

## Sampson, David

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**From:** Sampson, David  
**Sent:** Wednesday, June 05, 2024 2:54 PM  
**To:** Tara Conklin  
**Subject:** RE: Traffic/safety concerns

Good afternoon Ms. Conklin,

I received the voice mail that you left on June 3<sup>rd</sup>. Thank you for your return phone call and your traffic related requests. I apologize for the long email, but your voice mail indicated that speaking by phone may be a challenge.

In terms of installing stop signs on Warren Street, the request is not a simple one – This would create an all-way stop intersection. There is a process that must be followed and a lot of data needs to be collected to determine whether the intersection meets the federal standards for an all-way stop.

As a background, federal guidelines note that a Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.

The decision to install multi-way stop control should be based on an engineering study.

Some of the criteria to consider in the engineering study includes

1. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
2. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
3. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8
4. hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour.

Other criteria that may be considered in an engineering study include:

- A. The need to control left-turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- C. 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
- D. 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.

Massachusetts notes that the purpose of the Stop Sign is to designate right-of-way to vehicles making conflicting movements. It is not intended, nor shall it be used for the control of speed, traffic calming or to forestall pedestrian, rear-end or turning movement accidents.

I am not an engineer, nor do I have any authority to approve or deny your request - This would have to be heard by the Watertown Traffic Commission. At this time, the only information I can provide is that a three year search of our records system (6-4-21 to 6-4-24) revealed that only 3 crashes have been reported at the intersection of Warren Street at Chapman Street. One crash involved a motor vehicle traveling westbound that was taking a left turn onto Chapman Street. The motorist struck a pedestrian in the Chapman Street crosswalk at very low speeds. The second incident involved a motorist traveling straight ahead eastbound on Warren Street. The driver

fell asleep, crossed the centerline and struck a parked motor vehicle on the westbound side of the street. The third crash involved a motor vehicle traveling southbound on Chapman Street that struck a motor vehicle traveling eastbound on Warren Street. The operator stated that their foot slipped. Although there are other reported crashes in the area, there were none that were directly related to or caused by a deficiency at the intersection.

At this time, it does not appear that the intersection meets the crash frequency requirement for an all-way stop. It also seems that the application of multi-way stops where the volume of traffic on the intersecting roads is approximately equal would also not be met.

Bullet C noted above (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) seems to address your concerns about the curve in the road and people parking too closely to Chapman Street. Due to the geometry of the roadway and the property at 234 Warren Street, it is difficult to travel northerly on Chapman Street and cross over Warren Street. A parking restriction on the south (even numbered) side of Warren Street prior to the intersection with Chapman Street may make sense. I will work with the City Engineer to determine whether there is an optimal distance on Warren Street from Chapman Street to restrict parking to allow a better sight distance.

In terms of crosswalks, although some people may cross at this location, it is the City's responsibility to install crosswalks where it is deemed safe to cross the street. Installing a crosswalk for convenience could be problematic for the City if a collision occurred at that location. Given the curvature of the roadway, it is my opinion that motorists would not have an adequate line of sight and adequate time to react to pedestrians in a crosswalk on Warren Street at Chapman Street. Pedestrians would also likely have a hard time seeing approaching vehicles at this location (these are the likely reasons why there isn't a crosswalk there now).

All requests (for an all way stop, limiting parking, and installing a crosswalk) on Warren Street near Chapman Street) must be heard by the Watertown Traffic Commission. The Commission meets on the last Wednesday of each month (excluding July and August). Given the initial information above, please let me know whether you would like any or all requests to be forwarded to the Commission for consideration.

I hope you find this information helpful. If you have any questions about your requests or the Traffic Commission process, I encourage you to try calling me directly (617-972-6547). It is easier to discuss these issues than to attempt to cover them in emails.

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

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**From:** Tara Conklin <conklin.tara@gmail.com>  
**Sent:** Sunday, May 05, 2024 2:39 PM  
**To:** Hanrahan, Justin <jhanrahan@police.watertown-ma.gov>

**Cc:** Bays, Caroline <cbays@watertown-ma.gov>; Izzo, Emily <eizzo@watertown-ma.gov>; John Airasian <jairasian@watertown-ma.gov>; Gannon, John <jgannon@watertown-ma.gov>; Palomba, Anthony <apalomba@watertown-ma.gov>; Sampson, David <dsampson@police.watertown-ma.gov>; Delaney, Kenneth <kdelaney@police.watertown-ma.gov>

**Subject:** Re: Traffic/safety concerns

I appreciate everyone's attention to this!

Chief Hanrahan, you mentioned calling the police in real time. Is there a specific number I should use? I am a bit uncomfortable potentially misusing the department's time for something like this.

One other thought I had about the intersection of Chapman and Warren; if we're not able to get a stop sign or crosswalk there due to competing regulations, could we limit some of the parking there? Seeing past the cars that park on Warren near Cunniff is half the battle.

Thank you for your time.

Best,  
Tara

On Sat, May 4, 2024 at 8:49 AM Hanrahan, Justin <jhanrahan@police.watertown-ma.gov> wrote:

Hello Councilor Bays and Ms. Conklin,

I certainly agree Warren at Chapman is a difficult intersection. My in-laws live on Bennett Road and I have been frequenting that area for decades, it is always a challenge crossing Warren Street from Chapman around that bend in the road. Sgt. Sampson is our resident expert on traffic regulations. I will discuss this with him and see what, if anything, the Traffic Commission can do to make that intersection safer. When it comes to adding crosswalks, stop signs, etc. there are many state and federal regulations that come into play.

As a department, I think we can address the Bennett Road sidewalk blocking issue. We have received complaints about Mr. Grill's vehicles in the past. I have copied Capt. Delaney and Sgt. Sampson, they can direct our patrol, traffic and parking enforcement personnel to address it. For matters such as this please do not hesitate to contact the police department directly. It is often best to contact us in real time so that we can address the issue when it is occurring.

I will reach out to City Hall about the broken Traffic Commission link. Thank you for bringing this to our attention.

