not stripe it to create a single lane roadway at the end. Chief Leonard advised that he would reply to the resident of Beach Street.

MOTION was made, seconded, duly VOTED to REFER to Chief Leonard to reply to the resident of Beach Street.

Tim Collins provided Chief Leonard with a new agenda item for the next meeting:

Thickly Settled speed sign changes.

Chief Leonard will put this item on the Agenda for the next meeting.

3-Old Business**3b) Traffic Concerns at Wilson & Hemenway Sts.**

Update: Tim Collins provided a revised diagram of the proposed island. The area in black is what was previously discussed and the area in red is what is now being proposed. Mr. Collins advised that Tom DiPersio wanted to take out the painted line and replace it with a raised area that would actually make you slow down. Mr. Collins advised that he was watching the area this morning. They are planning to put out barrels with a “keep right” sign to simulate the raised island and then monitor how it seems to be working. With the original proposal, cars could still drive over the painted lines.

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

3c) Request for stop signs on Weed St. at Florence St.

Commissioner Ghiloni advised that this issue is still pending.

MOTION was made, seconded, duly VOTED to TABLE.

3d) Parking concerns on Paris Street.

Update: Fire Chief Breen advised that he went out to Paris Street to see if there would be a problem for his trucks. He said that this street is “like every other street in the area”. He is OK with getting through there if he needed to. He did note, however, that he saw the truck that was discussed in the last meeting and he saw it off on the left. Tim Collins advised that he saw the truck too and it was not taking up any more space than other vehicles. He also checked on the signage and found that everything is now all set.

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

3a) Traffic Commission rules and regulations update.

Tim Collins advised that he sent another group to Lisa for advertisement and that he is just about done. He needs to check with her to see what she has left to advertise. Chief Leonard and Karen Lambert will get together soon to organize all the updates.

MOTION was made, seconded, duly VOTED to REFER to Chief Leonard to work with Karen Lambert on compiling what is missing for General Code.

That there being no further business of the Traffic Commission held on this date, the meeting adjourned at 10:25 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, October 25, 2016. (Including City of Marlborough Meeting Posting).

-Draft of minutes from Tuesday, September 27, 2016.

-E-mail from Karolyn Gowaski to Chief Leonard, dated 10/8/16, re: No turn on red sign on Farm/Wilson and 20 intersection, along with Chief Leonard's reply.

-E-mail from Andrew MacIntosh to Chief Leonard, dated 10/19/16, re: Traffic on Beach Street.

Additional Handouts:

-Diagram of proposed island at intersection of Wilson and Hemenway.

-Diagram of intersection of Beach Street and South Street with proposed single yellow line indicated.

-Copy of amendment to Section 193 and Section 194, Chapter 90 of the General Laws, regarding new "Thickly Settled" Speed Zone and new 20 MPH Safety Zone, along with an information/guidance packet, dated 10/17/16, prepared by the Mass DOT.

Mark Leonard

From: John Ghiloni
Sent: Monday, November 14, 2016 12:31 PM
To: Mark Leonard
Subject: FW: Parking at the Senior Center

Thoughts?

From: Patricia Pope
Sent: Monday, November 14, 2016 9:22 AM
To: Mayor <mayor@marlborough-ma.gov>
Cc: John Ghiloni <jghiloni@marlborough-ma.gov>
Subject: Parking at the Senior Center

Good Morning

I would like to suggest that we consider making Hayden Street a one way in the opposite direction it is now. Many seniors have told me they would park at Bigelow School if they could get there. The issue is when someone comes to the Center and cannot find a space they then have to get back out on Granger Blvd take a left on West Main and then a left onto Orchard Street. Many simply cannot find it. It would be easier to have signage at Water Street point to the overflow parking.

Thanks,
Trish Pope
Executive Director
Council on Aging and Senior Center

40 New Street
Marlborough, MA 01752
508-485-6492
508-460-3726 Fax
ppope@marlborough-ma.gov
www.marlborough-ma.gov

Please be advised that the Massachusetts Secretary of State considers email to be a public record, and therefore is subject to public access under the Massachusetts Public Records Law, MGL Chapter 66 § 10.

This email may contain **OFFICIAL USE ONLY** and/or **CONFIDENTIAL** information. If you are not the intended recipient, or believe you have received this communication in error please do not print, retain, disseminate or otherwise use this information. Also please inform the sender that you have received this email in error, and delete the copy you received.

