MEETING OF THE
CITY OF WOBURN
TRAFFIC COMMISSION
APRIL 17, 2025 – 3:30 P.M.
COMMITTEE ROOM
WOBURN CITY HALL

Attending: Comm. John Cashell, Comm. Lou DiMambro, Comm. Richard Jolly, Comm. Alex Rozycki, Comm. Charles Stokes, and Chair William Pappalardo.

Absent: Comm. John Duran, Comm. Mark Smith, and Comm. Peter Socorelis.

Motion made and 2nd to waive the reading of the minutes of the previous meeting and to accept, all in favor, 6-0-3 (Duran, Smith, and Socorelis Absent).

2025-05

On the request for removal of handicapped parking sign in front of 48 Beacon Street, City Clerk Higgins stated last meeting the Commission gave a first reading for the order. Motion made and 2nd to approve the following for a second reading, all in favor, 6-0-3 (Duran, Smith, and Socorelis Absent):

ORDERED Be it ordered that Schedule 1 Parking Restrictions of the 2017 Woburn Traffic Code, as amended, be further amended, by removing the following:

BEACON STREET – Handicapped accessible parking space be established at 48 Beacon Street.

2025-06

On the request for flashing stop sign on Middle Street at the intersection with Mishawum Road, Chair Pappalardo stated the petitioner stated she could not make this month's meeting but that she would be available for the next meeting. Motion made and 2nd that the matter be laid on the table until the May meeting, all in favor, 6-0-3 (Duran, Smith, and Socorelis Absent).

2025-07

On the request for traffic safety improvements at the intersection of Merrimac Street, North Maple Street, and East Dexter Avenue, Comm. Rozycki stated he spoke with DPW and that this matter would have to go to a traffic engineer for design. Comm. Rozycki stated he is in the process of completely revamping the complete streets program and when they are on the call they will take a look at this intersection. Motion made and 2nd that the matter be continued to the next meeting, all in favor, 6-0-3 (Duran, Smith, and Socorelis Absent).

2025-09

On the request for a stop sign on Burlington Street northbound at Thistle Road, the petitioner, Ramy Hana, 2 Brandt Drive, stated for safety reasons he would like a stop sign added to Burlington Street at Thistle Road where Burlington Street and Willow Street merge as it is confusing what car should go first. Chair Pappalardo stated this is the same intersection they just addressed with new stop sign. Comm. Cashell stated the new stop sign was on Burlington Street at intersection with Brandt Drive. Comm. Stokes stated the new stop sign created this issue. Comm. Cashell stated that the petitioner is essentially asking for a four-way stop sign. Comm. Rozycki stated there is no need for a four-way stop sign, and if they do create one you would have to get rid of the stop sign further back. Comm. Jolly stated that those on Willow Street will be looking right and people are going to get rearended by another car by having two stop signs 20 feet apart. Comm. Jolly stated he was not in favor. Comm. DiMambro stated the was not in favor of this, but that perhaps pedestrian crosswalk signs would be better. Comm. Rozycki stated he was not opposed to the four-way stop but that they would have to get rid of the other Burlington Street stop sign. Comm. Stokes stated he was concerned about the angle to get to the new stop sign and that it would cause a queue up. Comm. Cashell stated that with the new stop sign nobody has a head of steam while driving unless gunning it right from a stop sign and there is no need for an additional stop sign. Motion made and 2nd to make the finding that by visual inspection by adding the stop sign it would create more of a safety problem and that the matter be placed on file, all in favor, 6-0-3 (Duran, Smith, and Socorelis Absent).

