

**MEETING OF THE
CITY OF WOBURN
TRAFFIC COMMISSION
FEBRUARY 15, 2018 – 4:00 P.M.
COUNCIL CHAMBER
WOBURN CITY HALL**

Attending: Comm. Leonard Burnham, Comm. Joanne Campbell, Comm. Myles Collins – late, Comm. Dan Orr, Comm. Raymond Mooney, Comm. Gregg Rheume, Comm. Peter Socorelis, Chair Edward Tedesco.

Absent: Comm. Stephen Adgate.

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, Collins absent).

No. 2017-35

On the request to move MBTA bus stop near 4 Montvale Avenue. Comm. Tedesco stated that the sign has been moved by the MBTA and no further action is needed. Motion made and 2nd that the communication be received and placed on file, 7 in favor, 0 opposed, 2 absent (Adgate, Collins absent). Motion made and 2nd that the matter be placed on file, 7 in favor, 0 opposed, 2 absent (Adgate, Collins absent).

No. 2017-37

On the request for no parking on Porter Street at Lawrence Street. Comm. Campbell stated that the issue was resolved, a neighbor who attended the last meeting believed family members may have been parking in the area, and that there have been no issues for a couple of weeks, and that the neighbor who asked the petition be filed is satisfied. Motion made and 2nd that the matter be placed on file, 7 in favor, 0 opposed, 2 absent (Adgate, Collins absent).

No. 2018-1

On the petition for no parking on Silvermine Road. A communication was received from Amy Miele, 10 Silvermine Road regarding the matter. Motion made and 2nd that the communication be received and made part of the record, 7 in favor, 0 opposed, 2 absent (Adgate, Collins absent). Comm. Orr stated that the old subdivision plans show the roadway, that the plan maps out the city accepted right of way, and that the Planning Director was to speak with the City Solicitor to review the information and determine whether this is a public way. Motion made and 2nd that the document be accepted for the record, 7 in favor, 0 opposed, 2 absent (Adgate, Collins absent). Comm. Rheume stated that when the house was constructed the street was laid out, that he does not believe the street was accepted, and that the street is still a private road. Comm. Orr agreed

that this street appears not to have been accepted. Comm. Mooney stated this if the street is private property then the city does not control the issue, that the area is not a cul-de-sac, that if vehicles park in the location the vehicle still needs to enter driveways to turn around, that he is not certain how a no parking restriction will help, that there is no turning radius for fire vehicles or any vehicle due to the layout, and that if this is determined to be private property than the issue is a moot point. Comm. Collins arrived at the meeting. Comm. Rheume states that the subdivision plan show the intent to build out the road, and that the petition indicates that the area was intended as a turnaround because there was no room for a cul-de-sac. Motion made and 2nd that the Planning Director meet with the City Solicitor to determine whether the turnaround portion of Silvermine Road has been accepted by the city, 8 in favor, 0 opposed, 1 absent (Adgate absent).

No. 2017-42

On the petition for a no left turn restriction on Russell Street westerly at Cambridge Road. Comm. Rheume stated that he has not talked to the City Engineer about the issue, and that as this area is under the jurisdiction of MassDOT any change would come from that office. Motion made and 2nd to lay the matter on the table to await a report from the City Engineer, 8 in favor, 0 opposed, 1 absent (Adgate absent).

No. 2017-19

On the petition for review of safety zones and thickly settled area speed regulations. Comm. Campbell stated that the subcommittee looked for areas throughout the city which meet the criteria for 25 m.p.h., that the subcommittee looked at vulnerable location as defined and identified a few areas, and that the 20 m.p.h. speed limit would be for school zones. Comm. Mooney stated that sections of the roadways around Leland Park are identified as safety zone with a 20 m.p.h. speed limit, that Erie Street was added because of traffic associated with youth football programs held at Leland Park, that sections of the roadway near Library Park on Harrison Avenue and Pleasant Street, and that Common Street have been included because of congestion of vehicles is heavy. Comm. Rheume stated that vehicles do pass city hall at 30 m.p.h. when entering from Pleasant Street in an easterly direction. Comm. Mooney stated that streets around St. Charles School are included because the student drop off and pick up caused a lot of congestion, that roadways near the High School are included, that under the new law the city can look at information other than just vehicle speed numbers and the high school would not warrant the 20 m.p.h. speed limit for elementary schools, and that Montvale Avenue and Salem Street in the area of the High School warrant the lower speed limit of 25 m.p.h. Motion made and 2nd to accept the plans for the record, 8 in favor, 0 opposed, 1 absent (Adgate absent). Comm. Campbell stated that working under authority of the Municipal Modernization Act the subcommittee started with 37 areas, that the subcommittee worked back through the definition to these four locations, and that a speed limit of 25 m.p.h. would make these areas safer. Comm. Mooney stated that a lot of areas in the city have school zones with a 20 m.p.h. speed limit or already have 25 m.p.h. speed limits, and that moving forward more streets can be included or removed from safety zone designation if conditions change. Motion made and 2nd that the

following Order be given a first reading and laid on the table to the next meeting, 8 in favor, 0 opposed, 1 absent (Adgate absent).

ORDERED That the 2016 Woburn Traffic Code, as amended, be further amended as follows:

1. Pursuant to Massachusetts General Laws Chapter 4, Section 4, the City of Woburn hereby accepts Massachusetts General Laws Chapter 90, Section 18B relative to establishment of designated safety zones for ways in the city.