Mark Leonard

From: Pamela Wilderman
Sent: Monday, November 14, 2016 10:18 AM
To: Mark Leonard; Kevin Breen; John Ghiloni; Lisa Thomas
Subject: Two issues

Good morning Ladies and Gentlemen:

Two issues.....

- Apparently the DPW did some work in front of 8 Grant Court by the utility pole and left a hole there that used to have cones around it but no longer. John....any chance we could just get the hole filled as the neighbor's young daughter has fallen in it twice?
- Could we also look at posting no parking signs on Grant Court as a whole? The street is extremely narrow. The complainant this morning explained that it is very difficult for people to pull out of their driveways with cars parked on the street.

Pamela A. Wilderman
Code Enforcement Officer
City of Marlborough
140 Main Street
Marlborough, MA 01752
508 460-3765
508 460-3736 (fax)
pwilderman@marlborough-ma.gov

Mark Leonard

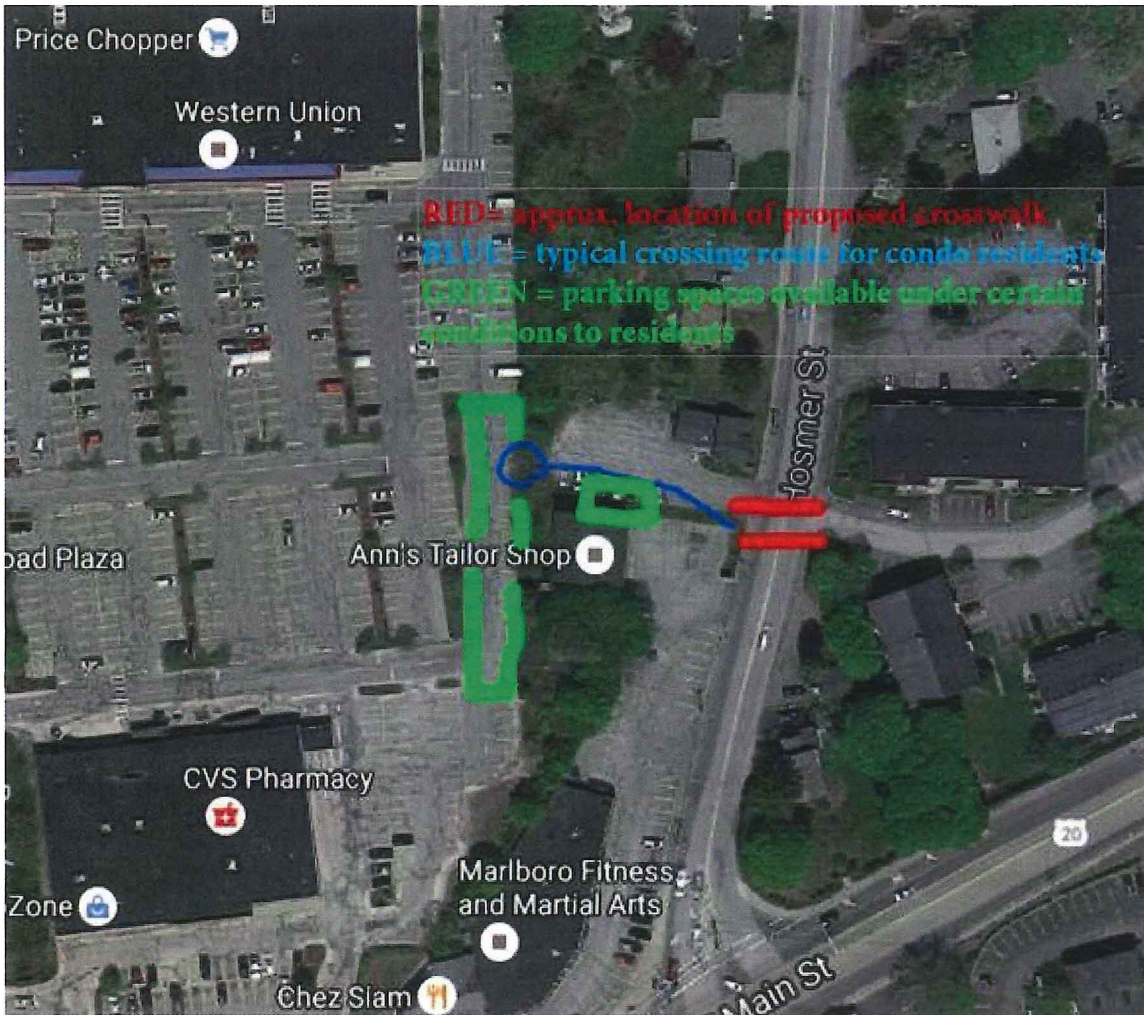
From: Kirstie A. Parker <kirstieparker17@gmail.com>
Sent: Monday, November 7, 2016 2:27 PM
To: Mark Leonard; City Clerk
Cc: Ms. Kirstie A. Parker
Subject: Process for requesting a new pedestrian crosswalk