*Justin M. Hanrahan*

*Chief of Police*

Watertown Police Department

City of Watertown, Massachusetts

552 Main Street, Watertown, MA 02472

(617) 972-6533

[jhanrahan@police.watertown-ma.gov](mailto:jhanrahan@police.watertown-ma.gov)

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**From:** Bays, Caroline <[cbays@watertown-ma.gov](mailto:cbays@watertown-ma.gov)>

**Sent:** Friday, May 3, 2024 12:05 PM

**To:** Hanrahan, Justin <[jhanrahan@police.watertown-ma.gov](mailto:jhanrahan@police.watertown-ma.gov)>; [conklin.tara@gmail.com](mailto:conklin.tara@gmail.com) <[conklin.tara@gmail.com](mailto:conklin.tara@gmail.com)>

**Subject:** Fwd: Traffic/safety concerns

Hi Chief Hanrahan-I was wondering if, as chair of the traffic commission, you could put these concerns on a future agenda?

Thank you,

Caroline

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**From:** Tara Conklin <[conklin.tara@gmail.com](mailto:conklin.tara@gmail.com)>

**Sent:** Thursday, May 2, 2024 3:41 PM

**To:** Izzo, Emily <[eizzo@watertown-ma.gov](mailto:eizzo@watertown-ma.gov)>; John Airasian <[jairasian@watertown-ma.gov](mailto:jairasian@watertown-ma.gov)>; Bays, Caroline <[cbays@watertown-ma.gov](mailto:cbays@watertown-ma.gov)>; Gannon, John <[jgannon@watertown-ma.gov](mailto:jgannon@watertown-ma.gov)>; Palomba, Anthony <C>

**Cc:** Paul Anskat <[paul.anskat@gmail.com](mailto:paul.anskat@gmail.com)>

**Subject:** Traffic/safety concerns

Good afternoon,

My name is Tara Conklin and I live at 111 Chapman Street. I'm writing with two issues that I believe should be directed to the Traffic Commission, but I can't find an email for them. (there's a broken link on their website) Please feel free to forward or pass along my concerns.

**Issue 1:**

Please consider placing stop signs and a crosswalk on Warren St at the intersection with Chapman St. We walk our children to daycare everyday and this intersection is quite dangerous.

Cars driving east on Warren St past Cunniff Elementary School are a safety hazard for several reasons:

- they're driving way too fast
- the street is curved, limiting their view of cars or pedestrians trying to cross from Chapman
- cars park on Warren for access to the elementary school, further blocking the view of people crossing from Chapman

We have seen several car accidents at this intersection and we walk our kids to daycare everyday crossing Warren from one side of Chapman to the other. It's unsafe and there have been too many near-misses.

**Issue 2:**

The people at 18 Bennett Rd constantly block the sidewalk with their many "Mr Grill" work vehicles. This means we have to walk in the street with the stroller and it's particularly dangerous because this is also on a curve and their vehicles also park across the street, limiting visibility. Again, this issue is almost every day when we walk our kids to daycare in the stroller (around 8-8:30 am and around 5pm). It's not fair to pedestrians, strollers, or wheelchairs and it's dangerous.

Am I correct in saying that it's not permitted to block sidewalks? If so, can this be communicated to the residents at 18 Bennett Rd?



Thank you for your attention to these matters! It may seem trivial, but these changes would do a lot to enhance safety for the whole neighborhood.

Thanks so much,  
Tara Conklin

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**Tara Conklin**

t: (203) 858-1690  
e: [conklin.tara@gmail.com](mailto:conklin.tara@gmail.com)

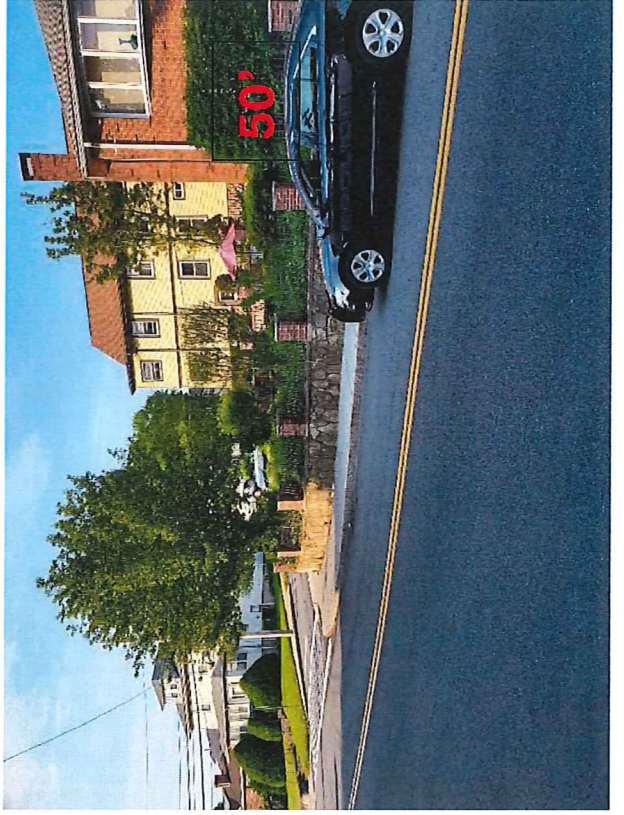
When writing or responding, please remember that any email sent or received by an employee of the City of Watertown is subject to the Massachusetts Public Records Law (M.G.L. c. 66).

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**Tara Conklin**

t: (203) 858-1690  
e: [conklin.tara@gmail.com](mailto:conklin.tara@gmail.com)

Warren Street at Chapman Street



**Charles River Towers Condominiums**  
**131 – 151 Coolidge Avenue**  
**Watertown, MA 02472**  
**617-926-0055**  
**charlesrivertowers@rcn.com**

June 11, 2014

Sergeant David Sampson  
WPD Traffic Division  
552 Main Street  
Watertown, MA 02472  
RE: Request “Do Not Block Driveway Sign”

I am writing this letter on behalf of the Charles River Towers Condominium Association.  
We are requesting that a do not block driveway sign be installed or painted at the 151 Coolidge Ave entry way.

