

**MEETING OF THE
CITY OF WOBURN
TRAFFIC COMMISSION
JANUARY 21, 2016 – 4:00 P.M.
COMMITTEE ROOM
WOBURN CITY HALL**

Attending: Comm. Joanne Campbell, Comm. Myles Collins, Comm. John Corey, Comm. John Duran, Comm. Lindsay Higgins, Comm. Raymond Mooney, Comm.-designee Keith Peary, Comm. Peter Socorelis, Chair Comm. Tina Cassidy.

Absent: None.

Motion made and 2nd to waive the reading of the minutes of the previous meeting and to accept, all in favor, 9-0.

No. 2015-16

Relative to a request for a no parking restriction on Blueberry Hill Road near intersection with Holton Street. Comm. Cassidy stated that she had not discussed the matter with the Building Commissioner. John Manganiello, ArborJet, 99 Blueberry Hill Road stated that the issue is to restrict on-street parking across the street from their driveway entrance, that they spoke to the landlord about altering the driveway entrance, and that the landlord had concerns about making these modifications to the property. Paul Curran, ArborJet, 99 Blueberry Hill Road stated that such an alteration would be difficult due to the location of the pumping station. Comm. Duran stated that he is concerned about the impact on abutting property owners if the parking is restricted. Mr. Manganiello stated that they are only seeking to prohibit parking for a distance equivalent to three parking spaces. Comm. Peary stated that a temporary restriction could be imposed to determine the effectiveness and the impact of the proposal. Comm. Duran stated that the abutter has seasonal business and that impact of the restriction may not be clear until the summer months. Com. Mooney tated that the residents on Fox Road may be affected by the proposal and are not at this meeting, that this proposal may be moving the problem up to the residential area, and that the abutting business which generates the on-street parking could be asked to attend the next meeting to discuss the issue. Mr. Manganiello stated that the vehicles park on both sides of the street. Comm. Corey stated that if vehicles from the abutting business are parking on both sides of the street this may be a zoning issue, and that the Building Commissioner could be advised of the issue. Motion made and 2nd that the matter be laid on the table to the next meeting, that E.A. Spry & Co., Inc. be invited to send a representative to the next meeting, and that the Building Commissioner be advised of the issue, all in favor, 9-0.

No. 2015-15

Relative to the reduction in speed limit on Utica Street. Comm. Corey stated that he discussed this matter with the city's traffic consultant VHB, that the review indicated that any action taken to movements easterly on Montvale Avenue with increase the queues on Montvale Avenue, that 1,000 vehicles turn left on Central Street from Montvale Avenue each day and some of those vehicles then turn right on Utica Street and then right on Washington Street and then left on Montvale Avenue at the traffic control signals to circumvent the queues easterly on Montvale

Avenue at the intersection, and that by discouraging this behavior there will be further delays on Montvale Avenue easterly. Comm. Mooney stated that the Police Department cannot tacitly accept vehicles creating a second lane of traffic, that the roadway width allows vehicles to queue to the right and allows a second lane to form on the left, that the lawful left turn is for five or six vehicles, that the queue which is forming is much longer than this, and that the circumstances also cause collisions at the intersection with vehicles exiting at Nashua Street. Comm. Corey stated that the double yellow line could be maintained but the fog line moved out, striping added in that area to prohibit vehicles from moving right and signs installed reading "maintain your lane." Comm. Mooney stated that the Police Department would find that to be a satisfactory solution. Comm. Campbell stated that permitting the left turn lane onto Montvale Avenue may be beneficial due to the volume of traffic on Montvale Avenue. Motion made and 2nd that the petition to reduce the speed limit on Utica Street be denied based on collected traffic data indicating that the 80th percentile speed is greater than 20 m.p.h. and that the roadway be restriped to limit travel to one lane and signs installed to maintain the lanes in the area of Nashua Street, all in favor, 9-0.