2025-10

On the request for the following on Clinton Street: one way traffic going west, bike lane on the northside, and speed bumps, the petitioner, Elizabeth Cavicchi, 18 Clinton Street, stated the following: she would like the street to be designated a one-way street and to include bike lanes; the street is backed up continuously with vehicles in the morning and in the afternoon as people use Clinton Street as a cut through; near 26 Clinton Street there is no sidewalk only a wall for pedestrian protection; the increased traffic is more dangerous in the winter with ice and snow; students walk to school on the south sidewalk where there is no crosswalk as well as elderly walkers; if updated cars would turn from Clinton Street onto Main Street, and not Main Street onto Clinton Street; eastbound traffic would you Eaton to get to Mishawum Road; and that she obtained signatures from all the neighbors except for the ones that live at 26 Clinton Street. Comm. Jolly stated one-way streets have been requested so many times and then are changed

back. Comm. Jolly stated that the residents never follow the changes and that he is against this request. Comm. Jolly stated that there are 24 names on this list that live in different parts of the city. Comm. Cashell stated when you have a one-way street, it allows vehicles to go faster, and that the narrow roadway provides for people to drive slower. Comm. Cashell stated that Campbell Street is an example of a one-way that someone ended up dying, and that it is much slower traffic with two-way traffic. Comm. Jolly stated another example is on Mountain Street where they made it a one-way and all the calls they stopped were residents. Comm. DiMambro stated that the city does not allow speed bumps as the peel up in the winter with the plows. Comm. DiMambro stated there should be a crosswalk at east corner at Mishawum and Clinton Street, that beyond the wall there should be a curb cut for a pedestrian walkway, and that the one-way limits traffic and makes more traffic on the other streets. Comm. Rozycki stated the following: he has no appetite for speed bumps; if you make a street a one-way it actually increases the speed; they need to take a look at the crosswalks but that it is not recommended to have a mid-block crosswalk because it provides a false sense of security; if they update the crosswalks they need to put four new ADA ramps in and one of the locations by the wall is a tight landing area; if you have to put one new crosswalk with ramp in, the city would have to updated all four of them; and that it is worthwhile to review the intersection. Upon inquiry from Comm. DiMambro, Comm. Rozycki stated you can do angled crosswalks but that they strive for a pedestrian to be in the roadway the shortest amount of time, which is usually perpendicular. Comm. Stokes stated there is a whole lot in the area and the street is heavily traveled and it has always been a cut through. Comm. Stokes stated that if Clinton Street is a one-way then Eaton Avenue would be used more. Upon inquiry from Comm. DiMambro, Comm. Stokes stated that during rush hour they would be taking away emergency access if this was a one-way. Motion made and 2nd to look at the speed limit to 20 m.p.h. and a potential crosswalk at Clinton Street and Mishawum Road, all in favor, 6-0-3 (Duran, Smith, and Socorelis Absent). Ms. Cavicchi stated there are none on Main Street. Comm. Stokes stated the intersection does not look updated on the GPS. Matt Barrett, GIS Coordinator, stated that it was shown on the GIS in August 2024. Comm. Rozycki stated they cannot put a crosswalk in the middle of an intersection and that this intersection may change.

2025-11

On the request for temporary no parking restriction on a portion of Church Avenue for a parklet pilot program, Casey Haggerty, the Economic Development Manager, presented a PowerPoint presentation on the seasonal parklet. Ms. Haggerty stated the following: the seasonal parklet would be placed 32 ½ feet from Main Street to 64 feet on Church Avenue that she would like to try a pilot and put the parklet in this area to test an provide feedback to see if it was worth pursuing permanently; the parklet is 32 feet long and six feet wide and they would put two jersey barriers around the outer edge; examples of parklets being used include Newbury Street in Boston; people can enjoy takeout form the area restaurants and sit outside; and the WRA approved the location of the parklet and local businesses including Studio Café, Romas, and Peppercorn House were excited to beautify this location as this side of the center tends to be neglected. Upon inquiry from Chair Pappalardo about the location, Ms. Haggerty stated the ideal location would be more prominent, but they took into account the potential elimination of