The recent traffic lights that were installed at the intersection of Coolidge Ave. and Grove Street has been a good addition to the flow of traffic. Unfortunately, when the “No Right on Red Sign” was added to the intersection it has caused traffic to block entering or exiting the driveway at the 151 Coolidge Ave. For the most part this occurs in the am and the pm hours.

We thank you in advance for taking our request into consideration.

Stephen M. Rosenthal, CFM  
Property Manager  
Charles River Towers Condo  
Agent: Barkan Management Company, Inc.

151 Coolidge Avenue



## Sampson, David

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**To:** vevdokimov@mysalonsuite.com  
**Subject:** MY SALON at 150 Arsenal st Watertown

Good Afternoon Mr. Evdokimov,

I received a copy of your email and have placed your request on the June 26, 2024 Traffic Commission agenda. The meeting time will be confirmed approximately one week prior to the meeting. It will likely be 7:00 pm. You are not required to attend the meeting, but I strongly encourage you to attend. It is helpful to be there in the event the Commission has any specific questions. The Traffic Commission meets on the last Wednesday of each month (excluding July and August). If you want to be present at a meeting, but cannot make the one in June, let me know; I can place you on the September 25<sup>th</sup> agenda.

Please confirm that you received this email. Thank you.

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

**From:** [vevdokimov@mysalonsuite.com](mailto:vevdokimov@mysalonsuite.com) <[vevdokimov@mysalonsuite.com](mailto:vevdokimov@mysalonsuite.com)>  
**Sent:** Tuesday, June 4, 2024 3:43 PM  
**To:** Hanrahan, Justin <[jhanrahan@police.watertown-ma.gov](mailto:jhanrahan@police.watertown-ma.gov)>  
**Subject:** MY SALON at 150 Arsenal st Watertown

Hello,

My name is Vitaly V. Evdokimov. I am the owner and manager of MY SALON Suite, located in the retail space at 150 Arsenal St, Watertown. On behalf of the 34 salon owners in our space and the thousands of clients visiting our facility weekly, we would like to propose adding two handicap parking spots in front of our building and at least one across the street where the Toyota dealership is located.

Additionally, we desperately need street parking limitation signs and regular enforcement, as the public street parking on both sides of the street is mostly taken by residents of the apartment building we are in and Toyota's vehicles. These vehicles are there most of the day as this side of the street rarely monitored by traffic police. This situation is making it difficult for our retail facility and our neighbors, Title Boxing, to operate effectively. It is especially difficult for elderly visitors who are forced to climb up steep sidewalks.

Please advise on the further steps we need to take to get this proposition heard at the next Traffic Commission hearing.

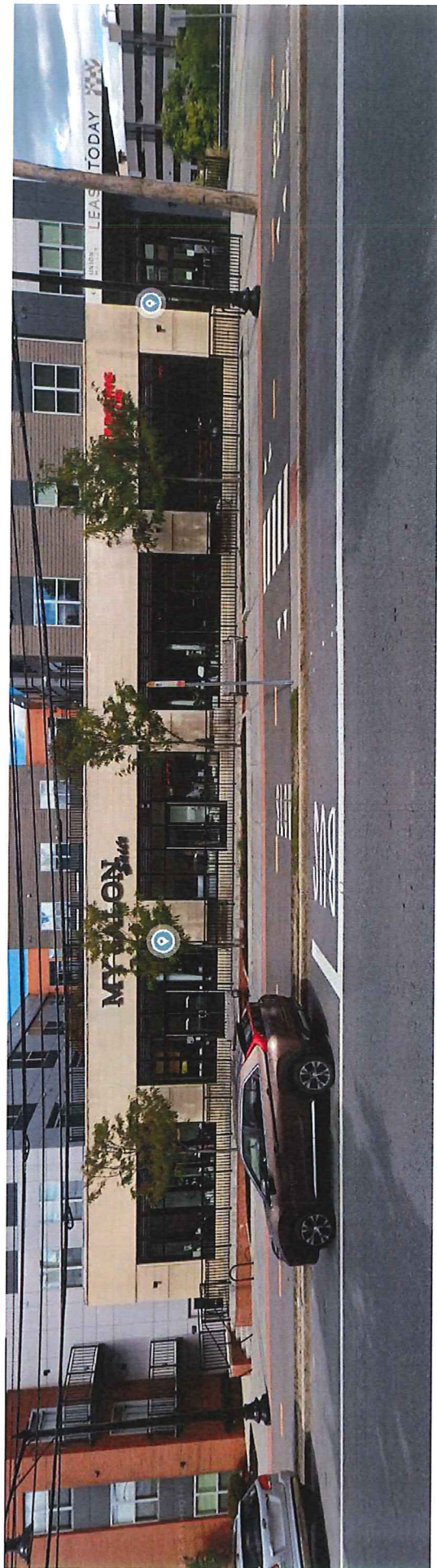
Thank you for considering our request.

**MY SALON**  
*Suite*

**Vitaly V. Evdokimov**  
**Manager of MY SALON Suite: Newton, Watertown, Framingham**  
Call/Text: 978-579-1036  
MYSALONSuite.com



150 Arsenal Street



## Sampson, David

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**From:** Shanta Puchtler <shantap@gmail.com>  
**Sent:** Friday, June 14, 2024 3:45 PM  
**To:** Sampson, David  
**Cc:** Todd Rivers; Todd Rivers  
**Subject:** Re: Palfrey Street Traffic Concern

Thank you very much for your reply. Glad your email system is back up and functional.

I will review this carefully and try to attend the meeting as you suggest.

Thank you,

Shanta

On Jun 14, 2024, at 3:40 PM, Sampson, David <dsampson@police.watertown-ma.gov> wrote:

Good afternoon,

I received a copy of the concerns that you submitted to the Traffic Commission. Please be advised that Captain Delaney received your original email and has attempted to call you multiple times.