2. By adding to Title 1 Definitions the following:

Section 1-35 Vulnerable Location(s): Locations in the City, either within roadway rights of way or adjacent to roadway rights of way, where a significant number of individuals may be considered vulnerable because of their use or an alternative mode of transportation (such as bicycling or walking) or because of their age or abilities (such as children, senior citizens, and persons with disabilities). Vulnerable location(s) deemed likely to attract children, senior citizens and/or persons with disabilities may include parks, playgrounds, schools, day care facilities, senior centers and senior housing complexes, public safety facilities and libraries.

3. By adding to Title 1 Definitions the following:

Section 1-36: Area(s) of Potential Conflict: Location(s) in the City, either within roadway rights of way or adjacent to roadway rights of way, where a significant number of individuals may be considered vulnerable and where there exist one or more areas of potential conflict (such as driveways, crosswalks and intersections) between motorized vehicles and vulnerable road users.

4. By adding to Title 7 Operation of Vehicles the following:

Section 7-23 Criteria for Designating Safety Zones

1. The area to be designated is outside of an established School Zone but is adjacent to a land use that is likely to create and Area of Potential Conflict and/or a Vulnerable Location; and
2. The area to be designated has one or more areas of unusually significant conflicts between motor vehicles and vulnerable road users that warrant(s) a reduction in speed; or
3. The area to be designated has unique characteristics that cause unsafe road conditions which warrant a reduction in speeds. Unique characteristics include areas with steep grades, poor lines

of sight, challenging roadway configurations, extraordinary levels of pedestrian traffic and blind curves.

4. The minimum length of a Safety Zone should be at least one quarter (.25) mile and should not extend more than 500 feet beyond a Vulnerable Location or Area of Potential Conflict.
 5. Safety zones are designated in Schedule 10.
5. By adding a new Schedule 10 Safety Zones as follows:
1. Salem Street – starting at the intersection with Wade Avenue northeasterly distance of 1,569 feet in both directions.
 2. Campbell Street – starting at the intersection with of Wade Avenue easterly to the intersection with Montvale Avenue in both directions.
 3. Montvale Avenue – starting at the intersection with Campbell Street easterly a distance of 856 feet in both directions.
 4. Harrison Avenue – starting at the intersection with Winn Street westerly to the intersection with North Warren Street in both directions.
 5. Pleasant Street – starting at the intersection with Warren Avenue northeasterly to the intersection with Winn Street in both directions.
 6. Common Street – the entire length starting at the intersection with Pleasant Street southeasterly to the intersection with Main Street.
 7. Myrtle Street – the entire length starting at the intersection with Main Street southwesterly to the intersection with Warren Avenue in both directions.
 8. Summer Street – the entire length starting at the intersection with Main Street southwesterly to the intersection with Warren Avenue in both directions.
 9. Central Street – starting at the intersection with B Street northerly to the intersection with Erie Street in both directions.
 10. Erie Street – starting at the intersection with Central Street easterly to the intersection with Washington Street in both directions.
 11. Washington Street – starting at the intersection with B Street northerly to the intersection with Erie Street in both directions.

No. 2017-021

On the request for no commercial trucking signs on Green Street. Motion made and 2nd that the Planning Department truck traffic and planning study communication be received for the record, 8 in favor, 0 opposed, 1 absent (Adgate absent). Comm. Orr stated that there is a meeting scheduled for February 16, 2018 with the Planning Department and Purchasing Department for a truck traffic study, and that it will take four to six months to complete the study. David Fallon, 40 Green Street stated that a year ago the signs were being reviewed to make certain they were correct, that six months ago the correct signs were to be installed, that now the matter is with the

Planning Board, that he finds the situation confusing, and that some of the no heavy trucking signs were removed. Comm. Campbell stated that the commissioners believed that the truck traffic study would move forward last year, and that now the Planning Board advised the study is moving forward and will be completed within four to six months. Mr. Fallon stated that it will be another year before the signs are erected, and that this has been a long process which he has been pursuing since 2013. Motion made and placed on file pending completion of the truck traffic and truck exclusion study, 8 in favor, 0 opposed, 1 absent (Adgate absent).

No. 2017-5

Request for blind drive sign on Revere Road. Motion made and 2nd that the matter be forwarded to the Department of Public Works to review the area as to the necessity of installing a blind drive sign and that the matter be laid on the table to the next meeting, 8 in favor, 0 opposed, 1 absent (Adgate absent).

No. 2017-6

Request for stop sign on Jefferson Avenue at Prospect Street. Comm. Burnham stated that he believes that there may have been stop signs at this intersection but the signs are constantly being knocked down by trucks turning. Motion made and 2nd that a communication be sent to the Department of Public Works to review the matter before the next meeting, 8 in favor, 0 opposed, 1 absent (Adgate absent). Motion made and 2nd that the matter be laid on the table to the next meeting, 8 in favor, 0 opposed, 1 absent (Adgate absent).

No. 2017-7

Request for resident traffic only on Mt. Pleasant Street. Comm. Tedesco stated that the Department of Public Works, City Engineer and Police Department will investigate the issue and provide a report at the next meeting. Comm. Mooney stated that there is already a legal opinion that a resident traffic only restriction is not permitted, that there could be travel time restrictions with one way travel during certain hours, and that the Ward Alderman should be asked for his opinion on the matter. Motion made and 2nd that a communication be sent to Alderman Gately for his opinion on the matter and to lay the matter on the table to the next meeting, 8 in favor, 0 opposed, 1 absent (Adgate absent).

Motion made and 2nd to adjourn, 8 in favor, 0 opposed, 1 absent (Collins absent). Meeting adjourned at 4:36 p.m.

A TRUE RECORD ATTEST:

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