

**MEETING OF THE
CITY OF WOBURN
TRAFFIC COMMISSION
APRIL 19, 2018 – 4:00 P.M.
COUNCIL CHAMBER
WOBURN CITY HALL**

Attending: Comm. Joanne Campbell, Comm. Myles Collins, Comm. John Duran, Comm. Dan Orr, Comm.-designee Michael Pacheco, Comm.-designee Greg Rheaume, Chair Edward Tedesco.

Absent: Comm. Stephen Adgate, Comm. Peter Socorelis.

Motion made and 2nd to waive the reading of the minutes of the previous meeting and to accept, 7 in favor, 0 opposed, 2 absent (Adgate, Socorelis absent).

A communication dated April 19, 2018 was received from Tina P. Cassidy, Planning Board Director/WRA Administrator, Woburn Planning Board as follows:

Re: Planning Department designee to the Woburn Advisory Traffic Commission

Dear Chair Tedesco:

I respectfully inform you that I am formally designating Dr. Dan Orr as the Planning Director's (and therefore the Planning Department's) representative on the Woburn Advisory Traffic Commission. The designation shall remain in effect until I or a successor Director of the Department name an alternative designee.

Respectfully, s/Tina P. Cassidy, Planning Board Director/WRA Administrator

Motion made and 2nd that the matter be accepted and made part of the record, 7 in favor, 0 opposed, 2 absent (Adgate, Socorelis absent).

No. 2017-40

On the review of one way travel restriction on Mountain Street. Chair Tedesco stated that this matter is a review of the temporary do not enter restriction imposed from March 1, 2018 through March 30, 2018 onto Mountain Street at the intersection with Main Street westerly to Winter Street between the hours of 7:00 a.m. to 9:00 a.m. and onto Mountain Street easterly at the intersection with Winter Street to Main Street between the hours of 4:00 p.m. to 6:00 p.m. Public Comments: Carole McCauley, 46 Mountain Street stated that she supports the restriction on travel, this this made a big difference in the amount of traffic, that there are no sidewalks on the street, that sidewalks should be installed, that there should be a restriction on commercial traffic, and that the street could be made one-way but this may result in speeding. Joyce Gray, 57

Mountain Street stated that she opposes the restriction, that the street needs to be paved, that it takes her an extra twenty minutes to get home from work each day, that on one day 28 vehicles were stopped by a police officer who spoke to the driver and then let go while on another day 26 vehicles were stopped by a police officer and the driver was made to turn the vehicle around, that she has traveled on the street against the restriction at times, that the street is in bad need of repair, that she has learned that it will be one to two years before the street can be repaved because of water line work that must be completed on the street, that there is a school bus stop at the intersection of Mountain Street and Townsend Street, that the school bus can longer enter the street because of the restriction, that two school buses are affected, that there is a high school and a middle school bus route, that the cause of the additional traffic in the area seemed to be caused by bridge work in Wilmington, that the traffic was backed up to Winter Street at times during that period, that the traffic is not as bad since the bridge was repaired, and that she has a family member residing at her house with a medical issue and is concerned with visiting nurses or emergency vehicles getting to her house during the restricted hours. Phil Cuoco, 7 Marion Street stated that this travel restriction adds twenty minutes to his morning commute, that he must travel down Main Street to Elm Street or Nichols Street, that there is a line of traffic, that there should be consideration to the restriction in the opposite directions than the temporary restriction or limiting commercial traffic with enforcement of the restriction, that residents working in Burlington or Bedford on the Middlesex Turnpike finds this restriction difficult, and that he has traveled this route for thirty years. Susan Ginivan, 57 Mountain Street stated that the one way travel restriction is a disaster, that the one way travel restriction requires her to go into the traffic, that she it takes her an additional 25 to 30 minutes to get to work on the Burlington/Bedford line, that there have been comments that the restriction is out of a concern for children but the street needs paving and sidewalks, that she has not obeyed the restriction at times, and that she is opposed to the restriction. Karen Dionne, 64 Mountain Street stated that she has to travel around the restriction, that the restriction may add twenty minutes to a commute, and that this is an inconvenience but she supports the regulation. Mike Dionne, 64 Mountain Street stated that the commercial traffic restriction requested for this street should be addressed, that in 2011 he was told that the truck restriction proposal was waiting for completion of the citywide traffic study, that he understands people want to continue traveling the route they may have for thirty years, that of the approximately twenty residents he spoke to concerning the issue no one wanted the street to have a one way restriction at all times, that the impression was there is do not enter restriction at the end of the street but residents residing on the street could travel in either direction when leaving their house, that he counted vehicles traveling the street between 4:00 p.m. and 6:00 p.m., that when the signs with the restriction were installed several days the number of vehicles were 67, 75, 96 and 95, that when the signs were removed over several days the number of vehicles were 98, 194, 286, 231, 367 and 189, that the signs made a difference, that there is an extra 1,200 feet of travel coming from Winter Street, that this adds three or four more minutes, that the street needs to be paved but the Traffic Commission does not pave streets or install sidewalks, that the residents of Mountain Street have paid three-quarters of a million dollars in taxes in the last five years, that the residents wants some relief, that inconvenience is but a small price to pay, and that a map of the city shows that from Wilmington to Winchester all streets from Main Street which lead to another street have sidewalks, time based restrictions on travel or are one-way except for Mountain Street. Mr. Dionne offered a map to the Traffic Commission for review. Motion made and 2nd that the document be received and made part of the record, 7 in favor, 0 opposed, 2 absent (Adgate, Socorelis absent). Mr. Dionne stated that the restriction was to be do not enter Mountain Street during certain hours, that approximately

