

Sampson, David

From: Manuel Gardea <mgardea90@gmail.com>
Sent: Wednesday, May 15, 2024 4:53 PM
To: Sampson, David
Subject: Multiple Almost Fatal Crossings on Single Intersection

Hello Sergeant Sampson,

We live in the corner of School St and Maplewood St and the crosswalk on that intersection is extremely dangerous.

I have personally been almost run over twice over the past year, my wife was almost run over just yesterday, and I've seen other people also be almost run over (several car-on-car collisions/almost crashes as well).

There is a crosswalk sign for the people driving through School St., but if driving southbound, there is a big tree that blocks the sign until the car is basically at the intersection. There already is a speed detector before the intersection, but cars often still go faster than the speed limit.

We need to have the city construct a raised table or a 4-way stop before we end up with people being run over.

Please have your office evaluate this intersection and change the way that it's currently set up.

Thank you,
Manuel



May 30, 2023

Matthew I. Shuman, P.E.
City Engineer
City of Watertown Department of Public Works
124 Orchard Street
Watertown, MA 02474

RE: Traffic and Safety Improvements – School Street at Maplewood Street

Dear Mr. Shuman:

McMahon, a Bowman company, has completed an assessment of traffic operations and safety for the segment of School Street from Maplewood Street to Belmont Street, including evaluating Multi-Way STOP Control (MWSC) at the School Street at Maplewood Street intersection. This assessment evaluates existing traffic volumes and speeds, available sight distance, and crash history within the study area. Based on the findings of the assessment, recommendations were developed for improvements to intersection geometry and traffic control. The study area is depicted graphically in Figure 1.

School Street and Maplewood Street meet at a four-legged intersection with STOP sign control on the Maplewood Street approaches and no control on the School Street approaches. School Street travels in an approximately north-south direction and is functionally classified as an Urban Collector, while Maplewood Street travels in an approximately east-west direction and is functionally classified as a Local Street. School Street and Maplewood Street are each two-way roadways with one travel lane in each direction. Within the study area, School Street is 32 feet wide and Maplewood Street is 34 feet wide. Parking is permitted on both sides of each roadway, narrowing the effective travel width to 18 feet (9 feet in each direction) along School Street and 20 feet (10 feet in each direction) along Maplewood Street when cars are parked curbside. Marked crosswalks are provided across all intersection approaches. A stop line is provided four feet behind the crosswalk on the westbound Maplewood Street approach and 12 feet behind the crosswalk on the eastbound Maplewood Street approach. A double yellow centerline is provided on School Street, and no centerline is provided on Maplewood Street. Based on discussions with DPW, the centerline on School Street north of Maplewood Street was initially placed incorrectly and was relocated. Based on field observations, black paint used to obscure the former centerline is fading, and both centerlines are now visible. There are no posted speed limit signs or approved Special Speed Regulations on School Street or Maplewood Street; therefore, the statutory speed limit on each roadway is 30 mph under M.G.L. Chapter 90 Section 17. A radar speed feedback sign is posted along southbound School Street approximately 180 feet north of the Maplewood Street intersection.



Figure 1
Project Location
Traffic and Safety Improvements - School Street
Watertown, MA

Existing Traffic Volumes

To assess daily traffic volumes and speeds in the project study area, Automatic Traffic Recorder (ATRs) counts were conducted along School Street north and south of Maplewood Street for a 24-hour period on Wednesday, April 12, 2023. The results of the ATR data are tabulated by hourly intervals and are provided as an attachment. A summary of the ATR data is presented in Table 1 below.

Table 1: ATR Summary

Location	Direction	Weekday ADT ¹ (vpd)	85th Percentile Speed ²
School Street, North of Maplewood Street	Northbound	4,500	30
	Southbound	<u>4,600</u>	<u>31</u>
	Total	9,100	--
School Street, South of Maplewood Street	Northbound	4,200	32
	Southbound	<u>4,100</u>	<u>31</u>
	Total	8,300	--

1 Average Daily Traffic based on ATR conducted on Wednesday, April 12, 2023

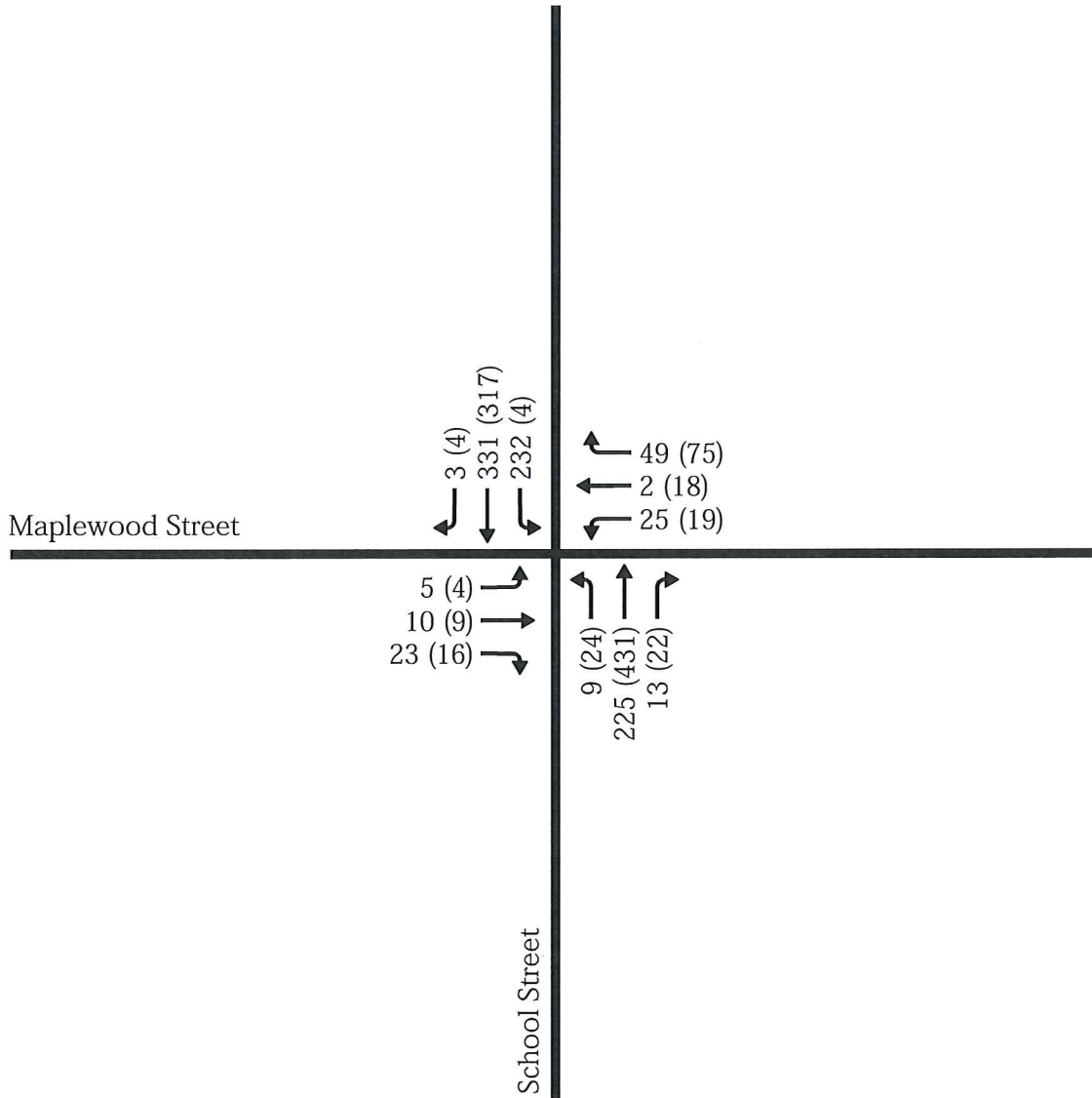
2 85th percentile speeds based on ATR conducted on Wednesday, April 12, 2023

As shown in Table 1 above, School Street carries an average daily traffic (ADT) volume of approximately 9,100 vehicles (4,500 northbound vehicles and 4,600 southbound vehicles) north of Maplewood Street and approximately 8,300 vehicles (4,200 northbound vehicles and 4,100 southbound vehicles) south of Maplewood Street. School Street in the vicinity of Maplewood Street has an 85th percentile speed between 30 and 32 mph.