Hello Chief Leonard or To Whom Else it may Concern:

I was referred by the DPW to the Marlborough Traffic Commission to discuss the possibility of installing a pedestrian crosswalk at the entrance to my condo complex @ 25-37 Hosmer St, just past the intersection with East Main/Route 20.

I am both a Resident Owner and Trustee of the Marlborough Court Condominiums, 25-27-35-37 Hosmer Street & 336 East Main St.

As there is no visitor parking at the complex, many people park at the shopping center just across the street, or in the very limited paid parking spaces across the street on Hosmer. There is a pass-through in the fence for pedestrians on that business's property as well, with direct access to the Price Chopper parking lot:



RED = approx. location of proposed crosswalk

BLUE = typical crossing route for condo residents to the shopping center & "visitor" parking

GREEN = parking spaces available for residents and visitors to Marlborough Court Condos (in Price Chopper parking lot)

Let me know what procedures I should follow and what information I should gather to be most helpful in presenting this request to the Traffic Commission.

Thank you so much for your time!

Mark Leonard

From: City Council
Sent: Wednesday, November 16, 2016 3:54 PM
To: Mark Leonard
Cc: John Ghiloni; Rob Tunnera (rtunnera@gmail.com)
Subject: FW: 6 Winter Street
Attachments: 20161116_133102.jpg

Chief,
Would you please call me when you have a moment.
Thank you.
Karen

From: Stefanie Ferrecchia [mailto:ferrecchia.s@gmail.com]
Sent: Wednesday, November 16, 2016 3:13 PM
To: City Council <citycouncil@marlborough-ma.gov>
Subject: 6 Winter Street

This is the lawn of my property at 6 Winter Street.
A truck has once again(in the middle of the night) taken out the signs and boulders placed by the DPW to protect the house.
John Ghiloni, Rob Tunnera and the DPW have been extremely helpful but my tenants are petrified! What is going to happen next?
Who can I speak to about the process for getting a truck exclusion?
Thank you

Stefanie Ferrecchia
Broker, CBR, LMC, CNE
Dora Naves & Associates, Inc
The Real Estate Specialists
508 624-4858 office
508 864-6321 cell

Mark Leonard

From: City Council
Sent: Wednesday, November 16, 2016 3:54 PM
To: Mark Leonard
Cc: John Ghiloni; Rob Tunnera (rtunnera@gmail.com)
Subject: FW: 6 Winter Street
Attachments: 20161116_133102.jpg

Chief,
Would you please call me when you have a moment.
Thank you.
Karen

From: Stefanie Ferrecchia [mailto:ferrecchia.s@gmail.com]
Sent: Wednesday, November 16, 2016 3:13 PM
To: City Council <citycouncil@marlborough-ma.gov>
Subject: 6 Winter Street

This is the lawn of my property at 6 Winter Street.
A truck has once again(in the middle of the night) taken out the signs and boulders placed by the DPW to protect the house.
John Ghiloni, Rob Tunnera and the DPW have been extremely helpful but my tenants are petrified! What is going to happen next?
Who can I speak to about the process for getting a truck exclusion?
Thank you

Stefanie Ferrecchia
Broker, CBR, LMC, CNE
Dora Naves & Associates, Inc
The Real Estate Specialists
508 624-4858 office
508 864-6321 cell



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, Secretary & CEO
Thomas J. Tinlin, Administrator



October 17, 2016

Dear Municipal Official:

I am pleased to provide the attached information/guidance relative to the recent passage of Sections 193 and 194 of Chapter 218 of the Acts of 2016 regarding changes to the Speed Limit Regulations under Chapter 90, Sections 17 and 18 that was signed by Governor Baker on August 9, 2016. The new statutes become effective on November 7, 2016.