twenty people signed the petition, that he understands that some residents support the restriction and that others do not support the restriction, and that originally the request was for a do not enter restriction from 4:00 p.m. to 6:00 p.m. and a heavy commercial vehicle restriction. Mr. Dionne offered a vehicle count document to the Traffic Commission for review. Motion made and 2nd that the document be received and made part of the record, 7 in favor, 0 opposed, 2 absent (Adgate, Socorelis absent). Comm. Orr stated that he will obtain an update of the truck traffic study for the next meeting. Ms. Gray stated that she needed clarification of the do not enter restriction from Main Street, and that she believed the restriction should apply to residents and school buses. Comm. Pacheco stated that the restriction was for do not enter from Main Street, that there are no exceptions for school buses, that the only exception is for emergency vehicles, that if there is a do not enter restriction and a resident's home is in the middle of the street then the resident can go in either direction to exit the street, and that if the restriction is do not enter one way this means all drivers can only drive in one direction on the entire street. Comm. Campbell stated that she believed that the residents of the street could exit in either direction. Mr. Dionne stated that he thought residents could leave their homes and travel in either direction on the street. Ms. Dionne stated that she was told by a police officer that she could exit her driveway and travel in either direction but she could not enter the street against the restriction. Mr. Dionne stated that the signs at the end of the street indicate a one way restriction. Ms. Dionne stated that the school buses were not affected by the restriction. Mr. Dionne stated that the school buses are not restricted in their travel because the school buses in the afternoon are at a different time than the time restriction, that the times of the restriction from Main Street should be the same as the restriction on Kearsarge Avenue so that the buses are not affected, that the signs as erected on Main Street are clear when entering Mountain Street from either direction, and that the signs as erected on Winter Street were not visible when entering Winter Street. Comm. Duran stated that the Department of Public Works received the complaint about the signs and a second sign was erected near Winter Street. Comm. Campbell stated that she visited the site and has a photograph of the two signs. Mr. Cuoco stated that the direction of travel could be reversed so as not to affect the traffic. Comm. Pacheco stated that reversing the direction of the restrictions would not address the issue of the heavy traffic. Mr. Cuoco stated that the direction of travel restriction could be changed in the opposite direction for thirty days for further research to see if it would work. Comm. Campbell stated that she wants to hear from Comm. Tedesco as he is also the Ward Alderman of the area. Ms. Gray stated that there is an expressed concern for the children but the students are walking in the afternoon at a time when the restriction is not in affect, and that she also wanted to know if the restriction was Monday through Friday or seven days per week. Alderman Tedesco stated that the petition was for a restriction seven days per week, that he walked the neighborhood to discuss the restriction with the neighbors, that he received seven letters in favor of the restriction and two opposed, and he receive approximately five calls about the issue. Comm. Duran stated that the city solicitor should render an opinion as to what the rules are with this restriction, that the residents need to know if they can travel in both directions or only one way, and that citations will be issued if there are violations. Comm. Pacheco stated that the trial period was for education of the public, and that there is a \$55.00 surchargable violation for entering the street by a driver against the restriction. Comm. Campbell stated that the commissioner should be able to address the issue without consulting with the city solicitor. Comm. Pacheco stated that do not enter is one restriction and one way is a different restriction requiring all traffic to travel one way on the street. Comm. Tedesco stated that the commissioners should obtain an opinion from the city solicitor. Comm. Campbell stated that there is no need to bother the city solicitor on this issue,