I have placed your requests on the June 26, 2024 Traffic Commission agenda. The meeting will be held in the Administration Building at 149 Main Street - The meeting time will likely be 7:00 pm. I will confirm the time and specific location in the Administration Building with you next week. You are not required to attend the Traffic Commission meeting, but I strongly encourage you to attend. It is helpful to be there in the event the Commission has any specific questions. The Traffic Commission meets on the last Wednesday of each month (excluding July and August). If you want to be present at a meeting, but cannot make the one in June, let me know; I can place you on the September 25<sup>th</sup> agenda.

Although many of your suggestions may seem like simple solutions, implementation of traffic calming measures takes a lot of research and consideration. I respectfully submit a few initial thoughts (please forgive my brevity - there is too much information to include in an email):

1. Traffic volume cannot be restricted – Palfrey Street is a public way and all motorists have a right to use it.
2. Safety for all modes of transportation is extremely important to the police department and the Traffic Commission – Although traffic volume cannot be controlled, it is important to work to ensure vehicle traffic is traveling reasonably on Palfrey Street. I am happy to place Palfrey Street on the list for the police department's temporary electronic speed feedback signs. Although this is not a permanent placement or permanent solution, the speed feedback signs are an effective tool to raise driver awareness and slow down traffic. There

are many requests for these signs; please be patient as the Department works to fulfill these requests. In the meantime, I will ask officers who work in your area to monitor the roadway for speeding as call volume and resources allow.

3. Speed tables/Speed humps are typically not used on steep declines/inclines.
4. Creating a one-way street could have the unintended consequence of displacing traffic onto other parallel roadways (Fayette and Summer Streets). Fayette and Summer Streets also experience "cut-through" traffic.
5. The City can only install crosswalks in safe locations. The two areas you suggested for the installation of crosswalks may be considered mid-block areas. Mid-block crosswalks are not recommended. There also may be ADA compliance issues with installing crosswalks spanning Palfrey Street on the steeper portions of the hill. In terms of sight distance, I would guess Hill Street is too close to the peak of Palfrey Street to accommodate a crosswalk. Palfrey Street was reconstructed not too long ago – I am guessing that the installation of crosswalks was considered during the design phase.
6. There may be some enhanced signage that would be appropriate and effective for Palfrey Street - This would certainly be discussed during the Traffic Commission meeting.

I hope you find this initial information helpful. If you have any questions, please contact me directly at 617-972-6547.

Please confirm that you received this email.

Respectfully submitted,  
Sgt. D. Sampson

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**From:** Shanta Puchtler <shantap@gmail.com>  
**Sent:** Wednesday, June 12, 2024 4:34 PM  
**To:** Traffic Commission <trafficcom@watertown-ma.gov>  
**Cc:** Todd Rivers <toddrivers@gmail.com>; Todd Rivers <mattmctygue@gmail.com>  
**Subject:** Palfrey Street Traffic Concern

{I originally sent this email about eight weeks ago, but never heard back. I resent it several times, but still didn't receive any reply or confirmation. I then called into the Watertown Town Hall, and eventually got a response from the Chief Of Police. Apparently my failed email alerted the tech folks that there was an issue with the Traffic Commission email server. Hopefully that has been fixed and you can now receive incoming emails. Thank you for reviewing this. Shanta}

Dear Watertown Traffic Commission,

I have lived on Palfrey Street (119 Palfrey) for 15 years now, and I am cc'ing my neighbors (Todd and Matt) who also live on Palfrey Street and are supportive of my message herein. I have several other neighbors who have also reviewed this email and are in concurrence with my analysis and suggestions and look forward to a response from The Commission.

Over the past several years the volume of traffic on Palfrey Street has blossomed dramatically.

Instead of being the quiet, local resident access street it once was, it is now in danger of becoming (or has already become) a major commuter thoroughfare. This creates several problems for local residents along Palfrey Street and around the nearby intersections. This issue is only going to get worse as Watertown determines how to manage traffic for the increased 1700 additional residents required in association with the MBTA rules and as populations of nearby commuter communities (Belmont, Lexington, Waltham, for example) continue to grow.

As a former commuter I am sympathetic to the traffic congestion on main streets across the Boston area, but the answer isn't to push traffic into residential neighborhoods. And I think we need to address this issue for Palfrey Street as soon as possible.

The huge volume of traffic leads to noise pollution, exacerbated by the psychological effect drivers seem to experience coming through the double stop signs at the bottom of Palfrey hill, facing a long steep uphill stretch: they accelerate fast, and it is particularly loud and dangerous. They see a straight road, and they "gun it", hoping to shave ten seconds off their commute, literally flying up the hill as a result. Furthermore, they don't have good visibility of parked vehicles over the crest of the hill

and oncoming traffic coming downhill because the crest of the hill blocks their views.

The traffic is leading to dangerous situations for cross walkers at Pearl Street, Hill Street, and elsewhere, and has very unfortunately led to the death of pet dogs on Palfrey Street. Children are also at risk, and a blind woman walks down the hill frequently from higher up on Palfrey Street and is also at increased risk of injury. Several elderly couples I know in the area now avoid Palfrey Street for their walks because of the noise and rush of oncoming traffic.

And there is risk of car accidents, particularly at the crest of Palfrey hill where drivers have reached maximum speed, enter into a zone where there are often parked vehicles on one side, and encounter oncoming traffic that is also traveling quickly and hard to see due to the nature of the hill itself.

We would like you to seriously consider mitigation measures that would reduce traffic volume, reduce traffic speed, and improve the noise pollution, safety, re-route traffic to main thoroughfares (instead of residential cross streets) and bring back the residential feeling of the road for residents along Palfrey Street. Without some intervention, Palfrey Street will permanently become the new "Main Street or School Street". Also, it appears the vast majority of Palfrey Street users are commuters, often traversing Watertown from Storrow Drive and the Mass Pike, bypassing the main avenues such as Mount Auburn and Main Street, using Waze and Google Maps that suggest back road alternatives, and using this simple, originally quiet neighborhood street as their main commuting avenue on their way home to Belmont, Lexington, Waltham and other towns. I really don't think Watertown should be encouraging non-Watertown residents to use its local streets for major

commuter gateway travel. I am fine if they want to use the main avenues, but I am not comfortable with our back roads becoming major commuter routes, and for people that don't even live in Watertown to begin with no less.