To assess peak hour traffic volumes, manual turning movement counts (TMCs) were obtained at the intersection of School Street and Maplewood Street on Wednesday, April 12, 2023 for the eleven hour period from 7:00 AM to 6:00 PM. The TMC volumes are tabulated by 15-minute periods and are included as an attachment. Based on a review of the traffic count data, the weekday morning peak hour at the intersection occurs between 7:45 AM and 8:45 AM and the weekday afternoon peak hour occurs between 4:45 PM and 5:45 PM. The peak hour traffic volumes under 2023 Existing conditions are depicted in Figure 2 for the weekday morning and weekday afternoon peak hours.



SCHMATIC-
NOT TO SCALE



XX (XX) = AM (PM)

Crash Data

Crash reports were obtained from the Watertown Police Department for the period from January 2017 to March 2023 to identify crash trends at the intersection of School Street at Maplewood Street and the segment of School Street between Maplewood Street and Belmont Street. The crash data obtained from these reports is summarized in Table 2; complete crash data are provided as an attachment.

Table 2: Crash Summary

	School Street at Maplewood Street	School Street, between Maplewood Street and Belmont Street
Year		
2017	2	0
2018	0	0
2019	0	4
2020	3	5
2021	0	1
2022	1	1
2023 ⁽¹⁾	2	0
Type		
Angle	7	0
Backing	1	1
Pedestrian	0	1
Single Vehicle	0	9
Severity		
Property Damage	8	9
Personal Injury	0	2
Fatality	0	0
Total	8	11
Crash Rate	0.32	2.80
State Average	0.57	3.33
District 6 Average	0.52	n/a

Source: Watertown Police Department

(1) Through March 2023

Between January 2017 and April 2023, a total of eight crashes were reported at the unsignalized intersection of School Street at Maplewood Street. Of these eight crashes, seven were angle crashes. One crash involved two southbound School Street vehicles in which one vehicle stopped in the vicinity of Maplewood Street and backed into the other southbound vehicle. All eight of the reported crashes resulted in property damage only; no injuries or fatalities were reported.

The intersection crash rate was calculated to determine whether the crash frequencies were unusually high given the travel demand. The intersection crash rate is expressed in crashes per million entering

vehicles (C/MEV). The crash rate was then compared to the average rate for unsignalized intersections Statewide and within MassDOT District 6. The calculated crash rate for this location was 0.32 C/MEV, below both the Statewide and District 6 averages.

For the segment of School Street between Belmont Street and Maplewood Street, a total of eleven crashes were reported between January 2017 and April 2023. Of these eleven crashes, nine were single vehicle crashes. Of these single vehicle crashes, five involved vehicles traveling along School Street striking parked vehicles, two involved vehicles departing the roadway and striking other fixed objects, one involved a vehicle swerving into a parked vehicle to avoid being struck by a vehicle crossing the centerline, and one involved a vehicle striking a low-hanging cable wire. Eight of these single vehicle crashes occurred between 2019 and 2020. Based on conversations with the City of Watertown, the School Street centerline was relocated, which may have contributed to the reduction in single vehicle crashes in 2021, 2022, and 2023.

The other two crashes reported for this segment include a crash between a southbound vehicle and a delivery truck driver who was crossing in a midblock location approximately 100 feet north of the Maplewood Street intersection, and a crash involving a vehicle backing out of a driveway striking a southbound School Street vehicle.

The segment crash rate was calculated to determine whether the crash frequencies between the approximately 1,000-foot segment of School Street between Belmont Street and Maplewood Street were unusually high given the travel demand. The segment crash rate is expressed in crashes per million vehicle miles traveled (C/MVMT). The calculated segment crash rate was 2.80 C/MVMT, below the Statewide average of 3.33 C/MVMT. District averages are not provided for segment crash rates.

Sight Distance

A field review of sight distance was conducted at the intersection of School Street at Maplewood Street. The American Association of State Highway and Transportation Officials (AASHTO) publication, *A Policy on Geometric Design, 2018 Edition* defines recommended sight distances at intersections. The recommended sight distance allows vehicles to enter the main street traffic flow without requiring the mainline traffic to slow to less than 70% of their speed and is referred to as intersection sight distance (ISD).

Table 3 summarizes the AASHTO sight distance standards for the 85th percentile speeds on School Street and the available sight distance measured at the Maplewood Street intersection.

Table 3: Sight Distance Summary

Location	Looking	Speed	85th %	ISD ²		Meets
		Limit (mph) ¹	Speed (mph)	Recommended	Measured	Recommended ISD?
Maplewood Street (EB) at School Street	Left (North)	30	31	342'	274'	No
	Right (South)	30	32	355'	283'	No
Maplewood Street (WB) at School Street	Left (South)	30	32	310'	197'	No
	Right (North)	30	31	345'	600'	Yes

¹ Statutory speed limit per MGL Chapter 90 Section 17

² Intersection sight distance (see AASHTO equations 9-1 and 9-2) for the 85th percentile speeds

Based on the field review and as shown in Table 3 above, the available intersection sight distances looking left and right from eastbound Maplewood Street and looking left from westbound Maplewood Street do not meet AASHTO guidelines based on the 85th percentile operating speeds on School Street, indicating a potential risk for angle crashes as turning vehicles from Maplewood Street do not have sufficient visibility to identify safe gaps in the traffic stream on School Street. Available ISD looking left and right from the eastbound Maplewood Street approach would be sufficient for a 25 mph operating speed along northbound and southbound School Street, while the available sight distance looking left from the westbound Maplewood Street approach would be sufficient for an 18 mph operating speed along northbound School Street. As noted in Table 3, sight distance looking right from the westbound Maplewood Street approach is adequate for the existing speeds on School Street.

Multi-Way Stop Control Warrants

The MUTCD provides guidance on the implementation of multi-way STOP sign traffic control (MWSC) in Section 2B.07, Paragraph 04, which includes specific crash, vehicle volume, and vehicle delay criteria to be considered as part of an engineering study.

Criterion A (MWSC as Interim Measure) applies to MWSC as an interim measure for intersections where signals are justified but time is needed to implement signal control. As outlined in the previous section, a traffic signal is not justified at this location based on the MUTCD signal warrant analysis. Therefore, Criterion A is not met.

Criterion B (Crashes) is the existence of five or more reported crashes at an intersection during a one year period which could be corrected by MWSC. Based upon a review of the intersection crash data presented in Table 1, the intersection has experienced between 0 and 3 crashes per year between 2017 and 2022. Therefore, Criterion B is not met.

Criterion C (Minimum Volumes) sets out specific volume thresholds for the main line and side street which need to be met together for at least eight hours per day, combined with peak-hour vehicle delay of at least 30 seconds for the side street approaches. Criterion C allows for the minimum vehicle volumes to be reduced to 70 percent of their value if the 85th percentile speeds along the major street exceed 40 mph. As shown in Table 2, the 85th percentile speeds along School Street do not exceed 40 mph; therefore, the minimum vehicle threshold reduction is not applicable to this evaluation. Based on the turning movement counts collected at the School Street at Maplewood Street intersection, traffic volumes do not meet the Criterion C thresholds under 2023 Existing conditions.