and that the commissioner have heard from the Police Department as to what the rule would be. Comm. Tedesco stated that there should be a determination as to the impact on other routes. Motion made and 2nd that a communication be sent to the School Department and Superintendent of Schools for information as to the impact of the travel restriction on the school bus routes, 7 in favor, 0 opposed, 2 absent (Adgate, Socorelis absent). Mr. Dionne stated that if the time in the morning was changed to 7:30 a.m. from Main Street this would not affect the school buses as they school buses would pass before the effective time of the restriction. Comm. Tedesco stated that the commissioners should hear from the School Department, that he will confer further with the residents, and that he will look at the restrictions on Kearsarge Avenue. Comm. Campbell stated that the data submitted shows the amount of traffic on the street, that there was a significant change in the volume of traffic with the restrictions, that she also understands the impact on some residents with adding twenty minutes on commuting time which is significant as well, that the commissioners must balance safety with convenience, and that the street should be paved but that is directed by the Mayor. Ms. Gray stated that if the bus route is affected the change should wait until June after school is out for the year. Motion made and 2nd that the matter be laid on the table to the May 17, 2018 meeting to obtain additional data, 7 in favor, 0 opposed, 2 absent (Adgate, Socorelis absent).

No. 2017-21

On the review of one way travel restriction on Rumford Park Avenue. Comm. Tedesco stated that this was a thirty day trial travel restriction, and that there were a number of resident telephone calls received by Alderman Anderson, Alderman Haggerty, Alderman Concannon and himself concerning this matter. Public Comments: Jason Kreth, 20 Rumford Park Avenue stated that he has been a resident on the street for fifteen years, that his family was recently the youngest couple on the street, that now there are more children residing on the street and there has been a volume of traffic at high rates of speed on the street, that vehicles travel over 40 m.p.h. on the street, that during the thirty day trial period there was a decrease in traffic incrementally, that this was not perfect but the traffic volume absolutely decreased, that the traffic flow was better at Olympia Avenue with the traffic not crossing over, that some inconvenience is for the greater good of the neighborhood and will decrease the volume of traffic, and that he is willing to bear the inconvenience for the safety of the neighborhood. William Booker, 3 Forest Park Circle stated that he has been a resident on his street for thirty years, a resident of the city for 56 years and is the former Ward Alderman of the area, that this proposal will lead to additional streets in the city seeking do not enter restrictions, that when someone moved onto the street 3½ years ago the conditions were the way they are, that this proposal will inconvenience the residents of 125 homes within one-quarter mile of the street, that these streets are necessary for travel by residents of the area, and that 40% of the streets in the city will ask for the same restriction. Shawn Connolly, 3 Cronin Way stated that with the one way of travel restriction he must wait in traffic near the Woburn Mall to get on the highway, that he has never seen vehicles traveling 40 m.p.h. on the street, that the residents should not park their vehicles along the street, that this restriction inconveniences the whole neighborhood, and that a left turn out of the street a Olympia Avenue is difficult. Ladonna Larson, 42 Rumford Park Avenue stated that she sees older residents and people with dogs walking along the street, that people park along the street to go to baseball games at Weafer Park, that the traffic is a safety issue, that she is willing to be inconvenienced for safety, and that she is in support of the

