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**RECODIFIED BY THE TOWN COUNCIL
on September 09, 2009**

TRAFFIC RULES AND ORDERS

The following rules and orders regulating traffic upon the streets and highways of the TOWN OF WEST SPRINGFIELD are hereby enacted by the Town Council of the TOWN OF WEST SPRINGFIELD.

ARTICLE I: DEFINITIONS

For the purpose of these rules and orders, the words and phrases used herein shall have the following meanings except in those instances where the context clearly indicates a different meaning. Use of the masculine shall include the feminine and the neutral.

“Bus Stop.” An area in the roadway set aside for the boarding of or alighting from and the parking of buses.

“Crosswalk.” That portion of a roadway ordinarily included within the prolongation or connection of curb lines and property lines at intersections, or at any portion of a roadway clearly indicated for pedestrian crossing by lines on the road surface or by any other markings or signs.

“Emergency Vehicle.” Vehicles of the Fire Department (Fire Patrol), police vehicles, ambulances and emergency vehicles of federal, state and municipal departments or public service corporations when the latter are responding to an emergency in relation to the police or fire departments.

“Fire Lane.” Any designated lane and identified as such by the head of the fire department pursuant to Code of Massachusetts Regulations 527 CMR 10.03.

“Green.” Those parcels of land abutting town ways dedicated to public use and including those parcels of land sometimes referred to as the “Town Green” and/or “Town Common”, or a traffic island.

“Handicapped Parking.” Parking spaces designated as such in compliance with Code of Massachusetts Regulations 521 CMR 23.00

“Highway.” The entire width between property lines of every way open to the use of the public for purposes of travel.

“Intersections.” The area embraced within the extensions of the lateral curb lines, or, if none, then the lateral boundary lines of intersecting ways as defined in Section 1 of Chapter 90 of the General Laws, including divided ways. The rules and regulations herein contained governing and restricting the movement of vehicles at and near intersecting ways apply at any place along any way at which drivers are to be controlled by traffic control signals whether or not such place is an intersection as herein defined.

“Lane.” A longitudinal division of a roadway into a strip of sufficient width to accommodate the passage of a single line of vehicles.

“Manual on Uniform Traffic Control Devices”. Refers to the Massachusetts amendments to the Federal Manual on Uniform Traffic Control Devices and the Standard Municipal Traffic Code as adopted by the Mass Highway Department.

“Motor Vehicle.” All vehicles constructed and designed for propulsion by power other than muscular power including such vehicles when pulled or towed by another motor vehicle, except railroad and railway cars.

“Officer.” For the purpose of this ordinance, an officer shall be construed to mean any West Springfield Police Officer, any State Police Officer assigned to the Registry of Motor Vehicles, and any special officer, provided he has his badge of office displayed over his left breast and upon his outer garment.

“Official Curb Marking.” That portion of a curbing, the painting of which has been authorized by the Town Council and which has the written approval of the Department of Public Works, Commonwealth of Massachusetts.

“Official Street Marking.” Any painted line, legend, marking or marker of any description painted or placed upon any way which purports to direct or regulate traffic and which has been authorized by the Board of Selectmen and which has the written approval of the Department of Public Works, Commonwealth of Massachusetts

“Official Traffic Signs.” All signs, markings and devices, other than signals, not inconsistent with these rules and orders, and which conform to the standards prescribed by the Department of Public Works of the Commonwealth of Massachusetts and placed or erected by authority of a public body or official having jurisdiction, for the purpose of guiding, directing, warning or regulating traffic.

“Parking.” The standing of a vehicle, whether occupied or not, otherwise than temporarily for the purpose of and while actually engaged in loading or unloading, or in obedience to an officer or traffic signs or signals, or while making emergency repairs or, if disabled, while arrangements are being made to move such vehicle.

“Pedestrian.” Any person afoot or riding on conveyance by human muscular power, except bicycles or tricycles, as defined in Chapter 90, Section 18A of the General Laws.

“Railroad Crossing.” Any intersection of ways with a railroad right-of-way.

“Roadway.” That portion of a street or highway between the regularly established curb lines or that part, exclusive of shoulders, improved and intended to be used for vehicular traffic.

“Rotary Traffic.” The counter clockwise operation of a vehicle around an object or structure.

“Safety Zone.” Any area or space set aside within a roadway for the exclusive use of pedestrians and which has been indicated by signs, lines or markings, having the written approval of the Department of Public Works, Commonwealth of Massachusetts, where necessary.

“Service Zone.” An area in the roadway set aside for the accommodation of commercial and transient vehicular traffic.

“Street.” See Highway

“Town Common.” See Green

“Traffic Control Area.” Any area along any way, other than an intersecting way, at which drivers are to be controlled by traffic control signals.

“Traffic Control Signal.” Any device using colored lights which conforms to the standards as prescribed by the Department of Public Works of the Commonwealth of Massachusetts, whether manually, electrically or mechanically operated, by which traffic may be alternately directed to stop and proceed.

“Traffic Island.” Any area or space set aside within a roadway, which is not intended for use by vehicular traffic.

“Treebelt.” That portion of a public way containing a public sidewalk, if any, and commonly planted with trees, shrubs, grass and other vegetation, i.e., that portion of the way between the curbing and property line, or between the equivalent edge of the pavement and the property line where no curbing exists.

ARTICLE II: AUTHORITY AND DUTIES OF POLICE

SECTION 1 OFFICERS TO DIRECT TRAFFIC

It shall be the duty of officers designated by the Chief of Police to enforce the provisions of these Rules and Orders. Such officers are hereby authorized to direct all traffic either in person or by means of visible or audible signals in conformance with the provisions of these Rules and Orders, provided that in the event of a fire or other emergency to expedite traffic or safeguard pedestrians, officers of the Police or Fire Departments may direct traffic, as conditions may require, notwithstanding the provisions of these Rules and orders.

SECTION 2 POLICE MAY CLOSE STREETS TEMPORARILY

The Chief of Police is hereby authorized by the Town Council to close temporarily, any street or highway in an impending or existing emergency, or for any lawful assemblage, demonstration or procession provided there is reasonable justification for the closing of such street.

SECTION 3 POLICE MAY PROHIBIT PARKING TEMPORARILY

The Chief of Police is hereby authorized by the Town Council to prohibit, temporarily, parking on any street or highway or part thereof in an impending or existing emergency, or for a lawful assemblage, demonstration or procession provided there is reasonable justification for such prohibition. Vehicles parked in places where parking is prohibited temporarily may be moved by or under the direction of an officer.

SECTION 4. EXEMPTIONS

The provisions of these Rules and Orders shall not apply to operators actually engaged in work upon a street or highway closed to travel or under construction or repair, to officers when engaged in the performance of public duties nor to drivers of emergency vehicles while operating in an emergency and in performance of public duties when the nature of their work necessitates a departure from any part of these Rules and Orders. These exemptions shall not, however, protect the driver of any vehicle from the consequences of a reckless disregard of the safety of others.

ARTICLE III: TRAFFIC SIGNS, SIGNALS, MARKINGS AND ZONES

SECTION 1 TRAFFIC SIGNS AND SIGNALS.

- a) The Town Council is authorized to establish such signs and signals as it deems required. It shall be its duty to place and maintain or cause to be placed and maintained all official traffic signs, signals, markings and safety zones. All signs, signals, markings and safety zones shall conform to the standards prescribed by the Department of Public Works of the Commonwealth of Massachusetts, to the extent necessary.
- b) Sections 2 and 3 of Article 2, and Sections 2 to 5 inclusive and Section 7 of Article 4, relating to parking, shall be effective only during such time as a sufficient number of official signs are erected and maintained in each block designating the provisions of such sections and located so as to be easily visible to approaching drivers.
- c) Sections relating to one-way streets shall be effective only during such time as a sufficient number of official signs are erected and maintained at each of the exits for each one-way street, so that at least one sign will be clearly visible for a distance of at least seventy-five (75) feet to drivers approaching such an exit.

SECTION 2 DISPLAY OF UNAUTHORIZED SIGNS, SIGNALS AND MARKINGS PROHIBITED.

It shall be unlawful for any person to place or maintain or to display upon or in view of any street any unofficial sign, signal, marking or device which purports to be or is in imitation of or resembles an official traffic sign, signal, marking or device, or which attempts to direct the movement of traffic or which hides from view any official sign or signal. The Chief of Police is hereby empowered to remove every such prohibited sign, signal, marking or device or cause it to be removed, without notice.

SECTION 3 INTERFERENCE WITH SIGNS, SIGNALS AND MARKINGS PROHIBITED

Any person who willfully defaces, injures, moves, obstructs or interferes with any street sign or official traffic sign, signal or marking shall be liable to a penalty of two hundred (200) dollars for each and every offense.

SECTION 4 OBEDIENCE TO TRAFFIC SIGNS AND SIGNALS

No driver of any vehicle shall disobey the instructions of any official traffic control signal, sign, marking, marker or legend, unless otherwise directed by a police officer.

ARTICLE IV: PARKING

SECTION 1 GENERAL PROHIBITIONS

No person shall park a vehicle in any of the following places, and vehicles found parked in violation of the provisions of this section may be moved by or under the direction of an officer and at the expense of the owner

- (a) Within an intersection.
- (b) Upon any sidewalk.
- (c) Upon any crosswalk.
- (d) Upon a roadway where parking is permitted unless both wheels on the right side of the vehicle are within twelve (12) inches of the curb or edge of the roadway, except upon those streets which are designated as one-way streets. On such one-way streets vehicles shall be parked in the allowable direction and with both wheels within twelve (12) inches of the curb. This shall not apply to streets or parts of streets where angle parking is required by these regulations.
- (e) Upon any roadway where the parking of a vehicle will not leave a clear and unobstructed lane at least ten (10) feet wide for passing traffic.
- (f) Upon any street or highway within ten (10) feet of a fire hydrant or bus stop sign.
- (g) Upon or in front of any private road or driveway.
- (h) Upon any street or highway within twenty (20) feet of an intersecting way, except alleys.
- i) Upon Traffic Island or Crossover.
- j) **FURTHER PARKING PROHIBITED.** No vehicle shall stop or stand at any curb adjacent to the entrances of a church, hospital, railroad station, bus terminal or station, theatre, public building or any place of public assemblage where official signs are erected, except for the purpose of receiving or discharging passengers.
- k) **LEFT SIDE TO CURB.** No vehicle shall stop with its left side to the curb except on the one-way streets listed under Article V, Section 1, unless otherwise posted.
- l) **WITHIN 15 FEET OF THE WALL OF A FIRE STATION.** No person shall park a vehicle within fifteen (15) feet of a wall of a fire station or directly across the street from such fire station provided signs are erected alerting the driver of such restriction.
- m) **ALONGSIDE OR OPPOSITE ANY STREET**
- n) **EXCAVATION.** No person shall park a vehicle alongside or opposite any street excavation or obstruction when such stopping, standing or parking would obstruct traffic.

o) UPON ANY TREEBELT OF ANY PUBLIC WAY

No person shall park a vehicle upon any treebelt of any public way wherein the pavement is at least eighteen (18) feet in width.

SECTION 2 PROHIBITED ON CERTAIN STREETS.

Upon the following streets or highways or parts thereof parking is hereby prohibited:

-A-

Agawam Avenue

southerly from a point at the intersection with the state highway southwesterly sixty (60) feet along the southerly line of Agawam Avenue.

Alderbrook Lane, northwesterly corner of cul-de-sac at west end of street, twenty five (25) feet on either side of catch basin, a total distance of fifty (50) feet.

Althea Street, from the intersection of the westerly sideline of Riverdale Street with the Northerly sideline of Althea Street as relocated, westerly and northerly along the northerly and easterly sideline of Althea Street as relocated, a distance of four hundred eighty four (484) feet, more or less.

Amostown Road, northerly side, from the easterly sideline of Piper Road, easterly fifty (50) feet.

Armstrong Street, northwesterly side, entire length.

Ashley Avenue, northerly and southerly side, from the east sideline of Riverdale Street in a generally easterly direction five hundred ninety (590) feet and the easterly side, from the end of the existing "No Parking" restriction, (Sta. 18 + 50) northerly 900 feet, (Sta. 9 + 50).

-B-

Baldwin Street, northwesterly side from a point two hundred (200) feet northerly of the northerly line of Cold Spring Avenue northerly to River Street.

Baldwin Street, northwesterly side, from the northerly line of Cold Spring Avenue to a point two hundred (200) feet northwesterly thereof.

Baldwin Street, starting at the point of intersection of the northerly lines of Cold Spring Avenue and Baldwin Street; northwesterly a distance of thirty (30) feet along the northeasterly side of Baldwin Street.

Belle Avenue, northerly side from the easterly line of Main Street easterly two hundred forty two (242) feet.

Beverly Hills Lower, easterly side, entire side, entire length from the northerly line of Westfield Street to the southerly line of Falmouth Road.

Added by vote of Council on Dec 28, 2009

Beverly Hills Upper, easterly side, from the southerly line of Bond Street to the southerly line of Falmouth Road. *Added by vote of Council on Dec 28, 2009*

Birch Park Circle, entire length, on even numbered side of Birch Park Circle.

Bliss Street, north side, entire distance between Main Street and Union Street.

Bridge Street, in the Mittineague Section, westerly side from the Boston & Albany Railroad crossing to the Agawam-Mittineague Bridge.

Brush Hill Avenue, northerly side, from the intersection of the westerly side-line of Riverdale Street with the northerly side-line of Brush Hill Avenue, westerly along the northerly side-line of Brush Hill Avenue, a distance of two hundred ten (210) feet.

Brush Hill Avenue, southerly side, from the intersection of the westerly side-line of Riverdale Street with the southerly side-line of Brush Hill

Avenue, westerly along the southerly side-line of Brush Hill Avenue, a distance of one hundred forty five (145) feet.

-C-

Capital Drive, ~~entire length, both sides including cul-de-sac.~~ (Deleted Feb 22, 2011 Council Vote)

Capital Drive, southerly side beginning at the intersection of Ashley Avenue continuing easterly around the cul-de-sac to a point on the north side 50 feet west of the point of tangency. (Added Feb 22, 2011 Council Vote)

Cedar Avenue, both sides from Westfield Street to Kings Highway.

Central Street, along the entire length of the "Green" in front of the Municipal Office Building.

Central Street, northerly side, from a point one hundred fifty (150) feet westerly of the westerly line of Elm Street to a point an arc distance of thirty-one and 42/100 (31.42) feet westerly thereof.

Central Street, southerly side, from a point one hundred fifty (150) feet westerly of the westerly line of Elm Street to a point an arc distance of thirty-one and 42/100 (31.42) feet westerly thereof.

Chapin Street, southerly side, entire length

Chestnut Street, westerly side, from Westfield Street to Kings Highway.
(Sept 9, 2009 by vote of Council)

Church Street, in the Merrick Section, northerly side, from the easterly line of Union Street to a point two hundred sixty (260) feet easterly thereof.

~~Churchill Road, both sides, from the southerly sideline of Alderbrook Lane, southerly and easterly to the westerly sideline of Harwich Road.~~
(deleted March 21, 2011 by vote of Council)

Churchill Road, northerly side, from the southerly sideline of Alderbrook Lane extended, southerly and easterly to the westerly sideline of Harwich. Road (March 21, 2011 by vote of Council)

Churchill Road, southerly side, beginning at the southerly sideline of Alderbrook Lane and extending to a point ninety-five (95) feet southerly and easterly of the intersection of the southerly sideline of Alderbrook Lane. (March 21, 2011 by vote of Council)

Cold Spring Avenue, northerly side from Baldwin Street to Norman Street.

Cold Spring Avenue, southeasterly side from the intersection of Baldwin Street southwestly to a point one hundred ninety two (192) feet westerly of the southwestly intersection of York Street and Cold Spring Avenue.

Cold Spring Avenue, starting at the point of intersection of the northerly lines of Baldwin Street and Cold Spring Avenue; northeasterly a distance of thirty (30) feet along the northwesterly side of Cold Spring Avenue.

Colony Road, easterly side, entire length.

-D-

Day Street, both sides, fifty feet (50) west from Union Street

Day Street, both sides, fifty (50) feet east from Union Street

Dorwin Drive, from the intersection of the southerly side-line of Dorwin Drive with the westerly side-line of Dorwin Drive, adjacent to Mittineague Park, and thence northerly along the westerly sideline, a distance of one hundred twenty-five (125) feet.

-E-

East Elm Street, both sides, from the intersection with Elm Street to a point five hundred (500) feet east. (2-10-81)

East Elm Street, on the northerly side, from the end of the westerly sideline of Riverdale Street crossing East Elm Street where it intersects the northerly sideline of East Elm Street, westerly two hundred fifty (250) feet.

East Elm Street, on the southerly side, from the end of the westerly sideline of Riverdale Street crossing East Elm Street where it intersects the southerly sideline of East Elm Street, westerly one hundred fifty (150) feet.

Elm Street, both sides of the westerly or southbound roadway, from the northerly line of Westfield Street to a point sixty (60) feet northerly thereof.

Elm Street, both sides, from a point four hundred (400) feet westerly of East Elm Street to a point eight hundred (800) feet southeast of East Elm Street.

Elm Street, easterly side of the easterly or northbound roadway from the northerly line of Park Street seventy five (75) feet northerly thereof.

Elm Street, easterly side of the easterly or northbound roadway from the southerly line of Southworth Street, forty eight (48) feet southerly thereof.

Elm Street, easterly side of the easterly or northbound roadway from a point two hundred fourteen (214) feet north of the northerly line of Park Street, 20 feet northerly.

Elm Street, easterly side of westerly or southbound roadway from the southerly line of Westfield Street extended to a point seventy (70) feet southerly thereof.