Criterion D (80 Percent Threshold) allows for a combination of Criteria B and C, with the thresholds for each reduced to 80 percent of their values. As neither Criterion B nor Criterion C meet 80 percent of the applicable thresholds, Criterion D is not met.

In addition to the above criteria, Section 2B.07 Paragraph 05 provides four additional criteria which may warrant the implementation of MWSC:

- The need to control left-turn conflicts;
- The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and

- An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

Based on a review of Intersection Sight Distance presented in Table 3, vehicles on the STOP sign-controlled eastbound and westbound Maplewood Street approaches do not have sufficient visibility to identify safe gaps in the traffic stream on School Street. Therefore, MWSC may be warranted based on the additional criteria.

Capacity Analysis

Using Synchro capacity analysis software, a capacity and level-of-service analysis was performed at the study intersection under 2023 Existing conditions under two-way STOP sign control (TWSC), and with 2023 Existing traffic volume under multi-way STOP sign control (MWSC). Capacity analysis is used to assess the quality of traffic operations on a roadway or intersection as a result of traffic volume demands placed on the respective facility. The primary result of a capacity analysis is a level of service (LOS) assignment to the traffic operations of the respective facility. The LOS describes the quality of traffic operations at a facility in terms of such factors as speed, traffic interruptions, freedom to maneuver, comfort, convenience, and safety. The six letter designations of A through F define the operating conditions from best to worst, respectively. LOS C is generally desirable, although LOS D is acceptable at high volume locations. The capacity analysis was completed for both the weekday morning and weekday afternoon peak hours based on standard methodologies contained in the *Highway Capacity Manual* (HCM), 6th Edition.

Table 4 presents a summary of the capacity analysis results for the School Street at Maplewood Street intersection for the 2023 Existing TWSC conditions compared with projected operations under MWSC. The full capacity analysis results are provided as an attachment.

Table 4: Capacity Analysis Results

Peak Period	Movement	2023 Existing - TWSC				2023 with MWSC			
		LOS ¹	Delay ²	V/C ³	Queue ⁴	LOS	Delay	V/C	Queue
Weekday Morning	EB LTR	C	24.0	0.20	18	A	9.6	0.08	8
	WB LTR	D	29.9	0.39	43	A	10.0	0.15	13
	NB LTR	A	8.1	0.01	0	B	12.1	0.44	55
	SB LTR	A	8.7	0.21	20	D	30.6	0.85	263
Weekday Afternoon	EB LTR	C	19.6	0.13	10	A	9.8	0.06	5
	WB LTR	C	23.3	0.40	48	B	10.7	0.22	20
	NB LTR	A	8.1	0.02	3	C	20.9	0.74	165
	SB LTR	A	8.7	0.07	5	C	17.0	0.64	115

1 Level-of-Service

2 Average vehicle delay in seconds

3 Volume to capacity ratio

4 95th Percentile Queue Length, in feet

As shown in Table 4, the eastbound and westbound STOP sign controlled Maplewood Street approaches operate at LOS C and LOS D, respectively, during the weekday morning peak hour, with 95th percentile queue lengths of 18 feet (approximately 1 vehicle) on the eastbound approach and 43 feet (approximately 2 vehicles) on the westbound approach. During the weekday afternoon peak hour, the eastbound and westbound Maplewood Street approaches each operate at LOS C. 95th percentile queues are similar to the weekday morning peak hour, extending 10 feet (approximately 1 vehicle) on the eastbound approach and 48 feet (approximately 2 vehicles) on the westbound approach. The uncontrolled northbound and southbound School Street approaches operate at LOS A with minimal queuing and delay during both the weekday morning and weekday afternoon peak hours.

With the implementation of MWSC, operations during the weekday morning peak hour would improve to LOS A along both the eastbound and westbound Maplewood Street approaches; vehicle queues on each Maplewood Street approach would extend approximately 1 vehicle. The northbound School Street approach is projected to operate at LOS B, with queues extending 55 feet (approximately 2 vehicles), while the southbound School Street approach is projected to operate at LOS D, with queues extending 263 feet (approximately 11 vehicles). During the weekday afternoon peak hour, the eastbound and westbound Maplewood Street approaches are projected to operate at LOS A and LOS B, respectively, with queues of approximately 1 vehicle. The northbound and southbound School Street approaches are each projected to operate at LOS C, with queues extending 165 feet (approximately 7 vehicles) northbound and 115 feet (approximately 5 vehicles) southbound. With the improvement in operations on the Maplewood Street approaches compared with existing conditions, Maplewood Street may become more desirable as a cut-through route to avoid congestion at other locations should MWSC be implemented.

Conclusion and Recommendations

Crash rates at the intersection of School Street and Maplewood Street and along the segment of School Street between Maplewood Street and Belmont Street are below Statewide and MassDOT District 6 average crash rates for unsignalized intersections and roadway segments, respectively, based on crash reports provided by the Watertown Police Department for crashes occurring between January 2017 and March 2023. However, intersection sight distances for the STOP sign-controlled Maplewood Street approaches were found to be insufficient for the 85th percentile speeds of 31-32 mph measured along School Street, potentially contributing to angle crashes at the intersection. Intersection sight distances would be sufficient for speeds of 25 mph or less on School Street. Therefore, the sight distance deficiency may be corrected by providing Multi-Way STOP Control (MWSC) at the intersection to stop all vehicles along School Street, or by reducing vehicle speeds along School Street in the vicinity of Maplewood Street.

Based on MWSC warrant evaluation, the intersection of School Street at Maplewood Street meets the MUTCD warrant for installation of MWSC due to insufficient intersection sight distance for vehicles on the eastbound and westbound Maplewood Street approaches. The intersection does not meet other MUTCD warrants based on traffic volumes, pedestrian volumes, or crash experience. Implementation of MWSC would reduce the required sight distance for the Maplewood Street approaches by requiring vehicles on the School Street approaches to come to a full stop at the intersection, potentially reducing angle crashes at the intersection, as limited intersections sight distance for vehicles on the Maplewood Street approaches may be a contributing factor to angle crashes. As vehicle speeds along School Street in the vicinity of the Maplewood Street intersection would likely be reduced due to vehicles slowing for STOP

signs at the intersection, the implementation of MWSC would also likely mitigate speed-related crashes along the segment of School Street between Maplewood Street and Belmont Street. Peak hour traffic operations along the eastbound and westbound Maplewood Street approaches would improve from LOS C/D under existing conditions to LOS A/B with the implementation of MWSC, while operations on the northbound and southbound School Street approaches would degrade from LOS A under existing conditions to LOS C/D with MWSC. If MWSC were to be implemented, W3-1 Stop Ahead signs should be provided along the School Street approaches in advance of the intersection to alert drivers to the new traffic control, and flashing STOP signs should be considered for the School Street approaches. Although raised tables are already provided along Maplewood Street east of School Street, additional traffic calming measures should be considered to discourage additional cut-through volume along Maplewood Street due to increases in delay on School Street with the implementation of MWSC.

As an alternative to MWSC to maintain free-flow operations along School Street, the intersection of School Street at Maplewood Street may be reconstructed as a raised intersection to reduce 85th percentile speeds along School Street to 25 mph.

In addition to the above recommendations, it is recommended that the former yellow centerline on School Street north of Maplewood Street be eradicated by a MassDOT-approved method such as blasting or grinding, as the black paint used to obscure the markings is fading.

If you should have any further questions or require further information, please feel free to contact us.