In preparing this guidance it is MassDOT's goal to present a consistent approach on the local implementation of these statutes with respect to the most recent traffic engineering recommendations of MassDOT, the 2009 Federal Manual on Uniform Traffic Control Devices (MUTCD), and The Massachusetts Amendments to the MUTCD (2012). It is our opinion that it is imperative to create a uniform implementation by municipalities that decide to adopt these statutes which will ultimately increase their effectiveness on a statewide basis. These recommendations have been made and are hereby presented as the Official Standards of MassDOT, as authorized by Chapter 85, Section 2 of the Massachusetts General Laws. MassDOT will, upon the request of local authorities, advise municipalities on all aspects of these regulations.

Attached please find a series of Frequently Asked Questions regarding the new legislation and speed zoning in general. The MassDOT Speed Limit website will keep the FAQs up to date based upon feedback and also has a comprehensive explanation of all things speed limit related in Massachusetts. Please visit it at:

<https://www.massdot.state.ma.us/highway/Departments/TrafficandSafetyEngineering/SpeedLimits.aspx>

Sincerely,
[signature on original]

Neil E. Boudreau
State Traffic Engineer

Encl.: Speed Limit FAQs

Frequently Asked Questions on Speed Limits

Q1. What are the laws and regulations that govern speed limits in Massachusetts?

A1. Section 17 and Section 18 of Chapter 90 of the Massachusetts General Laws (MGL c. 90 §§ 17 and 18) dictates the requirements for establishing posted speed limits and the statutory speed limits on all other streets and highways. In addition, MassDOT and all municipalities are required by MGL c. 85 § 2 to follow the standards stated Manual on Uniform Traffic Control Devices (MUTCD) for the posting of speed limit signage.

Q2. What is a regulatory speed limit?

A2. With certain exceptions noted below, a regulatory speed limit is one that has a Special Speed Regulation and speed limit signs posted per MGL c. 90 § 18. A special speed regulation is established by conducting an engineering study, having the authority responsible for legislating municipal traffic code approve the proposed speed zones (city- and town-owned ways, only), submitting the study and proposed speed zones to MassDOT, having a special speed regulation duly approved by the MassDOT Traffic and Safety Engineering Section and the Registry of Motor Vehicles, and, lastly, erecting standard speed limit signage.

The Section 2B.13 of the MUTCD also states that, "Speed zones (other than statutory speed limits) shall only be established on the basis of an engineering study that has been performed in accordance with traffic engineering practices. The engineering study shall include an analysis of the current speed distribution of free-flowing vehicles." To comply with this statement, MassDOT has established Procedures for Speed Zoning, where all of the details for the required engineering study may be found.

Q3. How does a municipality create a Special Speed Regulation on a city- or town-owned way?

A3. Full details on the procedure for creating Special Speed Regulations may be found in the MassDOT Procedures for Speed Zoning. The following is a summary of the process:

1. Request sent by city/town to MassDOT District Office.
2. MassDOT will meet with city/town for detailed explanation of procedures (if requested).

3. City/town will submit proposed speed zones along with engineering justification and backup data.
4. Submittal reviewed by MassDOT District Office and Traffic & Safety Engineering Section.
5. If approved by MassDOT, special speed regulation prepared by MassDOT Traffic & Safety Engineering Section.
6. Regulation approved by city/town body that governs the municipal traffic code.
7. MassDOT Traffic & Safety Engineering Section and Registry of Motor Vehicles signs off on approved regulation.
8. Speed limit signs are erected by city/town. Speed limit is now enforceable.

Q4. What is a statutory speed limit?

A4. Statutory speed limits exist in the absence of special speed regulations and official posted speed limits. MGL c. 90 § 17 requires that drivers operate motor vehicles at a rate of speed that is no greater than reasonable and proper with regard to the use of the road and safety of the public. Reasonable and proper speeds are defined as:

- 20 mph in a school zone;
- 30 mph in thickly settled or business district for at least 1/8 of a mile;
- 40 mph on an undivided way outside of a thickly settled or business district for at least 1/4 of a mile; and
- 50 mph on a divided way outside of a thickly settled or business district for at least 1/4 of a mile.