As the traffic commission, I expect you have access to the latest research on traffic mitigation techniques and what works and doesn't work. From my observations and thoughts, several ideas come to mind that I will suggest as possible steps towards a better Palfrey Street living experience. Please do consider these options as you decide what to do for Palfrey Street:

1. Post 20 mph travel signs on the beginning of the hill on both ends of Palfrey Street. Other towns post slower speed limits to reduce and manage traffic. Why can't Watertown selectively slow traffic on a minor road such as Palfrey is my thinking?
2. Install speed bumps on Palfrey Street at key points on the slope of the hill at both ends. I know the immediate complaint will come from snow plows that say this reduces their ability to remove snow on the slope, but this problem must be encountered and solved elsewhere in the Boston area and shouldn't prevent Watertown from implementing the practice.
3. Install one lane "pinch point" sections along Palfrey Street to reduce traffic speed, encourage pass-through commuters to seek alternate travel routes, and improve safety. There are entire towns in other areas that do this to great effect (one example that comes to mind is Seattle where such techniques are used very effectively in the cities and towns around the urban center, much like Watertown).
4. Implement a one way approach to traffic. In this case I would recommend the one way direction be FROM Waverly Avenue

TOWARDS Mount Auburn Street. This would dramatically reduce the massive "get home fast" commuter traffic in the afternoon, and because Palfrey is one way the other direction up to the four way stop intersection, it would strongly discourage commuters in the Waverly to Mount Auburn direction from using Palfrey Street for their commute. This would force commuters onto Main Street, Waverly Street, and Mount Auburn Street, where the "real" traffic should be traveling.

5. Perform a traffic study of Palfrey Street to count vehicles on the street to prove our point that there is a tremendous amount of traffic on the street (many mornings there is a near continuous flow of uphill traffic during the 8 am time frame). Palfrey is now seeing hundreds of cars per hour, perhaps many hundreds of cars per hour during peak usage.

6. Place a police speed trap at Hill Street and ticket speeders on a periodic basis. This would re-train the commuter travelers to take it easy on the hill itself. I often see cars accelerate to 40 mph, and faster, up the hill. This is an entirely unnecessary and dangerous speed for this lonely road in the middle of Watertown. On multiple occasions I have literally stood in the street and waved to oncoming traffic to SLOW DOWN. Some apologetically slow down (not realizing how ridiculously fast they have accelerated), others dodge me in disgust and accelerate even faster.

7. Add a formal painted cross-walk at the Hill Street intersection, and another at the Everett Street intersection. This gives pedestrians and dog walkers the right of way, and reminds commuters this is NOT a highway, but a local, residential street.

8. Install a semi-permanent radar sign indicating travel speed, much like the one used often on School Street and elsewhere in

Watertown. This reminds people just how fast they are travelling.

9. Place permanent middle of the road cross walk signs at the Pearl, Hill, and Everett crosswalks. If Mount Auburn, a massive major thoroughfare, can use this technique to increase driver alertness and reduce speed, why shouldn't Palfrey Street also employ this technique. This would significantly emphasize the local nature of the street, and the right of way of the residents to cross, whether with their dogs on a dog walk, or as they walk to access the city center and bus stop on their way to and from work or other activities.

10. Place a solar powered blinking sign on the beginning of the Palfrey Street hill slope on each end that says "SLOW" to emphasize that this is a local neighborhood road and that drivers are expected to drive slowly and use the road in an appropriate fashion.

Thanks very much for your serious consideration of this important matter. If you require any specific applications, formal paperwork, or hearing participation as part of your work in traffic mitigation decisions as they relate to Palfrey Street, please do not hesitate to explain what that entails and I will engage in that process.

Very sincerely,

Shanta Puchtler, 119 Palfrey Street  
Cell 617-767-6417  
email [shantap@gmail.com](mailto:shantap@gmail.com)

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).

## Sampson, David

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**To:** Heather Carroll  
**Subject:** RE: No Parking Sign Request

Good afternoon Ms. Carroll,

In terms of your question, the following is prohibited:

- Upon any street or highway within twenty (20) feet of an intersecting way, except alleys
- No vehicle shall remain stopped or parked within twenty feet of a crosswalk on that side of the roadway where a pedestrian may enter said crosswalk
- A motor vehicle or trailer greater than six (6) feet in overall height, exclusive of antennae, obstructing the view of a stop sign, yield sign, informational sign, traffic signal, warning device, crosswalk or an intersection

There are no regulations that specifically prohibit parking within a certain distance of a Stop sign. Distance is considered from the intersection itself.

Your request for a No Parking Here to Corner sign on the west side of Evans Street at Waltham Street has been placed on the June 26, 2024 Traffic Commission agenda. The meeting time will be confirmed approximately one week prior to the meeting. It will likely be 7:00 pm. You are not required to attend the meeting, but I strongly encourage you to attend. It is helpful to be there in the event the Commission has any specific questions. The Traffic Commission meets on the last Wednesday of each month (excluding July and August). If you want to be present at a meeting, but cannot make the one in June, let me know; I can place you on the September 25<sup>th</sup> agenda.

Respectfully,  
Sgt. D. Sampson

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**From:** Heather Carroll <heatherleecarroll@gmail.com>  
**Sent:** Wednesday, June 12, 2024 2:41 PM  
**To:** Sampson, David <dsampson@police.watertown-ma.gov>  
**Subject:** Re: No Parking Sign Request

SGT Sampson,

Thank you for your response.

Can you please tell me what the law is regarding parking within X amount of feet from a STOP sign?  
30 feet correct?