No. 2015-22

Relative to a request to review the turning restrictions at Presidential Way/Commerce Way/Atlantic Avenue intersection. Comm. Corey stated that all the signs and lane markings conform, that the data indicates that there are adequate lanes for the volume of traffic, and that the light timing phases are optimized for the intersection. Motion made and 2nd that no further action be taken on the matter, all in favor, 9-0.

No. 2015-30

Heavy trucking on Nashua Street at Draper Street and Holton Street. Comm. Mooney requested that the matter be tabled to the next meeting to allow him to speak with the Police Chief about the matter. Motion made and 2nd that the MATTER be LAID ON THE TABLE TO THE TRAFFIC COMMISSION MEETING ON FEBRURY 18, 2016, all in favor, 9-0.

No. 2015-31

Right turn lane on School Street eastbound at Mishawum Road. Comm. Corey stated that the traffic warrants do not warrant a right turn signal due to the traffic volume, that the pavement is 34 feet wide, that in order to establish three lanes there would have to be a westerly receiving lane fourteen feet wide, a right turn lane twelve feet wide and a through lane twelve feet wide in addition to two foot shoulders on each side of the street which totals a required width of 42 feet, and that the roadway does not have sufficient width to establish an additional turning lane. Comm. Duran agrees that the roadway is not wide enough for another turning lane. Motion made and 2nd that no further action be taken on the matter, all in favor, 9-0.

No. 2015-34

Handicapped parking space on northerly side of Main Street at intersection with Park Street. Comm. Corey stated that the handicapped accessible parking space has been restored, and that there had been a delay in painting the handicapped accessible parking space indicators. Comm. Mooney stated that the new parking spaces in the downtown area are large and at times there are two vehicles parked in one space, that there is an issue as to whether there are too many

handicapped accessible parking spaces in this area, and that there is not sufficient on-street parking to satisfy demand. Comm. Corey stated that there were previously 85 parking spaces and that there are now 80 parking spaces, that previously there were no actual spaces as there was no parking spaces as they were not striped, and that many vehicles had been parking illegally such as at corners. Comm. Duran stated that some handicapped accessible parking spaces and handicapped ramps were repositioned to improve sight distances, and that the current configuration is a much better parking plan. Comm. Corey stated that guidelines indicate that four handicapped accessible parking spaces would be appropriate for the area, and that there are seven designated handicapped accessible parking spaces. Comm. Cassidy stated that information had been received from the Massachusetts Office on Disability regarding the matter. Motion made and 2nd to give a first reading to the following Order and that the matter be forwarded to the Handicapped Commission for review and comment:

ORDERED Be it ordained by the Woburn Traffic Commission that Schedule 1 Parking Restrictions of the 2016 Woburn Traffic Code be amended, as follows by adding the following:

MAIN STREET – Handicapped accessible parking space be established westerly side beginning at a point forty (40) feet north of the northerly curb line of Park Street a distance of 20 feet;

MAIN STREET – Handicapped accessible parking space be established easterly side beginning at a point thirty (30) feet south of the southerly curb line of Walnut Street southerly a distance of 20 feet;

MAIN STREET – Handicapped accessible parking space be established easterly side beginning at a point fifty (50) feet north of the northerly curb line of Walnut Street northerly a distance of 20 feet;

MAIN STREET – Handicapped accessible parking space be established easterly side beginning at a point at the northerly end of the extended curb at 389 Main Street a distance of 20 feet;

MAIN STREET – Handicapped accessible parking space be established easterly side beginning at a point forty (40) feet north of the northerly curb line of Salem Street northerly a distance of 20 feet;

MAIN STREET – Handicapped accessible parking space be established westerly side beginning at a point directly opposite the southerly curb line of Everett Street northerly a distance of 20 feet;

MAIN STREET – Handicapped accessible parking space be established westerly side a distance of seventeen (17) feet south of the southerly curb line of Hovey Street southerly a distance of 20 feet; and

Further, that the following regulations be deleted from Schedule 1:

MAIN STREET – Handicapped accessible parking space easterly side at the extended curb at 355 Main Street in a southerly direction a distance of 20 feet;

MAIN STREET – Handicapped accessible parking space easterly side beginning at a point 46 feet north of Salem Street northerly for 20 feet;

MAIN STREET – One handicapped accessible parking space shall be established on the southerly side at 415 Main Street; and

Further, that the parking spaces indicated in the parking plan prepared by the City Engineer entitled “City of Woburn, Massachusetts – Chapter 90 Roadway Improvements 2015 – Contract 4-16-IFB-008 – Main Street Repaving Project” Sheets 1 through 6 dated July 2015 (hereinafter “the Plan”) and prepared by the Woburn City Engineering Department be adopted as the lawful parking spaces as designated on the Plan and that the Plan be annexed to the 2016 Woburn Traffic Code as Schedule 9.

all in favor, 9-0.

Motion made and 2nd for a five minute recess, all in favor, 9-0.

Comm. Cassidy called the meeting back to order at 5:00 p.m.

No. 2015-29

On the recodification of the Woburn Traffic Code. City Clerk William Campbell appeared and provided a summary of the Traffic Code, that the traffic code was initially adopted in 1935, that the code has been amended over the years but not in a comprehensive manner, that the narrative of the proposed code is from the MassDOT Standard Municipal Traffic Code with some minor local variations including the winter parking regulations, snow removal regulations and parade permitting regulations, that the Traffic Commission approves the Code first, then the City Council, then the Mayor and finally the Code is published to be effective, and that MassDOT approval of regulations is limited to eight categories that it may be beneficial to forward the Code to MassDOT pointing out the few deviations and obtaining their approval to avoid any uncertainty. Comm. Corey stated that the 1935 Traffic Code has been amended but not put in one document, that this proposed Code is a comprehensive compilation, and that this will allow the city to place signs in accordance with the ordinances. Comm. Mooney stated that compiling the document is a benefit to the community. City Clerk Campbell stated that it is the Traffic Commission jurisdiction to repeal any regulation that is no longer appropriate by following the same process for approval. Comm. Cassidy stated that the city needs to conduct an inventory of signs that are in place to see be certain that posted signs conform to the regulations, and that the proposed Code should be amended with respect to parking meters to include pay stations in that the regulations state that the meter must be near the parking space but the pay stations are usually spaced out in the general area. PUBLIC HEARING. Richard Griffith, 78 Nashua Street stated that he has been coming before the city for forty years about the issues at the Nashua Street and Holton Street intersection, that the issues of large trucks and traffic collisions at this intersection are not being addressed, that the roadway is not wide enough for heavy trucks, and that at times the large trucks park in front of the residences with their diesel engines running. Carol Youngclaus, 2 Park Drive stated that the definition in the code for pedestrian should be revised

to include motor-operated wheelchairs and mobility-assisting scooters, that there should be some provisions made for bicycle lanes. Ms. Youngclaus had also provided written comments that was made part of the record. Comm. Mooney stated that the operation of bicycles is regulated under M.G.L. Chapter 85. Comm. Corey stated that the new traffic control signals recognize when bicycles are at the intersection. Written comments concerning traffic calming were received from Paul Medeiros, 9 Marietta Street and were made part of the record. Comm. Corey stated that traffic calming is a design tool but is not a regulation to be included in the Code. Motion made and 2nd to close the public hearing, all in favor, 9-0. PUBLIC HEARING CLOSED. Comm. Higgins stated that final action could be held one month to see if additional comments are received. Motion made and 2nd to adopt the Order establishing the 2016 Woburn Traffic Code annexed thereto, all in favor, 9-0.

Motion made and 2nd to adjourn, 8 in favor, 0 opposed 1 absent (Anderson absent)). Meeting adjourned at 5:38 p.m.

A TRUE RECORD ATTEST:

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

As to public hearing:

Joyce M. Gray, Assistant City Clerk
and Clerk of Traffic Commission, Pro Tem