Section 2B.13 of the MUTCD does not require an engineering study to establish a statutory speed limit since they are set based upon geographic criteria in the absence of a speed regulation. However, with the exception to the types noted in Question 8, statutory speed limits do not include posted signs.

Q5. What is a thickly settled or business district?

A5. MGL c. 90 § 1 of the MGL defines a thickly settled or business district as, "the territory contiguous to any way which is built up with structures devoted to business, or the territory contiguous to any way where dwelling houses are situated at such distances as will average less than two hundred feet between them for a distance of a quarter of a mile or over."

Q6. How does the new speed limit legislation passed in 2016 affect my town?

Speed Limits: Frequently Asked Questions

<https://www.massdot.state.ma.us/highway/Departments/TrafficandSafetyEngineering/SpeedLimits/FrequentlyAskedQuestions.aspx>

A6. Sections 193 and 194 of Chapter 218 of the Acts of 2016 creates two new sections to Chapter 90 of the MGL:

- Section 193 allows the municipality to opt-in to MGL c. 90 § 17C, thereby reducing the statutory speed limit from 30 mph to 25 mph on any or all city- or town-owned roadways within a thickly settled or business district. The legislation also requires cities and towns to notify MassDOT of these changes.
- Section 194 creates MGL c. 90 § 18B, allowing municipalities to establish regulatory 20 mph safety zones. Since this creates a regulatory speed limit, the MUTCD requires an engineering study prior to the establishment of the the safety zone and it should conform to the guidance found in the MassDOT Procedures for Speed Zoning.

Q7. If a city or town opts-in to Section 193 of Chapter 218 of the Acts of 2016, will that supersede any existing posted speed limit?

A7. No. This legislation only affects streets that are currently governed by a statutory speed limit. If an existing special speed regulation is in place, it will continue to govern.

Q8. Can cities and towns post their own speed limits?

A8. Standard speed limit signs may only be posted upon the establishment of a regulatory speed limit per MGL c. 90 § 18 and the MassDOT Procedures for Speed Zoning. However, there are other speed-related signs that cities and towns may elect to post upon completion of proper engineering studies:

- Municipalities that opt-in to Section 193 of Chapter 218 of the Acts of 2016 on a city- or town-wide basis may post Thickly Settled Speed Limit 25 Unless Otherwise Posted (MassDOT code MA-R2-9A or MA-R2-9B) signs at jurisdictional boundaries. MassDOT recommends that, if a city or town is considering opting-in to this legislation, that it is done so for the entire municipality to avoid potential confusion for drivers.
- Municipalities that opt-in to Section 193 of Chapter 218 of the Acts of 2016 on a street-by-street basis may post Thickly Settled District 25 MPH (MassDOT code MA-W13-4) signs at the upstream ends of street.
- School Zone speed limits may be posted if established under the standards of the MA Amendments to the MUTCD.
- Safety Zone speed limits may be posted and should follow MassDOT guidelines, as described in Q9.

Q9. What is the process for establishing Safety Zone speed limits?

Safety Zone speed limits are the only regulatory speed limits that municipalities can adopt without prior approval from MassDOT. Safety Zones cannot, however, be placed on State Highway without MassDOT approval.

Speed limits within a Safety Zone must be set at 20 mph and are intended to be used in areas where vulnerable road users are likely to be present. Examples of such areas are: parks and playgrounds, senior citizen housing and centers, hospitals or other medical facilities, high schools and higher education centers, and daycare facilities. Note that Safety Zones should not be used in place of School Zones for streets adjacent to grades 1-8 schools.

To establish a Safety Zone, MassDOT has developed the following minimum criteria:

- The street should be adjacent to a land use that is likely to attract vulnerable road users.
- The Safety Zone should contain one or more areas that have potential conflicts between motor vehicles and vulnerable road users that warrant a reduction in speeds such as crosswalks, driveways, or side streets.
- The minimum length of the Safety Zone should be at least 1/4 of a mile and it should not extend more than 500' beyond a side street unless an applicable land use continues along the adjacent block.

Regulatory speed limit signs are required to conform to the MUTCD, per MGL c. 85 § 2. Therefore, an engineering study must be performed to validate the posting of signage. The engineering study shall include an analysis of the current speed distribution of free-flowing vehicles.