Sincerely,



Robert A. Smith, P.E.
Senior Project Manager



Michael V. Pompili, EIT
Senior Project Engineer III

Attachments:

Automatic Traffic Recorder Data
Turning Movement Counts
Traffic Signal Warrant Analysis
Multi-Way STOP Control Warrant Analysis
Capacity Analysis

Sampson, David

From: Dawn Slaven <dawn.slaven@gmail.com>
Sent: Monday, May 06, 2024 9:35 AM
To: Sampson, David
Subject: Re: Issue to Put Before the Traffic Commission
Attachments: Scan_0030.pdf

Hi Sgt. Sampson,

Per our conversation I'm sharing the info I plan to present to Traffic Commission on May 29.

V/r,

Dawn Slaven
Ambassador
Military Women's Memorial
www.womensmemorial.org


On Tue, Apr 23, 2024 at 3:21 PM Sampson, David <dsampson@police.watertown-ma.gov> wrote:

Good afternoon Ms. Slaven,

I received a copy of the email that you sent to Chief Hanrahan regarding the City's parking meter rates and hours of operation. I am happy to add your request to address the Commission to a future meeting agenda, but I invite you to first contact me at the phone number listed below. I have some general information about the meters and the process that may answer your questions. I work Monday – Friday and generally can be reached between 7:30 am – 3:30 pm. I am on the road quite often, so if I don't answer the phone please leave a message.

Respectfully submitted,

Sgt. D. Sampson

Sergeant David Sampson 

Watertown Police Department

Traffic Division

552 Main Street

Watertown, MA 02472

(office) 617-972-6547

(fax) 617-600-1380

Begin forwarded message:

From: Dawn Slaven <dawn.slaven@gmail.com>

Date: April 19, 2024 at 7:45:38 PM EDT

To: "Hanrahan, Justin" <jhanrahan@police.watertown-ma.gov>

Cc: "Palomba, Anthony" <councilorpalomba@gmail.com>, Traffic Commission
<trafficcom@watertown-ma.gov>

Subject: Fwd: Issue to put before the Traffic commission

Greetings Chief Hanrahan,

I have not received a response on this request sent a while ago to the Traffic Commission email listed on

<https://www.watertown-ma.gov/419/Traffic-Commission>.

Please advise.

Thank you,

Dawn Slaven

----- Forwarded message -----

From: **Dawn Slaven** <dawn.slaven@gmail.com>

Date: Fri, Sep 29, 2023 at 12:45 PM

Subject: Issue to put before the Traffic commission
To: <trafficcom@watertown-ma.gov>
CC: Councilor Tony Palomba <councilorpalomba@gmail.com>

Greetings Chief Rocca,

I would like to request to be placed on a future agenda of the traffic commission to discuss the cost and time increase of the meters in the parking lot behind the library.

When the new meters were installed, both the minimum cost and the amount of time increased without any justification or notice, which is a burden on the community and especially library patrons.

Thank you,

Dawn Slaven
Ambassador
Military Women's Memorial
www.womensmemorial.org

On Sat, Jan 21, 2023 at 12:10 PM Councilor Tony Palomba <councilorpalomba@gmail.com> wrote:

Hi Dawn,

Thanks for your reply. You are right that the meters could have been programmed for the current rate and time, however the Administration and the Council thought that extending the time and increasing the rate was more in line with other communities and did not see it as an extreme burden to residents. If you would like to pursue the changes at the Library - reducing the hours that meters are in service and how long one would receive for a quarter - we need to get the case on the agenda of a future Traffic Commission meeting. Here is the link to the Commission on our website - <https://www.watertown-ma.gov/419/Traffic-Commission>. There you will see a link to Acting Chief Rocco to whom you should send an email explaining your concerns and asking that they be put on a future agenda of the Commission. Please copy me on your email to him.

Thanks again for following up,

Tony

On Wed, Jan 18, 2023 at 11:31 PM Dawn Slaven <dawn.slaven@gmail.com> wrote:

Hi Tony,

Thank you for the response and for looking into this. I guess I am confused on why the parking increase happened in the first place; it coincided with the new meters being put in, but the meters at that time could've been programmed for the parking rate that was in place then and to stop at 6pm. What justified the change? My point of mentioning the nickels and dimes is that patrons used to be able to park for as little as 5 cents - that is no longer possible since a quarter is now the minimum coin.

Regarding their duration - there is a style of meters equipped with a button that allows a short duration at no cost - but Watertown didn't opt for that style. If my memory serves this style used to be in the CVS and BoA lot several years ago.

What I would like to see is that the meters in the library lot 1) stop running at 6pm as before (or perhaps even earlier like 4 or 5; and 2) a quarter provides 30min rather than 15 - which is the duration that 25 cents used to get you.

I'm willing to make a case to the licensing board and would appreciate your help - what would be the next steps?

Thanks,

Dawn

On Mon, Jan 16, 2023 at 12:24 PM Councilor Tony Palomba <councilorpalomba@gmail.com> wrote:

Hi Dawn,

I hope this finds you well. I want to apologize for the very long delay in responding to your recommendation about what the City should regard the new parking meters. Please forgive my tardiness. As I recall you left that there should be an option for using

nickels and dimes in addition to quarters at the meters and you were also concerned that the time the patron gets at the library for 25 cents is too short. I did a little research and found out that the heads of the meters could not be changed to accept nickels or dimes. It would require changing all the meters in the City which is a very expensive undertaking.

However, I also learned that it is possible to change how long one would get to park for a quarter in certain locations, like the library, since this could be changed without the need to replace the meter heads. In order to do this, we would need to make a case to the Licensing Board. This is not hard to get an agenda item on the Board, they meet monthly either at 1:00 PM or 7:00 PM depending on the month. However it is a Board that is dominated by City department heads and with only two members of the public. I don't want to discourage you in pursuing this but I do want to make sure it might not be easy. If you would like my help, please respond with you specific suggestions for what you would like to see the time being for a quarter and what meters you would like to have this a possibility.

Once again, my sincere apologies for the delay.

Stay safe,

Tony

--

Tony Palomba (he/him/his)

Councilor At-Large

781-664-3525 - cell

[Email](#)

[Email](#)

[Website](#)

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Please be aware that the Secretary of State's office has determined that most e-mails are public records subject to the provisions of Massachusetts General Laws Chapter. 66, sec. 10, the Public Records Law, and therefore may not be confidential.

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Dawn Slaven
Ambassador
Military Women's Memorial
www.womensmemorial.org

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Tony Palomba (he/him/his)

Councilor At-Large

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Email

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Parking Meter Rates

Main Statement

The time and cost increase that occurred in 2021 was without sufficient explanation or justification. Overnight, in many popular areas, parking rates doubled from \$.50/hour to \$1.00/hour with no economic analysis to justify a 50% increase. The July 2019 Parking Management Plan (<https://content.civicplus.com/api/assets/a3ae5c33-063d-456b-8d38-2df700ccf11f>) recommends "Monitor parking demand over time and adjust prices accordingly." The assumption made by the Administration and City Council was that "extending the time and increasing the rate was more in line with other communities and did not see it as an extreme burden to resident." (Email from Councilor Tony Palomba) **When in fact, the time and cost is NOT in line with other neighboring communities – see Exhibits A, B, and C.**

I come before this Commission to make a case for reducing the parking cost in the municipal lot located directly behind the library ("library lot"), to benefit primarily library patrons and the community of Watertown overall.