The cars in these images are clearly parked IN FRONT of the STOP sign which is illegal. Because of this, vehicles cannot properly stop at this intersection to make a safe turn off of Evans St.

I am requesting a "NO parking here to corner" sign for this dangerous intersection.

Be in touch,

Heather

On Jun 12, 2024, at 2:22 PM, Sampson, David <[dsampson@police.watertown-ma.gov](mailto:dsampson@police.watertown-ma.gov)> wrote:

Good morning Ms. Carroll,

I received a copy of your most recent email dated 6-11-24. I did not receive your original email – Thank you for including it here.

You are correct that parking within 20' of an intersection is prohibited. Because this is a general rule everywhere, posted signage is not required at every intersection. Customer and food delivery pick-ups are a challenge at many locations. Many motorists will park illegally and take the chance that they will be in and out before anyone catches the violation.

Based on your photo, this vehicle may or may not be within 20' of the intersection, but it is certainly within 20' of the crosswalk.

I have asked Parking Enforcement to make note of this concern, and will ask officers who work in the area to keep an eye on it as well.

Parking Enforcement spoke with the proprietor of GiGi's and explained the issue – The proprietor will help try to spread the word to not park there as well.

Respectfully,  
Sgt. D. Sampson  
Watertown Police Department

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**From:** Heather Carroll <[heatherleecarroll@gmail.com](mailto:heatherleecarroll@gmail.com)>

**Sent:** Tuesday, June 11, 2024 5:02 PM

**To:** Traffic Commission <[trafficcom@watertown-ma.gov](mailto:trafficcom@watertown-ma.gov)>; Traffic Commission <[trafficcom@watertown-ma.gov](mailto:trafficcom@watertown-ma.gov)>

**Subject:** Re: No Parking Sign Request

Following up on my previous email sent on 5/13.

I have added some additional photographs that continue to prove what a problem parking at this stop sign is.

I would appreciate an email back by the end of the week with what action will be taken.

Many thanks,  
Heather

<image001.jpg>

<image002.jpg>

> On May 13, 2024, at 7:16 PM, Heather Carroll <[heatherleecarroll@gmail.com](mailto:heatherleecarroll@gmail.com)> wrote:

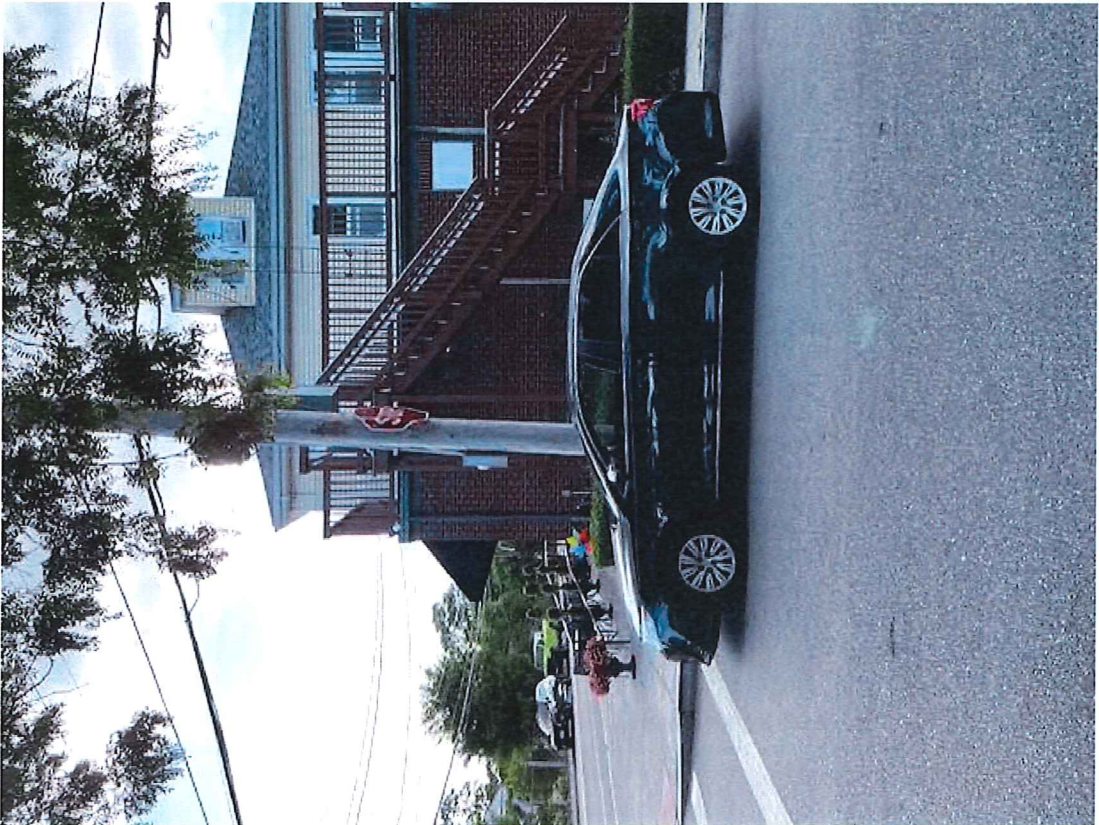
- >
- > Hello,
- >
- > A "NO PARKING" sign on the corner of Evans St & Waltham St is necessary & dire.
- >
- > Cars continuously park in FRONT of the stop sign to pick up their food at GiGi's Pizza Co. This makes both stopping & turning on and off of Evans St a problem. What makes this a bigger issue is that in the other side of Evans St is the Bemis Playground and Park. So children/ families are always crossing at this intersection. Cars parking in this location is DANGEROUS!!!
- >
- > I know the law is that you can no park within 30ft of a stop sign. This law not only needs to be reinforced in the specific location I am requesting but also other parts of the neighborhood s nobody abides by it.
- >
- > I have attached an image of what it constantly looks like on the corner of Evans & Waltham St.
- >
- > Talk soon,
- > Heather
- >
- > <image0.jpeg>
- >
- >
- >

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).