Elm Street, easterly side of westerly or southbound roadway from the northerly line of Park Street to a point ninety five (95) feet northerly thereof.

Elm Street, easterly side, from a point three hundred ten (310) feet northerly of the intersection of the northerly sideline of Park Street with the easterly sideline of Elm Street, northerly sixty (60) feet.

Elm Street, west side from the intersection of Kings Highway to a point eighty two (82) feet northerly.

Elm Street, westerly side of the easterly or northbound roadway from a point one hundred twenty (120) feet north of the northerly line of Central Street extended to the southerly line of Southworth Street extended.

Elm Street, westerly side of the easterly or northbound roadway from the northerly line of Park Street ninety six (96) feet northerly thereof.

Elm Street, westerly side of westerly or southbound road way from the northerly line of Park Street to a point ninety (90) feet northerly thereof.

Elm Street, westerly side of westerly or southbound road-way from the southerly line of Westfield Street to a point fifty (50) feet southerly thereof.

~~Elmdale Street, easterly side of Elmdale Street from the northerly line of Park Street one hundred (100) feet northerly thereof. Deleted Dec 28, 2009 by vote of Council~~

~~Elmdale Street, westerly side of Elmdale Street from the northerly line of Park Street one hundred (100) feet northerly thereof. Deleted Dec 28, 2009 by vote of Council~~

Elmdale Street, westerly side, Southworth Street to Park Street. *Added by vote of Council on Dec 28, 2009*

-G-

Globe Street, easterly side, from Bridge Street, northerly to corner in Globe Street, and southerly side, from corner in Globe Street easterly to Railroad Street.

Globe Street, easterly side, from the northerly sideline of Bridge Street, northerly one hundred ninety seven (197) feet.

Globe Street, southerly side, from the westerly sideline of Railroad Street, westerly six hundred seventy five (675) feet

-H-

Hanover Street, westerly side, Park Street to Southworth Street.

~~Harwich Road, easterly side, from the northerly sideline of Churchill Road, extended, southerly to the easterly sideline of Terry Road, extended.~~

~~(Deleted Dec 20, 2010 Council Vote)~~

Harwich Road, easterly side, from the westerly sideline of Van Horn Street, northerly and easterly a distance of nine hundred six (906) feet to a point on Harwich Road at the beginning of the tangent to Westfield Street. Added Dec 20, 2010 Council Vote)

Harwich Road, westerly side, starting at a point on the westerly sideline of Harwich Road, said point being six hundred thirty nine (639) feet southerly of the southwest corner of the intersection of Churchill Road with Harwich Road thence running along the sideline of Harwich Road in a southerly direction to the northeasterly corner of Park Drive. Added Dec 20, 2010 Council Vote)

High Street, northerly side, entire length.

Highland Avenue, both sides, from Riverdale Street westerly to the westerly sideline of Prospect Avenue and the extension of the westerly sideline of Prospect Avenue with the sidelines of Highland Avenue.

Homestead Avenue, northerly side, from the intersection of the westerly side of Amostown Road with the northerly sideline of Homestead Avenue, westerly four hundred (400) feet.

-J-

Janet Street, both sides, from a point one hundred (100) feet north of Kings Highway to Kings Highway.

Kings Highway, northerly side, from the westerly line of Elm Street, seventy-five (75) westerly.

Kings Highway, northerly side from a point one hundred forty (140) feet easterly of the easterly sideline of Sheridan Avenue, easterly three hundred (300) feet.

Kings Highway, northerly side from a point one hundred sixty five (165) feet west of the westerly line of Greenleaf Avenue ninety (90) feet westerly along the northerly line of Kings Highway.

Kings Highway, southerly side, from the westerly line of Elm Street, seventy-five (75) feet westerly.

Kings Highway, southerly side, from the northerly line of Westfield Street easterly to the extension southerly of the westerly line of Janet Street.

Kings Highway, southerly side from its intersection with the westerly sideline of Elm Street to a point six hundred seven (607) feet east of its intersection of Boulevard.

Kings Highway, southerly side, from the intersection of the southerly sideline of Kings Highway with the northerly sideline of Westfield Street easterly to the intersection of the southerly sideline of Kings Highway with the westerly sideline of Cedar Street.

~~Lathrop Street, easterly side, Southworth Street to Park Street.~~ Deleted Dec 28, 2009 by vote of Council.

~~Lathrop Street, westerly side from Southworth Street to Park Street.~~ Added by vote of Council Dec 28, 2009. Deleted by vote of the Town Council November 7, 2011

Lathrop Street, easterly side, from northerly sideline of Park Street, four hundred fifteen (415) feet to the north. Added by vote of the Town Council Nov. 7, 2011

Lathrop Street, westerly side, from the southerly sideline of Southworth Street, five hundred ninety one (591) feet to the south. Added by vote of the Town Council Nov. 7, 2011

Lee Lang Terrace, westerly side, from the southerly sideline of Silver Street, southerly sixty (60) feet.

Lowell Avenue, northerly side from the easterly side of Lowell Street and Lowell Avenue, easterly two hundred (200) feet.

Lowell Street, westerly side from a point seven hundred (700) feet northerly of the intersection of the westerly line of Lowell Street and the northerly line of Memorial Avenue, a distance of three hundred fifty eight (358) feet northerly.

-M-

Main Street, both sides of the southbound highway from the southerly intersection of Park Street to the northerly intersection of Park Avenue.

Main Street, easterly side from a point one hundred four (104) feet northerly of the northerly sideline of Colton Avenue, northerly one hundred twelve (112) feet.

Main Street, easterly side, from the southerly line of Park Street to a point one hundred fifteen (115) feet southerly thereof.

Main Street, easterly side from a point two hundred seventy seven (277) feet northerly of the north corner of Colton Avenue to a point three hundred fifty (350) feet northerly of the north corner of Colton Avenue.

Main Street, easterly side, from a point 115 feet northerly of the northerly sideline of James Avenue, northerly 80 feet.

Main Street, easterly side from the southerly sideline of Park Avenue two hundred sixty five (265) feet southerly.

Main Street, westerly side from the southerly sideline of Burford Avenue, southerly a distance of one hundred twenty two (122) feet.

Main Street, westerly side, from a point three (3) feet southerly of the north corner of Burford Avenue to a point seventy six (76) feet northerly of the north corner of Burford Avenue.

Main Street, westerly side, from the southerly sideline of Church Street, southerly eighty five (85) feet

Main Street, westerly side from the southerly sideline of Park Avenue one hundred twelve (112) feet southerly.

Maple Terrace, westerly side, from the intersection of the northerly sideline of Westfield Street with the westerly sideline of Maple Terrace, northerly one hundred eighty-five (185) feet.

Maple Street, southerly side, from the easterly line of Pine Street to westerly line of Chestnut Street (Sept 9, 2009 by vote of Council)

Memorial Avenue, both sides, from a point one hundred ten (110) feet southerly of River Street to a point 410 feet northerly of River Street

Memorial Avenue, northerly side, from westerly edge of the state highway layout at the Memorial Bridge rotary to the easterly sideline of Bresnahan Street.

Memorial Avenue, southerly side, westerly edge of the state highway layout at the Memorial Bridge rotary to the easterly line of its intersection with Union Street.

Memorial Avenue, southerly side, starting at a point on the southerly sideline of Memorial Avenue three hundred fifty (350) feet easterly of the intersection of the easterly sideline of Dyke Avenue with the southerly sideline of Memorial Avenue, thence easterly one hundred ten (110) feet.

Monastery Avenue, northerly side, from the intersection of the westerly line of Elm Street with the northerly line of Monastery Avenue an arc distance of thirty-six and 95/100 (36.95) feet westerly to a point thence westerly along the northerly sideline a distance of 193.56 feet.

Morton Street, northerly side, from a point five hundred fifty eight and 38/100 (558.38) feet westerly of the intersection of the westerly sideline of Amostown Road with the northerly sideline of Morton Street, westerly to the easterly sideline of Massachusetts Avenue.

Mosher Street, northerly side, from the westerly line of Elm Street westerly to the end of the street.

-N-

New Bridge Street, northerly side, starting at a point forty five (45) feet westerly of the intersection of the westerly street line of Cook Street with the northerly street line of new Bridge Street, westerly fifty (50) feet.

New Bridge Street, southerly side from a point seventy six (76) feet easterly of the easterly line of Barnard Street, easterly thirty six (36) feet.

New Bridge Street, north side from the westerly line of Summer Street westerly one hundred eighty five (185) feet.

Nelson Street, both sides, from a point one hundred (100) feet south of Westfield Street to Westfield Street.

Norman Street, northeasterly side, from Memorial Avenue to River Street.

North Boulevard Street, both sides, from Westfield Street to a point one hundred (100) feet north of Westfield Street.

North Boulevard Street, westerly side from the northerly line of Westfield Street one hundred five (105) feet northerly.

Park Drive, southerly side, entire length.

Park Avenue, southerly side, from the westerly line of Main Street to a point sixty (60) feet westerly thereof.

Park Avenue, southerly side, from the intersection of the westerly sideline of Union Street with the southerly sideline of Park Avenue, westerly one hundred eighty (180) feet.

Park Street, northerly side, from the westerly line of Riverdale Street to a point ninety (90) feet westerly thereof.

Park Street, northerly side, one hundred (100) feet easterly from the northeasterly intersection of South Boulevard and Park Street.

Park Street, northerly side, from the westerly line of Elmdale Street, one hundred (100) feet westerly thereof.

Park Street, northerly side of traffic island extending one hundred(100) feet easterly along the northerly State Highway Line from the intersection of the easterly line of Main Street extended northerly (N 33° 06' W 288.00) and the northerly line of the state Highway Layout (N 69° 40' 10" E 43.25) as shown on the 1952 State Highway layout.

Park Street, southerly side from a point opposite the westerly line of Hanover Street easterly one hundred fifty (150) feet.

Park Street, southerly side from the westerly line of Elm Street extended seventy-five (75) feet westerly and ninety (90) feet easterly.

Park Street, southerly side from the intersection of the easterly line of Elm Street and the southerly line of Park Street, easterly two hundred (200) feet.

Phelon Avenue, northeasterly side from a point one hundred (100) feet northwesterly of the intersection of Bliss Street, a distance of two hundred (200) feet.

Phelon Avenue, southwest side from a point two hundred (200) feet northwesterly of the intersection of Bliss Street a distance of 100 feet.

Phelon Avenue, southwest side, starting at a point eighty (80) feet northwesterly of the intersection of the sidelines of the northwesterly side of Bliss Street and the southwest side of Phelon Avenue, measured along the southwest side, and extending to a point one hundred fifty (150) feet northwesterly of this intersection point.

Phelon Avenue, southwest side from a point three hundred (300) feet northwesterly of the intersection of the northerly line of Bliss Street and the southwest side of Phelon Avenue 66 feet northwesterly.

Phelon Avenue, northeasterly side from a point two hundred seventy five (275) feet southeasterly of the intersection of the southerly line of Park Street and the northeasterly line of Phelon Avenue two hundred eighteen (218) feet southeasterly.

Pine Street, westerly side, from southerly line of Kings Highway to a point six hundred four (604) feet to the south (Sept 9, 2009 by vote of Council)

Pine Street, westerly side, from a point six hundred four (604) feet south of the southerly line of Kings Highway to a point one thousand one hundred sixty (1160) feet south of the southerly line of Kings Highway, except a vehicle may stop to pick-up and drop-off (Sept 9, 2009 by vote of Council)

Pine Street, westerly side, from the northerly line of Westfield Street to a point three hundred sixty-six (366) feet to the north (Sept 9, 2009 vote of Council)

Piper Road, easterly side, from the northerly sideline of Amostown Road, northerly fifty (50) feet.

Piper Road, westerly side, from the southerly sideline of Amostown Road, southerly forty (40) feet

Pleasant Street, easterly side from High Street northerly to Westfield Street.

Progress Avenue, both sides, entire length of the street.

-R-

Railroad Street, westerly side from Bridge Street to Globe Street.

Railroad Street, easterly and westerly sides, between Bridge Street and New Bridge Street.

Railroad Street, westerly side, from Bridge Street northerly to Globe Street.

River Street, both sides, entire length.

Riverdale Street, both sides, from the North End Bridge to a point three hundred (300) feet northerly thereof.

Riverdale Street, westerly side, from a point fifty-three (53) feet northerly of the south gate of the Ashleyville Cemetery, so-called, to a point one hundred fifty-four (154) feet northerly of said cemetery gate.

Riverdale Street, westerly side, from a point seventy-nine (79) feet southerly of the southerly line of Wayside Avenue extended to a point seven hundred seventy-five (775) feet northerly thereof.

(S)

Second Street, easterly side from the southerly sideline of Westfield Street southerly sixty seven (67) feet.

Silver Street on the northwesterly sideline from the westerly line of Westfield Street, one hundred eighty five (185) feet to the southwest.

Silver Street, on the southeasterly sideline from the westerly line of Westfield Street to the westerly line of Lee Lang Terrace.

South Boulevard Street, both sides, from Westfield Street southerly three hundred (300) feet from Westfield Street.

South Boulevard, easterly side of the southbound lane from the intersection of Westfield Street extended to the intersection of High Street.

South Boulevard, both sides, from the southerly sideline of Mercury Court extended, southerly along the easterly sideline of South Boulevard a distance of six hundred twenty eight (628) feet.

South Boulevard, both sides, from the northeasterly intersection of Park Street northwesterly one hundred fifty (150) feet.

South Boulevard, southwesterly from Plateau Avenue to Park Street.

South Boulevard, westerly side of the westerly or southbound roadway, from the southerly line of Westfield Street to a point one hundred (100) feet southerly thereof.

South Boulevard, westerly side of the northbound lane from High Street to Westfield Street.

Southworth Street, southerly side, from a point four hundred thirty five (435) feet east of the easterly line of Elm Street to Lathrop Street, except a vehicle may stop to pick up and drop off students only for no longer than five minutes.

Spring Street, southeasterly side, from Main Street to Union Street.

Summit Street, westerly side from the southwesterly intersection of Upper Church Street southerly fifty (50) feet.

Summit Street, both sides, from a point two hundred fifty (250) feet southerly of Westfield Street, northerly to Westfield Street.

-T-

-U-

Union Street, both sides of the southbound highway from the southerly intersection of Park Street to the northerly intersection of Park Avenue.

Union Street, both sides of the northbound highway from the southerly intersection of Park Street to the northerly intersection of Park Avenue.

Union Street, both sides, fifty (50) feet south from Day Street.

Union Street, both sides, fifty (50) feet north from Day Street.

Union Street, on the easterly side starting at a point fifty (50) feet southerly of the intersection of the southerly sideline of Worcester Street with the easterly sideline of Union Street and running thence northerly fifty (50) feet to the point of intersection of the southerly sideline of Worcester Street with the easterly sideline of Union Street.

Union Street, on the easterly side from the intersection of the easterly sideline of Union Street with the southerly sideline of Bliss Street, southerly fifty (50) feet.

Union Street, easterly side, from the southerly line of Park Avenue to a point two hundred (200) feet southerly thereof.

Union Street, easterly side, starting at a point on the easterly sideline of Union Street a distance of three hundred forty five (345) feet southerly of the intersection of the easterly sideline of Union Street with the southerly sideline of Park Avenue, thence southerly along the easterly sideline a distance of fifty (50) feet.

Union Street, westerly side, from a point opposite the northerly line of Fairview Avenue and running southerly eighty (80) feet

Union Street, westerly side, from the northerly line of Cold Spring Avenue to a point fifty (50) feet northerly thereof.

Union Street, westerly side, from the southerly line of Cold Spring Avenue to a point fifty (50) feet southerly thereof.

Union Street, westerly side from the northwesterly intersection of Bridge Street northerly two hundred sixty (260) feet.

Union Street, westerly side, starting at a point on the westerly sideline of Union Street a distance of three hundred sixty one (361) feet southerly of the intersection of the westerly sideline of Union Street with the southerly sideline of Park Avenue, thence southerly along the westerly sideline a distance of fifty (50) feet.

Union Street, on the westerly side from the intersection of the westerly sideline of Union Street with the southerly sideline of Bliss Street, southerly thirty (30) feet.

Upper Church Street, south side, from a point two hundred (200) feet westerly of Westfield Street easterly to Westfield Street.

Upper Church Street, southerly side from the westerly intersection of Summit Street westerly two hundred (200) feet.

-V-

Van Deene Avenue, both sides, from Park Street to Westfield Street.

-W-

West Street, easterly side from the northerly line of Upper Church Street to the southerly line of Westfield Street.

West School Street, northerly side, from a point ninety-five (95) feet from the westerly line of Main Street to a point two hundred (200) feet westerly thereof.

West School Street, northerly side from Union Street easterly seventy five (75) feet.

Western Avenue, northeasterly side from the southerly line of Park Street to the northerly line of Bliss Street.

Western Avenue, northeasterly side, from the northeasterly corner of Bliss Street and Western Avenue, thence northwesterly seven hundred fifty five (755) feet.

Westfield Street, both sides, from the westerly line of Boulevard, to a point eighty (80) feet westerly thereof.

Westfield Street, both sides, from the easterly line of Gaskill Avenue and the easterly line of Gaskill Avenue extended, easterly to a point two hundred (200) feet easterly of the easterly line of Hathorn Avenue and the easterly line of Hathorn Avenue extended.

Westfield Street, both sides, from the dry-bridge to the westerly line of Gaskill Avenue and the westerly line of Gaskill Avenue extended.

Westfield Street, both sides, from a point one hundred twenty (120) feet east of Nelson Street to a point at the west sideline of Cedar Street.

Westfield Street, both sides, from a point two hundred (200) feet west of Upper Church Street to a point 200 feet east of Summit Street.

