

Waban Area Council
Special Meeting – Chestnut Street Safety Issues
July 18, 2019
6211

Nicole Freedman, Director of Transportation
Isaac Present, City Traffic Engineer
Ward 5 City Councilors
Waban Area Councilors Kathy Winters, Sallee Lipshutz, Patrick Maher
15 residents

Fuller St. and Chestnut:

Paul Morgan, 54 Fuller St.: There is a painted on do not block intersection that is not observed. Hard to make a left.

From Comm to Beacon there is not a single crosswalk on the entire stretch.

Helen R: Curb cuts are there but no crosswalks. Speed coming southbound as people try to make the light at Comm and Chestnut.

Kate Cox, 542 Chestnut St. Coming off of Fuller to make a right on Chestnut street you cannot see well so you have to pull all the way out to Chestnut due to a tree and the shape of the road.

- Same issue with Gordon Rd. Tudor house with huge shrubs, you have to pull way out.
 - DC- there is a fence ordinance that is not entirely observed. Fence ordinance says you can't have fence above a certain height. We should put on list for discussion as a potential ordinance the requirement to maintain shrubs and gardens in order to maintain visibility.

432 Chestnut St.: UPS, Fed ex or police park on Chestnut.

- Going northbound the traffic light at Comm. Ave. causes traffic to back up. Makes people divert down Fuller street to cut the corner.

OAKVALE

Sallee Lipshutz, 24 Radcliff Rd.: Oakvale is a very difficult turn. Making a left is terrible, because of the curve.

Resident from 518 Chestnut: Just walking on west side of Chestnut and crossing at Oakvale you are hoping there will be no one turning.

Brian, 530 Chestnut. On Sunday 7/14/19 saw a car travelling southbound, swerving out of control estimates 40-50mph, went into oncoming lane, up onto the sidewalk, hit stone at 542 and 50 ft along sidewalk and finally came to the rest.

Azhand Dana, 538 Chestnut: People go very fast on that road. Very hard to get out of her driveway. Very dangerous around that curve. No one goes 20 mph.

SL is there a dangerous curve ahead sign there?

- Suggestion of light at Fuller and Chestnut.
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Brian: Is there an opportunity for an immediate fix like a mobile digital speed sign that can be put out in order to calm speed on Chestnut. Between speed and curve it is very dangerous.

Nicole- pointed out 311 after complaint that the city did not clean up after the accident.

Oakvale – private road v. public discussion.

Renatta Selig, Corner of Ashmont and Roslyn road – told that the city would only assume the right of that private road if residents pay for paving and sidewalks.

David Geffen 574 Chestnut. Sidewalks are lacking along Chestnut. Speed is a problem.

- Cannot take a left out onto Chestnut St. Short St. and Montclair. You cannot see to get onto Beacon.

Discussion of speed enforcement cameras.

KW informed that a Short St. resident told her that she sees an unusual number of cars pull off of Chestnut southbound onto Short St. with a flat tire. Does speed and the curve cause cars to hit the curb?

Karen Emmitt, 37 Montclair. The intersection of Beacon, Short and Montclair is very dangerous. Cars on Short street do not look to the left to see the Montclair cars.

Jesse Kori, 4 Oakwood Rd., Newtonville MA. Chestnut, Short and Montclair is very dangerous. Angle of view is very difficult.

What if you made it right turn only at end of short street?

Deb Crossley: prioritization of intersections is a separate fund. Should be having a conversation soon at public facilities about how to prioritize this intersection (Chestnut/Beacon/Short/Montclair)

ROSLYN:

- It is a private road being used as a through street. People are travelling so fast. There is nowhere to cross the street to get to Lincoln field. There should be a crosswalk and a way to slow people down as a means to get to the park.
- AD- may be hard to build sidewalks.
- Resident: Maybe we should narrow the road and add sidewalk.
- If we could make it safe to cross the street it might improve the pedestrian safety.
- Crosswalks between Comm ave and beacon are clearly a priority.
- Speed is a priority

John Rice: Sidewalks?

Isaac Present: As a general standpoint any time they mill and pave they look at bettering sidewalk.

Deb Crossley: There have been quite a few conversations in public facilities about this. A lot of sentiment about having a continuous safe pathway result along any street that we are milling paving. Trees- if we refuse to look at taking trees down, especially Norway maples, we are not going to have good sidewalks. Priority is public safety.

Kathy Winters: We have received a number of emails asking that we get complete sidewalks on Chestnut and safe crossings. It will be expensive, but it will never be less expensive to put sidewalks in than when we repave. Jenn Martin, chair of the Safe Routes to Schools Committee, wrote in and pointed out that the lack of sidewalks and crossings on Chestnut effectively bifurcates Waban and separates the Angier and Zervas school populations. Makes it difficult for Zervas population to access the village square.

Lois Levin: Points out that in Sarasota that on streets such as Chestnut they have small speed bumps, but we don't have them in Newton. Deb Crossley: Fire department doesn't want them, but we could possibly do raised tables like we have at Lasall. Andreae Downs: We also have speed cushion.

Renata Selig: Chestnut St. is narrow road, is there any bike line proposed? Nicole Freedman: No there is not enough room.

Quick Poll:

Prioritize cross walk intersection:

1. Fuller
2. Caroline Park.
3. Moffat (high desire line because that's where sidewalk ends).

4. Oakvale/Roslyn is also a priority because that's how you get to the park.

Need more signage.

Maybe narrow crossings at Fuller and Short.

RHL: What are the most productive ways to manage speed?

Speed feedback

Vertical traffic calming – speed cushions

Narrow the road.

- IP: Add the street to the street calming list. Then they will start collecting data. Chestnut is now in the queue.
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DC: City council will lobby for prioritization for one thing over another.

Top Three Priorities (not in order):

Speed

Crosswalks

Missing sidewalks

Specific issues: Fuller St. do not block the box

Fed ex in middle of street

Oakvale is challenging because of bend

Pedestrians is scary there because cars can't see you

Speed feedback sign up right away.

Short St. – worthy of discussion although one end is part of this project.

Very hard to see coming out of Short St. Number of options discussed.

Roslyn – dangerous place to cross, lots of speeding down Roslyn.

Crosswalk priority: Fuller, Caroline Park, etc.

Traffic calming techniques.

DC: As soon as engineering department has gotten through a first phase they would have a discussion, which should probably be preceded by a discussion with WAC. If we get noticed on that we can do that.

State has grant program of grants up to 700K for safe routes to school issues. They may have some money.

Other requests/comments received by email:

- Complete the sidewalk on east side of Chestnut (7 residents)
- Add safe crossing midblock (6 residents)
- Pave the gravel/grass portions of sidewalk.

- Crosswalk at Byfield or Gordon.
- Stop signs at end of Gammons where it meets Byfield.
- Speed on Chestnut, **traffic calming is needed immediately** (6 residents)
- Sidewalk at 396 Chestnut is flaking and needs resurfacing.
- Improve the Short St. crossing at Chestnut (narrow it).
- Square up the Chestnut/Beacon intersection to make crossing safer.