Evans Street at Waltham Street



Evans Street at Waltham Street



## Sampson, David

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**From:** Evan <evanhwilcox@gmail.com>  
**Sent:** Tuesday, June 18, 2024 4:46 PM  
**To:** Sampson, David  
**Subject:** Re: 4-way stop sign on Fayette St & Pearl St

Hi Sgt. Sampson,

Thank you for your response. Yes, I received your email, and I plan to attend the Traffic Commission meeting on June 26.

Thank you,

Evan

---

**From:** Sampson, David <dsampson@police.watertown-ma.gov>  
**Sent:** Monday, June 17, 2024 2:39 PM  
**To:** Evan <evanhwilcox@gmail.com>  
**Cc:** Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>  
**Subject:** RE: 4-way stop sign on Fayette St & Pearl St

Good afternoon Mr. Wilcox,

I received a copy of your request for an all-way stop at the intersection of Fayette Street at Pearl Street.

As a background, federal guidelines note that Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.

The decision to install multi-way stop control should be based on an engineering study.

Some of the criteria to consider in the engineering study includes

1. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
2. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
3. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8
4. hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour.

Other criteria that may be considered in an engineering study include:

- A. The need to control left-turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- C. 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
- D. 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.

Massachusetts notes that the purpose of the Stop Sign is to designate right-of-way to vehicles making conflicting movements. It is not intended, nor shall it be used for the control of speed, traffic calming or to forestall pedestrian, rear-end or turning movement accidents.

I am not an engineer, nor do I have any authority to approve or deny your request. Your request needs to be heard by the Watertown Traffic Commission.

I have placed your request on the June 26, 2024 Traffic Commission agenda. The meeting will take place at 7:00pm and will be held in the Administration Building (149 Main Street) in the Council Chambers. You are not required to attend the meeting, but I strongly encourage you to attend. It is helpful to be there in the event the Commission has any specific questions.

At this time, I can report that a two-year search of our records system revealed that 4 crashes have been reported at the intersection of Fayette Street at Pearl Street.

1-19-23 – 0914 hours – Fayette St eastbound, Pearl St southbound. Op. on Fayette reported other vehicle traveled through the intersection. Op. on Pearl Street reported they stopped but vehicle on Fayette was speeding.

7-25-23 – 1806 hours – Fayette St westbound, Pearl St northbound. Pearl St. failed to yield to Fayette Street

5-28-24 – 1014 hours – Fayette St eastbound, Pearl St northbound. Pearl St. vehicle missed the Stop sign because it was impeded by a landscaping truck.

6-3-24 – 1714 hours – Fayette St eastbound, Pearl St southbound. Pearl Street operator thought it was okay to go because it made the primary stop. Pearl Street operator also felt that Fayette operator was speeding.

It does not appear that the intersection meets the crash frequency warrants for an all-way stop.

Also, on 6-5-24, the police department received a report from another area resident who reported that the location of the stop sign on the north side of Pearl Street was causing a problem. Apparently the sign and post got knocked over a few months ago – A Stop sign was placed on the utility pole instead of the original location closer to the intersection. The sign was relocated and re-installed on a normal post by 8:00 a.m. the following day.

Please confirm that you received this email, and whether you plan to attend the Traffic Commission meeting. Thank you.

Respectfully submitted,  
Sgt. D. Sampson

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**From:** Evan <evanhwilcox@gmail.com>

**Sent:** Tuesday, June 04, 2024 4:55 PM

**To:** Squatrito, Adam <asquatrito@watertown-ma.gov>

**Cc:** Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>; Sampson, David <dsampson@police.watertown-ma.gov>

**Subject:** 4-way stop sign on Fayette St & Pearl St

Hi Adam,

I'm reaching out to advocate for additional stop signs on Fayette Street intersecting Pearl Street in Precinct 8. There are stop signs for Pearl Street, but I would like to see stop signs added for Fayette Street to create a four-way stop sign intersection on behalf of the safety of the neighborhood.

There has been two accidents in the past month on that intersection. Although I did not witness the accidents, I heard them from my bedroom as I am a resident on Hawthorne Street.

I drive down Pearl Street crossing Fayette Street when I go to work. The cars coming down Fayette come down way too fast in my opinion. By the landscape of the properties, it's hard to see cars coming down Fayette Street while waiting on Pearl Street to cross safely and vice versa. By the time I inch forward to see if any cars are coming down on Fayette Street while on Pearl Street, I'm basically in the middle of the intersection.

I hope you and your team will consider adding additional stop signs on Fayette Street at that intersection to better ensure safety for the neighborhood and the community.

Thank you,  
Evan Wilcox

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Maura Healey, Governor  
Kimberley Driscoll, Lieutenant Governor  
Monica Tibbits-Nutt, Secretary & CEO  
Phillip Eng, General Manager & CEO



June 17, 2024

Tyler R Glode, PE  
City Engineer  
City of Watertown  
149 Main Street  
Watertown, MA 02472

**RE: MBTA PATI High Priority Stops – Watertown: Main Street @ Green Street/White Avenue**

Dear Mr. Glode,

The MBTA and the City of Watertown have collaborated on a street design to improve bus stop accessibility and pedestrian safety at the intersection of Main Street and Chestnut Street/Whites Avenue. Traffic Commission approval of related curbside regulations and overall design is now being sought.