Westfield Street, both sides, from a point two hundred fifty (250) feet west of South Boulevard Street to a point two hundred fifty (250) feet east of North Boulevard Street.

Westfield Street, northerly side, from the westerly line of Pine Street to the westerly line of West Street extended.

Westfield Street, northerly side, from the intersection of the northerly sideline of Westfield Street with the easterly sideline of Maple Terrace, easterly thirty (30) feet.

Westfield Street, northerly side, from the westerly sideline of Van Deene Avenue, extended westerly to the easterly sideline of Boulevard.

Westfield Street, northerly side, from the intersection of the southerly sideline of Kings Highway with the northerly sideline of Westfield Street easterly to the intersection of the westerly sideline of Thomas Drive with the northerly sideline of Westfield Street.

Westfield Street, northerly side, from the westerly line of Elm Street to a point forty (40) feet westerly thereof.

Westfield Street, southerly side, from the westerly line of Elm Street to a point one hundred fifty (150) westerly thereof.

Westfield Street, southerly side from the intersection of South Boulevard Street easterly to a point one hundred thirty five (135) feet easterly of the easterly line of Van Deene Avenue.

Westfield Street, southerly side, from the end of the State Highway east of Nelson Street layout easterly to a point opposite the intersection of the westerly sideline of Thomas Drive with the northerly sideline of Westfield Street.

Windsor Street, southwest side from a point eight hundred eighty five (885) feet from the northerly line of Memorial Avenue seven hundred and sixty five (765) feet northwesterly thereof.

Witch Path, north side from the intersection of Elm Street to a point thirty three (33) feet northerly.

Wolcott Avenue, easterly and westerly sides from the northerly line of Westfield Street extended northerly 130 feet. (Sept 9, 2009 Council vote)

Worthen Street, northerly side, from the westerly line of Elm Street westerly to the end of the street.

SECTION 2A PARKING PROHIBITED ANYTIME(MAY 15 – SEPT. 15)

Deleted Dec. 20, 2010 – Harwich Rd. & March 21, 2011 – Churchill Rd.

Upon the following streets or highways or parts thereof, parking is prohibited at any time between May 15th and September 15th in any calendar year:

1. ~~Churchill Road, northerly and easterly side, from Harwich Road for a distance of six hundred ten and 90/100 (610.90) feet to an iron pipe opposite Alderbrook Lane marking the beginning of the tangent to Westfield Street.~~ (deleted March 21, 2011 by Council vote)
2. ~~Harwich Road, northerly and easterly side, from Ashley Street for a distance of nine hundred five and 85/100 (905.85) feet to a point at the beginning of the tangent to Westfield Street.~~ (Deleted Dec 20, 2010 Council vote)

SECTION 3 TIME LIMITED IN DESIGNATED PLACES

No person shall park a vehicle for longer than one hour at any time, between the hours of 8 a.m. and 6 p.m. of any day except Sundays and public holidays in the following described streets or parts thereof:

-A-

Allston Avenue, both sides of street from the intersection of Allston Avenue and Cold Spring Avenue to the intersection of Allston Avenue and River Street.

-B-

Bliss Street, both sides.

-C-

Church Street, both sides.

-D-

Day Street, both sides.

-E-

Elm Street, east side of the easterly or northbound roadway, from a point twenty (20) feet north of the northerly line of Southworth Street northerly to a point twenty (20) feet south of the southerly line of Warren Street.

Elm Street, east side of the westerly or southbound roadway, from a point twenty (20) feet south of the extension westerly of the southerly line of Southworth Street southerly to a point sixty (60) feet north of the northerly line of Westfield Street

Elm Street, easterly side of the southbound or westerly highway, from a point twenty (20) feet northerly of the northerly intersection of Southworth Street extended to a point twenty (20) feet southerly of the south side of Armstrong Street extended.

Elm Street, easterly side of the easterly or northbound roadway from a point seventy-five (75) feet north of the northerly line of Park Street two hundred thirty five (235) feet northerly.

Elm Street, easterly side of the easterly or northbound roadway from a point three hundred and seventy (370) feet northerly of the northerly line of Park Street to a point forty-eight (48) feet southerly of the southerly line of Southworth Street.

Elm Street, easterly side of the westerly or southbound roadway from a point seventy (70) feet southerly of the southerly line of Westfield Street extended to a point ninety-five (95) feet northerly of the northerly line of Park Street.

Elm Street, west side of the westerly or southbound roadway, from a point twenty (20) feet south of the southerly line of Armstrong Street southerly to a point sixty (60) feet north of the northerly line of Westfield Street.

Elm Street, westerly side of the northbound or easterly highway, from a point twenty (20) feet northerly of the northerly intersection of Southworth Street extended to a point twenty (20) feet south of the southerly line of Warren Street extended.

Elm Street, westerly side of the easterly or northbound roadway from a point ninety-five (95) feet north of the northerly line of Park Street to a point one hundred twenty (120) feet northerly of the northerly line of Central Street extended.

Elm Street, westerly side of the westerly or southbound roadway from the northerly line of Central Street to a point ninety (90) feet northerly of the northerly line of Park Street.

Elm Street, westerly side, from a point two hundred thirty five (235) feet northerly of the northerly line of Monastery Avenue, ninety (90) feet northerly thereof.

-F-

Fairview Avenue, both sides.

-G-

Garden Street, both sides from the intersection of Elm Street to the intersection of Lathrop Street.

-H-

Heywood Avenue, both sides of the street from the intersection of River Street and Heywood Avenue four hundred (400) feet southeasterly of the southeasterly intersection of Cold Spring Avenue and Heywood Avenue.

-I-

Irving Street, both sides.

-M-

Main Street, southwesterly side, from the southerly corner of Main and Merrick Street to the northerly corner of Russell and Main Streets.

-N-

-O-

-P-

-Q-

-R-

Roanoke Avenue, both sides of street from the intersection of Cold Spring Avenue and Roanoke Avenue to the intersection of Roanoke Avenue and River Street.

-S-

Southworth Street, northerly side, from a point three hundred fifty (350) feet west of the westerly line of Lathrop Street to the easterly line of Elm Street.

Spring Street, northeasterly side.

-T-

-U-

Union Street, easterly side, from the southerly line of Bliss Street to the northerly line of Fairview Avenue.

Union Street, easterly side, from the southerly line of Church Street to the northerly line of Hill Street.

Union Street, easterly side, starting at a point in the easterly sideline a distance of two hundred seventy four (274) feet northerly of the intersection of the northerly sideline of George Street with the easterly sideline of Union Street; thence northerly forty five (45) feet to a point which is approximately fifty eight (58) feet southerly of the southerly sideline of Hill Street.

-V-

-W-

Worcester Street, both sides.

SECTION 3, Addendum A ONE HALF HOUR PARKING 8 A.M. TO 6 P.M

No person shall park a vehicle for longer than one half hour at any time between the hours of 8 A.M. and 6 P.M. of any day except Sundays and public holidays in the following described streets or parts thereof:

-C-

Central Street, northerly side from the westerly line of Elm Street to a point one hundred fifty (150) feet westerly thereof.

Central Street, northerly side, from a point one hundred seventy (170) feet westerly of the westerly line of Elm Street to the easterly line of Van Deene Avenue.

Central Street, southerly side, from the westerly line of Elm Street to a point one hundred fifty (150) feet westerly thereof.

Central Street, southerly side, from a point one hundred seventy (170) feet westerly of the westerly line of Elm Street to the easterly line of Van Deene Avenue.

Central Street, southerly side, from the westerly line of Elm Street to a point one hundred fifty (150) feet westerly thereof.

Central Street, southerly side, from a point one hundred seventy (170) feet westerly of the westerly line of Elm Street to the easterly line of Van Deene Avenue.

-U-

Union Street, beginning at a point in the westerly sideline of Union Street 40 feet northerly along the westerly sideline of Union Street, from the intersection of the northerly sideline of George Street, extending northerly fifty (50) feet.

SECTION 4. TIME LIMITED IN DESIGNATED PLACES

No person shall park a vehicle for longer than one hour at any time, between the hours of 8:30 A.M. and 6:00 P.M. of any day except Sundays and public holidays in the following described streets or parts thereof:

Kings Highway, southerly side from the easterly sideline of Boulevard to the easterly side of the building formerly known as McDonough School a distance of seven hundred twenty eight (728) feet.

Park Street, northerly side, between Hanover and Elmdale Streets.

Union Street, both sides between New Bridge Street and Memorial Avenue.

SECTION 4A. TIME LIMITED IN DESIGNATED PLACES

No person shall park a vehicle for longer than one hour at any time on the following described streets or parts thereof:

Baldwin Street, starting at a point in the northeasterly sideline of Baldwin Street, a distance of thirty (30) feet northwesterly of the northerly sideline of Cold Spring Avenue, thence northwesterly to the southeasterly sideline of Sears Way.

Main Street, westerly side from Bliss Street, three hundred forty eight (348) feet northerly, easterly side from Park Avenue two hundred sixty five (265) feet to four hundred sixty five (465) feet southerly.

Memorial Avenue, northerly side, from the westerly sideline of Bresnahan Street to the easterly line of Union Street.

Section 4a cont

Phelon Avenue, westerly side, starting at a concrete bound marking the northerly end of the curve connecting the northerly sideline of Bliss Street with the westerly sideline of Phelon Avenue, thence northerly a distance of one hundred twenty five (125) feet.

SECTION 4B TIME LIMITED IN DESIGNATED PLACES

No person shall park a vehicle for longer than two hours at any time, between the hours of 8 A.M. and 6:30 P.M. of any day except Sunday and public holidays in the following described streets or parts thereof:

Memorial Avenue, northerly side, from the westerly line of Lowell Street to the easterly line of Bosworth Street.

Memorial Avenue, northerly side, from a point fifty (50) feet westerly of the westerly line of Bosworth Street to a point fifty (50) feet easterly of the easterly side of Baldwin Street.

Memorial Avenue, northerly side, from the westerly line of Baldwin Street westerly to a point fifty (50) feet from the easterly side of Exposition Terrace.

Memorial Avenue, northerly side, from a point fifty (50) feet westerly of the westerly side of Exposition Terrace to the easterly side of Heywood Avenue.

SECTION 4C. TIME LIMITED IN DESIGNATED PLACES

No person shall park a vehicle for longer than fifteen minutes at any time, between the hours of 8 A.M. and 6:30 P.M. of any day except Sundays and public holidays in the following described streets or parts thereof:

Elm Street, westerly side of westerly or southbound roadway from a point fifty (50) feet southerly of the southerly line of Westfield Street extended to the northerly line of Central Street.

Main Street, easterly side, starting at a point one hundred eighty-five (185) feet northerly of the northerly sideline of New Bridge Street, northerly sixty-five (65) feet.

Main Street, easterly side, from the intersection of the northerly sideline of Allen Street with the easterly sideline of Main Street, thence northerly for a distance of forty (40) feet.

Main Street, starting at a point on the easterly sideline of Main Street seventy-six (76) feet northerly of the intersection of the northerly sideline of Chapin Street with the easterly sideline of Main Street, thence northerly a distance of fifty (50) feet.

Memorial Avenue, northerly side, from the westerly line of Bosworth Street westerly fifty (50) feet.

Memorial Avenue, northerly side, from the easterly line of Baldwin Street easterly fifty (50) feet.

Memorial Avenue, northerly side, from the easterly line of Exposition Terrace easterly fifty (50) feet.

Memorial Avenue, northerly side, from the westerly line of Exposition Terrace westerly fifty (50) feet.

Westfield Street, southerly side, from the west side of Pleasant Street, westerly eighty-five (85) feet.

SECTION 5 PARKING PROHIBITED DURING CERTAIN HOURS ON CERTAIN STREETS

No person shall park a vehicle between the hours of 8:00 A.M. and 5:00 P.M. of any day, except Saturdays, Sundays and public holidays in the following described streets or parts thereof:

-B-

Baldwin Street, westerly side, from the northerly line of Memorial Avenue to a point one hundred twenty-five (125) feet northerly thereof.

-C-

City View Avenue, easterly side, from Westfield Street northerly six hundred and fifty (650) feet.

City View Avenue, westerly side from Westfield Street to Burke Avenue.

-E-

Elm Street, westerly side, from a point three hundred twenty (320) feet southerly of the southerly sideline of Grandview Avenue, southerly 190 feet.

-K-

Kings Highway, southerly side, from the westerly end to the easterly end of the building formerly known as McDonough School, a distance of one hundred thirty-two (132) feet.

-L-

~~Lathrop Street, westerly side, from the center line of the auditorium entrance of the Coburn School to a point eighty-seven (87) feet southerly thereof and from said center line of said auditorium entrance to a point fifty-seven (57) feet northerly thereof.~~ *deleted by vote of Council Dec 28, 2009*

-M-

Main Street, easterly side, from the northerly line of Belle Avenue to a point one hundred twenty-eight (128) feet northerly thereof.

Main Street, easterly side, from the southerly line of the main sidewalk leading to the St. Frances Xavier Cabrini Church to a point one hundred forty-four (144) feet southerly to the end of the church property. This section shall not be effective during any church services.

Main Street, westerly side from the southerly line of Hill Street south a distance of fifty (50) feet. This section shall not be effective during any church services of the St. Frances Xavier Cabrini Church.

Mercury Court, northerly and westerly side of the entire length of Mercury Court.

Morgan Road, southerly side, from the westerly end of the building at 1700-1702 Riverdale Street to the easterly end of the building, a distance of one hundred thirty-five (135) feet.

-P-

Park Street, northerly side, from the easterly end of Elm Street to a point three hundred sixty-nine (369) feet easterly thereof.

Park Avenue, southerly side, from the westerly line of Progress Avenue to a point one hundred twenty-eight (128) feet westerly thereof.

Park Avenue, on the southerly side between Union and Main Streets between the hours of 7:00 A.M. and 3:00 P.M., Monday through Friday.

-R-

Riverdale Street, westerly side, from the northerly line of the John Ashley School lot to a point one hundred fifty (150) feet southerly thereof.

-S-

Southworth Street, southerly side, from the easterly line of Elm Street to a point four hundred thirty five (435) easterly thereof

-T-

-U-

Union Street, easterly side, from the southerly line of Fairview Avenue to the northerly line of Church Street.

SECTION 5A PROHIBITED PARKING DURING CERTAIN HOURS ON CERTAIN STREETS.

No person shall park a vehicle between the hours of 6 A.M. and 1:00 P.M. on Sundays in the following described streets or parts thereof:

~~Chestnut Street, westerly side, from Kings Highway to Westfield Street.~~ (deleted Sept 9, 2009 vote of Council)

~~Lathrop Street, from the intersection of the northerly sideline of Park Street with the easterly sideline of Lathrop Street northerly along the easterly sideline of Lathrop Street to the intersection of the easterly sideline of Lathrop Street with the southerly sideline of Southworth Street, a distance of seven hundred twenty eight (728) feet.~~ Deleted by vote of Council on Dec 28, 2009

~~Maple Street, southerly side, from the easterly sideline of Pine Street, easterly to the westerly sideline of Chestnut Street.~~ (deleted Sept 9, 2009 Council vote)

~~Pine Street, westerly side, between Westfield Street and Kings Highway.~~
(deleted Sept 9, 2009 Council vote)

Woodmont Street, starting at the intersection of the northerly sideline of Westfield Street with the easterly sideline of Woodmont Street, then northerly along the easterly sideline of Woodmont Street a distance of three hundred eight and 11/100 (308.110 feet to the intersection of the southerly sideline of Granger Place with the easterly sideline of Woodmont Street.

SECTION 5B PARKING PROHIBITED DURING CERTAIN HOURS ON CERTAIN STREETS.

No person shall park a vehicle between the hours of 7:00 A.M. and 9:00 A.M. in the following described streets or parts thereof:

Westfield Street, southerly side, from a point eighty (80) feet westerly of the westerly sideline of South Boulevard westerly approximately four thousand four hundred (4400) feet to the westerly end of the section of Westfield Street maintained by the town.

SECTION 5C PARKING PROHIBITED DURING CERTAIN HOURS ON CERTAIN STREETS.

No person shall park a vehicle between the hours of 4:00 P.M. and 6:00 P.M. in the following described streets or parts thereof:

Westfield Street, northerly side from a point eighty (80) feet westerly of the westerly sideline of Boulevard to the easterly sideline of Pine Street, and from the westerly sideline of Silver Street, extended westerly to the most westerly end of the traffic island at the intersection of Westfield Street with Kings Highway.

SECTION 5D PARKING PROHIBITED DURING CERTAIN HOURS ON CERTAIN STREETS.

No person shall park a vehicle between the hours of 8:00 A.M. and 6:00 P.M., except Sundays and holidays in the following streets or parts thereof:

Park Avenue, northerly side, entire length.

City View Avenue, easterly side from a point beginning one hundred feet (100) feet northerly of the intersection of the northerly sideline of Westfield Street with the easterly sideline of City View Avenue, thence northerly one hundred (100) feet.

SECTION 5E PARKING PROHIBITED DURING CERTAIN HOURS ON CERTAIN STREETS.

No person shall park a vehicle between the hours of 4:00 P.M. and 8:00 P.M. on Saturdays in the described streets or parts thereof:

~~Chestnut Street, westerly side from Maple Street to Westfield Street.~~
(deleted Sept 9, 2009 Council vote)

~~Maple Street, southerly side from Pine Street to Chestnut Street.~~ (deleted Sept 9, 2009)

~~Pine Street, westerly side between Westfield Street and Kings Highway.~~
(deleted Sept 9, 2009 Council vote)

SECTION 5F PARKING PROHIBITED DURING CERTAIN HOURS ON CERTAIN STREETS;

No person shall park a vehicle between the hours of 9:00 P.M. and 8 A.M. in the following described streets or parts thereof:

Amostown Road, westerly side, from the southerly sideline of Homestead Avenue, southerly seven hundred ninety (790) feet.