1. Compared to neighboring cities, the cost for Watertown library patrons to park at the library lot is **higher than cities with higher median incomes. By comparison, most neighboring cities with higher median incomes offer free parking at their libraries.**

2. Except for Sundays and federal holidays, there is only ONE hour on certain days that parking enforcement is not in effect when the library is open. Note that this is a slight increase of "free" parking since the library extended their hours (returned to pre-COVID hours) – for many months before the hours were extended, free parking was possible only on Sundays and holidays. Considering that all library events **begin before 8PM** - most begin between the hours of 4PM-7PM – patrons attending library events are unable to park without a fee during events and often for the entirety of the event.

Acceptable Solutions

Each of these solutions is obtainable without needing to replace meter heads.

-Offer free parking for a period up to two (2) hours at the library lot and the two metered spots directly in front of the library during 8AM-8PM, when parking meter payment is required. This is comparable to neighboring community Waltham and still achieves the objective of parking fee income for those patrons who use the library for a duration exceeding two hours.

And/Or

-Reduce the hours that payment is required. Instead of ending enforcement at 8PM, the timeframe when payment is required could be changed back to 6PM, which is when it ended prior to the new meters being installed.

And/Or

-Reduce the cost per hour so that a quarter (the only coin the new meters will accept) provides 30 minutes of parking. Prior to the new meters, it was possible to park for 6 minutes for \$.05 and 12 minutes for \$.10. Because the new meters will not accept dimes or nickels, **the minimum parking cost for any amount of time under 12 minutes increased to \$.25.** Programming the meters to \$.25 for 30 minutes will help offset the loss of being able to park for less money for shorter time periods, yet still provide Watertown with income from meters **since every patron will be paying a minimum of \$.25 no matter the duration of their library visit.**



A

WATERTOWN

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Hours & Directions

Parking

Limited, metered parking is available in the parking lot behind the Library and on the street. Metered parking is limited to 12 hours in the parking lot, 4 hours on the street.

Parking is \$0.50 per half hour. Meters are monitored Monday through Saturday between 8 am and 8 pm. Sundays are free. Drivers can also download the free [Passport](#) parking app, to pay for and manage parking sessions. The parking zone is 85705. Credit card and mobile payment transactions have a \$1.00 minimum fee plus a \$.025 service fee, regardless of length of session.

Four charging stations are available in the rear of the parking lot, designated for electric and hybrid electric cars.

Public Transportation

The library is accessible via MBTA Bus routes 52, 57, 59, 70, 70A, 71, Express 502, and Express 504. It is less than a five minute walk to the library from the buses that arrive at Watertown Yard.

Book Drops

In addition to the book drops in the front and rear of the Library there is a drive up book drop on Thaxter Street between the Library and Town Hall. There are also four remote book drops conveniently located in town that are emptied daily. These are located next to the Middle School

Select Language ▼

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(68 Waverly Avenue) on Bemis and Waverly Streets, at the Hosmer Elementary School (1 Concord Road) on Boylston Street, at Filippello Park on Arlington Street, and at Lexington Gardens (11 Philip Darch Road.)

Holiday Closures

2024

- New Year's Day: Closed Monday, January 1, 2024
- Martin Luther King, Jr. Day: Closed Monday, January 15, 2024
- Presidents Day: Closed Monday, February 19, 2024
- Easter: Closed Sunday, March 31, 2024
- Patriots' Day: Closed Monday, April 15, 2024
- Memorial Day: Closed Monday, May 27, 2024
- Staff Development Day: Closed Tuesday, June 11, 2024
- Juneteenth: Closed Wednesday, June 19, 2024
- Independence Day: Closed Thursday, July 4, 2024
- Labor Day: Closed Monday, September 2, 2024
- Indigenous Peoples' Day: Closed Monday, October 14, 2024
- Veterans Day: Closed Monday, November 11, 2024
- Thanksgiving:
 - Closing at 5 PM Wednesday, November 27, 2024
 - Closed Thursday, November 28, 2024
- Christmas:
 - Closing at 12 PM Tuesday, December 24, 2024
 - Closed Wednesday, December 25, 2024
 - Open Thursday, December 26, 2024 from 1 - 7 PM
- New Year's Eve: Closing at 5 PM on Tuesday, December 31, 2024

Contact Us

Watertown Free Public Library

Hours: Monday through Thursday

9 am to 9 pm

- 1 hour from 8-9 PM.

Friday

9 am to 7 pm

Saturday

9 am to 5 pm

Sunday

1 to 5 pm

- All day.

Address: 123 Main St
Watertown, MA 02472-4401
[Link to Map](#)

Email: [Email Watertown Free Public Library](#)

Phone: 617-972-6431

Additional Phone: 617-600-1154 (TTY/TDD)

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Maximum Stays

In most parking lots, there is no limit for the length of time that people can park but there is a four hour limit for street meters. Parking meters will be enforced from 8 a.m. to 8 p.m.

The prices will also differ. Meters will cost a dollar an hour on the street and 50 cents in the Wells Avenue lot and the spots along Nichols Avenue near the intersection with Bigelow Avenue.

“Those are underutilized areas. We want to encourage people to park in those areas if they are long-term parking,” Wiener said. “Employees in Coolidge Square, rather than park on the street and feed meters, it is better if employees park in the Wells Avenue lot or the Nichols Avenue diagonal spots.”

Meters in Watertown Square also will cost a dollar an hour, and will have no time limit.

“The Watertown Square Municipal Lot is a dollar an hour because it is a more highly utilized lot,” Wiener said. “We are not crazy about the idea of commuters parking there all day. The higher amount is meant to discourage people from parking all day.”

Business Parking Permits

Businesses can also get parking permits for employees that allow them to park in the municipal lots without feeding meters. They can be used to park all day in the Watertown Square and Wells Avenue lots and along Nichols Avenue, Wiener said, and there is a limit of two permits per business. There are a limited number of permits, but Wiener said there are currently some available.

The permits can be purchased at the Town Treasurer’s Office in Town Hall, and cost \$120 per quarter. Applications must include the following documents:

- Permit application form
- Copy of Valid Driver’s License
- Copy of Valid Vehicle Registration
- Proof of employment from a local business
- Proof of payment of all outstanding parking tickets

For any questions, contact Amanda Dalton in the Treasurer’s Office at 617-972-6453 ext. 12125 or Adalton@watertown-ma.gov (<mailto:Adalton@watertown-ma.gov>)

Community Corner

Watertown Gets New Meters In Municipal Lots, On-Street

New meters will be installed throughout next week.



Samantha Mercado, Patch Staff

Posted Fri, Jan 15, 2021 at 3:59 pm ET



WATERTOWN, MA — Watertown will start installing new meters to its municipal lots and on-street metered parking spaces next week.

ADVERTISEMENT

The new meters will accept credit cards as well as coins. In the near future, mobile payment by cell phone will also be accepted, the town said.

Metered parking is required Monday through Saturday except holidays, from 8:00 a.m. to 8:00 p.m. A new parking fee of \$1 per hour is in place, except in the Wells Avenue Lot and along Nichols Avenue, where the fee will be \$.50 per hour.

Find out what's happening in Watertown with free, real-time updates from Patch.

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Credit card transactions and in the future mobile payment will have a \$1.00 minimum fee and a service fee of \$.25.

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New Parking Meters Offer Payment Options; Prices & Length of Stay Differ by Location

By Charlie Breitrose | January 21, 2021



New parking meters, like this one, will be installed in Watertown's Municipal Parking Lots. They will accept credit cards as well as coins.



New parking meters, like this one, will be installed in Watertown's Municipal Parking Lots. They will accept credit cards as well as coins.

The new parking meters being installed in Watertown's will have new payment options, and will have different prices and maximum stays depending on the location.

Watertown Senior Transportation Planner Laura Wiener said the new meters — which began being installed this week — accept coins and credit cards, and later this year people will be able to use a pay-by-phone app.