restriction. Ken Parlee, 43 Rumford Park Avenue stated that he moved to the neighborhood 3½ years ago but his father built the house on the street, that he drives all over the state, that some cities have traffic safety measures and others do not, that the commissioner should consider which direction the city wants to go, that lack of infrastructure is an issue, that his children are seventh generation Woburnites, and that a do not enter restriction may work better than a one way restriction. Mike Booker, 3 Forest Park Circle stated that it is difficult to exit the street, that it is almost impossible to drive 40 m.p.h. on the street, and that he would support a 20 m.p.h. speed limit and the installation of sidewalks but not the one way travel restriction. William Booker stated that the traffic in the city is from the industrial and office parks, that these uses keep the city affordable, that the traffic is the result of these businesses, that to restrict the travel on this street and push the traffic to School Street is not a solution, and that the commission could ask the Mayor to install sidewalks along one or both side streets and perhaps reduce the speed limit to 20 m.p.h. or 25 m.p.h. Deb Parlee, 4 Wheeling Street stated that she resided on the street, that cars park along the street at the top of the hill, that it is difficult to see over the hill, and that there needs to be a speed restriction because of the line of sight issues. Comm. Pacheco stated that this is not a restriction that the Police Department would be willing to support because of the number of residents of the street who ignored the regulation, that this is not a private road, that this is a public way, that the road is open to all drivers and not just residents of the road, that if the do not enter restriction is established and violated this would be a \$55.00 surchargeable event, that the Police Department is not supportive of the restriction because of the number of residents on the street who violated the educational trial phases, that the perceived speed on a narrow winding road seems higher than the actual speed, that on this road a vehicle traveling 25 m.p.h. would appear to be traveling 35 m.p.h or 40 m.p.h., that by way of comparison he tried to travel 30 m.p.h. on Mt. Pleasant Street but felt it was already unsafe at 25 m.p.h., and that the vehicle could not travel faster on that roadway. Comm. Campbell stated that she understands the issues with the speed of the vehicles, that this issue will grow as Woburn become larger due to its affordability, that she will sponsor action to reduce the speed of the roadway to 25 m.p.h., that the Traffic Commission gave the issue a trial period but it did not seem to be a positive effort, and that with the Police Department not in support of the restriction she could not support the restriction. Comm. Tedesco stated that he received many telephone calls on this issue not in support of the restriction. Motion made and 2nd to deny a the adoption of a permanent one way travel restriction during established hours on Rumford Park Avenue, 7 in favor, 0 opposed, 2 absent (Adgate, Socorelis absent).

No. 2018-1

On the petition for no parking on Silvermine Road. Comm. Tedesco stated that a communication was received from the City Solicitor on the issue, and that the Fire Department opined that there was a safety issue on this street. Motion made and 2nd to adopt a restriction on parking on Silvermine Road pursuant to M.G.L. Chapter 40, Section 21(14), 7 in favor, 0 opposed, 2 absent (Adgate, Socorelis absent).

No. 2018-7, No. 2018-8 and No.2017-41

On the request for resident traffic only on Mt. Pleasant Street. Appearing was June MacKenzie, 20 Mt. Pleasant Street and she stated that she asks for a reduction in the speed limit, that it is difficult to travel around the corner at 30 m.p.h. but the vehicles do travel quickly on the straightaways, that she supports reducing the speed limit to 25 m.p.h., and that pedestrians have to cross the street to get to their vehicles and this is dangerous. Tom Luongo, 26 Auburn Street stated that he believes 25 m.p.h. is too high a speed limit for the street, that this is a narrow road, that vehicles park on both sides of the street, that a 15 m.p.h. speed limit would be adequate, and that such a change would not inconvenience anyone. Comm. Pacheco stated that the 20 m.p.h. speed limit is reserved for school zones and 25 m.p.h. is the lowest speed limit permitted in residential areas, that the speed safety study shows that vehicle speed is not an issue, that a case could be made that the volume of traffic is high on the narrow street with vehicles parked on both sides, and that over the 59 day study period on Tuesdays and Fridays the volume was higher with over 300 vehicles. Comm. Pacheco offered a copy of the traffic study to the Traffic Commission for review. Motion made and 2nd that the document be received and made part of the record, 7 in favor, 0 opposed, 2 absent (Adgate, Socorelis absent). Comm. Pacheco stated that the highest speed recorded was 24 m.p.h. in the direction of Green Street to Highland Street, that vehicle speed is not an issue, that parking on the bend make travel difficult, that parking along the street is an issue that has to be addressed, that parking of commercial vehicles and buses on the street is an issue, that he does not believe a commercial bus should be parked in the neighborhood, that the speed limit on the street is 30 m.p.h., that it is difficult for a vehicle to travel 30 m.p.h. or 35 m.p.h. on the street, that the traffic study sign detects vehicles as they approach, that the sign could be installed in the opposite direction but there was no evidence of a high speed, and that there would be no objection from the Police Department for a 25 m.p.h. speed limit. Comm. Campbell stated that she would not object to a 25 m.p.h. speed limit on the street. Comm. Tedesco stated that he would prefer to do all speed limit changes as a group, and that 25 m.p.h. is the lowest speed that can be posted. Motion made and 2nd that the matter be placed on file, 2 absent (Adgate, Socorelis absent).