~~Harwich Road, starting at the southwesterly corner of the intersection of Churchill Road with Harwich Road, southerly six hundred sixty seven and 83/100 (667.83) feet to the northeasterly corner of Park Drive at Harwich Road.~~ (Deleted Dec 20, 2010 Council vote)

~~Harwich Road, westerly side, starting at the southwesterly corner of the intersection of Churchill Road with Harwich Road southerly for a distance of six hundred thirty nine (639) feet.~~ (Added Dec 20, 2010 Council vote)-(deleted by Council vote on March 21, 2011)

Homestead Avenue, southerly side, from the westerly sideline of Amostown Road, westerly four hundred forty (440) feet.

Park Drive, the entire length of the northerly sideline, four hundred twenty six and 05/100 (426.05) feet.

Upper Church Street, northerly side, from Westfield Street westerly to Second Street.

SECTION 5G PARKING PROHIBITED DURING CERTAIN HOURS ON CERTAIN STREETS ABUTTING PUBLIC SCHOOLS.

No person shall park a vehicle between the hours of 8:00 A.M. to 8:45 A.M. and from 2:30 P.M. to 3:15 P.M. School Days Only in the following described streets or parts thereof:

Southworth Street, northerly side, from the westerly line of Lathrop Street to a point three hundred fifty (350) feet westerly thereof

SECTION 5H PARKING PROHIBITED DURING CERTAIN HOURS ON CERTAIN STREET (added Sept 9, 2009 Council vote)

No person shall park a vehicle between the hours of 9:00 am to 1:00 pm and 5:00 pm to 9:00 pm on Sundays in the following described streets or parts thereof:

Wolcott Avenue, westerly side from a point of 130 feet north of the northerly sideline of Westfield Street extended northerly 500 feet. (Sept 9, 2009 Council vote)

SECTION 5I PARKING PROHIBITED DURING CERTAIN HOURS ON CERTAIN STREET

No person shall park a vehicle between the hours of 7:00 am to 2:00 pm on Saturdays in the following described streets or parts thereof:

Norman Street, both the northern and southern side, from the intersection with Memorial Avenue westerly for eight hundred (800) feet.

SECTION 6 PARKING ON CERTAIN STREETS WITHOUT LIGHTS

Vehicles may be parked without lights during the period from one-half an hour after sunset to one-half an hour before sunrise on the following streets or parts thereof:

Upper Church Street, in the Mittineague Section, from Westfield Street to Second Street.

Park Avenue, from Union Street to Main Street.

Park Street, from Riverdale Street to Elm Street.

SECTION 7 ANGLE PARKING

- (a) **The Town Council** shall determine upon what streets angle parking will be permitted and shall make or sign such streets or cause the same to be marked or signed.
- (b) Upon the following street or parts of streets which have been marked or signed for angle parking, vehicles shall be parked with one wheel within twelve (12) inches of the curb and at the angle to the curb indicated by such marks or official signs. The vehicle shall be parked so that all four wheels of the vehicle shall be placed wholly with the painted lines provided.

SECTION 8 SERVICE ZONES

No person shall park a vehicle upon any streets in any service zone for a period of time longer than fifteen (15) minutes except while actually engaged in loading or unloading, provided that such loading and unloading does not exceed a period of time longer than one-half hour.

SECTION 9 PROHIBITED PARKING DURING CERTAIN HOURS ON ALL STREETS

It shall be unlawful for the driver of any vehicle, other than one acting in an emergency, to park said vehicle on any street for a period of time longer than one (1) hour between the hours of two (2) a.m. and six (6) a.m. of any day.

SECTION 10 ADVERTISING VEHICLE FOR SALE

It shall be unlawful for any person to park upon a street or highway any vehicle displayed for sale.

SECTION 11 TAXI STAND

No person shall park a taxi cab upon any street within a business district at any place other than a taxi cab stand or stands designated for the use of his taxi cab or taxi cabs except while engaged. No vehicle, not being a taxi cab, shall park within any space designated as a taxi stand.

SECTION 12 PARKED VEHICLE DISPLAYING ADVERTISEMENT

No person shall park a vehicle on any street or highway for the sole purpose of displaying advertising or political signs.

SECTION 13 UNATTACHED TRAILERS

No person shall park or stand any trailer or semi-trailer on any part of any street, way, highway, road or parkway under the control of the Town of West Springfield unless such trailer or semi-trailer is attached to a motor vehicle capable of towing it, except during the actual loading or unloading of materials.

SECTION 14 COMMERCIAL VEHICLE EXCEEDING 20,000 LBS. GROSS VEHICLE WEIGHT – OVER ONE HOUR EXCEPT LOADING AND UNLOADING

No driver shall park or stand any commercial vehicle or trailer having a gross vehicle weight of twenty thousand (20,000) pounds or more for more than one hour, between the hours of 6:00 P.M. and 6:00 A.M. on any day, or at any time on Sunday, except for loading and unloading.

SECTION 15 IMPEDING SNOW OR ICE REMOVAL

No person shall stand, or park, or allow, permit or suffer any vehicle registered in his name to stand or park upon any way, tree belt or median strip in such manner as to impede the removal or plowing of snow or ice.

SECTION 16 EMERGENCY PARKING BAN

Upon a vote by the Town Council and approved by the Mayor, “It shall be unlawful for an operator or owner of any vehicle to park such vehicle on any public or private street during an emergency declared by the Mayor or his/her designee. Public Notice of the imposition of such emergency ban shall be given prior to its imposition. The ban shall remain in effect until terminated by the Mayor or his/her designee.”

ARTICLE V: ONE-WAY STREETS

SECTION 1 ONE-WAY STREETS

Upon the following streets or parts of streets vehicular traffic shall move only in the direction indicated below:

-B-

Beauview Terrace, that part southeast of the Green, in a general northeasterly direction.

Beauview Terrace, that part northwest of the Green, in a general southwesterly direction.

Bresnahan Street, in a general southerly direction.

Bridge Street, in the Merrick Section, commonly called Old Bridge Street, from Union Street to Main Street in a general easterly direction.

Bridge Street, in the Merrick Section, commonly called Old Bridge Street, from Union Street to Memorial Avenue in a general westerly direction.

-C-

Central Street, that part northwest of the Green, in a general southwesterly direction

Central Street, that part southeast of the Green, in a general northeasterly direction.

-E-

Elm Street, that part east of the Green, from Park Street to Worthen Street in a general northerly direction.

Elm Street, that part east of the Green, from Worthen Street to Avondale Avenue in a general northerly direction.

Elm Street, that part west of the Green, from Worthen Street to Park Street in a general southerly direction.

Elm Street, that part west of the Green, from Avondale Avenue to Worthen Street, in a general southerly direction.

-G-

Globe Street, from Railroad Street to Bridge Street, in a generally southeasterly direction.

-H-

Hanover Street, northbound, from Park Street to Southworth Street.

Hemlock Street, from Hampden Street to Westfield Street, in a general northerly direction.

-L-

Lathrop Street, southbound, from Southworth Street to Park Street.

-M-

Main Street, from Memorial Avenue to Bresnahan Street, in a general northwesterly direction.

Main Street – from Park Street to Park Avenue in a general southerly direction.

-N-

New Bridge Street, from Memorial Avenue to Union Street in a general easterly direction.

-P-

Park Avenue, from the westerly end of the Town Common to the North End Bridge, in a general easterly direction.

Park Street, from the North End Bridge to the westerly end of the Town Common in a general westerly direction.

-R-

Railroad Street, from Bridge Street to Globe Street, in a generally northerly direction.

Rogers Avenue, the easterly entrance from Westfield Street, in a general northerly direction for the length of the traffic island.

Rogers Avenue, running in a general southerly direction from the beginning of the traffic island to Westfield Street.

-S-

South Boulevard, that part east of the Green, from High Street to Westfield Street, in a general northwesterly direction.

South Boulevard, that part west of the Green, from Westfield Street to High Street, in a general southeasterly direction.

Spring Street, from Main Street to Union Street, in a general southwesterly direction.

-V-

Van Deene Avenue, the northerly entrance from Park Street, in a general northerly direction for the length of the traffic island.

Van Deene Avenue, running in a general southerly direction from the beginning of the traffic island to Park Street.

-W-

Wilder Terrace, that part west of the Green, from Westfield Street to Johnson Street, in a general southerly direction.

Wilder Terrace, that part east of the Green, from Johnson Street to Westfield Street, in a general northerly direction.

Witch Path, from Elm Street to Riverdale Street, in a general easterly direction.

~~ARTICLE V (A): RESTRICTED USE OF CERTAIN STREETS~~

**~~SECTION 1 CERTAIN COMMERCIAL VEHICLES ON PART OF KINGS
HIGHWAY.~~**

~~Except for the purpose of loading or unloading at any premises situated on that part of Kings Highway hereinafter specified, no person having charge of any commercial vehicle, not a passenger vehicle, and having a carrying capacity of over two tons, shall cause or permit the same to pass in any direction over any part of Kings Highway between Elm Street and its intersection with the easterly lines of Boulevard Street and Piper Road.~~

Note: (the entire Article V (A) was deleted by Council vote on March 21, 2011)

ARTICLE VI: OPERATION OF VEHICLES

SECTION 1 DRIVE WITHIN MARKED LANES

When any roadway has been divided into lanes, a driver of a vehicle shall drive so as to be entirely within a single lane and shall not move from the lane in which he is driving until he has first ascertained if such movement can be made with safety.

SECTION 2 USE RIGHT LANE

Upon all roadways, the driver of a vehicle shall drive in the lane nearest the right side of the roadway when said lane is available for travel except when overtaking another vehicle or when preparing for a left turn.

SECTION 3 OVERTAKE ONLY WHEN THERE IS A SPACE AHEAD

The driver of a vehicle shall not overtake and pass a vehicle proceeding in the same direction unless there is sufficient clear space ahead on the right side of the roadway to permit the overtaking to be completed without impeding the safe operation of any vehicle ahead.

SECTION 4 DRIVER TO GIVE WAY TO OVERTAKING VEHICLE

The driver of a vehicle when about to be overtaken and passed by another vehicle approaching from the rear shall give way to the right in favor of the overtaking vehicle, on suitable and audible signal being given by the driver of the overtaking vehicle and shall not increase the speed of his vehicle until completely passed by the overtaking vehicle.

SECTION 5 OBSTRUCTING TRAFFIC

- a) No person shall drive in such a manner as to obstruct unnecessarily the normal movement of traffic upon any street or highway. Officers are hereby authorized to require any driver who fails to comply with this section to drive to the side of the roadway and wait until such traffic as has been delayed has passed.
- b) No driver shall enter an intersection or a marked crosswalk unless there is sufficient space on the other side of the intersection or crosswalk and on the right half of the roadway to accommodate the vehicle he is operating without obstructing the passage of other vehicles or pedestrians notwithstanding any traffic control signal indication to proceed.

SECTION 6 FOLLOWING TOO CLOSELY

The driver of a vehicle shall not follow another vehicle more closely than is reasonable and prudent, having due regard to the speed of such vehicle and the traffic upon and condition of the street or highway.

SECTION 7 SLOW VEHICLES TO STAY 200 FEET APART

Upon roadways less than twenty-seven (27) feet wide and upon which vehicular traffic is permitted to operate in both directions the driver of any slow moving vehicle when traveling outside of a business or residential district shall not follow another slow moving vehicle within two hundred (200) feet, but this shall not be construed to prevent such slow moving vehicle from overtaking and passing another slow moving vehicle. This section shall not apply to funerals or other lawful processions.

SECTION 8 CARE IN STARTING, STOPPING, TURNING OR BACKING

The driver of any vehicle before starting, stopping or turning from a direct line or backing shall first see that such movement can be made in safety. If the operation of another vehicle should be affected by a stopping or turning movement, the driver of such vehicle shall be given a plainly visible signal, as required by the following section.

SECTION 9 STOPPING AND TURNING SIGNALS

Hand and arm signals, as required herein shall be made in conformity with the requirements of General Laws, Chapter 90, Section 14b.

SECTION 10 NO DRIVING ON SIDEWALKS.

The driver of a vehicle shall not drive upon any sidewalk except at a permanent or temporary driveway.

SECTION 11 OBEDIENCE TO ISOLATED STOP SIGNS

Every driver of a vehicle, or other conveyance, approaching an intersection of ways where there exists facing him an official sign, bearing the word “stop” and authorized by this section, said sign having apart from this regulation, the **written approval of the Department of Public Works, Commonwealth of Massachusetts, and such** approval being in effect, shall before proceeding through the intersection, bring such vehicle, railway car or other conveyance to a complete stop at such point as may be clearly marked by a sign or line, or if a point is not so marked, then at a place between the said “stop” sign and the nearer line of the street intersection. In the case of a line of two or more vehicles approaching such “stop” sign, the drivers of the second and third vehicles in line in any group shall not be required to stop more than once before proceeding through the intersection. This section shall not apply when the traffic is otherwise directed by an officer or by a lawful traffic regulating sign, signal or device.

In accordance with the foregoing the erection and maintenance of an official “stop” sign or signs are authorized so as to face:

-A-

Allston Avenue, east and westbound drivers at Cold Spring Avenue.

Allston Avenue, northwest bound drivers at River Street.

-A- con't

Amostown Road, eastbound drivers at Kings Highway.

Amostown Road, north and southbound drivers at Piper Road.

Amostown Road, southbound drivers at Pease Avenue.

Ashley Avenue, northeast bound drivers at Wayside Avenue.

Ashley Avenue, northbound drivers at the intersection of Ashley Avenue (as relocated).

-B-

Baldwin Street, northbound drivers at Sears Way at Baldwin Street and River Street.

Baldwin Street, southeast bound drivers at Memorial Avenue.

Birnie Avenue, northeast bound drivers on Birnie Avenue at the intersection of Piper Road and Birnie Avenue.

Birnie Avenue, southbound drivers at Morgan Road

Bliss Street, eastbound drivers at Union Street.

Bliss Street, westbound drivers at Union Street.

Bliss Street, east and westbound drivers at Western Avenue.

Bradford Drive, westbound drivers at Craig Drive

Bridge Street, westbound drivers at Main Street.

Brush Hill Avenue, westbound drivers at Piper Road.

-C-

Cayenne Street, southeast bound at Morgan Road.

Churchill Street, eastbound drivers at Harwich Road.

Cold Spring Avenue, northeast bound drivers at Baldwin Street.

Colony Road, southbound drivers at Memorial Avenue.

Cold Spring Avenue, southwest bound drivers at Baldwin Street.(3-16-1966)

Cornflower Drive, eastbound drivers at Rogers Avenue *(By vote of the Council 12/19/2011)*

Cornflower Drive, westbound drivers at Rogers Avenue *(By vote of the Council 12/19/2011)*

Craig Drive, northbound at intersection of Myron Street.

Craig Drive, southbound at intersection of Myron Street.

-D-

Day Street, northeasterly bound drivers at Union Street.

Day Street, southwesterly bound drivers at Union Street.

Dewey Street, eastbound drivers at Amostown Road.

-E-

Edgewood Road, eastbound drivers at Sawmill Road.

-F-

Fausey Drive, northbound drivers at Circle Drive.

Fausey Drive, southerly at the intersection of Amostown Road.

Fox Street, east bound at Route 5 (Riverdale Street).

-G-

Garden Street, east bound at Route 5 (Riverdale Street)

-H-

Healey Street, south bound drivers at Ashley Street.

Heywood Avenue, northwest bound drivers at Cold Spring Avenue.

Heywood Avenue, southeast bound drivers at Cold Spring Avenue.

Heywood Avenue, northwest bound drivers at River Street.

Homestead Avenue, westbound drivers at Massachusetts Avenue.

-I-

Interstate Drive, southbound drivers at intersection of Prospect Avenue.

-J-

Janet Street, southbound drivers at Forris Street.

Jeffrey Lane, southbound drivers on Jeffrey Lane at Jeffrey Lane

Johnson Street, east and westbound drivers at Wilder Terrace.

-K-

-L-

Lathrop Street, southbound drivers on Lathrop Street at Southworth Street

-M-

Maple Street, eastbound drivers at Boulevard.

Maple Street, eastbound drivers at Chestnut Street.

Maple Street, westbound drivers at Chestnut Street.

-N-

New Bridge Street, east and westbound drivers at Main Street.

New Bridge Street, east and westbound drivers at Union Street.

Norman Street, northwest and southeast bound drivers at Cold Spring Avenue.

Norman Street, eastbound drivers at Cold Spring Avenue.

Norman Street, southeast bound drivers at Memorial Avenue.

-O-

Old Barn Road, westbound drivers at Havenhurst Road.

Old Bridge Street, southwest bound drivers at Memorial Avenue.

-P-

Park Drive, eastbound drivers at Harwich Road

Pine Street, southbound drivers at Westfield Street.

Piper Cross Road, northeast bound drivers at Morgan Road.

Piper Cross Road, southwest bound drivers at Piper Road.

Piper Road, southbound drivers at Kings Highway

Pleasant Street, northbound drivers at High Street.

Pleasant Street, southbound drivers at High Street.

Prospect Avenue, northbound drivers at Highland Avenue.

-Q-

-R-

Roanoke Avenue, southeast bound drivers at Cold Spring Avenue.

Roanoke Avenue, northwest bound drivers at River Street.

Rogers Avenue, northbound drivers at Dewey Street.

-S-

Sears Way, southbound drivers at Baldwin Street and River Street

Second Street, southbound drivers at intersection of Front Street.

Second Street, northbound drivers at Upper Church Street.

Second Street, southbound drivers at Upper Church Street.

Summit Street, east and westbound drivers at Second Street.