100% design plans for bus stop improvements inbound at Main Street @ Green Street (formerly Chestnut Street) (Stop ID 8296) and outbound at Main Street opp. Green Street (at Whites Avenue) (Stop ID 88171) as part of the MBTA's Plan for Accessible Transit Infrastructure (PATI) program have been prepared. Through PATI, MBTA is addressing safety and accessibility issues at bus stops across its system, starting with stops that have critical or high priority safety and accessibility concerns. In parallel the city developed a concept plan for an enhanced crosswalk with bump outs and a Rapid Rectangular Flashing Beacon (RRFB). Through coordination of both projects, the MBTA has integrated the enhanced crosswalk design into the bus stop project. Proposed improvements include:

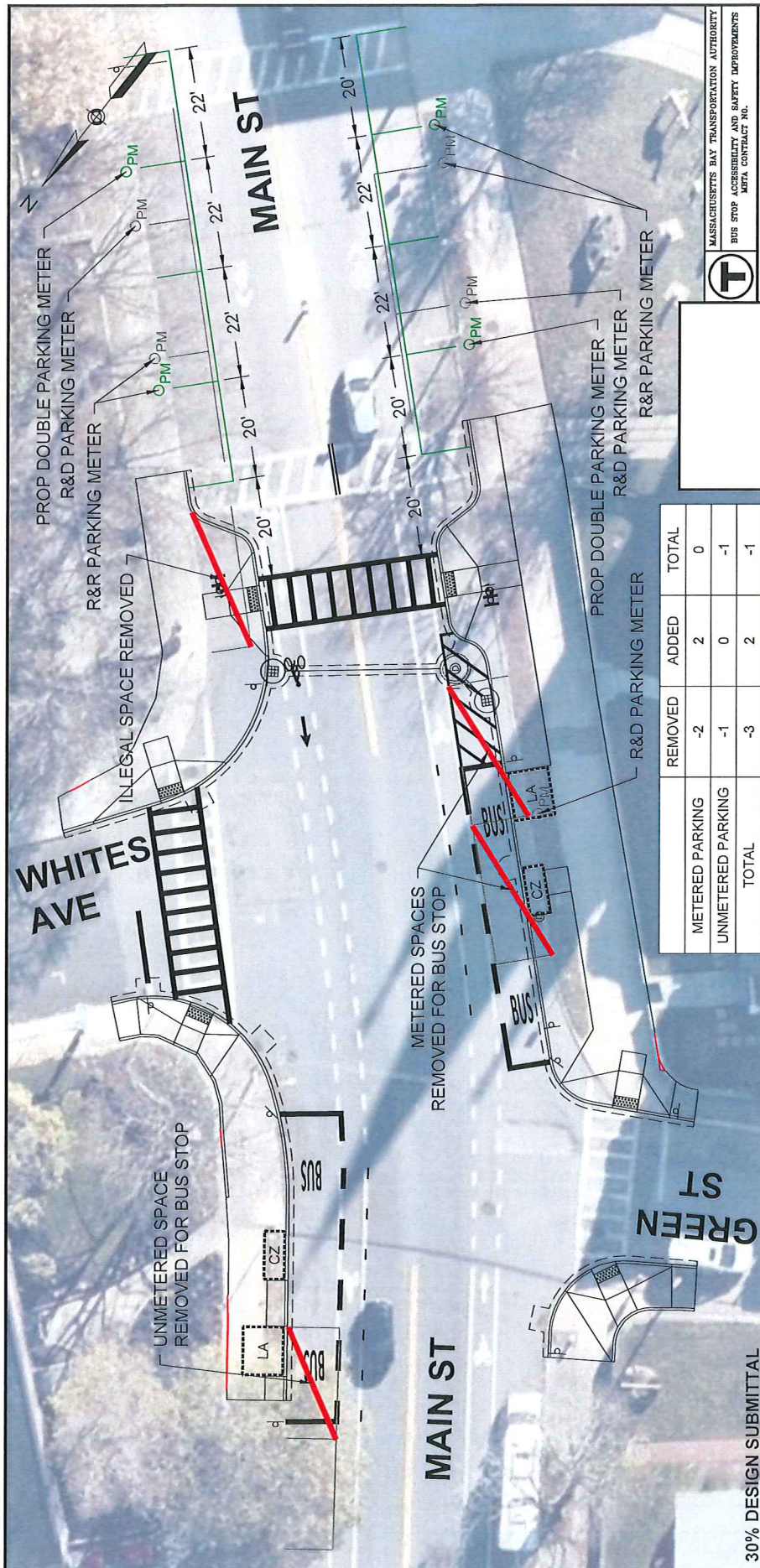
- Reconstruction of all curb ramps, and the addition of curb ramp bumpouts and a hard-wired RRFB at the crosswalk on Main Street east of Whites Avenue
- Removal of the crosswalk west of Chestnut Street, less than 90 feet away from Whites Avenue
- Sidewalk widening at the inbound bus stop on the farside of Green Street to better accommodate transit operations and address accessibility concerns
- Reconstruction of the sidewalk at the outbound bus stop on the farside of Whites Avenue (opposite Green Street)
- Addition of bus stop pavement markings
- Ancillary related drainage improvements
- Reconfiguration of on-street parking spaces, and overall loss of one (1) parking space (unmetered)

MBTA respectfully requests the Traffic Commission approval of the curbside modifications to enable finalization of the design and advancement to construction.

Sincerely,

Bin Zou  
Project Manager, MBTA

CC: Bowman: Sandra Clarey, Project Manager; Angela Saunders, Design Lead



	REMOVED	ADDED	TOTAL
METERED PARKING	-2	2	0
UNMETERED PARKING	-1	0	-1
<b>TOTAL</b>	<b>-3</b>	<b>2</b>	<b>-1</b>



**30% DESIGN SUBMITTAL**

- NOTES:
- EXISTING SPACE COUNT INCLUDES SPACES WITHIN 20' BUFFER FROM CROSSWALK.

GREEN LINENWORK SHOWS PROPOSED PARKING CONFIGURATION



**T** MASSACHUSETTS BAY TRANSPORTATION AUTHORITY  
 BUS STOP ACCESSIBILITY AND SAFETY IMPROVEMENTS  
 UETA CONTRACT NO.

MAIN ST @ CHESTNUT ST  
 WATERTOWN - STOP ID NO. 8296  
 MAIN ST OPP GREEN ST  
 WATERTOWN - STOP ID PAIR NO. 88171  
 GENERAL IMPROVEMENT PLAN

MASS. BAY TRANSPORTATION AUTHORITY  
 APPROVED BY

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