In an area where a legal Special Speed Regulation has been enacted, the Safety Zone should be terminated with a Speed Limit (MUTCD code R2-1) sign that corresponds to the regulatory limit shown in the regulation. If the Safety Zone is in an area that has no Special Speed Regulation, it should be terminated with an End Speed Zone (MassDOT code MA-R2-7) sign.

Cities and towns are also responsible for modifying their Municipal Traffic Code to reflect the locations of all Safety Zones prior to the posting any signage.

Q10. Can speed limits be added or modified on city or town ways that have been constructed or reconstructed through a Federal Aid Project?

A10. All Federal Aid Projects in Massachusetts should have an executed Traffic Control Agreement signed between the municipality and MassDOT. The Traffic Control Agreement requires the city or town to maintain all traffic

control devices, including signage, in accordance to the approved plans for that project. Any modifications, including the addition of new signage, must be approved in advance by MassDOT. To request a modification to a Traffic Control Agreement, please contact:

*Massachusetts Department of Transportation
Highway Division - Traffic & Safety Engineering
Attention: Regulations Engineer
10 Park Plaza, Room 7210
Boston, MA 02116*

Q11. Are design drawings available for fabricating speed limit signs?

A11. MassDOT has created the following sign face drawings:

- MA-R2-7 (End Speed Zone);
- MA-R2-8 (Safety Zone Speed Limit 20);
- MA-R2-9A or MA-R2-9B (Thickly Settling Speed Limit 25 Unless Otherwise Posted); and
- MA-W13-4 (Thickly Settled District 25 MPH).

Other MassDOT standard sign designs may be found on the Traffic & Safety Engineering's Signs page. All other sign designs may be found in FHWA's Standard Highway Signs and Markings book.

SECTION 193. Chapter 90 of the General Laws is hereby amended by inserting after section 17B the following section:-

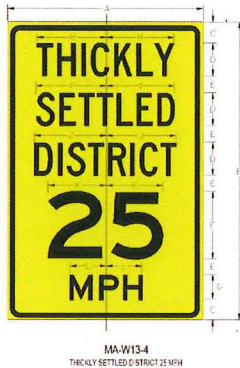
Section 17C. (a) Notwithstanding section 17 or any other general or special law to the contrary, the city council, the transportation commissioner of the city of Boston, the board of selectmen, park commissioners, a traffic commission or traffic director of a city or town that accepts this section in the manner provided in section 4 of chapter 4 may, in the interests of public safety and without further authority, establish a speed limit of 25 miles per hour on any roadway inside a thickly settled or business district in the city or town on any way that is not a state highway.

(b) Upon establishing a speed limit under this section, the city or town shall notify the department. The operation of a motor vehicle at a speed in excess of a speed limit established under this section shall be a violation of section 17.

SECTION 194. Said chapter 90 is hereby further amended by inserting after section 18A the following section:-

Section 18B. (a) Notwithstanding section 18 or any other general or special law to the contrary, the city council, the transportation commissioner of the city of Boston, the board of selectmen, park commissioners, a traffic commission or traffic director of a city or town that accepts this section in the manner provided in section 4 of chapter 4 may, in the interests of public safety and without further authority, establish designated safety zones on, at or near any way in the city or town which is not a state highway, and with the approval of the department if the same is a state highway. Such safety zones shall be posted as having a speed limit of 20 miles per hour.

(b) The operation of a motor vehicle in such zone at a speed exceeding the speed limit established under this section shall be a violation of section 17.



MA-W13-4
THICKLY SETTLED DISTRICT 25 MPH

New "Thickly Settled" Speed Zone.

Allowed Traffic Commission to accept the new Speed Zone, with notification to MassDOT:

- Case by Case
- City Wide



MA-R2-9A, MA-R2-9B
THICKLY SETTLED SPEED LIMIT 25 CITY/TOWNWIDE UNLESS OTHERWISE POSTED



MA-R2-8
SAFETY ZONE SPEED LIMIT 20

New 20 MPH Safety Zone

- Used where vulnerable road users are likely to be present and potentially in conflict with motor vehicles that warrant a reduction in speed such as crosswalks, driveways and side streets.
- Minimum 1/4 mile length. Not to extend 500 feet past a side street
- Requires an engineering study. Does not require MassDOT approval on local streets.