Southworth Street, eastbound drivers at Route 5 (Riverdale Street)

Southworth Street, eastbound and westbound drivers at Lathrop Street

Sweetfern Drive, north and southbound drivers at Woodbrook Terrace

-T-

Terry Road, northbound drivers at Harwich Road.

-U-

Upper Church, east and westbound drivers at Second St.

-V-

Van Deene Avenue, northbound drivers at Westfield Street.

Verdugo Street, eastbound drivers at the intersection with Lancaster Avenue.

Verdugo Street, eastbound drivers at Morton Street.

Verdugo Street, westbound drivers at intersection of Lancaster Avenue.

-W-

Warren Street, eastbound drivers at Route 5 (Riverdale Street)

West School Street, southwest bound drivers at Union Street.

Woodmont Street, northbound and southbound drivers at Verdugo Street.

Wilder Terrace, southbound drivers at Ashley Street.

SECTION 12 KEEP TO THE RIGHT OF ROADWAY DIVISION

Upon such roadways as are divided by a parkway grass plot, reservation, viaduct, subway or by any structure or area, drivers shall keep to the right of such a division except when otherwise directed by an officer, signs, signals or markings.

SECTION 13 OBEDIENCE TO TRAFFIC CONTROL SIGNALS

Colors and arrow indications in traffic control signals shall have the commands ascribed to them in this section, and no other meanings, and every driver of a vehicle, or other conveyance shall comply therewith, except when otherwise directed by an officer or by a lawful traffic regulating sign (other than a "stop" sign) signal or device.

In no case shall a driver enter or proceed through an intersection without due regard to the safety of other persons within the intersection regardless of what indications may be given by traffic control signals.

- a) **GREEN:** While the green lens is illuminated, drivers facing the signal may proceed through the intersection, but shall yield the right of way to pedestrians and vehicles lawfully within a crosswalk or the intersection at the time such signal was exhibited. Drivers of vehicles making a right or left turn shall yield the right of way to pedestrians crossing with the flow of traffic.
- b) **RIGHT, LEFT AND VERTICAL GREEN ARROWS:** When a right green arrow is illuminated, drivers facing said signal may turn right. When a left green arrow is illuminated, drivers facing said signal may turn left. When a vertical green arrow is illuminated, drivers facing said signal may go straight ahead. When a green arrow is exhibited together with a red or yellow lens, drivers may enter the intersection to make the movement permitted by the arrow, but shall yield the right of way to vehicles and pedestrians proceeding from another direction on a green indication.
- c) **YELLOW:** While the yellow lens is illuminated, waiting drivers shall not proceed and any driver approaching the intersection or a marked stop line, shall stop at such point unless so close to the intersection that a stop cannot be made in safety, provided however, that if a green arrow is illuminated at the same time, drivers may enter the intersection to make the movement permitted by such arrow.
- d) **RED:** Traffic facing a steady CIRCULAR RED signal alone shall stop at a clearly marked stop line, or if none before entering the crosswalk on the near side before entering the intersection and shall remain standing until an indication to proceed is shown except as allowed by Chapter 89, Section 8 of the General Laws.

No driver of the vehicle facing a CIRCULAR RED signal indication shall make a right turn where official traffic signs are installed and maintained prohibiting such turn at the following intersections:

The direction of travel and names of the streets from which RTOR will be prohibited are listed below:

Baldwin Street, southbound at Memorial Avenue.

Bresnahan Street, southbound, at Memorial Avenue.

Chestnut Street, southbound at Westfield Street.

Kings Highway, eastbound at Elm Street

Memorial Avenue, eastbound at entrance of Century Shopping Center.

Memorial Avenue, westbound, at Baldwin Street.

North Boulevard Street, southbound at Westfield Street

Park Street, westbound at Elm Street

Second Street, northbound, at Westfield Street

Westfield Street, eastbound, at Second Street.

Witch Path, westbound at Elm Street

- e) **RED AND YELLOW:** While the red and yellow lenses are illuminated together, drivers shall not enter the intersection and during such time the intersection shall be reserved for the exclusive use of pedestrians.
- f) **FLASHING RED:** A flashing red lens shall indicate those intersections at which a driver is required by law to stop before entering.
- g) **FLASHING YELLOW:** A flashing yellow lens shall indicate the presence of a hazard and drivers may proceed only with caution.
- h) **FLASHING GREEN:** A flashing green lens shall indicate an intersection or pedestrian crosswalk in use and subject to use by entering or crossing traffic. Drivers may proceed only with caution and shall be prepared to comply with a change in the signal to a red and/or yellow indication.

SECTION 14 LOADED VEHICLES

No vehicle shall be driven or moved on any street or highway nor shall any owner of any vehicle knowingly permit such vehicle to be driven or moved on any street or highway unless such vehicle is so constructed or so loaded as to prevent its contents from spilling, dropping, sifting, leaking or otherwise escaping there from. Vehicles loaded with any material which may be blown by the wind shall be suitably covered to prevent the contents from being blown upon the streets or highways.

SECTION 15 TURNING MOVEMENTS

Where official traffic control devices are erected directing specific traffic to use a designated lane or designated lanes to be used by traffic moving in a particular direction regardless of the center of the roadway, or to prohibit a turn or to make a required turn at

an intersection of roadways, drivers of vehicles shall obey the direction of every such device.

In accordance with the foregoing the streets listed are incorporated in this Section:

LEFT LANE MUST TURN LEFT

East Elm Street, westbound traffic onto southbound Elm Street.

Elm Street, eastbound traffic onto East Elm Street.

Elm Street, northbound to Kings Highway westbound

Kings Highway, eastbound to Elm Street northbound

Kings Highway, westbound traffic into commercial driveway at Westfield Street and onto eastbound Westfield Street.

Memorial Avenue, northbound traffic onto River street.

Park Avenue, eastbound traffic at Van Deene Avenue

Park Street, westbound traffic at Western Avenue

River Street, eastbound traffic onto northbound Memorial Avenue.

South Boulevard, northbound traffic onto Westfield Street.

Westfield Street, eastbound traffic onto Janet Street and Kings Highway.

RIGHT LANE MUST TURN RIGHT

Elm Street, northbound traffic onto East Elm Street.

Elm Street, southbound to Kings Highway westbound

River Street, eastbound traffic onto southbound Memorial Avenue.

Westfield Street, eastbound traffic onto South Boulevard.

LEFT TURN YIELD ON GREEN

Elm Street, northbound to Kings Highway westbound

Park Avenue, eastbound traffic at Van Deene Avenue

Park Street, westbound traffic at Western Avenue

ARTICLE VII: RESPONSIBILITIES, PENALTIES AND REPEALS

SECTION 1 PENALTY

- a) A fine of two dollars shall be imposed for a violation of:
Article IV, Section 1-a, b, c, d, e, f, g, h, j, k, l, m, n and o,
Section 2
Section 3
Section 3 Addendum A
Section 4, 4a, 4b and 4c
Section 5, 5a, 5b, 5c and 5d
Section 8
Section 9
Section 10
Section 11
Section 12
Section 14

- b) A fine of five dollars (\$5.00) shall be imposed for a violation of:
Article IV, Section 1g
Section 13

- c) A fine of ten dollars (\$10.00) shall be imposed for a violation of
Article IV, Section 15, Section 16

Except as otherwise provided by these rules or by any law or rule or regulation of any commission, department, or other body authorized by law to impose penalties for violations of rules, regulations and orders governing the use and operation of motor vehicles, any person violating any provision of the foregoing rules and regulations shall be punished by a fine of not more than twenty dollars (\$20.00).

SCHEDULE OF FINES FOR OFFENSES

General Laws, Chapter 90, Section 20-C-D, as amended:
Failure to obey this notice within 21 days after the date of violation will result in the appearance in court on a criminal complaint. All parking violation notices properly returned shall be deemed non-criminal. Court hearing may be obtained upon the written request of the registered owner.

ESTABLISHED PENALTIES

FINE	CODE NO.	VIOLATION CODE
\$150.00each	01a	Handicap parking
\$50.00 each	01	Impeding snow or ice removal
\$50.00 each	02	Snow emergency declaration.
\$15.00 each	03	Within 10 feet of a hydrant
\$15.00 each	04	Unattached trailers
\$75.00 each	05	Commercial vehicle exceeding 8,000 lbs. gross vehicle weight over (1) hour between 1 and 6 A.M. on any day, or at any time on Sunday, except loading or unloading.
\$15.00 each	07	Within intersection
\$15.00 each	08	Upon sidewalk
\$15.00 each	09	Upon crosswalk
\$15.00 each	10	On rural roadway
\$15.00 each	11	Over 12 inches from curb
\$15.00 each	12	Allowing less than 10 ft. lane
\$15.00 each	13	Within 20 feet of an intersection
\$15.00 each	14	Night parking
\$15.00 each	15	Within 10 feet bus stop sign post
\$15.00 each	16	Upon or in front of any private road or driveway
\$15.00 each	17	Prohibited zone
\$15.00 each	18	Left side to curb
\$15.00 each	19	Displaying vehicle for sale
\$15.00 each	21	Parked vehicle displaying advertising
\$15.00 each	22	Overtime (no meter involved)
\$15.00 each	24	Improper angle parking
\$15.00 each	25	In service zone
\$15.00 each	26	Within 15 feet of fire station signs Showing prohibition
\$15.00 each	27	Alongside or opposite street excavation so as to obstruct
\$15.00 each	28	Treebelt parking offense

Section 20D provides penalty for unlawfully removing, tampering with, changing, mutilating or destroying this notice.

SECTION 2 OWNER PRIMA FACIE RESPONSIBLE FOR VIOLATIONS

If any vehicle is found upon any street or highway in violation of any provisions of these rules and orders and the identity of the driver cannot be determined, the owner or the person in whose name such vehicle is registered shall be held prima facie responsible for such violation.

SECTION 3 REPEAL

These rules are adopted with the intent that each of them shall have force and effect separately and independently of every other except insofar as by express reference or necessary implication any rule or any part of a rule is made dependent upon another rule or part thereof.

The provisions of these rules so far as they are the same in effect as those of any existing rules, orders or regulations heretofore made by the **Town Council of West Springfield** relative to or in connection with official signs, lights, markings, signal systems or devices shall be construed as a continuation thereof, but all other existing rules, orders and regulations so made for the regulation of vehicles are hereby expressly repealed. This repeal however, shall not affect any punishment or penalty imposed or any complaint or prosecution pending at the time of the passage hereof for an offense committed under any of the said rules, orders or regulations hereby repealed.

ARTICLE VIII: TOW-AWAY ZONE REGULATIONS

SECTION 1 IN GENERAL

In accordance with the provisions of Chapter 40, Section 22D of the General Laws, the Town Council of the Town of West Springfield hereby enact the following regulations authorizing the removal to a convenient place of vehicles parked or standing in such manner, or in such areas as are hereinafter described on any way under the control of the Town of West Springfield. Vehicles specifically exempt under Chapter 40, Section 22D shall not however be subject to such removal.

SECTION 2 AUTHORIZATION OF POLICE

The moving or towing of any vehicle under the provisions of this Article shall be by and at the direction of the Chief of Police or such other officer(s) of the rank of Sergeant or higher as he may from time to time designate.

SECTION 3 FEES

The Town Council hereby imposes upon the owner of any vehicle moved or towed to a convenient place, under the provisions of this Article, the following fees:

- a) Removal or towing fee not to exceed that which is provided in or as authorized by statute.
- b) Storage Fees: Not to exceed that which is provided in or as authorized by statute.

SECTION 4 LIABILITY FOR DAMAGE

The contractor shall be liable to the owner for any damage arising out of negligence caused to a vehicle in the course of removal and/or storage.

SECTION 5 GENERAL PROHIBITION TOWING ZONES

No person shall stand or park or allow, permit or suffer any vehicle registered in his name to stand or park in any of the following places. Vehicles found in violation of the provisions of this Section except those specifically exempt by law, shall be removed to a convenient place under the direction of an officer of the Police Department and the owner of the vehicle so removed or towed away shall be liable to the cost of such removal and/or storage, if any, as set forth in Section 3 of this Article. The owner of any vehicle removed or towed under the provision of this Section shall also be subject to the penalties provided in Chapter 90, Section 20A of the General Laws.

- a) Upon any way in such manner as to impede the removal or plowing of snow or ice except vehicles parked in accordance with approved regulations governing "All Night Parking".
- b) Upon any sidewalk.
- c) Upon any crosswalk.
- d) Upon any way within twenty (20) feet of an intersecting way except alleys.
- e) Upon a way within ten (10) feet of a fire hydrant.

- f) On a roadway side of any vehicle stopped or parked at the edge or curb of the way.
- g) In front of a public or private driveway.
- h) Upon any way where the parking of a vehicle will not leave a clear and unobstructed lane at least ten (10) feet wide for passing traffic.

SECTION 6 PARKING PROHIBITIONS, TOWING ZONE

No person shall stand or park or allow, permit or suffer any vehicle registered in his name to stand or park on any of the ways or parts of ways hereinafter described and during the periods of time set forth. Vehicles found in violation of the provisions of this section except those specifically exempted by law shall be removed to a convenient place under the direction of an Officer of the Police Department and the owner of the vehicle so removed, or towed away shall be liable to the cost of such removal and/or storage, if any, as set forth in Section 3 of this Article. The owner of any vehicle removed or towed under the provisions of this Section shall also be subject to the penalties provided in Chapter 90, Section 20A of the General Laws.

Amostown Road, westerly side, from the southerly sideline of Homestead Avenue, southerly seven hundred ninety (790) feet.

~~Churchill Road, both sides, from the southerly sideline of Alderbrook Lane, southerly and easterly to the westerly sideline of Harwich Road.~~ (deleted March 21, 2011 by Council vote)

~~Harwich Road, easterly side, from the northerly sideline of Churchill Road, extended, southerly to the easterly sideline of Terry Road, extended.~~ (Deleted Dec 20, 2010 Council vote)

~~Harwich Road, westerly side, starting at the southwest corner of the intersection with Churchill Road at Harwich Road, southerly six hundred sixty seven and 83/100 (667.83) feet to the northeast corner of Park Drive at Harwich Road.~~ (Deleted Dec 20, 2010 Council vote)

Homestead Avenue, northerly side, from the westerly sideline of Amostown Road, westerly four hundred (400) feet.

Homestead Avenue, southerly side, from the westerly sideline of Amostown Road, westerly four hundred forty (440) feet.

Morton Street, northerly side, from the westerly sideline of Amostown Road, westerly for a distance of seven hundred forty three (743) feet.

Morton Street, southerly side, from the westerly sideline of Amostown Road, westerly for a distance of eight hundred two (802) feet.

Park Drive, the entire length of both sides of the street.

SECTION 7 OFFICIAL TRAFFIC SIGNS

The provisions of Section 6 shall be effective only during such time as a sufficient number of official traffic signs bearing the legend "TOW-AWAY ZONE" are installed, erected, maintained and located so as to be visible to approaching drivers, said signs to be appended above or incorporated into the legend of Parking Prohibition Signs.

SECTION 8 POLICE TO KEEP RECORD OF TOWED VEHICLES

The Police Department shall keep a record of all vehicles towed or removed under the provisions of this Article. Such record shall be retained for one (1) year and shall contain the following information:

1. The registration of the vehicle.
2. The location from which it was towed, and time and date of tow order.
3. The location to which it was removed.
4. The fee charged for towing.
5. Name of towing contractor, if any.
6. Name and rank of officer who authorized the towing.

ARTICLE IX: PEDESTRIAN CONTROL REGULATIONS

SECTION 1 PEDESTRIANS CROSSING WAYS OR ROADWAYS

Pedestrians shall obey the direction of police officers directing traffic and whenever there is an officer directing traffic, a traffic control signal or a marked pedestrian crosswalk within three hundred (300) feet of a pedestrian, no such pedestrian shall cross a way or roadway except within the limits of a marked crosswalk and as hereinafter provided in these regulations. For the purpose of these regulations, a marked crosswalk shall only be construed to be that area of a roadway reserved for pedestrian crossing located between two solid white reflectorized 12-inch pavement markings in rural areas or markings not less than six inches wide in urban areas, said markings or lines being no less than six feet apart.

SECTION 2 PEDESTRIAN ACTUATION

- a) At a traffic control signal location where pedestrian indications are provided but which are shown only upon actuation by means of a pedestrian push button, no pedestrian shall cross a roadway unless or until the pedestrian control signal push button has been actuated and then cross only on the proper pedestrian signal indication. At traffic control signal locations where no pedestrian indication is provided, pedestrians shall cross only on the green indication. If necessary, the green indication shall be actuated by the pedestrian by means of a push button.
- b) At a traffic control signal location, pedestrians shall yield the right of way to vehicles of a funeral or other procession or authorized emergency vehicle while in performance of emergency duties regardless of the signal indication given, and they shall not attempt to cross the roadway until such vehicles or procession has passed at which time pedestrians shall then cross the roadway only as provided in these regulations.