Motion made and 2nd that the next three matter be taken collectively, 7 in favor, 0 opposed, 2 absent (Adgate, Socorelis absent).

No. 2018-3, No. 2018-4 and No. 2017-6

On the request for a stop sign on George Avenue at Salem Avenue, the request for stop sign on Robert Avenue at George Avenue, and the request for stop sign on Jefferson Avenue at Prospect Street.

ORDERED That Schedule 3 Stop Signs of the 2017 Woburn Traffic Code, as amended be further amended by adding the following:

GEORGE AVENUE – That a stop sign restriction be established on George Avenue at the intersection with Salem Avenue.

ORDERED That Schedule 3 Stop Signs of the 2017 Woburn Traffic Code, as amended be further amended by adding the following:

ROBERT AVENUE – That a stop sign restriction be established on Robert Avenue at the intersection with George Avenue.

ORDERED That the 2017 Woburn Traffic Code, as amended, be further amended by adding to Schedule 3 Stop Signs the following:

JEFFERSON AVENUE – Stop sign westerly at the intersection with Prospect Street.

Motion made and 2nd that the matters receive a second reading and be adopted, 7 in favor, 0 opposed, 2 absent (Adgate, Socorelis absent).

On the request for crosswalk across Main Street at 675 Main Street. Comm. Rheume stated that this is a mid-block crosswalk, that these mid-block crosswalks are being eliminated for safety issues, that four parking spaces would be lost, that this location is 100 feet from a crosswalk at the intersection, and that the crosswalk that was at this location was not handicapped accessible. Motion made and 2nd that the matter be denied, 7 in favor, 0 opposed, 2 absent (Adgate, Socorelis absent).

On the petition to establish 25 m.p.h. speed limit in thickly settled and business districts. Comm. Campbell stated that the Traffic Commission adopted safety zone ordinances with a speed limit of 20 m.p.h. in a few areas, that this petition is pursuant to M.G.L. Chapter 90, Section 17C to reduce the default speed limit in the city from 30 m.p.h. to 25 m.p.h. unless otherwise posted, that this would not affect State roads, that 25 communities have approved a default speed of 25 m.p.h. including Stoneham, Melrose, Lexington and Arlington, that there is more traffic and vehicles speeding on side streets as driver attempt to avoid traffic control signals or lines of traffic, that a reduction of the speed limit on side streets to 25 m.p.h. would be beneficial and aid in traffic calming, and that Beacon Street and Woburn Parkway are two streets with heavy pedestrian use as well as traffic that would benefit with the lower speed limit. Comm. Pacheco stated that this may be a good change, that when vehicles are traveling at 33 m.p.h. or 36 m.p.h. and the speed limit is 30 m.p.h. this is difficult to enforce, that reducing the speed limit to 25 m.p.h. would have vehicles lower their speed to an appropriate speed, that many of the speeding vehicles are drivers passing through the city to get to work, and that GPS systems will be sending higher volumes of traffic down small streets. Comm. Tedesco stated that he could appoint a subcommittee to study the issue. Comm. Duran stated that if this change makes some difference for the Police Department this should be kept in mind, and that once the issue is expanded citywide that is an issue. Comm. Campbell stated that the default speed would be reduced from 30 m.p.h to 25 m.p.h. unless otherwise posted, that there are signs posted at the border with Lexington indicating a 25 m.p.h. speed limit unless otherwise posted, that there would no longer be a 30 m.p.h. speed limit, and that with the city getting busier a default 25 m.p.h. speed limit will help. Comm. Duran stated that the issue is so big it should go on the ballot. Comm. Pacheco stated that Rumford Park Avenue and Mishawum Road currently have the same speed limit.

Comm. Campbell stated that the commissioners should determine which streets would not be 25 m.p.h. Comm. Tedesco stated that a subcommittee of Comm. Campbell, Comm. Mooney and Comm. Orr should be appointed to study the issue. Motion made and 2nd that Comm. Campbell, Comm. Mooney and Comm. Orr be appointed as a subcommittee to study the issue of a 25 m.p.h. default speed limit and to report back their findings to the full Traffic Commission, 7 in favor, 0 opposed, 2 absent (Adgate, Socorelis absent).

Motion made and 2nd to adjourn, 7 in favor, 0 opposed, 2 absent (Adgate, Socorelis absent).
Meeting adjourned at 5:35 p.m.

A TRUE RECORD ATTEST:

William C. Campbell, City Clerk
and Clerk of Traffic Commission