The Town will be using the PayByPhone cellphone app, which is used by other area communities, including Waltham, Concord, Wellesley, Arlington, Somerville and MBTA commuter lots, such as at Watertown Yard.

"We are still working with PayByPhone," Wiener said. "It will be by the spring, maybe sooner. We need to go through the application process."

That app was selected because it was the least costly option, Wiener said.

When paying by credit card or on the app, the minimum charge is \$1, with a 25 cent fee. The meters will also accept coins, Wiener said, but the new machines do not take nickels or dimes.

Exhibit B

9:00 AM - 9:00 PM | OPEN NOW

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Directions, Hours, and Parking

Hours

Monday	9:00 AM - 9:00 PM
Tuesday	9:00 AM - 9:00 PM
Wednesday	9:00 AM - 9:00 PM
Thursday	9:00 AM - 9:00 PM
Friday	9:00 AM - 6:00 PM
Saturday	9:00 AM - 5:00 PM
Sunday	1:00 PM - 5:00 PM

*The Library is closed Sundays in July and August. We are open Sundays 1-5pm from September-June.

2024 Holiday Closings

Parking Lot & EV Chargers

Free parking is available in our large parking lot and on Homer Street.

There are eight Electric Vehicle charging stations in the Library's parking lot. Drivers can access these chargers through [ChargePoint](#) and pay only 20 cents per kWh.

Parking in Newton

For information about parking in Newton, including municipal parking lots, parking meters & kiosks, the Passport parking app, parking ticket appeals & hearings, or a Neighborhood Parking District, please click on the appropriate link below.

Residents may use the Newton 311 system to submit service requests for parking meters and kiosks. Please [click here](#) to submit a request through the Newton 311 system.

Municipal Parking Lots

+

Winter Parking Restrictions

+

Parking Meters & Kiosks

-

During the Summer and Fall of 2020, the Transportation Division upgraded the parking meters throughout Newton. In the Summer of 2021, new parking kiosks were installed along Washington Street in Newtonville, and all parking meters at the remaining municipal parking lots were replaced with parking kiosks.

Parking Meters and Kiosks

- Parking meters are enforced between the hours of 8am-6pm, Monday through Saturday.
- New meters and kiosks provide flexibility with multiple payment options: cash (coin only), credit/debit card, Passport pay by phone.
- Rates remain at \$0.75/hour (short term, 1-6 hours) and \$0.50/hour (long term, 12 hours).
- Meters and kiosks are solar powered with back up battery, consistent with the City's green policy.
- Kiosks will track your payment as well as provide a printed receipt (it is **not** necessary to display printed receipt on your windshield).
- The kiosks' small footprint does not disrupt or obstruct surrounding areas.
- The Parking Meter Reservations Application can be submitted [here](#).

Newtonville Avenue, north side from Walnut Street to Bowers Street.

(Rev. Ords 2001, §180 Ord. No. X-33, 11-4-02; Ord. No. X-50, 6-2-03; Ord. No. X-72, 2-2-04. Ord. No. X-115, 11-01-04, Ord. No. Z-19, 03-17-08; TPR-228, 11-19-15; TPR-683, 08-28-20; TPR-755, 07-22-21)

Sec. TPR-181—TPR-193. Reserved.

Sec. TPR-194. Time limits in municipal off-street parking areas.

The following municipal off-street parking areas are hereby designated as paid parking zones. The distribution of time limits within each municipal off-street parking area, and the time periods within which payment is required, is shown in the following table.

Metered Parking Lot	Type of Parking Space								Enforcement Hours	
	1 hr	2 hrs	3 hrs	6 hrs	No Time Limit	Accessible Parking Spaces	EV	Reserved by Permit or Other	8AM-6PM Mon-Sat	8AM-6PM Mon-Fri
Auburndale										
Lexington St	0	15	0	0	16	2	2	6	✓	
Newton Centre										
Cypress St	0	0	19	10	28	2	2	0	✓	
Langley "Triangle"	0	144	0	0	0	6	0	2	✓	
Pelham St	0	0	64	0	21	4	0	0	✓	
Pleasant St	0	0	29	0	43	4	0	0	✓	
Newton Corner										
Pearl St	0	0	35	0	30	3	0	1	✓	
Richardson St	10	0	11	0	35	3	2	1	✓	
Newton Highlands										
Hartford St	0	0	50	0	5	3	0	3	✓	
Newtonville										
Austin St	0	0	69	0	50	6	0	0		✓
West Newton										
Cherry St	0	0	55	0	11	3	0	0	✓	
Waltham St	0	0	14	0	0	1	0	0	✓	

(Rev. Ords. 1973, § 13-160; Ord. No. 27, 11-18-74; Ord. No. 318, 3-5-79; Ord. No. R-23, R-24 10-9-79; Ord. No. R-93, 10-20-80; Ord. No. R-229, 3-1-82; Ord. No. S-12, 9-6-83; Ord. No V-169, 4-21-98; Ord. X-6, 2-19-02, Ord. X-7, 2-19-02; Ord. No. X-119, 11-1-04; Ord. No. Y-23, 7-9-07; Ord. No. Z-31, 07-14-08. TPR-1, 01-24-09; TPR-55, 04-27-10; TPR-230, 11-19-15; TPR-283, 02-16-17; TPR-399, 03-22-18; TPR-502, 07-25-19; TPR-571, 04-16-20; TPR-572, 04-16-20; TPR-692, 10-08-20; TPR-790, 01-20-22; TPR-793, 02-17-22; TPR-799, 03-17-22)

Sec. TPR-195. Reserved

(Rev. Ords. 1973, § 13-161; Ord. No. 27, 11-18-74; Ord. No. R-229, 3-1-82; Ord. No. R-256, 7-12-82; Ord. No. T-203, 7-8-91; Ord. No. T-188, 10-21-91; Ord. No. T-189, 10-21-91; Ord. No. T-245, 4-6-92; Ord. No. V-70, 3-4-96; Ord. X-6, 2-19-02, Ord. X-7, 2-19-02; Ord. No. Z-31, 07-14-08. TPR-1, 01-24-08; TPR-55, 04-27-10; TPR-156, 04-

17-14; TPR-283, 02-16-17)

Sec. TPR-196 Time limits in other municipal off-street parking areas.

The following municipal off-street parking areas are hereby designated parking zones that do not require payment. The distribution of time limits within each municipal off-street parking area is shown in the following table.

Unmetered Parking Lot	Type of Parking Space								Enforcement Hours	
	1 hr	2 hrs	3 hrs	6 hrs	No Time Limit	Accessible Parking Spaces	EV	Reserved by Permit or Other	8AM-6PM Mon-Sat	8AM-6PM Mon-Fri
Nonantum										
Adams St	0	0	23	0	0	2	2	0	✓	
Chapel St	0	0	23	0	0	1	1	0	✓	

(TPR-760, 09-23-21; TPR-790, 01-20-22)

Sec. TPR-197—TPR-198. Reserved.

Sec. TPR-199. Fire Lanes.

The following locations are hereby designated as Fire Lanes.

- (1) 2 Hammond Pond Parkway. The driveway to the left of two accessible parking spaces commencing from the sidewalk to the rear of the building approximately 200’.
- (2) 276 Church Street (YMCA). The driveway at 276 Church Street between the marked parking areas and immediately in front of the YMCA building.
- (3) Heartland Plaza (Stop & Shop on Watertown Street). The roadway in front of the Heartland Plaza from the Watertown line in a westerly direction for approximately 200’.
- (4) Kempton Place, both sides, from Washington Street northerly for approximately 170’.
- (5) Elm Road, both sides, from Walnut Street westerly for approximately 74’.
- (6) 390-398 Cherry Street. The driveway of 390-398 Cherry Street from the sidewalk easterly approximately 50’.
- (7) 275 Needham Street. The roadway in front of the Marshall's Mall from Needham Street northerly for approximately 500’.
- (8) 740 Beacon Street. The east side of the driveway at 740 Beacon Street from the edge of the sidewalk southerly for approximately 60’.
- (9) Melrose Avenue, both sides, from Lexington Street to Melrose Street.
- (10) 31-49 Boylston Street. The roadway against the building in the rear of 31,37,43,47, and 49 Boylston Street.