SECTION 3 PEDESTRIAN OBEDIENCE TO TRAFFIC CONTROL SIGNALS

Traffic control signal color indications and legends shall have the commands ascribed to them in this section and no other meanings, and every pedestrian shall comply therewith, except when otherwise directed by an officer.

a) Red and Yellow or the Word “Walk”

Whenever the red and yellow lenses are illuminated together or the single word “Walk” is illuminated, pedestrians facing such indication may proceed across the roadway and in the direction of such signal only.

b) Red Alone or the Words “Don’t Walk”

Whenever the words “Don’t Walk” or any indication other than red and yellow shown together are illuminated in a traffic control signal where pedestrian indications are provided, pedestrians approaching or facing such indication shall wait on the sidewalk, edge of roadway or in the pedestrian refuge area of a traffic island and shall not enter upon or across a roadway until the proper indication is illuminated in the traffic control signal, but any pedestrian who has partially completed his crossing on the walk indication shall proceed or return to the nearest sidewalk or safety island on the yellow indication, the red indication or when the words “Don’t Walk” are illuminated by rapid intermittent flashes.

c) **Green Alone**

At traffic control signal locations where no pedestrian indication is given or provided, pedestrians facing the signal may proceed across the roadway within any marked crosswalk in the direction of the green indication.

d) **Yellow Alone, Red Alone or Flashing “Don’t Walk”**

Pedestrians approaching or facing a yellow, red, flashing “Don’t Walk” illuminated indication shall not start to cross a roadway.

e) **Flashing Red, Yellow or Green**

At any traffic control signal location where a flashing red, flashing yellow or flashing green indication is being given facing a crosswalk, pedestrians shall actuate, where provided, the pedestrian signal indication and cross the roadway only on the red-yellow or “Walk” indication when such indication is in operation. If no pedestrian signal is provided, pedestrians shall cross within crosswalks with due care.

SECTION 4 PEDESTRIAN CROSSINGS AND USE OF ROADWAYS

- a) No pedestrian shall suddenly leave a sidewalk or safety island and walk or run into the path of a vehicle which is so close that it is impossible for the driver to yield the right of way.
- b) Pedestrians shall at all times attempt to cross a roadway using the right half of crosswalks.
- c) Where sidewalks are provided, it shall be unlawful for any pedestrian to walk along and upon an adjacent roadway whenever the sidewalk is open to pedestrian use.
- d) Where sidewalks are not provided, any pedestrian walking along and upon a highway shall, when practicable, walk only on the left side of the roadway on its unfinished shoulder facing traffic which may approach from the opposite direction.
- e) Persons alighting from the roadway side of any vehicle parked at the curb or edge of roadway shall proceed immediately to the sidewalk or edge of roadway adjacent to vehicle, and shall cross the roadway only as authorized by these regulations.
- f) It shall be unlawful for any person to actuate a pedestrian control signal or to enter a marked crosswalk unless a crossing of the roadway is intended.

SECTION 5 CROSSING AT NON-SIGNALIZED LOCATIONS

Every pedestrian crossing a roadway at any point other than within a marked crosswalk shall yield the right of way to all vehicles upon the roadway. At a point where a pedestrian tunnel or overpass has been provided, pedestrians shall cross the roadway only by the proper use of the tunnel or overpass.

SECTION 6 OPERATORS TO EXERCISE DUE CARE

The provisions of these regulations shall in no way abrogate the provisions of Chapter 90, Sections 14 and 14A of the General Laws which provide: "Precautions for Safety of Other Travelers" and for the "Protection of Blind Persons Crossing Ways". Furthermore, notwithstanding the provisions of these regulations every operator of a vehicle shall exercise due care to avoid colliding with any pedestrian upon the roadway and shall give warning by sounding the horn when necessary and shall exercise proper precautions which may become necessary for safe operation.

SECTION 7 PEDESTRIANS SOLICITING RIDES OR BUSINESS

No person shall stand in a roadway for the purpose of soliciting a ride, employment or business from the operator or occupant of any vehicle without the written permission of the board or officer having control of such roadway or highway.

SECTION 8 OFFICERS TO ENFORCE PEDESTRIAN REGULATIONS

These pedestrian control regulations shall be enforced by all officers of the Town of West Springfield.

SECTION 9 EXEMPTIONS

The provisions of these rules and regulations governing the use of ways by pedestrians shall not apply to pedestrians actually engaged in work upon a roadway closed to travel or under construction or repair, to municipal, state, federal or public service corporation employees while in the performance of their duties, to officers engaged in the performance of their public duties or to pedestrians acting in an emergency when such emergency necessitates departure from any part of these rules and regulations.

SECTION 10 PENALTIES

Any person who violates the provisions of this Article which deal with the proper use of the ways by pedestrians shall be punished as provided in Chapter 90, Section 18A of the General Laws.

SECTION 11 EFFECT OF REGULATIONS

All existing rules and regulations governing the operation of vehicle or the use of ways by pedestrians which are inconsistent herewith are hereby expressly repealed. This repeal shall not, however, affect any complaint or prosecution pending at the time of passage hereof for any offense committed under any of the said rules and regulations hereby repealed.

If any section, sub-section, sentence, clause or phrase of these rules and regulations is for any reason unconstitutional, such decision shall not affect the validity of the remaining portion of these rules and regulations. **Town Council** of the Town of West Springfield hereby declare that they would have passed these rules and regulations and each section, sub-section, sentence, clause or phrase thereof, irrespective of the fact that any one or more sections, sub-sections, sentences, clauses or phrases be declared unconstitutional.

SPECIAL REGULATIONS

SPECIAL SPEED REGULATION NO. 58: Baldwin Street, Kings Highway and Westfield Street (Route 20)

COMMONWEALTH OF MASSACHUSETTS DEPARTMENT OF PUBLIC WORKS
SPECIAL REGULATIONS GOVERNING THE SPEED OF MOTOR
VEHICLES ON TOWN WAYS IN THE TOWN OF WEST
SPRINGFIELD

December 2, 1952

SPECIAL SPEED REGULATION NO. 58

Highway Location: WEST SPRINGFIELD

Authority in Control: TOWN OF WEST SPRINGFIELD

Name of Highway: Baldwin Street, Kings Highway and Westfield Street
(Route 20)

In accordance with the provisions of Section 18 of Chapter 90 of the General Laws, as amended by Section 2 of Chapter 564 of the Acts of 1948, the following Special Speed Regulation made by the Board of Selectmen of the Town of West Springfield shall be effective immediately upon compliance with the applicable provisions of the above referenced Section 2.

The following designated speed limits are established at which motor vehicles may be operated in the areas described:

BALDWIN STREET (River Street to Memorial Avenue) SOUTHBOUND TRAFFIC Beginning on Baldwin Street at a point one hundred (100) feet south of River Street, thence southerly .51 miles at 30 miles per hour to a point two hundred (200) feet north of Memorial Avenue.

BALDWIN STREET (Memorial Avenue to River Street) NORTHBOUND TRAFFIC Beginning on Baldwin Street at a point 200 feet north of Memorial Avenue, thence northerly .51 miles at 30 miles per hour, thence .57 miles at 35 miles per hour to Westfield Street.

KINGS HIGHWAY (Elm Street to Westfield Street) WESTBOUND TRAFFIC

Beginning on Kings Highway at a point one hundred twenty (120) feet west of Elm Street thence westerly .64 miles at 30 miles per hour, thence .57 miles at 35 miles per hour to Westfield Street.

KINGS HIGHWAY (Westfield Street to Elm Street) EASTBOUND TRAFFIC

Beginning on Kings Highway at a point one hundred thirty six (136) feet east of Westfield Street (Route 20) thence easterly .62 miles at 35 miles per hour, thence .56 miles at 39 miles per hour to a point one hundred twenty (120) feet west of Elm Street.

ROUTE 20 (Westfield Street) – WESTBOUND TRAFFIC

Beginning on Westfield Street at a point eight hundred fifty (850) feet west of Elm Street, thence westerly .30 miles at 35 miles per hour, thence .54 miles at 30 miles per hour, thence .38 miles at 35 miles per hour to a point eight hundred fifty (850) feet west of Elm Street.

ROUTE 20 (Westfield Street) – EASTBOUND TRAFFIC

Beginning on Westfield Street at the easterly end of the State Highway, thence easterly .38 miles at 35 miles per hour, thence .53 miles at 30 miles per hour, thence .30 miles at 35 miles per hour to a point eight hundred fifty (850) feet west of Elm Street.

Operation of a motor vehicle at a rate of speed in excess of these limits shall be prima facie evidence that such speed is greater than is reasonable and proper.

The provisions of this regulation shall not, however, abrogate in any sense Section 14 of Chapter 90.

The Department of Public Works and the Registrar of Motor Vehicles, acting jointly do hereby certify in writing, after a public hearing, that this regulation is consistent with the public interest.

DEPARTMENT OF PUBLIC WORKS

(s) W.F. Callahan, Commissioner
B.H. Grout, Associate Commissioner
F.V. Matera, Associate Commissioner

(s) Rudolph F. King, Registrar of Motor Vehicles

Received: January 16, 1953

SPECIAL SPEED REGULATION NO. 56-A:Route 20

*THE COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS*

**SPECIAL REGULATIONS GOVERNING THE SPEED OF MOTOR VEHICLES
ON ROUTE 20, STATE HIGHWAY IN THE TOWN OF WEST SPRINGFIELD**

July 20, 1954

**SPECIAL SPEED REGULATION NO. 56-A
(Being a revision of Special Speed Regulation No. 56)**

Highway Location: WEST SPRINGFIELD
Authority in Control: COMMONWEALTH OF MASSACHUSETTS,
DEPARTMENT OF PUBLIC WORKS
Name of Highway: State Highway, Route No. 20

Special Speed regulation No. 56, pertaining to Route 20, State Highway, in West Springfield, established by the Department of Public Works and the Registrar of Motor Vehicles, acting jointly, on December 2, 1952, in accordance with provisions of statute, is hereby amended so that the established speed limits shall be as follows for the distances indicated:

EASTBOUND

By striking out the clause reading:

“thence easterly 0.21 miles at 35 miles per hour
thence 0.33 miles at 45 miles per hour
thence 0.34 miles at 40 miles per hour
thence 0.46 miles at 45 miles per hour
thence 0.29 miles at 40 miles per hour”

and inserting in place thereof:

“thence easterly 0.11 miles at 35 miles per hour
thence 0.43 miles at 40 miles per hour
thence 0.34 miles at 35 miles per hour
thence 0.75 miles at 40 miles per hour”

WESTBOUND

By striking out the clauses reading:

“thence westerly 0.32 miles at 40 miles per hour
thence 0.49 miles at 45 miles per hour
thence 0.41 miles at 40 miles per hour
thence 0.30 miles at 45 miles per hour”

and inserting in place thereof:

“thence westerly 0.66 miles at 40 miles per hour
Thence 0.57 miles at 35 miles per hour

Thence 0.30 miles at 40 miles per hour”

Operation of a motor vehicle at a rate of speed in excess of these limits shall be prima facie evidence that such speed is greater than is reasonable and proper.

The provisions of this regulation shall not however, abrogate in any sense, Section 14 of Chapter 90.

The Department of Public Works and the Registrar of Motor Vehicles, acting jointly, do hereby certify in writing, after a public hearing that this revision is consistent with the public interests.

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

DEPARTMENT OF PUBLIC WORKS

John A. Volpe, Commissioner
Fred B. Doyle, Associate commissioner

REGISTRAR OF MOTOR VEHICLES

Rudolph F. King, Registrar

Received: July 30, 1954

SPECIAL SPEED REGULATION NO. 234: Ashley Avenue

COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS
SPECIAL REGULATION GOVERNING THE SPEED OF MOTOR
VEHICLES ON TOWN WAY, IN WEST SPRINGFIELD

April 10, 1962

SPECIAL SPEED REGULATION NO. 234

Highway Location: WEST SPRINGFIELD
Authority in Control: TOWN OF WEST SPRINGFIELD
Name of Highway: ASHLEY AVENUE

In accordance with the provisions of Section 18 of Chapter 90 of the General Laws (Ter. Ed.), as amended by Section 2 of Chapter 564 of the Acts of 1948, the following Special Speed Regulation made by the Board of Selectmen of the Town of West Springfield shall be effective immediately upon compliance with the applicable provisions of the above-referenced Section 2.

The following designated speed limits are established at which motor vehicles may be operated in the areas described:

EASTBOUND:

Beginning at a point one hundred ten (110) feet east of the junction of Riverdale road, Route 5, thence easterly 0.46 miles at 30 miles per hour to the junction of Wayside Avenue.

WESTBOUND:

Beginning at the junction of Wayside Avenue, thence westerly 0.48 miles at 30 miles per hour to the junction of Riverdale Road, Route 5.

Operation of a motor vehicle at a rate of speed in excess of these limits shall be prima facie evidence that such speed is greater than is reasonable and proper.

The provisions of this regulation shall not however, abrogate in any sense Section 14 of Chapter 90.

The Department of Public Works and the Registrar of Motor Vehicles, acting jointly, do hereby certify in writing, that this regulation is consistent with the public interest.

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

DEPARTMENT OF PUBLIC WORKS

(s) Jack P. Ricciardi,
Commissioner

(s) George C. Toumpouras,
Associate Commissioner

REGISTRAR OF MOTOR VEHICLES

(s) Clement A. Riley,
Registrar of Motor Vehicles

Received: April 27, 1962

SPECIAL SPEED REGULATION NUMBER 396B: Interstate Route 91

*THE COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS
SPECIAL SPEED REGULATION NUMBER 396B*

March 30, 1970

Highway Location: **Holyoke, West Springfield, Chicopee and Springfield**

Authority in Control: *COMMONWEALTH OF MASSACHUSETTS, DEPARTMENT OF PUBLIC WORKS*

Name of Highway: Interstate Route 91

In accordance with the provisions of Section 18 of Chapter 90 of the General laws (Ter. Ed.) the following Special Speed Regulation is hereby promulgated:

The following designated speed limits are established at which motor vehicles may be operated in the areas described.

NORTHBOUND

Beginning in Springfield at Station 55+00,
thence northerly 0.18 miles at 50 miles per hour to the Chicopee line,
thence northerly in Chicopee 0.54 miles at 50 miles per hour
0.13 miles at 65 miles per hour to the West Springfield line,
thence northerly in West Springfield
2.94 miles at 65 miles per hour to the Holyoke line,
thence northerly in Holyoke 0.64 miles at 65 miles per hour ending at
Station 37+00; the total distance being 4.43 miles.

SOUTHBOUND

Beginning in Holyoke at Station 37+00
hence southerly 0.64 miles at 65 miles per hour to the West Springfield
line,
thence southerly in West Springfield 2.94 miles at 65 miles per hour to the
Chicopee line,
thence southerly in Chicopee 0.13 miles at 65 miles per hour
0.54 miles at 50 miles per hour to the Springfield line,
thence southerly in Springfield 0.18 miles at 50 miles per hour ending at
Station 55+00; the total distance being 4.43 miles.

Operation of a Motor Vehicle at a rate of speed in excess of these limits shall be prima facie evidence that such speed is greater than is reasonable and proper.

The provisions of this regulation shall not however, abrogate in any sense, Section 14 of Chapter 90.

The Department of Public Works and the Registrar of Motor Vehicles, acting jointly, do hereby certify in writing that this regulation is consistent with the public interest.

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

FOR THE DEPARTMENT

Date: March 30, 1970

By: Edward J. Ribbs,
Commissioner for Highway Engineering

Richard E. McLaughlin,
Registrar of Motor Vehicles

Received: April 6, 1970

SPECIAL SPEED REGULATION NUMBER 7201: Churchill Road & Harwich Road

TOWN OF WEST SPRINGFIELD
SPECIAL SPEED REGULATION NUMBER 7201

Highway Location: West Springfield
Authority in Control: Town of West Springfield
Name of Highway: Churchill Road & Harwich Road

In accordance with the provisions of Chapter 90, Section 17 of the General Laws (Ter Ed.) as amended, the following Special Speed Regulation is hereby adopted by the Board of Selectmen of the Town of West Springfield.

That the following speed limits are established at which motor vehicles may be operated in the areas described:

CHURCHILL ROAD-NORTHBOUND

Beginning at Harwich Road
thence northerly at Churchill Road 0.32 miles at 25 miles per hour ending at Westfield Street, (Route 20); the total distance being 0.32 miles.

CHURCHILL ROAD-SOUTHBOUND

Beginning at Westfield Street (Route 20)
thence southerly on Churchill Road 0.32 miles at 25 miles per hour ending at Harwich Road; the total distance being 0.32 miles.

HARWICH ROAD-NORTHBOUND

Beginning at Terry Road
thence northerly on Harwich Road 0.27 miles at 25 miles per hour ending at Westfield Street (Route 20); the total distance being 0.27 miles.

HARWICH ROAD-SOUTHBOUND

Beginning at Westfield Street (Route 20)
thence southerly on Harwich Road 0.27 miles at 25 miles per hour ending at Terry Road; the total distance being 0.27 miles.

Operation of a motor vehicle at a rate of speed in excess of these limits shall be prima facie evidence that such speed is greater than is reasonable and proper.

The provisions of this regulation shall not, however, abrogate in any sense Chapter 90, Section 14, of the General Laws (Ter Ed.)

Date of Passage: September 26, 1983

(s) Phyllis a. Austin
J. Edward Christian
James P. Russell
BOARD OF SELECTMEN

Attest: (s) John F. Crean, Jr.
TOWN CLERK

COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS

SPECIAL SPEED REGULATION NO. 7201

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

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

Date: October 24, 1983

For the Department of Public Works

By: (s) V. J. Cantone, Traffic Engineer

(s) George H. Dooley, Chief Deputy Registrar

Received: October 28, 1983

SPECIAL SPEED REGULATION NUMBER 7311: Route 20

*THE COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS
SPECIAL SPEED REGULATION NUMBER 7311*

Highway Location: Westfield, West Springfield
Authority in Control: Commonwealth of Massachusetts
Department of Public Works
Name of Highway: Westfield-Route 20-State Highway
West Springfield-Route 20-State
Highway

In accordance with the provision of Section 18 of Chapter 90 of the General Laws (Ter. Ed.) the following Special Speed Regulation is hereby promulgated.

Special Speed regulations numbered 343, 343-C, 343-G and 343-K, dated May 29, 1967, August 28, 1970, August 9, 1976 and January 9, 1984 respectively are hereby amended by striking out all regulations in their entireties and inserting in place thereof the following revision.