parking and the safety and that Church Avenue was buffered but still visible from Main Street. Ms. Haggerty stated that the parklet would be open to the public for people to eat takeout from area restaurants in a slower and safer location. Ms. Haggerty stated that if this is successful, they could explore other locations. Comm. Cashell stated they looked at a location near Marcos but felt Church Avenue was a safer location to try, but that the parklet is moveable. Ms. Haggerty stated they would have to move a handicapped accessible spot at the busy bend to make it work. Ms. Haggerty stated the parklet will have outdoor furniture, such as bistro tables and umbrellas. Upon inquiry from Comm. Jolly, Ms. Haggerty stated the parklet would be taking up 1 1/3 parking spots. Comm. Cashell stated that they wanted some buffer from Main Street. Ms. Haggerty stated there would still be four parking spaces and the parklet on Church Avenue with a buffer for the corner and the fire hydrant. Comm. Cashell stated there is still plenty of parking. Comm. Jolly stated this is a great idea, but it is hard to find a spot to get your takeout in that area. Comm. Stokes stated the residents have enough parking in the area. Comm. Rozycki stated they are really only taking up one or two spaces, but that they can reinstate more formal parking spaces, and that he is in support of this. Upon inquiry from Comm. Rozycki about the timeline of the seasonal parklet, Ms. Haggerty stated they would like to keep it consistent with the Brickyard's outdoor seating use which is October 26th. Comm. DiMambro stated that they should probably measure out and paint the parking spaces. Comm. Stokes stated they would have to eliminate a spot for the use. Comm. Cashell stated they would also have a jersey barrier. Comm. Stokes stated there needs to be 20 feet from the corner. Comm. Rozycki stated if there is conditional approval, there should be painted spots and that he does not want to create half spots. Comm. Jolly sated that the Lt. Smith stated that Ladder 1 and Tower 1 can maneuver the turn with the parklet. Comm. Rozycki stated the first jersey barrier would be 20 feet from the intersection and it would take up one or two spots. Comm. Cashell stated if there is a problem they can move the location as it is a pilot program. Motion made and 2nd to approve the temporary parklet on Church Street from May 1, 2025 through October 26, 2025 subject to the following: 1. the parklet shall be no closer than 20 feet to the intersection of Main Street; and 2. There shall be striping of parking spots in coordination with the installation of the parklet, all in favor, 6-0-3 (Duran, Smith, and Socorelis Absent).

2025-12

On the request for no parking here to corner sign on Manns Court, the petitioner Mike Viggiano, 21 Manns Court, stated that the street is extremely congested with vehicles parking all the way to the corner. Mr. Viggiano stated that the pedestrians have to walk around the vehicles to cross and that he would like to eliminate parking the entire stretch of Manns Court. Mr. Viggiano stated that because of the construction on the street there are temporarily no parking signs. Comm. Stokes stated there are already restrictions on the street, no parking on the westerly side, on southernly side for 74 feet, and no parking 20 feet from the corner. Comm. Cashell stated that last year the Commission denied a handicapped parking sign. Comm. Cashell stated there will be parking once the construction is done and a more formal exit lane form the parking lot. Motion made and 2nd to approve the following for a first reading, all in favor, 6-0-3 (Duran, Smith, and Socorelis Absent).

ORDERED Be it ordered that Schedule 1 Parking Restrictions of the 2017 Woburn Traffic Code, as amended, be further amended, by revising as follows (deletion in ~~strikethrough~~, addition/revision in **bold**):

MANNS COURT – No parking southerly side~~ beginning at a point 74 feet westerly from Main Street westerly to the terminus of the roadway~~ **the entire length**.

~~MANNS COURT – One hour parking southerly side from Main Street westerly a distance of 74 feet any time between the hours of 8:00 a.m. and 6:00 p.m. any day except Sundays and public holidays.~~

Comm. Stokes stated he is typically against getting rid of parking spaces but the residents can use the Main Street parking lot and they are adding parking spaces at the top of Manns Court. Mr. Vigiano stated the residents are not the ones parking on the street. Comm. Rozycki stated there is items that can be amended later once the lot is open. City Council President Jeffrey P. Dillon stated he wanted to stress the need for parking everywhere as the DPW and Mayor Concannon are working hard to get additional parking. President Dillon stated they are trying to make finding the available parking more user friendly with signage and information for the public. President Dillon stated the city needs to encourage more people to go out downtown and the 50 or so spaces will help the downtown.

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Motion made and 2nd to adjourn, all in favor, 6-0-3 (Duran, Smith, and Socorelis Absent). Meeting adjourned at 4:38 p.m.

A TRUE RECORD ATTEST:

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Lindsay E. Higgins
City Clerk and Clerk of Traffic Commission