WALTHAM PUBLIC LIBRARY

Window to the World

Exhibit C



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Programs

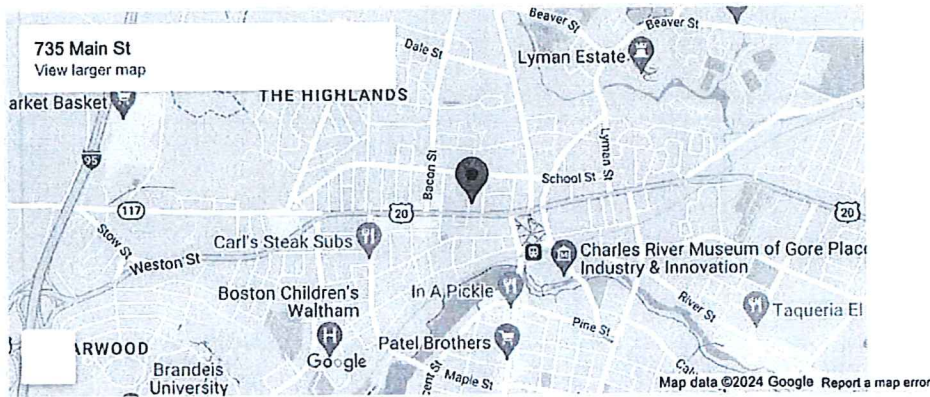


Hours of Operation

Monday-Thursday	9AM – 9PM
Friday & Saturday	9AM – 5PM
Sunday	1PM – 5PM

For a list of days on which we are closed in 2024, [click here](#).

For our snow closing policy [click here](#).



Directions

The library is located at 735 Main Street, Waltham, MA 02451

By Public Transportation:

- 1) Take the Fitchburg/South Acton line of the MBTA Commuter Rail to the Waltham stop. Walk north on Moody Street to the intersection with Main Street. Turn left. The Library will be two blocks up on the right.

2)Take the 70 Bus from Central Square or Watertown Square. Turn right when exiting the bus, the library will be 0.5 blocks up on your left.

From the West (Rt. 128):

Take exit 41-Rt. 20 Waltham. Rt. 20 and Main St. are the same road. Drive for approximately 1.5 miles. The library is on the left past the McDonald's and the Post Office.

From the East:

Take Rt. 20/Main Street. The library will be on the right past City Hall and the intersection with Moody Street.

Parking

There is a free parking lot behind the library. Parking is limited to two hours. After two hours, you must move your car out of the lot. There is also on-street parking around the library and a metered municipal lot one block from the library off of Lexington Street between Main Street and School Street.

© W

ADDRESS

735 Main St.
Waltham, MA 02451

CONTACT

Phone
781-314-3425
Email
waltham@minlib.net



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What hours are parking metered zones and pay stations enforced?

All parking metered zones and pay stations in the City of Waltham, are enforced **Monday through Saturday, from 8:00 am until 6:00 pm.** Parking is free on Sundays and legal Holidays.

[Off-Street parking map \(with pay stations\)](#)

[Overview of Parking in Waltham](#)

[Pay Parking Tickets](#)

[Report Parking Pay Station Problem](#)

> [View Contact Info](#)

Phone:

(781) 314-3400

Fax:

(781) 314-3406

Address:

Government Center

119 School Street

Waltham, MA 02451

United States

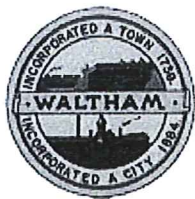
See map: [Google Maps](#)

City of Waltham, 610 Main Street, Waltham, MA 02452 (781) 314-3000

Hours: 8:30 - 4:30, Monday through Friday

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How much does it cost to park at a pay station?

Parking is **\$1.00/hour** in all municipal parking lots (see map of lots). A full day to park is **\$6.00**.

Did you know the City offers monthly and yearly parking passes? You can get a monthly pass for \$35 or a yearly pass for \$350. Passes can be purchased in the City of Waltham Treasurer's Office.

The Waltham Senior Center also offers parking passes at \$5/year for all residents 62+.

[See more on parking in Waltham here](#)

[Off-Street parking map \(with pay stations\)](#)

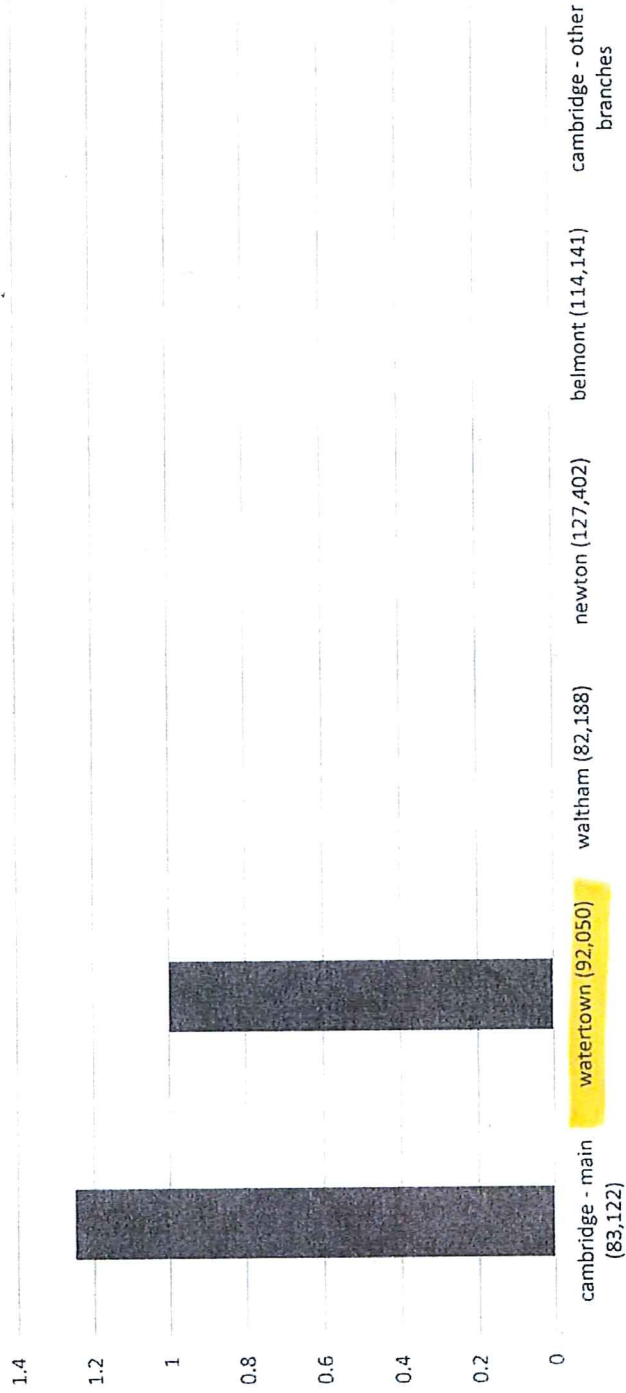
[Overview of Parking in Waltham](#)

[Pay Parking Tickets](#)

[Report Parking Pay Station Problem](#)

City (median income)	Parking Cost per Hour
cambridge - main (83,122)	1.25
watertown (92,050)	1
waltham (82,188)	0
newton (127,402)	0
belmont (114,141)	0
cambridge - other branches	0

Library Parking Costs



Source - statisticalatlas.com

Sampson, David

From: kevinhiggins85 <ilovedrumsdrums@gmail.com>
Sent: Thursday, May 02, 2024 3:35 PM
To: Sampson, David
Subject: Re: Traffic Commission Requests
Attachments: Petition for raised tables.pdf

Hi Officer Sampson, attached is my letter explaining my concerns regarding the issue of raised tables being installed on Dexter Avenue, Watertown. Sincerely, Kevin Higgins

On Sat, Apr 27, 2024 at 10:24 AM Sampson, David <dsampson@police.watertown-ma.gov> wrote:

Good morning Mr. Higgins,

Thank you for your time to discuss Dexter Ave this morning.