The following designated speed limits are established at which motor vehicles may be operated in the areas described.

EASTBOUND – ROUTE 20

Beginning in Westfield at the Russell Town Line
Thence easterly in Westfield
0.55 miles at 45 miles per hour
2.10 miles at 50 miles per hour
0.78 miles at 40 miles per hour
0.15 miles at 35 miles per hour to the end of the State Highway,
west of the City; the total distance being 3.58 miles.

And beginning again in Westfield at the beginning of the State
Highway, east of the City thence easterly
2.20 miles at 40 miles per hour to the West Springfield line; the
total distance being 2.20 miles.

Thence easterly in West Springfield
2.57 miles at 40 miles per hour to the end of the State Highway,
west of the Town; the total distance being 2.57 miles.

WESTBOUND-ROUTE 20

Beginning in West Springfield at the beginning of the State Highway, west of the Town, thence westerly
2.57 miles at 40 miles per hour to the Westfield City Line; the total distance being 2.57 miles.

Thence westerly in Westfield
2.20 miles at 40 miles per hour to the end of the State Highway east of the City; the total distance being 2.20 miles.

And beginning again in Westfield, west of the City,
Thence westerly
0.15 miles at 35 miles per hour
0.80 miles at 40 miles per hour
2.08 miles at 50 miles per hour
0.55 miles at 45 miles per hour to the Russell Town Line; the total distance being 3.58 miles.

Operation of a motor vehicle at a rate of speed in excess of these limits shall be prima facie evidence that such speed is greater than is reasonable and proper.

The provisions of this regulation shall not however, abrogate in any sense, Section 14 of Chapter 90.

The Department of Public Works and the Registrar of Motor Vehicles, acting jointly do hereby certify in writing, that this regulation is consistent with the public interest.

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

Date: June 6, 1985

FOR THE DEPARTMENT OF PUBLIC WORKS

BY: V.J. Cantone (s)
Traffic Engineer

(s) George H. Dooley
Chief Deputy Registrar

Received: June 11, 1985

SPECIAL SPEED REGULATION NUMBER 7370: Route 5

COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS
SPECIAL SPEED REGULATION NUMBER 7370
August 7, 1986

**Highway Location: SPRINGFIELD, AGAWAM,
WEST SPRINGFIELD, HOLYOKE,
EASTHAMPTON, NORTHAMPTON,
HATFIELD, WHATELY, DEERFIELD,
GREENFIELD AND BERNARDSTON**

Authority in Control: COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS

Name of Highway:	Springfield	Route 5 State Highway
	Agawam	Route 5 State Highway
	West Springfield	Route 5 State Highway
	Holyoke	Route 5 State Highway
	Easthampton	Route 5 State Highway
	Northampton	Route 5 State Highway
	Hatfield	Route 5 State Highway
	Whately	Route 5 State Highway
	Deerfield	Route 5 State Highway
	Greenfield	Route 5 State Highway
	Bernardston	Route 5 State Highway

In accordance with the provisions of Section 18 of Chapter 90 of the General Laws (Ter. Ed.) the following Special Speed Regulation is hereby promulgated.

Special Speed Regulations numbered 7, 55, 7A, 7B, 154, 162, 221, 162A, 162B, 55A, 55B and 55C dated April 11, 1950, December 2, 1952, July 20, 1954, March 11, 1958, April 22, 1958, May 13, 1958, June 27, 1961, September 24, 1963, July 20, 1967, August 27, 1973, February 12, 1981 and October 8, 1985 respectively are hereby amended by striking out the Regulations in their entireties and inserting in place thereof the following revisions and addenda.

The following designated speed limits are established at which motor vehicles may be operated in the areas described.

ROUTE 5 – NORTHBOUND

Beginning in Springfield at Station 96+26, the southern end of the South End Bridge,
thence northerly on Route 5, Springfield
0.12 miles at 40 miles per hour to the Agawam Town Line;
the total distance being 0.12 miles.

thence northerly on Route 5, Agawam
0.68 miles at 40 miles per hour
0.52 miles at 55 miles per hour to the West Springfield
Town Line; the total distance being 1.20 miles.
Thence northerly on Route 5, West Springfield
0.19 miles at 55 miles per hour
1.22 miles at 50 miles per hour
0.85 miles at 45 miles per hour
3.30 miles at 40 miles per hour
0.08 miles at 45 miles per hour to the Holyoke Town Line;
the total distance being 5.64 miles.

Thence northerly on Route 5, Holyoke
0.55 miles at 45 miles per hour to the end of the State
Highway, south of the City; the total distance being 0.55 miles.

Beginning again in Holyoke, north of the City at the beginning of
the State Highway,
Thence northerly on Route 5 Holyoke
0.33 miles at 40 miles per hour
0.34 miles at 45 miles per hour
1.51 miles at 50 miles per hour
0.31 miles at 40 miles per hour
1.76 miles at 45 miles per hour to the Easthampton Town
Line; the total distance being 4.25 miles.

Thence northerly on Route 5, Easthampton
0.20 miles at 40 miles per hour
0.19 miles at 45 miles per hour to the Northampton City
Line; the total distance being 0.39 miles.

Thence northerly on Route 5, Northampton
0.91 miles at 45 miles per hour
0.38 miles at 40 miles per hour
0.55 miles at 35 miles per hour to the end of the State
Highway, south of the City; the total distance being 1.84 miles.

Beginning again in Northampton 250 feet north of the beginning of
the State Highway, north of the City.
Thence northerly on Route 5, Northampton

0.70 miles at 40 miles per hour
0.87 miles at 45 miles per hour
0.56 miles at 40 miles per hour to the Hatfield Town Line;
the total distance being 2.13 miles.

Thence northerly on Route 5 Hatfield
2.84 miles at 45 miles per hour
0.72 miles at 40 miles per hour to the Whately Town Line;
the total distance being 3.56 miles.

Thence northerly on Route 5 Whately
1.39 miles at 40 miles per hour
1.32 miles at 45 miles per hour
0.66 miles at 50 miles per hour
0.70 miles at 35 miles per hour to the Deerfield Town Line;
the total distance being 4.07 miles.

Thence northerly on Route 5, Deerfield
0.11 miles at 35 miles per hour
0.79 miles at 45 miles per hour
0.92 miles at 50 miles per hour
1.75 miles at 45 miles per hour
0.65 miles at 40 miles per hour
2.64 miles at 45 miles per hour
0.18 miles at 35 miles per hour to the Greenfield Town
Line; the total distance being 7.04 miles.

Thence northerly on Route 5, Greenfield
0.56 miles at 35 miles per hour
0.11 miles at 30 miles per hour to the end of the State
Highway, south of Town; the total distance being 0.67 miles.

Beginning again in Greenfield, north of Town at the beginning of
the State Highway, thence northerly on Route 5 northbound
0.26 miles at 30 miles per hour
1.16 miles at 40 miles per hour
2.34 miles at 45 miles per hour to the Bernardston Town
Line; the total distance being 3.76 miles.

Thence northerly on Route 5 Bernardston
0.13 miles at 45 miles per hour
0.82 miles at 40 miles per hour
0.60 miles at 35 miles per hour
1.45 miles at 45 miles per hour
0.45 miles at 40 miles per hour
1.25 miles at 45 miles per hour
0.67 miles at 35 miles per hour

0.54 miles at 40 miles per hour to the end of the State Highway Vermont-Massachusetts border; the total distance being 5.91 miles; the grand total being 41.13 miles.

ROUTE 5 – SOUTHBOUND

Beginning in Bernardston at the Vermont-Massachusetts State Line. Thence southerly on Route 5, Bernardston

0.54 miles at 40 miles per hour

0.67 miles at 35 miles per hour

1.25 miles at 45 miles per hour

0.45 miles at 40 miles per hour

1.45 miles at 45 miles per hour

0.60 miles at 35 miles per hour

0.82 miles at 40 miles per hour

0.13 miles at 45 miles per hour to the Greenfield Town Line; the total distance being 5.91 miles.

Thence southerly on Route 5, Greenfield

2.34 miles at 45 miles per hour

1.16 miles at 40 miles per hour

0.26 miles at 30 miles per hour to the end of the State Highway, north of Town; the total distance being 3.76 miles.

Beginning again on Route 5-Greenfield, south of Town at the beginning of the State Highway. Thence southerly on Route 5

0.67 miles at 35 miles per hour ending at the Deerfield Town Line; the total distance being 0.67 miles.

Thence southerly on Route 5, Deerfield

0.18 miles at 35 miles per hour

2.64 miles at 45 miles per hour

0.65 miles at 40 miles per hour

1.75 miles at 45 miles per hour

0.92 miles at 50 miles per hour

0.79 miles at 45 miles per hour

0.11 miles at 35 miles per hour to the Whately Town Line; the total distance being 7.04 miles.

Thence southerly on Route 5, Whately

0.70 miles at 35 miles per hour

0.66 miles at 50 miles per hour

1.32 miles at 45 miles per hour

1.39 miles at 40 miles per hour to the Hatfield Town Line; the total distance being 4.07 miles.

Thence southerly on Route 5 Hatfield

0.72 miles at 40 miles per hour

2.84 miles at 45 miles per hour to the Northampton City Line; the total distance being 3.56 miles.

Thence southerly on Route 5, Northampton
0.56 miles at 40 miles per hour
0.87 miles at 45 miles per hour
0.75 miles at 40 miles per hour to the end of the State
Highway north of the City; the total distance being 2.18 miles.

Beginning at Route 5, Northampton south of the City at the
beginning of the State Highway,
Thence southerly on Route 5, Northampton
0.55 miles at 35 miles per hour
0.38 miles at 40 miles per hour
0.91 miles at 45 miles per hour to the Easthampton Town
Line; the total distance being 1.84 miles.

Thence southerly on route 5, Easthampton
0.19 miles at 45 miles per hour
0.20 miles at 40 miles per hour to the Holyoke City Line;
the total distance being 0.39 miles.

Thence southerly on Route 5, Holyoke
1.76 miles at 45 miles per hour
0.31 miles at 40 miles per hour
1.51 miles at 50 miles per hour
0.34 miles at 45 miles per hour
0.33 miles at 40 miles per hour to the end of the State
Highway north of the City; the total distance being 4.25 miles.

Beginning again in Holyoke, south of the City at the beginning of
the State Highway, thence southerly on Route 5, Holyoke
0.55 miles at 45 miles per hour to the West Springfield Town Line;
the total distance being 0.55 miles.

Thence southerly on route 5, West Springfield
0.08 miles at 45 miles per hour
3.30 miles at 40 miles per hour
0.85 miles at 45 miles per hour
1.22 miles at 50 miles per hour
0.19 miles at 55 miles per hour to the Agawam Town Line;
the total distance being 1.20 miles.

Thence southerly on Route 5, Springfield
0.12 miles at 40 miles per hour to the Southern end of the
south end Bridge Connector Road to I-91; the total distance being 0.12
miles; the grand total being 41.18 miles.

Operation of a motor vehicle at a rate of speed in excess of these limits shall be prima facie evidence that such speed is greater than is reasonable and proper.

The provisions of this regulation shall not however, abrogate in any sense, Section 14 of Chapter 90.

The Department of Public Works and the Registrar of Motor Vehicles, acting jointly do hereby certify in writing, that this regulation is consistent with the public interest.

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

Date: August 7, 1986

For the Department of Public Works: Robert L. Shea, Traffic Engineer

For the Registry of Motor Vehicles: George Dooley,
Chief Deputy Registrar

Received: August 28, 1986

SAFETY ZONE OR SAFETY ISLAND PERMIT

<u>Date</u>	<u>Location</u>
12/23/1947	Elm Street at Park Avenue
6/1/1948	Memorial Avenue and Union Street
3/14/1950	Elm Street at Park Street
3/14/1950	Kings Highway at Elm Street
10/31/1950	Main Street, between Park Ave. & Park Street
11/14/1950	Sears Way, River Street and Baldwin Street
4/10/1951	Westfield Street at Boulevard
1/19/1954	South Boulevard, River Street and Park Street
1/26/1954	Main Street and Bresnahan Street
11/2/1954	Van Deene Avenue at Park Street
5/3/1955	Memorial Avenue and River Street
8/27/1957	Kings Highway at Route 5A
8/27/1957	Old Riverdale Road at Elm Street
8/27/1957	Kings Highway at Route 20
10/17/1967	Park Street and Elm Street
10/17/1967	Elm Street and Westfield Street
10/17/1967	Park Avenue and Union Street
6/10/1975	Memorial Avenue at Union Street
7/29/1975	Memorial Avenue at Bresnahan Street
7/29/1975	Memorial Avenue, New Bridge Street and Bridge Street

West Springfield Federal Aid Project: Traffic Control Agreement March 27, 1978
(Kelso Ave, Park Ave, Park St., South Blvd., Sylvan St., Van Deene Ave, and Western Ave)

WEST SPRINGFIELD FEDERAL AID PROJECT:
TRAFFIC CONTROL AGREEMENT

AGREEMENT, made this 27th day of March, 1978, by and between the Commonwealth of Massachusetts, hereinafter called the COMMONWEALTH, through its Department of Public Works, hereinafter called the DEPARTMENT, and the Town of West Springfield, hereinafter called the TOWN pursuant to the provisions of TITLE 23, Sections 109 (d) and 116 of the United states Code and in accordance with the Official Standards of the DEPARTMENT which have been adopted in conformity with the provisions and recommendations of the Manual on Uniform Traffic Control Devices for Streets and Highways published by the Department of Transportation, Federal Highway Administration, therein called STANDARDS.

WHEREAS, the Department and the TOWN have agreed that Kelso Avenue, Park Avenue, Park Street, River Street, South Boulevard, Sylvan Street, Van Deene Avenue and Western Avenue, in whole or in part, all being Town streets in the Town of West Springfield, in the County of Hampden, have qualified to participate in the work financed in part by funds provided by the Federal government, and;

WHEREAS, the United States Government through its Department of Transportation, Federal Highway Administration, requires that the project area upon completion will be operated and maintained in an adequate manner for which the Federal Aid Project was intended;

WHEREAS, the TOWN approved the proposed program of improvements for the Federal Aid Project.

NOW, THEREFORE, in consideration thereof, the TOWN hereby agrees, as authorized by the General laws and the Statutes of the COMMONWEALTH to conform to the following provisions:

GENERAL PROVISIONS

- a) All information, regulatory or warning signs, all traffic control signals, traffic islands or other traffic devices; all pavement or other markings shall be designed, located and operated in accordance with the Standards of the DEPARTMENT for such devices.
- b) The Police Department of the TOWN is the enforcement agency for traffic regulations established in accordance with the agreement and the traffic devices installed in connection therewith.

- c) Dated and attested copies of amendments to the TOWN Traffic Rules and Regulations necessary for the enforcement of any specific provisions will be forwarded forthwith by the TOWN to the DEPARTMENT.

II. SPECIFIC PROVISIONS

A. PARKING PROHIBITED

- Park Avenue Southside: From a point one hundred eighty (180) feet east of Western Avenue to Western Avenue.

- Park Street Both sides: from Van Deene Avenue and Western Avenue to River Street and South Boulevard.

- River Street Both sides: from a point three hundred ten (310) feet south of Park Street to Park Street.

- South Boulevard East Side: from a point one hundred sixty (160) feet south of Webster Avenue to Park Street.

- South Boulevard West Side: from a point thirty five (35) feet south of Webster Avenue if extended to Park Street.

B. LEFT LANE MUST TURN LEFT

- Park Street Eastbound traffic at A & P Drive
Westbound traffic at River Street

C. RIGHT LANE MUST TURN RIGHT

- South Boulevard Southbound traffic at River Street
Northbound traffic at Park Street

D. ONE WAY OPERATION

- South Boulevard Driveway Southbound from South Boulevard to private driveway.

E. STOP SIGNS

In accordance with applicable permits issued by the Department of Public Works.

F. YIELD SIGNS

In accordance with applicable permits issued by the Department of Public Works.

III. ACCESS AND EGRESS

Within the limits of the Federal Aid Project no additional driveways (residential, commercial or business) and no relocation or alteration of existing driveways shall be permitted which is not in conformance with the DEPARTMENT'S Manual on Uniform Traffic Control Devices, without prior written approval of the Department.

IV. TRAFFIC ISLANDS

Traffic islands or median islands and traffic devices thereon are not to be installed, altered or removed without the prior written approval of the DEPARTMENT. Parking is prohibited on and adjacent to all traffic islands and median islands within the Federal Aid Project.

V. TRAFFIC CONTROL SIGNALS

- (a) Traffic control signals shall be operated in strict accordance with the requirements and stipulations of the applicable permit.
- (b) Changes in the sequence or operation of traffic control signals located in the federal Aid Project area are not to be made without the written approval of the DEPARTMENT.
- (c) Traffic control signals, the operation of which is pertinent to the Federal Aid project are covered by this Agreement, are located to control traffic as shown on the plans for the intersections of:
 - 1. Park Street, River Street and South Boulevard
 - 2. Park Street and A & P Drive

VI. MAINTENANCE

The TOWN in accordance with the provisions of Sections 109 (d) and 116 of TITLE 24 of the United States Code will properly maintain the way and all traffic control devices including signs, signals and pavement markings under the control of the TOWN within the project area. The DEPARTMENT will not approve any future proposed traffic control changes within the Federal Aid Project, which will in the opinion of the

DEPARTMENT lessen to any degree the efficient utilization of the highway for traffic purposes.

VI. MISCELLANEOUS

Traffic controls for regulations instituted either by the DEPARTMENT or the TOWN on ways or parts thereof within the Federal Aid Project are to remain in force and effect until proposed future changes have been approved in writing by the DEPARTMENT. The DEPARTMENT will not approve any future proposed traffic control changes within the Federal Aid Project, which will in the opinion of the DEPARTMENT lessen to any degree the efficient utilization of the highway for traffic purposes.

VII. PENALTY

Failure on the part of the Town of West Springfield to fulfill its responsibility in the proper maintenance and operation and the enforcement of the traffic regulations of the completed facility will disqualify the Town of West Springfield from future Federal Aid participation on projects in which the TOWN has maintenance responsibility, as provided in TITLE 23, U.S.C. Federal Highway Administration, U.S. Department of Transportation.

VIII. MISCELLANEOUS

Traffic controls for regulations instituted either by the DEPARTMENT or the TOWN on ways or parts thereof within the Federal Aid Project are to remain in force and effect until proposed future changes have been approved in writing by the DEPARTMENT. The DEPARTMENT will not approve any future proposed traffic control changes within the Federal Aid Project which will in the opinion of the DEPARTMENT lessen to any degree the efficient utilization of the highway for traffic purposes.

IX. PENALTY

Failure on the part of the Town of West Springfield to fulfill its responsibilities in the proper maintenance and operation and the enforcement of the traffic regulations of the completed facility will disqualify the Town of West Springfield from future Federal Aid participation on projects in which the TOWN has maintenance responsibility, as provided in TITLE 23, U.S.C. Federal Highway Administration, U.S. Department of Transportation.

Such failure shall also result in withholding, or withdrawing of the unexpended balance of any funds assigned to the Town of West Springfield under the provisions of Chapter 90, Section 34 of the General laws as amended by Chapter 603 of the Legislative Acts of 1962.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the day and year first above written.

*TOWN OF WEST SPRINGFIELD
BOARD OF SELECTMEN*

*COMMONWEALTH OF
MASSACHUSETTS
DEPT OF PUBLIC WORKS*

(s) Charles T. Gucci,
Chairman
J. Edward Christian
Frederick S. Conlin, Jr.

(s) John J. Carroll,
Commissioner, P.W.
Ellen M. DiGeronimo,
Associate Commissioner

CERTIFICATE OF SIGNATORY

This will certify that the below named individuals are duly authorized and empowered to execute and deliver on behalf of the Town of West Springfield, this agreement.

NAME:	Charles T. Gucci	Title:	Chairman, Board of Select.
	J. Edward Christian		Vice-Chairman
	Frederick S. Conlin, Jr.		Secretary

Date: March 27, 1978 Attest: (s) John F. Crean, Jr. Town Clerk

Received at Town Clerk's Office June 22, 1978

Federal Aid Project M-000S (113): Traffic Control Agreement

*WEST SPRINGFIELD
FEDERAL AID PROJECT M-000S (113)
TRAFFIC CONTROL AGREEMENT*

AGREEMENT, made this 29th day of September, 1980, by and between the Commonwealth of Massachusetts, hereinafter called the COMMONWEALTH, through its Department of Public Works, hereinafter called the DEPARTMENT, and the Town of West Springfield, hereinafter called the TOWN, pursuant to the provisions of TITLE 23, Sections 109 (d) and 116 of the United States Code and in accordance with the official Standards of the DEPARTMENT which have been adopted in conformity with the provisions and recommendations of the manual on Uniform Traffic Control Devices for Streets and Highways published by the Department of Transportation, Federal Highway Administration.

WHEREAS, the DEPARTMENT and the TOWN have agreed that East Elm Street, Elm Street, Hemlock Street, Janet Street, Kings Highway, Memorial Avenue, Nelson Street, North Boulevard, River Street, South Boulevard, Summit Street and Westfield Street, Route 20, in whole or in part, all being Town streets in the Town of West Springfield, in the County of Hampden, have qualified to participate in the work financed in part by funds provided by the federal government, and:

WHEREAS, the TOWN approved the proposed program of improvements for the Federal Aid Project.

NOW THEREFORE, in consideration thereof, the TOWN hereby agrees, as authorized by the General Laws and the Statutes of the COMMONWEALTH, to conform to the following provisions:

I. GENERAL PROVISIONS

- (a) All information, regulatory or warning signs, all traffic control signals, traffic islands or other traffic devices, and all pavement or other markings shall be designed, located and operated in accordance with the Standards of the DEPARTMENT for such devices.
- (b) The Police Department of the TOWN is the enforcement agency for traffic regulations established in accordance with this agreement and the traffic control devices installed in connection therewith.

- (c) Dated and attested copies of amendments to the TOWN Traffic Rules and Regulations necessary for the enforcement of any specific provisions will be forwarded forthwith by the TOWN to the DEPARTMENT.

II. SPECIFIC PROVISIONS

(a) PARKING PROHIBITIONS

Location No. 3

- | | |
|------------------|---|
| Westfield Street | Both sides – from a point one hundred twenty (120) feet east of Nelson Street to a point at the west side of Cedar Street. |
| Kings Highway | Both sides – from the intersection at Westfield Street to a point one hundred seventy (170) feet from west of Cedar Street. |
| Nelson Street | Both sides – from a point one hundred (100) feet south of Westfield Street to Westfield Street. |
| Janet Street | Both sides – from a point one hundred (100) feet north of Kings Highway to Kings Highway. |

Location No. 5

- | | |
|---------------------|---|
| Westfield Street | Both sides – from a point two hundred (200) feet west of Upper Church Street to a point 200 feet east of Summit Street. |
| Upper Church Street | South side – from a point two hundred (200) feet west of Westfield Street to Westfield Street. |
| Summit Street | Both sides – from a point two hundred fifty (250) feet south of Westfield Street to Westfield Street. |

Location No. 6

- | | |
|------------------|--|
| Westfield Street | Both sides – from a point two hundred fifty (250) feet west of South Boulevard to a point two hundred fifty (250) east of North Boulevard. |
|------------------|--|

North Boulevard	Both sides – from Westfield Street to a point one hundred (100) feet north of Westfield Street.
South Boulevard	East side – from Westfield Street to a point three hundred (300) feet south of Westfield Street.
South Boulevard	West side – from Westfield Street to a point one hundred sixty five (165) feet south of Westfield Street.

Location No. 8

Memorial Avenue	Both sides – from a point one hundred ten (11) feet south of River Street to a point 410 feet north of River Street.
River Street	Both sides – from a point two hundred fifty (250) feet west of Memorial Avenue to the intersection at Memorial Avenue.

Location No. 11

Elm Street	Both sides – from a point four hundred (400) feet west of East Elm Street to a point eight hundred (800) feet southeast of East Elm Street.
East Elm Street	Both sides – from the intersection with Elm Street to a point five hundred (500) feet east.

(b) STOP SIGNS

In accordance with applicable permits issued by the Department of Public works.

(c) LEFT LANE MUST TURN LEFT

Location No. 3

Kings Highway	Westbound traffic into commercial driveway at Westfield Street and onto eastbound Westfield Street.
Westfield Street	Eastbound traffic onto Janet Street and Kings Highway.

Location No. 6

South Boulevard Northbound traffic onto Westfield Street.

Location No. 8

River Street Eastbound traffic onto northbound Memorial Avenue.

Memorial Avenue Northbound traffic onto River Street.

Location No. 11.

Elm Street Eastbound traffic onto East elm Street.

East Elm Street Westbound traffic onto southbound Elm Street.

(d) RIGHT LANE MUST TURN RIGHT

Location No. 6.

Westfield Street Eastbound traffic onto South Boulevard.

Location No. 8

River Street Eastbound traffic onto southbound Memorial Avenue

Location No. 11

Elm Street Northbound traffic onto East Elm Street

III.ACCESS AND EGRESS

Within the limits of the Federal Aid Project no additional driveway (residential, commercial or business) and no relocation or alteration of any existing driveway shall be permitted which is not in conformance with the DEPARTMENT'S Manual on Uniform Traffic Control Devices, without prior written approval of the DEPARTMENT.

IV. TRAFFIC ISLANDS

Traffic islands or median islands and traffic devices thereon are not to be installed, altered or removed without the prior written approval of the DEPARTMENT. Parking is prohibited on and adjacent to all traffic islands and median islands within the Federal Aid Project.

V. TRAFFIC CONTROL SIGNALS

- (a) Traffic control signals shall be operated in strict accordance with the requirements and stipulations of the applicable permit.
- (b) Changes in the timing sequence or operation of traffic control signals located in the Federal Aid Project area are not to be made without the written approval of the DEPARTMENT.
- (c) Traffic control signals, the operation of which are pertinent to the Federal Aid Project area covered by this Agreement, are located to control traffic as shown on the plans for the intersection of:
 - 1. Westfield Street, Route 20 and Kings Highway.
 - 2. Westfield Street, North Boulevard and South Boulevard
 - 3. River Street and Memorial Avenue.

VI. MAINTENANCE

The TOWN in accordance with the provisions of Sections 109(d) and 116 of TITLE 23 of the United States Code will properly maintain the way and all traffic control devices including signs, signals and pavement markings under the control of the TOWN within the project area.

VII. MISCELLANEOUS

Traffic controls or regulations instituted either by the DEPARTMENT or the TOWN on ways or parts thereof within the Federal Aid Project are to remain in force and effect until any proposed future change has been approved in writing by the DEPARTMENT. The DEPARTMENT will not approve any future proposed traffic control changes within the Federal Aid Project which will in the opinion of the DEPARTMENT lessen to any degree the efficient utilization of the highway for traffic purposes.

VIII. PENALTY

Failure on the part of the Town of West Springfield to fulfill its responsibility in the proper maintenance and operation and the enforcement of the traffic regulations of the completed facility will disqualify the Town of West Springfield from future Federal Aid participation on projects in which the TOWN has maintenance responsibility, as provided in TITLE 23, U.S.C., Federal Highway Administration, U.S. Department of Transportation.

Such failure shall also result in withholding or withdrawing of the unexpended balance of any funds assigned to the Town of West Springfield under the provisions of Chapter 90, Section 34 of the General Laws as amended by Chapter 603 of the Legislative Acts of 1962.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the day and year first above written.

TOWN OF WEST SPRINGFIELD

(t) Charles T. Grucci
J. Edward Christian
Frederick S. Conlin, Jr.

*COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS*

(s) Peter E. Donaldson, Associate Commissioner
Sandino J. Tersigni, Associate Commissioner

LEGAL CERTIFICATION

This will certify that the Town of West Springfield has complied with all applicable State Laws and its By-Laws and ordinances and that this Agreement is a valid, binding agreement of the Town of West Springfield.

1/12/1981 (s) Robert Tassinari,
Legal Counsel

CERTIFICATE OF SIGNATORY

This will certify that the below named individuals is/are authorized and empowered to execute and deliver, on behalf of the Town of West Springfield, this agreement.

NAME	Charles T. Grucci	Title	Chairman
	J. Edward Christian		Vice Chairman
	Frederick S. Conlin, Jr.		Secretary
DATE	1/12/1981	ATTEST:	(s) John F. Crean, Jr., Town Clerk

Received: February 24, 1981

TRAFFIC CONTROL SIGNAL PERMITS

<u>DATE</u>	<u>LOCATION</u>	<u>TYPE</u>
2/7/1950	Park Avenue and Main Street Permit #1154(a)	Pre-timed
8/27/1957	Westfield Street, Second Street and Chestnut Street Permit #1774	Semi-actuated Pedestrian
11/17/1959	Memorial Avenue and Bresnahan Street Permit #1511(b)	Semi-actuated
10/17/1967	Elm Street and Park Street Permit #B-40 (Supersedes Beacon Permit #353)	Pre-timed
10/17/1967	Westfield Street and Elm Street Permit #B-41	Pre-timed
5/7/1970	Westfield Street at North and South Boulevards Permit #B-495	Semi-actuated
4/29/1975	Elm Street (Route 20), Union Street And Park Avenue (Route 20) Permit #B42(a)	Pre-timed
6/10/1975	Memorial Avenue (Route 147) and Baldwin Street Permit #B1300	Semi-Actuated Pedestrian
6/10/1975	Memorial Avenue (Route 147) at Bresnahan Street Permit #B1301	Semi-Actuated Pedestrian
5/29/1980	Park Street at <u>A & P entrance</u> <u>Permit #B1299</u>	Semi-Actuated
5/29/1980	Park Street at South Boulevard And River Street Permit #B1698	Fully actuated
8/14/1985	Park Street, west of Van Deene Avenue Permit #AB325-2030	Semi-actuated Pedestrian
6/07/1979	Route 20 (Westfield Street) at Sikes Ave (Taken over by state in 1985 per W.W.	Fully actuated

Wyman 11-18-86)
Permit #B-1631

10/17/1967	Westfield Street (Route 20) and Elm Street (Routes 20 and 5A) Permit #B-41	Pre timed- Automatic
12/5/1972	Westfield Street (Route 20) at Silver Street Permit #B-891	Pedestrian Signal Automatic
10/17/1990	Riverdale Street (Route 5) at Morgan Road <u>Permit #AB-325-2182</u>	Automatic

WARNING BEACON PERMITS

<u>Date</u>	<u>Location</u>	<u>Color</u>
6/1/1948	Westfield Street and Kings Highway	Red & yellow
5/24/1949	Main Street and Park Street	Yellow
4/10/1951	Park Avenue at Elm Street	Yellow
5/3/1955	Memorial Avenue & River Street	Yellow
8/27/1957	Route 20-Westfield Street and Kings Highway – Janet Street	Red & yellow
8/27/1957	Elm Street and Kings Highway	Red
5/12/1970	Kings Highway, Piper Road and North Boulevard	Red & yellow
5/12/1970	Morgan Road at Piper Road	Red & yellow

YIELD RIGHT OF WAY SIGNS

<u>Date</u>	<u>Location</u>
7/29/1958	Northeast Ramp at Route 5 North End Bridge
7/29/1958	Southwest Ramp at Route 5 North End Bridge
7/29/1958	Southwest Ramp from Memorial Bridge Interchange
7/29/1958	Northeast Ramp from Memorial Bridge Interchange
12/22/1965	Ramps 1 and 5 of Massachusetts Turnpike and Riverdale Street, Route 5
8/12/1969	Northeast Ramp at Route 5
8/12/1969	Southwest Ramp at Route 5
4/14/1970	Northeast Ramp at Route 5 (Route I-91)
4/14/1970	Southwest Ramp at Route 5 (Route I-91)
3/18/1982	Memorial Avenue eastbound at Memorial Bridge Rotary Southeast Ramp from Route 5 Northbound at Memorial Bridge Rotary Memorial Bridge Westbound at Memorial Bridge Rotary Northwest Ramp from Route 5 Southbound at Memorial Bridge Rotary
3/18/1982	Park Avenue Eastbound at North End Bridge Rotary. Southeast Ramp from Route 5 Northbound at North End Bridge Rotary South End Bridge Westbound at North End Bridge Rotary Northwest Ramp from Route 5 at North End Bridge Rotary
3/18/1993	Permit No. Ls-2-325-2334 STATE HIGHWAY North Elm Street Southbound from Southbound Riverdale Street at North Elm Street Westbound from Northbound Riverdale Street.
2/07/2011	Virginia Avenue westbound to Ely Avenue
2/07/2011	Virginia Avenue eastbound to Ely Avenue

MISCELLANEOUS PERMITS

<u>Date</u>	<u>Type</u>
12/15/1959	Portable School Sign (Figurine)
5/5/1964	Pavement Marking Permit

Special Regulation No. 7895: Piper Road

MAY 21 2009



THE COMMONWEALTH OF MASSACHUSETTS
EXECUTIVE OFFICE OF TRANSPORTATION & PUBLIC WORKS
MASSACHUSETTS HIGHWAY DEPARTMENT

TRAFFIC ENGINEERING & OPERATIONS

SPECIAL SPEED REGULATION No. 7895

Highway Location: WEST SPRINGFIELD
Authority In Control: TOWN OF WEST SPRINGFIELD
Name of Highway(s): PIPER ROAD

In accordance with the provisions of MASS. GEN. LAWS Ch. 90, § 18 (2006), the following Special Speed Regulation is:

Hereby Adopted

by the Town Council

of the Town of West Springfield

The following speed limits are established at which motor vehicles may be operated in the areas described:

PIPER ROAD - NORTHBOUND

Beginning at the junction of Kings Highway, thence northerly on Piper Road 3.10 miles at 35 miles per hour ending at the junction of Birnie Avenue; the total distance being 3.10 miles.

PIPER ROAD - SOUTHBOUND

Beginning at the junction of Birnie Avenue, thence southerly on Piper Road 3.10 miles at 35 miles per hour ending at the junction of Kings Highway; the total distance being 3.10 miles.

Received April 9 @ 11:38AM, 2009
West Springfield Town Clerk's Office and forwarded
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WEST SPRINGFIELD

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MHD SPEED REG-107
REV 1-30-08

1 of 2

No



Operation of a motor vehicle at a rate of speed in excess of these limits shall be prima facie evidence that such speed is greater than is reasonable and proper.

The provisions of this regulation shall not, however, abrogate in any sense MASS. GEN. LAWS ch. 90, § 14 (2006).

Date of Passage: may 4, 2009 By a Roll Call vote of the Town Counc
9 in favor 0 opposed

5/5/09 Dennis B. McArthur
DATE President

TOWN COUNCIL

Attest: Diane J. Foley
TOWN CLERK

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS HIGHWAY DEPARTMENT

SPECIAL SPEED REGULATION No. 7895

The Massachusetts Highway Department and the Registry of Motor Vehicles, acting jointly, do hereby certify that this regulation is consistent with the public interest.

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

DATE: MAY 21 2009

HIGHWAY DEPARTMENT

REGISTRY OF MOTOR VEHICLES

BY: Ned E. Barbaree
State Traffic Engineer

BY: [Signature]
Registrar