In order to have a request heard before the Traffic Commission please write a letter explaining 1. Who you are, 2. The nature of the problem, and 3. What you would like done to resolve the issue. This does not have to be a lengthy letter. The letter should be addressed to the Watertown Traffic Commission and either 1. Mailed to me at the police station (Watertown Traffic Commission, Attn: Sgt. D. Sampson, 552 Main Street Watertown, MA 02472), 2. Emailed to me as a Word document, or 3. Emailed to me as a PDF.

The Traffic Commission meets on the last Wednesday of each month (excluding July and August). The next scheduled meeting is Wednesday May 29, 2024 at 1:30pm. If you would like to have your request addressed at the May meeting, your letter must be received before May 22nd. You are not required to attend the meeting, but I encourage you to attend. It is helpful to be there in the event the Commission has any specific questions, and to hear their responses to your concerns. If you want to be present at a meeting, but cannot make the one in May, the following meeting is June 26th.

In terms of your concerns of speeding on Dexter Avenue, I have asked officers who work in your area to monitor vehicle speeds as police call volume and resources allow. Also, as we discussed I will post an electronic speed feedback sign on Dexter Ave to increase motorists' awareness and help reduce vehicle speeds.

Please confirm that you received this email.

I hope this helps. If you have any questions, please do not hesitate to contact me.

Respectfully,

Sgt. D. Sampson

Sergeant David Sampson

Watertown Police Department

Traffic Division

552 Main Street

Watertown, MA 02472

(office) 617-972-6547

(fax) 617-600-1380

When writing or responding, please remember that any email sent or received by an employee of the City of Watertown is subject to the Massachusetts Public Records Law (M.G.L. c. 66).

--

Kevin Higgins

5/2/24

My name is Kevin Higgins, a longtime resident of Watertown. I live at 20 Fairfield St. East Watertown. My street intersects with Dexter Avenue. which is the essence of my writing. Dexter Avenue is a well-traveled shortcut for people going from Mt. Auburn to Arsenal St. It is a lengthy street, has a long straightaway, is narrow because of on street parking and is 90% residential. My wife and I like to walk the neighborhood when the weather is nice. Many more times than once We've seen some fool flooring his or her car and speeding down Dexter at what I estimate to be about 50 mph, undoubtedly tempted by the long straightway. My wife and I would look at each other aghast, because it cuts right through a heavily populated area. At that speed, in this neighborhood, there is zero room for error or avoidance of an accident should a pedestrian or animal unexpectedly appear. So instead of simply accepting it (as I've done many times in the past) I resolved to try and make a difference and perhaps save someone's life. That led me to make phone calls that culminated in having a valuable conversation with Sgt. David Sampson / Traffic Division, Watertown Police Dept. After explaining to him what I viewed as the problem I suggested that the DPW install two raised tables (commonly known as speed bumps) on Dexter Ave. He was indeed sensitive to my concerns. We must have talked at least 20 minutes. He went into the different criteria that goes into evaluating doing something substantial like installing raised tables. He did say, as Sergeant of the traffic division, he would direct his officers in East Watertown to have an awareness of potential speeding on Dexter Avenue and that very soon he would have an electronic speed feedback sign installed (on a temporary basis) to make drivers aware of how fast they are going. To all of this I listened respectfully and with gratitude. He seemed to be a totally sober and concerned public servant. All of this sounded like reasonable and satisfactory solutions, as opposed to the more complex issue of getting raised tables installed, but yet my spirit wanted more. I asked Sgt. Sampson how he would feel, if he could just take his Police hat off for a moment. To be frank, I honestly don't remember his exact response except he did say "that's hard to do". He did say however, the last time they had the electronic speed feedback indicator on Dexter Ave. the average speed was 28 mph (which admittedly is impressive). I told my wife about the gist of our conversation and the electronic speed feedback indicator and she was very happy. So I said to myself maybe that's all we need. I was in peace for a few days. Then several days ago I was standing on my porch thinking about all of this. I said to myself, "Even though all of the Sergeant's recommendations are valuable and logical, all it takes is one fool who is going to take advantage of the straightaway on Dexter Avenue, floor his car, and potentially hit and cause great harm to someone". If that happened I could never forgive myself for not doing all I could to advocate for the installation of speed bumps on Dexter Avenue.

Sincerely, Kevin Higgins

From: Joseph Chillemi [joseph.chillemi@gmail.com]

Sent: Wednesday, June 19, 2013 7:33 PM

To: Sampson, David

Subject: Deafblind signage request: Grove Street and Coolidge Hill Road

Dear Sergeant Dave Sampson and Watertown Traffic Commission;

My name is Joseph Chillemi and I am the father of a very active and curious 10 year old deafblind child with developmental delays in all five areas. We live at 143 Grove Street on the corner of Grove Street and Coolidge Hill Road in Watertown, across from Mt Auburn Cemetery.

Our concern is for our deafblind child with dual sensory and developmental delays and the speeding traffic in the specific area where we live. It is a common occurrence for our son to leave the house to explore, ahead of us. And, we are asking for the placement of highly visible cautionary Yield / Speed limit signs, as a reminder to street traffic near this intersection.

Specifically, we are asking for your approval to place caution signs as an added protection for our son and other pedestrians because of the high rate of auto speeding we observe throughout the day. We would hope the Deafblind / Deaf Child caution signs could be installed as soon as possible.

Ideally, you would agree a total of 3 signs would be placed between 50 and 100 feet of the Grove Street – Coolidge Hill Road intersection; for example on Coolidge Hill Road a sign would be visible to traffic heading towards Grove Street; on Grove Street, two visible signs to traffic heading towards Coolidge Hill Road (in the general heading of Greenough Blvd) and on Grove Street heading towards Mt Auburn Street near the Grove/Coolidge Hill intersection.

I plan on attending the traffic commission meeting – 149 Main Street, Town Council Chambers – Main floor, on June 26th at 1:30 and look forward to meeting you. Please free to contact me before this meeting with any further questions or concerns either by phone or email - listed in this correspondence.

Thank you so much for your consideration in this very important matter of public safety and for the deafblind and developmentally disabled as part of the Watertown community.

Sincerely,

Joseph & Miyuki Chillemi

143 Grove Street, Watertown, MA 02472

Semper Fidelis,
Joseph Chillemi

Highland Avenue Parking Regulations

Current:

LOCATION	SIDE	FROM	TO	TYPE
Highland Ave.	South	Opp. 25 Highland	Opp.55 Highland Ave.	B
Highland Ave.	North	21 Highland Ave.	55 Highland Ave.	B

Proposed:

LOCATION	SIDE	FROM	TO	TYPE
Highland Ave.	Both	Lexington Street	55 Highland Ave.	B

Highland Avenue



Belmont Street

